

TECHNICAL NOTE

Re: H5234-5PD-TN03 Wickham Hall Estate Solar Farm, Bishops Stortford, Hertfordshire
Date: June 2022
Subject: Construction Access Strategy Summary Note

1.0 Introduction

- 1.1 A Full Planning Application 3/21/2601/FUL has been submitted to East Hertfordshire Council for a 49.9MW Solar Photovoltaic Farm and associated battery storage at Wickham Hall Estate in Bishops Stortford, Hertfordshire.
- 1.2 A summary of events has been provided below in terms of Highways in chronological date order:
- A Transport Statement prepared by DLP Planning's Sustainable Development and Delivery (SDD) Team was submitted to accompany this application.
 - Following the submission of the application, Hertfordshire County Council (HCC) provided consultation comments on the application in relation to the development's impact on the local highway network.
 - Technical Note 02 was prepared DLP Planning's SDD Team in response to HCC consultation comments which outlined the alternative construction access arrangement.
 - HCC reviewed the contents of Technical Note 02 and confirmed that the revised temporary construction arrangement to the south off the A120 is acceptable (comments contained at **Appendix A**).
- 1.3 This note has been prepared to reflect changes to the proposed site masterplan, which include an extension of the access road to reach the revised site boundary. **Figure 1** shows the revised masterplan, confirming that the access road would extend 1.15km across common ownership land.
- 1.4 Other changes to the scheme include a reduced site area from 78.26ha to 59.08ha, a reduced solar output capacity from 49.9MW to circa 35MW, and a reduced number of inverter / transformer units from 18 to 15 at the site.
- 1.5 Naturally a reduction of solar equipment means that there would be a reduction of construction vehicle deliveries required in order to construct the solar farm. Given HCC considered the level of construction traffic associated with the previous scheme to be acceptable, these proposed changes would only improve the current position and result in a lesser impact on the local highway network.

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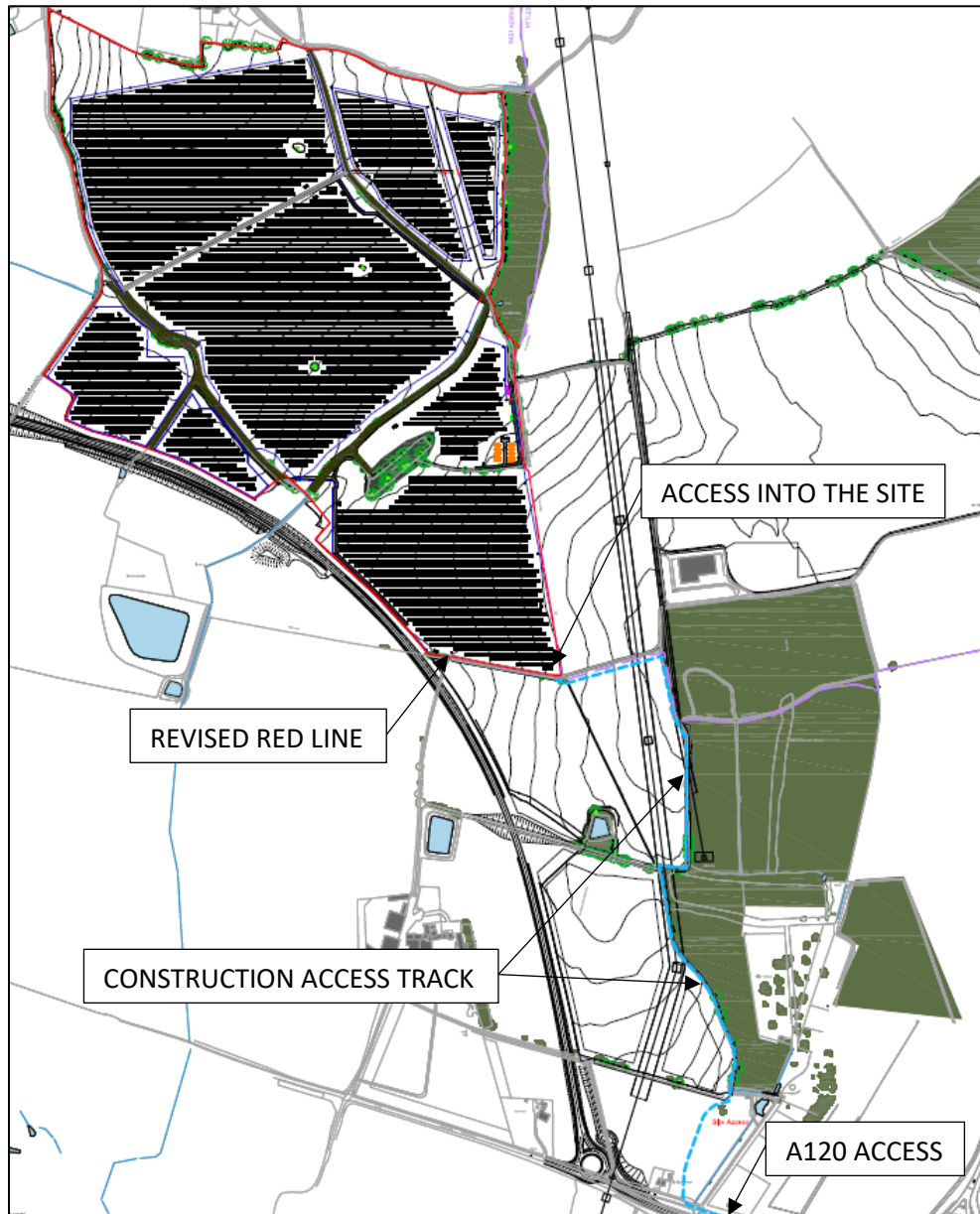


Figure 1 – Revised Site Masterplan

1.6 The access arrangement would be temporary and only utilised for the 11-month construction of the solar farm. From the existing access road, the access route would enter through an existing field gate and cross 1.15km of common ownership land to reach the site. A temporary metal road sheet access track will be laid between the field gate access and the site, which will be removed and returned as unused land once construction is complete. Operational traffic for the maintenance of the solar farm (via cars / vans) will access via the Wickham Hall Business Park.

2.0 Construction Access at the A120

2.1 The revised scheme is proposed to be constructed utilising an existing access from the A120 Hadham Road which serves three existing residential properties two of which are in common

ownership with the land.

- 2.2 In the consultation response from HCC, it has been confirmed that subject to the visibility splays shown at **Drawing Number H5234-5PD-002 Revision C** (contained at **Appendix B**) being provided and maintained, the existing access off the northern edge of the A120 could be utilised for the construction traffic associated with the site.
- 2.3 Temporary traffic management would also be provided at the A120 access and would consist of a left in / left out only arrangement onto the A120, with construction deliveries restricted to 0930 to 1600 hours only to avoid network peak periods.
- 2.4 Temporary signage would be provided where footpaths and PRow's cross the construction route to inform users to be aware of the presence of construction vehicles, as indicated on **Drawing Number H5234-5PD-002 Revision C**.
- 2.5 **Drawing Number H5234-5PD-003** (contained at **Appendix B**) provides a swept path analysis showing a 16.5m articulated vehicle entering and exiting, which is the largest vehicle to deliver the mounting frames and PV panels. This drawing confirms that there are 4 locations which could accommodate two HGVs passing. To control movements into and out of the site it is proposed that Banksmen will be provided and located at the junction with the A120 and at the site entrance.
- 2.6 Wheel washing facilities will be provided to ensure that no mud or dirt is brought onto the public highway. This will be present throughout the full construction process, with the specific location of the facility to be determined as part of the Construction Traffic Management Plan. Should debris from the site be on the public highway, mechanical road sweepers will be employed to clear the highway of mud / debris at the earliest opportunity.

3.0 Construction Access Track to the Site

- 3.1 The construction access track will extend 1.15km north across common ownership land to the site. This will comprise:
 - Construction of a temporary field access north from the old Hadham Road for a distance of around 200m.
 - Construction of a temporary vehicular access alongside Bridleway 010 running along the south western boundary of Bloodhounds' Wood for a distance of about 400m.
 - Use of the existing farm track from a point where it intersects with Bridleway 009 for a distance of about 375m north along the western side of Bloodhounds' Wood – such track to become a permissive right of way following completion of the construction works
 - Construction of a temporary access track adjoining the existing farm track running east from Bloodhounds' Wood to the site boundary for a distance of about 175m, located to the south of a proposed new hedgerow linking the site boundary with Bloodhounds' Wood.
- 3.2 The temporary construction access track will comprise a width of 4m and feature passing points, widening out to 6m, every 100 to 150m between the A120 and the site. The material for the access track will likely be a metal road sheet which will be laid between the field gate access and the site,

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to be removed and returned as unused land once construction is complete.

- 3.3 The access track would be segregated from any PRow in the form of temporary fencing, as shown in **Drawing Number H5234-5PD-002 Revision C**, with an extract contained below at **Figure 2**. This mitigation addresses the potential safety concern of a construction vehicle straying into the PRow, or the user of the PRow traveling along the construction route, as the security fencing would ensure the two stay separate.

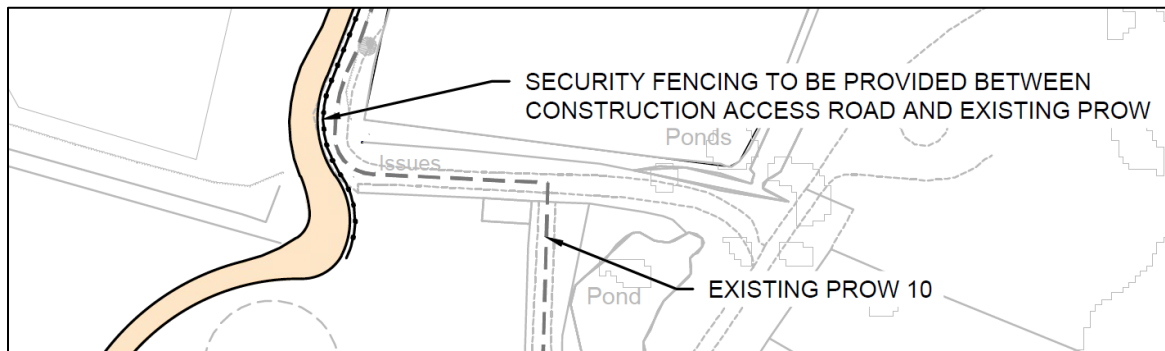


Figure 2 – Proposed Access Track and PRow Segregation

- 3.4 Once at the site, construction vehicles will be provided with satisfactory space to turn, un-load and exit the site in forward gear. The site compound, delivery turning area / unload area and vehicular parking area will be located at the eastern section of the site, and will comprise of temporary portacabin-type buildings in addition to an area for material storage. These portacabins are required for offices, toilets, canteen and storage. There will also be a temporary area reserved for parking directly adjacent to the compound.
- 3.5 The details of the site compound and internal layout will be confirmed in the Construction Traffic Management Plan.
- 4.0 Conclusion**
- 4.1 Based upon the information contained within this summary note, it is considered that suitable measures would be put in place to accommodate the temporary construction traffic associated with the solar farm.
- 4.2 This note has demonstrated that the changes to the site area and location do change the principles agreed with HCC as part of the consultation process. As such, it is therefore considered that the Highway Authority should continue to comment favourably on the application, subject to the conditions set out in **Appendix A**.

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Appendix A Hertfordshire County Council Consultation Comments (13th May 2022)

Kurt Hardy

From: [REDACTED]
Sent: 13 May 2022 15:03
To: Kurt Hardy
Cc: [REDACTED]
Subject: RE: 05.11.KH.RS.H5234-5PD.Wickham Hall Solar Farm - Additional Information

Follow Up Flag: Follow up
Flag Status: Completed

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Hi Kurt

Thanks for your e-mails, based on the information you submitted in Technical Note 2 (April 22) regarding the level of construction traffic associated with this proposal (28 two-way daily vehicular movements, 10 car/van arrivals in the AM peak, 1 HGV movement per hour and 10 car/van departures in the evening) and that the access will only be temporary and only utilised for 11 months, it is acceptable to use the access as shown on Drawing Ref: H5234-5PD-002 Rev C for construction traffic for the above site subject to:

1. Visibility splays as shown on the above drawing being provided and maintained
2. Left in, left out arrangement for construction traffic onto A120
3. Deliveries restricted to: 9:30-16:00
4. Measures to manage and protect pedestrians on A120 and public rights of way within the site
5. Adequate signage on A120 to warn drivers- you need to submit a signage plan with your construction management plan
6. Glint/Glare Assessment
7. Wheel washing facilities: no construction vehicle leaving this site should bring mud/dirt onto A120
8. Additional plans showing storage compounds, areas designated for car parking, loading /unloading and turning areas within the site
9. Cable route: separate application: please contact HCC Network Management Team to discuss this further on 0300 123 4047

Note: You need to submit a construction management plan, we advise applicants to use HCC's Construction Management Plan template, which can be tailored to the scale of the development can be found here: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>

Regards



[REDACTED]
**Senior Highways Officer (North & East Herts), Highways
Development Management
Hertfordshire County Council**

County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point: CHN203

T: [REDACTED]
[REDACTED]

From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Sent: 11 May 2022 14:02

To: [REDACTED]

Cc: [REDACTED]

Subject: 05.11.KH.RS.H5234-5PD.Wickham Hall Solar Farm - Additional Information

Hi [REDACTED]

I wondered if you had the opportunity to review my email below? Apologies for chasing on this.

I note your additional concerns are in relation to 'Glint & Glare' impact and 'Cable Route'. Please see below our proposed approach to each to satisfy your comments.

Glint & Glare

We do not consider there to be an impact on glint and glare resulting from the proposed development as the ground levels relative to the bypass are such that panels are likely to be barely if not completely invisible to motorists from the bypass. Furthermore, as mentioned in the 'Landscape and Visual Assessment submitted, the panels are non-reflective and incorporate a matte finish to the cells to ensure that glint and glare from the sun is avoided. As such the panels adopt a dark grey / blue appearance that will change subtly depending on the atmospheric conditions.

Whilst we do not consider the proposed develop to result in a glint and glare impact, if you consider this to be a concern we would be content to accept a condition requiring a glint and glare assessment to be carried out of the detailed layout prior to the installation of any array.

Cable Route

Following the initial objection to the routing of the cable through the underpass, alternative routes were scoped. As such the new route follows the construction access route from the south of the site, along the access road, and then across first party land to the A120. It will then cross the roundabout onto the A1250, and then north through the new development and across to the sub-station. Please find attached the indicative route (shown in blue)

The entire cable route could be provided within first party land or within the public highway. The cable connection from the site will be carried out by the DNO under their powers as a statutory undertaker, or by way of a separate application at a later date, and therefore should not be a concern in relation to this application.

I hope the above provides you with sufficient information as requested.

Kind regards
Kurt

Kurt Hardy
Principal Transport Planner
Sustainable Development and Delivery Team

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From: Kurt Hardy
Sent: 09 May 2022 18:55
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 04.21.KH.RS.H5234-5PD.Wickham Hall Solar Farm - Technical Note 2
Importance: High

Hi [REDACTED]

Thanks for getting back to me. In response to your email, please find attached the following updated drawings and a summary of the changes to address your comments below:

Drawing Number H5234-5PD-002 Revision C

Point 1 – Visibility: The vegetation would only be. This proposal has been put forward as it was noted on-site the vegetation overhangs the footway and reduces visibility to circa 120m. Therefore, we only seek to cut back the vegetation to maximise visibility to an estimated distance of 140m, noting that there will not be any loss of trees or hedges. The visibility label on the drawing has been updated to *“VEGETATION TO BE CUT BACK ONLY, NO REMOVAL OR LOSS OF ANY TREES OR HEDGE”* in order to clear up any confusion and address your comment.

Point 3 – Pedestrians: A label has been added on the drawing at the A120 junction to state *“SIGNS & BANKSMEN TO INFORM PEDESTRIAN USERS OF THE PRESENCE OF CONSTRUCTION VEHICLES, AND TO INFORM HGV DRIVERS THAT PEDESTRIANS MAY BE CROSSING AT THE JUNCTION”*. Just signage alone was suitable to mitigate pedestrians crossing PROW 10 to 18 (as advised by your PROW Officer), and therefore both signage and banksmen should be sufficient to address your potential safety concern at the existing junction.

Drawing Number H5234-5PD-003 Revision A

Point 2 – Tracking Assessment: The road markings have now been shown on the attached drawing, confirming that the largest 16.5m articulated vehicle could turn left in and left out without crossing the A120 centreline. Furthermore, the two insets contained at the top right of the drawing confirm that a 16.5m articulated vehicle and 4.5t Van could both enter if the opposite vehicle is waiting to exit. At no point will there ever be two articulated lorries at the junction will the control of a delivery call-up procedure and banksmen. As such, there should be no safety concern regarding a vehicle having to wait on the A120.

I hope the above information and attached drawings should now provide you with sufficient evidence to address your outstanding concerns and allow you to withdraw your Highways recommendation of refusal on the application.

I look forward to your response.

Kind regards
Kurt

Kurt Hardy
Principal Transport Planner
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From: [Redacted]
Sent: 09 May 2022 13:26
To: Kurt Hardy [Redacted]
[Redacted]
Subject: RE: 04.21.KH.RS.H5234-5PD.Wickham Hall Solar Farm - Technical Note 2

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Hi Kurt

Thanks for your e-mail, I have checked your technical note and my comments are as follows:

1. **Visibility:** I noted that to improve visibility to the west you need to cut back vegetation, is this vegetation on private land or on highway land? Does it involve tree cutting or trimming

hedges? You may or may not be aware that Hertfordshire County Council declared a climate emergency in July 2019 and have set out commitments to make Hertfordshire cleaner, greener and more sustainable. Any loss of trees will not be favourable, have you discussed this with the Planning Officer and Tree officers? If not you need to discuss details of this with the Planning Officer and Tree officers both at East Herts and HCC for their requirements/approval.

2. Tracking Assessment: You submitted drawing ref: H5234-5PD-003 showing left in left out on the junction of the access with A120, there is not much detail on the drawing on the junction with A120 to clearly show that when an HGV is turning out of this site it does not cross the centre line or encroach onto the opposite lane. It appears as if it will not but as I said the drawing lacks that detail (drawings need to clearly demonstrate that turning lorries can do so safely without coming into conflict with vehicles travelling in the opposite direction). In addition no tracking assessment was done to show that if there is a vehicle exiting from this site a lorry can safely turn into the site and be able to pass this vehicle on this junction. The Highway Authority would not want lorries having to wait on the A120 for vehicles exiting from this site before they can turn in.
3. Pedestrians: Please note that there is a footway along A120 crossing this access, you will need to detail how you will manage and mitigate any risk with pedestrians crossing during the construction phase.
4. Other issues: you said they are being picked up separately.

Regards



[Redacted]
**Senior Highways Officer (North & East Herts), Highways
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Hertfordshire County Council**
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[Redacted]
[Redacted]



From: Kurt Hardy <Kurt.Hardy@dlpconsultants.co.uk>

Sent: 21 April 2022 08:55

To: [Redacted]
[Redacted]

Subject: 04.21.KH.RS.H5234-5PD.Wickham Hall Solar Farm - Technical Note 2

Importance: High

Good Morning [Redacted]

Further to your site meeting with my colleague David Baber on Wednesday 6th April, please find attached 'Technical Note 2' which has been prepared to address your concerns regarding the alternative access arrangement. As you will see the document sets out each of your comments in *italics*, with our subsequent response below them.

I trust we have provided you with sufficient information to consider our revised access proposals and to lift the current holding objection on Full Planning Application 3/21/2601/FUL. We would welcome the opportunity to discuss these proposals with you should you have any further concerns.

I look forward to your response in due course.

Kind regards
Kurt

Kurt Hardy
Principal Transport Planner
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From: [Redacted]
Sent: 06 April 2022 14:17
To: Kurt Hardy [Redacted]
Subject: RE: 03.17.KH.RS.H5234-5PD.Wickham Hall Solar Farm - Alternative Route

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Hi Kurt

I met with David on site this morning, I was told on site that this access serves a few residential cottages and a lodge so in terms of traffic there is not much which is better than the Wickham Hall access. My main concerns and issues for you to consider are:

- 1) The junction of this access with A120, this road is subject to 60mph, we didn't have details on visibility but to the right of the access (Hadham side) visibility is limited. It is very important

especially on this location for vehicles leaving this site to be able to clearly see and be seen in good time by all drivers on A120 in the interest of highway safety.

- 2) I have also got concerns regarding turning movements, especially right turning movements for HGVs from this access onto fast moving traffic. At this stage, I have not yet received tracking assessments showing all possible turning movements from this access onto A120 to see if this can be done safely. The Highway Authority would not want construction traffic joining A120 to interfere with the free and safe flow of traffic on this location.
- 3) Internally: swept path analysis to show two-way traffic, demonstrate that all construction traffic can go in turn around and exit in forward gear, wheel washing facilities to ensure no mud/dirt is brought onto the public highway.
- 4) Public Rights of Way: as discussed on site if there are any public rights of way affected they need to be considered and measures put in place for safety of walkers/horse riders, I told David to contact Nicholas Maddex from our Rights of Way Team to discuss this.
- 5) Please check my formal response to pick up other issues I raised eg the issues of Glare/Glint

Hope the above is useful for your further consideration.

Regards



[REDACTED]
**Senior Highways Officer (North & East Herts), Highways
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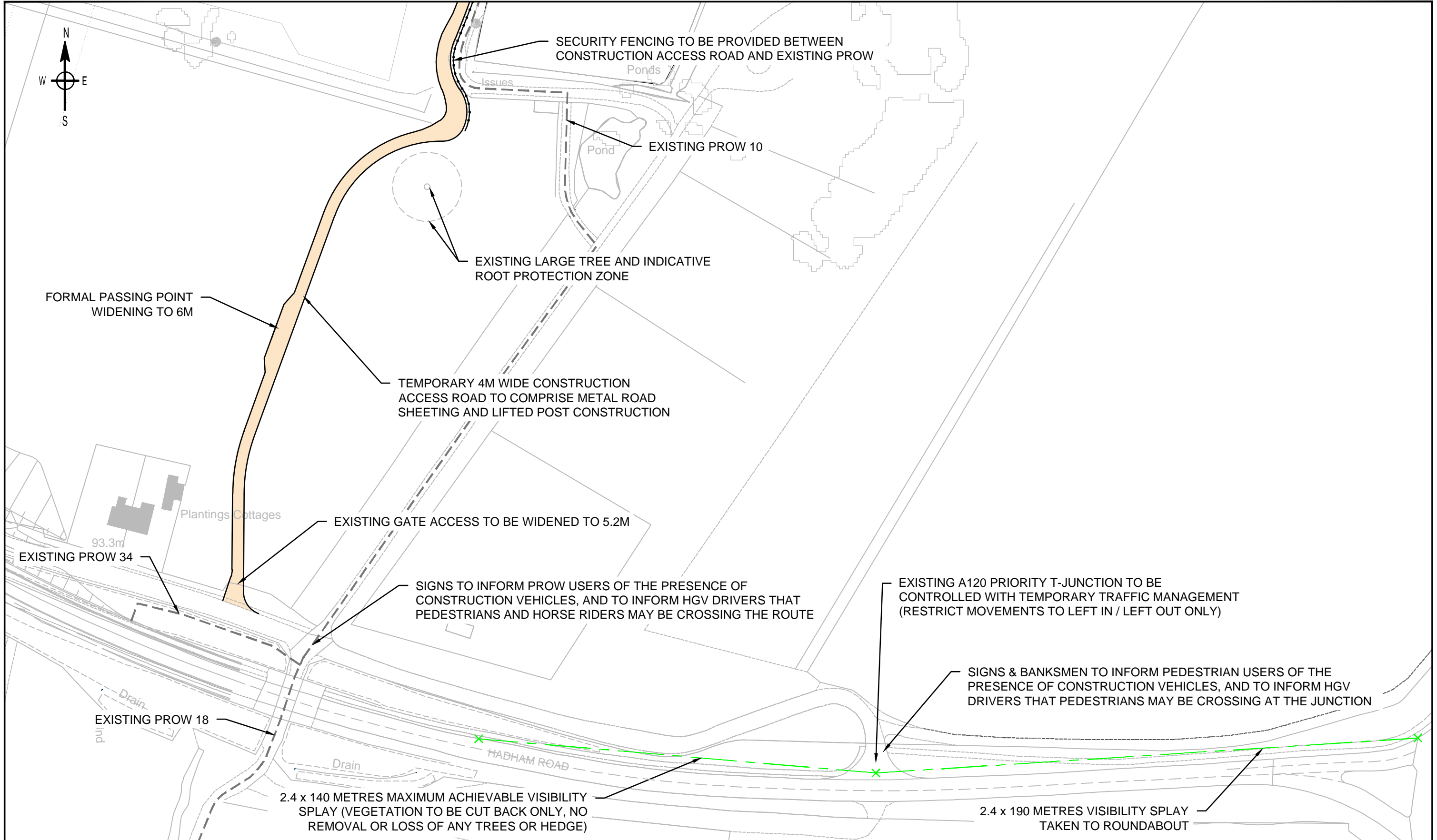


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Appendix B Drawing Number H5234-5PD-002 Revision C – Construction Access
Drawing Number H5234-5PD-003 Revision A – Swept Path Analysis



Based upon the Ordnance Survey Map with the permission of the Controller of H.M. Stationary Office @ Crown Copyright Contract No. 100048330

REV		DR	CH	AP	DATE
C	UPDATED TO REFLECT HCC COMMENTS	KH	DB	DB	09.05.22
B	UPDATED TO REFLECT PROW COMMENTS	KH	DB	DB	20.04.22
A	UPDATED FOLLOWING MEETING WITH HIGHWAYS	KH	DB	DB	07.04.22

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PROJECT
PROPOSED SOLAR FARM WICKHAM HALL ESTATE, BISHOPS STORTFORD

DRAWING TITLE
ALTERNATIVE CONSTRUCTION ACCESS ARRANGEMENT

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	DB	DB	29.03.22	1:1250	PLANNING

CLIENT
ENDURANCE ENERGY WICKHAM HALL LTD



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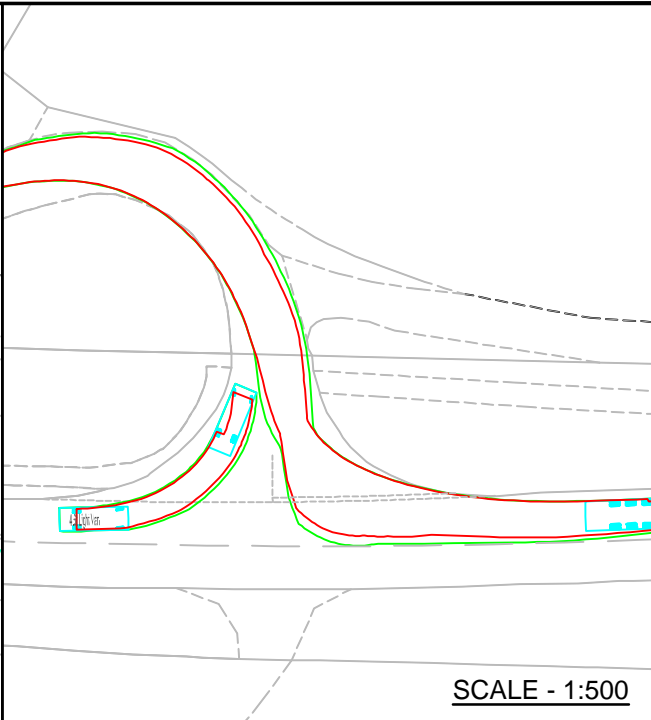
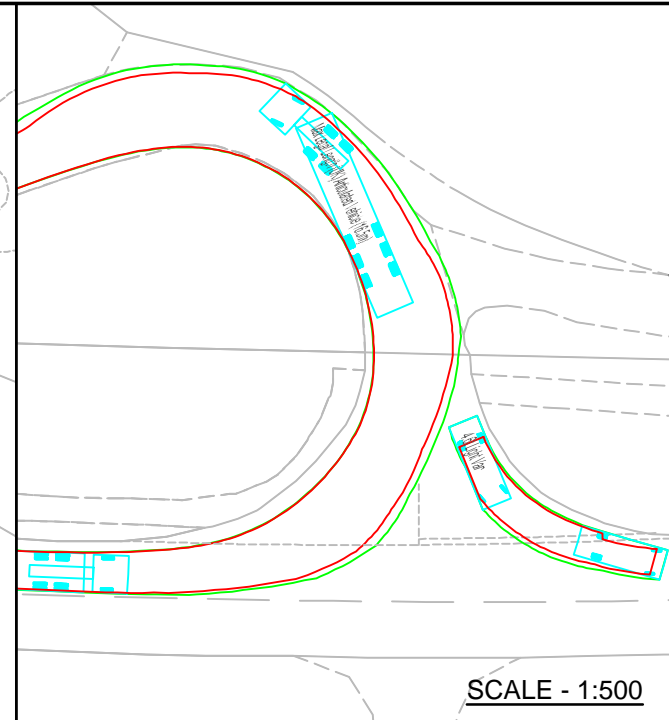
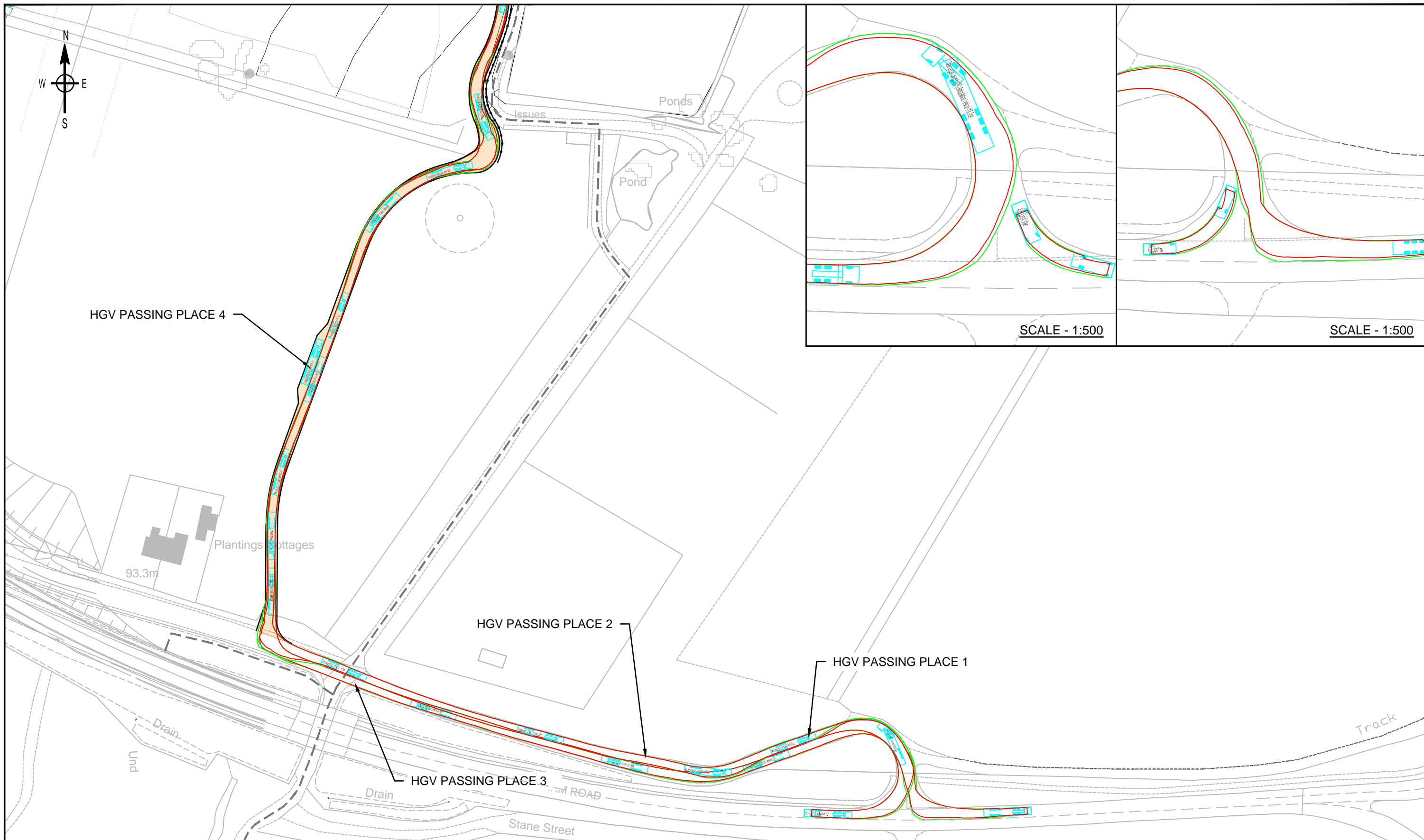


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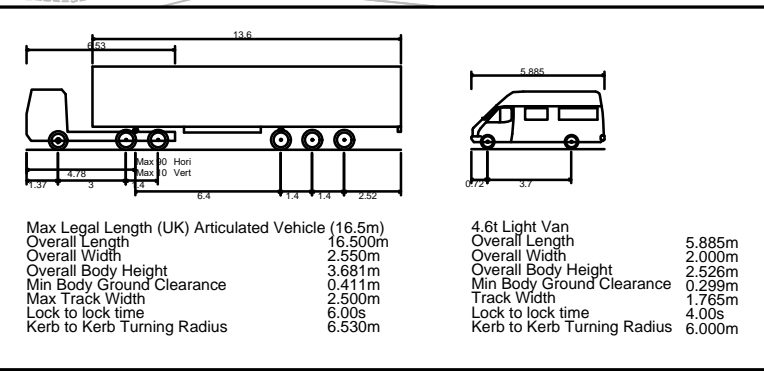
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H5234-5PD-002	C

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A	UPDATED TO REFLECT HCC COMMENTS	KH	DB	DB	09.05.22
REV		DR	CH	AP	DATE



PROJECT
PROPOSED SOLAR FARM WICKHAM HALL ESTATE, BISHOPS STORTFORD

DRAWING TITLE
SWEPT PATH OF ALTERNATIVE CONSTRUCTION ACCESS ARRANGEMENT

DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
KH	DB	DB	07.04.22	1:1250	PLANNING

CLIENT
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CAD FILE NAME : H5234-5PD-002