Construction Traffic Management Plan Addendum.

Full Planning Application for the Installation and Operation of a Renewable Energy Generating Station comprising Ground Mounted Photovoltaic Solar arrays together with Switchgear Container, Inverter/ Transformer Units, DNO Substation, Site Access, Internal Access Tracks, Security Measures, Access Gates, other Ancillary Infrastructure and Landscaping and Biodiversity Enhancements.

On behalf of JBM Solar Projects 10 Ltd.

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1. Introduction

1.1. This Construction Traffic Management Plan (CTMP) Addendum has been prepared by Pegasus Group on behalf of JBM Solar Projects 10 Ltd to address the comments received within the consultation response dated 26 May 2022, provided by Leicestershire County Council (LCC) highway officers. The consultation response has been provided on the CTMP submitted as part of planning application reference 22/00537/FUL for a proposed renewable energy scheme at land to the east of Castle View Road, Belvoir.

1.2. This Addendum should be read in conjunction with the CTMP submitted as part of the initial planning submittal, the text of which is included at **Appendix A**.

1.3. The comments received from LCC highway officers are included at **Appendix B** and are summarised below and are addressed in turn within this Addendum:

Site Access

i. Confirmation of the proposed post-construction access;
ii. Junction radii to be provided in line with local guidance at the proposed site access;
iii. Further information with regards to the retention of Easthorpe Lane;
iv. Illustration of a hardbound surfacing at the access up to any gate setback;
v. A Stage 1 Road Safety Audit (RSA) at the proposed site access;
vi. Review proposals for passing places on Castle View Road associated with planning application 20/01182/FUL and implications on site strategy;

Highway Safety

vii. Request analysis of accident data provided by LCC only for the most recently available previous five-year period;

Trip Generation

viii. Confirmation of the forecast number of trips associated with the community orchard and picnic area;

Internal Layout

ix. Swept Path Analysis of an agricultural vehicle within the internal site layout;
x. Parking and turning facilities for operational staff;
xi. Provision of an emergency access; and

Public Rights of Way

xii. Clarification on a number of the Public Right of Way (PRoW) proposals.

2. Site Access

Proposed Construction & Operational Access

2.1. Access to the site for both construction and operational vehicles is proposed via an existing access track off Castle View Road. As requested within the consultation response, the proposed site access has been revised to provide a junction radius of six metres on the southern side of the bellmouth. This is in line with Figure DG20 of Part 3 of the interim Leicestershire Highway Design Guide (LHDG).

2.2. The access will have a hard bound surface for the first 20 metres, with gates to the rear of this surfacing which open inwards.

2.3. The details set out in **paragraph 2.1** and **2.2** above are shown on **Figure 4.1 Rev.A**, included at **Appendix C**. This would replace Figure 4.1 of the CTMP.

2.4. This has also been reflected within an updated site layout, included at **Appendix D**.

Easthorpe Lane

2.5. Easthorpe Lane will remain operational throughout the construction phase. To retain access to Easthorpe Lane, it is proposed to provide flush kerbing on the northern bellmouth, as detailed in **Appendix C**. The site access will be managed with construction vehicles held within the site when vehicles are accessing or egressing from Easthorpe Lane.

Stage One Road Safety Audit

2.6. Once the site access arrangements have been confirmed to be acceptable by the local highway authority, a Stage One Road Safety Audit (RSA1) Audit Brief will be completed. This will be submitted to LCC highway officers for approval. An independent auditor will undertake the RSA1, with a Designer's Response provided. This will then be submitted to the local highway authority to be signed off.

2.7. Dialogue has been opened with highway officers regarding the brief of the audit, noting that confirmation of the site access arrangements being acceptable to the highway authority is required for the audit to be undertaken. It is therefore considered that the RSA1 can be covered via a suitably worded planning condition.

Review of 20/01182/FUL Application (Jericho Lane)

2.8. As requested by highway officers the 20/01182/FUL application and the proposals associated with the development have been reviewed. The application is for a solar farm with associated substation. The solar farm site is located approximately 4.5 kilometres southwest from the proposed site, with the substation location proposed approximately 600 metres south of the proposed site access on Castle View Road.

2.9. It is noted that as part of the application two passing bays will be installed along Castle View Road for vehicles routing to the substation. However, these will be located to the south of the proposed site access (which is located 115 metres south of the A52/ Castle View Road junction) and the proposed construction route sends vehicles directly to and from the A52. Therefore, vehicles will not route far enough south to pass the passing bays. However, in the unlikely event that a vehicle turns left out the site access and travels south, the passing bays could be utilised.

3. Highway Safety

3.1. As requested within the consultation response, Personal Injury Accident (PIA) data has been obtained from LCC for the most recently available five-year time period (January 2017 – April 2022). Within this period, a total of 17 accidents occurred, resulting in 30 slight, six serious and three fatal injuries. This is an average of 2.3 injuries per accident. The number of injuries per accident is not known, with only the highest severity per accident and number of vehicles involved detailed. No pedestrians or cyclists were recorded to be involved in the accidents. Specific motor vehicle sizes are not available.

3.2. The extent of the area requested; plot of the accident locations and accident records are contained at **Appendix E**. It is noted that the majority of the accidents occurred along the A52, a major trunk road which forms part of the National Highways road network.

A52 junction with Castle View Road

3.3. One accident occurred within the vicinity of the A52 / Castle View Road junction. The accident reference 202100051 occurred on Friday 29/01/2021 at 08:50, involving two vehicles during wet / damp conditions with daylight present and resulted in the highest severity of slight personal injury.

A52 junction with Belvoir Road

3.4. Five accidents occurred within the vicinity of the A52 / Belvoir Road junction. Of the accidents that occurred:

i. The first accident reference 201801013 occurred on Sunday 05/08/2018 at 15:12, involving one vehicle during dry conditions and daylight present and resulted in the highest severity of slight personal injury;
ii. The second accident reference 201801308 occurred on Monday 10/12/2018 at 19:04, involving four vehicles during dry conditions during darkness with no streetlighting present and resulted in the highest severity of a fatal personal injury;
iii. The third accident reference 201900169 occurred on Friday 25/01/2019 at 21:50, involving four vehicles during wet / damp conditions during darkness with no streetlighting present and resulted in the highest severity of slight personal injury;
iv. The second accident reference 201900114 occurred on Friday 22/02/2019 at 18:00, involving one vehicle during dry conditions during darkness with no streetlighting present and resulted in the highest severity of a fatal personal injury; and
v. The fourth accident reference 202000540 occurred on Friday 31/07/2020 at 14:29, involving two vehicles during dry conditions with daylight present and resulted in the highest severity of serious personal injury.

A52 junction with Grantham Road

3.5. Two accidents occurred within the vicinity of the A52 / Belvoir Road junction. Of the accidents that occurred;

i. The first accident reference 201800957 occurred on Sunday 20/05/2018 at 09:29, involving one vehicle during dry conditions with daylight present and resulted in the highest severity of slight personal injury; and
ii. The second accident reference 202100204 occurred on Thursday 15/04/2021 at 16:31, involving three vehicles during dry conditions with daylight present and resulted in the highest severity of slight personal injury.

Belvoir Road / Long Lane / Woolsthorpe Road crossroad junction

3.6. Four accidents occurred within the vicinity of the Long Lane / Woolsthorpe Road / Belvoir Road junction.

i. The first accident reference 201800071 occurred on Wednesday 31/01/2018 at 12:00, involving two vehicles during dry conditions with daylight present and resulted in the highest severity of slight personal injury;
ii. The second accident reference 201900017 occurred on Monday 07/01/2019 at 08:29, involving two vehicles during wet / damp conditions with daylight present and resulted in the highest severity of slight personal injury;
iii. The third accident reference 202000174 occurred on Monday 06/04/2020 at 14:16, involving two vehicles during dry conditions with daylight present and resulted in the highest severity of slight personal injury; and
iv. The fourth accident reference 202100016 occurred on Wednesday 06/01/2021 at 11:00, involving one vehicle during wet / damp conditions with daylight present and resulted in the highest severity of slight personal injury.

A52

3.7. There were five accidents that occurred along the general A52 carriageway away from any junctions. Of the accidents that occurred:

i. The first accident reference 201701459 occurred on Sunday 26/11/2017 at 17:41 along the A52 Bottesford Bypass approximately 480 metres to the east of Castle View Road. The accident involved two vehicles during wet / damp conditions during darkness with no street lighting present and resulted in the highest severity of a fatal personal injury;
ii. The second accident reference 201900690 occurred on Thursday 08/08/2019 at 10:14 with the location in which the accident occurred along the A52 not provided. The accident involved two vehicles during dry conditions with daylight present and resulted in the highest severity of serious personal injury;
iii. The third accident reference 202100108 occurred on Thursday 04/03/2021 at 08:33 with the location in which the accident occurred along the A52 not provided. The accident involved one vehicle during wet / damp conditions with daylight present and resulted in the highest severity of slight personal injury;

iv. The fourth accident reference 202101539 occurred on Saturday 18/09/2021 at 10:04 with the location in which the accident occurred along the A52 not provided. The accident involved eight vehicles during dry conditions with daylight present and resulted in the highest severity of slight personal injury; and

v. The fifth accident reference 202101026 occurred on Wednesday 15/12/2021 at 05:18 near to the Muston Lane junction. The accident involved one vehicle during dry conditions during darkness with no streetlighting present and resulted in the highest severity of slight personal injury.

Summary

3.8. Only one accident occurred at the A52 / Castle View Road junction in which vehicles will be turning into and out of the junction. It is proposed that temporary construction signage will be erected along the A52 and Castle View Road, to be agreed with the local highway authority prior to commencement of the construction period, which will alert drivers to construction traffic.

3.9. It is noted that there have been three fatal incidents over the course of the five-year study period. The fatal accidents occurred at 17:41, 18:00 and 19:08 when the local highway network will have a higher volume of traffic associated motorists travelling from workplace, with 17:00-18:00 the general PM peak hour. If ultimately considered to be necessary, it is considered that a suitably worded planning condition restricting construction deliveries outside of the hours of 17:00-19:00 could be provided.

3.10. Once operational it is forecast that maintenance vehicles will be required to access the site on an ad-hoc basis, approximately once every two weeks. This is likely to take place outside of the peak hours and is not considered to cause a material impact to the operation of the local highway network.

4. Trip Generation

4.1. The development proposes a community orchard and picnic area within the south of the site, to be accessed on foot or by bicycle. PRoW footpath routes F74/1, F82/2, F82/3, F90/2 and bridleways F85a/1 and F85a/2 route within the vicinity of the orchard and picnic area and provide the opportunity for sustainable travel to the site. This aligns with the Applicant's aims to encourage non car methods of transportation. On this basis, no car parking spaces will be provided at the site to encourage sustainable trips to be made. Therefore, there are no vehicle trips forecasted to be associated with the orchard and picnic area.

5. Internal Layout

Agricultural Access

5.1. As requested by highway officers, a Swept Path Assessment for an agricultural vehicle accessing the agricultural access within the south of the site has been undertaken. A Farm Tractor and Hay Wagon measuring 19.020m in length has been assessed routing from the site entrance to the agricultural access using the internal tracks, as shown on SK/01 which is included at **Appendix F**.

5.2. The assessment shown at **Appendix F** indicates that the large agricultural vehicle will overrun the access track in a number of locations, albeit for short sections. This is not considered to be an issue as the overrun will not collide with the solar panels and agricultural vehicles are designed to traverse open land.

Operational Use

5.3. As set out in the CTMP, once operational the development is forecast to be associated with around one fortnightly visit to the site for routine maintenance. This would typically be made by a 4x4 type vehicle. Whilst the construction compound will have been removed it is not considered that parking or turning within the site would be an issue. It is anticipated that maintenance staff would pull off the internal track within the vicinity of the equipment which requires maintenance, keeping the track free of obstacle.

5.4. There are three turning heads proposed within the site which can be used for maintenance vehicles to turn, if necessary. Due to the lightly trafficked nature of the development, it is considered that vehicles would also be able to perform three-point turns at the internal junctions.

5.5. Parking will also be available within the substation area of the site.

Emergency Access

5.6. It has been confirmed with highway officers that an emergency access will not be required for the site on the basis that the internal access road is four metres wide, above the minimum 3.7 metres required as per Part 3 of the LHDG (BS5906).

6. Public Rights of Way

6.1. The highway authority has requested clarification as to the extent of the improvements and extensions to existing PRoWs. It can be confirmed that this relates to the ecological enhancements and provision of a permissive footpath only.

6.2. Maintenance of the PRoW corridors will be maintained by the operator. This will take place biannually.

6.3. It is noted that PRoW F85b, a Byway Open to all Traffic (BOAT), is located to the southeast of the site. It is acknowledged that vehicles are entitled to use the route and the existing spacing will be retained within the site for vehicle use.

6.4. It is noted that PRoW F85/b does not currently have a defined surface or markings. It is not proposed to provide any surfacing here, noting that the PRoW has operated without a defined surface for a number of years without issue. The Applicant anticipates that all PRoWs within the site will typically have a six metre wide mowed grass path with two metre wildflower margins either side.

6.5. Access to all existing PRoWs will be maintained all times. When construction vehicles are routing through the site, a banksman will be employed to control pedestrian movement at the locations in which PRoWs cross the internal access track (PRoW F85b and PRoW F82/3) throughout the duration of the construction phase. Priority will be given to the local public and existing vehicles over construction vehicles at all times. Appropriate signage warning of construction vehicles will also be put in place.

Appendix A – CTMP

FULL PLANNING APPLICATION FOR THE INSTALLATION AND OPERATION OF A RENEWABLE ENERGY GENERATING STATION COMPRISING GROUND MOUNTED PHOTOVOLTAIC SOLAR ARRAYS TOGETHER WITH SWITCHGEAR CONTAINER, INVERTER/TRANSFORMER UNITS, DNO SUBSTATION, SITE ACCESS, INTERNAL ACCESS TRACKS, SECURITY MEASURES, ACCESS GATES, OTHER ANCILLARY INFRASTRUCTURE AND LANDSCAPING AND BIODIVERSITY ENHANCEMENTS.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

BELVOIR SOLAR FARM, LAND WITHIN THE BELVOIR ESTATE, GRANTHAM, NG32 1PE

ON BEHALF OF JBM SOLAR PROJECTS 10 LTD

Pegasus Group

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough

DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE

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APPENDIX B:	PERSONAL INJURY ACCIDENT DATA
APPENDIX C:	CONSTRUCTION SIGNAGE
APPENDIX D:	NATIONAL HIGHWAYS CORRESPONDENCE

Written By: ADWS
Checked By: AJ
Approved By: AJ

1.0 INTRODUCTION

1.1 This Construction Traffic Management Plan (CTMP) has been prepared on behalf of JBM Solar Projects 10 Limited (The Applicant) in order to address the traffic and transportation issues associated with the development of a renewable energy generating station comprising ground mounted photovoltaic solar arrays together with switchgear container, inverter/transformer units, DNO Substation, Site access, internal access tracks, security measures, access gates, other ancillary infrastructure and landscaping and biodiversity enhancements on land at Belvoir Estate, Grantham, NG32 1PE. This report has been produced further to a site visit.

1.2 The proposal is for the construction, operation, maintenance and decommissioning of a ground mounted solar park with a maximum export capacity of up to 49.9 MW (megawatts). Further details of the proposal and the technology used together with the proposed site layout are provided separately as part of the planning application.

1.3 The site is approximately 103.53 hectares in size and is made up of several field enclosures. The site is located approximately 1.9 kilometres southeast from Bottesford and 12.5 kilometres east of Grantham. The site is currently accessed from Castle View Road which leads on directly from the A52. The A52 leads to Nottingham in the west and Grantham in the east.

1.4 The A52 is part of the Strategic Road Network (SRN). As such, National Highways have been consulted in regard to the development proposals, confirming that the level of construction traffic and mitigation works outlined in this CTMP are acceptable.

1.5 This CTMP sets out the strategy for the following:

i. Site access arrangements;

ii. Routing for construction HGVs;

iii. HGV numbers and vehicle frequency; and

iv. Future condition surveys.

1.6 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

1.7 The CTMP will form part of the information provided as part of the construction personnel's on-site induction processes. The contact details of the contractor and those of the highway department at Leicestershire County Council will be exchanged before commencement of the works on site.

2.0 SITE CONTEXT

2.1 The site is located approximately 1.9 kilometres southeast of the village of Bottesford and comprises of open land, spread across a number of field parcels. The site is bound by the A52 to the north, open land, and the village of Muston to the east and open land to the south and west. The site location is shown at **Figure 2.1** and the internal layout can be viewed at **Appendix A**.

Plate 1 – Site Location

2.2 The site is located within the administrative area of Melton Borough Council (Leicestershire). Field boundaries are defined by hedgerows and/or tree lines. The site is located to the immediate south of the A52 which is a strategic trunk road linking the A1 and the A46 and maintained by National Highways (formerly Highways England). To the south, the site shares a common boundary with the disused Grantham Canal.

2.3 The site is currently access via an existing fieldgate access served from Castle View Road, approximately 110 metres south from the Castle View Road/ A52 junction.

2.4 Access can also be gained from an existing private fieldgate access in the south-western corner of the site, currently used for agricultural purposes only and accessed via the open land parcels which bound the site. This access will be retained for agricultural use only.

2.5 There are several Public Rights of Way (PRoW) footpaths within the vicinity of the site. Footpath F82/3 connects Muston in the east to Castle View Road in the west, F74/1, and F90/4 also Castle View Road to F82/3.

2.6 South of these PROWS there is a bridleway F85a/2 which starts at Castle View Road and leads south towards Grantham Canal.

Personal Injury Accident Data

2.7 Personal Injury Accident (PIA) Data has been obtained from Leicestershire County Council for a study area within the vicinity of the site, with accident data provided for the previous five-year time period between 1st January 2016 and 28th January 2021. Within this period a total of 17 accidents were recorded, which are summarised below. The study area and accident data can be found at **Appendix B**. The data is limited and does not provide detail as to the apparent causes of the accidents.

2.8 Of the 17 PIAs, three were fatal, six were serious and 25 were slight injuries. No PIAs occurred within the vicinity of the proposed access. A brief summary of the PIAs is provided below.

Belvoir Road junction with Castle View Road

2.9 One accident occurred within the vicinity of the Belvoir Road/ Castle View Road junction. The accident involved two cars and occurred during daylight, with wet road conditions and fog present. The accident resulted in two slight PIAs.

A52 junction with Church Lane

2.10 Two accidents occurred within the vicinity of the A52/ Church Lane junction. Of the accidents that occurred:

i. One accident involved two vehicles over 7.5tonnes, one vehicle over 3.5 tonnes and a car. The accident occurred during daylight with wet/ damp road conditions, resulting in one slight PIA; and

ii. One accident involved two cars and occurred during darkness with wet road conditions, resulting in three slight PIAs.

A52 junction with Barkestone Lane

2.11 Two accidents occurred within the vicinity of the A52/ Barkestone Lane junction. Of the accidents that occurred:

i. One accident involved four cars and occurred during daylight with dry road conditions, resulting in one slight PIA; and

ii. One accident involved three cars and occurred during daylight with dry road conditions, resulting in three slight PIAs.

A52 junction with Belvoir Road

2.12 Five accidents occurred at within the vicinity of the A52/ Belvoir Road junction. Of the accidents that occurred:

i. One accident involved two cars and occurred during daylight with dry road conditions, resulting in one slight PIA;

ii. One accident involved two cars and occurred during darkness with dry road conditions. The accident resulted in one slight, two serious and one fatal PIA;

iii. One accident involved a car and a motorbike and occurred during darkness with dry road conditions, resulting in one fatal PIA;

iv. One accident involved two cars and occurred during darkness with wet road conditions, resulting in four slight PIAs; and

v. One accident involved two cars and occurred during daylight and dry road conditions, resulting in one slight and one serious PIA.

A52 junction with Grantham Road

2.13 One accident occurred within the vicinity of the A52/ Grantham Road junction. The accident involved two cars and occurred in daylight and dry road conditions, resulting in one slight PIA.

Long Lane/ Woolsthorpe Road/ Belvoir Road junction

2.14 Four accidents occurred within the vicinity of the Long Lane/ Woolsthorpe Road/ Belvoir Road junction. Of the accidents that occurred:

i. One accident involved two cars and occurred during daylight and dry road conditions, resulting in two slight PIAs;

ii. One accident involved two cars and occurred during daylight with wet road conditions, resulting in two slight PIAs;

iii. One accident involved two cars and occurred during daylight and dry road conditions, resulting in two slight PIAs; and

iv. One accident involved two cars and occurred during daylight with wet road conditions, resulting in one slight PIA.

A52

2.15 There were two accidents that occurred along the general A52 carriageway away from any junctions. Of the accidents that occurred:

i. One accident involved a car and a motorbike and occurred in darkness with wet road conditions, resulting in one serious and one fatal PIA; and

ii. One accident involved two cars and occurred during daylight and dry road conditions, resulting in two serious PIA.

Summary

2.16 It is considered that the number of accidents recorded is atypical for the road types within the accident search area, with approximately four accidents per year over the five-year study period.

3.0 ROUTING

3.1 The PV panels and frames will be shipped in 40ft containers which are typically carried to the site on a 15.4m HGV. This is the largest vehicle which will access the site. Smaller vehicles will be used where possible.

3.2 The designated route for all traffic associated with the construction is via the A52. The A52 is a major trunk road which regularly accommodates HGVs. From the A52, vehicles will access Castle View Road, from which the site is accessed. Castle View Road is approximately 4.2 metres in width and provides two lanes between the site access and the A52 junction. Thereafter, Castle Farm Road is single track.

3.3 The proposed construction route for vehicles accessing the site is illustrated at **Figure 3.1**. The route is as follows; vehicles accessing the site will exit the A1 or A46 directly onto the A52 where they will route to Castle View Road.

3.4 As noted at **Section 4**, HGVs over 12m in length exiting the Castle View Road/ A52 junction will route east from to the junction only when leaving from the site.

3.5 The proposed construction route will also ensure, as far as practicable, that construction vehicles associated with the site will not pass through the centre of any villages or small towns. There are no signed weight or height restrictions on the proposed construction route, and no road closures will be required. Drivers will be informed of the route prior to arriving at and/or departing from the site.

3.6 Temporary signage will be erected in the vicinity of the site during construction phase. Diagram 7301 'WORKS TRAFFIC ONLY' in the Traffic Signs and Regulations and General Directions (TSRGD) will be used to indicate that heavy construction vehicles are turning. Signage will be white text and red background 1050 x 750mm mounted in 'A' frame, as illustrated at **Appendix C**.

4.0 ACCESS ARRANGEMENTS

4.1 Access to the proposed solar farm will be via an existing access track off Castle View Road. **Figure 4.1** identifies that the access is proposed to be improved to provide junction radii of 15 metres to the north and 3m to the south in order to accommodate construction vehicles turning left in and right out. The internal access road will be circa four metres in width. The proposed access will be used for construction purposes and retained for operational access.

4.2 As detailed in **Figure 4.1**, the maximum achievable visibility splays at the proposed site access are:

- Looking to the right 2.4m x 114m
- Looking to the left 2.4m x 215m

4.3 Castle View Road is subject to the National Speed Limit (NSL) of 60mph, therefore, in line with the Design Manual for Roads and Bridges (DMRB), visibility splays of 2.4m x 215m are required. This is achievable to the nearside kerbline to the left of the junction, although a maximum of 2.4m x 114m is achievable to the centre of the Castle View Road/ A52 junction to the right. This is appropriate for 85th%ile vehicles speeds of circa 38mph. The visibility looking right out of the site access is considered to be appropriate as vehicles turning into and out of the junction will be travelling at lower speeds than circa 38mph.

4.4 **Figure 4.1** also demonstrates that the Castle View Road/ A52 junction meets the required DMRB 2.4m x 215m visibility splays for a NSL carriageway.

4.5 All construction vehicles will enter the site in forward gear and egress the site in a forward gear. **Figure 4.2** shows Swept Path Assessments of 15.4m HGVs accessing and egressing the site from the Castle View Road/ A52 junction on a topographical survey base. It is noted that HGVs exiting the Castle View Road/ A52 junction routing to the west would encroach the eastbound carriageway. Therefore, HGVs will route east from to the junction only when exiting from the site. A 12m rigid vehicle is shown to be able to route to the west from the junction without encroaching the eastbound carriageway.

4.6 Any hedgerow will be reinstated upon completion of the construction phase. Condition surveys will be carried out as set out in **Section 6**.

4.7 Delivery vehicles seeking to access and egress the site could also be assisted by the use of banksmen, should it be considered necessary by local highway officers. This would ensure no oncoming traffic is approaching before guiding the construction traffic safely in/out of the site.

4.8 Wheel washing facilities will be provided if deemed necessary until the internal access tracks are completed.

4.9 All existing PRoWs identified at **paragraph 2.5** and **2.6** will be maintained at all times. When construction plant and machinery are accessing the site, a banksman will be employed to control both pedestrian movements and traffic control throughout the duration of the construction phase. If considered necessary, discussions will be held with Leicestershire County Council PRoW officers.

5.0 VEHICLE TRIP ATTRACTION

Construction Phase

5.1 From experience of solar farm developments elsewhere in the UK, it is anticipated that the solar farm will take approximately six to nine months to complete. A six month construction period has been assumed, in order to provide a robust scenario in terms of daily trips associated with the construction phase of the solar farm. The construction period includes the preparation of the site, the temporary access roads (if necessary), erection of security fencing, assembly and erection of the PV strings, installation of the inverters/transformers and grid connection.

5.2 If required by the highway authority construction traffic and delivery vehicles will be limited to outside of the AM and PM network peak hours on weekdays.

5.3 A maximum of up to 50 construction workers are forecast to be on site during peak times during the construction period. A temporary car parking area will be provided on the site within the contractors compound. Parking will therefore be contained within the site and no parking will occur on the local highway network.

5.4 The location of where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is anticipated at this stage that local workforce will be used where possible as well as JBM Solar in house operatives. Workforce vehicles will be kept to a minimum and van sharing will be utilised where possible.

5.5 The construction period will include the use of Heavy Good Vehicles (HGVs) to bring equipment onto the site and this will be strictly managed to ensure that vehicle movement is controlled and kept to a minimum. Vehicles delivering to the site are of a size regularly using the A52 and surrounding road and the route identified for construction traffic means that large vehicles will not pass through any villages or small towns. As such special announcements and liaison with residents throughout the construction phase are not considered necessary.

5.6 From experience on solar farm schemes it is considered around fifteen 15.4m HGVs are required for every MWp at the site, split equally between the modules and mounting structures. The site is proposed to generate 49.9MW and as such this will equate to a total of around 749 deliveries by a 15.4 metre HGVs. Assuming a robust six month construction period and a six day working week, this equates to, on average, approximately six (12 two-way) deliveries per day.

5.7 The proposed solar farm will have a total of around 20 inverters, and it is assumed that each will arrive at the site by the smallest possible vehicle which is anticipated at this stage to be a 10 metre rigid vehicle. It is assumed that the inverters will be individually transported due to their weight and as such this will equate to 20 (40 two-way) deliveries.

5.8 Some deliveries will be associated with the preparation of the access tracks within the site. As a worst case stone may be required to construct the temporary access tracks on the site. Stone is likely to arrive on 10 metre long tipper trucks. The precise number will depend on the amount of stone required but for the purpose of this assessment we have assumed that around 100 (200 two-way) deliveries of stone may be required. This is considered to provide a robust estimate of the likely number of deliveries for the access tracks as in reality, it is likely that temporary access matting will be used instead resulting in fewer deliveries.

5.9 A Front-end JCB will also be required to transport equipment around the site, and to distribute stone if necessary. This is a similar size to a tractor and will either be transported to the site or driven to the site.

5.10 In summary, an estimation of the movements anticipated at this stage associated with the construction period is set out in **Table 5.1**.

Table 5.1 – Larger Vehicle Movements – Construction Period

Activity	**Type of Vehicle**	**Total Number of Deliveries**	**Two-Way Movements**
Solar Farm Components	15.4 metre HGV	749	1498
1x DNO Control Room		1	2
1x Customer Switchgear and two spares containers		3	6
1x 132kv Substation		1	2
Access Tracks	10 metre Tipper Truck	100	200
20 Inverters Units	10 metre Rigid	20	40
General	Front End JCB	1	2
Total		**875**	**1750**

5.11 In addition to the movements identified in **Table 5.1**, there will also be a small number of construction movements associated with smaller vehicles such as the collection of skips for waste management, the transport of construction workers and sub-contractors.

Operational Phase

5.12 After commissioning, there is anticipated to be around one fortnightly visit to the site for routine maintenance. These would typically be made by light van or 4x4 type vehicles. Whilst the contractor's compound will have been removed, space will remain within the site for such a vehicle to turn around to ensure that reversing will not occur onto the adjacent access track.

Summary

5.13 It is anticipated that there could be approximately 1750 two-way movements by large vehicles associated with the site, (i.e. 875 arrivals and 875 departures) over the six month period. There will also be construction workers arriving at the site first thing in the morning and departing in the evening, although the numbers involved are forecast to be relatively low on a day-to-day basis and minibuses will be provided for general operatives.

5.14 The level of traffic during the temporary construction period would equate to approximately 12 two-way movements (based on a six month construction period). The construction route is suitable to accommodate larger vehicle types. It is therefore considered that development traffic will not have a detrimental impact on the safety or operation of the local or strategic highway network. National Highways have also confirmed that the proposed additional trip numbers *'would not be a problem'*. The correspondence with National Highways is contained at **Appendix D.**

6.0 CONDITION SURVEY

6.1 A pre-commencement walk-over condition survey will be carried out with local highway officers at Leicestershire County Council on the local highway network in particular the A52 to assess the baseline condition of the adopted highway before construction activities commence. The survey will incorporate photographic records as appropriate.

6.2 This process will also be carried out by Public Rights of Way Officers in order to assess the baseline conditions of the access tracks and routes which cross the site.

6.3 This would be followed by a further condition survey with highway officers with a further photographic record covering the same extent at the end of construction activities, in order to identify and agree remedial work relating to any damage reasonably attributable to construction activities.

Appendix B – LCC Highways Response

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.

Leicestershire County Council

Response provided under the delegated authority of the Director of Environment & Transport**.**

APPLICATION DETAILS:

Planning Application Number: 22/00537/FUL

Highway Reference Number: 2022/0537/06/H

Application Address: Fields OS 6700 6722 And 5200 Muston Lane Easthorpe.

Application Type: Full

Description of Application:

Full Planning Application for the Construction of a Solar Farm together with all Associated Work, Equipment and Necessary Infrastructure.

GENERAL DETAILS

Planning Case Officer: Gareth Elliott

Applicant: JBM Solar Projects 10 Ltd:- Mr Conor McAllister

County Councillor: Bryan Lovegrove

Parish: Bottesford

Road Classification: Class A

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application. Under the current Covid-19 situation we would ask that any such work is carried out in accordance with the latest Government guidance.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted on the proposed construction of a Solar Farm together with all associated work, equipment and necessary infrastructure at fields OS 6700, 6722 and 5200, Muston Lane, Easthorpe.

Site Access

The site proposes to reconfigure an existing access connecting to Castle View Road.

Castle View Road is an unclassified, non-weight restricted road subject to the national speed limit (60mph). Castle View Road measures circa 5.0m in width at the site frontage.

The LHA request further information with regards to the site access proposals. The LHA note that a single access drawing has been provided within the Construction Traffic Management Plan (CTMP). The LHA request confirmation as to whether the access drawing contained within Figure 4.1 of the CTMP (Drawing P19-2022 FIGURE 4.1) will also be the proposed access post-construction or will be a construction access only.

The LHA note that the development would require the use of articulated HGVs to access the site during construction and therefore the LHA welcome that swept-path analysis has been provided showing access from the Bottesford Bypass (A52) and Castle View Road.

Typically, the LHA would expect to see a 6.0m wide access with minimum control radii of 6.0m in accordance with Figure DG20 of Part 3 of the interim Leicestershire Highway Design Guide (LHDG), although in this case the access footprint would also need to be informed by vehicle swept path analysis. The LHA note that a 3.0m radii has been provided to the south to Castle View Road. The LHA would query this radii as tight particularly if to be used by more standard vehicles when the development is operational.

The LHA note the access is located in direct proximity to Easthorpe Lane. Within the indicated red line boundary, Easthorpe Lane is a private carriageway connecting to Belvoir Road in the same location as the proposed access and connecting to Muston along the perimeter of the site. Easthorpe Lane becomes an unadopted carriageway in the north eastern-most corner where the road also extends north to cross the Bottesford Bypass (A52). The LHA request further information with regards to the retention of Easthorpe Lane as the carriageway is shown on the proposed access drawing meeting Belvoir Road at the same point but is then omitted from the proposed layout drawings.

As part of any application, the Applicant will need to demonstrate a safe and suitable access to the site can be achieved. Vehicular visibility at the site accesses will need to be in line with Part 3, Table DG4 of the Leicestershire Highway Design Guide (LHDG), available at ‘resources.leicestershire.gov.uk/lhdg’.

The LHA welcome visibility splays at the site access to Castle View Road of 2.4 x 215.0m south and 2.4 x 114.0m north (to the nearest site junction). The LHA also welcome the provision of 2.4 x 215.0m visibility splays in either direction at the junction of Castle View Road and the Bottesford Bypass (A52).

Any gates at the site access should be set back a distance equivalent to the largest vehicle accessing the site, so as to not prevent the free flow of traffic on the highway. Any gates should open inwards or horizontally only. The LHA would also seek that hardbound surfacing is provided for an equivalent distance to the setback of any gates.

A satisfactory Stage 1 Road Safety Audit (RSA) and Designer’s Response, with amended design is required, is required is required to be submitted for the LHA's review.

The LHA would make the Applicant aware of planning application 20/01182/FUL, which proposes passing places on Castle View Road in connection with the sub station for another solar farm development in the area. The Applicant is advised to consider whether this raises any conflict with the proposed site access strategy.

The LHA also note the submitted Glint and Glare study which identifies that the panels will be in the primary field of view for vehicle users along a section of the Bottesford Bypass (A52). The LHA would note that the A52 is part of the strategic road network under the purview of National Highways, who should therefore be consulted regarding the impact of the development proposals.

Highway Safety

The LHA note that Personal Injury Collision data was submitted as part of the Construction Traffic Management Plan (CTMP). The LHA note that this data spans 1st January 2016 and 28th January 2021, and is therefore not up to date.

No Personal Injury Collisions (PICs) have been recorded along Castle View Road. The LHA note that a total of 12 PICs have been recorded between the A52 / Barkestone Lane crossroads and A52 / Grantham Road junction within the most recent five-year period.

Of the 12 PICs, three were classified as being of 'fatal' severity, two as 'serious' and the remaining seven as 'slight'.

The LHA would recommend that the Applicant conducts an assessment of Personal Injury Collisions (PICs), based on data provided by Leicestershire County Council (LCC), for the most recent five year period available. PIC data can be obtained from our Network Data and Intelligence team by contacting ndi@leics.gov.uk. The study area should include, as a minimum, the study area referenced above.

Trip Generation

The LHA understand that the majority of trips to the site will be during the build-out phase. Post construction, the LHA understand that security and maintenance staff will undertake infrequent movements to the site.

The LHA do not consider that the post-construction trip generation of the solar field will therefore have a significant impact upon the highway.

The LHA note the site layout makes provision for a community orchard and picnic area at the southern-most point of the site. The LHA would request details regarding the predicted use of this area and any related trip generation.

Internal Layout

The LHA note that the site is proposing to provide an internal access road to enable agricultural access to fields south of the site. The LHA request further information regarding the internal layout to ensure an agricultural vehicle could navigate the site.

The LHA consider that the given the site's size, parking and turning provision for the minimal security and maintenance staff should be provided within the site in general accordance with Section DG13 of Part 3 of the interim Leicestershire Highway Design Guide (LHDG).

With reference to the above trip generation comments, the LHA request further information in order to determine if there would be a need for vehicular parking for the proposed orchard and picnic area.

Consideration should also be given to access for emergency service vehicles in accordance with BS5906 as repeated within the LHDG.

Public Rights of Way (PRoW)

The LHA note that Public Footpaths F74, F82, F90 and Byway F85b all run alongside or through the proposed development site. The applicant has correctly identified the Footpaths in their documentation but do refer to Byway Open to all Traffic F85b only as a Bridleway.

The LHA note that the Applicant has provided details on the following aspects:

- The Rights of Way will all be retained on their existing lines and fall within 10m wide (minimum width) green corridors with enhanced environmental features and interpretation. This is welcomed;
- A new permissive footpath will be provided to run between Byway F85b and Footpath F90. This is welcomed and will increase the opportunities for circular walks around the site; and
- The Rights of Way will be kept open throughout the period of construction using banksmen to regulate traffic when needed.

However, the LHA request further information on the following elements:

- The Design and Access Statement and Planning Statement both state that the rights of way will be, 'improved and extended'. Please clarify whether this refers to the ecological enhancements and provision of a permissive footpath only or whether there are other intentions to create new Public Footpaths and for example improve the surfacing of the existing routes?
- As none of the land will be grazed or cultivated, are plans in place for maintenance of public rights of way within the corridors for example annual strimming?
- Public Right of Way F85b is a Byway Open to all Traffic. Can the Applicant clarify that they recognise this within the plans for the site and that vehicles are entitled to use this route?
- PROW note that there are proposals at the southern end of the site for a community orchard and picnic facilities directly adjacent to the Byway. The Byway does not run along the field boundary in the vicinity of point C (shown on the Definitive Map extract) and a minimum 5.0m

wide route, with minimum 1.0m wide buffers must be kept clear of any new tree planting and retained as suitable for vehicle use.

- Also highlighted is the section of F85b, points A to B, where the Byway currently crosses an arable field which has been regularly ploughed and thus has no distinct surface or markings. The site plan correctly shows this route running immediately along the perimeter security fencing but again the applicant should verify that they recognise public vehicles are entitled to use this route. Due to its proximity, there will be disruption of this route when the perimeter fencing is installed. PROW would like assurance that plans are in place to restore a suitable vehicular surface.

Construction Traffic Management Plan (CTMP)

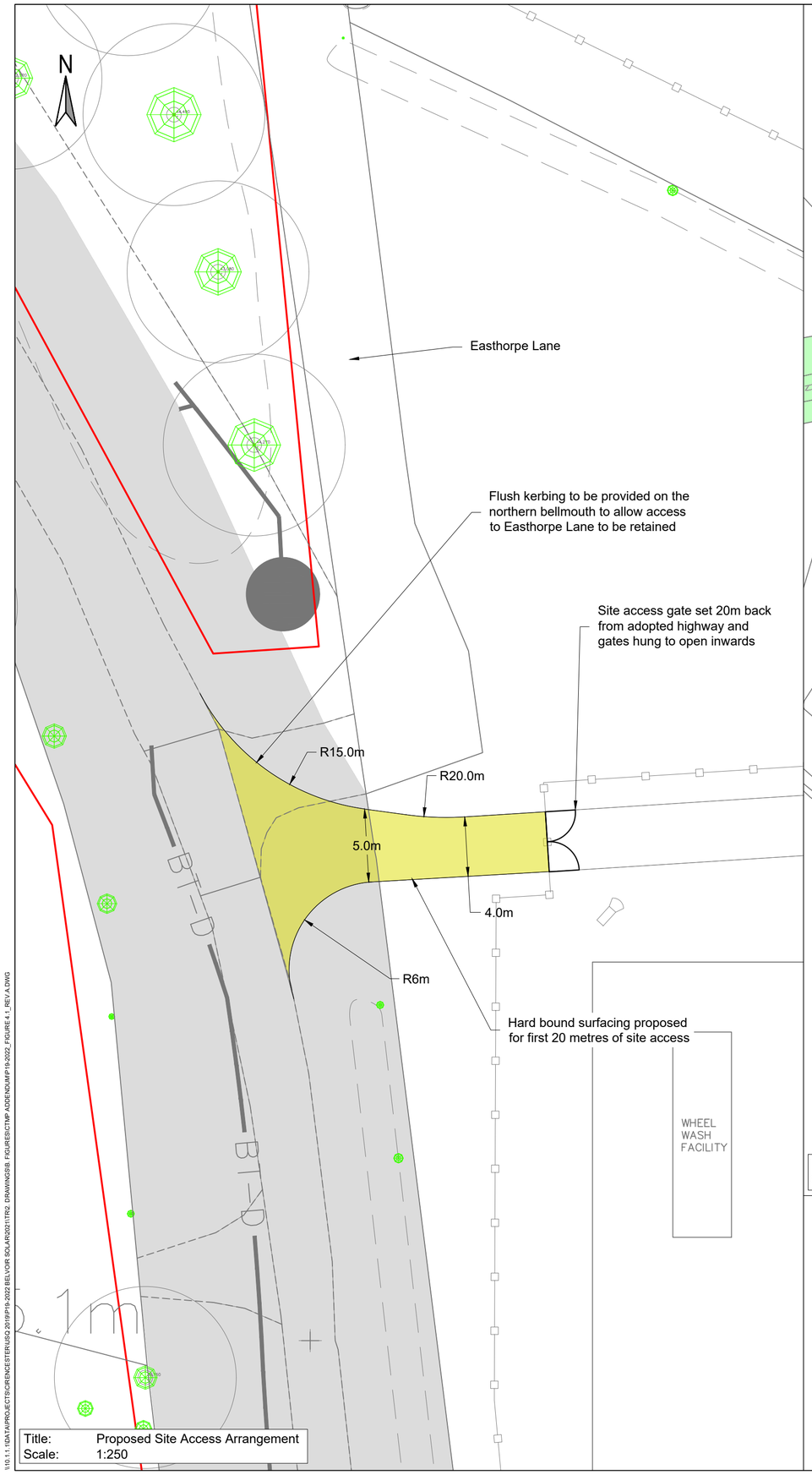
The LHA welcome the provision of a Construction Traffic Management Plan (CTMP) early in the planning process. The LHA ordinarily condition the provision of a CTMP.

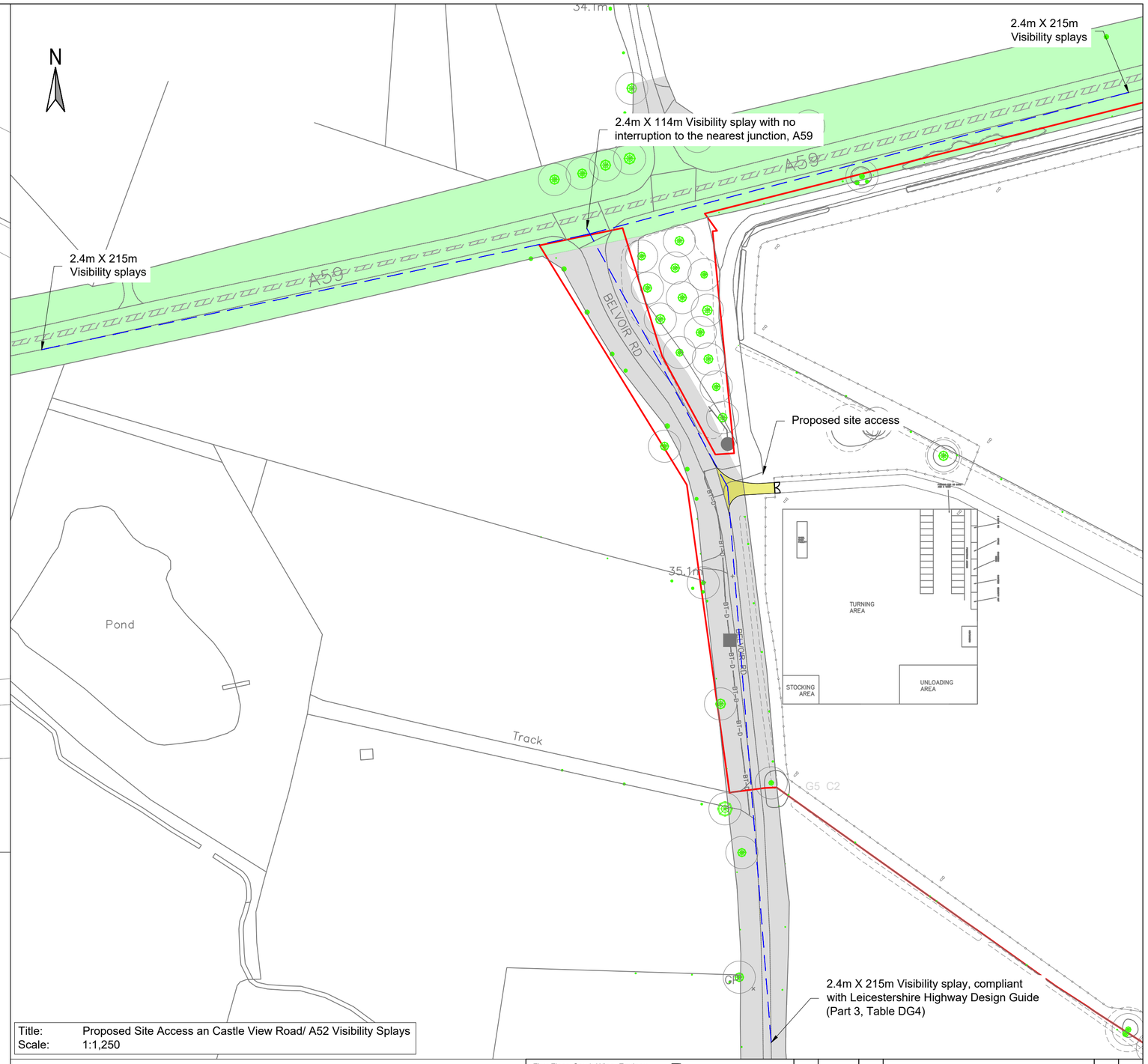
The LHA would expect to see the following details within a CTMP which would then be adhered to throughout the construction of the development:

a) the parking of vehicles of site operatives and visitors;
b) loading/unloading and storage of plant, materials, oils, fuels, and chemicals
c) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
d) wheel washing facilities and road cleaning arrangements;
e) measures to control the emission of dust during construction;
f) a scheme for recycling/disposing of waste resulting from site preparation and construction works;
g) measures for the protection of the natural environment;
e) hours of construction work, including deliveries and removal of materials;
f) full details of any piling technique to be employed, if relevant;
g) location of temporary buildings and associated generators, compounds, structures and enclosures;
h) routing of construction traffic;
i) full details of any floodlighting to be installed associated with the construction of the development;
j) a timetable for the above measures.

Date Received	Case Officer	Reviewer	Date issued
5 May 2022	Dan Green	AW	26 May 2022

Appendix C – Figure 4.1 Rev. A





Key:

- Approximate Site Boundary
- Adopted Highway Extent - (Leicestershire County Council)
- Adopted Highway Extent - National Highways (formerly Highways England)
- Proposed Hard Bound Surfacing
- Visibility Splay

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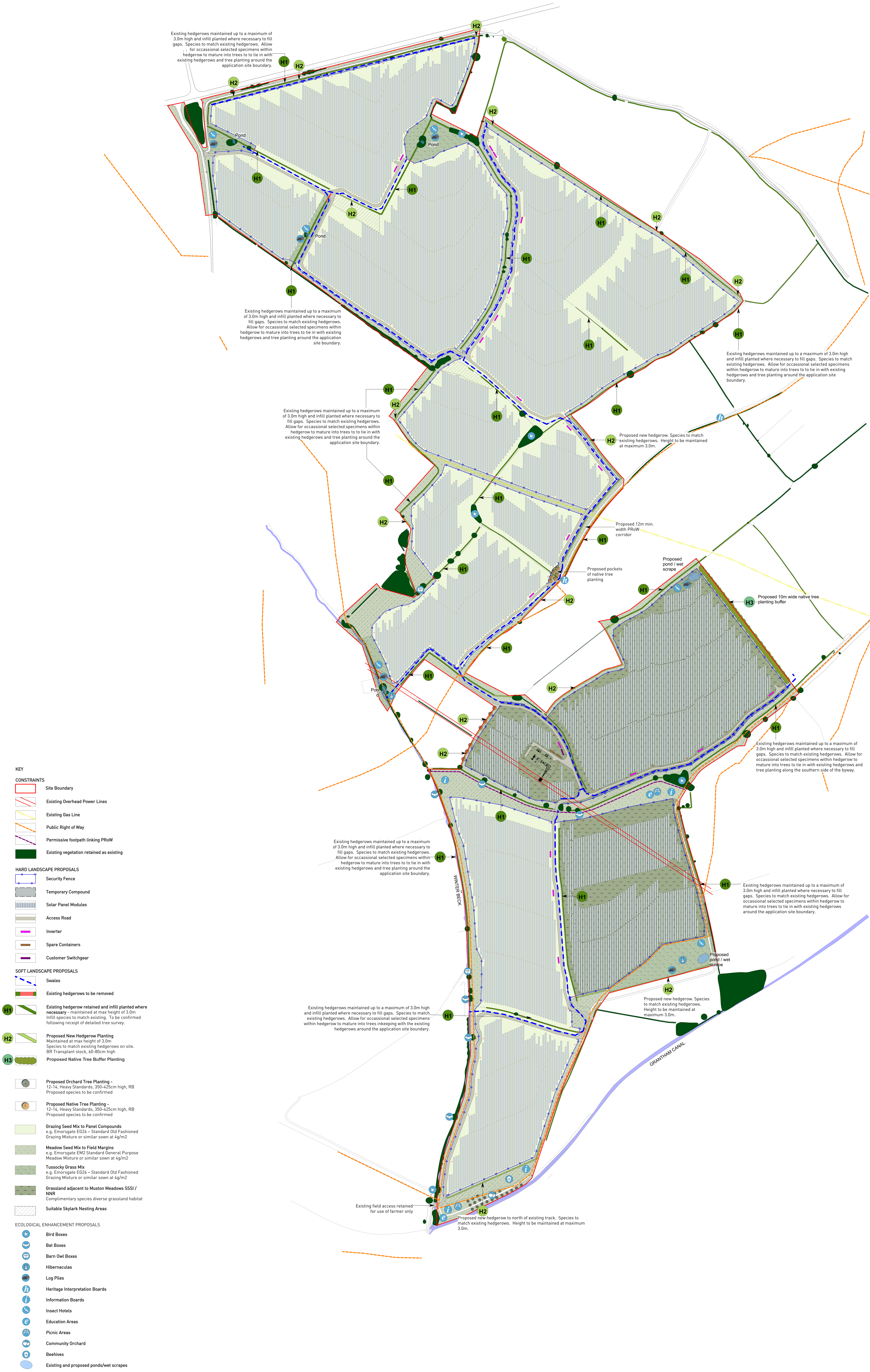
REV	DATE	BY	DESCRIPTION	CHK	APD
A	27/06/2022	JAN	UPDATED IN RESPONSE TO HIGHWAY OFFICERS COMMENTS	ADWS	AHJ

CLIENT: JBM SOLAR PROJECTS 10 LTD	SCALE @ A2: AS SHOWN	CHECKED: SAJ	APPROVED: SAJ
PROJECT: BELVOIR SOLAR FARM	DATE: 10/05/2021	DESIGN-DRAWN: ADS	DRAWING-STATUS: SK
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS	PROJECT No: P19-2022	DRAWING No: FIGURE 4.1	REV: A

Appendix D – Updated Site Layout



Revisions:
First Issue- 04/11/2020 RL
A - (26/03/2021 JS) Revised layout and planting
B - (26/08/2021 IHW) PV layout updated, tree belt added to eastern boundary
C - (06/10/2021 IHW) PV layout updated, ecological enhancements added
D - (14/10/2021 IHW) Annotations amended following review
E - (18/11/2021 IHW) Creation of 12m min width PRoW corridor along central parcel
F - (23/11/2021 IHW) Note added to southern access point
G - (24/11/2021 IHW) Customer Switchgear and Spare Containers indicated
H - (25/11/2021 IHW) Heritage Interpretation Boards added
I - (02/12/2021 IHW) Site boundary corrected
J - (17/01/2022 IHW) Heritage Interpretation Boards relocated
K - (25/01/2022 IHW) Trees added to proposed hedgerow adjacent to substation
L - (04/02/2022 IHW) Barn owl boxes added
M - (29/06/2022 LAB) PV layout updated
N - (01/08/2022 LAB) Tree belt added, red line amended to eastern boundary and layout amended to revised drainage
P - (11/08/2022 LD) PV Layout updated

Site Layout & Landscape Strategy

Belvoir Estate Solar Farm

Client: JBM Solar Projects Ltd

DRWG No: **P19-2022_10** REV: P

Drawn by : LD Approved by: IHW

Date: 11/08/2022

Scale: 1:2500 @ A0

Pegasus Design

DESIGN | ENVIRONMENT | PLANNING | ECONOMICS | HERITAGE

Appendix E – Personal Injury Accident Records

N

Not To Scale

SITE LOCATION

Vale of Belvoir

Easthorpe

Muston

Stenwith

Woolsthorpe by Belvoir

Redmile

Barkestone-le-Vale

River Devon

Wilgate Beck

Water Beck

Accidents between dates **01/01/2017** **and** **30/04/2022** (64) months

Selection: **Notes:**

; Refined using Accidents within selected Polygons -Data Requests 2022 ("Pegasus Belvoir 05.07.2022")

Table 1 - Accidents by Month

	2017	2018	2019	2020	2021	2022	Total
January	-	1	2	-	2	-	5
February	-	-	1	-	-	-	1
March	-	-	-	-	1	-	1
April	-	-	-	1	1	-	2
May	-	1	-	-	-	-	1
June	-	-	-	-	-	-	0
July	-	-	-	1	-	-	1
August	-	1	1	-	-	-	2
September	-	-	-	-	1	-	1
October	-	-	-	-	-	-	0
November	1	-	-	-	-	-	1
December	-	1	-	-	1	-	2
TOTAL	1	4	4	2	6	0	17

Table 2 - Casualties by Month

	2017	2018	2019	2020	2021	2022	Total
January	-	2	6	-	3	-	11
February	-	-	1	-	-	-	1
March	-	-	-	-	1	-	1
April	-	-	-	2	3	-	5
May	-	1	-	-	-	-	1
June	-	-	-	-	-	-	0
July	-	-	-	2	-	-	2
August	-	1	2	-	-	-	3
September	-	-	-	-	8	-	8
October	-	-	-	-	-	-	0
November	2	-	-	-	-	-	2
December	-	4	-	-	1	-	5
TOTAL	2	8	9	4	16	0	39

Table 3 - All Accidents by Severity

	2017	2018	2019	2020	2021	2022	Total
Fatal	1	1	1	0	0	0	3
Serious	0	0	1	1	0	0	2
Slight	0	3	2	1	6	0	12
TOTAL	1	4	4	2	6	0	17

Table 4 - Casualties by Severity

	2017	2018	2019	2020	2021	2022	Total
Fatal	1	1	1	0	0	0	3
Serious	1	2	2	1	0	0	6
Slight	0	5	6	3	16	0	30
TOTAL	2	8	9	4	16	0	39

Accidents between dates **01/01/2017** **and** **30/04/2022** (64) months

Selection:

Notes:

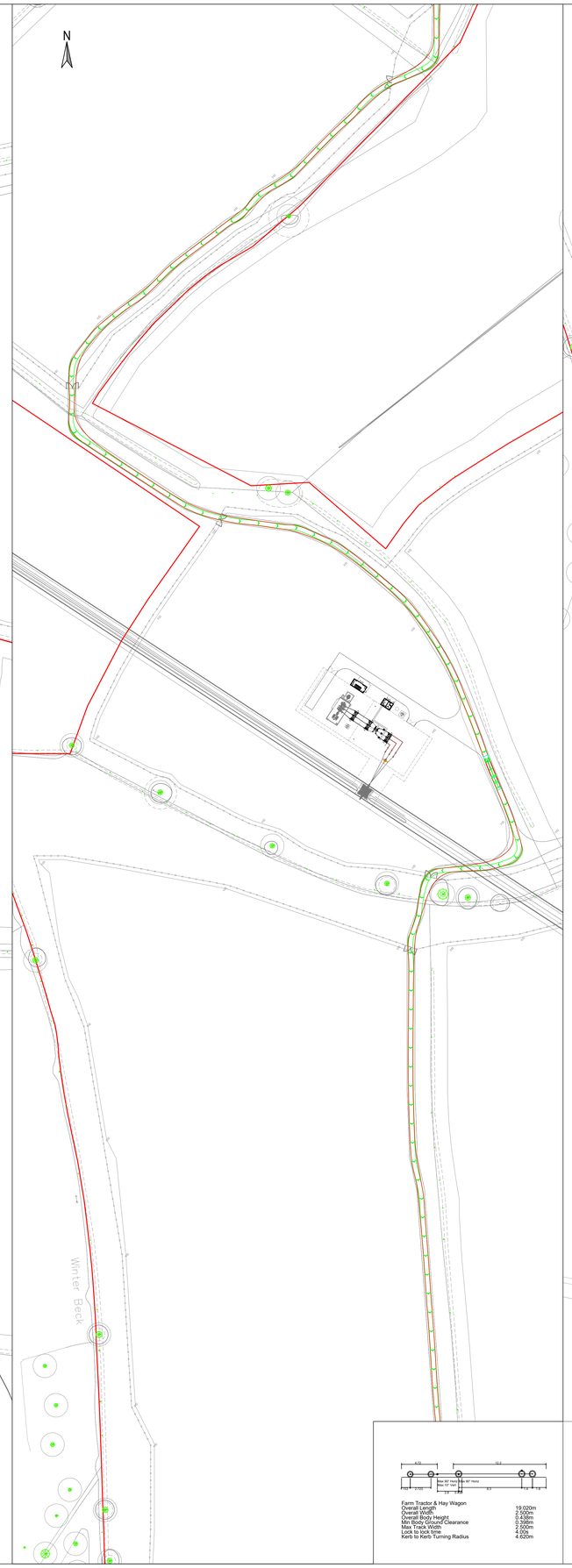
; Refined using Accidents within selected Polygons -Data Requests 2022 ("Pegasus Belvoir 05.07.2022")

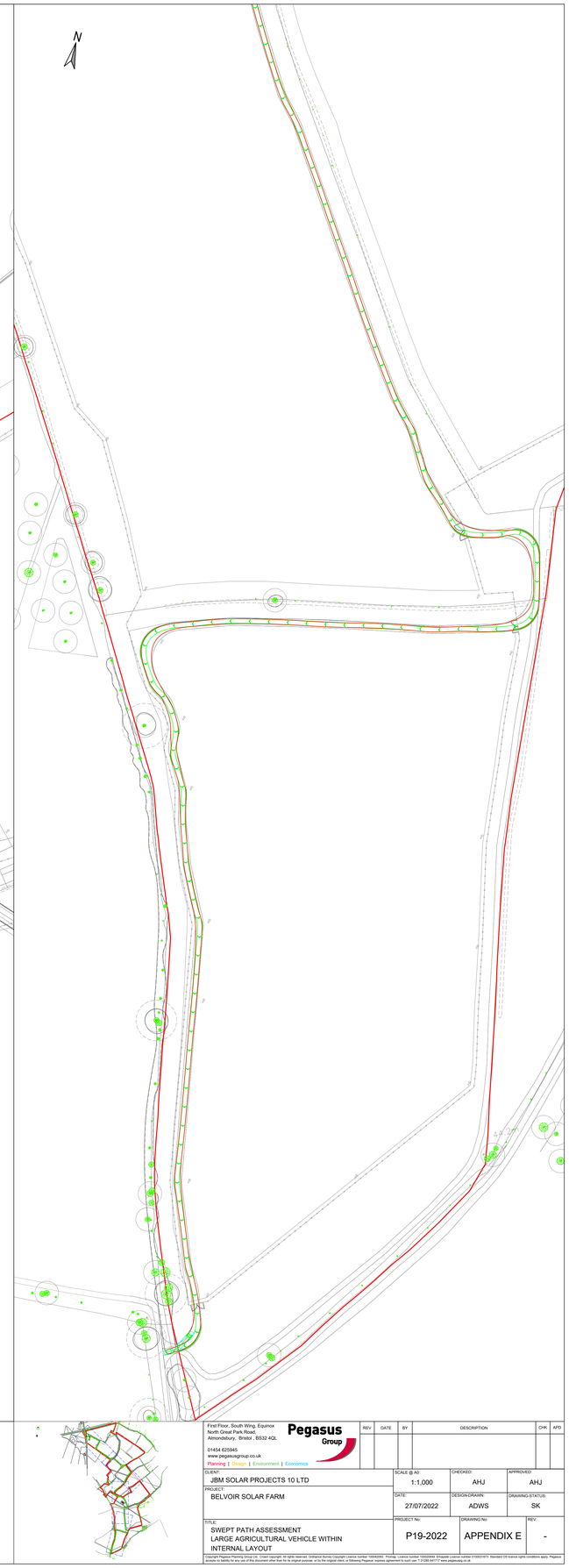
Selected Polygon: Pegasus Belvoir 05.07.2022

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
201701459	26/11/2017	2	Fatal	0	0	0	0	Dark	No turn	Wet/Damp	1741	A52 BOTTESFORD BY-PASS BOTTESFORD APPROX 480M E CASTLE V
201800071	31/01/2018	2	Slight	0	0	0	2	Light	No turn	Dry	1200	C8304 LONG LANE REDMILE CROSSROADS JW WOOLSTHORPE ROAD
201800957	20/05/2018	1	Slight	0	0	0	1	Light	Left	Dry	0929	C8333 GRANTHAM ROAD BOTTESFORD JW A52.
201801013	05/08/2018	1	Slight	0	0	0	1	Light	Right	Dry	1512	A52 BOTTESFORD BY-PASS BOTTESFORD JW BELVOIR ROAD.
201801308	10/12/2018	4	Fatal	0	0	0	0	Dark	Right	Dry	1904	A52 GRANTHAM ROAD BOTTESFORD JW BELVOIR ROAD.
201900017	07/01/2019	2	Slight	0	0	0	0	Light	No turn	Wet/Damp	0829	C8304 LONG LANE REDMILE CROSSROADS JW BELVOIR ROAD
201900169	25/01/2019	4	Slight	0	0	0	0	Dark	No turn	Wet/Damp	2150	A52 BOTTESFORD BYPASS JW BELVOIR ROAD
201900114	22/02/2019	1	Fatal	0	0	0	0	Dark	Right	Dry	1800	A52 NOTTINGHAM ROAD BOTTESFORD JW BELVOIR ROAD.
201900690	08/08/2019	2	Serious	0	0	0	1	Light	No turn	Dry	1014	A52 LEICESTERSHIRE. LOCATION NOT PROVIDED
202000174	06/04/2020	2	Slight	0	0	0	0	Light	No turn	Dry	1416	C8304 LONG LANE REDMILE JW BELVOIR ROAD.
202000540	31/07/2020	2	Serious	0	0	0	0	Light	No turn	Dry	1429	A52 BOTTESFORD JW BELVOIR ROAD.
202100016	06/01/2021	1	Slight	0	0	0	1	Light	No turn	Wet/Damp	1100	C8304 LONG LANE REDMILE JW BELVOIR ROAD.
202100051	29/01/2021	2	Slight	0	0	0	1	Light	Right	Wet/Damp	0850	A52 BOTTESFORD JW CASTLE VIEW ROAD.
202100108	04/03/2021	1	Slight	0	0	0	0	Light	No turn	Wet/Damp	0833	A52 WESTBOUND BOTTESFORD EXACT LOCATION UNKNOWN.
202100204	15/04/2021	3	Slight	0	0	1	1	Light	Right	Dry	1631	A52 BOTTESFORD JW GRANTHAM ROAD.
202101539	18/09/2021	8	Slight	0	0	5	0	Light	No turn	Dry	1004	A52 BOTTESFORD EXACT LOCATION UNKNOWN.
202101026	15/12/2021	1	Slight	0	0	0	0	Dark	No turn	Dry	0518	A52 BOTTESFORD NR MUSTON LANE.
Column Totals		39		0	0	6	8					
No. of Accidents				0	0	2	7					

Total number of accidents listed: 17

Appendix F – SK/01 Swept Path Assessment Large Agricultural Vehicle Internal Layout





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REV	DATE	BY	DESCRIPTION	CHK	APD

CLIENT: JBM SOLAR PROJECTS 10 LTD	SCALE @ A0: 1:1,000	CHECKED: AHJ	APPROVED: AHJ
PROJECT: BELVOIR SOLAR FARM	DATE: 27/07/2022	DESIGN/DRAWN: ADWS	DRAWING STATUS: SK
TITLE: SWEPT PATH ASSESSMENT LARGE AGRICULTURAL VEHICLE WITHIN INTERNAL LAYOUT	PROJECT No: P19-2022	DRAWING No: APPENDIX E	REV: -

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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