



Dear Paul,

I hope you are well and had a good time off.

In response to your email below regarding Condition 8 discharge application (Ref. 24/01648/DOC), please see below the link with the revised CTMP to replace its previously submitted revision.

<https://we.tl/t-GidFU5aFNR>

Our highways consultant has provided the following responses to the points raised by Shamsul Huda in the comments related to the Discharge of Condition 8 (CTMP) Response Letter Dated 23rd August 2024):

- Section 2.49 table 2.1 for the HGV please confirm how many will the specialist HGVs.
This has been addressed within the revised CTMP report. The mobile crane is the only 'specialist' vehicle that will attend Site during the construction phase. This crane will lift the BESS containers into place. There will be one two-way mobile crane movement throughout the whole construction period. The crane will attend Site, travel between the northern and southern elements and then leave site.
- For Junction of Graveley Lane and the High Street B197, provide a swept path analysis (SPA) to determine if the vehicles will overrun the verge and footway in both directions for the largest vehicle including the specialist HGV.
This has been addressed within the revised CTMP report. This has already been provided as part of the planning application. Drawing Number: 3001-01-ATR03 illustrates the path of an 18m generic low loader entering and leaving Graveley Lane via High Street. There is only proposed to be one two-way mobile crane movement during the whole of the construction period, it is therefore proposed that this single two-way movement will be managed via the use of banksmen with 'stop and go' signs.
- Measures need to consider for safe pedestrians crossing at the junction of Graveley Lane and High Street (B197) such as tactile paving to the existing crossing.
This has been referred to within the revised CTMP report. Existing pedestrian movements via the segregated footway along the eastern side of High Street will be managed via the installation of 'Caution Public Right of Way' and 'Caution Construction Traffic' signs alongside the positioning of banksmen with 'stop and go' signs.
- No detail is provided for maximum loads using the Graveley Lane. There is a 5-tonne

weight restriction on Gravelly Lane looking at the signs on Google maps. Therefore, the developer should check with HCC's TRO team for the extent of the weight restriction and if the development will except from the weight restriction. If not will require a TTRO to suspend this weight restricting.

The proposed construction traffic route has been carefully chosen as the most effective at avoiding unnecessary traffic congestion by utilising trunk road and 'A' & 'B' classified roads as far as possible. Given the temporary nature of the construction programme, with maximum level of movements only occurring for a small portion of the construction period (4 weeks), and the fact that agricultural traffic regularly uses this highway network to access fields and farm compounds in the locality, it is considered that these roads are more than suitable to accommodate construction traffic for such a scheme. The highways routing strategy and associated mitigation measures have been carefully thought out through liaison and agreement with Matthew Armstrong (HCC Highways Area Manager). The applicant would welcome clarity on why the nature of the proposed operations fall foul of the restriction. Furthermore, this was not a matter raised during consideration of the planning application nor during the 'Call-In' Public Inquiry.

- S278 works: Need to confirm the extent of s278 works including highway boundary plans. The s278 works are being dealt with separately in response to conditions 25 and 26 (A plan of the extent of s278 works is attached).

- Temporary road closers/diversions (Para 4.8.7): A Temporary Traffic Regulation Order (TTRO) will be required for the road closure and need to provide more information such as duration for closer, outline plans for all diversion routes.

The proposed grid connection cable laying works would not necessarily require full road closure, it could possibly be facilitated via one-way working. The exact strategy will be agreed with HCC once the contractor is appointed. The applicant is committed to undertaking a TTRO if required.

- Parking (Section 5): No measure is taken to stop parking on the public highway. No workforce / staff vehicles/ construction vehicles to be parked on the public highway. It is noted that section 5.1.3 states that "ample space available to provide staff car parking within the site boundary, without impacting on the local highway network", but we need to see a plan of these designated areas.

This has been further referred to within the revised CTMP report. This has already been discussed with Matthew Armstrong (HCC Highways Area Manager) and it was agreed that a pragmatic approach be taken based on the low likelihood of vehicles being parked on the public highway. It was therefore decided that this would be monitored and enforced by the appointed traffic management company supported by 'no parking' signage facing towards the highway / layby. Matthew's advice was to proceed with the s278 application and the finer details would be looked at during the technical approval process.

- Wheel wash measures are noted, but how will it be ensured dirty surface water resulting from this will not run off onto the highway?

This has been further referred to within the revised CTMP report. The detailed design of the Site Access (Highway) works will include measures to prevent any surface water from leaving the site. The wheel washer is a self-contained unit and does not discharge water within the site.

- The construction accesses approved at the planning stage were designed on the basis of a standard 16.5m long articulated lorry (as being the largest vehicle), yet paragraph 2.4.2 of the CTMP shows a double container draw-bar HGV (with no dimensions). Elsewhere, specialist HGVs are mentioned, and these also need to be considered in relation to access design. This detail was not presented to us at the planning stage and has not been tracked. Therefore, it is now not clear if the access design as shown in the Appendices of this CTMP are suitable.

This has been further referred to within the revised CTMP report. As indicated by the swept path analysis the accesses also designed for an 18m low loader. As mentioned above the specialist HGV is limited to a single two-way movement of a mobile crane and it is therefore considered that this can be controlled via banksmen with a stop and go sign.

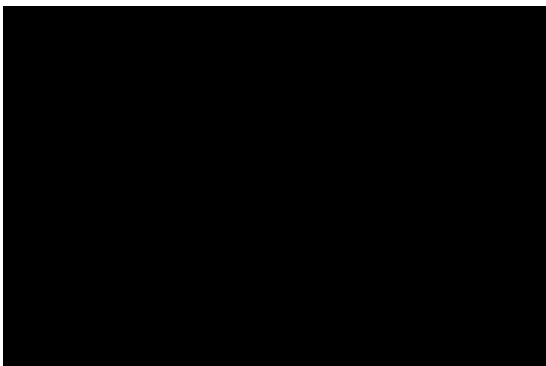
- Furthermore, the approved accesses (and those shown in the CTMP) had 8 metre kerb radii, yet the s278 plans which the applicant has separately submitted show 9 metre kerb radii for the northern access and 6 metre on the western side / 9 metre on the eastern side of the southern access. It is not clear why the access designs shown within this CTMP do not match those which have been submitted for the s278.

The appointed highways engineer will provide further clarity on this point and this will be managed through the s278 technical approval process which is currently on-going.

I trust this is sufficient and I would be grateful if you could confirm the receipt of this email. In the meantime, if you have any further questions or comments, please let us know.

Kind regards,

Anna



AGR



Dear Anna,

I hope you are well.

Please find attached a copy of the latest consultation responses I have received from HCC Highways in relation to conditions 08, 25 and 26.

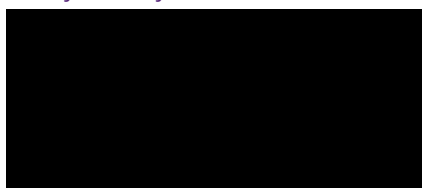
In respect of condition 08 (construction traffic management plan), could you provide the additional information and/or points of clarification as requested.

Regarding conditions 25 and 26, it is not possible to approve the submitted details at this stage until we are at a point where Highways can confirm the submitted details are acceptable, or revised details need to be submitted on the back of the discussions relating to the S278 submission. I suggest we add this to the agenda at our first fortnightly meeting, so we can discuss what we may be able to do at both our ends to try and expedite this process.

Thanks.



Paul Chaston MRTPI
Senior Planning Officer
Major Projects



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