



Reference: 23/00164/DIS

Proposal: Application for the approval of details reserved by Condition 4 - Written Scheme of Investigation (WSI) Condition 5 - Construction Method Statement Condition 11 - Passing Bay Details on Castle View Road Condition 22 - Construction Traffic Management Plan (CTMP) of Planning Permission 20/01182/FUL

Site: Land East Of Jericho Covert Jericho Lane Barkestone Le Vale

Applicant: Green Farm Solar Ltd.

Planning Officer: Andrew Cunningham

Report Author:	Andrew Cunningham , Senior Planning Officer
Report Author Contact Details:	01664 502474 ancunningham@melton.gov.uk
Chief Officer Responsible:	Sarah Legge , Assistant Director for Planning
Chief Officer Contact Details:	01664 502380 slegge@melton.gov.uk

Corporate Priority:	Delivering sustainable and inclusive growth in Melton
Relevant Ward Member(s):	Councillors Simon Orson and Christopher Evans (Long Clawson and Stathern) Councillors Donald Pritchett and James Mason (Bottesford)
Date of consultation with Ward Member(s):	10 March 2023
Exempt Information:	No

Reason for Committee Determination:

Letters of representation have been received from more than 10no. households, contrary to the Officer recommendation and Councillor Evans has requested that the application be reported to Planning Committee.

Web Link:

<https://pa.melton.gov.uk/online-applications/applicationDetails.do?activeTab=details&keyVal=RQDTS8KOMKZ00>

What 3 words:

<https://w3w.co/uproot.crafted.acoustics> (location of the construction access point)

<https://w3w.co/dock.nightlife.fancy> (location of the substation access point)

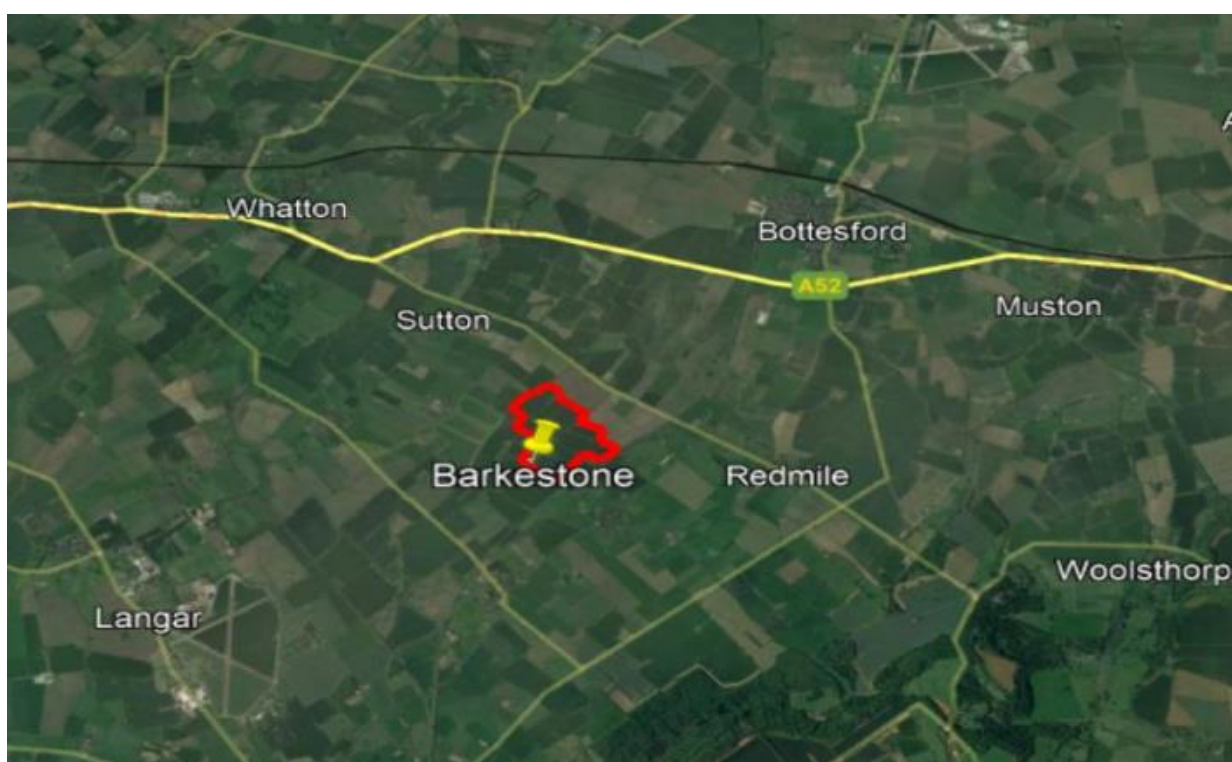
Previous committee report:

20/01182/FUL -

<https://democracy.melton.gov.uk/ieListDocuments.aspx?CId=134&MId=1402&Ver=4>

RECOMMENDATION(S)
1. Approves the detail submitted.

1 Executive Summary



1.1 Planning permission reference 20/01182/FUL was granted by Planning Committee on 19th August 2022 for:

‘Installation of a solar farm comprising ground mounted solar PV panels with a net generating capacity (AC) of up to 49.9MW, including mounting system, battery storage units, inverters, underground cabling, stock proof fence, CCTV, internal tracks and associated infrastructure, landscaping and environmental enhancements for a temporary period of 40 years and a permanent grid connection hub.’

1.2 This application seeks to approve details reserved by Conditions 4, 5, 11 and 22 of the 20/01182/FUL planning permission as follows

Condition 4 - Written Scheme of Investigation (WSI)

Condition 5 - Construction Method Statement

Condition 11 - Passing Bay Details on Castle View Road

Condition 22 - Construction Traffic Management Plan (CTMP)

- 1.3 With applications seeking to approve details reserved by condition, the Local Planning Authority (LPA) are predominantly reliant upon and guided by responses from statutory consultees on the information that is submitted, given that the conditions are normally requested by the relevant consultees.
- 1.4 In this instance, condition 4 was recommended by LCC Archaeology, condition 5 by a number of consultees including relevant highway authorities and LCC Ecology, condition 11 by LCC Highways and condition 22 by relevant highway authorities. The relevant highway authorities are LCC Highways, Nottinghamshire Highways and National Highways.
- 1.5 For members' reference, condition 11 (passing bays) sits within the Bottesford Ward and relates to Castle View Road and access to the substation site.
- 1.6 Although there is no requirement to undertake consultation with neighbouring properties or Parish Councils, Barkestone Redmile and Plungar Parish Council, Long Clawson and Stathern Ward Members have been consulted as well as Bottesford Parish Council and Bottesford Ward Members in relation to condition 11.
- 1.7 Following receipt of positive consultee responses from those statutory and technical consultees that requested the conditions, as well as consideration of the detail by the LPA, it is considered that the details submitted are acceptable, in line with the provisions and requirements of the condition and can be satisfactorily discharged.

Main Report

2 The Site

- 2.1 The solar farm site comprises approximately 74 hectares of agricultural fields to the north west of the village of Barkestone Le Vale and to the south east of the village of Granby, and currently used for agricultural purposes. The grid connection point is sited off Castle View Road to the south of the A52.
- 2.2 The main site construction access is via a temporary haul road from Sutton Road to the northeast of the site via an existing field access.
- 2.3 The proposed grid connection point is connected to the proposed solar farm via a trenched cable beneath the intervening farmland as shown on the submitted block plans. Condition 6 of the original permission required details of cabling works to be submitted. The details for this condition (number 6 of the planning approval) are not submitted for consideration at this time.

3 Planning History

- 3.1 20/01182/FUL – Planning Permission Permitted 19th August 2022 - 'Installation of a solar farm comprising ground mounted solar PV panels with a net generating capacity (AC) of up to 49.9MW, including mounting system, battery storage units, inverters, underground cabling, stock proof fence, CCTV, internal tracks and associated infrastructure, landscaping and environmental enhancements for a temporary period of 40 years and a permanent grid connection hub.'

4 Proposal

- 4.1 The application is to approve details reserved by conditions associated with planning permission reference 20/01182/FUL. The process for a Discharge of Condition is to consider the acceptability of the details submitted. In this instance, the submission relates

to the Written Scheme of Investigation, Construction Method Statement, Passing Bay Details on Castle View Road and Construction Traffic Management Plan, the details of which will be considered below.

- 4.2 The process of considering the acceptability of details submitted to discharge planning conditions does not allow for further consideration of, or re-determination of the original planning consent.

5 Amendments

- 5.1 Several amendments have been undertaken to the Construction Method Statement and Construction Traffic Management Plan during the submission, seeking to address requests from LCC Highways. A further technical note was also submitted to provide clarification regarding the Barkestone, Redmile and Plungar Parish Council comments and specifically in relation to construction traffic numbers.

6 Planning Policy

6.1 National Policy

- 6.1.1 National Planning Policy Framework (NPPF)

- 6.1.2 National Planning Policy Guidance (NPPG)

6.2 Melton Local Plan

- 6.2.1 Policy SS1. Presumption in favour of Sustainable Development

- 6.2.2 Policy SS2. Development Strategy

- 6.2.3 Policy EN1. Landscape

- 6.2.4 Policy EN2. Biodiversity and Geodiversity

- 6.2.5 Policy EN3. The Melton Green Infrastructure Network

- 6.2.6 Policy EN6. Settlement Character

- 6.2.7 Policy EN8. Climate Change

- 6.2.8 Policy EN9. Ensuring Energy Efficient and Low Carbon Development

- 6.2.9 Policy EN10. Energy Generation from Renewable and Low Carbon Sources

- 6.2.10 Policy EN11. Minimising the Risk of Flooding

- 6.2.11 Policy EN12. Sustainable Drainage Systems

- 6.2.12 Policy EN13. Heritage Assets

- 6.2.13 Policy IN2. Transport, Accessibility and Parking

- 6.2.14 Policy D1. Raising the Standard of Design

6.3 Neighbourhood Plan

- 6.3.1 Neighbourhood Planning Policy 1: Sustainable Development and the Village Envelopes

- 6.3.2 Neighbourhood Plan Policy 2: Protecting the Landscape Character

- 6.3.3 Neighbourhood Plan Policy 3: Protecting and Enhancing Biodiversity

- 6.3.4 Neighbourhood Plan Policy 6: Reducing the Risk of Flooding

- 6.3.5 Neighbourhood Plan Policy 7: Improving Connectivity

- 6.3.6 Neighbourhood Plan Policy 8: Ensuring High Quality Design
- 6.3.7 Neighbourhood Plan Policy 9: Renewable Energy and Low Carbon Technologies
- 6.3.8 Neighbourhood Plan Policy 12: Protecting Heritage Assets

6.4 **Other**

- 6.4.1 National Planning Policy Framework (2023)
- 6.4.2 National Planning Policy Guidance (NPPG)
- 6.4.3 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990
- 6.4.4 Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

7 Consultation Responses

7.1 Summary of Technical Consultation Responses

Full responses are available on the website

7.1.1 LCC Highways

- a) No objection to Discharge of Conditions 5, 11, and 22.
- b) Condition 4 was not advised by the Local Highway Authority (LHA) who therefore have no comments to make on these details.

7.1.2 LCC Archaeology

- a) Thank you for the submission of the Written Scheme of Investigation (WSI) for the investigation of the above site. The document proposes a satisfactory programme of archaeological work which, upon completion, will meet the requirements for the investigation of the development site. Only issue is the figures seem to be backwards but I have seen an acceptable version with normal figures.

7.1.3 National Highways

- a) In summary, National Highways has no comments to make on the discharge of conditions 4. 5. 11 and 22, and therefore has no objections to those conditions being discharged.

7.1.4 MBC Environmental Health

- a) Has no comment to make on this application.

7.1.5 Historic England

- a) In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

7.1.6 LCC Ecology

- a) I have no objections to the discharging of any of these conditions from an ecology perspective.

7.1.7 Environment Agency

- a) The Environment Agency did not request the planning conditions the applicant is seeking to discharge. We advise you seek the views of the consultee who requested the condition on the information submitted.

7.1.8 Lead Local Flood Authority

- a) Given the nature and extent of the full application (ref. 20/01182/FUL), the LLFA did not make formal comment to the full application. As such the LLFA has no formal comment to make in relation to application 23/00164/DIS.

7.1.9 Rushcliffe Borough Council

- a) Rushcliffe Borough Council have no formal comments to make and would defer to comments made by statutory consultees in relation to the discharge of the above conditions.

7.1.10 Nottinghamshire Highways Authority

- a) The Highway Authority considers that the information contained in the Construction Traffic Management Plan is satisfactory to discharge the condition.
- b) Nottinghamshire County Council Highway Authority has no further comments to make on the revised/additional information as it has no bearing on the local highway network in the Nottinghamshire County Council area.

7.2 Summary of Representations

7.2.1 Long Clawson And Stathern Ward Members

- a) Councillor Evans - As discussed recently, I believe that the recent variations requested by the applicant are serious and material changes to those presented to the committee originally. In particular the length of construction has been increased significantly and access is suggested via Jericho Lane through the village of Barkestone past the Helping Hands establishment. I fully endorse the case sent to you by the Parish Council.
- b) No comments received from Councillor S Orson.

7.2.2 Barkestone, Plungar and Redmile Parish Council

- a) Initial response (24.04.2023) - BPRPC strongly objects to this application on the basis that it seeks to completely change the original application and consents. The detailed reasons for this objection are set out later in this document. However there are three core elements that needs to be considered and addressed.
 - i) Access
 - ii) Solar Farm Capacity
 - iii) Scale and Period of the Development and Construction phase
- b) Further response (23.02.2024) - Barkestone Plungar Redmile Parish Council objects to this application. Many points raised in our comments submitted in 2023 remain accurate and these should still be considered by the MBC Planning team.
 - i) Impact On Traffic and the Community
 - ii) Unresolved Conditions
 - iii) Access
- c) Further response (03.05.2024) - Our previous comments still stand, and we remain of the view that
 - i) the entire scheme is so different to the plans that were approved, that a full hearing is required,
 - ii) the applicant is still seeking to gain access via Jericho Lane by default and

iii) experience has shown that the applicant will use access route that they have specifically not been allowed to be used.

7.2.3 **Bottesford Ward Members**

a) No comments received.

7.2.4 **Bottesford Parish Council**

a) No comments received.

7.2.5 **Granby c Sutton Parish Council**

a) Further to the emails below Granby cum Sutton Parish Council have no objections to application reference 23/00164/DIS.

7.2.6 **Neighbours**

14 letters of objection received from 14 separate addresses summarised below.

- a) Noise from construction
- b) Location of the compound
- c) Increase in light pollution
- d) Traffic volumes and increase in trip generations
- e) Highway safety impacts
- f) Extension of construction hours
- g) Vehicles already using the incorrect construction routes
- h) Jericho Lane is unsuitable for construction traffic
- i) Significant variation from the details submitted in the original application
- j) Land should be used for agriculture
- k) Maximum output of the solar farm has increased from 49.9MW
- l) Proposal should be classed as a Nationally Significant Infrastructure Project
- m) Number of inconsistencies and discrepancies in the documents
- n) Other conditions haven't been discharged pre-commencement

7.3 **Response to Consultations and Representations**

7.3.1 Concerns are raised about noise, light, traffic, highway safety and construction activities including hours, routes and numbers, all are assessed in the relevant sections below.

7.3.2 Concerns are raised about the use of Jericho Lane and/or other routes which is not in accordance with condition 13 of the original permission which requires certain routes to be used. The information submitted with this application continues to provide detail that the construction routes will be via the approved routes under condition 13 and any use of alternative routes can be investigated by the Planning Enforcement team accordingly should the matter arise.

7.3.3 An objection has been received stating that the land should be used for agriculture. Planning permission has been granted already for the use of the land as a solar farm and this application only seeks to approve the technical details reserved by conditions.

- 7.3.4 The fact that only a certain number of conditions have been submitted and others are still required is not a material planning consideration. We can only consider the conditions that have been submitted for approval, any further information reserved by condition will come forward through a further application for discharge.
- 7.3.5 Concerns are raised that there are several inconsistencies and discrepancies in the documents originally submitted as part of this current application and the original approved application reference 20/01182/FUL. This application has been revised during the submission to address concerns raised by consultees, neighbour representations and the planning officer.
- 7.3.6 Regarding the expected construction hours, working patterns and trip generation, the initial vehicle movements within the documentation at the original planning application stage were based on real life data taken from previous projects of a similar scope and size. It's worth noting that at the original application stage, it was confirmed that even if there were an increase in movements above that set out in the transport statement, that there would not be a severe highway safety impact given the construction access and routing proposed, which was conditioned accordingly.
- 7.3.7 The applicant confirms that the project proposes a total construction period of 44 weeks, but this includes works such as commissioning and the dilapidation survey (assessing the current state of the access roads), whilst the majority of works take place within a 3-4 month period. When estimating the vehicle numbers at the original application stage, it was deliberately assessed on a condensed construction period of 6 weeks in order that this would represent a worst case scenario in terms of daily movements. As stated above, the original committee report set out that even there is an increase in movements or length of construction in any particular fashion, the construction site access would still be acceptable from a highways safety perspective, and LCC Highways raise no objection to the detail submitted in relation to trip generation or construction hours/working patterns.
- 7.3.8 Concerns are raised about the proposal and documentation stating that the development is increased from 49.9MW and should be classed as a Nationally Significant Infrastructure Project. The original description of development states that the net generating capacity (AC) is up to 49.9MW and it is the AC output that is controlled by the consent, which is different to some forms of generation which is measured in DC capacity. Nevertheless the agent has confirmed that the maximum capacity of the installed inverters is below 50MW and irrespective of this, is not for consideration here.

8 Planning Analysis

8.1 Main Considerations

8.1.1 The main considerations are whether the information submitted is satisfactory to discharge the submitted details in relation to the four conditions sought for approval. As such each condition detail is considered separately below.

8.1.2 Therefore the main considerations are

- Written Scheme of Investigation (Condition 4)
- Construction Method Statement (Condition 5)
- Passing Bays on Castle View Road (Condition 11)
- Construction Traffic Management Plan (Condition 22)

8.2 Written Scheme of Investigation (WSI) (Condition 4)

8.2.1 Condition 4 stated the following

No development shall take place until a programme of archaeological work, including a Written Scheme of Investigation, has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and:

- i) The programme and methodology of site investigation and recording including details of a watching brief
- ii) The programme for post investigation assessment.
- iii) Provision to be made for analysis of the site investigation and recording.
- iv) Provision to be made for publication and dissemination of the analysis and records of the site investigation.
- v) Provision to be made for archive deposition of the analysis and records of the site investigation.
- vi) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under this condition and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

8.2.2 A geo-physical survey including field evaluation by trial trenching was submitted with the original planning permission (reference 20/01182/FUL) which did not identify the presence of probable archaeological features. Nonetheless, it was recommended by LCC Archaeology to include provision of further archaeological work by way of a watching brief as part of a Written Scheme of Investigation.

8.2.3 The aims of the watching brief are to determine the presence or absence of any archaeological remains which may survive and to produce an adequate record of any remains should these be encountered.

8.2.4 The document submitted shows an appropriate programme of works in line with the condition requirements and includes the methodology of the work as well as an understanding of how the investigation and any finds will be recorded, reported and archived.

8.2.5 LCC Archaeology raise no objection to the document that is submitted. A revised WSI was submitted during the course of the application to ensure that the maps contained within the WSI were correctly orientated.

8.2.6 As LCC Archaeology are content with the submission, and it is considered that the detail submitted is sufficient and in accordance with Policies EN10 and EN13 of the Melton Local Plan. Once the archaeological programme set out in the document is completed, the condition will be fully discharged.

8.3 Construction Method Statement (Condition 5)

8.3.1 Condition 5 stated the following

Development must not commence until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The construction

method statement shall set out details of all on-site construction works together with details of their timetabling. It shall include details of, and measures to secure:

- o the phasing of construction works;
- o the formation and position of the temporary construction compounds;
- o dust management and suppression;
- o cleaning of site entrance, facilities for wheel washing and cleaning the adjacent public highway;
- o pollution control, including the protection of water courses and ground water; subsoil surface water drainage; bunding and siting of fuel storage areas; sewage and foul water drainage and disposal; and emergency procedures and pollution response plans;
- o temporary site illumination during the construction period;
- o the methods to be adopted to reduce the effects of noise occurring during the construction period to the lowest practicable levels and in accordance with B.S. 5228: Noise control on construction and open sites;
- o storage of materials and disposal of surplus materials;
- o the construction of the accesses into the site, the erection of any entrance gates and the creation and maintenance of associated visibility splays;
- o method of working cable trenches, including soil storage and back-filling; and details of cable boring methodologies below roads, water courses and hedges;
- o general soil storage and handling;
- o post-construction restoration/reinstatement of the working areas, including cable trenches and area covered by any matting or other areas where the soil has been disturbed or compressed;
- o the sheeting of all heavy goods vehicles construction materials to, or spoil from, the site to prevent spillage or deposit of any materials on the highway;
- o details of control of surface water to prevent it entering the public highway or carrying sediment to the surface water drainage network in the vicinity of the site.
- o identification of buffer strips adjacent to water courses or retained vegetation features such as hedges or trees and sites where birds are nesting;
- o Details of proposed measures to protect root protection areas during construction
- o means to exclude small animals from excavations.

Construction works must be carried out in full accordance with the agreed construction method statement.

8.3.2 Taking each in turn, the phasing is acceptable and includes relevant steps along the construction process to ensure compliance with other conditions of the permission. The timing and length of the construction, whilst may be different to that stated at the original application stage, can only be fully known once a construction contractor is appointed and depends on their circumstances. As the construction contractor is now known, the project proposes a total construction period of 44 weeks which includes works such as commissioning and the dilapidation survey. The majority of construction works take place within a 3-4 month period which is the installation of the panels themselves. It is not

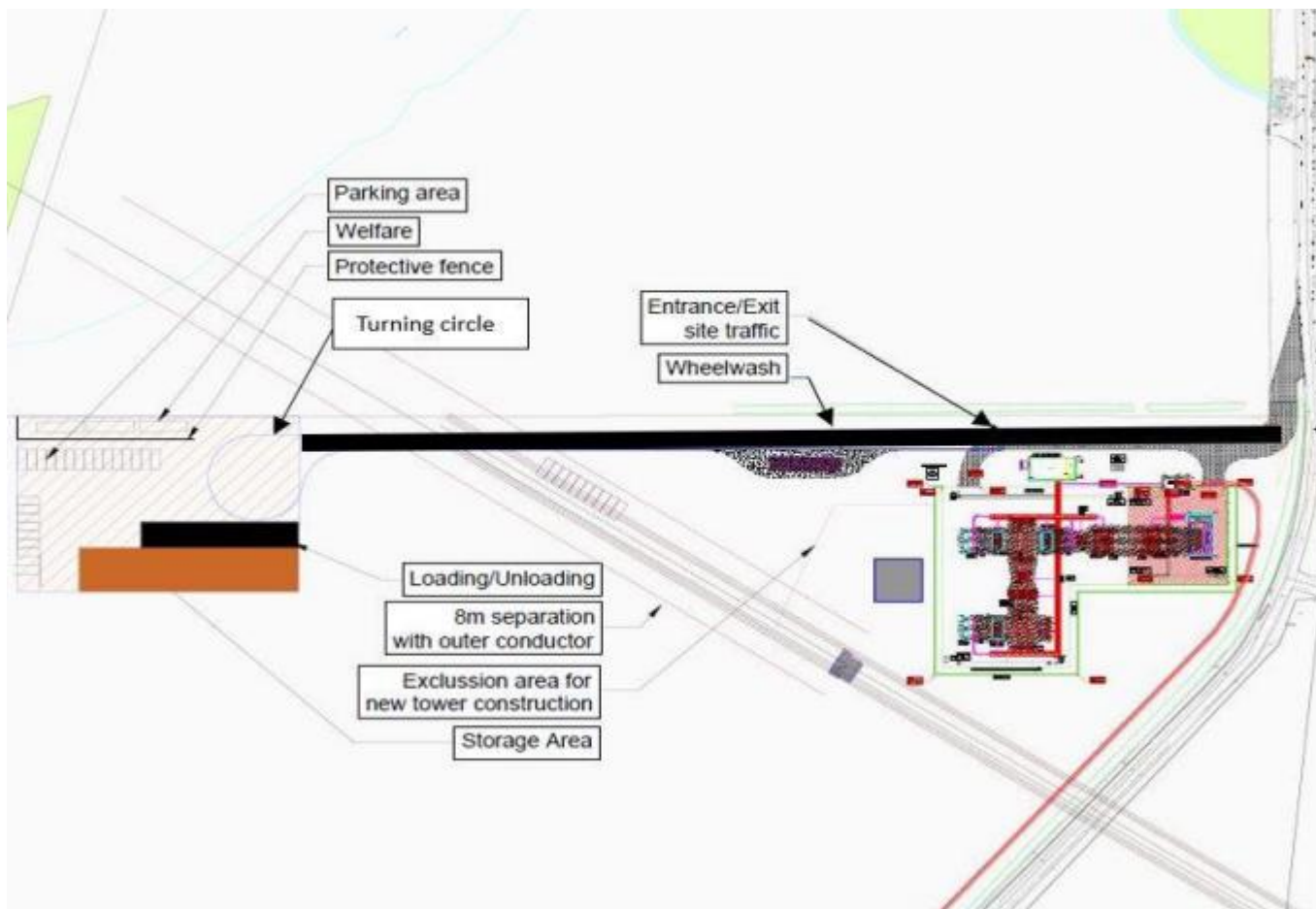
considered that the phasing submitted is contrary to any requirements or conditions on the original application and is acceptable to ensure no adverse impacts upon noise disturbance to nearby properties or highway safety.

- 8.3.3 The revised phasing plan has also been amended to ensure that the access road is in situ for construction, to ensure that the correct construction routing is used throughout the construction of the development in line with condition 13 of the original permission. The purpose of the phasing plan is to provide detail on the construction activities and the anticipated programme of works which provides understanding of the considerations during the construction period.
- 8.3.4 The internal compound area is shown on the map below and includes loading, unloading, storage area, staff parking, welfare and wheelwash facilities, all aspects are considered to be acceptable including the location of the compound itself.



- 8.3.5 Dust will be managed by dampening down the site entrance and access tracks and by managing the location of stockpiles, limiting vehicle speeds and wheel cleaning. HGV's carrying loose material will be sheeted and there will be road construction techniques to reduce dust. As such, dust is considered to be managed accordingly.
- 8.3.6 Wheel cleaning and wash facilities would be installed at the exit of the compound and again at the exit of the site to ensure that debris is removed from the underside of the vehicle. All vehicles exiting the site will require wheel washing to prevent spread of mud and similar substances onto Main Road. The public highway condition will be monitored by the construction manager and road sweeper in place if required to maintain road cleanliness, however this can also be reviewed by the Planning Enforcement Team if required.
- 8.3.7 Details of pollution control and collection of sewage and foul water has been detailed as well as emergency procedures and response plans, all of which are considered to be appropriate and acceptable for the development.

- 8.3.8 Lighting during construction will be directed away from field boundaries and ecological habitats to ensure no adverse impact upon biodiversity. Ecology have been consulted and raise no objections to the details submitted.
- 8.3.9 Although no residential properties are in the vicinity of the site, noise reduction methods will be in line with regulated methods and construction activities will take place within construction working hours (07:00 - 19:00) to minimise disruption. No construction traffic will occur on Sundays/Bank Holidays.
- 8.3.10 No surplus materials are expected to be produced on site with excavated materials to be used for backfilling and topsoil to be spread around site to create a smooth end surface. Stripped topsoil/subsoil will be temporary stockpiled in locations away from ponds and dry ditches. As such the proposed construction work would take place in a way to avoid any potential impact upon protected species or local wildlife.
- 8.3.11 The submitted plan confirms visibility splays 2.4m by 125m to the left and 2.4m by 126m to the right will be created prior to any other construction activity commencing on the main site, this is in line with condition 17 of the original permission and ensures satisfactory visibility is achieved at the construction site entrance to ensure no adverse impact upon highway safety.
- 8.3.12 The cable route will be trenched at a depth of 1.4m in stages of approximately 300m by an excavator, followed by the cable and fibre being laid, the trench will then be filled and the ground reinstated. Excavated soil will sit approximately 2m from the trench whilst the work is being undertaken. Where the cable crosses roads, hedges and watercourses a separate method is proposed as detailed in the submitted plan. Both methods proposed are suitable to ensure limited impact upon biodiversity and, landscape character and highway safety. Condition 6, specific to where the Grantham Canal is crossed by the cable is not for consideration here.
- 8.3.13 It is confirmed in the document that surface waters will not enter the public highways or carry sediments to existing water drainage network during construction, to ensure no adverse impact upon highway safety.
- 8.3.14 Suitable and adequate buffer strips are provided to water courses and retained vegetation features as well as provision of root protection areas to ensure no adverse impact upon biodiversity.
- 8.3.15 Sufficient and suitable details have also been provided for the substation site as detailed on the plan below.



8.3.16

8.3.17 Overall, it is considered that the Construction Phase Plan submitted adequately details how the proposed construction would protect the interests of the rural character of the area, the integrity and safety of the highway network, provide sufficient protection to the amenity of residents and not result in any adverse ecological interests. No objections are raised by the relevant consultees and as such the detail submitted is acceptable for condition 5 in accordance with Policies EN1, EN2, EN3, EN6, EN10 and EN13 of the Melton Local Plan.

8.4 **Passing Bays on Castle View Road (Condition 11)**

8.4.1 Condition 11 stated the following

Prior to the commencement of development details of passing bays to be sited and constructed along Castle View Road from the A52 to the substation access points shall be submitted to and agreed in writing with the Local Planning Authority. The approved passing bays shall be constructed and made available for use prior to the commencement of construction of the substation site.

8.4.2 The reason for inclusion of condition 11 on the original planning permission was due to the width of Castle View Road and to allow vehicles to satisfactorily pass each other prior to the commencement of construction of the substation site.

8.4.3 The submitted plan demonstrates that four proposed temporary passing places can be located between the A52 and the substation site. The passing places are proposed to be surfaced in asphalt and bounded by a landscaped verge.



8.4.4 It is considered that the size, location and treatment of the passing places are acceptable and LCC Highways raise no objection to the discharge of condition 11. As such, no concerns are raised with the proposed passing place with respect to highway safety in accordance with Policies D1, IN2 and EN10 of the Melton Local Plan and Policy 9 of the Bottesford Neighbourhood Plan.

8.5 Construction Traffic Management Plan (Condition 22)

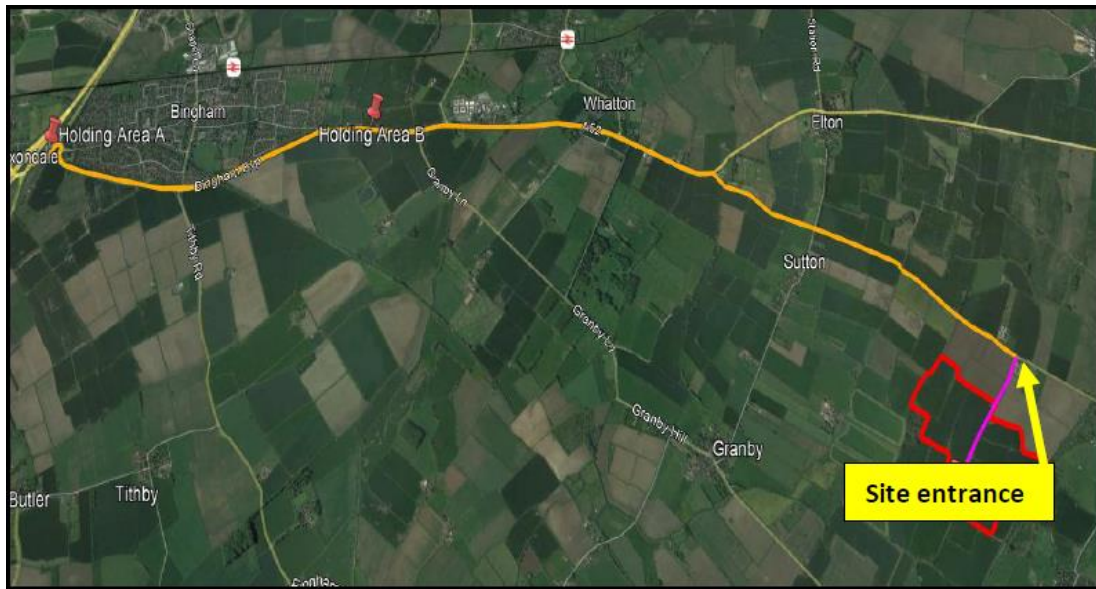
8.5.1 Condition 22 stated the following

No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, arrangements for banksmen and temporary signage, arrangements for dilapidation surveys at Sutton Road culverts, Sutton Road, and Castle View Road, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

8.5.2 Condition 22 was recommended by LCC Highways and is to ensure there are no adverse impacts upon highway safety during the construction of the development. A number of revisions to the submitted Construction Traffic Management Plan have been undertaken during the course of the submission to address the concerns of LCC Highways.

8.5.3 Again, consideration is given to each of the points listed within the condition.

8.5.4 Routing of construction traffic is in line with that secured under condition 13 of the original planning permission which is via a temporary stone aggregate haul road from Sutton Road to the northeast via an existing field access as shown on the map below. Additional measures (signage within the site compound, detail within the Drivers' Brief and a barrier across the operational site access road throughout the construction phase) would ensure HGV construction traffic utilises the main site entrance and does not use the operational site access to the south.



8.5.5 Wheel cleansing facilities are provided both at the exit of the internal compound and also at the exit of the application site, prior to vehicles going onto Sutton Road. Underbody washing facilities also are proposed throughout the duration of the project and road sweeper available to use if required in certain circumstances. As such, the detail for ensuring that mud and debris are not carried onto the public highway is considered to be satisfactory.

8.5.6 Vehicle parking facilities for staff are contained within the internal compound and following concerns raised by officers, additional parking provision has been provided to accommodate staff to park within the site. It is also noted that subcontractors will car share and utilise 7/8 - seater vehicles to reduce the number of vehicles that require to park within the welfare compound area.



- 8.5.7 Similarly, an appropriate level of parking and wheel washing facilities are provided at the sub-station construction site to ensure there would be no on street parking nor debris or mud being deposited onto the highway.
- 8.5.8 Details of banksmen and temporary signage at the construction site access and the substation construction site are provided within the submitted information to ensure that vehicles are not obstructing other vehicles wishing to pass on either Castle View Road or Sutton Road. Holding areas for vehicles to await before being instructed to the relevant site are to be utilised and vehicles arriving unannounced will be sent back to the holding areas. Booked deliveries for other logistics will also be part of the construction process. As such given the detailed arrangements of banksman, signage and other measures as outlined, it is considered that the details will ensure that construction vehicles would not result in severe highway safety impacts.
- 8.5.9 Dilapidation surveys are also to be carried out on Sutton/Main Road, the culvert at Main Road and Castle View Road as well as Byways G4 and G9 to identify any remedial construction work that is required prior to commencement of construction. A final survey will be conducted on completion of the construction phase to ensure that the relevant roads are not deteriorated throughout the course of the development, and any works required will be undertaken to ensure that the road condition does not result in severe highway safety impacts.
- 8.5.10 LCC Highways raise no objection to the proposed details for condition 22. As such, no concerns are raised with the proposed construction traffic management plan with respect to highway safety in accordance with Policies D1, IN2 and EN10 of the Melton Local Plan.

9 Reason for Recommendation

- 9.1 The proposed WSI sets out an acceptable programme of works which, upon completion, will meet the requirements for the investigation of the development site. The proposed 4 temporary passing bays are considered suitable from a highway safety perspective to allow vehicles to pass one another during the construction of the substation.
- 9.2 The construction traffic management plan provides details of the routing of construction traffic, wheel cleansing facilities, vehicle parking facilities, arrangements for banksmen and temporary signage, arrangements for dilapidation surveys at Sutton Road culverts, Sutton Road, and Castle View Road and is considered acceptable to ensure no severe impacts upon highway safety.
- 9.3 The construction method statement also satisfactorily provides details of all on-site construction works to ensure no severe impacts upon highway safety and to protect the amenity of residents and ecological impacts.
- 9.4 As such it is recommended that the detail as follows is approved and request to discharge the conditions is accepted

- Condition 4

Written Scheme of Investigation for Archaeological Watching Brief Issue No: 2

Received by the Local Planning Authority on 8th January 2024

- Condition 5

Construction Phase Plan MEG/HSE/HSP/0001/BARKESTONE Issue No: 6

Received by the Local Planning Authority on 22nd March 2024

- Condition 11

Proposed Highway Works 27133-HYD-XX-00-DR-C-0104 Revision P01

Received by the Local Planning Authority on 20th February 2023

- Condition 22

Construction Traffic Management Plan MEG_HSE_HSF_0064 Revision No: 9

Received by the Local Planning Authority on 19th June 2024

Castle View Road Highway Condition Survey Dated May 2024

Received by the Local Planning Authority on 3rd July 2024

- 9.5 The development must be carried out in accordance with the documents detailed above to ensure compliance with the relevant conditions attached to planning permission 20/01182/FUL.

10 Financial Implications

- 10.1 There are no financial implications associated with this planning application.

Financial Implications reviewed by: N/A

11 Legal and Governance Implications

- 11.1 Legal and Governance issues are considered and assessed within the report where relevant.

Legal Implications reviewed by: Tom Pickwell (Deputy Monitoring Officer)

12 Background Papers

- 12.1 Planning Committee Report 20/01182/FUL – 11th August 2022.

13 Appendices

- 13.1 None.