

From:Honor Whitfield
Sent:17 Aug 2020 11:47:00 +0100
To:planning
Subject:FW: NSDC Planning Application Ref: 20/01242/FULM

Please can you idox this as highways comments on neighbour letter (albeit I think the email chain may need redacting for emails).

From: Laura Cleal [REDACTED]
Sent: 13 August 2020 15:33
To: [REDACTED]
Cc: Honor Whitfield [REDACTED]
Subject: FW: NSDC Planning Application Ref: 20/01242/FULM

Dear Stephen

I write with regard to the email exchange below which has been kindly forwarded to our team.

Thank you for your comments about the aforementioned application which has recently been lodged with NSDC for determination; the Highway Authority have been consulted as a key statutory consultee and have duly responded with initial comments for which we await a further reconsultation in due course once further information has been submitted. At this point, the Highway Authority will comment again in greater detail.

As a statutory consultee to the planning process, the Highway Authority can only comment on the technical information submitted as part of an application to form our response to the Local Planning Authority whose responsibility it is to determine applications., taking into account all planning matters.

I am sure that you can appreciate that this is a significant application, and there are lots of matters, including highways which NSDC will be considering in their determination in due course . I have copied in the NSDC case officer to this exchange, so she is aware that you have made contact as a third party interest in the decision making process.

Kind Regards

Laura Cleal BA (Hons) FRGS MCIHT MTPS

Highway Development Control Officer

Nottinghamshire County Council

Welbeck House

Darwin Drive

Sherwood Energy Village

Ollerton

Nottinghamshire

NG22 9FF

[REDACTED]

****Please note my working days are typically Tuesday-Thursday inclusive – due to Covid-19, I am not in the office, but working from home****

From: Mike Keeling [REDACTED]
Sent: 10 August 2020 11:16
To: Hdc North <[REDACTED]>
Cc: Stephen Bamforth <[REDACTED]>
Subject: FW: NSDC Planning Application Ref: 20/01242/FULM

Dear NCC Development Control

FW: NSDC Planning Application Ref: 20/01242/FULM

In follow-up to my previous emails to Mr Bamforth and cc'd to HDC: please see Mr Bamforth's email as below, that I hope may be helpful.

Yours sincerely

Mike

Mike Keeling

District Manager (Newark and Sherwood Highway District)

Via East Midlands Ltd



Head Office: Bilsthorpe Highways Depot, Bilsthorpe Business Park,
Eakring Road, Bilsthorpe, Newark NG22 8ST



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From: Stephen Bamforth [REDACTED]
Sent: 10 August 2020 11:00
To: Mike Keeling [REDACTED]
Subject: Re: NSDC Planning Application Ref: 20/01242/FULM

I am of course preparing a full submission / set of comments for NSDC. My reason for asking who at NCC should be notified of the applicant's misleading claims about road safety on our particular stretch of the A612 is that it might further inform the Highway Authority's comments on the proposed access for the development. I hope I shall hear back shortly from the Development Control Team at NCC, but if I don't is there any individual there I could speak to?

Thanks, Stephen

Sent from my iPad

On 10 Aug 2020, at 09:28, Mike Keeling [REDACTED] wrote:

Dear Mr Bamforth

RE: NSDC Planning Application Ref: 20/01242/FULM

Thank you for your email as below.

Newark and Sherwood District Council is the Planning Authority regarding this application, and I should suggest all comments regarding the application, including as below, are submitted to N&SDC as Planning Authority.

Having viewed my first email, it appears I didn't reply to all, so I shall forward that email to N&SDC for their records.

Yours sincerely

Mike

Mike Keeling

District Manager (Newark and Sherwood Highway District)

Via East Midlands Ltd



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<image001.jpg>

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From: Stephen Bamforth

Sent: 10 August 2020 08:17

To: Mike Keeling <[REDACTED]>
Subject: Re: NSDC Planning Application Ref: 20/01242/FULM

Thank you, Mike, I wasn't sure. Since writing I have found that the applicant has also misrepresented some important road safety issues - which team should that observation go to?

Best wishes

Stephen

Sent from my iPad

On 10 Aug 2020, at 08:13, Mike Keeling <[REDACTED]> wrote:

Dear Mr Bamforth

FW: NSDC Planning Application Ref: 20/01242/FULM

Thank you for your email as below: however, I am not the correct person with regard to Development Control matters, and therefore I have copied this email to NCC's Development Control team <[REDACTED]> for their information.

Yours sincerely

Mike

Mike Keeling

District Manager (Newark and Sherwood Highway District)

Via East Midlands Ltd



Head Office: Bilsthorpe Highways Depot, Bilsthorpe Business Park,
Eakring Road, Bilsthorpe, Newark NG22 8ST

<image001.jpg>

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From: Stephen Bamforth <[REDACTED]>
Sent: 07 August 2020 19:03
To: Mike Keeling <[REDACTED]>
Cc: [REDACTED]
Subject: NSDC Planning Application Ref: 20/01242/FULM

Dear Mr Keeling

I believe you are the person to contact about this, through your role in Development Control.

We have a major worry in Halloughton. The application above is for a huge (107 hectare) solar farm on agricultural land to the north of Halloughton. The Highways issue is that the sole point of access and egress for the entirety of the site is to be set within the boundary of the Conservation Area, near the point where the single-track village street - not called Bridle Farm Road, by the way - joins the A612, hence at the entrance to the village. At the moment, with its low walls, hedgerows, trees and St James's Church just beyond, this entrance to and exit from the village is one of its most attractive features. It

was singled out as such in the village's Conservation Appraisal.

The applicant has submitted a Construction Traffic Flow Plan for this access. From this it appears that during the construction phase, scheduled to last six months, the access/egress point will handle 2,351 vehicle movements, all by HGVs, 1,554 of them by 50' (15.4 metre) low-loaders. On top of that there will be the traffic generated by 70-80 construction workers. The access is intended to be a 5-metre splayed entrance, with dropped kerb and tactile paving, where at present there is only hedgerow, a green verge, and no trackway at all (even if the applicant says there is). What will be built is a 4-metre wide hard surface access track opening onto the village street. What many of us in the village think (27 of us voted against the proposal, and 13 for) is that this will ruin the approach to the village. By definition it will be the entrance to a colossal building site - and it will continue to be used by maintenance vehicles thereafter, for the 40-year projected life of the site.

But we feel very strongly that there is a safety aspect too. The entrance to Halloughton is on a bend on the A612, and despite the recent introduction of a 50 mph speed limit, cars from both directions frequently approach that bend too fast. A 50' low-loader whether entering or exiting the village is not going to evacuate the carriageway very rapidly, especially when laden (as will be the case for 50% of the journeys concerned). It is relevant to note as well that over the last seven years we have had four fatal accidents on our stretch of the A612.

To that mix needs to be added an already significant amount of agricultural and agriculture-related traffic entering and exiting the village (large tractors, trailers, other tractors, plus a daily milk tanker and trailer which services the dairy farm at the end of the village, Halloughton Wood). At times of peak farm activity there can be a dozen tractor-trailer units exiting and entering the village every thirty minutes. To that in turn needs to be added normal residential traffic, deliveries - and also the presence of a commercial garage and vehicle repair business in the village. The potential for road blockages, delays and possible accidents is significant.

The Highways Authority have already commented on the application - see below. However, while it safeguards the existing mature tree which flanks the proposed access point, which is a prominent visual feature, and also our 1951 Festival of Britain bench, which is a village feature in its own right, much appreciated by walkers and ramblers, this solution does not appear to take into account the kind of traffic entrance which is proposed. This is much more than a standard vehicular access. The change proposed does not deal with the question of the harm that would be done to the entrance to our Conservation village, and the views both into and out of the settlement.

Nor does it take into account at all the safety issues which I have set out above. I write partly because I am afraid I do not know to what extent the Highways Authority has considered these matters.

Finally, one last point calls to be underlined. There is an alternative access to the site available, which both avoids the Conservation Area altogether and is at the same time much more logical. This is from the B6386. The applicant's agent himself describes this as an existing access to the site (Arboricultural Impact Assessment, para. 2.5). It leads directly into the site from the north, as opposed to the proposed Halloughton access, which is something of a dog leg / appendage to the south (as the plans show).

In my opinion, these are all matters which both the applicant and the Highways Authority need to consider at greater length and in more detail before the application is progressed.

Because these are matters of public concern, I am copying in the LPA to my letter, but I look forward in any event to hearing what the Highways Authority perspective on this will be.

With best wishes,

Stephen Bamforth

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Sent from my iPad

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