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Nottinghamshire County Council

Sent via email to
oneearthsolar@planninginspectorate.gov.uk

3rd December 2025

Dear Sir/Madam

ONE EARTH SOLAR FARM DEVELOPMENT CONSENT ORDER EN010159 – THE EXAMINING AUTHORITY'S WRITTEN QUESTIONS AND REQUESTS FOR INFORMATION ExQ3

I write in response to the Examining Authority's (ExA's) written questions and requests for information (ExQ3) issued on 19th November and to provide the response of Nottinghamshire County Council (NCC) (Interested Party [redacted]) in relation to those questions which are addressed directly to NCC or the Councils, where deemed relevant to the responsibilities of the County Council.

ExQ1	Question to:	Question	NCC Response
7. Biodiversity, ecology and natural environment			
Q7.0.2	NCC	Assessment of Individual Species Within the LIR the council identified a series of concerns in respect of the quality of assessment and the subsequent conclusions reached and management plans prepared for a variety of species including Skylark, Yellow Wagtail, Bats, and Otter. Are the Councils now content with how the proposed development is proposed to be carried out and the mitigation to be delivered through the management plans and requirements?	Yes, NCC is content with how the development will be carried with respect to ecology. The additional measures that have been added to the Outline LEMP are satisfactory and further measures will be agreed as part of the Steering Group post consent. This is reflected in the updated SoCG submitted at Deadline 6.
10. The draft Development Consent Order (DCO)			
Q10.5.1	NCC, WLDC, BDC	Timeline for Discharging Requirements Can each authority advise if you are now	NCC understands the Applicant has agreed to increase the period for discharging the requirements from ten weeks to twelve weeks. NCC welcomes this additional time but remains of the view that the period for discharging applications

		content with the time period for the discharge of requirements	should be sixteen weeks for parity with the timeframe for determining EIA applications. The proposed period of twelve weeks is less than has been applied to similar made DCOs in the region. For example, the Procedure for Discharge of Requirements contained within the Cottam Solar Project Order (No. 943) refers to a period of thirteen weeks.
11. Historic Environment			
Q11.0.2	NCC and LCC	Archaeological Investigation Can the County Councils advise on their latest position with regard to the archaeological investigations undertaken to date, and if they are now satisfied the Written Scheme of Investigation (WSI) and other supporting management plans provide suitable mitigation.	Agreement has not been reached on the scope of archaeological evaluation undertaken to inform the DCO application and our respective positions are unlikely to change. However, we have agreed that the applicant has provided details for an acceptable scope of archaeological evaluation work which they intend to implement post-consent, and which both parties agree will complete the process of gathering sufficient data to inform an appropriate and proportionate archaeological mitigation strategy. To date, the applicant has only undertaken sufficient evaluation to inform their impact (and an appropriate mitigation strategy) on approximately 30% of the site in Nottinghamshire. The proposed post-consent work will complete this process satisfactorily. However, we maintain our position that this evaluation work should have been completed as part of the EIA and that pushing this amount of investigation work to post-consent introduces a high level of risk that could result in the consented scheme being difficult to deliver as proposed and/or in additional harm to as yet unidentified heritage assets that could otherwise have been avoided. If permission is granted by the SoS with the current level of evaluation, the wording of Requirement 12 (Archaeology) will need to comprise a staged approach including pre-commencement conditions to complete the evaluation. Discussion on appropriate Requirement wording is close to agreement between the parties, and we anticipate that this will be resolved prior to the conclusion of Examination.
Q11.0.3	NCC and LCC	Extent of Assessment Can the County Councils advise on their latest position in respect of the extent of investigations carried out, the conclusions drawn from those investigations, and whether there is now an agreed position in respect of the extent of impact where investigations are yet to be carried out.	
12. Hydrology and Hydrogeology and the Water Environment			
Q12.0.1	The applicant, the	Additional Submissions	Submission reference AS-061 relates to matters within the remit of the Environment Agency (EA) and therefore

	Environment Agency, NCC and LCC as Lead Local Flood Authorities	The ExA has decided to accept two additional submissions [AS-061 and AS-062] from Mr Fox which have been published on the infrastructure website for the examination. Can each party set out a detailed response to all matters in each document.	NCC defers to the EA to comment upon this document. With respect to AS-062, NCC acknowledges the matters raised and recognises that there is conflicting evidence on the impact of surface water run-off from solar development and the impact upon mitigation features. The LLFA has reviewed the submitted Flood Risk Assessment (FRA) and Drainage Strategy (DS) in detail and provided a comprehensive set of comments and recommendations through its addendum to the NCC Local Impact Report (REP3-086). The LLFA is of the view that, subject to its recommendations being implemented, the impact on flood risk from surface water runoff would not be increased as a consequence of the development. The Applicant has updated the FRA and DS in light of the feedback from the LLFA and discussion is ongoing to further refine the FRA and DS, as reflected in the Statement of Common Ground (SoCG) submitted at Deadline 6. Whilst the evidence provided in AS-062 is acknowledged, it is for the Applicant to consider and respond to this material. The remit of the LLFA is to scrutinise the FRA and to agree a robust Drainage Strategy with the Applicant. This process is ongoing and progress is being reported by the Applicant through the SoCG at each examination deadline. The content of AS-062 does not change this responsibility or the position of the LLFA reported to date.
18. Transportation and traffic			
Q18.0.2	NCC	Visibility splays Paragraph 5.14.121 of NPS EN-1 states: *"The Secretary of State should only consider refusing development on highways grounds if there would be an unacceptable impact on highway safety, residual cumulative impacts on the road network would be severe, or it does not show how consideration has been given to the provision of adequate active public or shared*	In relation to visibility splays, it is considered that provision of appropriate splays are fundamental for highway safety reasons. This is underpinned firstly by national policy, in the form of the Design Manual for Roads and Bridges and the appropriate stopping sight distances relative to the design speed of road is set out in Table 2.10 of CD109 (excerpt appended). CD109 is then referenced in CD123 which sets out the standards for junction design and includes visibility requirements based on those appropriate stopping sight distances. DMRB CD109 does not allow any relaxations to visibility standards on the immediate approaches to junctions, which is defined as being within 1.5 x stopping sight distance (reference paragraphs 2.13 and Note 2).

		transport access and provision." In the event that visibility splay requirements are greater than the available land within the RLB or public highway, can NCC please confirm whether they consider this policy requirement has been met or otherwise, including evidence to support that position.	Nottinghamshire County Council's local policy is set out in Part 3.3 of the Nottinghamshire Highway Design Guide. We recognise that the posted speed limit of a road may not be representative of the actual speeds and the NHDG therefore states in 3.3.1 that for existing streets the measured 85th%ile is used. We are not aware of the applicant having provided any such surveys and as such has not evidenced any reductions which would be acceptable when compared to the posted speed limit. Gate L / Access 9 where the previous visibility splay crossed third party land has been amended to show the maximum available visibility splay, but this has not been justified by provision of or even reference to speed surveys having been carried out. In Issue Specific Hearing 3, at 02:12:52:06 the Highway Authority raised the issue that the applicant had still not addressed provision of forward visibility splays, the requirement for which is set out in DMRB CD109 (Paragraph 3.1). According to paragraph 3.2 this shall be available between any 2 points in the centre of each lane. With many of the access points preceded by bends, there is a risk that without this geometric requirement being defined on the access drawings, these visibility splays will be obscured and may even fall outside of the order limits, meaning the applicant would have no powers to either provide or maintain such splays. Some drawings now identify forward visibility splays but of those there appear to be some that don't and where there are bends within 1.5 x SSD on the approach and others have arbitrarily reduced the SSD with no justification. Examples of issues include Gate B/Access 6 and 7, Access 9 (based on the available visibility rather than actual speeds), Gate C/Access 14, Gate E/Access 15 (reduced junction visibility splays/SSD with no justification). The specific issues in relation to Gate A/Access 1 are set out in our answer to Q18.0.3. During Issue Specific Hearing 3, the applicant gave a commitment to amending the Landscape Management Plan to include maintenance of vegetation during the operational phase. On checking that this is now included, it is noted that

			paragraph 4.1.14 states that where access points necessitate the removal of vegetation for visibility splays, it is proposed that such vegetation is coppiced rather than removed. This is unacceptable as coppicing encourages vigorous growth from the stump or roots and on many occasions the visibility splay passes behind hedges and given that 5.1.3 states that vegetation management will be undertaken throughout the operational phase, as the regrowth appears it would have to be coppiced again, not allowing a hedgerow to actually be re-established. It could also mean that hedgerows could grow into the visibility splays and obstruct them between March and September every year (in accordance with regulations, which is acknowledged in paragraph 5.3.4 as a coppiced hedgerow is effectively retained vegetation). It also means that hedgerows would remain within 1m of the visibility splays which is contrary to 3.3.9 of the Nottinghamshire Highway Design Guide (Part 3.3 attached). As such any hedgerow within the visibility splay of a permanent access should be stated to be removed. As previously highlighted, it is within paragraph 1.2.3 of the Nottinghamshire Highway Design Guide that new or existing accesses with intensified use will be supported where there is not a road safety problem or where a road safety problem can be removed. As previously highlighted, NCC consider that the appropriate mechanism for determining this is through a road safety audit process. As such, we consider that the applicant has not demonstrated that the policy requirements have been or can be met. The excerpts of documents referred to above are appended to this letter.
Q18.0.3	NCC	A57 access point Following the submissions at D5 from the Applicant, can NCC please confirm whether there are any outstanding matters still to be resolved?	Having reviewed the submitted A57 Access Strategy Review, we confirm that there are outstanding matters. During discussions with the applicants' agents, it was revealed that a speed survey had been carried out which evidenced 85th%ile speeds greater than the posted speed limit and close to 60mph. This was discussed during Issue Specific Hearing 3 and the applicant appeared to agree with this and stated at

			02:25:45:09 that a drawing showing the full 215m splay was available in the A57 Access Study. This information has not subsequently been included in this report and the visibility splays on the drawing in Appendix A included in the report shows 160m visibility splays, which are appropriate for a 50mph road. Fundamentally, the access drawings in Appendix B of the Transport Assessment have also not been updated and it is these on which the Development Consent Order would be based. As per our response to Q18.0.2, we had also highlighted to the applicant that forward visibility splays were required in addition to junction visibility splays at all junctions. This was accepted and Figure 4 within the A57 Access Strategy Review claims to show the forward visibility splays at this specific junction. However, this has also been based on an SSD of 160m for a 50mph speed limit, rather than the measured speeds. It is also of note that this albeit inadequate forward visibility splay still falls outside of the red line boundary and the means to ensure that applicant maintains this has not been clarified.
Q18.0.4	NCC	Access junction drawings Are NCC now satisfied that all relevant drawings have been submitted by the Applicant at D5 and those drawings provide the necessary detail you require? If not, please provide details of what matters remain outstanding.	Access Drawing Details – Appendix B of Transport Assessment revision 4. As per our responses to Q18.0.2 and Q18.0.3, the applicant has not shown forward visibility splays towards all of the junctions in the drawings in Appendix B and has arbitrarily reduced the visibility splays at some, without supporting evidence. Fundamentally in relation to the access plans, Schedule 7 in the DCO refers to the "Streets, Rights of Way and Access Plans" which are in APP-015 and have not been updated to reflect the current access plans in Appendix B of the Transport Assessment.
Q18.0.5	NCC	New access points Are NCC satisfied with the details within Requirement 5 (detailed design) and Requirement 15 (CTMP), with regards to the ability for safe	No, NCC is not satisfied that Requirement 5 and Requirement 15 provide the ability for safe access points to be delivered. Requirement 5 (f) requires the Applicant to secure detailed design approval from the LPA (in consultation with the LHA) for the vehicular and pedestrian accesses.

		access points to be delivered?	Requirement 5 therefore assumes that the proposed access points are acceptable in principle, subject to the specific materials and minor amendments to the layout, if required, being approved by the LHA. However, at this time, the LHA is not satisfied that the proposed access points are acceptable in principle as they have not benefited from a Road Safety Audit (RSA) and details of all visibility splays have either not been provided or not been justified. Stage 1 of the RSA assesses whether the junctions would be safe in principle and should be untaken prior to development consent being granted and any detailed highway designs being submitted. Whilst Requirement 5 (f) would enable the LHA to request amendments to the proposed design of the access points with respect to materials and layout, it would not provide the ability for the LHA to object to the proposed access points if they are found to be unsafe. Paragraph 14 of the DCO (Part 3) enables the Applicant to construct the accesses in the locations specified in Schedule 7. The access points are therefore fixed by the DCO, irrespective of Requirement 5 (f) which is supplementary. The Applicant should undertake a RSA and provide visibility splays at each of the points required by the LHA prior to the Order being made. Without this detail being provided, the LHA cannot be assured that the accesses would be safe and Requirement 5 (f) offers no assurance that safe access points will be delivered. Requirement 15 (CTMP) requires the Applicant to submit and implement a CTMP which is substantially in accordance with the Outline CTMP. The Outline CTMP states that access to the proposed development will be taken from the public road at the locations illustrated in Figure 1. Again, this implies that the locations of the accesses are fixed rather than a matter still to be addressed. Whilst the Outline CTMP does require the applicant to secure technical approval from the LHA for the access points, this would merely comprise detailed design approval, as outlined above. Requirement 15 would not provide the ability for the LHA to object to the proposed access points if deemed unsafe.

			Whilst the inclusion of Requirements 5 and 15 is supported this does not overcome the LHA's concerns with respect to highway safety. In order to provide assurance that safe access points will be delivered, NCC would recommend that the Applicant provides a Stage 1 RSA and justified visibility splays for all access points listed in Schedule 7 of the DCO prior to the application being determined so that alternative accesses can be agreed, if necessary. Alternatively, additional wording should be incorporated into Paragraph 14 (a) of the DCO (Part 3) which requires the applicant to demonstrate the safety of each access point listed in Schedule 7 (via a Stage 1 RSA), prior to forming the permanent means of access in those locations. If their safety could not be demonstrated, Paragraph 14(b) provides the option for the Applicant to agree other means of access with the LHA.

NCC defers to Newark & Sherwood District Council and Bassetlaw District Council on any other questions to the Councils that have not been responded to within this letter, as appropriate.

I trust that our responses assist but please contact me should you have any queries.

Yours faithfully,

[redacted]
Planning and Infrastructure Manager
Nottinghamshire County Council

Table 2.10 Design speed related parameters

Design speed kph	120	100	85	70	60	50	V2/R
Stopping sight distance (metres)							
Desirable minimum	295	215	160	120	90	70	-
One step below desirable minimum	215	160	120	90	70	50	-
Horizontal curvature (metres)							
Minimum R* with adverse camber and without transitions	2880	2040	1440	1020	720	520	5
Minimum R* with superelevation of 2.5%	2040	1440	1020	720	510	360	7.07
Minimum R* with superelevation of 3.5%	1440	1020	720	510	360	255	10
Desirable minimum R (superelevation 5%)	1020	720	510	360	255	180	14.14
One step below desirable Minimum R (superelevation 7%)	720	510	360	255	180	127	20
Two steps below desirable minimum radius (superelevation 7%)	510	360	255	180	127	90	28.28
Vertical curvature							
Desirable minimum* crest K value	182	100	55	30	17	10	-
One step below desirable min crest K value	100	55	30	17	10	6.5	-
Desirable minimum sag K value	37	26	20	20	13	9	-
Overtaking sight distances							
Full overtaking sight distance FOSD (metres)	-	580	490	410	345	290	-
FOSD overtaking crest K value	-	400	285	200	142	100	-
* Not recommended for use in the design of single carriageways (see Section 9)							
The V^2/R values shown above simply represent a convenient means of identifying the relative levels of design parameters, irrespective of design speed.							

NOTE 1 *The limit for relaxations is defined by a given number of design speed steps below a specific bench mark, usually the desirable minimum. Relaxations vary according to the type of road - motorway or all-purpose, and whether the design speed is band A or band B. Details for permitted relaxations are given in:*

1) *Section 3 for stopping sight distance;*
2) *Section 4 for horizontal alignment; and*
3) *section 5 for vertical alignment.*

NOTE 2 *GG 101 [Ref 5.N] provides requirements and advice on recording the decision process when applying relaxations.*

NOTE 3 *When preparing design options that include relaxations, a number of site specific factors need to be assessed, including, whether the site is:*

1) *isolated from other relaxations;*
2) *isolated from junctions;*
3) *one where drivers have desirable minimum stopping sight distance;*
4) *subject to momentary visibility impairment only;*
5) *subject to low traffic volumes;*
6) *on geometry that is readily understandable to road users;*
7) *on a road with no frontage access;*
8) *one where traffic speeds are reduced locally due to adjacent road geometry (e.g. uphill sections, approaching roundabouts and priority junctions where traffic has to give way or stop, etc), or speed limits.*

NOTE 4 *The safety risk of using a relaxation in the design can be mitigated by providing:*

1) *collision prevention measures;*
2) *specific warning signs and road markings.*

2.11 Values for stopping sight distance, horizontal curvature and vertical curvature shall not be less than those given in Table 2.10 for 50kph design speed regardless of permitted relaxations.

2.12 Except for stopping sight distance relaxations of up to 1 design speed step below desirable minimum coincident with horizontal curvature relaxations of up to 1 design speed step below desirable minimum, relaxations shall not be used in combination.

2.13 The relaxations below desirable minimum in stopping sight distance, desirable minimum vertical curvature for crest curves and sag curves, described in Sections 3 and 5 of this document respectively, shall not be used on the immediate approaches to junctions.

NOTE *For the purposes of this document the immediate approaches to a junction are defined as:*

1) *for minor road approaches at at-grade priority junctions without diverge and merge tapers, those lengths of carriageway on the minor roads between a point 1.5 times the desirable minimum stopping sight distance upstream of the stop line or give way line and the stop line or give way line itself;*
2) *for major road approaches at at-grade priority junctions without diverge and merge tapers, those lengths of carriageway on the mainline between a point 1.5 times the desirable minimum stopping sight distance from the centre line of the minor road and the centre line itself;*
3) *for at-grade junctions with a diverge taper the length of carriageway from a point 1.5 times the desirable minimum stopping sight distance upstream of the start of the diverge taper to a point level with the minor road centre line;*
4) *for at-grade junctions with a diverge auxiliary lane the length of carriageway from a point 1.5 times the desirable minimum stopping sight distance upstream of the start of the auxiliary lane taper to a point level with the minor road centre line;*

5) *for at-grade junctions with a merge taper the length of carriageway from a point 1.5 times the desirable minimum stopping sight distance upstream of a point level with the minor road centre line to the end of the merge taper;*

6) *for roundabouts, those lengths of carriageway on the approach to the roundabout between a point 1.5 times the desirable minimum stopping sight distance from the give way line and the give way line itself;*

7) *for grade separated diverges with a diverge taper, the length of carriageway from a point 1.5 times the desirable minimum stopping sight distance upstream of the start of the diverge taper to the back of the diverge nose. For diverges without a diverge taper, the length of carriageway 1.5 times the desirable minimum stopping sight distance upstream of a point equivalent to the diverge exit taper length for the appropriate road class (see CD 122 [Ref 3.N]) upstream from the tip of nosing or ghost island head to the back of nosing;*

8) *for grade separated merges with a merge taper, the length of carriageway from a point 1.5 times the desirable minimum stopping sight distance upstream of the back of the merge nose to the end of the merge taper. For merges without a merge taper, the length of carriageway from a point 1.5 times the desirable minimum stopping sight distance upstream of the back of the merge nose to a point equivalent to merge entry taper length downstream of the tip of nosing or ghost island tail (see CD 122 [Ref 3.N]).*

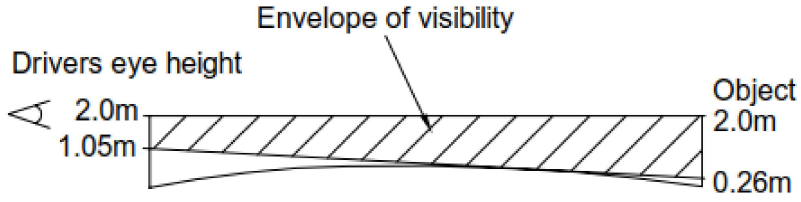
2.13.1 Where the design speed of an alignment changes from a higher to a lower value, permitted relaxations in design standards should be avoided on the length of road with the lower design speed adjacent to its interface with the section of road with the higher design speed.

3. Sight distance

Stopping sight distance

3.1 Stopping sight distance as identified in Table 2.10 shall be measured between driver's eye heights of 1.05 metres and 2.00 metres to object heights of between 0.26 metres and 2.00 metres measured from the road surface, as shown in Figure 3.1.

Figure 3.1 Measurement of stopping sight distance

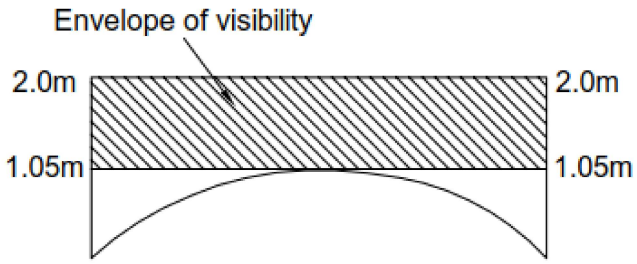


3.2 Desirable minimum stopping sight distance shall be available between any two points in the centre of each lane within the horizontal and vertical extents of the visibility envelope (measured for each carriageway in the case of dual carriageways and motorways).

Full overtaking sight distance

3.3 Where an overtaking section is provided, at least full overtaking sight distance shall be available between eye heights of 1.05 metres and 2.00 metres to object heights of 1.05 metres and 2.00 metres above the centre of the carriageway as shown in Figure 3.3.

Figure 3.3 Measurement of full overtaking sight distance



3.3.1 On 2 lane single carriageway roads, overtaking sections should be provided on as much of the road as practicable, especially where daily traffic flows are expected to approach the maximum design flows.

NOTE 1 *Where an overtaking section is provided on a 2 lane single carriageway road, the full overtaking sight distance to be used is shown in Table 2.10 for the corresponding design speed.*

NOTE 2 *Full overtaking sight distance can normally only be economically provided in flat terrain where the combination of vertical and horizontal alignment permits the design of a level and relatively straight road alignment. It can be more economical to design a single carriageway road to provide clearly identifiable overtaking sections with full overtaking sight distance in relatively level areas, with individual sections of overtaking lane interspersed with non-overtaking sections.*

NOTE 3 *Designs which provide the driver with overtaking sections have been found to have a lower frequency of serious collisions than roads with continuous large radius curves without overtaking sections.*

Obstructions to sight distance

3.4 The stopping sight visibility envelope shall be free of obstructions by fixed objects with the exception of:

1) a fixed object with a width / length less than or equal to 550mm;
2) a group of fixed objects with a combined width / length of 550mm or less
3) those obstructions covered by the relaxations below.

NOTE 1 *Isolated slim objects less than or equal to 550mm in width / length, such as lighting columns, sign supports, or slim footbridge supports, only result in intermittent obstructions to sight lines.*

NOTE 2 *On horizontal curves where the road is in a cutting, or at bridge crossings, verges and central reserves can be widened or bridge clearances increased to ensure the appropriate stopping sight distance is not obstructed.*

NOTE 3 *Verge and central reserve widening is sometimes required on horizontal curves to provide stopping sight distance in front of VRS.*

3.4.1 Stopping sight distance and FOSD may be measured across opposing lanes or carriageways.

Relaxations

3.5 Except for the restrictions to relaxations noted in Section 2 (Relaxations) of this document and in the clauses below, relaxations to the desirable minimum stopping sight distance requirements shall be permitted as identified in Table 3.5.

Table 3.5 Number of steps permitted below desirable minimum - stopping sight distance

Road type	Design speed band	Permitted relaxation
Motorways	Band A	1 step
Motorways	Band B	2 steps
All-purpose	Band A	2 steps
All-purpose	Band B	3 steps

3.6 Further relaxations to those shown in Table 3.5 shall be permitted as follows:

1) for all band A roads where the stopping sight distance is reduced by features such as bridge piers, bridge abutments, communications equipment, lighting columns, supports for gantries and traffic signs in the verge or central reserve which form momentary obstructions greater than 550mm in width / length, the scope for relaxations can be extended by 1 design speed step;
2) long bridge parapets or safety fences or safety barriers on horizontal curves can obscure stopping sight distance to the 0.26 metre object height, although the appropriate sight distance to the tops of other vehicles, represented by the 1.05 metre object height, can be obtained above the parapet or safety fence or safety barrier. For band A roads where the appropriate stopping sight distance to the high object is available in this way, the scope for relaxation of stopping sight distance for sight lines passing in front of the obstruction to the 0.26 metre object height can be extended by 1 design speed step;
3) at or near the top of up gradients on single carriageways steeper than 4% and longer than 1.5 km, the scope for relaxation can be extended by 1 step due to reduced speeds uphill.

3.7 The permitted relaxations identified in Table 3.5 shall be reduced by 1 design speed step:

1) on and immediately following long grades on dual carriageways steeper than 3% and longer than 1.5km;
2) immediately following an overtaking section on single carriageway roads.

Nottinghamshire County Council

Road Network Policy

Part 1.2

1.2.1 Principles of access to the highway network

To facilitate new development, the County Council supports the need for limited improvements to 'A' and 'B' class roads, whether; to improve or extend existing capacity, to provide new links, or to address clearly identified significant strategic or local needs. In assessing proposals that would increase traffic, and/or provide new streets and junctions, the following criteria should be considered:

- the contribution to sustainable development and regeneration including improved connectivity,
- how conditions for pedestrians, cyclists, public transport users, freight and residents can be improved,
- how safety for all is improved,
- the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion can be reduced, and
- how a net benefit to the environment can be provided.

1.2.2 Proposals should show, overall, a net benefit across these criteria when taken as a whole. All proposals must show how any dis-benefits will be mitigated.

1.2.3 New accesses for vehicles and the increased use of existing accesses on other classified and unclassified roads will normally be supported where:

- the needs of pedestrians, cyclists, public transport users, freight and residents can be addressed,
- there is not a road safety problem or where a road safety problem can be removed, and
- the route is suitable or can be suitably upgraded to carry the additional traffic and type of traffic from the development.

1.2.4 If access to a development can be gained off a minor or side street, you should normally consider this option as preferable (with improvements to the junction of the minor side street with the main road as necessary).

1.2.5 The design and construction of works on classified roads and other roads (existing or proposed) not covered by this design guide must normally comply with the 'Design Manual for Roads and Bridges' published by Her Majesty's Stationary Office.

1.2.6 Need for Transport Assessments, Transport Statements, and Travel Plans

The National Planning Policy Framework 2024 (NPPF) covers the current national policy for promoting sustainable transport.

NPPF states that: