

**Planning Act 2008**

**The Infrastructure Planning (Examination Procedure) Rules 2010**

**Application by Lime Down Solar Ltd for an order granting Development Consent for  
the Lime Down Solar Project**

**Planning Inspectorate Reference Number: EN010168**

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**Deadline 3: Examining Authority's Written Questions 1 (ExQ1)**

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## 1 INTRODUCTION

- 1.1 This document is submitted for Deadline 3 on behalf of National Highways ("NH") in respect of an application by Lime Down Solar Ltd ("**Applicant**") for an order granting development consent for Lime Down Solar Project ("**DCO**"). The Applicant seeks development consent for proposed authorised development described in Schedule 1 of the draft DCO ("**Authorised Development**"). This document sets out the Examining Authority's Written Questions 1 (ExQ1) that are directly specifically to NH and NH's response to the same.

ExQ1	Question to:	Question:	NH Response:
DCO1.44	The Applicant  National Highways	<b>Requirement 15 - Construction traffic management plan</b>  Should Requirement 15(3), which requires the relevant planning authority to consult with South Gloucestershire Council and the relevant highway authority before approving the Construction Traffic Management Plan, also include the requirement to consult with National Highways?	Yes. NH is responsible for the safe and efficient operation of the Strategic Road Network. Construction traffic can materially affect the capacity, safety, and physical integrity of that network. Being consulted on the CTMP enables NH to assess and mitigate risks arising from increased HGV movements, abnormal loads, and cumulative impacts at critical junctions and links on the SRN. Consultation with NH is essential to ensure that construction-phase impacts arising from the development are properly managed through appropriate routing, timing, and traffic management measures.
TT1.11	The Applicant National Highways	<b>Construction Delivery Times</b>  The National Highways consultation response which is summarised in ES Chapter 13 [REP1-019], notes that junctions 17 and 18 of the M4 experience peak hour congestion. The applicant states that it is their intention to aim to reduce network peak hour construction vehicle movements by requiring deliveries to be scheduled between 09:30 and 16:30 where possible.  <u>The Applicant:</u>  Can the applicant clarify:	The SRN experiences its busiest periods during the weekday morning (08:00-09:00) and evening (17:00-18:00) peak hours. It is during this time that congestion is most prevalent, and increases in vehicular traffic can have the largest impact on the safe and efficient operations of the network. Heavy goods vehicles (HGVs) and construction traffic generally has a larger impact on the operation of the network, given their relatively slow speeds compared to ordinary traffic, and the time taken for them to get up to speed when entering and leaving junctions. Significant increases in these slower moving vehicles can have a disproportionately large impact on the operation of junctions, and impacts on the free flow of traffic on the SRN.

	<p>1) Whether its intention is for deliveries to be scheduled to pass through junctions 17 and 18 and be on local roads only after 09.30 and before 16.30, or whether those quoted delivery movement times relate to the arrival and departure times at the construction access points;</p> <p>2) Whether any of the construction vehicle routes pass by primary or secondary schools (and if so where); and</p> <p>3) How its delivery vehicle movements would be monitored, recorded and regulated to ensure that those vehicles are not on the local road network outside the specified times, and not on non-construction route roads at any time? The ExA note the oCTMP [REP1-112] commitment to a delivery slot booking system, but to what extent is monitoring and compliance, or non-compliance with that system to be communicated with the local highway authority and/ or National Highways?</p> <p><u>National Highways:</u></p> <p>Can National Highways provide further information on whether deliveries to the proposed development through junctions 17 and 18 should take place after 09:30 and before 16:30 on weekdays (or some other times)?</p>	<p>The simplest way of mitigating this potential harm is to restrict these heavy and slower moving vehicles from periods of the network when their impact is most likely to cause problems during the morning and evening peak times. We therefore required in our consultation response that Due to existing levels of congestion, It is expected that no construction traffic would pass through junctions 17 and 18 of the M4 during these peak hours, therefore vehicles should not pass through these junctions until after 09:30 and before 16:30 on weekdays. This would logically mean that vehicles would be arriving on site later than 09:30 depending on the travel time from the M4 to the various site access points.</p>
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