

Staffordshire County Council response to ExA's First Questions

Ref:	Question to:	Question:	SCC Response:
11.4	Applicant DCC Staffordshire County Council (SCC)	Heavy goods vehicles (HGV) Paragraph 5.14.14 of NPS EN-1 states that requirements may be added to a consent where there is likely to be substantial HGV traffic that control numbers and possibly routing of HGV movements in a specified period during construction; make sufficient provision for HGV parking and facilities; and ensure satisfactory arrangements for reasonably foreseeable abnormal disruption. Paragraph 2.10.123 of NPS EN-3 states that Applicants should assess the various potential routes to the site for delivery of materials and components where the source of the materials is known at the time of the application and select the route that is the most appropriate. Paragraph 2.10.125 includes that Applicants should ensure all sections of roads and bridges on the proposed delivery route can accommodate the weight and volume of the loads and width of vehicles. Where modifications to roads and/or bridges are required, these should be identified, and potential effects addressed. DCC [RR-078] considers that further assessments are required to establish the impacts of HGV movements	<p>Please see our written representation for detailed commentary on HGV construction traffic within Staffordshire.</p> <p>(c) Route 6 comments – Please see Written representation.</p> <p>(d) The Walton bypass is the preferred route for construction traffic, if it is available for use. We would wish to see this secured in the DCO such that if the bypass is completed before or during construction of Oaklands Solar farm this then becomes the construction traffic route.</p> <p>(g) For Staffordshire roads the only issue in this respect is the Chetwynd bridge. However, the issues here were raised early during pre-app discussions and the application proposals designed accordingly to avoid use by heavy vehicles.</p>

	<p>associated with the construction and decommissioning of the proposal, particularly regarding the impacts of goods vehicle access through urban areas and along relatively quiet country roads benefiting from an environmental weight limit. SCC [APP-155 Table 2.1] is quoted as saying that the route through Stapenhill is within Staffordshire and is particularly sensitive to HGV usage and will need careful consideration. The Applicant [AS-015 Figure 10.3] indicates that the likely construction route for HGV would be on Route 6 through Stapenhill.</p> <p>a) Please could the Applicant, following consultation with DCC, update its assessment and secured mitigation measures as necessary?</p> <p>b) Please could DCC advise if it has any outstanding concerns on the Applicant's updates?</p> <p>c) Do SCC or DCC have any comments on the mitigation measures provided for Route 6?</p> <p>d) Should it be secured that construction route Scenario 2A would only be used if Scenario 1 (using Walton-on-Trent bypass) is not available [APP-155 paragraph 10.149]?</p>	
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11.10		<p>Draft DCO [AS-005] Article 13 - Traffic regulation measures The Applicant is requesting broad powers to authorise temporary traffic regulation measures for the purposes of the construction or decommissioning of the authorised development, and has set out its reasoning for that [AS-017]. Do DCC or SCC have any concerns?</p>	<p>We have no concerns in this respect, as long as the provisions remain to give notice and require written approval of the highway authority before utilising the power in the DCO</p>