

Nottinghamshire County Council

Local Impact Report – Tillbridge Solar Project



**Nottinghamshire
County Council**

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1. Introduction

- 1.1. Nottinghamshire County Council (NCC) has prepared this report in accordance with the advice and requirements set out in the Planning Act 2008 and the Advice Note One: Local Impact Reports Version 2, April 2012. The advice note reflects the IPC being abolished and the work of the IPC transferring to the Planning Inspectorate under the Localism Act 2011.
- 1.2. The Advice Note states that when the Planning Inspectorate (PINS) decides to accept an application it will ask the relevant local authorities to prepare a Local Impact Report (LIR) and its preparation should be prioritised and indicate where the local authority considers that the development would have a positive, negative or neutral effect on the area. The LIR may include any topics that the local authority considers to be relevant to the impact of the development within its administrative area as a means by which its existing body of knowledge and evidence on local issues can be fully and robustly reported. The LIR may also comment on the development consent obligations and requirements and any relevant representations.
- 1.3. In producing the LIR, the County Council has not sought the views of local parish councils and local interest groups as to any particular matters that should be reflected in the report because the parish councils and other local interest groups have the opportunity, through the consultation process, to make their observations direct to the Planning Inspectorate.
- 1.4. The LIR is intended to be used by the local authority as a means by which the existing body of local knowledge and evidence on local issues is fully and robustly reported. The LIR has been written so as to incorporate the topic areas suggested in the Advice Note and the obligations and proposed requirements submitted with the application for DCO.
- 1.5. The LIR only covers matters and issues where NCC has a statutory function or holds particular expertise; the LIR is also limited to those matters which have relevance to the specific part of the scheme that is located within Nottinghamshire (as outlined under Section 2: Project Proposal). These issues are listed below. The LIR does not comment on matters which are relevant to development outside of Nottinghamshire or matters over which NCC has no responsibility. NCC defers to Bassetlaw District Council (BDC), West Lindsey District Council (WLDC) and Lincolnshire County Council (LCC) on all other matters not listed below.
 - Minerals and Waste
 - Cultural Heritage
 - Water Environment
 - Transport and Access
- 1.6. For each matter above, the LIR will outline the key local issues relevant to the part of the proposal that is located within Nottinghamshire and the extent to which the applicant addresses the issues by reference to the application documentation, including the Environmental Statement (ES) and the draft Development Consent Order (DCO). The LIR will comment on the effect they would have on the area, either positive, negative or neutral.

2. Project Proposal

- 2.1. The proposed Tillbridge Solar Project is located approximately five kilometres to the east of Gainsborough and approximately thirteen kilometres to the north of Lincoln within Lincolnshire. The electricity generated from the scheme would then connect to National Grid's Cottam substation in Nottinghamshire. The Scheme will comprise the construction, operation (including maintenance) and decommissioning of ground-mounted solar photovoltaic (PV) arrays and associated development to generate electricity.
- 2.2. The associated development includes but is not limited to: access provision; a Battery Energy Storage System (BESS); underground cabling between the different areas of solar PV arrays; and areas of landscaping and biodiversity enhancement. The Scheme will export and import electricity to the national electricity transmission network and includes a 400kV underground Cable Route Corridor of approximately 18.5km in length, connecting to the national electricity transmission network at the National Grid Cottam Substation.
- 2.3. The Scheme comprises two distinct parcels, which are: a. 'the Principal Site', which is the location where ground mounted solar PV panels, electrical sub-stations, and BESS will be installed; and b. 'the Cable Route Corridor', which will comprise the underground electrical infrastructure required to connect the Principal Site to National Grid Cottam Substation.
- 2.4. The Principal Site covers an area of approximately 1,350ha and is located to the south of Harpswell Lane (A631), to the west of Middle Street (B1398) and largely to the north of Kexby Road and to the east of Springthorpe. The Principal Site is located entirely within the district of West Lindsey, Lincolnshire and therefore it is beyond the scope of this report to comment on the local impacts of the Principal Site. NCC will defer to relevant host authorities.
- 2.5. The area of the Cable Route Corridor outside of the Principal Site is approximately 318ha. Part of the Cable Route Corridor falls within Bassetlaw, Nottinghamshire, between the River Trent and the Cottam Substation. This report is concerned with the impact of this section of the Cable Route Corridor, from the River Trent to Cottam Substation.
- 2.6. The Cable Route Corridor has been considered carefully in relation to Cottam Solar Project [EN010133] and Gate Burton Energy Park [EN010131], which are also proposed to connect to National Grid Cottam Substation and share the same Cable Route Corridor, as well as West Burton Solar Project [EN010132] which is proposed to cross the Cable Route Corridor and make its connection at the National Grid substation at West Burton Power Station.
- 2.7. The Environmental Impact Assessment (EIA) has been undertaken adopting the principles of the 'Rochdale Envelope' where appropriate. This involves assessing the maximum (and, where relevant, minimum) parameters for the scheme where flexibility needs to be retained. Where this approach is applied to the specific aspects of the EIA, this has been confirmed within the relevant chapters of this Environmental Statement (ES). This approach sets worst case parameters for the purposes of the assessment but does not constrain the Scheme from being built in a manner that would lead to lower environmental and social impacts.

3. Relevant Planning History

- 3.1. NCC is the Minerals and Waste Planning Authority for Nottinghamshire and is therefore responsible for determining planning applications for such developments. It is also responsible for determining applications submitted for its own developments, such as schools. The following planning history applies to this site in relation to county matters:

Table 1 – Planning History Nottinghamshire County Council: Applications of Note

Application Reference	Site	Development description	Distance from project (km)	Status	Notes
1/22/01031/CD M	Corridor of land west of Cottam P/S. Land to the west of Cottam Power Station, Retford, DN22 0NP	Construction of an underground foul water rising main.	Within the DCO project application boundary west of Cottam P/S	Granted 24/11/22 and constructed	Majority of works are below surface level
1/22/00047/CD M	Sturton le Steeple Quarry	Continuation of mineral working operations at Sturton le Steeple Quarry	3km north of cable corridor to Cottam power station	Variation approved 20/04/2022. Relates to a longstanding permission for a new sand and gravel quarry. Permission had been implemented with some enabling works, including new access but mineral extraction has yet to commence. However project has been taken over by Aggregate Industries and remaining infrastructure	Significant quarry development at the infrastructure / enabling stage. Approx. 7 million tonnes sand and gravel reserve. Expected to be mainly exported by HGV. Wetland restoration

				works are underway in advance of quarrying. Quarry is also allocated in the Nottinghamshire Minerals Local Plan.	
1/19/01556/CD M	West Burton/ Bole Ings ash fields. West Burton Power Station and Bole Ings Ash Disposal Site, Retford, DN22 9BL	Variations of conditions 11, 13, 37 and 53 of planning permission 1/18/00234/CDM to enable full ash recovery from phase 1B/2 and revisions to method statement, restoration, landscaping and aftercare.	6km north of cable corridor to cottam p/s	Active PFA ash extraction operations. Up to 400,000 tonnes per annum extracted for sale to construction industry	Significant and large scale extractive industry. Export of PFA is via road transport/ HGV. Restoration to grassland and wet areas
1/21/01770/CD M	Cottam power station ash fields. Cottam Ash Disposal Site, Outgang Lane, Retford, Nottinghamshire, DN22 0EU Proposal	Variation of Condition 46 of Planning Permission 1/13/01359/CDM to defer the submission of a restoration and aftercare strategy for the former ash disposal site until 25th December 2025 to allow an extended period of time for the wider redevelopment of the Cottam Power Station site to be fully considered.	700m to East of power station	Ash operations paused pending further time to allow wider development options at the former Power Station site	Previous large scale ash deposit and extraction operations. Partially restored. Not clear if more ash will be extracted in the future and depends on wider development options

1/43/12/00006	South Leverton oil field	South Leverton Oil wells x4 sites	1.2km - 2km west of cottam p/s cable corridor	Conventional oil extraction sites- with permission until 2032.	Operated by Igas
1/12/01027/CD M; 1/12/01028/CD M	Gainsborough Oil field	Gainsborough Oil wells- multiple existing well sites (aprox 7 within Notts)	9-10km N of cottam p/s cable corridor (various sites)	Conventional oil extraction- mostly active and with permission until 2032. Ground water monitoring boreholes recently given permission	Part of wider oil field into Lincolnshire. Oil collected by HGV to collecting station. Operated by Igas
Multiple site permissions. S73 extensions of time granted 2021	Beckingham oil field	Beckingham Oil wells- multiple existing well sites (aprox 13 well sites)	10km+ NW of cottam p/s cable corridor (various sites)	Conventional oil extraction- mostly active and with permission until 2032. Ground water monitoring boreholes recently given permission	Part of wider oil field. Oil collected by HGV to collecting station. Operated by Igas
1/23/00410/CD M	Lound PFA deposits	The extraction, processing and export of pulverised fuel ash from former ash disposal lagoons and their progressive restoration, and associated development- Former ash disposal lagoons south of Lound,	Retford. DN22 8SG	Aprox 12km NW of Cottam P/S	Granted PP September 2024

3.2. The Council does not consider that there are any matters arising from the above planning history which would impact upon the Cable Route Corridor through Nottinghamshire.

4. Relevant Planning Documents

National Policy

- 4.1. The Secretary of State (SoS) is required to have regard to any relevant national policy statement (NPS), amongst other matters, when deciding whether to grant a DCO. Where there is a relevant NPS in place DCO applications are determined in line with Section 104 of the PA2008. The following NPSs are considered relevant to the determination of this DCO Application and set out assessment principles of judging impacts of energy projects:

EN-1 – Overarching National Planning Policy Statement for Energy.

EN-3 – National Planning Policy Statement for Renewable Energy Infrastructure.

EN-5 – National Planning Policy Statement for Electricity Networks Infrastructure.

Local Policy

- 4.2. The Development Plan Framework for the impacted area of Nottinghamshire includes the:
- Bassetlaw District Local Plan 2020-2038 (adopted May 2024)
 - Nottinghamshire and Nottingham Replacement Waste Local Plan (adopted 2013)
 - Nottinghamshire Minerals Local Plan (adopted March 2021).
- 4.3. Nottinghamshire County Council are currently preparing a new Waste Local Plan which, once adopted, will replace the adopted Waste Local Plan (2001) and Waste Core Strategy (2013). The Plan is now under examination by the Planning Inspectorate and so at an advanced stage, therefore some weight should be given to the new Waste Local Plan.
- 4.4. The following sections on the assessment of impacts and adequacy of response will refer to relevant national and local policies including an appraisal of their relevance to the project, as far as they relate to the matters which are covered within this LIR. Other relevant policies from the Bassetlaw District Local Plan 2020-2038 will be referred to within the BDC LIR.

5. Assessment of Impacts

- 5.1. The following sections identify, for each matter listed above in Section 1 (Para 1.5.), the relevant policies, the key issues and impacts raised by the proposed development and the extent to which the applicant has addressed these issues in the application documentation.

Minerals and Waste

- 5.2. The following policies from the Nottinghamshire and Nottingham Waste Core Strategy: Part One (adopted December 2013) should be considered in relation to this proposal:

Policy WCS2: Waste awareness, prevention and re-use

Nottinghamshire County and Nottingham City Councils will lead by example and work together with district and borough councils, the waste industry, local businesses, communities and voluntary groups to improve waste awareness and encourage measures aimed at waste prevention and re-use.

All new development should be designed, constructed and implemented to minimise the creation of waste, maximise the use of recycled materials and assist the collection, separation, sorting, recycling and recovery of waste arisings from the development.

Policy WCS10: Safeguarding Waste Management Sites

The following sites will be safeguarded for waste management facilities:

- a) Existing authorised waste management facilities including potential extensions and sites which have a valid planning permission that has not yet been implemented; or*
- b) Sites allocated in the Site Allocations Document. Safeguarding will only apply to the above identified sites and any land immediately adjacent to the site where a need to safeguard has been clearly demonstrated.*

- 5.3. In terms of Policy WCS2, this aims to reflect the Waste Hierarchy within Appendix A of the National Planning Policy for Waste (NPPW, 2014) and seeks for all development to ensure waste is being managed as high up as the waste hierarchy as possible. This includes reducing the amount of waste produced through preventative measures and re-using where possible and maximising recycling.
- 5.4. The applicant has outlined in Chapter 17.8 of their Environmental Statement how they have considered the scheme in the construction, operation and decommissioning phases in terms of waste generation and will seek to prevent waste arising through mitigation measures and recycle as much as possible. It should be noted that the applicant intends to recycle the solar PV panels at the decommissioning phase, which is welcomed and preferred over disposal. It should though be noted that currently such recycling facilities are limited, with the applicant reliant upon the market for recycling solar panels increasing in the future to meet demand. If this does not materialise then the panels will likely be disposed of, which could have impacts on local disposal facilities, with the County Council having very limited capacity for non-hazardous waste disposal.
- 5.5. Overall, the proposal complies with Policy WCS2 by seeking to, at all stages of the life of the development, prevent/reduce, re-use and recycle waste and so treat waste as high up in the waste hierarchy as possible.
- 5.6. Policy WCS10 seeks to safeguard existing and permitted waste management facilities in the County, ensuring that development does not inhibit their operations. In relation to the Tillbridge proposal, there are no existing or permitted waste sites within the vicinity of the area whereby the proposed development could cause an issue in terms of safeguarding existing waste management facilities. Thus, there are no issue in regard to Policy WCS10.
- 5.7. Nottinghamshire County and Nottingham City Council are currently preparing a new joint Waste Local Plan which, once adopted, will replace the adopted Waste Local Plan (2001) and Waste Core Strategy (2013). The Plan is now under examination by the Planning Inspectorate and so at an advanced stage, therefore some weight should be given to the Plan and its policies. The Plan contains two draft policies which are relevant, [Policy SP1: Waste prevention and re-use](#) and [Policy SP8: Safeguarding Waste Management Sites](#), which are similar to policies WCS2 and WCS10 and so the above comments apply.

- 5.8. The following policy from the Nottinghamshire Minerals Local Plan (adopted March 2021), [Policy SP7](#) should be considered in relation to this proposal:

Policy SP7: Minerals Safeguarding, Consultation Areas and Associated Minerals Infrastructure Minerals Safeguarding Areas

Minerals Safeguarding Areas

1. *Locally and nationally important mineral resources, permitted reserves, allocated sites and associated minerals infrastructure will be safeguarded from needless sterilisation by non-minerals development through the designation of minerals safeguarding areas as identified on the Policies Map.*
2. *Non-minerals development within minerals safeguarding areas will have to demonstrate that mineral resources will not be needlessly sterilised as a result of the development and that the development would not pose a serious hindrance to future extraction in the vicinity.*
3. *Where this cannot be demonstrated, and where there is a clear and demonstrable need for the non-minerals development, prior extraction will be sought where practicable. Minerals Consultation Areas.*

Minerals Consultation Areas

4. *District and Borough Councils within Nottinghamshire will consult the County Council as Minerals Planning Authority on proposals for nonminerals development within the designated Mineral Consultation Area, as shown on the Policies Map.*
 5. *The Minerals Planning Authority will resist inappropriate non-minerals development within the Minerals Consultation Areas.*
 6. *Where non-minerals development would cause an unacceptable impact on the development, operation or restoration of a permitted minerals site, mineral allocation, or associated minerals infrastructure, suitable mitigation should be provided by the applicant prior to the completion of the development.*
- 5.9. In terms of Policy SP7, the cable route corridor and accesses which lie within the County area fall within the Mineral Safeguarding and Consultation area for sand and gravel. However, given the relatively small land take for the proposed cabling route, the County Council do not foresee any problems and therefore raise no mineral safeguarding issues.
- 5.10. In summary, subject to the development being carried out as proposed within the DCO application documents and further details being agreed as part of subsequent DCO Requirements, the County Council as the Mineral and Waste Planning Authority, is of the view that impacts of this proposal within Nottinghamshire would be **neutral**.

Cultural Heritage

- 5.11. The cable route connecting the site to the National Grid is located in Nottinghamshire, crossing the Trent above Torksey and runs south-west to the former power station at Cottam. This scheme is proposing to share the cable route with three other large solar

schemes, Gate Burton Energy Park, Cottam Solar Project and West Burton Solar Project, and a collaborative approach has been undertaken between them. The following comments are confined to the section of the Cable Route Corridor lying within Nottinghamshire.

- 5.12. The key local policies relating to archaeology are **Policy ST40: The Historic Environment** and **Policy 41: Designated and Non-Designated Heritage Assets** of the Bassetlaw Local Plan. Policy 41 states the following in relation to protection of potential archaeological sites:

“Where evidence suggests that significant archaeological remains exist on site, proposals should be supported by an appropriate archaeological evaluation that provides an assessment of the significance of the remains and considers how the remains would be affected by the proposed development.

Where the ‘in situ’ preservation of archaeological remains is not possible or desirable, suitable provision shall be made by the developer for the excavation, recording, analysis, storage, relocation of assets and archiving, in accordance with a Written Scheme of Investigation that has been approved by the Local Planning Authority.”

- 5.13. The following National Planning Policy Statements include assessment principles for judging impacts of energy projects on cultural heritage:

EN-1 National Policy Statement:

- Section 5.9 acknowledges that *the construction, operation and decommissioning of energy infrastructure has the potential to result in adverse impacts on the historic environment above, at and below the surface of the ground (5.9.1);*
- Sections 5.9.9 to 5.9.15 lays out requirements for the Environmental Statement assessment to provide a description of the significance of the heritage assets affected by the proposed development and the applicant should ensure that the extent of the impact of the proposed development on the significance of any heritage assets affected can be adequately understood from the application and supporting documents;
- Sections 5.9.16 to 5.9.21 presents requirements for mitigation of development impacts on archaeology identified within the order limits.

EN-3 National Policy Statement:

- Additional guidance for Renewable Infrastructure and Cultural Heritage is presented at Sections 2.10.107 to 2.10.119 and expand slightly on guidance from EN1.
- Section 2.10.112 and Footnote 94 require assessment to be include information on the Historic Environment Record (HER) and the results of pre-determination evaluation and that this in turn should inform design of the scheme.

- 5.14. It is the Council’s position that the applicant must provide sufficient desk-based research, non-intrusive survey and intrusive field evaluation to adequately assess the archaeological potential of this scheme. This must then feed into an appropriate post-consent Archaeological Mitigation Strategy (AMS) to reduce the impact of the development to a minimum on archaeological remains and other cultural heritage sites.

- 5.15. The potential impact to the archaeological resource from development work is considered significant and adverse and will result in total or partial loss when archaeological remains are encountered.
- 5.16. The applicant has submitted a detailed assessment of Cultural Heritage at Chapter 8 of the Environmental Statement (APP-039), supported by a Desk-Based Assessment (APP-059), an Air Photo and LiDAR Assessment (APP-064) and a Geophysics Report (Cable Route) (APP-067). Extensive evaluation trenching has been undertaken on the principal site and the cable corridor has been evaluated as part of the Gate Burton Energy Park (Gate Burton APP-123). However, the evaluation report has not been submitted with the Tillbridge documentation and probably should be as the applicant intends to rely upon the results for design of the AMS, although it has been referenced in the main chapter and supporting documents.
- 5.17. The level of archaeological evaluation and assessment work undertaken to date is considered sufficient to inform an appropriate Archaeological Mitigation Strategy and the approach the applicant has taken to archaeology is welcomed.
- 5.18. An appropriate AMS has not yet been submitted; however, the applicant has presented a draft version which will be submitted at Deadline 1. Having reviewed the draft AMS and recommended some alterations, the Council is confident that the applicant will undertake appropriate mitigation work along the cable route to avoid or offset the impact of the development work in relation to archaeology. The Council will be able to provide further comment on the AMS and appropriate condition wording for its implementation at Deadline 2, after it has been submitted for examination.
- 5.19. In summary, subject to the development being carried out as proposed within the DCO application documents and further details being agreed as part of subsequent DCO Requirements, the County Council is of the view that impacts of this proposal within Nottinghamshire with respect to the protection of cultural heritage would be **neutral**.

Water Environment

- 5.20. The key local policy relating to the water environment is **Policy ST50: Flood Risk** of the Bassetlaw Local Plan. Policy ST50 states the following in relation to flood risk: *Proposals are required to consider and, where necessary, mitigate the impacts of the proposed development on flood risk, on-site and off-site, commensurate with the scale and impact of the development. Proposals, including change of use applications, must be accompanied by a Flood Risk Assessment (where appropriate), which demonstrates that the development, including the access and egress, will be safe for its lifetime, without increasing or exacerbating flood risk elsewhere and where possible will reduce flood risk overall.*
- 5.21. EN1 includes assessment principles for judging impacts of energy projects on flood risk and sets out the minimum requirements for Flood Risk Assessments (5.8.15) and EN3 outlines potential impacts of Solar Photovoltaic Generation on the water environment (2.10.75-92).
- 5.22. The County Council notes that the entire section of the scheme that is located within Nottinghamshire will be underground in the form of an underground cable route corridor. Therefore, it has no concerns to raise in relation to increased flood risk from the site.

- 5.23. The scheme is proposed to have appropriate surface water drainage installed in line with the site Flood Risk Assessment and it is therefore expected that any local impacts would be mitigated. Requirement 10 Surface Water Drainage of the Draft DCO [EN010142/APP/3.1]) states that no part of the development may commence until written details of the surface water drainage scheme for that part have been approved by the relevant planning authority.
- 5.24. It is recognised that the cable route corridor would be required to cross a watercourse and it is advised that this would require Land Drainage Consent. In this instance the site is wholly within the area of the Trent Valley Internal Drainage Board (TVIDB) and as such the TVIDB is the body to apply for consent from. It is noted that Part 3 of the Draft DCO necessitates that the developer secures consent from the drainage authority for works to any watercourse.
- 5.25. In summary, subject to the development being carried out as proposed within the DCO application documents and further details being agreed as part of subsequent DCO Requirements, the County Council as the Lead Local Flood Authority, is of the view that impacts of this proposal within Nottinghamshire would be **neutral**.

Transport and Access

- 5.26. EN-1 Section 5.14 acknowledges that *the transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks (5.14.1)*. The statement sets out that the Environmental Statement should be supported by a transport appraisal and that appropriate mitigation should be identified having regard to the needs of freight at all stages in the construction and operation of the development including the need to provide appropriate facilities for HGV drivers as appropriate.
- 5.27. EN-3 provides further guidance on the assessment of impacts and potential mitigations in relation to construction traffic associated with Solar Photovoltaic Generation. Paragraph 2.10.141 states that *where cumulative effects on the local road network or residential amenity are predicted from multiple solar farm developments, it may be appropriate for applicants for various projects to work together to ensure that the number of abnormal loads and deliveries are minimised, and the timings of deliveries are managed and coordinated to ensure that disruption to residents and other highway users is reasonably minimised*.
- 5.28. Nottinghamshire County Council is the Local Highway Authority (LHA) for part of the Cable Route Corridor within Nottinghamshire. This section provides its observations on the local transport patterns and issues relating to this proposal and potential impact upon the county.
- 5.29. The LHA has reviewed the relevant supporting information: Chapter 16 of the Environmental Statement, the Transport Assessment April 2024, and the 2 x Construction Traffic Management Plan (CTMP). The LHA is reasonably content with the general methodology for the transport impact assessment and intended management approach to the project.
- 5.30. During the construction period (24 months, late 2025-27) the project impacts significantly on the wider Lincolnshire highway network where the principal ground mounted solar panel site is located with substations and Battery Energy Storage Systems (BESS). However, there is also residual impact on the Bassetlaw area west of the River Trent, where the 400kv underground connecting cables will be laid from the new solar facility to the power station

and the National Electricity Transmission System (NETS) at the existing National Grid Cottam Substation. The Cable Route Corridor (CRC) is approximately 18.5km in length connecting Cottam in Nottinghamshire to the principal solar panel site in Lincolnshire.

- 5.31. The work proposed on the CRC in Bassetlaw will be short-term disruption and mainly affects the villages of Cottam, Rampton & Northern satellite village, and Laneham.
- 5.32. Rampton Village and Torksey Ferry Road is very constrained, so no construction HGV's/Abnormal load traffic is envisaged to access through this area. Dedicated haul routes/site roads across agricultural land will be formed within the Development Consent Order (DCO) limit to the West of Cottam Power Station.
- 5.33. In relation to the CRC, there will be 170 construction staff, with an average of 186 HGVs per day (372 No 2-way) over the construction period and a daily peak of 272 HGVs (544 No 2-way). The HGVs are expected to use all the CRC accesses (except those on Torksey Ferry Road) and are expected to primarily follow routes along the A15, A631, A1500, A156, A57, B1241, Fillingham Lane, Kexby Lane, Cow Lane, Laneham Road and Cottam Road.
- 5.34. Other Nottinghamshire roads affected (N to S): Town Street Cottam, Cottam Road, Outgang Lane, Rampton Road Rampton, Treswell Road, Main Street, Laneham Street, Rampton Road Laneham, Main Street, Dunham Road, Laneham Road, A57 to Dunham Toll Bridge.
- 5.35. There are 7 sites accesses proposed on the CRC in Bassetlaw including:
- a) Cable Route Corridor Site Access 1 (via existing entrance into EDF Cottam Power Station off Torksey Ferry Road);
 - b) Cable Route Corridor Site Access 1B (via Shortley's Road, south of Torksey Ferry Road);
 - c) Cable Route Corridor Site Access 2 (via Torksey Ferry Road to the north);
 - d) Cable Route Corridor Site Access 3 (via Cottam Road to the south);
 - e) Cable Route Corridor Site Access 4 (via Cottam Road to the north);
 - f) Cable Route Corridor Site Access 5A (via Headstead Bank to the west);
 - g) Cable Route Corridor Site Access 5B (via Headstead Bank to the east);
- 5.36. Vehicle movements in the CRC will be 170 staff per day split into 4 groups of 30 working in each cable compound and 2 groups of 25 staff per day may move around cable route corridor. Vehicle routing will be a combination of purpose-built haul roads across land in the CRC and parts of the existing public highway.
- 5.37. At the peak, there will be up to 65 HGVs travelling to/ from each of the 4 Site accesses/ cable contractor compounds per day and up to 7 HGVs travelling to/ from each of the two trenchless crossing sites per day. This equates to a total peak of 272 HGVs (544 two-way vehicle movements) for the Cable Route Corridor and trenchless crossing works combined.
- 5.38. HGV and LGV movements have been distributed evenly across an eight-hour window, arriving, and departing between 08:30-16:30 to avoid the actual highway network peak hours of 07:30-08:30 and 16:30- 17:30. This will make use of residual capacity of the local highway network. This is based on professional judgement and experience on other Solar Farm projects. This approach is considered reasonable to provide a robust forecast of the hourly HGVs and LGVs throughout the day.

5.39. The applicant has produced two framework Construction Traffic Management Plans (CTMP), which detail measures/highway improvements that will be employed to ensure the safe vehicular transport of components and staff to and from the scheme/manage the impact of construction traffic. This will include a management plan to be adhered to by those travelling to and from the various sites. One of these plans explicitly deals with the movement of Abnormal Indivisible Loads (AIL). Transport of AIL for the principal site in Lincolnshire will be a 16-axle girder trailer 60.3m - 49m (including rear tractor) & other 23.1m long vehicles. These movements are to be managed by specialist contractors/escorts/traffic management and permits with advanced notice to the police. Bassetlaw is affected by AIL cable transporters in the CRC which will consist of 23.1m long or 16.3m low loaders as the height of cable drums are 4m in diameter.

5.40. Other Management Measures & Controls include:

- a) Delivery Management System (DMS) and Traffic Management and
- b) Monitoring System (TMMS)
- c) Suitable HGV Routes
- d) HGV and LGV Timing Restrictions
- e) HGV Monitoring
- f) HGV Emission Standards
- g) Communications Strategy
- h) Road Condition Surveys; covers cable route accesses 1-5 Bassetlaw 7.2.1
- i) Site Access Arrangements & improved highway alterations
- j) Escort, permits and traffic management for AIL's.
- k) Interactions with pedestrians and cyclists
- l) Marshals and Site Management
- m) Temporary Road closures

5.41. The LHA would recommend the following aspects are included with the proposed controls for the non-AIL/AIL CTMP:

- i. The CTMP should include the name, telephone number, email contact information packs and out of hours details of the principal contractor etc carrying out the works. These details need to be also erected on information signs in a prominent position near the site entrance for public awareness, complaints procedures and health & safety reasons.
- ii. All temporary construction sites/accesses/compounds should include proactive measures to prevent deleterious construction material and mud being transferred to the public highway i.e., wheel wash facilities integrated with the site entrance.
- iii. There should be liaison about programme, TTRO, street works, partial or full closures and temporary activities in the highway with NCC's Highway Services Partner VIA EM Ltd (streetworks@viaem.co.uk). Further information is available online: <https://www.nottinghamshire.gov.uk/transport/licences-permits/temporary-activities>
- iv. After the construction and during the decommissioning works the HA will expect the applicant to thoroughly clean the public highway and any road gullies for 500m either side the primary site access(es). This obligation needs to be added to the CTMP.

- v. The LHA is concerned that the highway network in the village of Laneham is also very constrained and the routing of vehicles through this area should be avoided. A better route might be to use Laneham Road through Stokeham which is more of a main route and should be less of an environmental nuisance.
- vi. The vehicle movements cited in the CMTP 6.2.3 do not appear to corroborate the figures in 5.3.19.
- vii. 6.2 Access layouts – the GA drawing in Appendix A needs to show the new access roads are to be surfaced for 20m in length to accommodate the 16.3m low loaders and to minimise the transfer of mud and nuisance construction material to the nearby public highway. (Current drawing shows 10.5m)

6. Draft Development Consent Order

- 6.1. Advice from the Planning Inspectorate in relation to the LIR recommends that the local authority considers and comments upon the proposed articles and requirements of the Draft Development Consent Order and their impact upon the local authority area. The previous sections have referred to the draft requirements insofar as they relate to the matters discussed. In addition to these comments, the County Council in its capacity as the LHA has reviewed the Draft DCO [EN010142/APP/3.1(Rev00)] and has several comments and recommendations to make in relation to the drafting of PART 3 STREETS. The Council requests that these issues are considered by the applicant in subsequent iterations.

Table 2 – LHA Comments on the Draft Development Consent Order - Part 3 Streets

Clause and Page Number	Observation
Un-numbered	<p>The County Council would wish the DCO to include obligations upon the Undertaker to:</p> <ul style="list-style-type: none"> (a) Carry out a pre-dilapidation survey upon those areas of Highway which will be affected by the construction works and construction traffic. (b) Repair to any dilapidation to the Highway arising from the project.
Street Works	
8 (1) (Page 11)	<p>Although this sub-clause gives the Undertaker powers to open-up the street in a similar manner to a Statutory Undertaker, there is no reference to the form of specification which should be followed to make good the highway following the operations set out in sub-clause 8 (1) e.g.: the '<i>Specification for the Reinstatement of Openings in Highways</i>'.</p>
8 (2) (Page 11)	<ul style="list-style-type: none"> (i) This sub-clause gives the Undertaker a statutory right to undertake street works, it does not confer the rights of the Street Authority upon it. (ii) This seems to be at variance to the powers set out in sub-clause 16 (1) (page 16) where the Undertaker is granted powers to place signs and signals in the

	<p>Highway “...<i>at any time</i>...” within the Highway extents set out in column 2 of Schedule 8.</p> <p>(iii) The Local Traffic Authority’s ‘...<i>deemed</i>...’ permission to place equipment and restrictions in the Highway would circumvent NCC’s ability to co-ordinate works and could – <i>potentially</i> – compromise its statutory duty to secure the expeditious movement of traffic on its road network.</p>
8 (3) (Page 11)	<p>(i) The obligation upon the Undertaker to comply with Section 54 of the NRSWA does not provide the necessary powers for the Local Traffic Authority to comply with its network management obligations set out on Clause 16 of the Traffic Management Act 2004.</p>
Construction and maintenance of altered streets	
10 (4) (Page 12)	<p>(i) This sub-clause places an obligation upon the Undertaker to ‘...<i>maintain a street</i>...’</p> <p>(ii) This obligation appears to be a duplication of the duty placed upon the Highway Authority by Section 41 of the Highway Act 1980.</p> <p>(iii) Does the duties set out in the DCO supersede those contained in the Highways Act?</p> <p>(iv) If the duties set out in the DCO and the Highways Act run concurrently over the same streets, do all the obligations set out in NCC’s ‘<i>Highways Risk and Insurance Manual</i>’ (HIRM) still apply?</p> <p>(v) If NCC is made aware of an actionable highway defect within the Order limits, may it reclaim the cost of making the defect safe from the Undertaker?</p> <p>(vi) If NCC becomes aware of an actionable defect within the Order Limits and it informs the Undertaker, is this sufficient for the County Council to fall back on its Section 58 (<i>of the Highways Act</i>) Statutory Defence if a claim were to be brought against it?</p>
Temporary prohibition or restriction of the use of streets and public rights of way	
11 (3) (Page 13)	<p>(i) This sub-clause permits the Undertaker to place a restriction or temporary restriction upon the streets set out in Schedule 6.</p> <p>(ii) The descriptions of the ‘<i>Measures</i>’ set out in column 3 of Schedule 6 allow the Undertaker to impose ‘<i>Temporarily single or full closures</i>...’</p> <p>(iii) The powers Clause 11 grants the Undertaker could – <i>potentially</i> -circumvent the Traffic Authority’s ability to co-ordinate works on its network.</p> <p>(iv) See comments relating to sub-clause 8(2) and 8(3) above.</p> <p>(v) It is the County Council’s opinion that the Undertaker should be subject to the same obligations as any other Statutory Undertaker when it wishes to undertake works in the Highway.</p>

Access to works	
14 (a) & (c) (Page 15)	<ul style="list-style-type: none"> (i) Sub-clause (a) permits the Undertaker to '<i>...form and lay out...</i>' accesses. (ii) Sub-clause (b) requires the Undertaker to '<i>...consult...</i>' with the Highway Authority regarding these accesses. (iii) The obligation simply to '<i>...consult...</i>' may circumvent the Highway Authority's ability to deny the Undertaker permission to construct an access – <i>on an unclassified road</i> – which it feels would be unsafe or inappropriate for some other reason.
Traffic regulation measures	
16 (Page 16)	<ul style="list-style-type: none"> (i) See comments relating to sub-clause 8(2) and 8(3) above. (ii) The powers vested upon the Undertaker to place prohibitions or restrictions upon the highway network '<i>...at anytime...</i>' could – potentially – impact adversely upon public transport operators as well as Statutory Utilities and the Highway Authority who may be using the affected roads as part of a diversion route. (iii) It is the County Council's opinion that the powers to impose a TTRO upon any part of the highway network should remain with NCC who will carry out the necessary promotion and consultation.

6.2. Additionally, it is requested that the examiner considers the time period for the life of the project. County Council officers are of the opinion that if the ES has been based on a life period of 60 years then the development order should be for 60 years and not indefinitely.

7. Summary

7.1. This LIR has undertaken an assessment of the likely issues and impacts that Nottinghamshire County Council considers will arise from the construction and operation of the Tillbridge Solar Project with respect to the section of Cable Route Corridor that is proposed within its administrative area. The LIR has identified only neutral effects at this stage, in relation to the statutory responsibilities and areas of expertise of the Council.

7.2. The County Council may wish to make further representations as appropriate during the examination and at issue specific hearings particularly with regard to the draft DCO (on which the Council has provided several comments for further consideration at Table 2). Therefore, the comments contained above are provided without prejudice to the future views that may be expressed by the County Council as an Interested Party in the examination process.