

Dear Sir

**Objection to Planning Application 22/00741/FP SOLAR FARM BYGRAVE:  
Transport**

Reference documents:

Pace Transport Statement and Construction Traffic Management Plan  
HCC Document 11<sup>th</sup> May 2022  
Highway Code 2022  
Ickneild Way Document

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The Bygrave Action Group is very concerned to read the PACE document 'Transport Statement' on the NHDC portal which is very different from the document produced at the presentation to Bygrave Parish Council and village.

The presentation stated 4-5 heavy goods vehicles delivery to site per day for 36 weeks. (This calculates out at 900 vehicles or 1800 return trips). The submission to NHDC now states 2450 return trips of which 112no will be low loader; 102no 19Tonne HGVs: 316no HGVs 112no Waste Trucks.

- It should also be noted that the total is **incorrect it should read 2450+750 = 3225** return vehicle trips.
- Delivery times are stated as between 8am and 6pm. These timings are not appropriate. People going to and returning from work 8am – 9am and 5pm - 6pm. School bus and school runs 8am -9pm & 3pm – 4pm.
- Saturday working not appropriate.
- These vehicles will directly affect
  - 38 No dwellings in Bygrave Road
  - 82 No Dwellings Larkin Close
  - 25 No Dwellings in Lower Bygrave
  - 30 No Dwellings Wedon Way
  - 21 No Dwellings Upper Bygrave
  - 11 No Dwellings Church Lane
  - Total 207 No Dwellings
- In addition commuters from Ashwell to Baldock – Baldock to Ashwell. School Bus: Service Bus; Milk; Deliveries; Post.
- Dependent of time of year varying numbers of farm vehicles use the lane - this area is surrounded to the east by Northern's farm.

The Highway Code **Overtaking** Rule 163 states `

- *give motorcyclists, cyclists and horse riders and horse drawn vehicles at least as much room as you would when overtaking a car (see Rules 211 to 215). As a guide:*
  - *leave at least 1.5 metres when overtaking cyclists at speeds of up to 30mph, and give them more space when overtaking at higher speeds*

- *pass horse riders and horse-drawn vehicles at speeds under 10 mph and allow at least 2 metres of space*
- *allow at least 2 metres of space and keep to a low speed when passing a pedestrian who is walking in the road (for example, where there is no pavement)*
- *take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians in bad weather (including high winds) and at night*
- *you should wait behind the motorcyclist, cyclist, horse rider, horse drawn vehicle or pedestrian and not overtake if it is unsafe or not possible to meet these clearances.*

The above rules will not be able to be met by the large vehicles on the Bygrave Ashwell Road. See fig 1

The Bygrave/Ashwell Road is a lane with passing bays

- Turn into Bygrave Road too tight for Low loaders See fig 2
- Has a weight limit sign see fig 3
- Detrimental to the road surface and the construction is not designed for large heavy goods vehicles.
- The verges to the lane will be destroyed by these heavy goods vehicles particularly low loaders should they meet another large vehicle and even an ordinary car see fig 4
- There is a heritage verge near to the Baldock end of Bygrave Road see fig 5
- There is a sharp bend near Half Way Farm where there have been numerous accidents including vehicle write offs see fig 6 and 7. There is a further sharp bend on exit from lower Bygrave which also has hazard boards
- There has also been fatalities on this lane.
- There are children; school children; cyclists, motor cyclists, classic car enthusiasts, horse riders that regularly use this local scenic route to and from Baldock to Ashwell

PACE submitted document states that the Bygrave / Ashwell Road has a 60mph speed limit.

- This statement is untrue.
  - The A505 from the Baldock Services has a 60mph speed limit dropping to a 40mph, reducing to a to a 30mph limit on entry to Baldock.
  - This limit is in place for the first section of Bygrave Road up to the junction of Salisbury Road where it comes a 40mph limit and remains so until Halfway Farm.
  - The lane becomes de-resricted for a short distance to Lower Bygrave where there is a 30mph limit.
  - On exiting the Lower village the lane becomes a 40mph limit back to a 30mph limit as it passes through Upper Bygrave.

PACE state that they are going to use the gravel access to the site by CAT ditch. Ashwell Road turns a blind sharp left at this point. Any lorries will have to turn on the wrong side of the road and traffic coming from Ashwell direction will only have limited vision of this activity. Any access made along this stretch of road will cause similar restrictive issues. A Section 278 Agreement would not be appropriate on this road for the extent of time required

In addition Ickneild Way Association have also raised serious concerns about this access as described paragraph 3 of their submission.

PACE document states that construction vehicles will be told to stop work when horses are near. How is this to be monitored? There is also discrepancy in PACE document regarding the use of the bridal way.

Environmentally with shipping and vehicles from ports and to site is NOT environmentally viable.

HCC document also raises a number of concerns concerns over a number of the above matters.

The conclusion of the Group is that little understanding of the area has been considered by PACE in their submission and that there are erroneous facts included

Yours faithfully,

P. A. Hills

Gold Grade Advanced Driver and Tutor  
North Herts South Beds Group  
Ro SPA Advanced Drivers and Riders



Fig 1



Fig 2



Fig 3



Fig 4



Fig 5



Fig 6

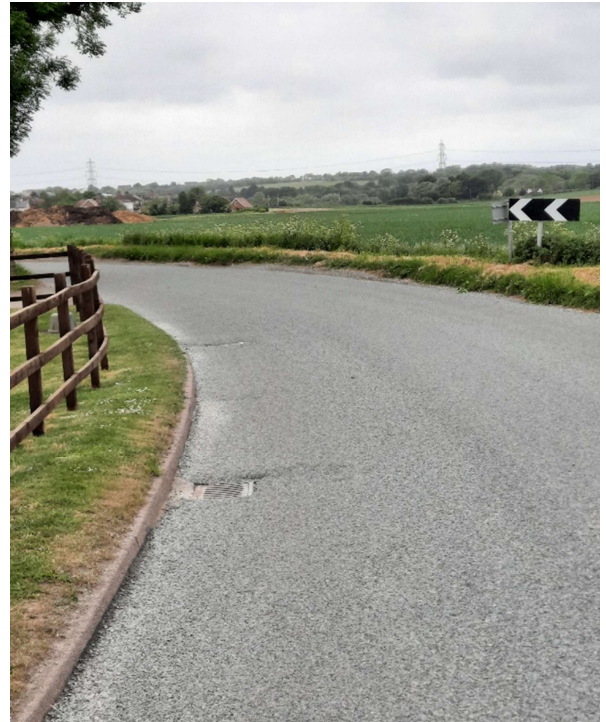


Fig 7

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