



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
Operational Directorate
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To: Melton Borough Council - FAO Gareth Elliott

CC: transportplanning@dft.gov.uk
spatialplanning@highwaysengland.co.uk

Council's Reference: 22/00537/FUL

Location: Fields OS 6700 6722 And 5200 Muston Lane, Easthorpe

Proposal: Full Planning Application for the Construction of a Solar Farm together with all Associated Work, Equipment and Necessary Infrastructure

National Highways Ref: 95036

Referring to the above referenced planning application and consultation dated 5 May 2022, near the A52 which forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

Signature: <i>S Freek</i>	Date: 10 June 2022
Name: Steve Freek	Position: Assistant Spatial Planner
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Annex A National Highway's assessment of the proposed development

National Highways ("we") has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations regarding planning application ref 22/00537/FUL and has been prepared by Steve Freek, Assistant Spatial Planner for National Highways.

Having reviewed the information submitted in support of the application, we note that there is no direct connection to any of the National Highway's assets such as drainage, earthworks or boundary treatments.

Construction Traffic Management Plan

The proposed routing plans and access arrangements do not require any changes to the SRN. The proposed construction traffic will involve 12 no. 2-way movements per day (6 in, 6 out) during the construction period. Paragraph 4.6 of the Design and Access Statement states that a detailed CTMP has been prepared. – **CTMP has since been forwarded for review – ok.**

Swept Paths – swept path drawings provided as part of CTMP demonstrating no encroachment into opposing lanes.

Glint Assessment

In terms of glint, the A52 trunk road is identified as a receptor, the Applicant has recognised this as demonstrated in Solar Photovoltaic Glint and Glare Study dated December 2021 and plans to adopt suitable screening in the form of the vegetation to block the line of sight between any glint producing panels and the sensitive receptors.

Vegetation may take some time to become established and provide the appropriate level of screening, new planting should be contained within the Applicants boundary. Any vegetation removed during the construction phase will be replaced immediately thereafter to create a 3m min hedge/tree line.

Drainage

We are satisfied with the strategy of using swales to channel overland runoff.

For Note: In line with DMRB CG501 and Circular 02/2013 no new connections from drainage systems of third-party developments shall be permitted to enter the drainage systems of motorways and all-purpose trunk roads.

Environment

DfT Circular 02/2013 para. 45 – 48 sets out the requirements on developers. A review of the published information has not highlighted any environmental issues that could affect Strategic Road Network interests. It should be noted however, that any required mitigation measures must be located outside of the SRN's highway boundary.

Recommend No Objections