

ASTON FLAMVILLE SOLAR FARM

Condition 21 – Pre-Commencement Highway Condition Survey

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Highway Condition Survey (HBBC)
Version 02b
30 October 2024

Document Status

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APPENDIX 1 – LCC CORRESPONDENCE FOR SURVEY METHODOLOGY

1 INTRODUCTION

- 1.1 RPS Consulting Services Ltd has been instructed by Elgin Energy EsCo Ltd to undertake a pre-commencement road survey to determine the condition of Lychgate Lane and Sharnford Road and Aston Lane, southeast of Hinckley, Leicestershire, in advance of the construction of the Aston Flamville Solar development.
- 1.2 For ease of reference the Site is described as split into two parcels, referred to throughout this application as Parcels A and B as shown on **Figure 1** below:
- **Parcel A** – Solar farm on agricultural land north of Lychgate Lane; and
 - **Parcel B** – Solar farm on agricultural land south of Lychgate Lane.
- 1.3 Parcel B is bordered by agricultural land to the north, east, south and west, and the M69 to the north-west. Parcel A is presently agricultural land and is bordered by trees and hedgerow along the field boundaries. Beyond this, Parcel A is bound by agricultural land to the east, west and north. Lychgate Lane borders the Site to the south. There is an existing field access into Parcel A.

Figure 1: Parcel Locations Forming the Site



- 1.4 Parcel B is located within the jurisdiction of Blaby District Council (BDC), and Parcel A lies within Hinckley & Bosworth Borough Council (HBBC). Leicestershire County Council (LCC) are the Local Highway Authority (LHA). On this basis, there are two decision notices attached to the

planning consent, however this report relates only to the HBBC decision notice. A separate report (RPS Report Reference 794-PLN-WWP-TRP-00230-02a) relates to the BDC decision notice.

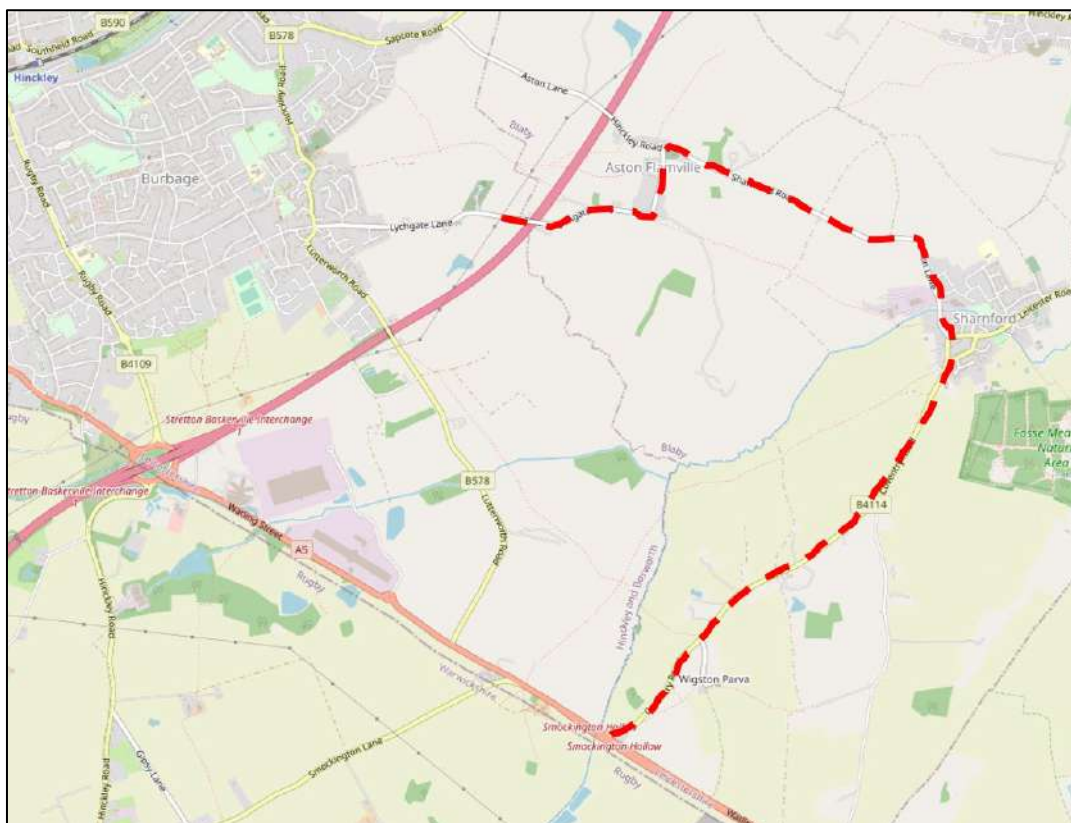
- 1.5 Planning permission was granted, subject to conditions, by HBBC in July 2024 (Planning Application Reference: 22/00739/FUL). Planning Condition 21 states the following:

“Prior to the commencement of development, arrangements for a pre-commencement and post-construction highway dilapidation survey of Lychgate Lane, along the agreed construction traffic route, shall be submitted to and approved in writing by the Local Planning Authority. The survey shall include a plan for any remedial works and a timetable for their implementation. The construction of the development and any remedial works shall thereafter be carried out in accordance with the approved details and timetable.

Reason: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).”

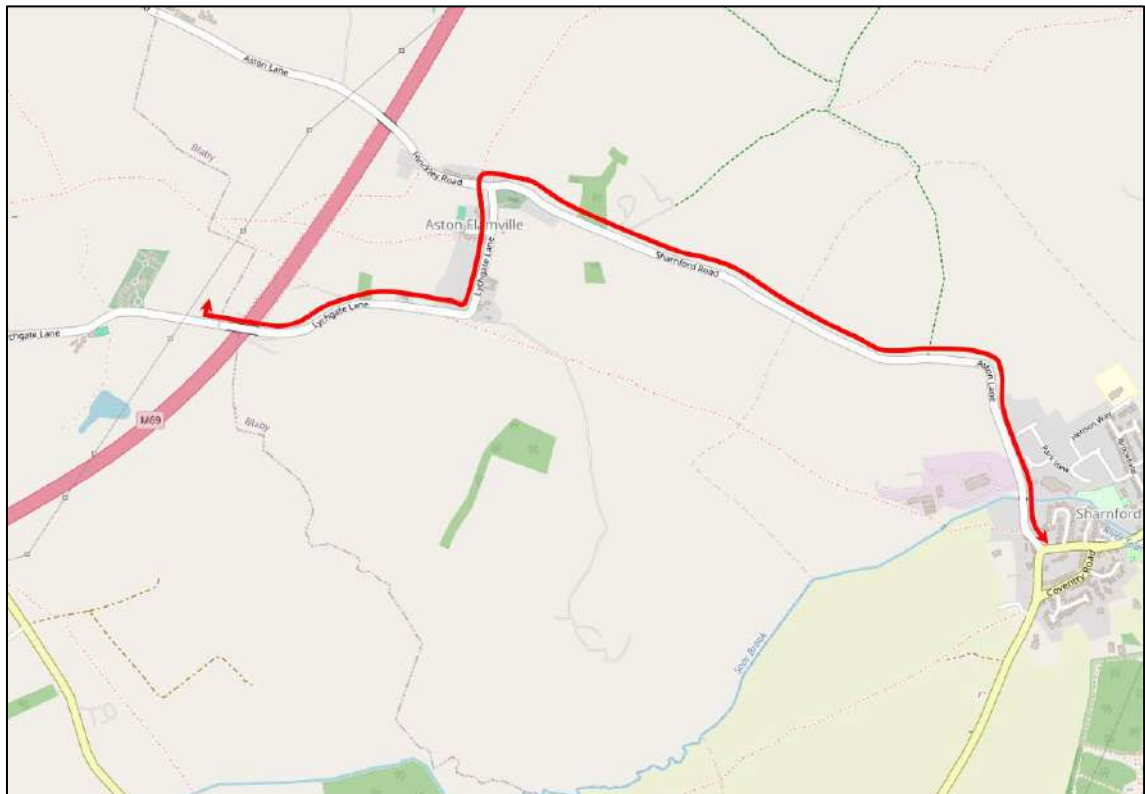
- 1.6 The Construction Traffic Management Plan (CTMP) submitted in support of the planning application detailed the construction access route via the B4114, Aston Lane, Sharnford Road and Lychgate Lane. The agreed construction access route is shown on **Figure 2**.

Figure 2: Construction HGV Routeing Plan



- 1.7 Prior to the highway condition survey being undertaken, the scope of the survey was discussed and agreed with LCC. Correspondence pertaining to this is included as **Appendix 1**.
- 1.8 On the basis of the agreed construction traffic routeing, the study area for the road condition survey is shown on **Figure 3**. The study area encompasses Lychgate Lane between the Parcel A site access junction, Sharnford Road and Aston Lane to the B4114 junction in the village of Sharnford.

Figure 3: Highway Condition Survey Extent

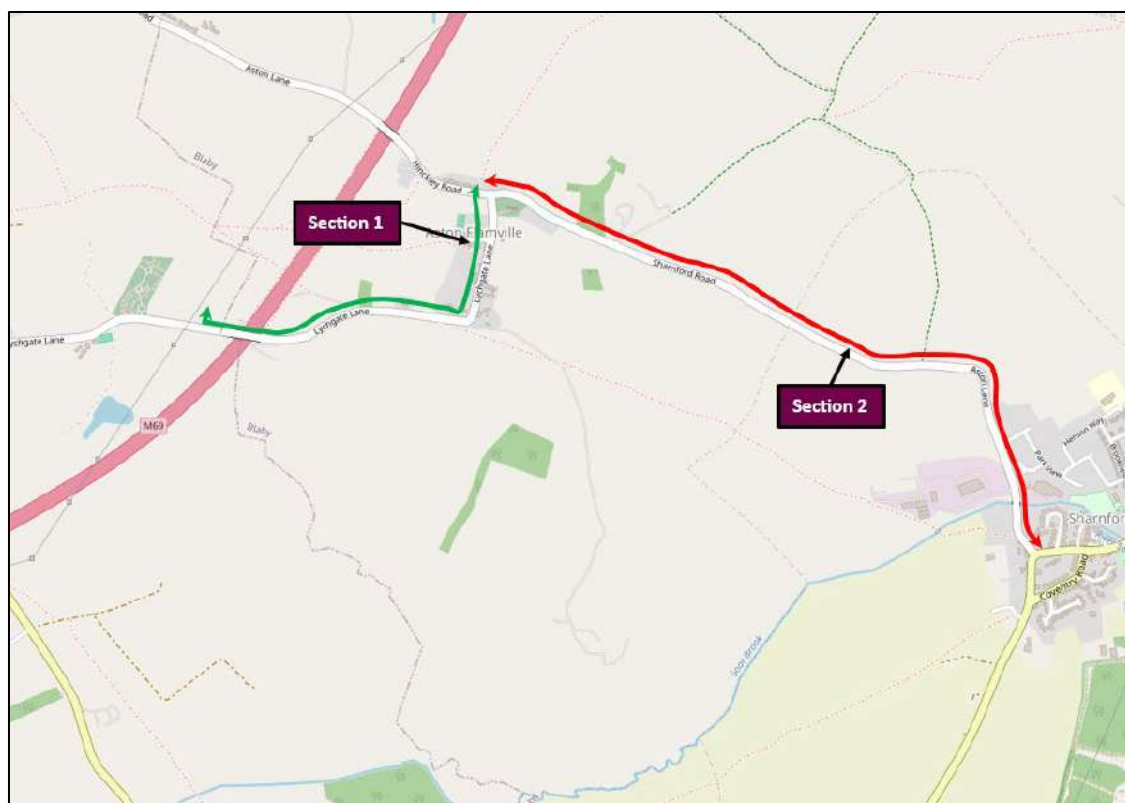


- 1.9 To undertake the pre-commencement road condition survey, a site visit, photographic and video survey of the road was undertaken on the 22nd of October 2024. The weather conditions were dry and clear.
- 1.10 This report addresses the visual aspects of the road condition only. No intrusive testing or survey work has been undertaken to inform this report.

2 VISUAL ASSESSMENT OF ROAD SURFACE AND ROAD MARKINGS

- 2.1 The surface material of the road is predominantly surface dressed, with reinstatements in bituminous asphalt. The road is bound by grass verges on both sides, and there is intermittent kerbing present; however, kerbing is not present along the full extent of the survey area.
- 2.2 Lychgate Lane is currently lightly trafficked, with local residential and agricultural traffic along the study area. Sharnford Road and Aston Lane were observed to be busier roads; however, both can be considered to be lightly trafficked, with occasional HGV movements.
- 2.3 The survey area encompasses a distance of approximately 3.3km. As such, the survey analysis has been broken down into the following sections, shown on **Figure 4**:
- Section 1: Lychgate Lane between the Parcel A access and the Hinckley Road junction; and
 - Section 2: Sharnford Road and Aston Lane, between the Lychgate Lane junction, and the B4114 junction.
- 2.4 Whilst this report analyses the northbound and southbound lanes separately, the original photographs undertaken on the site visit that will be submitted to SCC to accompany this report have been separated based on their direction (eastbound and westbound), and the two survey areas (Survey Areas 1 and 2).

Figure 4: Study Area Sections



Section 1: Lychgate Lane between Parcel A and the Hinckley Road Junction

Eastbound Carriageway Condition

- 2.5 The key defects within the extent of the northbound carriageway are detailed and shown on **Figures 5 to 47**. It should be noted that the photos contained within the report are not an exhaustive list of the defects and carriageway condition; however, this report details the key areas of carriageway damage.
- 2.6 It should be noted that whilst Lychgate Lane does not have white centre markings along the entirety of its length, it is typically a single carriageway road able to accommodate two-way car movements along its length. As such, the northbound and southbound sides of the carriageway have been analysed independently.
- 2.7 In general, Lychgate Lane is in a reasonable condition; however, there are some consistent patterns of damage on the edges of the tarmac which runs parallel to the edge of carriageway.
- 2.8 There is intermittent kerbing present between the Parcel A access and Aston Flamville; however, it should be noted that much of the kerbing is obscured by vegetation (grass verges encroaching onto the kerbing), and leaf litter. There are also shallow transverse cracks, primarily on the M69 bridge.

Figure 5: Eastbound View of Lychgate Lane from the Parcel A Access



2.9 **Figure 6** shows an area of carriageway patching, and sediment / leaf litter build up adjacent to the kerbing, within the extent of the carriageway tarmac.

Figure 6: Eastbound View of Lychgate Lane, approximately 10m east of the Parcel A Access



2.10 **Figure 7** also shows the extent of sediment / leaf litter build up adjacent to the kerbing, within the extent of the carriageway tarmac. This is consistent within the vicinity of trees within the grass verge, between the Parcel A access and the M69 motorway bridge.

Figure 7: Eastbound View of Lychgate Lane, approximately 20m east of the Parcel A Access



Figure 8: Drain Obstructed by Debris 40m East of the Parcel A Access



Figure 9: General Carriageway Condition 40m East of the Parcel A Access



Figure 10: Defect in Carriageway 110m east of the Parcel A Access



- 2.11 **Figures 10 and 11** show a surface defect within the tarmac which runs parallel to the edge of carriageway. It should be noted that the notebook within **Figure 11** is an A5 notebook which has been placed for scale.

Figure 11: Defect in Carriageway 110m east of the Parcel A Access



Figure 12: Defect in Carriageway 115m east of the Parcel A Access



Figure 13: General Carriageway Condition 120m East of the Parcel A Access



- 2.12 **Figures 12 and 13** shows carriageway patching and the general carriageway condition of Lychgate Lane to the west of the M69 motorway bridge.
- 2.13 The Lychgate Lane / M69 motorway bridge has shallow cracks within its surface, both transverse and parallel to the kerb line. These defects are shown below.

Figure 14: General Carriageway Condition 125m East of the Parcel A Access



Figure 15: Shallow Transverse Cracks 125m East of the Parcel A Access



Figure 16: General Carriageway Condition 130m East of the Parcel A Access



Figure 17: Surface Tarmac Shallow Cracks 130m East of the Parcel A Access



Figure 18: Cracks in Tarmac Running Parallel to Kerbing, 210m East of the Parcel A Access



Figure 19: Kerblines and Tarmac Condition 200m East of the Parcel A Access



- 2.14 **Figure 19** shows that there is consistent vegetation and debris along the kerblines. This is consistent along Lychgate Lane within the vicinity of hedgerow and trees located within the grass verge. Obscured by the leaf litter and debris is a surface crack which runs parallel to the edge of carriageway; however, the remainder of the carriageway condition within the vicinity of this defect remains reasonable.

Figure 20: Drain and Carriageway Condition 220m East of the Parcel A Access



- 2.15 Drains within the vicinity of the M69 bridge on Lychgate Lane have similar patterns of repair, with patching around the grate.

Figure 21: Tarmac Cracks 220m East of the Parcel A Access



Figure 22: Tarmac Cracks 225m East of the Parcel A Access

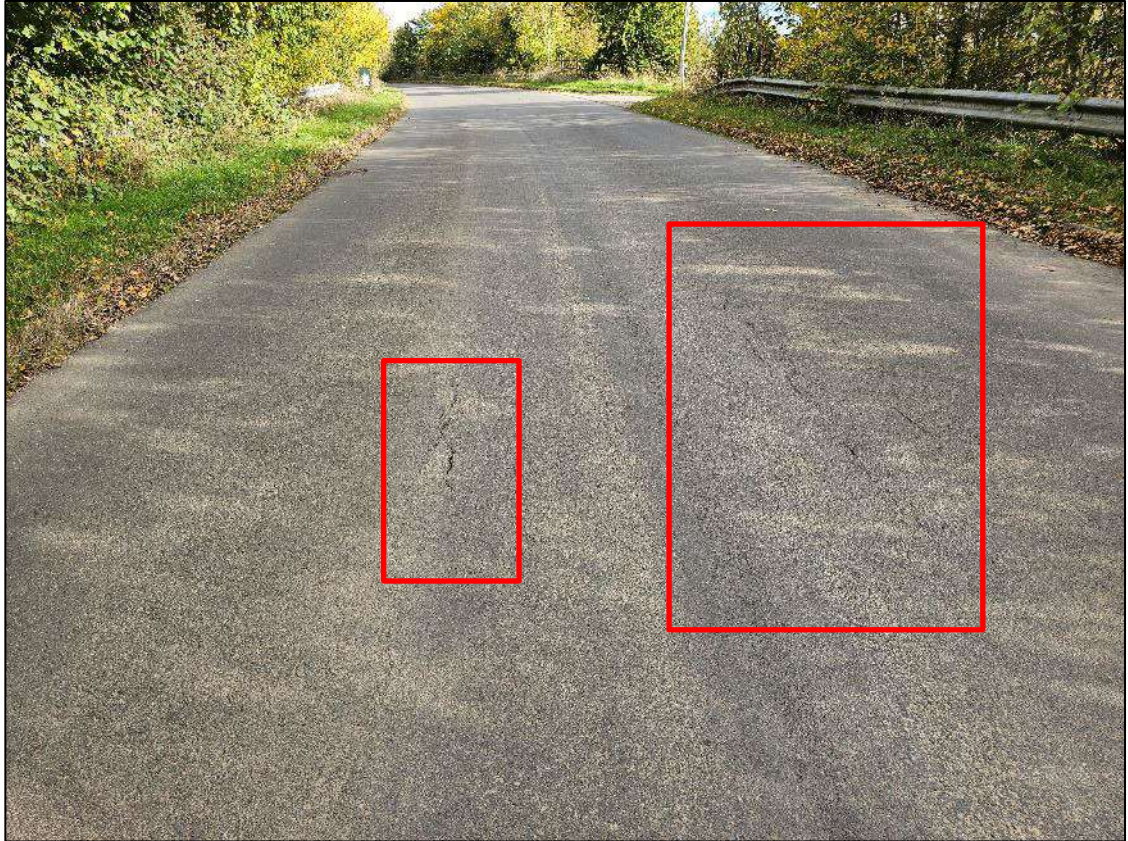


Figure 23: Kerblines and Tarmac Condition 225-230m East of the Parcel A Access



- 2.16 **Figure 23** shows that, obscured by the leaf litter and debris is a surface crack which runs parallel to the edge of carriageway; however, the remainder of the carriageway condition within the vicinity of this defect remains good.

**Figure 24: Kerbline and Tarmac Condition 250m East of the Parcel A Access.
Surface Defects Run Parallel to Kerbline**



Figure 25: General Carriageway Condition 250m east of Parcel A Access



Figure 26: Defect 260m East of the Parcel A Access



**Figure 27: Kerbline and Tarmac Condition 280m East of the Parcel A Access.
Surface Defects Run Parallel to Kerbline**



Figure 28: Kerbline and Tarmac Condition 280-290m East of the Parcel A Access. Surface Defects Run Parallel to Kerbline



**Figure 29: Kerbline and Tarmac Condition 450m East of the Parcel A Access.
Debris Adjacent to Kerbline**



Figure 30: Kerbline and Tarmac Condition Approximately 520m East of the Parcel A Access.



**Figure 31: Carriageway Patching and General Carriageway Condition
Approximately 600m East of the Parcel A Access.**



Figure 32: Carriageway Patching and General Carriageway Condition Approximately 630m East of the Parcel A Access.

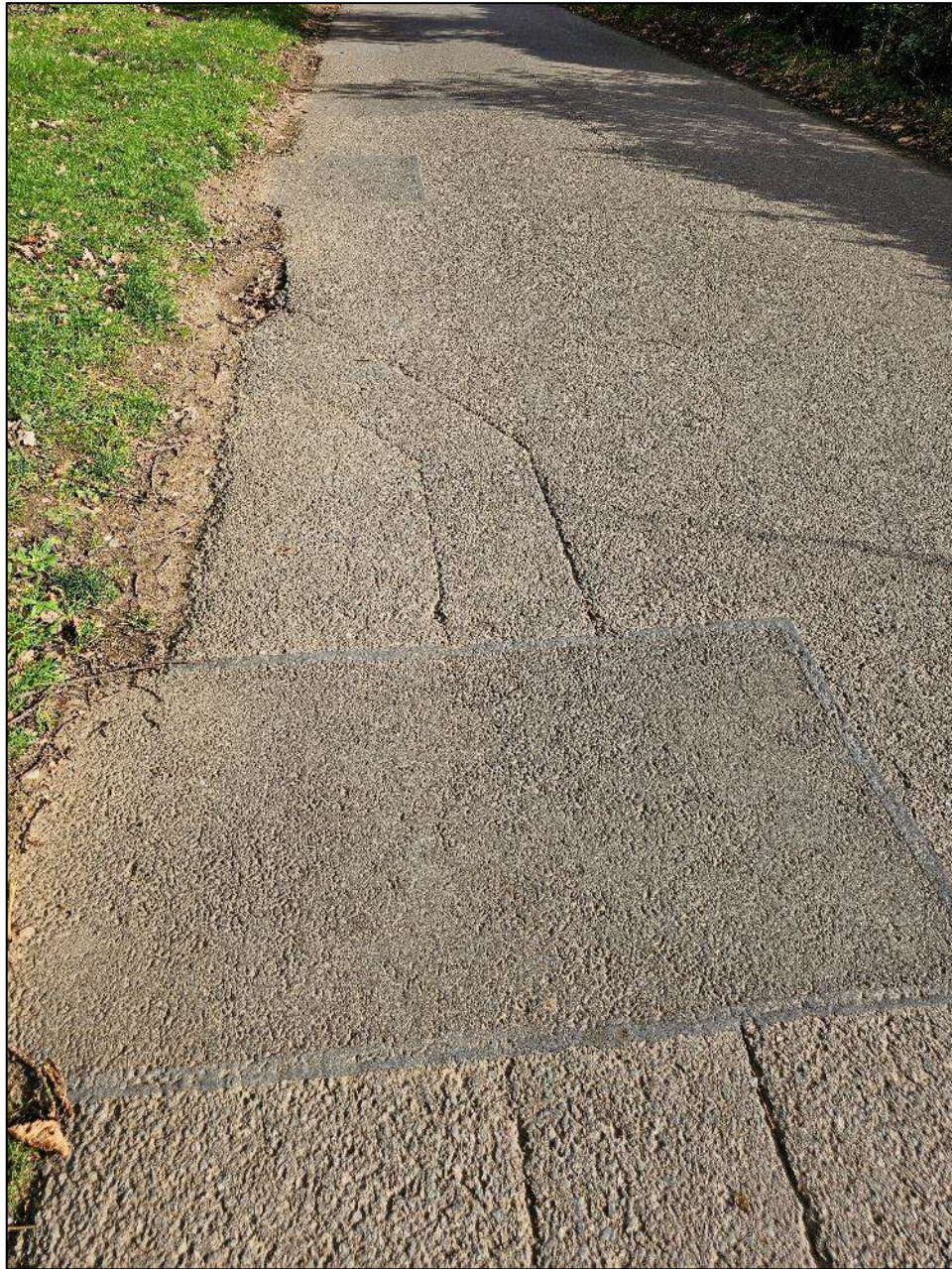


Figure 33: Grass Verge Degradation 650m East of the Parcel A Access



Figure 34: Grass Verge Degradation and Tarmac Defect 670-680m East of the Parcel A Access



Figure 35: Shallow Tarmac Defect Approximately 700m East of the Parcel A Access



Figure 36: Grass Verge Damage Approximately 740m East of the Parcel A Access



Figure 37: General Carriageway Condition Approximately 850m East of the Parcel A Access



Figure 38: Defects on Edge of Carriageway Approximately 900m East of the Parcel A Access



Figure 39: Defects on Edge of Carriageway Approximately 900m East of the Parcel A Access



Figure 40: Carriageway Patching Approximately 930-940m East of the Parcel A Access



Figure 41: Carriageway Patching Approximately 950m East of the Parcel A Access



Figure 42: Carriageway Patching Approximately 950m East of the Parcel A Access



Figure 43: Breakup of Tarmac Surfacing at Edge of Carriageway Approximately 1000m East of the Parcel A Access



Figure 44: General Carriageway Condition Approximately 1km East of the Parcel A Access



Figure 45: Defects within Carriageway Approximately 1.2km East of the Parcel A Access



- 2.17 It should be noted that on the day of the survey, debris was blocking a drain at the Lychgate Lane / Hinckley Road junction. This is shown on Figures 46 and 47.

Figure 46: Blocked Drain at the Lychgate Lane / Sharnford Road Junction



Figure 47: Blocked Drain at the Lychgate Lane / Hinckley Road Junction

