

TECHNICAL NOTE

Project Title: Aston Flamville Solar Farm

Report Reference: 794-PLN-WWP-00230-04A

Date: 1st May 2025

ASTON FLAMVILLE SOLAR FARM TECHNICAL NOTE

Introduction

- 1.1 This Technical Note (TN) has been prepared by RPS to address comments recently received from Leicestershire County Council (LCC) Highways, on three RPS reports produced to discharge various planning conditions attached to the planning consent for the Aston Flamville Solar Farm, located at Lychgate Lane, Aston Flamville.
- 1.2 The site is location within the administrative boundaries of both Blaby District Council (BDC) and Hinckley and Bosworth Borough Council (HBBC) as the Local Planning Authorities (LPA). Leicestershire County Council (LCC) as the Local Highway Authority (LHA). On this basis, there are two decision notices attached to the planning consent.
- 1.3 Pertaining to Highways and Transportation, the HBBC Decision Notice had three conditions attached to the planning consent (Planning Application Reference 22/00739/FUL) requiring to be discharged, which are summarised as follows:
 - **Condition 14:** Notwithstanding the approved Construction Traffic Management Plan, prior to the commencement of development, an updated Construction Traffic Management Plan would be submitted;
 - **Condition 21:** Public Rights of Way Management Plan; and
 - **Condition 25:** Pre-commencement and post-construction highway dilapidation survey of Lychgate Lane, along the agreed construction traffic route,
- 1.4 It should be noted that three documents were submitted to discharge the above conditions, and LCC Highways have provided a response, with comments issued on the 5th March 2025. A copy of the response is attached at **Appendix 1**. The comments from LCC Highways are for the following documents which were submitted to discharge the conditions attached to the HBBC Decision Notice.
 - Construction Traffic Management Plan Version 03d dated 16th December 2024 and authored by RPS;
 - Public Rights of Way Management Plan Version 01d dated 7th January 2025 and authored by RPS; and

- Pre-commencement Highway Condition Survey Version 02b dated 30th October 2024.
- 1.5 The responses to HBBC in this Technical Note address the comments on the Construction Traffic Management Plan, to provide additional information to enable Conditions 14 and 25 of the planning consent to be discharged.
- 1.6 It should be noted that LCC have reviewed the documents that were submitted to Hinckley and Bosworth Borough Council (HBBC). As such, the reference to the Conditions within this Technical Note based on the HBBC Decision Notice only. (In this regard we have provided a separate almost identical response to the comments received on behalf of Blaby).

2 CONSTRUCTION TRAFFIC MANAGEMENT PLAN (HBBC DECISION NOTICE: CONDITION 14)

LCC Consultee Comments

- 2.1 The LCC Highways Comments are as follows with regard to the CTMP:

“The LHA has advised the Applicant that they should liaise with Leicestershire County Council’s Network Management Team to agree the routing of construction traffic and appropriate traffic management measures prior to discharging the Construction Traffic Management Plan (CTMP). Should the Applicant provide confirmation that the CTMP has been agreed, the LHA would be happy to discharge the condition. The Network Management Team can be contacted on networkmanagement@leics.gov.uk.”

RPS Response

Construction Traffic Routeing

- 2.2 With regard to the construction traffic routeing, it should be noted that a Transport Statement (RPS Report Reference JNY11245-01) was produced, dated October 2022, in support of the planning application. The Transport Statement undertook an access strategy and determined that the route via the M69, A5, B4114, Aston Lane and Lychgate Lane would make use of existing bus and HGV routes, and would avoid sensitive receptors within Burbage to the west.
- 2.3 A CTMP (RPS Report Reference JNY11245-02) was subsequently prepared based on the agreed route, with the preliminary access designs only allowing HGV movements to and from the east via Aston Flamville.
- 2.4 A subsequent Technical Note was produced, dated 4th January 2024, to provide additional information requested by LCC. This routeing of construction traffic was agreed with LCC, and this has informed the planning consent.
- 2.5 In order to agree the routeing of construction traffic and appropriate measures prior to discharging the CTMP required for Condition 14 of the HBBC Decision Notice, correspondence was made with LCC in August and September of 2024. A copy of the email correspondence is attached at **Appendix 2**.
- 2.6 In summary, the Network Management team at LCC were consulted on the 29th August 2024 regarding the construction traffic routeing for the purposes of the Highway Condition Survey. RPS proposed that the construction traffic route would remain consistent with the information previously submitted, and asked if any additional information may be required. This was followed by subsequent emails on the 16th, 20th and 26th September seeking a response on the construction traffic route and the additional information required.
- 2.7 RPS received a response from the Network Management team on the 27th September which set out the following:

“From what we have assessed from a Network Management perspective is that there are 2 potential available routes for your construction traffic, whilst

Leicestershire County Council will not recommend a route, we will provide comments and raise any concerns. Ultimately, it is your responsibility to ensure the necessary and relevant risk assessments have taken place and that the required mitigation is put into place, consulting with LCC where required.”

- 2.8 LCC also provided high level comments on the routeing options. RPS responded to these comments on the 15th October, referencing the previously submitted and approved Transport Statement with access strategy, CTMP, and the Technical Note produced and dated 4th January 2024, which was produced to respond to LCC Highways comments on the access route and access junctions.
- 2.9 RPS proposed to keep the construction traffic route as previously agreed, and requested feedback on the construction traffic management measures set out in the January 2024 Technical Note.
- 2.10 It should be noted that feedback was also requested on the 17th October from the LCC Highway officer, the email of which concluded with the following:
- “Our previous CTMP and Technical Note has been undertaken on the basis of all construction HGVs to / from the east via the B4114, Aston Lane and Lychgate Lane, so we will proceed with undertaking a highway condition survey of this access route unless advised otherwise.”*
- 2.11 No response was received from the Network Management Team, or the Highway officer. On this basis, an updated CTMP was submitted to discharge Condition 14 based on the previously agreed traffic routeing. A copy of the correspondence is attached at **Appendix 2**.

LCC Consultee Comments

“Paragraph 3.35 states management measures will be implemented to ensure that construction HGVs can access and exit the site safely. Clarity on what would be in place to prevent HGVs coming into conflict with other vehicles on the single-track section of road is required.”

RPS Response

Measures for Single Track Road (Lychgate Lane)

- 2.12 With regard for the traffic management measures to be implemented on the single-track sections of Lychgate Lane, it should be noted that the Technical Note (RPS Report Reference JNY11245-04) dated January 2024, set out details in respect of traffic management proposed through Aston Flamville to allow HGVs to safely travel around the bend and through the village without coming in to conflict with other vehicles. The Technical Note also included a swept path analysis of cars passing a HGV on Lychgate Lane and at the Hinckley Road / Lychgate Lane junction.
- 2.13 The agreed traffic management measures were then included in the updated CTMP submitted to discharge Condition 14 of the HBBC Decision Notice.

LCC Consultee Comments

“Paragraph 3.36 refers to the booking system for HGVs to prevent HGV conflict. Whilst this is welcomed, clarity is requested as to where HGV’s may be parked to allow the staggered timing of access and exit.

Paragraph 3.37 states a banksman will be located at the site accesses and will utilise stop / go boards to ensure safe movement of construction vehicles arriving and departing through the construction accesses. this will need associated permissions from LCC’s Network Management Team and clarity will be required as to where any queuing traffic will be held – passing points may be required.”

RPS Response

- 2.14 The recently submitted 2024 CTMP states that banksmen will only instruct HGVs to depart the site when Lychgate Lane is clear of traffic in the vicinity of the site access, and it is safe to do so. During the construction period, there will be an average of 17 HGV movements per day over the 16-week construction period, equating to one HGV movement every 35 minutes during a typical weekday.
- 2.15 During the construction period, there will be an average of 17 HGV movements per day over the 16-week construction period, equating to one HGV movement every 35 minutes during a typical weekday. On the basis of the relatively low traffic volumes generated during the construction period, it is envisaged that there will not be any issue with queuing on the public highway.
- 2.16 Construction HGVs will be held within the internal construction compound when another HGV is scheduled to arrive. HGVs will only be allowed to exit the site when no other HGV arrivals are scheduled.
- 2.17 Paragraph 3.38 states that temporary signage will be located in the vicinity of the site accesses on Lychgate Lane during the construction period to warn drivers of the site entrances. The temporary signage to be used in the vicinity of the site accesses is shown on **Figure 1**, which has been taken from Figure 10 of the Construction Traffic Management Plan.

Figure 1: Temporary Signage on Lychgate Lane / Hinckley Road



- 2.18 It should be noted that Paragraphs 6.48 to 6.53 of the 2024 CTMP detail the Lychgate Lane traffic management measures. Additional signage on Lychgate Lane will be implemented to the north and south/west of the 90-degree bend. The signage to be implemented is shown on **Figure 2**, which was included as Figure 14 of the 2024 CTMP.

Figure 2: Temporary Signage on Lychgate Lane at 90-degree bend



- 2.19 With regard to the carriageway widths and demonstrating that HGVs can pass through Aston Flamville, vehicle tracking has been provided on RPS Drawing Number JNY11245-05, shown at **Appendix 3**. There are several sections along Lychgate Lane where cars can wait and allow an oncoming construction HGV to pass between St Peters Church and the road bend through Aston Flamville.
- 2.20 It should be noted that Automatic Traffic Counters (ATCs) were placed on Lychgate Lane in February 2023 for the purpose of obtaining 85th percentile vehicle speeds to determine the required visibility splays. The easternmost ATC located to the east of the Parcel B access counted an average weekday traffic flow of 762 two-way vehicle movements on Lychgate Lane, with an average of 84 two-way vehicle movements from 08:00-09:00 on a weekday (where the peak average weekday vehicle movements occur). This equates to one vehicle movement on average every 42 seconds in each direction along Lychgate Lane during this time period.
- 2.21 The background traffic flows are low along Lychgate Lane, and construction HGV movements will be staggered throughout the day, with an average of 17 HGV movements per day over the construction period. On this basis, there is a low likelihood of an HGV meeting an oncoming vehicle; however, RPS Drawing Number JNY11245-05, shown at **Appendix 3**, demonstrates that there are passing locations available should this occur.

LCC Consultee Comments

“The LHA note that wheel washing facilities would be provided for the duration of the construction works which, is welcomed by the LHA. In addition, the Applicant is proposing to sweep the carriageway fronting the construction accesses daily, and the need for carriageway sweeping will be continuously

monitored. It should be noted that wheel wash facilities should be situated approximately 10m from the highway boundary and it must be ensured water/ silt debris do not drain into the highway.”

RPS Response

- 2.22 Wheel wash facilities will be situated approximately 10m from the highway boundary and will ensure water/ silt debris does not drain into the highway.

LCC Consultee Comments

“Details of the site compounds have also been provided within the CTMP. These detail parking and turning areas and are welcomed and accepted by the LHA.”

RPS Response

- 2.23 Agreed.

3 ROAD DILAPIDATION SURVEY (HBBC DECISION NOTICE: CONDITION 25)

3.1 With regard to the Road Dilapidation Survey, CC Highways have issued the following:

“Whilst the LHA welcomes the Applicant’s condition survey, the LHA need to agree the construction traffic routing and Construction Traffic Management Plan as part of Condition 14 above. Crucially, this requires details of construction traffic routing and details of any traffic management measures proposed. The LHA will need to agree specific highway management, remedial and maintenance requirements (possibly a section 59 agreement) in advance of discharging Condition 25 and it would be difficult to do so without having confirmed Condition 14 is suitable to be discharged.

The LHA therefore advises that the discharge of Condition 25 is therefore perhaps premature, until the routing of construction traffic has been agreed as part of Condition 14. Leicestershire County Council will also need to undertake a video survey of the route construction traffic takes prior to work commencing.”

RPS Response

3.2 As set out above, the Network Management team and LCC Highways officer were consulted on the construction route and survey extent prior to undertaking the Road Dilapidation Survey. The 2024 CTMP set out the details of the construction traffic management measures to be implemented along the construction access route, and within the site to ensure that HGVs are held back within the construction compound when another HGV is scheduled to arrive.

3.3 Condition 14 of the HBBC Decision Notice stated 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.”

3.4 The pre-commencement highway dilapidation survey was undertaken in accordance with the requirements of Condition 25.

Appendices

Appendix 1 – Leicestershire County Council Consultation Response

**Substantive response of the Local Highway
Authority to a planning consultation received
under The Development Management Order.**

Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00021/DISCON

Highway Reference Number: 2025/0021/04/HDis14,21,25

Application Address: Land North And South Of Lychgate Lane Burbage Leicestershire

Application Type: Discharge of Condition

Description of Application: Application to discharge conditions 14 (Construction Traffic Management Plan) 21 (Public Rights of Way) and 25 (Highway Conditions Survey) attached to planning permission 22/00739/FUL

GENERAL DETAILS

Planning Case Officer: Lesley Keal

Applicant: Klara Crowley

County Councillor: Cllr Barry Walker

Parish: Burbage

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

Objection

Objection to Discharge of Conditions 14, 21 and 25.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on the discharge of conditions 14, 21 and 25 of application reference 22/00739/FUL.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Construction Traffic Management Plan (HBBC) Version 03d dated 16th December 2024 and authored by RPS;
- Public Rights of Way Management Plan (HBBC) Version 01d dated 7th January 2025 and authored by RPS; and
- Pre-commencement Highway Condition Survey (HBBC) Version 02b dated 30th October 2024.

Condition 14

Notwithstanding the approved Construction Traffic Management Plan, prior to the commencement of development, an updated Construction Traffic Management Plan (CTMP) shall be submitted to and approved in writing by the Local Planning Authority. The CTMP shall include the following:

- *Full details of construction site access / egress management arrangements;*
- *Construction traffic routing, including details of any traffic management measures proposed;*
- *provisions to be made for the parking (including staff parking) and turning on site of operative and construction vehicles (including for loading and unloading) during the period of construction; and*
- *layout of site compound including any office and welfare facilities.*

The development shall be carried out in accordance with the approved CTMP for the duration of the construction period.

Highways Comments:

The LHA has advised the Applicant that they should liaise with Leicestershire County Council's Network Management Team to agree the routing of construction traffic and appropriate traffic management measures prior to discharging the Construction Traffic Management Plan (CTMP). Should the Applicant provide confirmation that the CTMP has been agreed, the LHA would be happy to discharge the condition. The Network Management Team can be contacted on networkmanagement@leics.gov.uk.

It should be noted at this stage:

- Paragraph 3.35 states management measures will be implemented to ensure that construction HGVs can access and exit the site safely. Clarity on what would be in place to prevent HGVs coming into conflict with other vehicles on the single-track section of road is required.
- Paragraph 3.36 refers to the booking system for HGVs to prevent HGV conflict. Whilst this is welcomed, clarity is requested as to where HGV's may be parked to allow the staggered timing of access and exit.
- Paragraph 3.37 states a banksman will be located at the site accesses and will utilise stop / go boards to ensure safe movement of construction vehicles arriving and departing through the construction accesses. this will need associated permissions from LCC's Network Management Team and clarity will be required as to where any queuing traffic will be held – passing points may be required.

The LHA note that wheel washing facilities would be provided for the duration of the construction works which, is welcomed by the LHA. In addition, the Applicant is proposing to sweep the carriageway fronting the construction accesses daily, and the need for carriageway sweeping will be continuously monitored. It should be noted that wheel wash facilities should be situated approximately 10m from the highway boundary and it must be ensured water/ silt debris do not drain into the highway.

Details of the site compounds have also been provided within the CTMP. These detail parking and turning areas and are welcomed and accepted by the LHA.

Condition 21

No development shall take place until a scheme and timetable for delivery for the treatment of Public Rights of Way footpaths V30 and U63 which pass through the site have been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include provision for their management during construction (including any arrangements for a temporary diversion), fencing, surfacing, width, structures, signing and landscaping in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers. Thereafter the development shall be carried out in accordance with the approved scheme and timetable.

Highways Comments:

The application covers two sites; the western site Parcel A, is crossed by Public Footpaths U63 and V30. In this location Footpath V30 forms part of the 'Leicestershire Round' long-distance walking route, which particularly sees use by walking groups and for charity walks and runs, in addition to the usual use of a rural footpath.

The submitted Public Rights of Way Management Plan (PRoW Plan) contains much useful information, but it is inaccurate on some important aspects of law and practice as explained below. On this basis, the LHA cannot agree to Condition 22 being discharged until the below is satisfactorily revised.

1. Temporary Closures and Diversions

Concerning the PRoW Plan paragraphs 2.8 – 2.12 and 3.2 – 3.12, use of a public footpath can only be lawfully interrupted in four contexts:

- a. Transient Traffic;
- b. Temporary Obstruction;
- c. Short-term Temporary Traffic Regulation Order by notice; and
- d. Longer-term Temporary Traffic Regulation Order.

a. Transient Traffic

The PRoW Plan paragraph 3.12 draws a parallel with crossing a road, where urban pedestrians must briefly wait on the roadside footway / pavement until a gap in road traffic makes it safe to cross. The same principle does apply with private traffic on private land which is crossed by a rural public footpath. Where private vehicle traffic is busier the use of a marshal or 'banksman' to supervise a crossing point, as envisaged in paragraphs 2.9 and 3.2, is recommended practice.

However, if vehicle site traffic seriously disturbs the ground making it more awkward for footpaths users, then the Highways Act 1980 section 131A means the landholder must repair any damage to restore the surface to the equivalent of its previous condition.

b. Temporary Obstruction

A footpath may be obstructed for up to 15 minutes, with at least one hour between each obstruction, as allowed by the Traffic Signs Regulations and General Directions 2016 regulation 53 subject to the conditions noted here: <https://app.hauc-uk.org.uk/traffic-control-for-temporary-obstruction-of-the-carriageway>

Other than in these cases, any closures or diversions must comply with the Road Traffic Regulation Act 1984 (RTRA84). LHA guidance at: <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/roadworks-closures-and-diversions> give the process and application form for Temporary Traffic Regulation Orders and Notices used for both public roads and public

rights of way (PRoW). Application should be **at least 12 weeks** before the temporary diversion, and should be sent to the LHA Network Management team at: networkmanagement@leics.gov.uk.

c. Short-term Temporary Traffic Regulation Order by notice

This may be for no more than a specific 5-day period. No extension is possible. These are mainly used to authorise immediate works, though the RTRA84 does not necessitate that. One requirement is that notices must be displayed at each end of the affected route.

d. Longer-term Temporary Traffic Regulation Order

This allows closure of a PRoW for an initial six-month period (or roads for 18 months), with extension(s) possible (though that may need authority from the Secretary of State). One requirement is public notice adverts in a local newspaper giving advance warning of the closure. Also site notices must be displayed at each end of the affected route.

The RTRA84 section 14(3) means alternative routes need to be considered. Unlike with road vehicles, diverting pedestrians onto rural roads is often inappropriate, so temporary diversion path(s) should be arranged, either within the application site (or outside the site if adjoining landowners agree). Different diversion routes could be phased at different stages of a temporary closure, as long as they are made available at the agreed times and are clearly signposted. The applicant must ensure temporary diversion routes are kept clear and usable throughout the closure period. With this site a safe diversion route is particularly needed because the Leicestershire Round is used by a greater range of visitors, some of whose events are time critical. The Leicestershire Round route is shown here in orange:

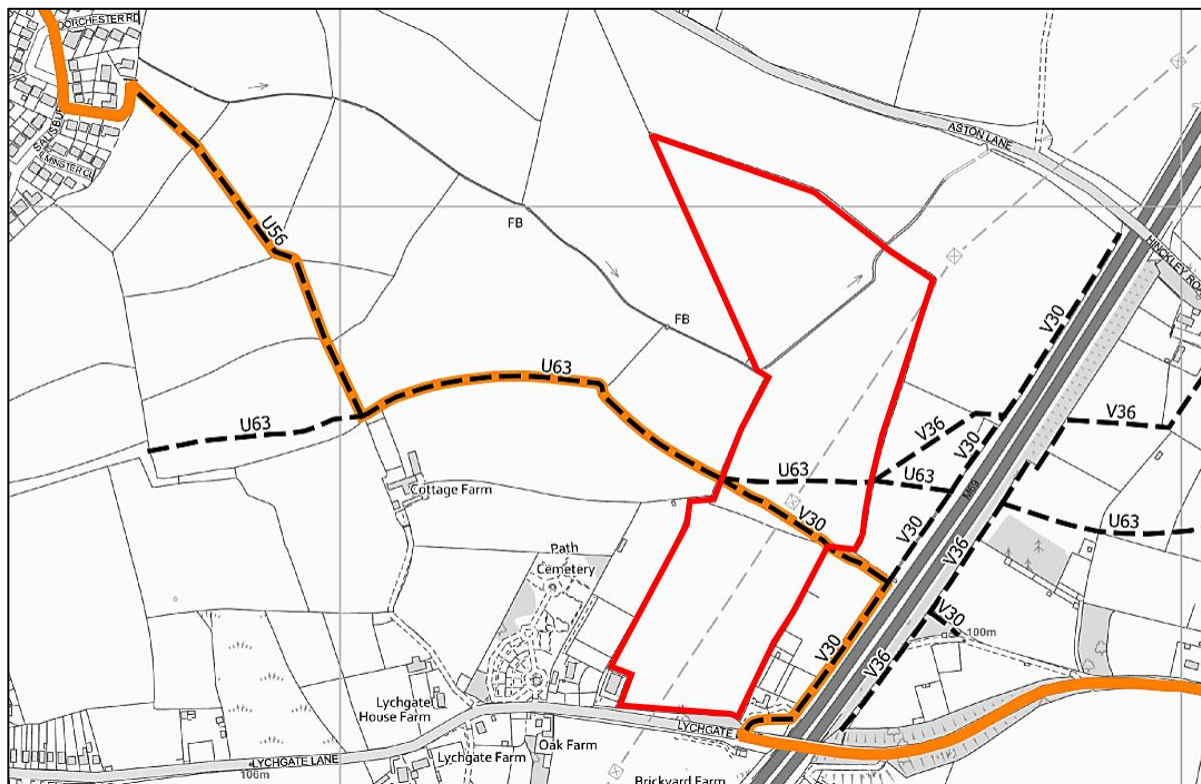


Figure 1: The Leicestershire Round route shown here in orange.

2. New fencing and gates across PRowS

The PRow Management Plan paragraph 3.22 envisages new fencing and crossing points such as gates on the public rights of way. However, to comply with the Highways Act 1980 section 147 or section 115E, where PRowS are to be crossed by new lines of fencing in new locations, the gates need to be authorised by the LHA, otherwise any new structures are unlawful obstructions, despite any planning permissions relating to the development.

Condition 25

Prior to the commencement of development, arrangements for a pre-commencement and postconstruction 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.

Highways Comments:

Whilst the LHA welcomes the Applicant's condition survey, the LHA need to agree the construction traffic routing and Construction Traffic Management Plan as part of Condition 14 above. Crucially, this requires details of construction traffic routing and details of any traffic management measures proposed. The LHA will need to agree specific highway management, remedial and maintenance requirements (possibly a section 59 agreement) in advance of discharging Condition 25 and it would be difficult to do so without having confirmed Condition 14 is suitable to be discharged.

The LHA therefore advises that the discharge of Condition 25 is therefore perhaps premature, until the routing of construction traffic has been agreed as part of Condition 14. Leicestershire County Council will also need to undertake a video survey of the route construction traffic takes prior to work commencing.

Date Received
16 January 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
5 March 2025

Appendix 2 – Email Correspondence with LCC Highways and LCC Network Management

Gunn, Joanna

From: Gunn, Joanna
Sent: 17 October 2024 09:52
To: Ben T Dutton
Cc: ONeill, Emma; Innes, Daniel; Claire Bass; NetworkManagement
Subject: FW: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane
Attachments: JNY11245-04 Aston Flamville Technical Note.pdf

Hi Ben,

Just tried giving you another call this morning. I can see Claire is out of office at the minute, but are you able to confirm the previously agreed construction access route, via the B4114, Aston Lane and Lychgate Lane with traffic management measures in place (detailed on the attached), is suitable for construction traffic please.

We are scheduling the highway condition survey to be undertaken early next week. Our previous CTMP and Technical Note has been undertaken on the basis of all construction HGVs to / from the east via the B4114, Aston Lane and Lychgate Lane, so we will proceed with undertaking a highway condition survey of this access route unless advised otherwise.

Kind regards,
Joanna

Gunn, Joanna (She/Her)
Senior Consultant - Transport
RPS | Consulting UK & Ireland
D +44 1235 432 177
E joanna.gunn@rps.tetratech.com

From: Gunn, Joanna
Sent: Tuesday, October 15, 2024 9:04 AM
To: Claire Bass <Claire.Bass@leics.gov.uk>
Cc: ONeill, Emma <Emma.Oneill@rps.tetratech.com>; Innes, Daniel <Daniel.Innes@rps.tetratech.com>; Ben T Dutton <Ben.Dutton@leics.gov.uk>
Subject: RE: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

Hi Claire, thanks for getting back to me.

With regard to the access route, we previously submitted a Transport Statement (dated October 2022) which contained an Access Strategy. The TS considered multiple access routes which included two via Burbage (via Coventry Road, or the B578 Lutterworth Road) as well as from the northwest (via Aston Lane) in addition to routeing from the southeast (via Sharnford Road).

We determined that by using the B4114 / Aston Lane access route to access both parcels of the site, HGVs will maximise the distance covered on classified roads as the B4114 routes from the A5. It would also avoid the on-street parking and sensitive receptors along Coventry Road or the B578.

We also submitted a Technical Note to LCC (report dated 4th January 2024 – see attached) upon receipt of comments from LCC Highways, who required more information on the access route and traffic management measures to be implemented. The Technical Note was produced specifically to address comments raised by LCC dated 13th November 2023 in response to the updated TS and CTMP submitted in October 2023.

The Technical Note also detailed the Lychgate Lane / Hinckley Road (Aston Lane) Junction Traffic Management, undertook swept paths of 16.5m articulated HGVs travelling through the Lychgate Lane / Hinckley Road (Aston Lane) junction, and along Lychgate Lane to the site entrances.

Our access designs only allow for construction HGVs to and from the east as we had agreed that no construction HGVs would travel through Burbage.

The application was granted planning consent based upon the previously submitted documents, which includes our CTMP and also our access designs.

On the basis of the above, we will retain the current access route which is via the B4114, Aston Lane and Lychgate Lane, with traffic management measures in place.

I've attached the Technical Note we submitted earlier this year. If you have any comments on some of the traffic management measures proposed within the Note, if you could provide your feedback it would be much appreciated.

Kind regards,
Joanna

Gunn, Joanna (She/Her)
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E joanna.gunn@rps.tetrattech.com

From: Claire Bass <Claire.Bass@leics.gov.uk> **On Behalf Of** NetworkManagement

Sent: Friday, September 27, 2024 10:20 AM

To: Gunn, Joanna <Joanna.Gunn@rps.tetrattech.com>

Cc: O'Neill, Emma <Emma.O'Neill@rps.tetrattech.com>; Innes, Daniel <Daniel.Innes@rps.tetrattech.com>; Ben T Dutton <Ben.Dutton@leics.gov.uk>

Subject: RE: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

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Good morning

From what we have assessed from a Network Management perspective is that there are 2 potential available routes for your construction traffic, whilst Leicestershire County Council will not recommend a route, we will provide comments and raise any concerns. Ultimately, it is your responsibility to ensure the necessary and relevant risk assessments have taken place and that the required mitigation is put into place, consulting with LCC where required.

Previous comments made with regard to your proposed route were as follows:

- Lychgate Lane, both Burbage and Aston Flamville ends are subject to a 7.5t weight restriction, however as usual, access will be permitted if making deliveries etc.
- Your proposed route via the Aston Flamville end (Sharnford Road) does not have any provision for pedestrians and is used by dog walkers. What mitigation will be put in place to minimise any risk to other road users?
- There is also no kerb line separating the carriageway and verge/residents properties, what mitigation will be put in place to prevent vehicles from mounting the verge and or residents front gardens/driveways etc.
- This is a narrow section of road, what provision will be put in place when meeting oncoming vehicles as there are no passing places. Vehicles can not be expected to reverse back onto the Sharnford Road/Hinckley Road.

With regard to the other potential available route via Church Lane, Burbage

- This section of Lychgate Lane is wider
- It also benefits from having a footway (in parts)
- There is a visible kerb line separating the carriageway from the footway/verge
- Church Lane, Burbage is a HGV and bus route

Kind regards

Claire Bass

Network Coordinator – Blaby Area
Leicestershire County Council | Environment & Transport Dept | Arbor Road | Croft | Leicester |
LE9 3GE

T: 0116 305 0001

E: networkmanagement@leics.gov.uk



Please consider the environment before printing this email. Thank you

For roadworks in Leicestershire see <https://one.network> the new name for roadworks.org



From: Gunn, Joanna <Joanna.Gunn@rps.tetrattech.com>

Sent: Thursday, September 26, 2024 9:33 AM

To: NetworkManagement <networkmanagement@leics.gov.uk>; Ben T Dutton <Ben.Dutton@leics.gov.uk>

Cc: O'Neill, Emma <Emma.Oneill@rps.tetrattech.com>; Innes, Daniel <Daniel.Innes@rps.tetrattech.com>

Subject: FW: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello,

Could you please advise as to whether the construction access route as set out within the TS and CTMP is suitable?

We are looking at discharging conditions 15 (updated CTMP) and Condition 26 (pre-commencement and post-construction highway dilapidation survey of Lychgate Lane, along the agreed construction traffic route).

Condition 15 states that the updated CTMP will include full details of construction site access / egress management arrangements; and construction traffic routing, including details of any traffic management measures proposed. On this basis, we need the route agreed before we can update the CTMP and undertake the highway conditions survey.

I spoke to Clare at Blaby District Council earlier this week who advised she would speak to you Ben. If you're able to discuss and provide feedback, it would be much appreciated.

Kind regards,
Joanna

Gunn, Joanna (She/Her)
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D +44 1235 432 177
E joanna.gunn@rps.tetrattech.com

From: Gunn, Joanna

Sent: Friday, September 20, 2024 2:39 PM

To: networkmanagement@leics.gov.uk

Cc: O'Neill, Emma <Emma.Oneill@rps.tetrattech.com>; Innes, Daniel <Daniel.Innes@rps.tetrattech.com>; Ben T Dutton <Ben.Dutton@leics.gov.uk>

Subject: FW: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

Hello,

Could you advise as to whether the construction access route as set out within the TS and CTMP is suitable please? We are looking to seek agreement on the routeing so we can undertake the highway condition surveys as soon as possible, ideally by the end of this month.

If you need to run through the proposed route or you need further details, please give me a call on 01235 432 177 and I'll be happy to assist.

Kind regards,
Joanna

Gunn, Joanna (She/Her)
Senior Consultant - Transport
RPS | Consulting UK & Ireland
D +44 1235 432 177
E joanna.gunn@rps.tetrattech.com

From: Gunn, Joanna
Sent: Monday, September 16, 2024 8:32 AM
To: networkmanagement@leics.gov.uk
Cc: O'Neill, Emma <Emma.Oneill@rps.tetrattech.com>; Innes, Daniel <Daniel.Innes@rps.tetrattech.com>; Ben T Dutton <Ben.Dutton@leics.gov.uk>
Subject: FW: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

Hello,

Following on from my previous email, could you advise as to whether the construction access route as set out within the TS and CTMP is suitable please?

Kind regards,
Joanna

Gunn, Joanna (She/Her)
Senior Consultant - Transport
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D +44 1235 432 177
E joanna.gunn@rps.tetrattech.com

From: Gunn, Joanna
Sent: Tuesday, September 10, 2024 8:09 AM
To: networkmanagement@leics.gov.uk
Cc: O'Neill, Emma <Emma.Oneill@rps.tetrattech.com>; Innes, Daniel <Daniel.Innes@rps.tetrattech.com>; Ben T Dutton <Ben.Dutton@leics.gov.uk>
Subject: FW: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

Hi,

Just following on from my earlier email, have you had an opportunity to review our proposal, and could you advise as to whether the construction access route as set out within the TS and CTMP is suitable, and any additional information you may require please?

Kind regards,
Joanna

Gunn, Joanna (She/Her)
Senior Consultant - Transport
RPS | Consulting UK & Ireland
D +44 1235 432 177
E joanna.gunn@rps.tetrattech.com

From: Gunn, Joanna <Joanna.Gunn@rps.tetrattech.com>
Sent: Thursday, August 29, 2024 2:46 PM
To: networkmanagement@leics.gov.uk

Cc: O'Neill, Emma <Emma.Oneill@rps.tetrattech.com>; Ben T Dutton <Ben.Dutton@leics.gov.uk>

Subject: FW: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

Hi,

I've been advised to get in contact with regard to discharging the conditions for Blaby District Council Planning Application Reference: 22/0048/FUL.

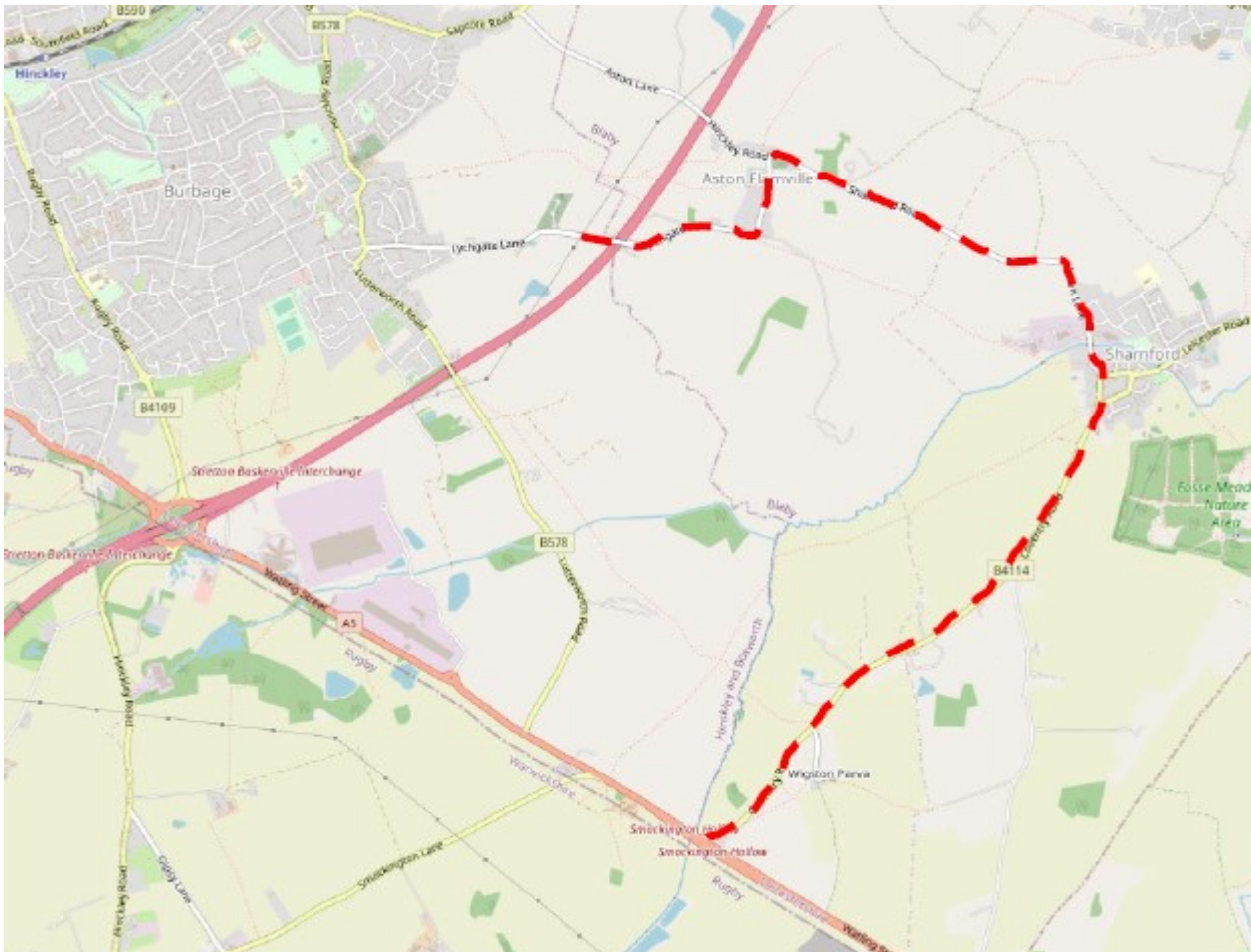
We are looking at discharging conditions 15 (updated CTMP) and Condition 26 (pre-commencement and post-construction highway dilapidation survey of Lychgate Lane, along the agreed construction traffic route).

Condition 15 states that the updated CTMP will include full details of construction site access / egress management arrangements; and construction traffic routing, including details of any traffic management measures proposed.

It should be noted that we submitted a Transport Statement and a CTMP in support of the planning application, which detailed that the construction access route would be via the B4114, Sharnford Road and Lychgate Lane. I've attached an extract below which shows this route.

We propose to keep the construction traffic route consistent with the information previously submitted. Could you advise as to whether the construction access route as set out within the TS and CTMP is suitable, and any additional information you may require please?

Kind regards
Joanna



Gunn, Joanna (She/Her)
Senior Consultant - Transport
RPS | Consulting UK & Ireland
D +44 1235 432 177
E joanna.gunn@rps.tetrattech.com

From: Helen Wallis <Helen.Wallis@blaby.gov.uk>

Sent: Thursday, August 29, 2024 9:53 AM

To: Gunn, Joanna <Joanna.Gunn@rps.tetrattech.com>
Cc: O'Neill, Emma <Emma.Oneill@rps.tetrattech.com>
Subject: RE: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

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Hi Joanna

Yes, it is Ben Dutton and I expect that he will be the officer dealing with the discharge of condition application given his previous involvement with the scheme.

I forwarded your email to him yesterday and he has advised that you liaise with the Network Management team (networkmanagement@leics.gov.uk) to agree routing in the first instance, as well as liaising with them on the dilapidation survey. It may be that they will want to accompany whoever undertakes the survey. Ben has recommended their early involvement in the process, as any discharge of condition application will be subject to their agreement so it makes sense to work with them from the outset.

Hope that this helps. Let me know if you need Ben's contact details.

Kind regards

Helen

Helen Wallis
Senior Planning Officer – Blaby District Council
Telephone 0116 272 7698
Email: planning@blaby.gov.uk

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****I work flexible hours and my working days are Monday to Thursday****

From: Gunn, Joanna <Joanna.Gunn@rps.tetrattech.com>
Sent: Wednesday, August 28, 2024 4:43 PM
To: Helen Wallis <Helen.Wallis@blaby.gov.uk>
Cc: O'Neill, Emma <Emma.Oneill@rps.tetrattech.com>
Subject: RE: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

Hi Helen,

Just to confirm, we are also progressing the updated CTMP as well.

When we were undertaking the Transport Statement, CTMP and Technical Note submitted to support the planning application, the LCC Highways contact we were liaising with was Ben Dutton.
Is this contact likely to be the same for discharging this condition? If you could advise on this, or when we are likely to know who will be reviewing our scope, it would be much appreciated.

Kind regards,
Joanna

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Senior Consultant - Transport
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D +44 1235 432 177
E joanna.gunn@rps.tetrattech.com

From: Helen Wallis <Helen.Wallis@blaby.gov.uk>
Sent: Wednesday, August 28, 2024 9:44 AM
To: Gunn, Joanna <Joanna.Gunn@rps.tetrattech.com>
Subject: RE: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

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Hi Joanna

Thank you very much for the email. As this was a requirement of the Highway Authority, I will have to obtain their views on the scope and extent of the survey work. It does, however, seem perhaps a bit premature to be undertaking the survey work prior to the construction route being agreed (this is a requirement of the construction traffic management plan condition).

I'll forward this onto the LHA and hopefully come back to you shortly.

Kind regards

Helen

Helen Wallis
Senior Planning Officer – Blaby District Council
Telephone 0116 272 7698
Email: planning@blaby.gov.uk

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****I work flexible hours and my working days are Monday to Thursday****

From: Gunn, Joanna <Joanna.Gunn@rps.tetrattech.com>
Sent: Tuesday, August 27, 2024 4:25 PM
To: Helen Wallis <Helen.Wallis@blaby.gov.uk>
Cc: Ben T Dutton <Ben.Dutton@leics.gov.uk>; O'Neill, Emma <Emma.Oneill@rps.tetrattech.com>
Subject: Planning Application Reference: 22/0048/FUL: Solar Development at Lychgate Lane

Hi Helen,

I'm writing with regard to Blaby District Council planning application reference: 22/0048/FUL.

The planning application relates to the development of a ground mounted photovoltaic solar farm (approximately 20MW) together with associated equipment, infrastructure and ancillary works at Lychgate Lane, Aston Flamville. The decision notice calls for a pre-commencement and post-construction highway dilapidation survey of Lychgate Lane. The condition attached to the planning consent is as follows.

Condition 26: "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 District 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."

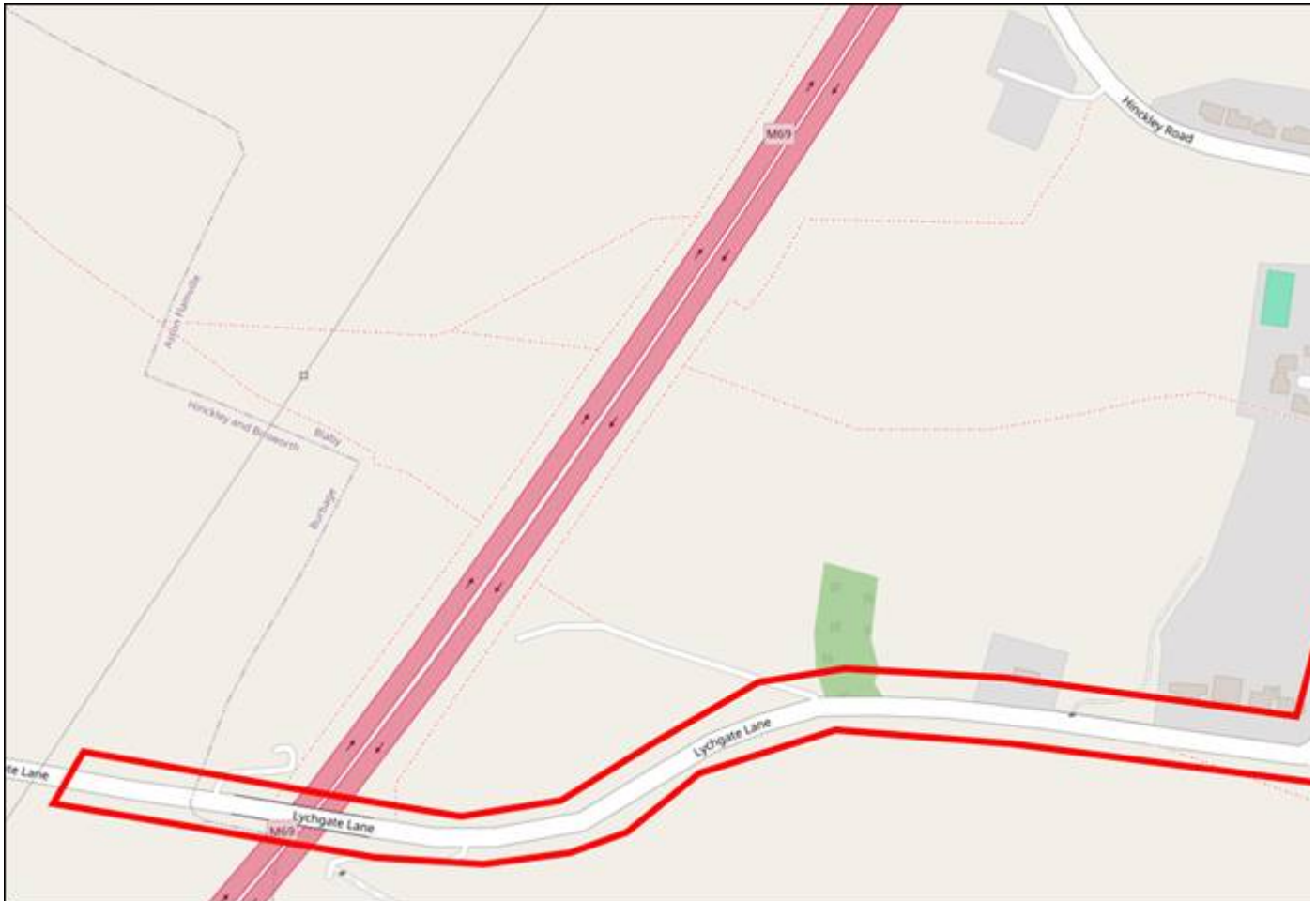
With regard to the pre-commencement survey area, the section of Lychgate Lane that encompasses the access route is shown below, with a length of approximately 1.2km.

We will undertake the pre-commencement survey in accordance with the above, undertaken via site visits with visual identification and reporting. In this regard, we propose to submit a video showing the current road condition, take

photographs of any road defects, then submit a report including photographs, plans and a description of the road condition.

We are proposing to undertake the survey shortly, and submit the report in the next couple of weeks. Could you confirm if you are content with the approach set out above for the pre-commencement survey?

Kind regards,
Joanna



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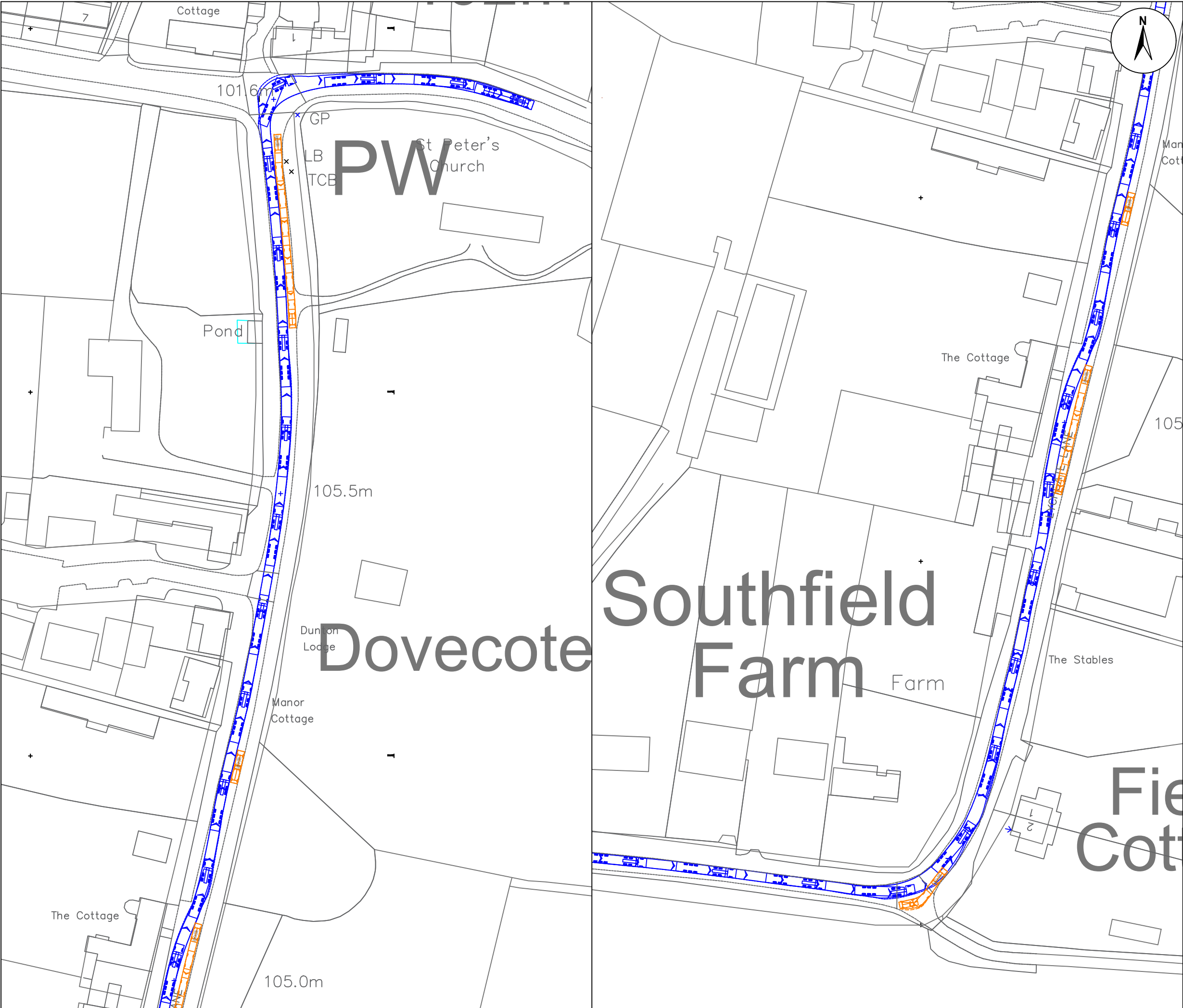
Blaby District Council, 0116 275 0555, www.blaby.gov.uk

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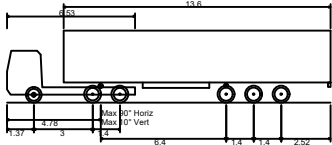
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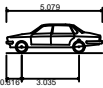
Appendix 3 – RPS Drawing Reference JNY11245-05



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Max Legal Length (UK) Articulated Vehicle (16.50m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

PRELIMINARY
NOT FOR
CONSTRUCTION

Rev	Description	By	CB	Date
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Client Elgin Energy Esco Ltd

Project Aston Flamville

Title Aston Flamville 90 degree Bend
Swept Path Analysis

Status Drawn By PM/Checked by
INFORMATION JG DA

Project Number Scale @ A3 Date Created
JNY11245 1:1000 09 2022

RPS Drawing/Figure Number Rev
JNY11245-05 -

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