

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: 25/00692/FUL

Highway Reference Number: 2025/0692/04/H

Application Address: Land At Heath Road Bagworth Heath Bagworth Leicestershire

Application Type: Full

Description of Application: Installation and operation of a ground-mounted solar farm with associated infrastructure for a period of 40 years

GENERAL DETAILS

Planning Case Officer: Laura Ashton

Applicant: c/o Agent

County Councillor: Mallory ED - Mark Bools CC

Parish: Barlestone

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:

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 116 of the National Planning Policy Framework (2024), subject to the conditions and/or planning obligations outlined in this report.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been consulted by the Local Planning Authority (LPA), Hinckley & Bosworth Borough Council (HBBC), on a full planning application for the installation of and operation of a ground-mounted solar farm with associated infrastructure for a period of 40 years. The proposed solar farm is to be located on land at Heath Road, Bagworth Heath, Bagworth.

These highway comments have been prepared following a review of the following documents which have been submitted in support of the planning application:

- Site Location Plan, drawing no. RCN1008-SP-01 Rev 4;
- Indicative Proposed Site Layout, drawing no. RCN1008-PL-01 Rev 11;
- Construction Traffic Management Plan (CTMP) prepared by Motion dated 4th July 2025; and
- Transport Statement (TS) prepared by Motion dated 4th July 2025

Site Access

Heath Road is a classified road, subject to a 60mph speed limit. The site is currently accessed from Heath Road via an existing access which currently provides access to Snippery Farm. The LHA understand that the access will be shared with the existing operation of Snippery Farm. The existing access is hard surfaced and is circa 12m wide.

Visibility splays have been measured upon recorded 85th percentile speeds along Heath Road obtained from an Automatic Traffic Counter (ATC) survey data, which is summarised in Table 3.1 which has been extracted from the TS.

Site	Direction	Weekday Average Flows	85th Percentile Speed (mph)	DMRB SSD (m)
Site 1 (west of site access)	Westbound	598	51	153.92
	Eastbound	715	51.2	154.93
Site 2 (east of site access)	Westbound	1031	50	148.91
	Eastbound	1254	42.1	112.22

Table 3.1: Speed Survey Results

The visibility splays have been calculated using Design Manual for Roads and Bridges (DMRB) principles, resulting in a requirement for visibility splays of 2.4m by 149m to the east of the access and 2.4m by 155m to the west of the access.

The visibility splays are illustrated in Drawing 2302103-01 and the LHA are content that the required visibility splays are achievable within the Applicant's land or the public highway network.

Swept path analysis has been undertaken which demonstrates that a 16.5m articulated lorry can satisfactorily enter and exit the site in a forward gear.

Highway Safety

Personal Injury Collision (PIC) data was obtained from LCC for the time period between 1st January 2019 to 30th September 2024. No PICs have been identified within the study area, therefore the LHA consider that the proposed solar farm should not exacerbate any existing road safety situation.

Trip Generation

The Proposed Development will comprise of a construction phase and an operational phase.

Table 3.2 which has been extracted from the TS demonstrates the average two-way vehicle trips expected to be generated by the site.

Phase	Duration	Average two-way daily traffic movements		
		Cars / vans (<3.5t)	Heavy vehicles (>3.5t)	Total Traffic
Construction	Up to 24 weeks	50	8	58
Operation	Permanent	4 two-way movements per month.		

Table 3.2: Forecast Development Average Daily Two-way Traffic Movements

Table 3.2 demonstrates that the proposed development could generated an average of approximately 58 two-way daily vehicle trips during the construction period (24 weeks), which includes 50 car / van movements and 8 HGV trips. It is understood that the Car / van movements include staff / contractors arriving at site and small deliveries.

During the operational phase, the site is expected to generate one van accessing the site twice per month (four two-way trips) and on the rare occasion a HGV trip if infrastructure needs to be replaced.

The LHA does not consider that the small numbers of trips would result in significant traffic impact.

Construction Traffic Management Plan (CTMP)

In order to minimise the impact of construction vehicles on the local highway network, specifically HGVs, a CTMP has been submitted in support of this planning application.

An internal access road will provide access for construction vehicles within site. These will include appropriate turning areas within the site for vehicles up to 16.5m in length to allow for vehicles to turn within the site so they can enter and exit in a forward gear and an area of hardstanding parking and wheel washing facilities. The Applicant should note that wheel washing should remain on site throughout the construction phase.

It is proposed that construction traffic gain access to the site via the B585 and the A511. The proposed route directs construction traffic to the site via the most appropriate route to and from the Strategic Road Network (SRN) which also avoids local villages such as Bagworth. The proposed route is shown in Figure 4.1. of the CTMP.

Internal Layout

It is understood that an area of hardstanding would be provided for parking within the site. This would prevent construction traffic from parking on the public highway.

Public Rights of Way (PRoW)

Public Footpath S14 runs along the north-eastern boundary of the southern parcel, through the northern parcel and runs across the access track. The Applicant has stated where this footpath intersects the site access road, banksmen will be present to oversee construction vehicle

movements related to the proposed development to ensure continued accessibility of this PRoW is maintained.

Also, during the construction phase, fencing and signage will be implemented along the site boundary to prevent PRoW users inadvertently entering the site.

The LHA request for a scheme of treatment for footpath S14. A PRoW treatment scheme could comprise one single document; or a series of plans; or be parts of other document(s) (e.g. a Construction Management Plan) if the impacts on the PRoW(s) are explicitly addressed and clearly identified within the documents.

A PRoW treatment scheme should, where relevant, include:

- (i) Management during construction, including fencing, safety signage, and marshalling of crossing points (where needed); plus legal order(s) for temporary closures and diversion(s), any proposed temporary route(s) and how these will be kept usable.
- (ii) Ensuring site plans reflect the correct PRoW legal alignment on the Definitive Map and, if needed, any legal order for a permanent diversion to ensure it will do so in future.
- (iii) Any physical construction works: including widths, surfacing, drainage, structures, signposting, and impacts on the PRoW of any landscaping and boundary treatments.
- (iv) Ensuring these things reflect the Leicestershire Highways Design Guide (LHDG), and particularly the annex on Development and PRoWs at:
<https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>.
- (v) Specifically, in the LHDG annex, paragraph 17 advises that a public footpath should be a clear width of at least 2.0 metres, whether or not a constructed surface is proposed. Also, in addition, there should be a 1.0 metre grass verge each side of the 2.0-metre-wide footpath route. As a result, no trees or shrubs should be planted within 1.0 metre of the edge of the PRoW and any trees or shrubs planted should be of a non-invasive species. This is to reduce the likelihood of the route being impeded by vegetation outgrowth which is a landholder responsibility to keep clear, as well as the LHDG annex paragraph 7 advice that narrow enclosed paths are unattractive and threatening to the public.

Conditions

1. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on Drawing 2302103-01 have been implemented in full. Visibility splays once provided shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows:

Document: Construction Traffic Management Plan prepared by Motion dated 4th July 2025

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in

the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

3. No development shall take place until a scheme for the treatment of the Public Right(s) of Way has been submitted to and approved in writing by the Local Planning Authority. A scheme shall include management during construction (including proposed temporary route(s)); ensuring plans reflect the correct legally recorded PRow alignments, or any legal diversion order to ensure they do so in future; and any new construction works. Physical construction should address width, surfacing, drainage, structures, signposting, and impacts of any landscaping and boundary treatments in accordance with the principles set out in the NPPF and applied locally by the Leicestershire Highways Design Guide annex on Development and Public Rights of Way at <https://www.leicestershirehighwaydesignguide.uk/highway-layouts-and-design/public-rights-way>. Thereafter the development shall be carried out in accordance with the agreed scheme and timetable.

Reason: To protect and enhance Public Rights of Way and countryside access in accordance with Policy DM10 and DM17 of the Site Allocations and Development Management Policies DPD 2016 and with Paragraph 105 of the National Planning Policy Framework Dec 2024.

Informative

•Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://www.leicestershirehighwaydesignguide.uk/>

•To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).

•Planning Permission is required for any construction access onto a classified road, unless it is in strict accordance with the development access planning approval. To carry out off-site works associated with a construction access onto a classified road, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit. However, if planning consent has not been secured in respect of the construction access, the section 184 application will be refused.

Date Received
1 August 2025

Case Officer
Suraj Dave

Reviewer
AW

Date issued
10 September 2025