

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: 25/00060/FUL

Highway Reference Number: 2025/0060/04/H

Application Address: Electricity Substation Wood Road Nailstone Leicestershire

Application Type: Full

Description of Application: Installation of an electrical substation, transformers, new vehicular access, and associated site infrastructure

GENERAL DETAILS

Planning Case Officer: Sullivan Archer

Applicant: National Grid UK Limited

County Councillor: Bertie Harrison-Rushton

Parish: Nailstone

Road Classification: Class B

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 does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been consulted by Hinkley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the installation of an electrical substation, transformers, new vehicular access, and associated site infrastructure at Electricity Substation, Wood Road, Nailstone.

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

- Technical Note 11 (TN) dated 22nd January and authored by Connect Consultants;
- National Grid drawing number LE42_12_0001 Rev. D (Existing Site Plan);
- National Grid drawing number LE42_12_0002 Rev. E (Proposed Site Plan); and
- Drawing number G19A42-SF01 Rev. B (Site Location Plan).

Site Access/ Trip Generation

Access to the existing sub-station is currently off Wood Road, a B classified road (B585) subject to a 50mph speed limit. The Applicant has stated that visibility at the existing access is restricted, with the following splays available:

- 2.4 x 29m 1m offset from the nearside kerb edge to the north of the access; and
- 2.4 x 50m 1m offset from the nearside kerb edge to the south of the access.

Visibility at the existing access is detailed on Connect Consultants drawing number 19105-013 Rev C available within the TN. However, the Applicant has proposed a new access to the site, as detailed on Connect Consultants drawing number 19105-014 Rev. C which is available within the TN. The proposed visibility splays for this access are:

- 2.4 x 61m to the kerb edge to the north of the access; and
- 2.4 x 60m to the kerb edge to the south of the access.

The LHA note that the proposed access drawing is not to scale and it is therefore not possible for the width of the access to be confirmed, or to measure the visibility splay to a 1.0m offset distance from the kerblines. In addition, the proposed access radii should be detailed on the drawing.

In order to ascertain passing vehicle speeds in the vicinity of the access, a handheld radar speed survey was undertaken on Friday 1st November 2024. The LHA do not hold records of a survey permit being obtained in the vicinity of the site and would not usually accept a handheld radar survey given the location. The speed survey indicates 85th percentile speeds of 49.9mph northbound and 46.9mph southbound. From this, the Applicant has calculated that based on Design Manual for Roads and Bridges guidance, that visibility splays of 2.4 x 149m would be required to the south and 2.4 x 135m would be required to the north of the access. The LHA accepts these visibility calculations.

Given the above, the proposed new access would not have visibility splays in accordance with the DMRB desirable minimum standards. Furthermore, visibility could not be achieved in accordance with the DMRB absolute minimum standards.

The Applicant has stated that the infrastructure on-site would almost double as a result of the proposals. However, they have also stated that the existing sub-station experiences infrequent traffic attraction, with vehicles only visiting to undertake routine monthly inspections (two people in one transit sized van lasting approximately one hour) or to attend when there are faults / maintenance needs. Maintenance frequencies on the different substation equipment vary, but typically are only needed five days per year (with one car and two transit sized vans).

The Applicant continues that the proposed substation, although larger, will require the same routine monthly inspections. Given the equipment will be new it is likely to experience the same or less faults / maintenance needs than the existing sub-station. Based on the above, no noticeable change in trip attraction is likely to occur as a result of the proposals.

Whilst the LHA notes that the proposals would not result in an intensification in use of the site and the new access would provide greater visibility than what is available at the existing access, the LHA advises that the Applicant should demonstrate that the access is in the optimum location to achieve the maximum achievable visibility available within land under their control. For example, could the new access be located even further south to achieve greater visibility?

In addition, the LHA will require a Stage 1 Road Safety Audit of the site access arrangements, along with a Designer's Response to any problems raised. Swept Path Analysis (SPA) of the largest anticipated vehicle to use the site access would also be required. This would need to be at a 15kph design speed and confirmed on the drawing.

Finally, the LHA request the Applicant confirms whether they can permanently close the existing access and re-instate this with full height kerbs. Should this be possible, the LHA suggest that a drawing is submitted detailing the proposals. Following the above information, the LHA will reconsider the site access proposals.

Highway Safety

The Applicant has used Crashmap to identify whether any Personal Injury Collisions (PIC's) have occurred on Wood Road in the vicinity of the proposed and existing access points. The Applicant has considered between 31st October 2014 and 31st December 2022 and stated that there have been no recorded PIC's between these times.

The LHA holds PIC data up to the end of December 2024 and advises that one PIC has occurred within 500m either side of the existing/ proposed accesses within the last five years. This occurred at the junction of Wood Road with Battram Road and was recorded as slight in severity. This involved two vehicles travelling in opposite directions and did not appear to involve a vehicle undertaking a turning manoeuvre at the junction. On this basis, the LHA is satisfied the proposals are unlikely to exacerbate an existing highway safety concern.

The acceptability of the proposals would, however, be contingent on the delivery of safe and suitable access for all users as required by the National Planning Policy Framework (2024).

Internal Layout

The internal layout of the site is shown on National Grid drawing number LE42_12_0002 Rev. E. Whilst the LHA accept that sufficient parking space would be available within the site, the Applicant should provide a SPA drawing which demonstrates sufficient turning space is available for the largest anticipated vehicle to the site, to ensure it can access and leave the site in a forward gear.

Construction Traffic

It is understood the construction phase will last approximately six months, with one car and four vans on site every day. There will be deliveries using HGVs throughout the build, more intensified towards the initial civil phase of the build when there will be 2 per day, whilst later in the build HGV deliveries will be made once every two weeks. It is stated that, during construction the site will attract up to 14 movements per day. Whilst construction traffic is not a material planning consideration, the LHA will require a condition for a Construction Management Plan to be provided prior to construction of the development. This would need to include details of wheel washing facilities and contractor parking.

The LHA do however question how HGVs would safely ingress/ egress the site through the existing access, given its location and geometry. Therefore, this should be clarified by the Applicant at this stage and demonstrated by a SPA drawing.

Date Received
4 February 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
27 February 2025