

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/R1

Application Address: Electricity Substation Wood Road Nailstone Leicestershire

Application Type: Full

Description of Application: Re-consultation. 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: Joshua Melen

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 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) have been re-consulted by Hinckley & 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 previously requested the following information from the Applicant within its observations dated 27th February 2025:

- The submitted drawings were not to scale; therefore, a scale drawing was requested;
- Clarity as to whether the proposed access was in the optimum location within land under the Applicants control to achieve the maximum available visibility splays;
- A Stage 1 Road Safety Audit (RSA1) of the site access arrangements;
- Swept path analysis of the largest anticipated vehicle to use the site access and turning within the site;

- Clarity as to whether the existing site access could be permanently closed, with full height kerbs re-instated; and
- Whilst not a material planning consideration, clarity in respect of how HGVs would safely arrive / leave the site during construction and using the existing access given its geometry was requested.

The LHA has reviewed the following documents which have been submitted by the Applicant with a view to addressing the LHA's comments:

- Technical Note 12 (TN12) dated 8th April 2025 and authored by Connect Consultants;
- National Grid drawing number drawing number LE42_12_0002 Rev. E (Proposed Site Plan);
- National Grid drawing number drawing number LE42_12_0002 Rev. F (Proposed Site Plan); and
- Site Safety, Health Environment & Quality Plan (Construction Phase), Reference 24NG016/001, dated 21st April 2025.

Site Access

The Applicant has included Connect Consultants drawing numbers 19105-13 Rev. D and 19105-014 Rev. D within Appendix 1 of the TN, which are scale drawings of the existing and proposed site access arrangements respectively. A 6.0m junction radii is shown on the proposed access arrangement, along with an access width of 4.50m, gates set back over 5.0m from the highway and a drainage channel.

Swept path analysis has been undertaken of a panel van and a 10M rigid vehicle accessing and leaving the site from all directions and turning within the site. This is included within Appendix 3 of the TN. The Applicant has stated that National Grid have confirmed that during the operational phase of the development, the largest anticipated vehicles will be transit vans. The Applicant has also stated that in the event of a larger delivery such as an HGV, it is accepted that fences may need to be removed or temporary hardstanding areas constructed at the access. The Applicant has stated the internal layout of the site has also been designed to allow for HGV's to turn with low kerbs and additional areas of hardstanding. This is accepted by the LHA.

As requested, the Applicant has submitted an independent RSA1 of the proposed access arrangements, which is included within Appendix 2 of the TN. The RSA1 has raised no concerns in terms of highway safety.

The LHA previously requested clarity as to whether the Applicant could permanently close the existing access on to Wood Road and re-instate the access with full height kerbs. The Applicant has stated the access does not belong to National Grid or Aldi and they only have access rights over it. Notwithstanding this, after liaising with the LPA, the Applicant has submitted National Grid drawing number LE42_12_0002 Rev. F, which details access to the site via existing access track would be removed and fenced off. This is welcomed by the LHA.

The LHA also previously asked the Applicant to confirm whether the access was in the optimum location within land under the Applicants control to achieve the maximum available visibility splays.

Following a site visit on 1st May 2025, the LHA accepts that the proposed access would offer a substantial improvement in terms of visibility over the existing access, which is on the inside of a bend. To achieve the visibility splays shown on the drawing, the LPA are advised a substantial

length of hedgerow and potentially non-highway trees will require removal or a reduction in height to a maximum of 0.6m, and is likely to require regular maintenance.

It should however be noted that as stated previously, the proposed new access would not have visibility splays in accordance with the Design Manual for Roads and Bridges (DMRB) desirable minimum standards. Furthermore, visibility is not provided in accordance with the DMRB absolute minimum standards, however the Applicant may be able to remove further vegetation to the southwest to aid with visibility in that direction.

Overall, the LHA considers the proposed access to be acceptable under the site-specific circumstances this is due to:

- The improved visibility to access the site, without an intensification in use;
- A reduction in the use of an existing access with poor visibility; and
- The limited amount of use of the access (routine monthly inspections with one van and two people for approximately one hour and to attend any faults/ maintenance, typically five days per year).

The LHA therefore advise both the LPA and the Applicant that should any future development proposals come forward which could result in an intensification in use of the proposed access, the LHA may seek to resist the proposals on the grounds of highway safety and therefore being contrary to [Policy 2 \(access to the existing highway network\)](#) of the [Leicestershire Highway Design Guide](#). The LHA do not seek to resist the current proposals given the above.

Highway Safety

The LHA previously advised it considered the proposals would be unlikely to exacerbate an existing highway safety concern.

Internal Layout

The LHA previously advised it considered the internal layout of the site to be acceptable.

Construction Traffic

Whilst not a material planning consideration, the LHA previously requested clarity in respect of how HGVs would safely ingress/ egress the site during construction and using the existing access given its geometry.

The LHA has reviewed the submitted Site Safety, Health Environment & Quality Plan, which details that adequate parking will be provided on site for all employees to remove the hazard and public inconvenience of parking in the vicinity of the works. It is also stated that no vehicles will be allowed to reverse onto the public highway from the site entrance and must be banked out onto the main road due to there being a sharp bend near site. In addition, the document states all site access roads will be capped with recycled stone to minimise dust and mud and to offer a degree of protection to the site whilst works continue.

Notwithstanding the above, the LHA advise it is still unclear how HGVs would safely enter / exit the site through the existing access, given its location and geometry. No reference has been made to wheel washing facilities, which would also be required to prevent mud and stones from being deposited in the highway. On this basis, the LHA advises that a Construction Traffic Management Plan (CTMP) should still be provided by the Applicant, which specifically highlights parking/ turning areas within the site, wheel washing facilities and how HGV's would access the site.

It should also be noted that whilst the proposals are considered acceptable based on the level of use once the development has been completed, construction would result in a temporary increase in HGVs and other vehicles using either the existing or new site access. The Applicant will therefore need to clearly demonstrate as part of the CTMP how access to the site will be managed, whether this be a Temporary Traffic Regulation Order for speed reductions, stop/go boards or temporary traffic signals.

In addition, it should be stipulated the hours/days the contractors will require the traffic management, this would help the LHA review whether specific conditions for the works were required, i.e. manual control of the traffic signals or all works to take place between 9am and 3pm Monday to Friday with no works at the weekends.

Conditions

1. Notwithstanding the submitted Site Safety, Health Environment & Quality Plan, no development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of, traffic management at the construction access(es) on the B585 during construction, wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: In the interests of highway safety, to reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users and to ensure that construction traffic does not lead to on-street parking problems in the area.

2. No part of the development hereby permitted shall be first used until such time as the access arrangements shown on Connect Consultants drawing number 19105-014 Rev. D have been implemented in full.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with the National Planning Policy Framework (2024).

3. No part of the development hereby permitted shall be first used until such time as vehicular visibility splays of no less than 2.4 metres by 61 metres to the north and 2.4 metres by 81 metres to the south have been provided at the site access. These 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 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).

4. The development hereby permitted shall not be occupied until such time as the parking (and turning facilities) have been implemented in accordance with National Grid drawing number drawing number LE42_12_0002 Rev. F. Thereafter the onsite parking (and turning) provision shall be kept available for such use(s) in perpetuity.

REASON: To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in the interests of highway safety and in accordance with the National Planning Policy Framework (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/>
- The Applicant should be advised to contact Leicestershire County Council's Network Management team at the earliest opportunity to discuss access to the road network to carry out works. The team can be contacted at: networkmanagement@leics.gov.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
11 April 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
1 July 2025