



## National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andy Jinks (Regional Director)  
Operations Directorate  
Midlands Region  
National Highways

To: Rushcliffe Borough Council

CC:

**Council's Reference:** 24/00161/FUL

**Location:** Land West Of Bradmore Road and North Of Wysall Road Land

**Proposal:** Construction, operation and subsequent decommissioning of a renewable energy park comprising ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling.

**National Highways Ref:** 24/00161/FUL

Referring to the consultation on a planning application referenced above, in the vicinity of the **A52 and A46 trunk roads** that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.<sup>1</sup>

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<sup>1</sup> Where relevant, further information will be provided within Annex A.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [REDACTED]

**Signature:**

**Date:** 1 July 2024

[REDACTED]

**Name:** Catherine Townend

**Position:** Spatial Planner

**National Highways**

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[REDACTED]

## **Annex A National Highway's assessment of the proposed development**

This response represents our formal recommendations and has been prepared by Catherine Townend, Spatial Planner for National Highways.

National Highways (formally Highways England) has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways considers planning applications for new developments under the requirements of the National Planning Policy Framework (NPPF) and DfT Circular 01/2022: The Strategic Road Network and The Delivery of Sustainable Development ("the Circular"). The latter document sets out our policy on sustainable development and our approach to proposals which may have an impact on our network.

The SRN in the vicinity of the proposed development is the A52 and A46 trunk roads.

### **Development Proposal**

The proposed development consists of the construction, operation and subsequent decommissioning of a renewable energy park with an export capacity of up to 49.9MW of renewable energy per year. The Site would comprise ground mounted Solar PV with co-located battery energy storage system (BESS) at the point of connection, together with associated infrastructure, access, landscaping and cabling.

### **National Highways Comments**

As the Site does not share a common boundary with the SRN, we have assessed the proposal in relation to traffic impacts only.

#### *Operational Traffic*

As per the Transport Assessment (dated January 2024), during the operational phase, traffic movements are expected to be minimal. As such, our previous response of 29 February advised that National Highways had no comments to make about the traffic impacts for the operational phase of the development.

### *Construction Traffic*

In response to our previous comments, we have now been consulted on an updated Transport Statement (dated 20 June 2024).

This sets out that there will be no HGV movements during the AM and PM network peak periods. Construction worker traffic is stated to generate a maximum total of 50 trips across the two parcels. As a worst-case scenario, 50 trips are predicted to arrive during the AM network peak period, with no trips during the PM network peak period.

Given that construction traffic worker traffic is likely to be dispersed across the local road network before it reaches the SRN, we consider that traffic generation on the SRN junctions is likely to be negligible.

**In light of the above, we have no objections to this proposal.**

### **Standing advice to the local planning authority**

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.