



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
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To: Staffordshire Moorlands District Council FAO Arne Swithenbank

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: SMD/2022/0343

Location: Totmonslow Farm, Draycott Road, Totmonslow, Upper Tean, Staffordshire, ST10 4JJ

Proposal: Development of a solar farm with ancillary infrastructure, security fence, access, landscaping and continued agriculture, to generate power to feed into the local distribution network.

National Highways Ref: 96891

Referring to the consultation on a planning application dated 28 November 2022 referenced above, in the vicinity of the A50 that forms 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.¹

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 and may not determine the application until the consultation process is complete.

Signature:	Date: 15 December 2022
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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways 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.

Our review shows that this proposed development is unlikely to generate a significant number of trips during the operation of the site. However, the level of construction traffic triggers the need for the following construction traffic management condition to be applied to this application.

Recommended Conditions

Condition

The Proposed Site is visible from the Strategic Road network (A50) . Prior to Construction A full Glint and Glare assessment shall be carried out and approved in writing by the Local Planning Authority in conjunction with National Highways.

Reason

To Ensure the Safe Operation of the Strategic Road network.

Condition

The Proposed site shares a common boundary with the A50, Prior to Construction A Full Boundary Treatment Assessment, will be carried out, approved in writing by the Local Planning Authority, in consultation with National Highways

Reason

To Ensure the Safe Operation of the Strategic Road network

Condition

Prior to the commencement of construction works, a Construction Traffic Management Plan (CTMP) for the proposed development shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways. The approved plan shall be adhered to throughout the construction period.

Reason

To ensure the efficient and reliable operation of the Strategic Road Network during the construction stage.

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 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 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.