



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

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Council's Reference: 24/00914/OUT

Location: Burroughs Road Recreation Ground, Burroughs Road, Ratby,
Leicestershire

Proposal: Outline planning application (with all four matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.

National Highways Ref: TBC

Referring to the consultation on a planning application dated 14th November 2024 referenced above, in the vicinity of the M1 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) Offers No Objection (see reason Annexe A)~~
- ~~b) Recommend that Conditions should be attached to any planning permission that may be granted (see Annexe A National Highways recommended Planning Conditions Reasons)~~

- c) Recommend that planning permission Not be Granted for a specific period (see reason Annexe A)
- d) ~~Recommend that the application is refused (see reasons Annexe 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: *Adrian Chadha*

Date: 3 December 2024

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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highway's 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.

Recommended Non-Approval for a specified period

This response represents our formal recommendations with regard to planning application 24/00914/OUT and has been prepared by Adrian Chadha, Assistant Spatial Planning Manager for National Highways

Reasons

It is recommended that the application should not be approved until 3rd March 2025. The justification for this decision is set out below.

Trip Generation

The trip generation has been completed using trip rates from a nearby application (21/01295/OUT). Independent checks confirm the approach is appropriate for calculating residential development trip rates.

The primary school trip rates analysis requires the confirmation of the following key details:

- Total number of pupils
- How trip rates were derived
- Internalisation calculations

Additionally, the following actions are recommended for addressing our queries on modal split and trip generation details:

- NOMIS output: provide the full NOMIS output for our review
- Care home trip rates; include trip rate calculations
- Scenarios: calculate trip generation for both proposals, one for 470 dwellings and another for 450 dwellings and care home.

Trip Distribution

- Trip Distribution maps are presented in "Chapter 3 of TA Addendum 1.pdf" file. Although the distribution pattern looks reasonable, what methodology is adopted to determine the distribution is not stated in the TA reports. Further information is required.
- After the trip distribution methodology is confirmed and the PRTM clarifications have been addressed a review of the junction capacity assessment will be conducted. As such we welcome the models for our review at this stage.

LinSIG Modelling

- There is an inconsistency on page 23 of the TA addendum Part 1, where it states PICADY was used for the roundabout modelling instead of LINSIG. This should be corrected for clarity and consistency.
- A review of the LINSIG models will be undertaken once the PRTM (Pan Regional Transport Model) matters have been resolved.

PRTM Model

Suitability of the PRTM Model

To understand the suitability of the PRTM model in this proposal, the PRTM base model Local Model Validation Report (LMVR) was reviewed. The following observations are noted:

1. Zone Boundaries: Around the proposed development, the PRTM model zones and coverage are reasonable.
2. Zone Trip Ends: Most of the zones around the proposed scheme have maximum trip ends in the reasonable range of 300 to 500.
3. Network Density: Network density is in line with regional models and hence is deemed reasonable.
4. Base Model Calibration & Validation: Section 5 of the PRTM base report indicates, the base model developed using count data collected between 2010 and 2015. Additionally, some new count data was collected in 2019. This requires some high-level analysis comparing 2024/2023 with 2019 to confirm the suitability of using this base model.
5. Screenline & Cordon: Good coverage of screenlines and cordon around the scheme area. Requires a review on how the observed vs modelled flow is along in the study area.
6. Calibration & Validation Performance: Chapter 11 indicates in general decent model performance. However, a more detailed assessment needs to be prepared focussing on the model performance within the proposal's vicinity.

Queue Data Comparison

Queue data presented in "TA Addendum 1" is compared against the observed queue data in "TA Addendum 2" for the 2024 Base scenario. The queue in the models are found to be in similar ranges as the observed data. However, we reserve comments on the validity of the base models until they are provided by the model developer.

Junction Review

Traffic count and queue survey data was collected, and this is utilised in developing Junction 9 and LinSig models to determine the junction delays and Ratio to Flow Capacity (RFC). However, the report does not indicate if any base model calibration and validation exercise was carried out.

In summary, the below points need to be addressed/clarified:

- PRTM base model calibration and validation performance needs to be studied around the proposal's area.
- Trip generation and distribution methodology is to be clarified.

- Clarify and present whether any base model calibration and validation exercise has been carried out on the individual Junction models used in the TA.

In light of the above, National Highways recommends that planning permission not be granted for a further period of three months from the date of this notice, to allow the applicant time to submit the additional supporting information.

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.