



National Highways Planning Response (NHPR 24-02) Formal Recommendation to an Application for Planning Permission

From: Victoria Lazenby (Regional Director)
Operations Directorate
Midlands Region
National Highways
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To: Hinckley & Bosworth Borough Council (FAO Alex Jelley)

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

Council's Reference: 24/00264/OUT

Location: Land North of Normandy Way Hinckley Leicestershire

Proposal: Outline planning permission for the erection of up to 415 dwellings, including landscaping, open spaces, drainage and associated infrastructure (outline - access only)

National Highways Ref: NH/24/06367

Referring to the consultation on a planning application dated 8 May 2024 referenced above, in the vicinity of the A5 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~~ is not relevant to this application.¹

¹ 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 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 PlanningM@nationalhighways.co.uk.

Signature:



Date: 29 August 2024

Name: Russell Gray

Position: Spatial Planner

National Highways
199 Wharfside Street
Birmingham
B1 1RN

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.

Recommended Non-Approval

It is recommended that the application not be determined for a period of three months from the date of this notice. This is to enable the applicant to provide further information with regards to the information/requirements detailed below and the potential impacts on the SRN.

Update August 2024

Following National Highways previous consultation response of 29 May 2024, no further information has been provided by the applicant to address the concerns raised below:

We have reviewed the supporting Hub Transport Planning Transport Assessment (TA) dated March 2024 and can respond as follows as it relates to the Strategic Road Network (SRN):

Trip Rates & Generation

It is noted that the trip rates for this Phase 2 development have been based on the trip rates used for the Phase 1 development and we are content with this approach. The resultant vehicular trip distribution associated with the 415 dwellings as proposed will result in the following additional levels of traffic on the SRN over and above Phase 1:

- 22 and 43 two-way trips through the A5 / A47 Dodwells roundabout during the weekday AM and PM peaks respectively, and
- 6 and 5 two-way trips through the A5 / Longshoot signalised junction in the weekday AM and PM peaks respectively.

Trip Distribution

We note that the trip distribution has been undertaken using the Pan-Regional Transport Model (PRTM) in line with the planning application of Phase 1. We await the results of the PRTM test within a subsequent supplementary transport report and will review in due course.

We expect the consultant to follow the established process for use of the PRTM regarding validation and an associated Uncertainty Log for agreement with National Highways and the LHA.

Cumulative Impact

Over and above the impacts of committed developments as part of the PRTM, we consider that the traffic impacts of the Phase 1 development (23/00432/OUT) on the SRN should be considered as part of any cumulative assessment with Phase 2.

To this end, please could Nuneaton and Bosworth Borough Council confirm the status of the planning submission 23/00432/OUT for the Phase 1 development.

Assessment Years

We note that future year assessments for 2026 and 2032 are proposed to be tested in line with the application for Phase 1 development. For completeness, please confirm within the supplementary transport report whether these forecast years constitute the opening year of the proposed Phase 2 development along with any development phasing.

Traffic Impacts

Based upon this level of impact, and in order to be consistent with other planning applications within the local area, we request that an assessment is undertaken using our agreed A5 Padge Hall Farm VISSIM model so that the impact upon the SRN at both the Dodwells roundabout and A5 / Longshoot signals can be understood. This should then also include sensitivity testing with and without the Padge Hall Farm development including associated committed mitigation proposals at the A5 Dodwells roundabout.

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 carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

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.