



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

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

[REDACTED]

To: Hinckley & Bosworth Borough Council

CC:

[REDACTED]

Council's Reference: 23/00673/OUT

Location: Land Opposite And South Of Pumping Station Aston Flamville Road
Burbage Leicestershire

Proposal: Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters reserved except access (access only) (re-submission of 22/01037/OUT)

National Highways Ref: NH/23/01939

Referring to the consultation on a planning application dated 19 July 2023 referenced above, in the vicinity of the M69 and A5 trunk road 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

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: 25/08/23
Name: Russell Gray	
Position: Spatial Planner	
National Highways The Cube, 199 Wharfside Street, Birmingham, B1 1RN 	

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.

Development Proposal

Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters reserved except access (access only) (re-submission of 22/01037/OUT)

Consultation Response and Reasoning

Traffic Impact

Having reviewed the submitted Transport Assessment National Highways requires a number of points of clarification as detailed below.

Trip Generation

The trip generation as set out in Tables 5 and 6 of the TA has been previously agreed, with the development generating 189 and 201 two-way trips in the weekday AM and PM peaks respectively. However, it is noted within Appendix G of the TA PRTM Modelling Report dated December 2021, that only 157 and 161 two-way trips in the weekday AM and PM peaks have been used. Clarification needs to be made around this variation and a further analysis will be required.

With reference to Appendix G of the TA PRTM Modelling Report dated December 2021, the development is predicted to add 38 and 52 two-way trips to junction 2 of the M69, although as stated above this cannot be accepted at this time due to the query around what level of traffic generation has been included within the PRTM modelling.

There also appears to be a reduction in traffic in the AM peak with development scenario, of 17 trips turning right from the M69 (N) to the B4669 Hinckley Road, which would indicate that some base traffic is being diverted in the PRTM modelling. A full understanding of the level of any diversion of traffic away from the SRN is needed, as this may then result in impacts on other, less suitable Local Road Network routes. Mitigation may then be required in order to realign traffic back onto the SRN.

The JUNCTIONS modelling output for the M69 Junction 2 shows the increase in traffic between the base and base plus development is 27 in the weekday AM peak and 43 in the weekday PM peak, and therefore clarification is required before the modelling can be accepted.

Regardless of the above comments the PRTM modelling appears to have been undertaken in December 2021 in support of the previous planning application, and we would consider that this should be updated to reflect the most recent conditions in terms of both planning and network assumptions.

In accordance with Paragraph 50 of DfT Circular 01/22 an assessment of the SRN is also required to be undertaken at 2031 as this is given as the year in which the full development of 370 houses will be built and occupied rather than 2026 which only relates to the first phase of 250 dwellings.

In accordance with the planning protocol for developments affecting the A5 junctions with the A47 at The Longshoot and Dodwells circulatory a VISSIM assessment will also be required to demonstrate the development impact at those junctions.

It is proposed a meeting to discuss the requirements of the modelling protocol is held jointly with National Highways, Leicestershire County Council, and Warwickshire County Council at the earliest available opportunity to ensure the modelling undertaken aligns with the current protocol.

Based on the above, we recommend 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 above and the potential impacts on the SRN.

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.