



## National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Kam Khokhar (Head of Planning & Development)  
Operations Directorate  
Midlands Region  
National Highways  
[PlanningM@nationalhighways.co.uk](mailto:PlanningM@nationalhighways.co.uk)

To: **Hinckley and Bosworth Council** (FAO Alex Jelley)  
[planningpolicy@hinckley-bosworth.gov.uk](mailto:planningpolicy@hinckley-bosworth.gov.uk)

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto: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/25/06367

Referring to the consultation on a planning application dated 20 March 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 as follows:

- a) ~~**No Objection:** see reasons at Annex A.~~
- b) ~~**Conditional Approval:** National Highways recommends that planning conditions and/or obligations as set out in Annex A be attached to any planning permission that may be granted.~~
- c) **Deferral:** National Highways is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in Annex A.
- d) ~~**Refusal:** recommend that the application be refused for the reasons set out in Annex A.~~

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

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 [PlanningM@nationalhighways.co.uk](mailto:PlanningM@nationalhighways.co.uk).

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

**Signature:** 

**Date:** 29 May 2025

**Name:** Adrian Chadha

**Position:** Assistant Spatial Planner

**National Highways**

The Cube, 199 Wharfside Street, Birmingham, B1 1RN

---

<sup>1</sup> 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.

### **Deferral**

It is recommended that the application should not be approved for a period of three months from the date of this response. This will allow sufficient time for the applicant to provide further information and for National Highways to review and respond to the information provided.

Thank you for submitting a Technical Note (TN), titled "PRTM Area of Influence (AoI) Analysis" and dated January 2025, as well as a Transport Assessment Addendum (TAA), dated 11 April 2025, to National Highways for review. The documents have been developed in support of a planning application of up to 415 dwellings.

With regards to this application, our primary interest is the A5, which forms part of the Strategic Road Network (SRN) in the area. The nearest point of impact from the development on the SRN is the A5 Dodwells Roundabout, approximately 4.0 km southwest of the site.

Following our review of the TN and TAA, we have set out our comments below.

### **Zone Structure**

We are content with the zone structure of the model around the development site.

### **Model Validation and Base Year Model Review**

Please could a base year model review be provided for our review? This should include validation of link flows and journey times within the area of influence of the site.

### **Assessment years**

As previously enquired, please could the opening year be confirmed? We note that 2036 has been mentioned as the final build-out year.

### **Uncertainty Log**

Please could the uncertainty log be provided for our review?

### **Scenarios and trip generation**

We are content with the development scenarios proposed. We are also content that the trip generation provided matches those outlined within the Transport Assessment (TA).

However, we note that these figures differ from those referenced in our previous holding response (dated November 2024), which were as follows:

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

Could you clarify what has caused this change?

#### Trip Distribution

We are satisfied with the parent zone within PRTM for trip distribution. However, we note that, when applied to the development zone, the distribution shows almost negligible traffic using the A5, which appears counterintuitive. Could further evidence be provided from the Census or another suitable source to demonstrate that this is a realistic representation?

#### Turning Flow Growth Factors

We are content with the use of the TEMPro database to grow the observed traffic data. Additionally, we are satisfied with the factors used for 'all roads'. However, for motorways and A-roads that form part of the Strategic Road Network, 'motorway' and 'trunk road' factors should be used instead.

#### Furnished Flows

We are satisfied with the furnishing approach.

#### Cumulative assessment

The analysis provided does not include a cumulative assessment for Phases 1 and 2 together against the Do Minimum (excluding Phase 1), which is necessary to understand the impact on the SRN junctions. Impacts should be quantified based on the combined traffic from Phases 1 and 2, rather than solely on Phase 2 traffic. Otherwise, the overall impact of the development on the SRN junctions may be overlooked if applications are approved on a piecemeal basis, each keeping the traffic increase on the SRN below 30 vehicles.

#### Impact Analysis

National Highways will be in a better position to comment on the potential impact on the SRN once the above queries have been answered.

Long Shoot / A5 traffic flows – While the difference between the 2036 Do Something (100%) and 2036 Core scenarios show a 35-vehicle increase in the AM peak and none in the PM, this is based on traffic routing within the PRTM model which is likely to be impacted due to delays and congestion on various nearby junctions impacting route choice.

According to the trip distribution plots in TN1 (Figures 8 and 9), there is minimal use of the junction or the A5, which appears counterintuitive. Could you please share the

delay plots for the AM and PM 2023 Core and DS (100%) scenarios from PRTM for the links presented in Figure 8, as well as the link approach delays and volume/capacity ratios for the approaches to the Long Shoot and Dodwells junctions? Please provide a similar comparison for the cumulative assessment, benchmarked against the Do Minimum scenario without either Phase 1 or Phase 2 development.

We also note that we haven't received any response to our previous queries relating to the sensitivity test, including Padge Hall Farm development and the VISSIM model.

I trust the above comments are helpful. Should you have any queries, please do not hesitate to get in touch.

### **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 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

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.