



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

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To: Hinckley and Bosworth (FAO Laura Ashton)
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CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 25/01192/FUL

Location: E M E B Sports and Social Club, Nutts Lane, Hinckley, Leicestershire
LE10 0NT

Proposal: Erection of an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) with associated landscaping, yard, parking, access and other supporting infrastructure.

National Highways Ref: NH/25/14334

Referring to the consultation on a planning application dated 14th September 2026 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 approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in Annex A.
- 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.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 propose not 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.

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: *THewitt*

Date: 29 September 2026

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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.

September 2026 Update

National Highways have recently been reconsulted on this full planning application for an. Erection of an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) with associated landscaping, yard, parking, access and other supporting infrastructure.

It is noted that the Applicant has undertaken a detailed review of the development proposal since the July Planning Committee. Several matters have been considered through this process, including:

- The height, scale and massing of the proposed building
- The architectural treatment and design of the development including the western elevation
- The daylight and sunlight effects upon neighbouring residential properties and;
- The relationship of the development with neighbouring residential properties and residential amenity.

National Highways have reviewed the relevant documents submitted in relation to these proposed changes and given they are Solely related to the internal design of the development this would not cause any material impact to our network. In light of this our previous response from June 2026 remains the same.

June 2026 Recommended Conditional Approval

National Highways has reviewed the Technical Note (TN) dated 28th May 2026, prepared by DTA Transport Planning Consultants. This is in relation to application (Ref: 25/01192/FUL) for an industrial unit for flexible B2/B8 land use of 8,825m² GFA at E M E B Sports and Social Club, Nutts Lane, Hinckley.

Our primary interest relating to this application is the A5 which forms part of the SRN in the area. The nearest point of impact from the development on the SRN is the A5 Hammonds Way roundabout, located approximately 0.1km south of the site.

Based on our review of the TN we have set out our comments below.

Trip Generation

An updated trip generation exercise has been undertaken using the TRICS database version 8.25.6. Based on our independent checks, National Highways is content with the updated trip rates presented in Table 2 showing 74 two-way movements in the SRN AM peak period and 59 two-way movements in the SRN PM peak period.

Trip Distribution

The trip distribution methodology presented in the Transport Assessment (dated October 2025) sets out separate methodologies for light vehicles and HGVs.

Light Vehicles

A trip distribution exercise has been undertaken using 2011 Census Journey to Work data, for MSOA Hinckley and Bosworth 011.

The TN presents that 80% of development traffic will route via the A5, with 39% routeing east along the A5 and 41% routeing west along the A5. The remaining 20% will route via the Local Road Network.

Based on our independent checks, National Highways is content with the trip distribution split from the proposed site.

HGVs

The TN states that all HGVs will route to the A5 with the assumption that vehicles will then split evenly east and west along the A5. National Highways is content with this assumption.

Traffic Survey

National Highways notes that a traffic survey was conducted at the A5 Hammonds Way roundabout on Wednesday 13th May 2026, to be used within the Junction Modelling. We are content that the date selected reflects a neutral period.

Junction Modelling

Geometric Measurements

We have completed an independent assessment on the junction geometries and have noted a few discrepancies which include:

1. Conflict angle on both Arm 1 (A5 W) and Arm 3 (A5 E) is not tangential to the centre of the entry lanes. Please see Junctions 11 user guide for reference.
2. The entry width on Arm 1 (A5 W) appears to have been overestimated at 9.1m, our independent checks indicate it to be approximately 8.7m instead.

We note the junction is operating within its theoretical capacity, and the discrepancies are unlikely to have a material impact on the modelling results. However, for completeness we request that the applicant updates the model as per the above comments.

Model Validation

Based on our review of the observed and modelled queues presented in Table 5 of the TN, we are content with the validation of the model and have no further comments to make at this stage.

Future Year Assessment

Given that the opening year is expected to be before 2031, we consider this to be a robust assessment of the future impact of the development. However, if at any point this were to be later than 2031 National Highways would require this to be updated.

Traffic Impact

Based on our review of the information provided, National Highways is content that the proposed development is unlikely to have a severe impact on the safety or operations of the SRN.

National Highways recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out below.

Recommended Conditions

1) Prior to 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 for condition: To ensure the efficient and reliable operation of the Strategic Road Network during construction stage.

2) Within one month of the occupation date, an updated Travel Plan in accordance with Hinckley Borough Council guidance will be submitted and approved in writing by the Local Planning Authority in consultation with the Local Highway Authorities to include arrangements for ongoing monitoring of implementation and effectiveness with targets to reduce private car movements to and from the site.

Reason for condition: To ensure the provision of opportunities for travel by all modes of transport to and from the development site and prevent a reliance on car-based journeys. Ensuring the safe and efficient operation of the highway network and protecting the environment.

Standing advice to the local planning authority

The UK Government has committed to achieving net zero greenhouse gas emissions by 2050 through amendments to the Climate Change Act 2008. The National Planning Policy Framework (NPPF) supports this objective, with Chapter 5 recognising the need to support the transition to a low carbon future and contribute to achieving net zero by 2050. Policies CC2 and TR3 promote sustainable patterns of movement, reduce reliance on the private car and seek to ensure that significant development is located where it offers a genuine choice of transport modes.

Policies TR3 and TR4 also advise that opportunities to improve walking, wheeling, cycling and public transport should be taken up as part of a vision-led approach to creating sustainable, inclusive and well-connected places.

These considerations should be weighed alongside any relevant Development Plan policies to ensure that planning decisions support sustainable travel patterns and align with the transition to net zero by 2050.