



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

From: Andy Jinks (Regional Director)
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Midlands Region
National Highways
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To: Hinckley and Bosworth Borough Council (FAO
planning@hinckley-bosworth.gov.uk

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

Council's Reference: 23/01027/OUT

Location: Land East of The Windmill Inn Brascote Lane Newbold Verdon
Leicestershire

Proposal: Outline planning application for the construction of up to 239 dwellings with associated landscaping, open space, drainage infrastructure and associated works (some reserved except access from Brascote Lane).

National Highways Ref: NH/23/03606

Referring to the consultation on a planning application dated 6 November 2023 referenced above, in the vicinity of M69 Junction 2 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 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: 29 November 2023

A black rectangular box redacting the signature.

Name: Babatunde Adekoya-Serrano

Position: Assistant Spatial Planner

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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.

Development Proposal

Outline planning application for the construction of up to 239 dwellings with associated landscaping, open space, drainage infrastructure and associated works (some reserved except access from Brascote Lane).

Consultation Response and Reasoning

National Highways has reviewed the documentation provided by the applicants and recommend that planning permission not be granted for a specified period for the following reasons:

A5/A47 Longshoot and Dodwells

There are currently capacity issues between the Longshoot and Dodwells junctions. These junctions are operating above capacity and in view of this the applicant will need to demonstrate to National Highways whether any of the trip generated by the development will reach the SRN, particularly the A47/A5 junctions at The Longshoot and Dodwells circulatory.

If it is found that journeys will reach the network, mitigation for those trips will need to be provided to prevent the severe impacts on the SRN. This assessment will need to be carried out using the Longshoot/Dodwells modelling protocol which was developed to specifically to determine the safety of any proposals relating to the SRN. This should take account of other developments in the vicinity to determine cumulative effects.

Hinckley National Rail Freight Interchange (HNFRI)

There is currently an Examination for a Development Consent Order (DCO) for HNFRI. The impact from the DCO will affect developments within the A5 corridor in the area. This will require the applicant to mitigate their impact of their development on the SRN, using the above-mentioned model.

We look forward to any further correspondence and working collaboratively.

In view 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 provide further information and for National Highways to review this 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.