



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

From: Ian Doust (Head of Planning & Development)
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To: **Hinckley and Bosworth Borough Council** (FAO Christopher Brown)
planning@hinckley-bosworth.gov.uk

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

Council's Reference: 26/00304/CONDIT

Location: Land South of the A5 Padge Hall Farm, Hinckley, Leicestershire.

Proposal: Application to vary conditions 10,12,13,14,15 of planning permission 21/01191/HYB. Amendments the phasing of highway works.

National Highways Ref: NH/26/15925

Referring to the consultation on a planning application dated 31st March 2026, referenced above, in the vicinity of 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.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.

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: 24 June 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.

Deferral

Thank you for submitting the Technical Note, provided in June 2026, to National Highways for review. This has been provided in support of a consented employment development at land south of the A5, Padge Hall Farm, Hinckley.

Our primary interest in this application is in relation to the A5, which is 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, which is adjacent to the proposed site.

National Highways notes that an outline planning application for the wider employment development at land south of the A5, Padge Hall Farm was submitted in September 2021, and was consented by Hinckley and Bosworth Borough Council in December 2023.

Following our review, we have set out our comments below.

Current Tesco site

Details regarding the survey used to calculate the trip generation for the current Tesco site should be provided for our review, in particular the survey dates and the raw survey data.

Scenarios

National Highways is content for the use of Scenario 1 to assess the potential impact of the development on the SRN.

Condition 10

The trip distribution for the proposed unit has been provided, using the extracted trip distribution from the VISSIM model. National Highways is content with this approach.

National Highways cannot accept the reduction of trips from the existing Tesco unit as National Highways cannot control when it may become occupied again.

Based on the distribution provided in Figures 2 and 3, National Highways recommends that the A5 Dodwells is modelled using the previously used VISSIM model to assess the potential impacts at roundabout as a result of the change to condition 10.

Condition 13

National Highways is, in principle, content with the change in this condition, providing a confirmation from Network Rail is provided showing that they are content with the change.

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.

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.