



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

From: Kamaljit Khokhar (Head of Planning & Development)
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National Highways
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To: Hinckley and Bosworth Borough Council (FAO Sullivan Archer)
planning@hinckley-bosworth.gov.uk

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

Council's Reference: 24/00610/OUT

Location: Cadent Brick Kiln Street Hinckley Leicestershire LE10 0NA

Proposal: Outline planning application for the provision of up to 195 dwellings including affordable housing, landscaping, drainage, and associated infrastructure (All matters reserved except for access).

National Highways Ref: NH/25/11556

Referring to the consultation on a planning application dated 19th June 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.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: 16 July 2025

Name: Patrick Thomas

Position: Spatial Planner

National Highways

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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.

Conditional Approval

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

Recommended Condition

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 and Bosworth 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.

Reason for conditional approval

Thank you for providing further clarification via your email dated 30 June regarding the outstanding matter of journey time validation for planning application 'Brick Kiln Street, Hinckley – 24/00610/OUT'.

We can confirm that we are satisfied with the responses provided in relation to the assessment of the development's impact on the Strategic Road Network (SRN). Therefore, we are content that the proposed development is unlikely to have a severe impact on the safety or operation of 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 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.