



National Highways Planning Response (NHPR 24-02) Formal Recommendation to an Application for Planning Permission

From: Kamaljit Khokhar (Head of Planning and Development)
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To: Hinkley & 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/24/04877

Referring to the consultation on planning application reference above registered on 19 June 2024, in the vicinity of the A5 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: *Adrian Chadha*

Date: 30 June 2025

Name: Adrian Chadha

Position: Assistant 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.

Recommended Non-Approval

June 2025 Update

In June 2025, National Highways reviewed the Transport Assessment Addendum that was prepared by The Transportation Consultancy consultants, we issued our comments separately via email, however these comments are also summarised below.

Trip Generation

As mentioned previously, we are content with the residential trip rates provided in Table 3.1

Highways and Transport Addendum Report

Dodwells Roundabout (Table 5.1):

- Maximum flow change on any arm: +4 PCUs
- Total AM/PM increase: +6 PCUs

These changes are minimal and well below the agreed threshold for further assessment, indicating no material impact on this junction.

Longshoot Junction:

- Maximum arm increase: +4 PCUs
- Total AM/PM increase: +5 / +1 PCUs

The impact on Longshoot Junction is also minor, with flow increases considered negligible in the context of SRN operations.

Delay Impacts:

- Minor increases are attributed to model noise and are not considered material.
- The above flow changes are below the agreed thresholds of 30 PCUs and 5%, and therefore the A5 junctions are not considered materially affected.
- No SRN links fall within the PRTM-defined Area of Influence.
- No further strategic modelling or mitigation is required.

Based on the above, we consider it unlikely that the development will have a significant impact on the operation of the SRN.

Outstanding Matters - Journey Time Validation

As set out in our email in February 2025, following our review of the PRTM Base Year Model Review report (January 2025), the following journey time concerns remain:

AM Peak:

- The A47 westbound journey time routes are failing, with the model underestimating delays.
- However, all immediate access sections (B4666, B590, and A5) near the development meet journey time criteria.
- On balance, the AM model is considered suitable for this assessment.

PM Peak:

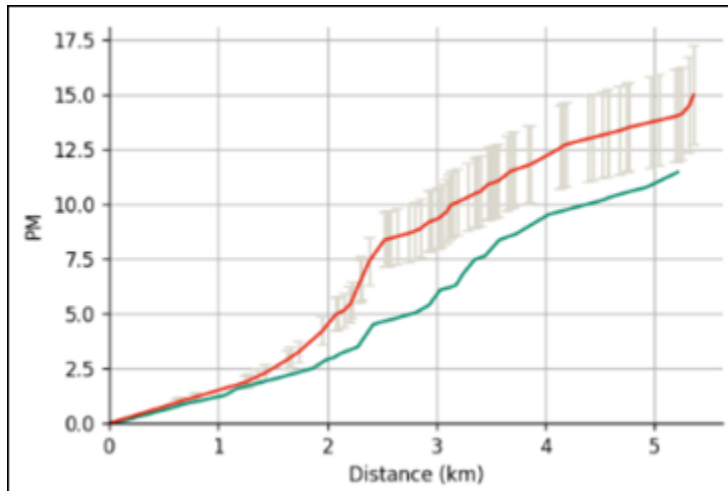
- Coventry Road and Rugby Road, both key access routes to the development, are failing TAG journey time criteria.

Coventry Road:

- The model does not replicate observed delays on the approach to Dodwells Roundabout.
- As Dodwells is a known congestion hotspot, careful consideration is needed when interpreting development impacts.

Rugby Road/Ashby Road:

- The model underestimates northbound delays within the 1–3 km range.
- From the journey time graph, delays appear to begin at 1.5 km and continue to around 2.5 km, which is south of the development, ending near the Westfield Road/Rugby Road junction.
- As previously noted, we will need to understand the volume of development traffic likely to use this route. If this is fewer than 30 vehicles in each direction, the issue can be discounted.



Standalone Junction Models

We look forward to reviewing the TA to assess the turn flow validation in due course.

In light of the above, National Highways recommend that the planning permission not be granted for a period of three months from the date of this response, to allow sufficient time for the applicant to provide updated information for National Highways to review and respond to.

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 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the Switch and Improve criteria as set out in clause 4.3 of PAS2080:2023 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.