



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

From: Andrew Jinks (Regional Director)
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Midlands Region
National Highways
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To: Hinckley & Bosworth Borough Council (FAO: Christopher Brown)

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

Council's Reference: 23/00330/OUT

Location: Earl Shilton Sustainable Urban Extension (SUE), Mill Lane, Earl Shilton, Leicestershire

Proposal: Outline application to include up to 500 dwellings, a primary school / education use (Class F1), retail (Class E), community hub (Class E/F1/F2), hot food takeaway (Sui Generis), accesses from Mill Lane and Astley Road and infrastructure including; public open space, SUDS, landscaping, the provision of associated infrastructure and ancillary works. Outline - all matters reserved except for access (EIA development).

National Highways Ref: NH/23/00595

Referring to the consultation on a planning application dated **5 April 2023** referenced above, in the vicinity of the **A5 and M69 Junction 1** 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);

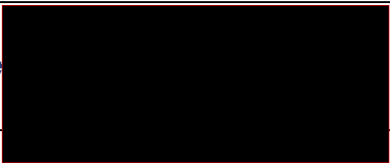
~~d) recommend that the application be refused (see reasons at Annex A)~~

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: 26 April 2023
Name: Ben Simm		Position: Spatial Planning Manager
National Highways Operations Directorate The Cube 199 Wharfside Street Birmingham B1 1RN		

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

It is recommended that the application should not be approved until 26 July 2023. The justification for this decision is set out below.

National Highways continues to work with the applicant, their consultant team, and the relevant Local Highway Authorities to understand the impact of the development proposals on the safe and efficient operation of the SRN, most notably the A5 Corridor including the Longshoot / Dodwells Junctions.

At this time, we are in the process of agreeing the methodology for the modelling required to support the development proposals. On-going meetings are taking place between the applicant's transport consultants, ourselves and the Local Highway Authorities to agree the modelling methodology and future year assessments.

Summary

Based on the assessment which has been undertaken by National Highways there is still further work needed to ascertain the suitability of the development proposals. At present his work is focused on the suitability of the modelling. Once this has been completed consideration will be given to the impact of the development proposals, mitigation requirements and other aspects which need to be considered through the development management process, as set out in our previous responses.

In light of the above, National Highways recommends that planning permission not be granted for a period of three months from the date of this notice.

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.