
From: Ijas Muhammed <ijas.muhammed@nationalhighways.co.uk>
Sent: 19 February 2025 10:46
To: Planning Folder New
Cc: Adrian Chadha; Patrick Thomas
Subject: Planning Application - 22/00882/OUT - MIRA Technology Park South Site Re-consultation - Christopher Brown
Attachments: ViewDocument (1).pdf

Good morning,

FAO Christopher Brown

Thank you for re-consulting National Highways regarding the above referenced planning application. We had issued a conditional response recently, a copy of which I have attached along with this email for your reference. Having gone through the LPA's planning portal to review the latest information provided by the applicant, we have found that there are a large number of documents which have been added on the 13th of February to the portal, however, most documents are dated prior to our most recent response on the 22nd November 2024. Accordingly, I would be grateful if you could let us know what additional information has been submitted by the applicant as a response to our recommendation and which documents you would like National Highways to review as part of this re-consultation.

Look forward to hearing from you.

Kind regards,

Ijas Muhammed
Spatial Planning (Midlands South & East)
Operations Directorate
National Highways
The Cube | 199 Wharfside Street | Birmingham | B1 1RN
www.nationalhighways.co.uk

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

From: Victoria Lazenby (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: Hinckley & Bosworth Borough Council (FAO Christopher Brown)

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

Council's Reference: 22/00882/OUT

Location: Land Adjacent Mira Technology Park Caldecote

Proposal: Outline planning application (all matters reserved) for extension of MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E g); storage (Class B8); new spine road; car parking, landscaping and enabling works

Referring to the consultation on a planning application dated 7 October 2022 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 that we:

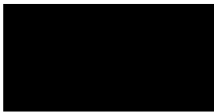
- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified 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: 22 November 2024
Name: Russell Gray		Position: Spatial Planner
National Highways National Highways The Cube 199 Wharfside Street Birmingham B1 1RN		

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways recommended Planning Conditions & reasons**

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 Conditions

Following submission of a safety mitigation scheme to address the impacts of the development on the A5 Woodford Lane and Drayton Lane junctions and completion of the associated Road Safety Audit Stage 1 National Highways recommends the following conditions are included as part of any planning consent granted:

Condition 1

Prior to the commencement of the development, a detailed Construction Environmental Management Plan (CEMP) shall be submitted to, and approval in writing by, the Local Planning Authority in consultation with Highways England, and shall include:

- a Construction Traffic Management Plan (CTMP) including construction phasing
- HGV routing plans
- construction traffic arrival and departure times
- delivery times to avoid peak traffic hours
- parking and delivery arrangements
- dust control measures
- material storage locations
- clear and detailed measures to prevent debris, mud and detritus being distributed onto the SRN
- assurance that all construction vehicles exit the site in a forward gear

Thereafter, all construction activity in respect of the development shall be undertaken in full accordance with such approved details unless otherwise approved in writing by the Local Planning Authority

Reason

To ensure that the A5 Trunk Road, continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980, and in the interests of road safety.

Condition 2

Prior to the commencement of development hereby permitted, the scheme of works to improve highways access as shown in general accordance with drawing ref:

- 17059/GA/02 (Proposed A5 - A444 Link Road and Off-Site Mitigation)
- 17059/GA/08 (Proposed A5 - A444 Link Road and Off-Site Mitigation)
- 17059/GA/10 (A5 Watling Street / Higham Lane and Nuneaton Lane Mitigation)
- 17059/GA/13 (A5 Watling Street / Woodford Lane / Drayton Lane Safety Enhancement Scheme)

(or revisions of these drawings as agreed with the planning authority) is completed and open to traffic.

Reason

To ensure safe and suitable access in accordance with paragraph 114 of the National Planning Policy Framework (December 2023).

Condition 3

Prior to the commencement of development, a SuDS plan and drainage strategy shall be submitted and approved by the Local Planning Authority in consultation with the Highway Authority for the A5 Trunk Road and subsequently implemented as approved. The SuDS is to be installed according to the approved SuDS plan and maintained for the lifetime of the development.

Reason

In the interest of the safe and efficient operation of the Strategic Road Network, and to protect the integrity of the Trunk Road drainage asset in accordance with DfT Circular 01/2022.

Planning Obligations

The developer shall be required to obtain the relevant Traffic Regulation Orders associated with delivering the scheme of highways works, meeting the costs of doing so in full.

Informative:

The highway works associated with these conditions involves works within the public highway, which is land over which you have no control. National Highways therefore requires you to enter into a suitable legal agreement to cover the design check, construction and supervision of the works. It is recommended that the scheme designer contact the National Highways Delivery Team (S278). The same team shall assist in obtaining Traffic Regulation orders associated with the highway works.

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 105 and 114 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.