



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

From: Victoria Lazenby (Regional Director)
Operations Directorate
Midlands Region
National Highways
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To: Hinckley & Bosworth Borough Council (FAO Satbir Jandu)
CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 23/00613/FUL

Location: Land South of A5 Watling Street & West of Petrol Filling Station Hinckley
LE10 3ED

Proposal: Proposed Bio-CNG vehicle fuelling station comprising fuel dispenser islands, plant compound, landscaping, access, associated highway works and associated development

National Highways Ref: NH/23/01830

Referring to the consultation on a planning application dated 27 June 2023 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/is not relevant to this application.¹

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

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: 24 May 2024
Name: Russell Gray	Position: Spatial Planner
National Highways National Highways The Cube 199 Wharfside Street Birmingham B1 1RN	

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.

Following submission of further documentation to the planning authority, and subsequent review by National Highways, the following recommendation is made to the planning authority:

Highways Act Section 175B

In accordance with Section 175(b) of the Highways Act 1980 (as inserted by The Infrastructure Act 2015) National Highways consents to the formation of an access on to the A5 Trunk Road. This consent is valid only for application 23/00613/FUL. and to the layouts shown on drawing 22-240-007 Revision H.

Recommended Conditions

Condition 1

The development shall be undertaken in strict accordance with the approved drainage details prior to the first occupation of the development hereby permitted and retained in accordance with the agreed specification. No surface water shall be permitted to run off from the development hereby permitted on to the Strategic Road Network or into any drainage system connected to the Strategic Road Network. No drainage connections from any part of development hereby permitted may be made to any Strategic Road Network drainage systems.

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.

Condition 2

No part of the development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for A5 Trunk Road). Construction of the development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

Reason

To mitigate any adverse impact from the development on the A5 Trunk Road in accordance with DfT Circular 01/2022

Condition 3

Prior to the occupation of the development hereby permitted, the proposed external lighting, as show in the lighting plan, shall be constructed and be maintained in perpetuity in accordance with the plan.

Reason

To mitigate any adverse impact from the development on the A5 Trunk Road and to satisfy the reasonable requirements of road safety.

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 (S278) team.

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 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.