

From: James Parker

Sent: 16 June 2025 16:20

To: 'Adrian Chadha' <adrian.chadha@nationalhighways.co.uk>; 'Thomas, Patrick' <patrick.thomas@nationalhighways.co.uk>; 'Alan Law' <alanlaw@warwickshire.gov.uk>; 'Harry Horsley' (Harry.Horsley@leics.gov.uk)' <harry.horsley@leics.gov.uk>; 'Suraj Dave' <suraj.dave@leics.gov.uk>; 'Paul Kinsella' <paulkinsella@warwickshire.gov.uk>

Subject: RE: 24/00264/OUT - Land North of Normandy Way, Hinckley, Leicestershire (NH Ref. NH/25/06367)

Hi Adrian,

Further to my email below, given the comment regarding traffic routing within the PRTM and the influence on the impacts at the Dodwells and Longshoot junctions, we have prepared another assessment that takes the original development traffic assignment and calculates the impacts at these two junctions on the 2032 and 2036 Base (Core) traffic flows, but without any reassignment within the PRTM.

The PDF is attached.

Even without any reassignment of traffic from the PRTM, the approach arm impacts are as follows:

Dodwells AM (both 2032 and 2036)

A47 = 1.4%

B4666 = 0.2%

A5 (E) = 0.5%

A5 (W) = 0.1%

Overall Dodwells Roundabout junction impact = 0.5%

Dodwells PM (both 2032 and 2036)

A47 = 3.0%

B4666 = 0.5%

A5 (E) = 0.9%

A5 (W) = 0.2%

Overall Dodwells Roundabout junction impact = 1.0%

Longshoot AM (both 2032 and 2036)

A5 (E) = 0.3%

A47 = 0.1%

A5 (W) = 0.0%

Overall Longshoot junction impact = 0.2%

Dodwells PM (both 2032 and 2036)

A5 (E) = 0.1%

A47 = 0.4%

A5 (W) = 0.0%

Overall Longshoot junction impact = 0.2%

On the basis of the above, our view remains that the impact at these two junctions is negligible and requires no further assessment to be undertaken.

Regards,

James Parker
Director

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From: James Parker

Sent: 09 June 2025 18:08

To: Adrian Chadha <adrian.chadha@nationalhighways.co.uk>; Thomas, Patrick <patrick.thomas@nationalhighways.co.uk>; Alan Law <alanlaw@warwickshire.gov.uk>; Harry Horsley (Harry.Horsley@leics.gov.uk) <harry.horsley@leics.gov.uk>; Suraj Dave <suraj.dave@leics.gov.uk>; Paul Kinsella <paulkinsella@warwickshire.gov.uk>

Subject: 24/00264/OUT - Land North of Normandy Way, Hinckley, Leicestershire (NH Ref. NH/25/06367)

Hi Adrian,

I am in receipt of the attached consultation response to the above application, so have set out below our response to the issues raised (and attached the requested information).

Model Validation and Base Year Model Review

The Base Year Model Review is attached, as requested.

Assessment Years

It is considered likely that the opening year/year of first occupation would be 2027, assuming approval this year and RM approval in 2026.

Uncertainty Log

As requested, this is attached.

Scenarios and Trip Generation

As agreed with LCC, we commissioned them to provide future year furnished flows from the PRTM modelling, in order to determine the differences between the DM and DS assessment flows, to determine both the development impact and to provide the traffic flows for any subsequent detailed junction modelling.

The flows at the A5/A47 Dodwells roundabout and A5/Longshoot junctions show the difference in traffic flows at these junctions with the proposed development in place; this includes the impact of any traffic reassignment across the network.

Trip Distribution

It isn't clear how the conclusion has been reached that the distribution shows almost negligible traffic using the A5 – the forecasting report which shows the vehicle trip distribution plots (included as Appendix A of our Technical Note 1), to and from the proposed development, for the DS AM and DS PM scenarios for 2032 and 2036 on pages 7 and 8 of the report.

These plots show that development heads to/from the A5, via the A47; but also spreads across the network via the A47 to the northeast, via Ashby Road through Hinckley to the southeast, and across other more rural parts of the network to the north.

However, the plot widths to/from the A5 at Dodwells/Longshoot correspond with the initial distribution/assignment numbers noted in NH's response (22 and 43 through Dodwells in the AM and PM peaks, respectively).

Cumulative Assessment

Whilst a request has been made regarding a cumulative assessment of Phases 1 and 2 together, against the DM scenario (without Phase 1), it is worth noting that the Phase 1 site was subject to an application in 2022 (ref. 22/00318/OUT), with the resubmission application being app ref. 23/00432/OUT. The 2022 application was granted planning consent via planning appeal on 18th January 2024 (ref. APP/K2420/W/23/3323113 – decision attached), and as such the Phase 1 development has been treated as committed.

Impact Analysis

I have requested the delay plots for the network, and also the link approach delays and v/c ratios for the Long Shoot and Dodwells junctions; however, I have assumed that the request for 2023 is a mistake and should read 2032, as that was the first future year scenario tested.

As noted above, the cumulative test compared to a DM scenario without Phase 1 cannot be undertaken, as Phase 1 is incorporated into the DM scenario already (on the basis that it is a consented and thus committed scheme).

In respect of the query regarding the sensitivity test and the VISSIM model; whilst our understanding is that the VISSIM model for these junctions has been superseded by the latest (and LCC/WCC/NH agreed) A5 Paramics corridor model, we were awaiting the results of the PRTM modelling and the AOI, to understand what the potential impacts might be at the Longshoot and Dodwells junctions, before we agreed to any detailed capacity modelling here.

As set out in my email dated 31st January 2025 (attached), the AOI didn't include either junction; however, we agreed to review the junction flows and impacts at Longshoot and Dodwells as part of the furnishing process, due to the known issues in this location.

We received sign off to this approach from both LCC and WCC, and therefore progressed with the furnishing due to the timescales associated with the modelling and the application. It is noted that your latest consultation response accepts the furnishing approach that we commissioned LCC to undertake.

In respect of the flows, as set out in our TA Addendum report, the impacts at Longshoot are 5 vehicles in the AM peak and 3 in the PM peak (in 2032); the 2036 assessment shows a difference of 35 trips in the AM peak and 0 trips in the PM peak. At Dodwells, the impacts are 4 and 3 in the AM and PM peaks in 2032, with the 7 and 16 in the AM and PM peaks in the 2036 assessment.

In terms of percentage impact, in all four scenarios, the highest impact at Longshoot is just 1.0% in the 2036 AM peak, and at Dodwells it is just 0.4% in the 2036 PM peak.

Such a low level of impact does not warrant a more detailed assessment of the junction.

You have indicated that the traffic flow differences at the two junctions are based on traffic routing within the PRTM model, which is likely to be impacted due to delays and congestion on various nearby junctions impacting route choice – whilst this is noted, this is what the PRTM model does, being a dynamic model, and as such it is simply reflecting what drivers would do.

The PRTM modelling was the agreed approach to establish the impacts of the proposed development site across the highway network here, including along the A5 corridor; as such, I don't consider that it is reasonable to accept the modelling inputs, process and methodologies, but then not to accept the results.

If the impacts set out above had been significantly higher and shown that it was reasonable to commission the Paramics modelling of the A5 corridor, then we would have done so – we wouldn't be questioning whether those impacts were only because of traffic routing within the PRTM model.

I will be in touch again in due course with the additional information requested, once I have received this from LCC's modelling team.

In the meantime, please let me know if you have any queries.

Regards,

James Parker
Director

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