

19 June 2026

Our Ref: 25030/GW

Mr Chris Brown
Planning and Regeneration
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Hinckley Hub, Rugby Road
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Via email to Chris.Brown2@hinckley-bosworth.gov.uk

Dear Sir

**PLANNING APPLICATION 22/00882/OUT - MIRA SOUTH
REVIEW OF DTA TECHNICAL NOTE ON MITIGATION PROPOSALS AT A5/DRAYTON LANE
JUNCTION**

I write on behalf of ERI MTP Limited, the applicant for the aforementioned application proposals, in response to the recent DTA Technical Note produced for Extra Room Self Storage Limited (ERSS).

The proposed design of the A5/Drayton Lane junction has been subject to significant consideration and discussion. The original application proposed traffic lights at this junction and given the extent of objection to those proposals (from highway authorities, parish councils, the local MP and residents), it was subsequently changed to the left-in-left-out only arrangement now proposed.

When considering the application at committee on 17 June 2025, HBBC decided to defer making a decision on the application until it had visited the junction and further considered the implications of the proposed left-in-left-out design arrangement at this junction on the ERSS business. Having considered these issues, it duly resolved to grant planning permission at committee on 15 July 2025.

The DTA Technical Note notes the National Highways' review of the alternative traffic light design for this junction (put forward by ERSS), which advised that this is '*technically possible*'. It is important to note though that National Highways' ultimate conclusion was that the '*alternative proposal is not considered a practical solution, as it would not address concerns which the two Local Highway Authorities (Warwickshire and Leicestershire) have already expressed as being unacceptable due to impacts on their respective networks.*' National Highways position therefore remains that the applicant's submitted mitigation is appropriate, and their formal planning response of 22 November 2024 supporting the left-in left-out design remains their recommendation.

In this context, while the DTA Technical Note (para 2.1.4) states that the National Highways Review significantly changes how the alternative mitigation proposal should now be considered, this is not considered the case. In considering and discussing the junction proposals at committee on 15 July 2025, Members agreed that the proposals would not place unreasonable restrictions on the ERSS business, noting that the existing access can be 'dangerous' and that some people preferred taking a diversion to avoid crossing the traffic on the A5 already. If the Council considers that the impact on the ERSS business, resulting from the proposed left-in-left out only junction on A5/Drayton Lane, is acceptable, then it follows

there is no need to consider alternative mitigation proposals for the junction. The National Highways Review is interesting information but does not therefore change how the proposals should be considered on this basis.

In any event, and as noted previously, the National Highways Review did not change the National Highways recommendations to support the left-in-left-out junction design and the alternative mitigation proposals do not address the significant extent of objections from other parties, residents and the parish council to traffic signals at this junction either,

In summary, this includes -

1. The likely increase in journeys along Drayton Lane as it will be easier to exit west onto the A5.

The LCC consultation response (as County Highways Authority (CHA)) of 29 November 2024, for example, states:

The CHA also notes that the level of traffic using Drayton Lane to travel between the A5 and the A444 would be reduced by the removal of...the right turns at its junctions with the A5. According to information from WCC's traffic model, submitted by the Applicant to the LHA on 28 November 2023, traffic flows along Drayton Lane in 2036 are predicted to reduce by 297 vehicles in the morning peak period (0700-1000) and 84 vehicles in the evening peak period (1600-1900) following the proposed development and the introduction of the banned right turns at A5 / Drayton Lane.

This reduction is forecast to benefit the operation of the A444's junction with Old Forge Road (as evidenced earlier in these highway observations) and would also result in an environmental benefit for the village. It can also be noted that any trips, including goods vehicle trips, needing to access and egress Drayton Lane, can still do so. This would be by either staying on the A5 and reversing direction at downstream roundabouts or travelling through Fenny Drayton. On balance however, the CHA considers that the proposals would be likely to result in more local traffic using the most appropriate routes, including the A5 and A444.

The CHA considers that the aforementioned benefits would outweigh any disbenefits for those trips previously made via right turn movements at A5 / Drayton Lane. It must also be noted that the proposed scheme does not prevent access to Drayton Lane, rather it would result in the reassignment of some trips.

Witherley Parish Council also objected to traffic lights at Drayton Lane in their objection of 13 October 2022. It states *inter alia*:

The Council objects to this application for the following major transport issues:

- The proposed traffic lights at Drayton Lane will increase traffic using the village as a rat run between the A5 and A444 as it will be a safe junction to turn right onto the A5; negating the need to travel south to the Red Gate island, and from A5 right into Drayton Lane negating the need to turn right at Woodford Lane junction crossing the northbound traffic, but right into Drayton Lane, through the village and left onto the A444 and head north or cross to the Fenn Lane.*
- Left turn only would benefit Drayton Lane and Woodford Lane sending traffic to the islands to turn around safely where necessary.*

The Local MP, Dr Luke Evans, also objected stating *'the proposed traffic lights on the junction of Drayton Lane and the A5, the feeling being that clearly this will make the junction safer, but that may increase the traffic through Fenny Drayton and/or force traffic on to smaller roads.'*

2. The ability to direct traffic onto the upgraded Redgate roundabout to allow better management and containment of strategic traffic flows

The CHA considers that the proposals would be likely to result in more local traffic using the most appropriate routes, including the A5 and A444, as a result of the left-in-left-out junction.

3. the need for 3rd party land to be able to deliver a 'feasible' traffic light solution.

The alternative mitigation proposal requires the land of the objector to be able to be delivered. The need to acquire this land would delay the proposals and causes the applicant significant concern.

In summary, it is not considered that the National Highways Review of the alternative mitigation measures changes the context for determining the application. There remains significant objection to a traffic light solution on the Drayton Lane/A5 junction from the CHAs, the Parish Council, Local MP and residents. The 3 Highways Authorities maintain their support for the application proposals as currently drafted.

Yours faithfully



Graeme Warriner
Director

NWS Planning Limited

Enclosures:

LCC Highways Response
Witherley Parish Council Response
Response from Dr Luke Evans MP