



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
PlanningM@nationalhighways.co.uk

To: Hinckley & Bosworth Borough Council (FAO Alex Jelley)
planning@hinckley-bosworth.gov.uk

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

Council's Reference: 24/00083/HYB

Location: Land At Burbage Fields Farm, Bullfurlong Lane, Burbage, Leicestershire

Proposal: Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access).

National Highways Ref: NH/24/05928

Referring to the consultation on a planning application dated 2nd September 2024 referenced above, in the vicinity of the M69 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)~~

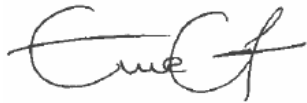
Highways Act 1980 Section 175B is not relevant to this application.¹

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: 20th September 2024

Name: Eve Gibson-Field

Position: Assistant Spatial Planner

National Highways
199 Wharfside St, 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.

Thank you for providing the updated TA as prepared by RLRE, National Highways has reviewed the information provided as part of re-consultation reference 24/00083/HYB. This response represents our formal recommendations and has been prepared by Eve Gibson-Field, Assistant Spatial Planner for National Highways.

Traffic Flows

Updated PRTM model flows were provided in Appendix P of the revised TA, with Junctions10 inputs being available in Appendix DD/EE. These flows now match in the base year and are therefore accepted.

Growth Factors

For the roundabout, the applicant has used PRTM growth factors. This is a valid approach; however, we would like the applicant to check why some flows are decreasing on the network and provide clarification to us.

Base Years

For validation purposes, the applicant has carried out further surveys at some junctions. The applicant has noticed that there was a difference between these flows and the 2021 furnished flows, so they have been updated at some junctions. To provide a robust approach, growth factors from 2021 to 2026 have still been applied. We are content with this approach.

Assessment Years

The applicant has confirmed no phasing is to be carried out, so the current assessment years are considered acceptable.

Junction 10 Modelling – A5/B578 Lutterworth Rd

The applicant has provided an updated A5/B578 Lutterworth Rd PICADY model. The applicant has not changed the flare length and has informed this based on video footage. This is considered acceptable. However, the visibility has only been reduced to 100m, therefore, we are requesting that visibility drawings are shared for our review.

Thank you for providing model validation for this in Section 8.11.5. We will only be able to confirm this once visibility splays have been checked as mentioned in our previous point above.

Junction 10 Modelling – A5/Wolvey Road

The applicant has informed us (in Section 8.2.5) that HGV splits will be taken from the base year case, this is acceptable.

Model validation was provided in Section 8.12.6. Based on this, we are content the model provided represents the current network performance.

Model Validation

In Section 8.13.11 of the revised TA, we see that the observed queues were compared against the mean max queues for the junction. From this we are content that the model provided represents current network performance.

PRTM Model

We are content that the vehicular trip generation numbers for the development sites, as reported in TA (July 2024) Table 18, match those presented in the trip distribution and assignment plots in Appendix P.

Sections 6.2.2 and 7.1.3 mention that the development trip distribution report has been included within Appendix O. However, within the appendices shared, we are unable to locate Appendix O. As such, we are not able to verify the robustness of the trip distribution applied from parent PRTM zone 6014 to the development trips, though this is partially interpreted through Appendix Q and appears to be plausible.

Section 6.2.6 misses listing the A5 / B578 Lutterworth Road priority junction, though we note that this has been reported in the analysis.

We welcome the supplementary information provided in section 6.5 with additional survey data.

Appendix P - PRTM Furnessing Results

There are a few areas that require clarification related to the outputs of the PRTM Furness results compared with PRTM outputs. There are significant changes in some movements as mentioned below. Please can it be confirmed as to whether the final proportions represent the observed data.

- In the AM peak, there is a significant reduction in traffic on the A5 in the northbound direction and from the B578 in the southbound direction at the A5/B578 junction.
- In the PM peak, there is a significant reduction in traffic on the A5 in both directions and in the right turn from the A5 south to the B578 at the A5/B578 junction.

While comparing the '2021 - 2026 PRTM Growth', we have observed many locations where traffic is decreasing in the forecast year 2026, we would appreciate some clarification on this.

In the AM peak, where traffic is reducing in 2026:

- A5/B578 NB on A5 and SB turn from B578 to A5
- Hinckley Rd/B578 SB movement through junction

In the PM Peak, where traffic is reducing in 2026:

- A5/B578, NB and SB on A5
- Hinckley Rd/ B578, NB and SB movement through junction and right turn from South to Coventry Rd
- A5/Wolverley Rd, traffic at South approach on A5 to straight ahead and right turn.

Similarly, in the AM peak, where traffic is reducing in 2031 as compared to 2021:

- Hinckley Rd/ B578/Coventry Rd junction
- B578 to A5 south

In the PM Peak, where traffic is reducing in 2031 as compared to 2021:

- Hinckley Rd/B578/Coventry Rd junction has much less through traffic on Lutterworth Road
- A5 at A5/B578 junction
- NB traffic on A5 is decreasing at Wolvey Rd junction

Appendix – Q Trip Distribution and Assignment

PRTM Residential Distribution Calculations

We require further elaboration as to what these plots (AM/PM) represent and their purpose. It is not clear as to whether these distribution plots from PRTM parent zone 6014 are showing how much traffic uses the local network around the development site. We would also appreciate explanation as to what the internal trip numbers represent in these two plots.

Coventry Road Access Plot

For the Coventry Road access plot in the AM, 56% of trips are reported to arrive from Coventry Road in the eastbound direction. Tracking it back to the previous junction with Rugby Road, we can only see 20% of trips coming from Rugby Road North and 20% from Rugby Road South. As 16% of trips appear to be missing, we will require further information about this. Similarly, total outbound trips from the development on Coventry Road west are 54%, but some of the individual turn percentages at the Rugby Road junction are 44%. Similar observations are noted in the PM peak. It needs to be explained as to why there are missing trips from this data. If the trips are using other minor roads in between, these trips should be recaptured and presented at the Sketchley Road/Rugby Road and Grove Road/B578 junctions for clear interpretation.

I hope that the above is clear and will allow you to provide the additional clarification required, but if you need to discuss anything then please do not hesitate to contact me.

National Highways Recommendations

Based on the above, we recommend that the application not be determined for a period of three months from the date of this notice. This is to enable the applicant to provide further information with regards to the information/requirements detailed above and the potential impacts on the SRN.

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.