



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Ian Doust (Head of Planning & Development)
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National Highways
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To: Hinckley and Bosworth Borough Council (FAO Laura Ashton)
planning@hinckley-bosworth.gov.uk

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

Council's Reference: 25/01192/FUL

Location: E M E B Sports and Social Club Nutts Lane Hinckley Leicestershire
LE10 0NT

Proposal: Erection of an industrial / logistics unit within flexible B2 / B8 Use Class (General Industrial / Storage and Distribution) with associated landscaping, yard, parking, access and other supporting infrastructure.

National Highways Ref: NH/25/14334

Referring to the consultation on a planning application dated 22nd December 2025 referenced above, in the vicinity of the A5 Trunk Road that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

- ~~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.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: *THewitt*

Date: 22nd April 2026

Name: Thomas Hewitt

Position: Assistant Spatial Planner

National Highways

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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.

April 2026 Update

National Highways has not received any new information and our previous holding recommendation from January 2026 is about to expire, therefore, our previous comments remain and are outlined below.

January 2026 Deferral Response

National Highways recommends that the application is not approved for a period of three months to allow sufficient time for the applicant to address the comments as outlined below.

Access

Access to the development is proposed via Hammonds way as this road is part of the Local Road Network (LRN) which is managed and maintained by Leicestershire County Council. In light of this National Highways has no comments to make in regards to the site access.

Traffic and transport

Transport Assessment

Collision Data

Thank you for providing an overview of collisions using Crashmap for the most recently available 5-year period, including the A5 Hammonds Way roundabout. Based on our independent assessment of the collision data, we are content with the Personal Injury Collisions (PIC) data provided for the A5 Hammonds Way.

For future reference, when assessing PIC data, we recommend that collisions which occurred during the COVID-19 pandemic (2019 and 2020) be excluded from the analysis.

Trip Generation

The trip generation has been undertaken using trip rates extracted from Version 8.25.6 of the TRICs database. Following our independent review, we consider that the trip generation presented in Table 7 of the TA is lower than would typically be expected for the proposed development.

We note that the TRICs site selection presented in Appendix C is not representative, with several of the surveyed sites being significantly larger than the proposed site's size. We therefore recommend that the trip generation assessment be updated to exclude the following:

- Sites surveyed during the COVID-19 period; and
- Sites that fall outside an appropriate size range for the proposed development.

Trip Distribution

Following receipt of the updated trip generation, National Highways will be able to review the trip distribution methodology and determine any potential impacts on the SRN.

Modelling

Baseline Flows

National Highways recommends that a new survey be undertaken at the A5 Hammonds Way roundabout, as the original model is from an application submitted in 2021 and therefore is considered out of date.

Model Geometries

Please could the model geometries be checked to ensure that the measurements are accurate, in line with the Junction 11 user guide. Please could a drawing including the measured model geometries be provided for our review.

Model Validation

Model validation for the base model against queue data should be provided for our review.

Model Scenarios

We recommend that the model scenarios be updated alongside the updated base year.

Growth Factors

Please could the traffic growth factors used to grow traffic between 2023 and 2031 be provided for our review.

Traffic Impact

Once the above queries have been resolved, National Highways will be in a better position to determine the potential impacts on the SRN from the proposed change in conditions.

Travel Plan

Thank you for providing the Travel Plan, in line with Department for Transport guidance. National Highways welcomes proposals that reduce car dependency, need for travel, reliance on the SRN and maximise opportunities for sustainable travel solutions such as walking, wheeling, cycling, public transport and shared travel. As such, we welcome the proposed approach.

Design and Access Statement

We have reviewed the Design and Access Statement from a transport and traffic capacity and are content with the information provided.

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 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

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.