



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

From: Andrew Jinks (Regional Director)
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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 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: 28 March 2024
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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.

Recommended Non-Approval

It is recommended that the application should not be approved for a period of two months from the date of this response to allow the applicant to provide the additional information required.

Update – March 2023

In addition to the concerns previously highlighted in our response of January 2024, we have engaged with the applicant regarding the potential impact on the proposed development following approval of the Padge Hall Farm application (21/01191/HYB). As part of this the applicant will be undertaking a revised Stage 1 Road Safety Audit. Further discussions will be held with the applicant to progress the review of the application.

January 2024

Proposed Site Access

- National Highways previously requested the required visibility splay, noting the 50mph speed limit for this section of the Strategic Road Network (SRN), is 4.5m x 160m – as opposed to 4.5m x 120m which was stated in the applicants Scoping Note. An updated visibility splay has been provided to show 4.5m x 160m in drawing 22-240-001.
- National Highways has reviewed this drawing, which shows the visibility splay to the right when exiting the site to include the access to the adjacent service station, which is not permitted as stated in Design Manual for Roads and Bridges (DMRB). Based on the submitted information, it does not appear that a DMRB compliant junction could be delivered at this location.
- Where the designer is unable to achieve compliance with the requirements of the DMRB they would need to apply for a Departure of Standard (DfS). This would need to be supported by a full justification of why the need for a DfS is needed and why it should be granted. This approach has not been adopted.

Swept Path Analysis

- Swept path analysis has been provided and is based on a 'CNG Specified Articulated HGV', with an overall length of 16.73m. This has been provided in drawings 22-240-002 and 22-240-003.
- Vehicular tracking in Drawing 22-240-003 shows the potential for stop/start/reversing manoeuvres and the potential for vehicle-to-vehicle conflicts. The applicant should clarify what is meant by this and address any conflicts.

Proposed Trip Generation

- The applicant has estimated vehicle trip generation based on a 'first-principles' approach using existing data for an operational CNG fueling station in Warrington. The arrival data is provided for a seven-day period in March 2022 contained within Appendix F.
- Table 5.1 states that the development generates 18 and 22 two-way trips in the AM and PM peak hour, respectively. The data also shows that the peak Heavy Goods Vehicle (HGV) arrival is 15 trips (or 30 two-way trips) which occurs during non-peak hours.
- National Highways has reviewed the data contained within Appendix F and it appears that the applicant has only provided arrival data for the existing Warrington Site. The applicant needs to provide departure data so we can understand total trip generation.

Data Collection Methodology

- Traffic flow data has been sourced from the adjacent planning application in Hinckley and Bosworth Borough Council (HBBC) Ref: 21/01191/HYB which includes an Automatic Traffic Count (ATC). Chapter 5.3.3 of the TS states that the ATC data was collected relatively recently on the A5 between M69 Junction 1 and the A47. However, the traffic data contained in Appendix G does not state when the data was recorded and therefore this cannot be verified. The applicant should clarify this.
- The ATC only includes data for northbound movements as southbound flows were incomplete. The applicant has therefore applied northbound traffic flows (791 in the AM) to the southbound ones, meaning the same volume of traffic has been applied to both directions. These flows have then been used in the capacity assessment of the site's access junction. National Highways categorically rejects this approach, as there is no evidence supporting equal flows in both directions. The applicant should either source the full traffic count or commission new surveys to inform their assessment. Data that was collected during the covid pandemic needs to be sense-checked to ensure its robustness for assessing the impacts of the site on the SRN.
- The ATC northbound flows contained in Appendix G shows higher flows during the 7:00 to 8:00 AM period, than in the 8:00 to 9:00 AM period. The TS states that the peak period is 8:00 to 9:00 am. The applicant should clarify why the peak period is inconsistent with the data presented.
- The applicant has applied a 13% HGV percentage to the recorded traffic flows along the A5 which were derived from traffic surveys undertaken by the Department for Transport (DfT). Chapter 5.3.5 states that this survey was undertaken on the link between the M69 Junction 1 and the A47 in 2021, however, no evidence of this survey has been provided. The applicant should

provide full details of this survey, including when the survey was undertaken and the data files to validate this.

- Chapter 5.3.9 states that the ATC data and DfT HGV percentage was combined with the proposed CNG trip generation shown on the network diagram contained in Appendix H. As there is no variation in the AM or PM peak, only one assessment has been conducted to cover both peak periods. NH disagree with this approach as the trip generation stated above have different flows for both the AM and PM peak, as does the traffic flows contained within the ATC. NH requests that assessments are produced for both the AM and PM peak hours.
- The traffic flow diagram in Appendix H shows that development trips are considered to be 100% HGVs which equate to 30 two-way trips. However, the trip generation for the site is calculated at 18 and 22 two-way trips in the AM and PM peak, respectively. It is therefore unclear how the development trips have been included within this assessment. Again, the applicant should clarify this and amend their assessment to include both peak hours.
- The traffic flow diagram indicates that the development trips are generated from two industrial locations DPD International Gateway Hinckley and Amazon Hinckley. The applicant should provide further information to support this assumption.
- The assessment presented within the TS considers all the development trips to be heavy vehicles, again the applicant should provide further supporting information for National Highways review.
- Echoing our response above, the applicant should either source the full traffic count or commission new surveys which contain both the AM and PM peak periods.

Junction Assessment

- The results of the junction capacity assessment are summarised in Table 5.2 of the TS, with the full outputs included in Appendix I. The results show that the junction performs within capacity in the 2023 AM scenario.
- National Highways notes that the applicant has not included a future year scenario or a scenario which omits development traffic. For comparative purposes, this should be provided.
- We cannot verify the model until the above comments have been addressed. However, a review of the outputs contained within Appendix I has been undertaken and we have the following additional comments:
 - Network details should be filled out in the model
 - Each arm of the junction should be named
 - Results should be provided for both AM and PM peak hours.
 - We are unable to replicate field conditions, therefore the applicant should provide a geometric drawing illustrating where measurements have been taken.
- This capacity assessment attached as Appendix I of the TS has been reviewed and commented on as per this response, however, an additional PICADY output file titled 'Site Access - Left in-Right Out.j10' has been attached to this application. The applicant should clarify what this refers to.

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.