



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andy Jinks (Regional Director)
Operations Directorate
West Midlands Region
National Highways

To: Hinckley & Bosworth Borough Council

CC:

Council's Reference: 23/00432/OUT

Location: Land To The West Of Normandy Way Hinckley Leicestershire

Proposal: Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), drainage, landscaping and associated infrastructure

National Highways Ref: NH/23/01955

Referring to the consultation on a planning application dated 10 July 2023 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 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/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 [REDACTED]

Signature: [REDACTED]	Date: 12/09/23
Name: Russell Gray	
Position: Spatial Planner	
National Highways	
The Cube, 199 Wharfside Street, Birmingham, B1 1RN	
[REDACTED]	

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.

Development Proposal

Outline planning application for the erection of up to 475 dwellings, including public open space, land reserved for a primary school together with future expansion land (Use Class F1(a)), drainage, landscaping and associated infrastructure.

Consultation Response and Reasoning

National Highways acknowledges receipt of the information provided in support of this application. The development does not have a direct interface with the Strategic Road Network, with National Highways concerns relating to the proposed development impact upon the A5.

At the junctions of the A5 and A47 at the Longshoot and Dodwells the cumulative impact of development threatens to severely impact upon junctions that are highly sensitive in terms of capacity. Further consideration is required as to whether these junctions can operate safely with any additional development traffic.

In order to fully assess the impact of the development on the A5 Longshoot and Dodwells Junctions with the A47 and the local road network, the developer will need to undertake further modelling in accordance with the Longshoot Dodwells modelling protocol agreed by National Highways, Leicestershire County Council and Warwickshire County Council.

At a meeting with the developers representatives, further details of the requirements to undertake modelling utilising Leicestershire's Pan Regional Transport Model (PRTM), and the current National Highways held Vissim were discussed. The outputs of this modelling can then be used to verify the information and assumptions within the Transport Assessment, and quantify any mitigation that may be required to negate the development impact.

The developer has expressed a view that it may be beneficial to undertake the modelling for this proposal in parallel with the modelling required for application 23/00573/FUL. National Highways would be supportive of the modelling for the two individual sites to be undertaken in parallel as this may help to promote consistency in the evaluation of the sites.

DFT Circular 01/22 National Highways and the strategic road network, states that new development should be facilitating a reduction in the need to travel by private car.

Therefore National Highways would expect to see any increase in traffic impact offset by sustainable transport modes.

In light of the above, National Highways recommends that planning permission not be granted for a period of three months from the date of this notice.

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 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 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.