



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
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To: Hinckley & Bosworth Borough Council FAO Christopher Brown

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

Council's Reference: 22/00882/OUT

Location: Land Adjacent Mira Technology Park Caldecote

Proposal: Outline planning application (all matters reserved) for extension of MIRA Technology Park to comprise employment use (Class B2); associated office and service uses (Class E g); storage (Class B8); new spine road; car parking, landscaping and enabling works

National Highways Ref: 96429

Referring to the consultation on a planning application dated 7 October 2022 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.

Signature: 	Date: 27 October 2022
Name: Martin Seldon	Position: Assistant Spatial Planner
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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highway's 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 three months to allow the applicant to submit the requested information below.

The application is supported by a Transport Assessment (TA) prepared by Milestone Transport Planning (MTP). Although we carried out an initial review of the TA, the traffic impact has not been fully assessed as further details were required in terms of the PARAMICS model.

The PARAMICS model has now been supplied and we will continue to review the modelling. However, to enable us to do so, fully dimensioned drawings should be provided to verify the traffic models, as well as to allow a check to be made to ensure that they comply with the relevant DMRB standards.

In addition, the proposed highway works will need to be a subject to Stage 1 Road Safety Audit (RSA) in line with DMRB GG119. An RSA 1 Brief will need to be submitted to us for approval prior to undertaking the RSA.

Further, in line with paragraph 11 of DfT Circular 02/2013:

“Local authorities and developers will be required to ensure that their proposals comply in all respects with design standards. Where there would be physical changes to the network, schemes must be submitted to road safety, environmental, and non-motorised user audit [WCHAR] procedures, as well as any other assessment appropriate to the proposed development...”.

On this basis, the Applicant should undertake WCHAR in line with GG 142.

We would also request that vehicle swept paths are shown to ensure that the layout can safely accommodate all vehicle types.

We have provided a note on our review of the Transport Assessment to date to MTP: however, some of the key point can be summarised as follows:

- it would be useful if walking and cycling isochrones could be provided showing the catchments within acceptable walking distances. This would then assist in determining the likely demand for these modes of travel;
- there is only one crossing of the A5, an existing underpass on the NCN, and this may then deter some users from accessing the footway on the north side of the A5, consideration should be given to providing an at-grade facility;
- whilst the diversion of the existing bus route through the site is welcomed, further agreement and discussion will be required with the local authority and bus operators in order to provide certainty over its deliverability;
- whilst drawings have been provided showing the highway works, we would require these to be fully dimensioned so that we can verify that the traffic models accurately reflect the proposals;
- the traffic assessment has been determined using the NBWA PARAMICS model and further information has been requested, and now received, to allow us to undertake a full review,
- the site access roundabout onto the A5 shows an increase in queuing and RFC in the with development scenario;
- the A5 / Higham Lane roundabout again shows increases in queuing on the A5 as a result of the addition of the development traffic;
- the A5 / Woodford Lane / Drayton Lane junctions are proposed to be signalised, although the queue from Woodford Lane is predicted to reach the Drayton Lane junction. Consideration should be given to using a single traffic model so that the interactions can be better modelled.
- It should then be restated that the traffic impact is not yet accepted and will be subject to the ongoing review of the PARAMICS model and a review of the fully dimensioned drawings against the supplied traffic models.