



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

From: Andy Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
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To: Hinckley and Bosworth Borough Council (FAO
planning@hinckley-bosworth.gov.uk

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

Council's Reference: 23/01023/HYB

Location: Land East Of Stretton Croft Wolvey Road Burbage Leicestershire

Proposal: Construction of motorway service area comprising of vehicular and pedestrian access from the A5, petrol filling station for domestic vehicles, HGV filling station, Main PFS / Services building, drive thru unit, EV charging spaces, customer parking spaces including HGV, coach and caravan provision, landscaping including picnic and dog walking areas, electric substations and retaining walls at south/western boundary fronting the M69 (Cross boundary application with Rugby Borough Council)

National Highways Ref: NH/23/03516

Referring to the consultation on a planning application dated 6 November 2023 referenced above, in the vicinity of M69 and 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 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: 19 December 2023



Name: Babatunde Adekoya-Serrano

Position: Assistant Spatial Planner

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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.

Development Proposal

Construction of motorway service area comprising of vehicular and pedestrian access from the A5, petrol filling station for domestic vehicles, HGV filling station, Main PFS / Services building, drive thru unit, EV charging spaces, customer parking spaces including HGV, coach and caravan provision, landscaping including picnic and dog walking areas, electric substations and retaining walls at south/western boundary fronting the M69 (Cross boundary application with Rugby Borough Council)

Thank you for consulting National Highways regarding the above proposals. We have undertaken a review of the Transport Assessment submitted by Dynamic Transport Planning (DTP) on behalf of the applicant Welcome Break, and have set out our thoughts as follows:

The proposed development seeks a Motorway Service Area (MSA) off M69 Junction 1, Stretton Point, Hinckley. The MSA is broken down into the following components:

- 1,720sqm GFA associated building with drive thru lane provision (MSA).
- 12-bay petrol filling station with additional HGV filling bays (PFS).
- 73sqm GFA HGV Fuel Sales area.
- 170sqm GFA Drive-thru coffee shop.

It is stated that the site currently has approval for a roadside services area, offices, and industrial unit (ref. 20/00531/HYB) which would result in a total of 333 and 368 two-way vehicle movements during the AM and PM peak-hours, respectively. However, it is understood that this gained a planning consent in 2020 and as such conditions may have changed on the network since the analysis in support of that application, and therefore a new assessment is required to ensure that these current proposals can be safely accommodated on the network.

We can then comment upon the details within the supporting Transport Assessment as follows.

Proposed Trip Generation and Distribution

DTP have utilised TRICS to derive trip rates for the development, selecting land use 'Hotel, Food and Drink', and sub land use – 'Motorway Service Areas'. This category has been utilised for the MSA (1,720sqm), HGV sales area (73sqm) and Drive-Thru (170sqm).

Table 6.2 states that during the weekday there are 204 and 170 two-way vehicle movements during the AM and PM peak-hours, respectively. On Saturdays, there are 270 and 406 two-way vehicle movements during the AM and PM peak-hours, respectively, as presented in Table 6.5. We have undertaken a review of the trip distribution as set out in Section 6.3. Based on the nature of the development proposals, this approach appears reasonable and is therefore accepted.

It is expected that the MSA will have most of its associated trips originate from existing traffic on the M69 mainline. However, whilst the level of car parking has been derived in accordance with Circular 01/2022, this should be checked against a daily trip profile based upon the TRICS data used to ensure that both the predicted trip generation and levels of car parking are consistent.

Traffic Impacts

DTP have undertaken capacity assessments of the M69 J1 roundabout. The Model results for all assessment scenarios are summarised in Table 7.4, although we would request access to the LinSig Model to conduct an audit and review the outcomes presented within the TA.

Our previous response requested a merge/diverge assessment undertaken for the M69 slip roads. Merge/diverge diagrams have been provided and are contained in Appendix 7, although the opening year will need to be confirmed with 2023 stated rather than 2033. With DTP considering that the results show that the merges are Type D and the diverges Type A, and given that the M69 already has three lanes, the merges can be considered as Type A. However, we would require further information and analysis to be provided and would wish to understand whether the addition of the development traffic requires a step change in layout when compared to the base scenario, and this should be provided.

It is welcomed that the application is supported by a Travel Plan (TP) and that the details set out in Chapter 7 of the TP includes measures to reduce single occupancy car trips and ongoing monitoring, thus mitigating traffic impacts where possible.

Clarification on the agreed layout from your previous granted planning permission will need to be provided as the layout has not been confirmed as acceptable in traffic impact terms.

Summary

We would accept the trip generation as given, although this will need to be verified against the level of car parking provision. NH requests access to the LinSig Model to review the model against outcomes presented in the TA.

I hope that the above is clear and if the supporting LINSIG model can be provided we will be able to finalise our review.

National Highways welcomes any further correspondence with the applicant to work continuously and collaboratively.

Considering 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.