



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

From: Victoria Lazenby (Regional Director)
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National Highways
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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

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 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: 23 August 2024
Name: Russell Gray	Position: Spatial Planner
National Highways National Highways The Cube 199 Wharfside Street Birmingham B1 1RN	

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 until 23 November 2024. The justification for this decision is set out below.

Update - August 2024

Progress has been made with the developer who has identified an alternative average speed camera safety mitigation scheme to address the impacts of the development on the A5 Woodford Lane and Drayton Lane junctions, together with the mechanism to secure this through any planning approval. National Highways alongside the other Highways Authorities is now undertaking technical review of the proposal. If accepted the developer shall need to undertake a Road Safety Audit Stage 1 for the proposed mitigation scheme.

Update – May 2024

We will shortly be finalising the Stage 1 RSA. In addition, work is continuing to identify the most appropriate solution, to address the impacts of the development on the A5 Woodford Lane and Drayton Lane junctions; together with the mechanism to secure this through any planning approval.

Update – April 2024

The Stage 1 RSA has been completed and the Designers Response report is currently being reviewed. Following this, appropriate actions will be agreed with the applicant so that the Stage 1 RSA can be closed out.

Work is also continuing to identify the most appropriate solution, to address the impacts of the development on the A5 Woodford Lane and Drayton Lane junctions; together with the mechanism to secure this through any planning approval.

Update – March 2024

Since issuing our previous response the Audit Team have been instructed to undertake the Stage 1 RSA and their Report is awaited.

Since issuing our previous response we have completed our review of the submitted traffic modelling information. Based on this we are satisfied that the proposed development would not have an adverse impact on the safe and efficient operation of the SRN.

Following the agreement of the traffic modelling Stage 1 Road Safety Audits (RSA) of the proposed mitigation schemes will be undertaken. The RSA Audit Team have been duly instructed and their Report is awaited.

National Highways continues to work with the applicant, their consultant team, and the relevant Local Highway Authorities to understand the impact of the development proposals on the safe and efficient operation of the SRN.

We have undertaken a review of the additional information provided by the applicants. This request is for clarification on matters relating to the additional modelling information provided within the Transport Assessment Addendum.

In addition, the Road Safety Audits are yet to be completed in accordance with GG119, however this is due to the need to agree the transport impacts and the mitigation as set out in the submitted addendum.

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 105 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.