



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

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Council's Reference: **P/21/2359/2**

Location: **Land to the West of Bradgate Road, Anstey, Leicestershire.**

Proposal: **Hybrid application comprising 1) Outline application (access only) for up to 350 dwellings, public parkland and amenity space, community uses, and a site for a two form entry primary school and associated infrastructure. 2) Full application for 150 dwellings, including access and associated highways and drainage infrastructure and landscaping.**

Referring to the consultation on a planning application dated **27<sup>th</sup> July 2022** referenced above, in the vicinity of the **A46 (Leicester Western Bypass)** 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.<sup>1</sup>

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](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

**Signature:** *B. Malin*

**Date:** 11<sup>th</sup> August 2022

**Name:** Ben Malin

**Position:** Spatial Planner

**National Highways**

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<sup>1</sup> 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.

The development proposals seek outline consent for the construction of up to 350 dwellings, community uses, and a two form entry primary school on Land to the West of Bradgate Road, Anstey. The application site forms part of the wider site (HA43 – Land West of Anstey) allocated in Charnwood Borough Council's Draft Local Plan 2021-37, which could accommodate up to 600 dwellings.

A Preliminary Transport Assessment (TA) prepared by BSP Consulting on behalf of the applicant (William Davis) has been submitted in support of the development proposals. The following text provides commentary of the assessment of the TA undertaken by National Highways.

### Accessibility

The National Planning Policy Framework (NPPF) requires developments to be focussed in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes, in order to reduce congestion and emissions, and improve air quality and public health. Developments must take appropriate opportunities to promote sustainable transport modes and give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

National Highways has regard to DfT's Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development ('the Circular') when assessing developments. The Circular indicates that development should be promoted at locations that are or can be made sustainable and allow for the uptake of sustainable transport modes.

Policy CC5 (Sustainable Transport) of Charnwood Borough Council's Draft Local Plan 2021-37 adopts the policies set out in the NPPF and emphasises a need for developments to minimise the need to travel and to support a shift from travel by private car to walking, cycling and public transport.

Policy CC5 (Sustainable Transport) states major developments will be support that:

- *Provides excellent accessibility to key facilities and services by walking, cycling and public transport, including for people with restricted mobility;*

- *Is informed by a robust transport assessment and travel plan which considers sustainable travel options at the outset so that they form an integral part of the development;*
- *Provides well-lit, safe and attractive walking and cycling routes and secure cycle shelters;*
- *Secures, where possible, new and enhanced bus services, including new bus stops, where development is more than a 400m walk from an existing bus stop;*
- *Ensures sustainable transport infrastructure is well designed, integrated with the Green Infrastructure and contributes towards making high quality places;*
- *Contributes to the infrastructure required to improve the speed, reliability and attractiveness of public transport including, where appropriate, bus gates, bus priority measures and bus links; and*
- *Reduces, as far as possible, the negative impacts on air quality in accordance with policy EV11.*

The TA identifies the existing walking, cycling and public transport facilities within the vicinity of the application site however, it does not appear to provide an assessment of the routes, nor does it provide details of the enhancement of existing or delivery of new facilities. The TA highlights that a number of local amenities and facilities are available to the east of the A46 therefore, a walking, cycling and horse-riding assessment and review (WCHAR) should be carried out of the existing facilities along the SRN, particularly at the A46 / Leicester Road (A5630) / Gynsill Lane junction.

#### Trip Generation & Distribution

The vehicle trip distribution has been calculated using 2011 Census Journey to Work data. Leicestershire County Council's Pan Regional Transport Model (PRTM) should be used to calculate the likely trip distribution of the development.

Notwithstanding the above, Table 6.3 (Proposed Scheme Peak Hour Vehicular Assignment) of the TA provides a summary of the anticipated trip distribution. It is acknowledged that the trip distribution figures are based on a higher number of dwellings, as it accounts for the current development proposals and the outline application that forms part of the wider allocated site (P/21/2359/2 – Land to the West of Bradgate Road, Anstey – Erection of up to 350 dwellings, community uses and a two-form entry primary school).

Table 6.3 suggests that approximately 55 vehicles will be travelling along Groby Road during the AM peak period (08:00-09:00), and approximately 22 vehicles will travel along Groby Road during the PM peak period (17:00-18:00). It is unclear where the vehicles will travel beyond Groby Road, and whether any of them will access the A46 / A50 junction.

During the AM peak period, Table 6.3 indicates that no vehicles will travel south onto the A46 at the A46 / Leicester Road (A5630) / Gynsill Lane junction however, a total of 44 vehicles would travel along the A46 south of the A50 roundabout. Further clarification of this is required.

A two form entry primary school is proposed within the development. According to Paragraph 6.3 of the TA, no additional vehicular trip generation has been attributed to the school as part of the trip generation assessment. The Draft Local Plan allocation would allow for up to 600 dwellings to be provided at the site, which is unlikely to fully occupy the two form entry primary school. It is therefore likely that the remaining capacity at the primary school will be made up from existing nearby dwellings.

Details of the proposed school catchment area should be provided, to establish where future pupils will travel to/from the school. Depending on the catchment area and distance from the school to existing dwellings, it may be necessary to include vehicle trip generation associated to the primary school. A review of staff travelling to/from the primary school should also be undertaken.

### Traffic Impact

It is noted that there are currently five live planning applications (including the current application) in and around Anstey which, if all approved, could result in a total of up to 920 dwellings being constructed in close proximity to each other and the SRN, particularly the A46 / A5630 / Gynsill Lane roundabout junction. The cumulative impact of all five applications on the SRN must therefore be assessed. Details of the five applications are provided below:

- P/21/2359/2 – Land to the West of Bradgate Road, Anstey – Erection of up to 350 dwellings, community uses and a two-form entry primary school (current application);
- P/21/2358/2 – Land to the West of Bradgate Road, Anstey – Erection of 150 dwellings;
- P/21/2668/2 – Land South of Groby Road (Phase 3), Anstey – Outline application for up to 200 dwellings;
- P/20/2251/2 – Land North of Groby Road, Anstey – Outline application for up to 100 dwellings; and
- P/20/2252/2 – Land South of Groby Road and Peatree Close, Anstey – Outline application for up to 120 dwellings

Paragraphs 7.2 and 7.3 of the TA indicate that an assessment of the A46 / A5630 / Gynsill Lane junction will be undertaken however, results of the assessment do not appear to have been submitted. Depending on the PRTM distribution assessment and review of the cumulative impact, it may be necessary to undertake traffic impact assessments at additional junctions on the SRN.

The assessment years appear to be 2023 base and a future year of 2033. A future year assessment of 2037 should also be carried out, in line with the end of Local Plan year.

### Personal Injury Collision

A review of Personal Injury Collision (PIC) data has been carried out for a period up to 01/06/2021. The PIC review on the SRN should be updated to the most recently available period.

### Travel Plan

A Travel Plan (TP) should be submitted in support of the development proposals. The TP should provide details of the proposed modal shift targets and the measures proposed to achieve the targets.

### Summary

Having reviewed the information submitted in support of the planning application, it is recommended that planning permission is not granted for a period of at least 3 months, unless additional information is submitted to address the concerns discussed above.