

Our ref: 97225  
Your Ref: P/22/2132/2

Deborah Taylor  
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20 January 2023

Dear Deborah,

**P/22/2132/2 – Outline Planning Application for up to 80 dwellings (Class C3) with all matters reserved except for access, Land at Gorse Hill, Anstey, Leicestershire**

Thank you for your email to us on 6<sup>th</sup> January 2023 regarding the captioned outline planning application. We note the application site abuts the eastern arm of the junction of A46 (Leicester Western Bypass) / A5630 (Leicester Road) which is a part of the Strategic Road Network (SRN).

Although National Highways has not been officially consulted by the Council on this application, we welcome the opportunity to review this proposal and provide feedback for your reference. To ensure our comments would be relayed, Mr. Liam Ward, the case officer of the application, is also copied in this letter.

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 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.

We consider planning applications for new developments under the requirements of the National Planning Policy Framework (NPPF) and DfT Circular 01/2022: The Strategic Road Network and The Delivery of Sustainable Development (“the Circular”). The latter document sets out our policy on sustainable development and our approach to proposals which may have an impact on our network.

After reviewing the Transport Assessment (TA) prepared by DLP Planning Ltd. in October 2022, we have the following comments:

- The TA suggests a trip generation derived using vehicle trip rates. However, the use of vehicle trip rates inherently includes mode share based in the sites selected, which may not be the appropriate representative of the application site. It is recommended that all-person trip rates are to be used for the travel demand forecasting so that a local representative mode share could be applied;
- To establish a robust trip rate for the forecast of the likely impact on the SRN, TRICS data of "Housing Privately Owned" should be used, instead of "Mixed Private / Affordable Housing". For instance, site ref. WS-03-M-07 should not be used;
- TRICS data undertaken at the time of Covid-19 restrictions should not be adopted;
- The method of traffic distribution by using Census data is accepted only on the basis that the current application remains to be up to 80 dwellings;
- There are currently seven live planning applications (including the current application) in the bigger area (including Anstey). If all approved, a total of up to 1,150 dwellings could be constructed in close proximity to each other and the SRN. The cumulative impact of all seven applications on the SRN must therefore be assessed. The details of the applications are provided below:
  - o P/22/2132/2 – Land at Gorse Hill, Anstey, Leicestershire – Erection of up to 80 dwellings (current application);
  - o P/22/1031/2 – Land South of Markfield Lane, Field Head, Markfield – Erection of up to 150 dwellings;
  - o P/21/2358/2 – Land to the West of Bradgate Road, Anstey – Erection of 150 dwellings;
  - o 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;
  - o P/21/2668/2 – Land South of Groby Road (Phase 3), Anstey – Outline application for up to 200 dwellings;
  - o P/20/2251/2 – Land North of Groby Road, Anstey – Outline application for up to 100 dwellings; and
  - o P/20/2252/2 – Land South of Groby Road and Peatree Close, Anstey – Outline application for up to 120 dwellings.
- We do not accept the absence of a capacity impact assessment concerning the SRN until the trip rates and committed developments is agreed with further information provided.

Under the guidance of the Circular 01/2022, we expect to see new developments facilitating a reduction in the need to travel by private car. The priority should be given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.

Given the nature of this application and its potential impacts on the SRN, especially the A46 (Leicester Western Bypass) / A5630 (Leicester Road) junction, we would therefore anticipate being consulted formally on this application by the Council in order to communicate our concerns and feedback effectively.

I hope the supplementary information would be of great use to your team. If I can be of any further assistance on this matter, please do not hesitate in contacting me.

Yours sincerely,

*Sammantha Leung*

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