



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

From: Andy Jinks (Regional Director)
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To: **Charnwood Borough Council** FAO Jim Worley

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

Council's Reference: **P/23/0659/2**

Location: **Gynsill Lane and Anstey Lane, Glenfield, Leicestershire**

Proposal: **Outline application for circa 375 dwellings, public amenity space, a reserve site for a 1FE primary school (if required and in lieu of circa 35 dwellings) and associated infrastructure (All Matters Reserved except Access)**

Referring to the consultation dated **1 June 2023** referenced above, in the vicinity of the **A46** that forms parts 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

¹ Where relevant, further information will be provided within Annex A.

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: 22 June 2023

Sammantha Rose

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Annex A National Highway's assessment of the proposed development

This response represents our formal recommendations and has been prepared by Sammantha Leung, Assistant Spatial Planner for National Highways.

National Highways (formally Highways England) 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.

National Highways considers 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.

The SRN in the vicinity of the proposed development is the A46.

This planning application is for the development of 375 dwellings, public amenity space, a reserve site for a 1FE primary school (if required and in lieu of circa 35 dwellings) and associated. The site is accessed via Gynsill's Lane, a local highway, which joins to the A46 / A5630 Leicester Road Roundabout to the north of the site.

Traffic Impact

After reviewing the Transport Assessment (TA) (ref: GLGL-BSP-ZZ-XX-RP-D-0002-P03_Preliminary_Transport_Assessment) dated 20 March 2023 which was prepared by BSP Consulting, we have the following comments:

- It is noted that we were previously consulted in November 2021 regarding a proposed scope of study and again in February 2022 regarding a PRTM Base Year Model review, although it is acknowledged that the scheme has changed since then;
- The development proposes a total of 345 dwellings and a 1 form entry primary school, with an access from Gynsill Lane, which is part of the local road network. In addition, two further parcels of land (not included within the application) have also been included, 150 dwellings known as the "Blaby land" and a further 325 dwellings referred to as the "Leicester City land", with an allowance for an internal link road from the new roundabout on Gynsill Road to the access onto Hallgate Drive in the south;
- No reference to the Circular is included in the policy section which means this section ought to be revised and updated;
- A review of the most recent road safety data has shown that there has been a total of 15 incidents (13 slight and 2 serious) on the A46. Whilst this is noted, we will await the details of the full LCC PIA collisions data in the final TA, before providing any further comment;

- The site access will be taken from Gynsill Lane via a new roundabout, and as this is on the local road network we will defer to the local highways authority on the arrangement;
- It is noted that the residential trip generation has been updated from that given in the Scoping Note from 2021, which was previously agreed. We have therefore reviewed these new rates and again agree that they are acceptable;
- In terms of the primary school trips, these are potentially slightly low, but any difference is unlikely to be material as regards to the SRN. As such this can be accepted, based upon the 50% of the trips being external, as agreed with LCC;
- The distribution is unchanged from that given in the scoping report and can therefore be accepted;
- It is proposed to assess the impact of the scheme using PRTM and this is considered an appropriate methodology and is consistent with other developments;
- The development is being assessed in 2026 and 2036 with and without the development and this is acceptable, with other scenarios including the other two residential sites in order to provide a more cumulative impact. However, there is an importance to demonstrate just the impact from the application site;
- In terms of the PRTM modelling, we will await further details of the modelling through the uncertainty logs and planning data along with the detailed modelling proposals in due course;
- Whilst details of the scope of any junction assessments have not been provided, we would wish to see an assessment of the A46 / A5630 and A46 / A50 junctions, although others may be required should a material impact be identified on the SRN as the PRTM modelling is progressed.

Sustainable Transport

Our sustainable transport experts are currently reviewing the proposal. Their feedback will be provided in due course.

Considering the above, National Highways recommends that planning permission not be granted for a further period of three months, from the date of this notice (expiring 22 September 2023), to allow the applicant time to submit additional supporting information.

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.