



16th December 2025

Ref: C0009-WBH-XX-XX-LT-1003

Dear Sir / Madam

RE: Hinckley & Bosworth Planning Application 23/01023/HYB and Rugby Borough Council Planning Application R23/1047 – Cond 27 / 17

We are writing in relation to Hinckley & Bosworth Planning Application 23/01023/HYB and Rugby Borough Council Planning Application R23/1047, Construction of motorway service area comprising 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.

1.0 Planning Conditions

Planning approvals have recently been received from both Authorities, and we are now in the process of submitting discharge of condition submissions to allow works to commence on site. We refer below to two of these pre-commencement conditions:

Hinckley & Bosworth – Planning Condition #27

“No part of the development hereby approved shall commence until full details of all boundary treatments adjacent to the A5 and M69 have been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways. This shall include (but not be limited to): a) A Road Restraints Risk Assessment Process (RRRAP) to determine whether any safety fencing is required on the A5 verges and linking the safety fence on the M69 J1. Should a safety fence be required, evidence shall be provided to demonstrate that this can be installed on site, in accordance with the standards set out in DMRB CD 377 Requirements for Road Restraint Systems. If trees are proposed to be removed purely as risk mitigation measures National Highways should be consulted beforehand to agree a riskbased approach; b) Details of fencing or planting ensuring livestock cannot access highway land; and c) Details of anti-dazzle fencing or planting to be provided in areas where traffic movements might cause dazzle. The approved boundary treatment shall be constructed in accordance with the approved plans prior to the first use of the development hereby permitted and thereafter maintained in perpetuity. “

Rugby Borough Council – Planning Condition #17

No part of the development hereby permitted shall commence until full details of all boundary treatments adjacent to the A5 and M69 have been submitted to and approved in writing by

the Local Planning Authority in consultation with National Highways. This shall include (but not be limited to): - Road Restraints Risk Assessment Process (RRRAP) to determine whether any safety fencing is required on the A5 verges and linking the safety fence on the M69 J1. Should a safety fence be required, evidence shall be provided to demonstrate that this can be installed on site, in accordance with the standards set out in DMRB CD 377 Requirements for road restraint systems. If trees are proposed to be removed purely as risk mitigation measures National Highways should be consulted beforehand to agree a risk-based approach. - Details of fencing or planting ensuring livestock cannot access highway land. - Details of anti-dazzle fencing or planting to be provided in areas where traffic movements might cause dazzle. The approved boundary treatment shall thereafter be constructed in accordance with the approved plans and maintained in perpetuity

These conditions are essentially imposing the same requirement, i.e. that boundary treatment details related to the Section 278 Technical Submission be made to the Local Highway Authority prior to any commencement of works on site.

2.0 Status of Submission

Welcome Break, with the assistance of our planning agent, Montague Evans, have provided the following information in support of discharging these pre-commencement conditions

- Proposed Boundary Treatment Plan (ref. 240630-WCA-00-00-DR-A-90101-P01);
- Proposed Boundary Treatment Details (ref. 240630-WCA-00-00-DR-A-90103-P01);
- Road Restraint System Plan (ref. 110705-PEF-HRR-XX-DR-CH-00001);
- Road Restraint Risk Assessment Process 1 (ref. 110705-PEF-XX-XX-TRA-H-00001); and
- Road Restraint Risk Assessment Process 2 (ref. 110705-PEF-XX-XX-TRA-H-00002).

3.0 Consultee Response from National Highways

As consultees to the condition, National Highways have responded as follows on the 25th of November 2025:

“National Highways recommendation is to Not discharge the condition.

We require further details to calculate the distance from fence foundations to NH assets / boundary.”

4.0 Welcome Break Response

We assume National Highways are concerned that the installation of the boundary fence in proximity to their asset may affect the existing highway. As such, see attached image in Appendix A of this note which identifies the proximity of the proposed fenceline to the existing National Highways carriageway. The shortest dimension between the two is 8.1m.

The proposed fenceline, as demonstrated on drawings submitted with the discharge of conditions, is a highway standard 3 post and rail timber fence. This will have a maximum foundation depth of 0.65m, as per Manual of Contract Documents for Highway Works, LC 127 – Fencing, Table 3.41

It is therefore logical to assume that a 0.65m deep foundation will have no effect on a carriageway located 8.1m away, given the natural angle of influence for such foundations is typically between 30 and 45 degrees.

5.0 Summary

We trust this request is suitable and look forward to your positive response and discharge of the conditions.

Regards,

Tom Murphy

Pre-Construction Manager, Welcome Break

Appendix A: Dimensions from Fenceline to Carriageway

