



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Kamaljit Khokhar (Head of Planning & Development)
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National Highways
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To: Hinckley & Bosworth Borough Council (FAO Alex Jelley)
planning@hinckley-bosworth.gov.uk

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

Council's Reference: 24/00083/HYB

Location: Land At Burbage Fields Farm, Bullfurlong Lane, Burbage, Leicestershire

Proposal: Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access)

National Highways Ref: NH/24/05928

Referring to the consultation on a planning application dated 2 September 2024 referenced above, in the vicinity of the M69 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

- ~~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~~/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.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: *Russell Gray*

Date: 15 December 2025

Name: Russell Gray

Position: Spatial Planner

National Highways, Three Snowhill, Snow Hill Queensway, Birmingham, B4 6GA

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.

National Highways has reviewed this Hybrid planning application for 422 dwellings, public open space, associated infrastructure and the demolition of 65 and 65a Coventry Road, and Burbage Fields Farm and outline planning application for a residential care home and up to 11no. self-build plots (all matters reserved except for access) and provides our observations and recommendations below.

December 2025 Update

Further to the Technical Note supplied by Rodgers Leask Limited Consulting Engineers dated 14 November 2025 (Doc Ref 21390-RLL-25-XX-TN-D-5029), National Highways considers the issues detailed within our previous response of 12 September 2025 to be satisfactorily addressed.

Recommended Conditions

Condition 1

Prior to the commencement of any excavation works and landscaping works, geotechnical submissions shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the M69 Motorway).

Reason

To mitigate any adverse impact from the development on the M69 Motorway in accordance with DfT Circular 01/2022.

Condition 2

Prior to occupation an external lighting plan shall be produced and agreed with the Planning Authority in consultation with National Highways. The plan shall include details of lighting source locations and performance. Vegetation shall not be used as a means of shielding road users from lighting sources. The proposed external lighting shall be constructed and remain in a downwards facing position at all times and maintained for the lifetime of the development accordingly. A post installation inspection should be provided to ensure lighting performance is within agreed parameters.

Reason

To mitigate any adverse impact from the development on the M69 Motorway and to satisfy the reasonable requirements of road safety.

Condition 3

Prior to first occupation of the development hereby permitted, full details of the proposed acoustic fence, including future maintenance and its location shall be submitted to and approved in writing to the Local Planning Authority (in consultation with the Highway Authority for the M69 Motorway). Construction of the acoustic fence shall be prior to first occupation of the development; in accordance with the details and location agreed; and remain in for the lifetime of the development.

Reason

For reasons of safety, liability and maintenance in accordance with paragraph 57 DfT Circular 01/2022.

Condition 4

Prior to the commencement of the development hereby permitted, a drainage survey in line with DMRB CS 551 Drainage Surveys shall be undertaken and a detailed surface water drainage design shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the M69 Motorway and subsequently implemented as approved. The SUDS is to be installed according to the approved SUDS plan and maintained for the lifetime of the development. The design shall give due regard to the requirements of DfT Circular 01/2022 and shall include a maintenance Method Statement and schedule. Surface water drainage shall be implemented prior to first occupation in accordance with the agreed design and shall be maintained as such thereafter.

Reason

In the interest of the safe and efficient operation of the Strategic Road Network, and to protect the integrity of the Trunk Road drainage asset in accordance with DfT Circular 01/2022.

Condition 5

Prior to any planting being undertaken in proximity to the M69 Motorway boundary a Landscape Plan and Planting Schedule which shall include future maintenance shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the M69 Motorway). Planting shall be undertaken and maintained in for the lifetime of the development in accordance with the agreed plan and schedule.

Reason

In the interest of the safe and efficient operation of the Strategic Road Network and to protect the highways soft estate.

Condition 6

Prior to the commencement of the development hereby permitted a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A46 trunk road. The plan shall include as a minimum:

- a) Construction phasing
- b) An HGV routing plan to include likely origin/destination information, potential construction vehicle numbers, construction traffic arrival and departure times, and construction delivery times (to avoid peak hours).
- c) Clear and detailed measures to prevent debris, mud and detritus being distributed onto the Local highway and SRN.
- d) Mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes.
- e) A scheme to minimise dust emissions arising from demolition/construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development.
- f) Waste management.
- g) Wheel washing measures.
- h) Protection measures for hedgerows and grasslands.

Thereafter all construction activity in respect of the development shall be undertaken in full accordance with such approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highways Authority.

Reason

To mitigate any adverse impact from the development on the A46 trunk road and to satisfy the reasonable requirements of road safety.

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 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

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.