TECHNICAL NOTE

THE DAVEY CORPORATION
civil | structural | highways | flood risk

25080-TDC-XX-XX-TN-Z-0002-P01

Subject:	Technical Note covering National Highways comments relating 25/00971/REM dated 04.11.2025		
Project Number:	25-080	Author :	JD
Project Address:	Burbage Field Lane, Bullfurlong Lane, Burbage	Checked By:	SD
Date:	16th June 2026	Approved By:	DS

1.0 INTRODUCTION

1.1.1 This Technical Note has been prepared to provide responses to the queries raised by National Highways (NH) within their planning consultation response, reference NH/25/13334, dated 04.11.2025 in reference to the Reserved Matter Planning application reference 25/00971/REM.

1.1.2 The NH comments on the application as follows:

1.1.3 It is recommended that the application should not be approved until 4th February 2026 due to the following reasons.

National Highways had issued a conditional response to the outline planning application at this site (LPA reference: 21/00502/OUT) for a development of up to 80 dwellings. The conditions related to the geotechnical and drainage aspects of the development proposals as we were content with the traffic impacts of the development on the SRN.

The current reserved matters application is supported by additional information relating to geotechnical and drainage aspects of the proposals. However, these only addresses some of our concerns.

Geotech

The recent drawing(s) show a more definitive plan of the proposed noise bund, but still no details of the height of the bund or the geometry of the bund slopes are available. Due to the proximity to the SRN boundary, further details are required to understand the potential impact of this bund on the SRN and subject to DMRB CD622 compliance with regard to the extent of any geotechnical risk.

The bund appears to be located along the at grade section of the boundary. Representative, dimensioned cross sections through the bund, extending to the NH boundary at least, are required.

Drainage

National Highways has reviewed the latest documents containing information relating to drainage and note that not all the queries raised at the outline application stage have been addressed. These include the following:

- *Details of how the proposed noise bund will be drained to prevent run-off entering National Highways estate*
- *Details of how National Highways' crest drain along the top of the M69 cutting will be protected from root ingress by the new trees to be planted.*

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- *Inspection of the National Highways culvert downstream of the watercourse to ensure it is functioning effectively to continue to receive the attenuated flows.*

Conclusion

As requested above, please could additional details be provided to enable National Highways to assess the potential impact of the proposals on the SRN's safe operation.

1.1.4 A copy of the NH comments is contained within Appendix A.

1.1.5 As part of these responses a review of the NH boundary and drainage records has been undertaken. The NH boundary aligns with the site boundary submitted as part of the application. NH have a crest drain which is seen to drain west from the Lutterworth Road overpass over the M69 along the southern boundary of the site before out falling into the ordinary watercourse. The filter drain is observed to be Ø225 increasing to Ø300 approximately halfway along the site boundary. The filter drain is located wholly within NH land.

1.1.6 A copy of the NH boundary and drainage plans can be found within Appendix B.

2.0 DESIGNER RESPONSE

2.1.1 The proposed bund is to be located wholly within the applicants land ownership and is to be 3m in height with a 2m noise fence located on top. The banks are to be formed with 1in1.33 slopes. The bund is proposed to be formed using clean, site won material, subject to geotechnical testing to confirm suitability.

2.1.2 Drawings indicating the noise bund general arrangement along with cross sections can be found within Appendix C.

2.1.3 The noise bund is proposed to be drained via filter drains installed to the toe of each slope to capture runoff at the source and direct it towards the existing unnamed watercourse to the eastern boundary of the site. This arrangement would mirror the existing land drainage arrangement on the site.

2.1.4 The connection into the watercourse is subject to Ordinary Watercourse consent with the LLFA.

2.1.5 The toe of the bund is located circa 1.5-2.5m (distance varies) away from the site boundary to allow sufficient room to construct the filter drain whilst also maintaining sufficient construction room to ensure protection of the NH boundary and assets.

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2.1.6 The bund is proposed to be landscaped with native planting at 1m (shrub species) and 2m (tree species) centres including tubular guards and stakes. In order to ensure protection of the NH crest drain it is proposed to install a vertical root barrier to a depth of 1m below the existing ground level to prevent future roof ingress into the NH land.

2.1.7 The existing ordinary watercourse which is to the western boundary of the site is the proposed outfall for the restricted surface water discharge from the site. The watercourse is culverted below the M69 and drains south before ultimately out falling into the Soar Brook.

2.1.8 The culvert is recorded on the NH records as a Ø525 circular culvert, this was confirmed during a site visit. An inspection of the culvert was undertaken form the northern side only due to access limitations and land ownership.

2.1.9 The culvert was observed to be constructed from uPVC with a concrete headwall. The channel leading to the culvert was observed to be constructed from concrete blocks for a length of circa 7.5m. At the time of inspection, the channel, headwall and culvert all appeared to be in good condition with no obvious structural defects observed. The culvert was observed to be free flowing with no blockages noted.

2.1.10 A copy of the culvert and southern boundary record photos can be found within Appendix D.

2.1.11 In conclusion, it is considered that this report and accompanying design information located within the appendices confirms the proposed noise bund is located wholly within the site ownership extents and that no impact onto the National highways boundary or assets are expected and therefore this technical note contains sufficient information to secure the approval noise bund works at the above site.

APPENDIX A – NH COMMENTS

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

From: Kamaljit Khokhar (Head of Planning & Development)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: **Hinckley & Bosworth Borough Council** (FAO Alex Jelley)
planning@hinckleybosworth.gov.uk

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

Council's Reference: 25/00971/REM

Location: Land To The South West Of Lutterworth Road, Burbage, Leicestershire

Proposal: Approval of reserved matters (appearance, layout, scale and landscaping) of outline planning permission 21/00502/OUT for the construction of 77 residential dwellings

National Highways Ref: NH/25/13334

Referring to the consultation on a planning application dated 16th October 2025, 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) **No Objection:** see reasons at Annex A.~~

~~b) **Conditional Approval:** National Highways recommends that planning conditions and/or obligations as set out in Annex A be attached to any planning permission that may be granted.~~

~~c)~~ **Deferral:** National Highways is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in Annex A.

d) ~~**Refusal:** recommend that the application be refused for the reasons set out in Annex A.~~

Highways Act 1980 Section 175B 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:	**Date:** 4 November 2025
Name: Ijas Muhammed	**Position:** Assistant Spatial Planner

National Highways
3 Snowhill, Snow Hill Queensway, Birmingham, B4 6GA
Ijas.Muhammed@nationalhighways.co.uk

[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.

Reasons

It is recommended that the application should not be approved until 4th February 2026 due to the following reasons.

National Highways had issued a conditional response to the outline planning application at this site (LPA reference: 21/00502/OUT) for a development of up to 80 dwellings. The conditions related to the geotechnical and drainage aspects of the development proposals as we were content with the traffic impacts of the development on the SRN.

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- Inspection of the National Highways culvert downstream of the watercourse to ensure it is functioning effectively to continue to receive the attenuated flows.

Conclusion

As requested above, please could additional details be provided to enable National Highways to assess the potential impact of the proposals on the SRN's safe operation.

Standing advice to the local planning authority

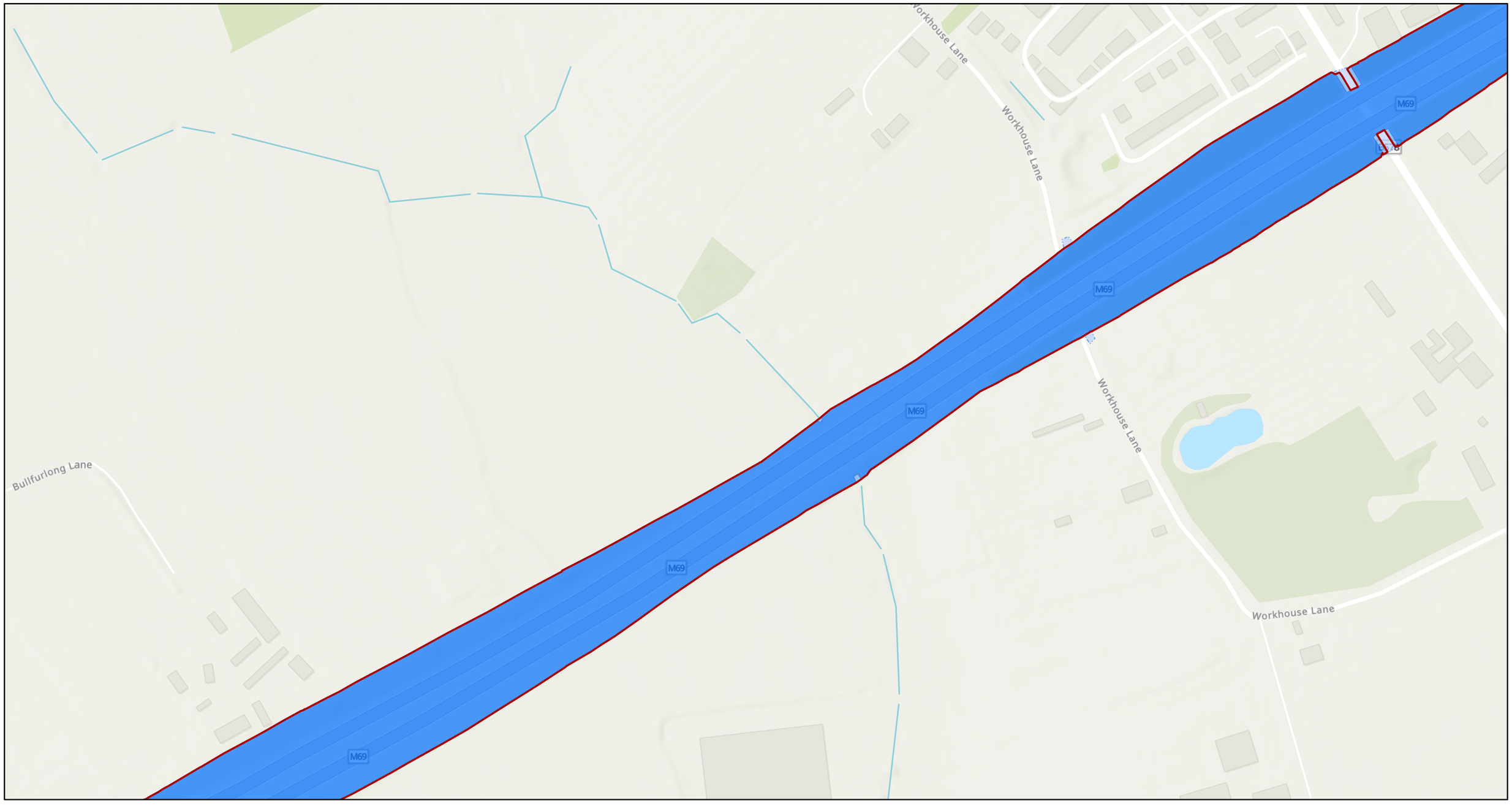
The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a 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.

APPENDIX B – NH BOUNDARY & DRAINAGE ASSET RECORDS

25080 Burbage - NH Boundary



03/03/2026

1:4,341

RedLine Outline

RedLine

Auto-RedLine, High

National Highways Title within RedLine, High

National Highways Title within RedLine, Moderate

National Highways Title outside RedLine, Low

World_Hillshade

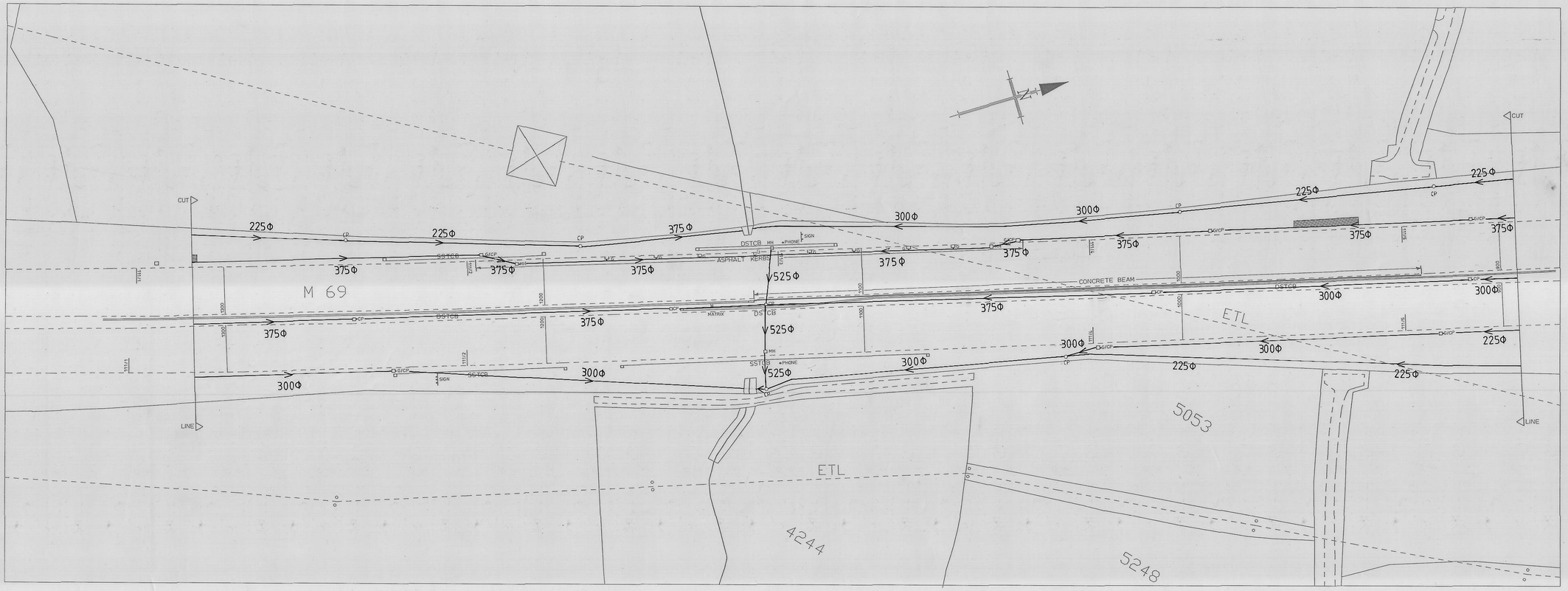
0 0.03 0.07 0.13 mi

0 0.05 0.1 0.2 km

Ordnance Survey, HM Land Registry, National Highways, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS,

NOTE

1. ROCK FILL MAY CONTAIN LOOSE MATERIAL.





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KEY:-

ROCK FILL

REVISION	AMENDMENT	DATE

LEICESTERSHIRE

T.W. THOMPSON
CENG MICE FIHT FRSA
DIRECTOR OF PLANNING AND TRANSPORTATION

ENGINEERING DESIGN SERVICES

CLIENT
HIGHWAYS AGENCY

SCHEME
M69 MOTORWAY
(JUNCTION 1 HINCKLEY)
MAJOR MAINTENANCE
DRAINAGE DETAILS SHEET 4

DRAWING NUMBER	SCALE
1504/H3/05/04	1:500

Prepared By	JAH	Date	SEPT 1994
Checked By	JSB	Size	AO
Approved By	JSB	File	HV1504

APPENDIX C – NOISE BUND PLANS & SECTIONS

PRELIMINARY

General Notes

1. DO NOT SCALE.
2. This drawing is to be read in conjunction with all other relevant drawings and details.
3. Should there be any conflict between the details indicated on this drawing and those on other drawings the Engineer should be informed PRIOR to construction on site.
4. Until Technical Approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the Contractor commence site work prior to such approval being given it is entirely at their own risk.
5. Sketch proposals are for illustrative purposes only & as such are subject to detailed site investigation including ground conditions / contaminants, drainage, design & planning/density negotiations.
6. All dimensions are in millimetres unless otherwise stated.

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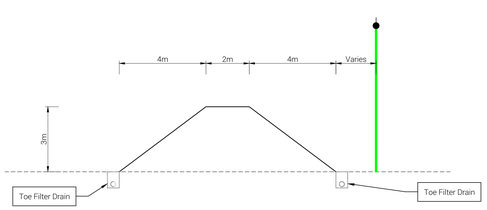
LEGEND

- Development Boundary
- Noise Bund Section 1 - 4m High Close Board Fence
- Noise Bund Section 2 - 3m High Earthworks Bund with 2m High Fence
- Noise Bund Section 1 - 3m Gabion Wall with 2m High Fence
- Private Surface Water Filter Drain

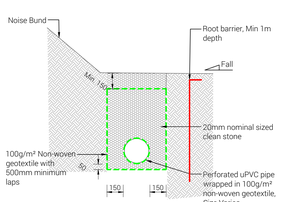
Toe filter drains to outfall into existing watercourse subject to LLFA Ordinary Watercourse Consent

Toe filter drain to prevent runoff onto National Highways Land

Noise Bund General Arrangement
Scale 1:250



Typical Section 2 Noise Bund Profile
Scale 1:100



Noise Bund Filter Drain
Scale NTS

4	Existing Drainage Features	✗	✓	✗
3	Live Motorway	✗	✓	✗
2	Existing watercourse.	✗	✓	✗
1	Overhead Power lines	✗	✓	✗

Environmental, Health and Safety Hazard Information

The hazards noted in this table are in addition to the normal hazards and risks faced by a competent Contractor when dealing with the types of works detailed on this drawing.

Issue	Description	Date	By	Chkd	Appd
P01	Preliminary Issue.	15.06.26	JD	SD	DS

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civil | structural | highways | flood risk

UNIT 8 THE LOCKS HILLMORTON
RUGBY CV21 4PP

01788 336353
www.daveycorp.com

Drawn: JD
Checked: SD
Date: June 2026
Scale: As Shown @ A0
Status: Preliminary

Job: Burbage Field Farm, Bullfurlong Lane, Burbage

Title: Noise Bund Layout

Project No.	Originator	Zone	Level	Type	Role	Drawing No.	Revision
26080	TDC	XX	ZZ	DR	C	9090	P01

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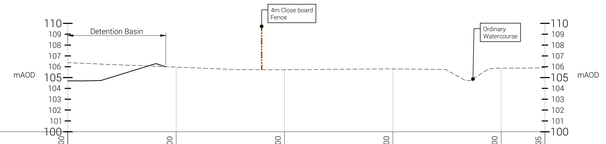
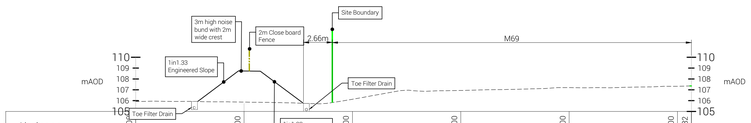


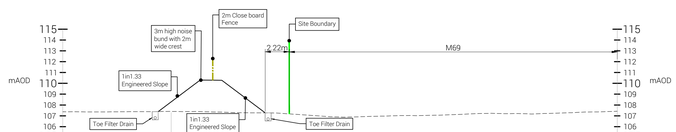
Chainage	00.000	10.000	20.000	30.000	40.000	44.035
Existing Levels	106.379	105.964	105.722	105.794	105.867	105.907
Proposed Levels	106.379	105.964	105.722	105.794	105.867	105.907

Section A-A
Horiz. 1:200, Vert. 1:200



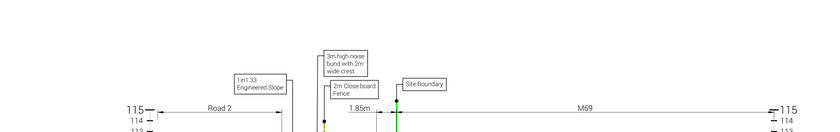
Chainage	00.000	10.000	20.000	30.000	40.000	50.000	51.282
Existing Levels	105.917	105.862	106.122	106.666	107.198	107.318	107.355
Proposed Levels	105.807	105.746	106.122	106.666	107.198	107.318	107.355

Section B-B
Horiz. 1:200, Vert. 1:200



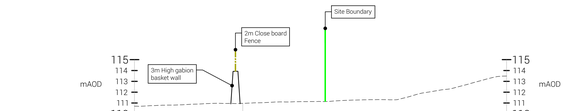
Chainage	00.000	10.000	20.000	30.000	40.000	51.171
Existing Levels	107.385	107.314	107.314	107.314	107.314	107.314
Proposed Levels	107.385	107.314	107.314	107.314	107.314	107.314

Section C-C
Horiz. 1:200, Vert. 1:200



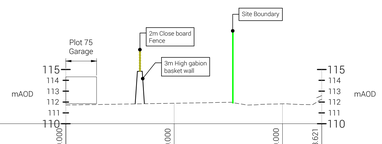
Chainage	00.000	10.000	20.000	30.000	40.000	50.000	57.601
Existing Levels	108.787	108.846	108.997	108.997	108.997	108.997	108.997
Proposed Levels	108.787	108.846	108.997	108.997	108.997	108.997	108.997

Section D-D
Horiz. 1:200, Vert. 1:200



Chainage	00.000	10.000	20.000	30.000	34.344
Existing Levels	110.634	110.941	110.941	110.941	110.941
Proposed Levels	110.634	110.941	110.941	110.941	110.941

Section E-E
Horiz. 1:200, Vert. 1:200



Chainage	00.000	10.000	20.000	23.621
Existing Levels	111.721	111.886	111.832	112.254
Proposed Levels	111.721	111.886	111.832	112.254

Section F-F
Horiz. 1:200, Vert. 1:200

PRELIMINARY

General Notes

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LEGEND

Development Boundary

Sections

Topographical Survey Profile

Design Profile

Issue	Description	Date	By	Chkd	Appd
P01	Preliminary Issue.	15.06.26	JD	SD	DS

THE DAVEY CORPORATION
civil | structural | highways | flood risk

0	None relevant to drawing.	x	x	x	

Environmental, Health and Safety Hazard Information

The hazards noted in this table are in addition to the normal hazards and risks faced by a competent Contractor when dealing with the types of works detailed on this drawing.

UNIT 8 THE LOCKS HILLMORTON
RUGBY CV21 4PP
01788 336353
www.daveycorp.com

Drawn: JD
Checked: SD
Date: June 2026
Scale: As Shown @ A0
Status: Preliminary

Job: Burbage Field Farm, Bullfurlong Lane, Burbage

Title: Noise Bund Cross Sections

Project No.	Originator	Zone	Level	Type	Role	Drawing No.	Revision
26080	TDC	XX	ZZ	DR	C	9091	P01

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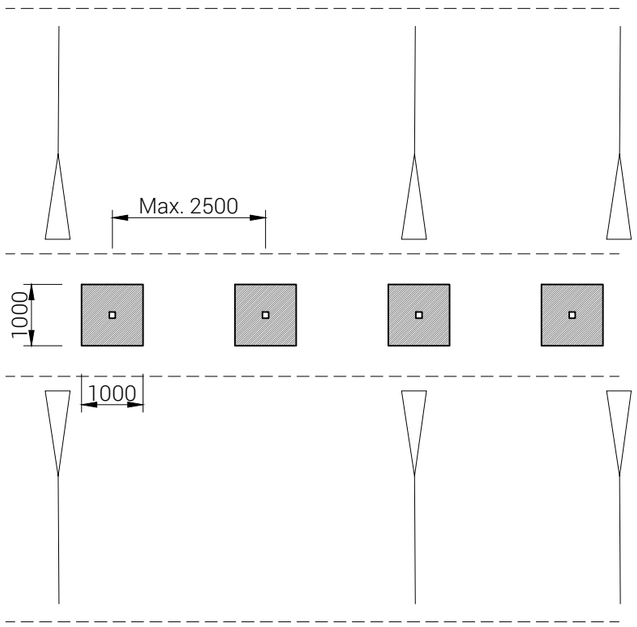
N



Typical Bund Section 2 Plan

Scale 1:100

Foundation Notes:

1. Foundations have been designed to bear onto suitable bearing strata comprising of site won CLAY, where an allowable bearing pressure of 75kN/m² following compaction. The Engineer shall be immediately notified should the minimum bearing pressure not be achieved during on site testing.
2. All bases are to be set out symmetrically about the fence centrelines unless noted otherwise.
3. Where appropriate and unless foundation formations are concreted immediately, then min 50mm of C16/20 GEN3 in accordance with BS8500-1 mass concrete blinding shall be provided. The blinding depth shall not be regarded as part of the foundation depth noted on the drawings. All reinforced concrete elements to receive above blinding to facilitate fixing of reinforcement.
4. Excavation site support and disposal of ground water shall be considered upon the basis of the ground investigation report and on site visual inspection.
5. For all levels and final setting out information please refer to Architect's drawings and Topographical survey drawings.
6. All reinforced concrete workmanship and materials to be in accordance with the requirements of BS 8110.
7. All reinforced concrete unless noted otherwise to be designed to mix grade RC35 compressive strength 35N/mm² in accordance with BS8500-1. All concrete in ground to be ACEC Class AC-1 DS-1 in accordance with Table A2 to BS8500-1.
8. All concrete, unless noted otherwise, to be manufactured using Ordinary Portland Cement, and should contain no additives or admixtures unless approved by the Engineer.
9. Minimum lap of reinforcement to be 40 x bar Ø unless noted otherwise.
10. Any fixings into the concrete to utilise epoxy resin fixings with a hole depth no greater than 0.5 x member thickness.

PRELIMINARY

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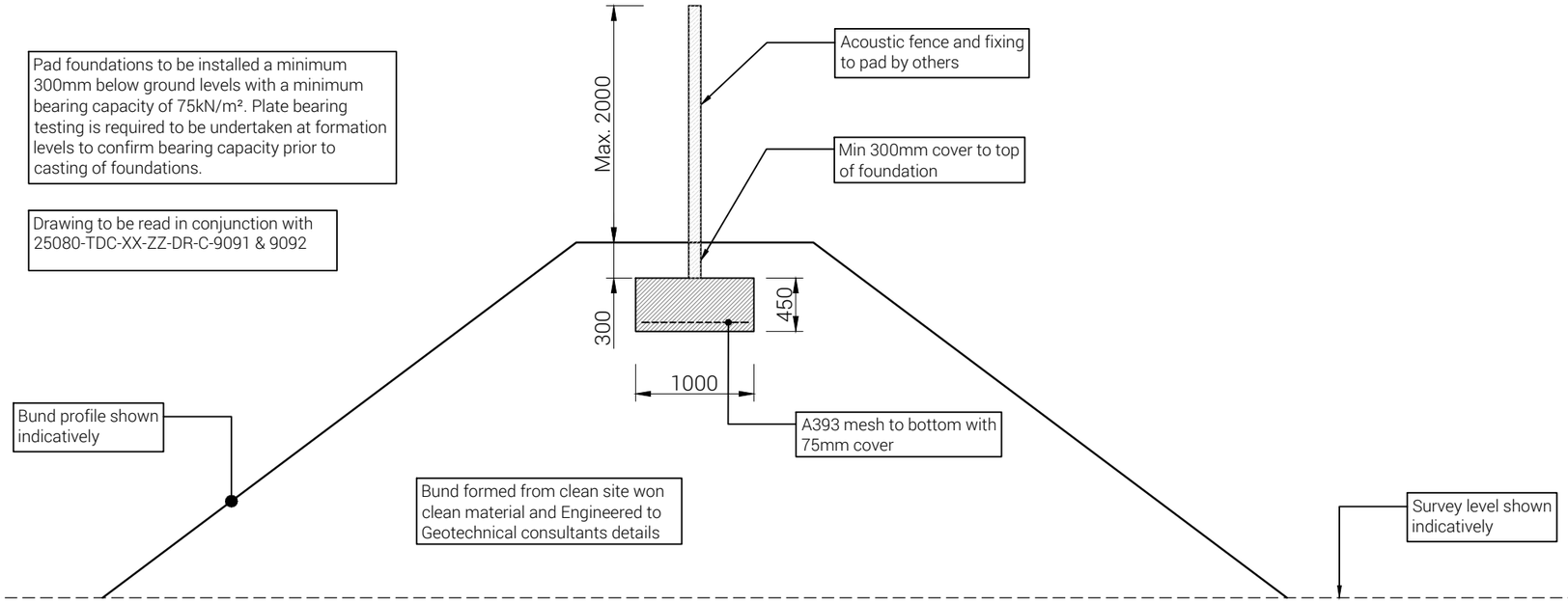

Typical Section

Scale 1:50

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0	None relevant to this drawing	×	×	×

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DEMOLITION | CONSTRUCTION | MAINTENANCE

RISKS

Issue	Description	Date	By	Chkd	Appd
P01	Preliminary Issue.	15.06.26	JD	SD	DS

THE DAVEY CORPORATION
civil | structural | highways | flood risk

UNIT 8 THE LOCKS HILLMORTON
RUGBY CV21 4PP

01788 336353
www.daveycorp.com

Drawn: JD
Checked: SD
Date: June 2026
Scale: As Shown @ A3
Status: Preliminary

Job: Burbage Field Farm, Bullfurlong Lane, Burbage

Title: Noise Bund Fence Foundation

Project No.	Originator	Zone	Level	Type	Role	Drawing No.	Revision
26080	TDC	XX	ZZ	DR	S	1690	P01

APPENDIX D – CULVERT RECORD PHOTOS

BDW TRADING LTD (REDROW MIDLANDS DIVISION)

BURBAGE FIELD FARM

BULLFURLONG LANE

BURBAGE

LE10 2HS

CULVERT RECORD PHOTOS

APRIL 2026

Ref: 25080-TDC-XX-XX-PH-Z-0001-P01

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Document Control Sheet

Project Name: Burbage Field Farm, Bullfurlong Lane. Burbage

Project Ref: 25-080

Report Title: Culvert Record Photos

Doc Ref: 25080_TDC_XX_XX_PH_Z_0001

Date: April 2026

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P01	04.04.2026	First Issue	JD	SD	DS

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25080 Burbage Field Farm, Burbage
Photo Location Plan
04.04.2026



Image 1



Image 2



Image 3



Image 4



Image 5



Image 6



Image 7



Image 8



Image 9



Image 10

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