



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

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

Council's Reference: 24/00914/OUT

Location: Burroughs Road Recreation Ground, Burroughs Road, Ratby, Leicestershire

Proposal: Outline planning application (with all four matters reserved apart from access) for a phased mixed-use development comprising about 470 dwellings (Use Class C3) or, in the alternative, about 450 dwellings and care home/extra care facility (Use Class C2/C3). Provision of a community hub (Use Class F2); 1FE primary school (Use Class F1); and associated operations and infrastructure including but not limited to site re-profiling works, sustainable urban drainage system, public open space, landscaping, habitat creation, internal roads/routes, and upgrades to the public highway.

National Highways Ref: NH/24/08779

Referring to the consultation on a planning application dated 14th November 2024 referenced above, in the vicinity of the M1 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) ~~Offers No Objection (see reason 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 specific period (see reason Annex A)
- d) ~~Recommend that the application is refused (see reasons 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.

Signature: *Adrian Chadha*

Date: 3 September 2025

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

Annex A National Highway's 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.

Recommended Non-Approval for a specified period

This response represents our formal recommendations with regard to planning application 24/00914/OUT and has been prepared by Adrian Chadha, Assistant Spatial Planning Manager for National Highways

September 2025 Update

In August 2025 National Highways reviewed LinSig and Junctions 9 model files as per our previous request for this information in March 2025. We have provided a further response noting that we have identified that further detail that is required based on the geometry, validation and traffic flows. We are currently awaiting this information.

In light of the above, National Highways recommends that planning permission not be granted for a further period of three months from the date of this notice, to allow the applicant time to submit the 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.