



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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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.~~
- e) **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

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Position: Assistant Spatial Planner

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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.

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.
- 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.