



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 Joe Fleetwood**
joe.fleetwood@hinckley-bosworth.gov.uk

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

Council's Reference: 26/00141/FUL

Location: The Bungalow Watling Street Hinckley Leicestershire LE10 3ED

Proposal: Addition of new caravan pitches for 8no. traveller families (retrospective)

National Highways Ref: TBC

Referring to the consultation on a planning application dated 31st March 2026 referenced above, in the vicinity of the A5 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 approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in Annex A.~~
- 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: *Adrian Chadha*

Date: 1 April 2026

Name: Adrian Chadha

Position: Assistant Spatial Planner

National Highways

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

Adrian.Chadha@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.

Deferral

National Highways has reviewed the submitted retrospective application for the proposed traveller site, including the provision of an additional eight caravan pitches.

In principle, we raise no objection to the proposed development, as it is not considered to have a material impact on the safety or operation of the SRN. However, upon review of the application documentation, a concern has been identified in relation to the foul drainage arrangements. Within the application form, the response to the question *“Are you proposing to connect to the existing drainage system?”* has been marked as “Unknown”.

National Highways requires further clarification on the existing and proposed drainage arrangements. In particular, it must be confirmed whether there is any intention to connect to A5 the highway drainage system.

It should be noted that National Highways does not permit third-party connections into its drainage assets. This position is set out within the Design Manual for Roads and Bridges (DMRB), including CG 300 – “The Design of Highway Drainage Systems”, which establishes that the strategic road network drainage system is intended solely for highway purposes and should not accept flows from external third-party developments.

Any such connection would be contrary to policy and could adversely affect the operation, performance, and maintenance of the highway asset.

In the absence of this information, National Highways cannot fully assess the potential impact of the development on the highway drainage infrastructure.

Therefore, it is recommended that the applicant provides detailed information regarding the foul and surface water drainage proposals, including confirmation that no connection will be made to the highway drainage system.

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.