

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

From: Head of Planning & Development  
Operations Directorate  
Highways England.  
North East Region  
[REDACTED]

To: North Lincolnshire Council – Dean Watson

CC: [REDACTED]

**Council's Reference: PA/SCR/2025/251 AND PA/2025/254**

**Location: Land to the east of the M181/A1077(M), Scunthorpe, DN17 1US**

**Proposal:** EIA screening request Hybrid planning application comprising of: Full planning application for the construction of a new vehicular access off the M181/A1077(M) roundabout, a pedestrian and cycle link to Scotter Road, a foul pumping station, earthworks and 'off-plot' drainage, ecological and associated landscaping and infrastructure works. Outline planning application, with all matters reserved, for the development of up to 550 residential dwellings (Use Class C3), a local centre (Use Class E) and associated 'on-plot' landscaping, drainage and other infrastructure works.

**National Highways Ref: NH/25/10137**

Referring to the consultation on a planning application dated **February 24 2025** referenced above, in the vicinity of the M181 at Brumby Common that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~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 **not** relevant to this application.

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](mailto: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 [PlanningYNE@nationalhighways.co.uk](mailto:PlanningYNE@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: June 17 2025**

**Name: Simon GP Geoghegan**

**Position: Planning and Development**

**National Highways, 2 City Walk, Leeds LS11 9AR**

#### **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.

## **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**

It is recommended that the application should not be approved until **September 18 2025**.

#### **Reason**

- We note that there is no mention of the source of funding for the Travel Plan. Therefore, we suggest that firm financial commitments regarding funding for the proposed measures and the appointment of the Travel Plan Coordinator should be explicitly outlined within the Travel Plan.
- BWB should present Personal Injury Collision [PIC] data for the most recent 5-year period excluding the years 2020 and 2021.
- BWB should confirm whether the agreed vehicle trip distribution, previously accepted by National Highways, has been used or if the original vehicle trip distribution has been applied. National Highways previously considered this data insufficient for routing an appropriate volume of trips east on the M180.
- The Applicant should provide a review of the total vehicle trip generation that was considered within the original AAP for the Lincolnshire Lakes Site and what percentage of this has been taken by other planning applications as well as the proposed development in question.