

Our ref: SE 861 097  
Your ref: PA/2025/254

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**FAO: Dean Watson**

March 23 2026

Dear Dean,

### **Lincolnshire Lakes Phase 1 | Hybrid for M181/A1077(M) and 550 houses**

We have now reviewed new information submitted in relation to hybrid planning application ref. PA/2025/254, which comprises the following elements:

- Outline planning application, with all matters reserved, for up to 550 dwellings, a local centre (use Class E), associated landscaping, drainage and other infrastructure works; and
- Full planning permission for the construction of a new vehicular access off the M181/A1077(M) roundabout, a pedestrian and cycle link to Scotter road, a pumping station, earthworks and off-plot drainage, ecological and associated landscaping and infrastructure works

on land east of M181/A1077(M), Burringham, Scunthorpe, DN17 1US.

### **Background**

For context, the JSJV last reviewed this planning application in February 2026 (TM08), when we continued to suggest (similar to the TM07 review) a holding recommendation due to unresolved issues identified in previous JSJV reviews, specifically:

- **Travel Plan:** Clear financial commitments for funding the proposed measures and the appointment of the Travel Plan Coordinator should be detailed within the Travel Plan.
- **Boundary Treatment:** The Applicant should demonstrate that there are no drainage, structural, boundary treatments or other constructions that would have an impact on National Highways land interests.

The JSJV also suggested that National Highways recommends a suitable planning condition in relation to CTMP matters.

## Travel Plan

In March 2026, North Lincolnshire Council (NLC) informed National Highways, via email, of the following information provided by the Applicant in relation to the Travel Plan (TP) requirements:

*“Travel Plan Coordinator – The Transport Assessment Addendum (TAA), issued on 22 July 2025, states at paragraph 11.3 that the “Site Wide Travel Plan Coordinator (SWTPC) role will be funded by the applicant (Hargreaves Land Limited).” We discussed this in a meeting following the TAA’s issue, and you confirmed that an appropriately worded obligation would be incorporated into the s106 Agreement and that you would take this forward with NH. Were you able to have that discussion?*

*As an aside, paragraph 3.20 of NH’s response raises concerns about the potential lack of coordination should separate Travel Plans (TPs) be prepared. As previously explained, a Framework Travel Plan (submitted with the original Hybrid application) will be the overarching document to which all future plot specific Travel Plans must conform. Hargreaves Land, as Master Developer, will review and agree all plot specific TPs. In addition, the Travel Plan Coordinator (funded by the applicant, as confirmed in the TAA) will also review and agree these plans. Finally, each plot specific Travel Plan will be submitted via a discharge of condition application, enabling formal review by both the LPA and relevant consultees. This layered approach provides strong coordination and should address NH’s concerns.”*

The JSJV finds the proposed TP funding and implementation approach acceptable in principle, and we suggest that National Highways recommends a suitable planning condition in relation to the TP.

We would recommend the following, or suitable alternative, wording:

### **Condition: Travel Plan**

*“Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways (or its successors), no occupation of the development shall take place unless and until a detailed Travel Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways (or its successors). The detailed Travel Plans should be informed by the site-wide Framework Travel Plan.*

**Reason:** *To safeguard the operation and free flow of traffic on the Strategic Road Network.’*

## Boundary Treatment

NLC has also emailed a plan (drawing ref. LIN-BWB-CIV-XX-XX-D-C-0001 Rev PO2), provided by the Applicant, that illustrates some of the proposed development works in proximity to National Highways Assets, as presented in **Figure 2**. (next page)



The JSJV would note that, although the plan illustrates the drainage works to be done as part of the development, and states that “*all proposed works to be constructed away from National Highways boundary. Proposals do not affect NH [National Highways] land*”, it does not clearly illustrate potential structural works or boundary treatments that could impact National Highways’ land interests.

We would recommend that the relevant National Highways team (i.e., drainage and / or geotechnical) is consulted on the drawing. Further information may be needed covering the following:

- The impact of earthworks on the stability and integrity of the SRN.
- The impact of earthworks on drainage, and the drainage requirements needed to ensure that surface water does not flow from the application site on to the SRN.
- Access for maintenance of the highway boundary; and
- Boundary treatments; particularly in regard to dazzle and distraction from opposing head lights.

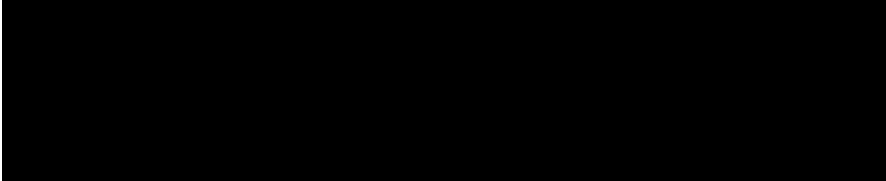
Please contact Sujad Hussain [Sujad.Hussain@nationalhighways.co.uk](mailto:Sujad.Hussain@nationalhighways.co.uk) to discuss these requirements.

Once an approach is agreed, the JSJV recommends that a condition be implemented to secure a Boundary Treatment Management Plan [BTMP].

On the basis of the above, I enclose National Highways' formal response recommending a short extension to the period of no determination.

I trust this response is helpful, but should you require any further information please do not hesitate to contact me.

Yours sincerely



**Simon GP Geoghegan**  
**Planning and Development**

## 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

To: North Lincolnshire Council – Dean Watson

CC:

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

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

**Proposal:** Hybrid planning permission comprising of outline, with all matters reserved for up to 550 dwellings, a local centre (use Class E), associated landscaping, drainage and other infrastructure works. Full Planning permission for the construction of a new vehicular access off the M181/A1077(M) roundabout, a pedestrian and cycle link to Scotter road, a pumping station, earthworks and off-plot drainage, ecological and associated landscaping and infrastructure works.

**National Highways Ref: NH/25/10210**

Referring to the consultation on a planning application dated **September 15 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: March 23 2026**

**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 **June 23 2026**.

#### **Reason**

1. **Travel Plan**

We recommend that clear financial commitments for funding the proposed measures and the appointment of the Travel Plan Coordinator be explicitly detailed within the existing Travel Plan, rather than relying on separate Travel Plans from individual operators.

A condition for this Travel Plan has now been proposed and agreed.

2. **Construction Traffic Management Plan**

We recommend that a Construction Traffic Management Plan [CTMP] is submitted alongside the application.

3. **Boundary Treatment**

We recommend the Applicant demonstrate to National Highways that there are no drainage, structural, boundary treatments or other constructions that would have an impact on National Highways land interests.

The applicant should consult directly with National Highways on these matters, ahead of agreement for a Condition in respect of A Boundary Treatment Management Plan.