



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

From: Bruce Parker (Head of Planning & Development)
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National Highways
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To: Rochdale Borough Council

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

Council's Reference: PL/2026/0629

Location: GINNELL FARM, BROAD LANE, ROCHDALE, OL16 4PU

Proposal: Erection of 9 no. residential dwellings with associated landscaping, car parking and access following demolition of existing buildings

National Highways Ref: NH/26/17243

Referring to the consultation on a planning application referenced above, dated 23th July 2026 in the vicinity of the M62 that Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection;~~
- 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.¹

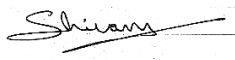
¹ Where relevant, further information will be provided within Annex A.

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 PlanningNW@nationalhighways.co.uk

Signature:



Date: 13/08/26

Name: Shivam Sagwal

Position: Asst. Spatial Planner

**National Highways
Piccadilly Gate
Store Street
Manchester
M1 2WD**

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.

National Highways Comments

A planning condition is recommended to ensure that the detailed design, construction and long-term maintenance of the proposed acoustic fence and associated boundary treatment are agreed with the Local Planning Authority in consultation with National Highways. Given the proximity of the development to the Strategic Road Network and the likelihood that the fence constitutes a Category 1 structure requiring technical approval, the condition will ensure that any impacts on National Highways assets, earthworks and existing boundary vegetation are appropriately assessed and mitigated prior to construction.

Condition:

Where works are proposed to be undertaken within **10 metres of the boundary with the M62 Motorway**, a boundary treatment plan shall be submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways, **prior to the commencement of development**. The plan shall include as a minimum:

- a) details of the fencing location, type, height, construction method and future maintenance;
- b) details of the management of existing boundary planting, including an Arboricultural Tree Survey, Tree Protection Plan and Method Statement for any works required to facilitate the development;
- c) details demonstrating that the proposed fence and any associated works will not adversely affect National Highways assets, structures, earthworks, drainage infrastructure or the safe operation of the Strategic Road Network;
- d) where required, details of the process for obtaining the relevant technical approval from National Highways for the proposed boundary treatment.

All works shall thereafter be undertaken in accordance with the approved details and maintained in perpetuity.

Reason: To ensure the safe design, construction and maintenance of boundary treatments adjacent to the Strategic Road Network, to safeguard National Highways infrastructure and associated assets, and in the interests of highway safety, in accordance with Paragraph 57 of DfT Circular 01/2022.

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.