



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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North West Region
National Highways
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To: Bury Metropolitan Borough Council

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

Council's Reference: 71687

Location: Lowes Park Golf Club Ltd, Hill Top, Lowes Road, BL9 6QS.

Proposal: 1no. non-illuminated hoarding sign.

National Highways Ref: NH/25/10798

Referring to the consultation on a planning application referenced above, dated 10th April 2025 in the vicinity of the M66 motorway that forms part of the 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

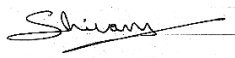
¹ Where relevant, further information will be provided within Annex A.

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: 25/04/25

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 on the proposal

National Highways has been consulted by Bury Council, on the application for a 1 no. non-illuminated advert sign which will be in a proximity of the M66 facing the SRN.

National Highways has reviewed all the supporting documents submitted with the applications and due to the location of the proposed advertisement sign behind the wood fence condition stated below is suggested to ensure the safety of the SRN.

Not to commence development on site unless and until such time as: The design, materials and construction methods to be adopted for the 1no. non-illuminated hoarding sign have been subject to the full requirements of the Design Manual for Roads and Bridges standard CG300 'Technical Approval of Highway Structures'; have been given Technical Approval by a competent, independent Technical Approval Authority appointed by the applicant; and the Technical Approval has been agreed with the Local Planning Authority (in consultation with the Highway Authority for the M66 MOTORWAY

Reason: To mitigate any adverse impact from the development on the M66 MOTORWAY in accordance with 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.