



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

From: Ian Doust (Head of Planning & Development)
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National Highways
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To: **Hinckley & Bosworth Borough Council** (FAO Alex Jelley)
planning@hinckleybosworth.gov.uk

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

Council's Reference: 25/00819/OUT

Location: Forest Hill Golf And Country Club, Markfield Lane, Botcheston,
Leicestershire, LE9 9FH

Proposal: Outline planning permission for the erection of a 49 bedroom hotel, new access, car parking and facilities. (All matters reserved except access, appearance, layout and scale)

National Highways Ref: NH/26/16180

Referring to the consultation on a planning application dated 1st September 2025, referenced above, in the vicinity of the M1 motorway 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 that planning conditions and/or obligations as set out in Annex A be attached to any planning permission that may be granted.~~
- 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:

Date: 12 May 2026

Name: Ijas Muhammed

Position: Assistant Spatial Planner

National Highways

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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.

No Objection

National Highways has assessed the revised development proposals in respect of their potential impact on the SRN, with particular regard to capacity, safety and operational performance. The nearest SRN point is M1 Junction 22, which is over 4 miles from the application site.

We note that the current scheme has been significantly reduced in scale compared to the development assessed in the Inspector's appeal decision, namely:

- A reduction from a 98-bed hotel to a 49-bed hotel; and
- The removal of leisure facilities and spa uses, which would reasonably be expected to reduce trip generation and peak-hour demand.

The appeal decision concluded that, even for the larger scheme, the development would not have a severe or significant impact on the wider highway network. On this basis and having regard to the further reduction in scale now proposed, National Highways is satisfied that the revised development would generate lower levels of vehicular traffic than previously assessed.

Furthermore, the site is located at a considerable distance from the SRN. It is noted that the Appeal Inspector did not consider the impact of the previous proposals on the SRN and the focus was on the traffic impact on the local highway network. Considering the scale of the proposals and the distance from the SRN, it is considered appropriate that the proposals would not have any meaningful impact on the SRN.

In light of the above, National Highways does not raise any objection to this application.

If I can be of further assistance with this consultation, kindly get in touch.

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.