



National Highways Planning Response (NHPR 24-02) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@highwaysengland.co.uk

To: **Hinckley & Bosworth Borough Council**– FAO: Matt Jedruch

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

Council's Reference: 23/01144/FUL

Location: Land Off Leicester Road Markfield Leicestershire LE67 9RE

Proposal: Construction of a 72 bedroom residential care home (C2) and associated solar panel, access, parking and landscaping (Cross boundary application with Charnwood Borough Council)

National Highways Ref: NH/24/05277

Referring to the consultation on a planning application dated 29 November 2023 referenced above, in the vicinity of the M1 which 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.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@highwaysengland.co.uk.

Date: 13 March 2024	
Signature: <i>M Seldon</i>	
Name: Martin Seldon	Position: Assistant Spatial Planner
National Highways	
National Highways The Cube 199 Wharfside Street Birmingham B1 1RN	
Martin.Seldon@nationalhighways.co.uk	

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.

Recommended No-Objection

The submitted application is for 72 bedrooms residential care home (C2) and associated solar panel, access, parking on land north of Leicester Road and south of A50, Markfield. The site is located at the northwest corner of A50/ Leicester Road roundabout (the Field Head Roundabout). Vehicular access to the site will be provided on Leicester Road. The nearest SRN junction to the site is M1 Junction 22 in approximately 2km travelling distance.

We have reviewed the Transport Assessment (TA) *ADC2643-RP-A Version 3*, dated 20 July 2023 provided by ADC Infrastructure Ltd on behalf of Charterpoint (LE67) Ltd (the applicant).

Based on our review, we consider that the increase in vehicle trips that will occur as a result of the development will not trigger a capacity concern at peak times on the SRN.

In light of the above, National Highways recommends 'no objection' to this consultation.

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 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

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.