

Our ref: **Harborough Local Plan EiP**  
Your ref:

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Dear Inspector(s),

## **National Highways Statement for inclusion at the Harborough Local Plan Examination in Public**

### Purpose

This statement sets out National Highways position with regard to the Harborough Local Plan (2020 - 2041). It is to support the Local Plan Examination in Public (EiP) and the Matters Issues and Questions (MiQs) that have been raised following the Local Plan submission to the Inspector. It has also been prepared to address the position held by Leicestershire County Council and Warwickshire County Council whereby they do not agree with National Highways' position that there is no requirement for any Strategic Road Network (SRN) Local Plan mitigation within Harborough District within the plan period up to 2041.

### Background

National Highways has been actively involved in the review of the Harborough Local Plan, including a review of its supporting Joint Transport Evidence (JTE) base to ascertain the impacts of Local Plan growth on the SRN. Of particular importance to National Highways is the A5 and M1, specifically M1 J20/J21, and a small section of the M6/A14 which route within the Local Plan boundary.

Local Plan allocations of relevance to the SRN, namely the A5 and M1 J20, are:

- Lutterworth – 320 homes – L1 230 homes, L2 90 homes and L3 3.4 ha of employment land (Policy DS01 Development Strategy)
- Ullesthorpe – 80 homes – U1 30 homes and U2 50 homes (Policy DS01 Development Strategy)
- Magna Park – 137.8 ha of strategic warehousing – MP1 15.8ha and MP2 (DS02 Development Strategy)

Through the consultation process, National Highways have reviewed the JTE that has been prepared for all South Leicestershire district Local Plans. The key points arising from this review are set out below.

- The JTE recognises that there are pre-existing issues on the SRN, namely on the A5 and M1 J21 (and M1 J20 in 2051), and that the Local Plan and supporting JTE should be seeking to address the impacts of Local Plan growth only. A level of proportionality needs to be considered when reviewing Local Plan growth.
- The modelling within the JTE has been prepared on the basis of no SRN improvements coming forward within the plan period. This demonstrates a robust and worst-case scenario and does not rely on uncommitted SRN schemes.
- Based on the Local Plan trajectory and modelling undertaken, we understand that much of the larger scale growth is either away from the SRN or likely to be delivered after the end of the plan period (by 2051) when more substantial SRN schemes may have been developed by National Highways, and in conjunction with developers.
- Based on the evidence provided within the JTE, National Highways accept that individual sites in Lutterworth, Ullesthorpe and at Magna Park are unlikely to have significant operational impact by themselves on the SRN by 2041 that cannot be mitigated through interventions at planning application stage. National Highways considers it appropriate that these are assessed during the Development Management stage.
- As such, it is National Highways' view that Local Plan mitigation on the SRN is not required at this stage, however it is anticipated that at the Development Management stage for individual planning applications, that the scale of impacts and potential associated mitigation will be assessed in detail, and identified where required. This will include the assessment of cumulative impacts.

National Highways is also aware of issues and concerns at Gibbet Hill and developer contributions are being collected for improvements at this location. Recent studies through the Road Investment Strategy (RIS) have highlighted that a larger scale scheme is required at this location to address pre-existing and expected growth. This has been communicated to all relevant parties. An appropriate scheme is being considered at this location, noting that there are capital constraints within the RIS programme.

#### National Highways Position

Based on the above, and as recorded within the Harborough Local Plan Statement of Common Ground with National Highways dated April 2026, National Highways supports the Harborough Local Plan. We consider that solutions for the SRN in the area, particularly the A5, are complex. Scheme development needs to consider existing and planned growth including cross boundary growth and funding mechanisms which are not solely for Harborough District Council to manage. As such, SRN mitigation schemes fall outside the bounds of what is considered reasonable for Harborough District Council to deliver to support Local Plan growth.

Yours sincerely,

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