



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

From: Andrew Jinks (Regional Director)
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To: Hinckley & Bosworth Borough Council (FAO Matt Jedruch)

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

Council's Reference: 23/01090/OUT

Location: Land At Cliffe Lane Markfield

Proposal: Outline Application for the construction of employment units (Use Classes E(g)(i), E(g)(ii), B2 and B8) (some matter reserved except for access).

National Highways Ref: NH/24/05771

Referring to the consultation on a planning application dated 3 April 2024 referenced above, in the vicinity of the M1 that 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@nationalhighways.co.uk.

Signature: 	Date: 19 July 2024
Name: Russell Gray	Position: Spatial Planner
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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.

Recommended Non-Approval

It is recommended that the application should not be approved for a further period of three months from the date of this response to allow the applicant to provide the additional information required by National Highways.

National Highways has reviewed the updated supporting information submitted with our primary focus being on the Revised Transport Assessment (TA) and Travel Plan for our review to promote a proposal for 9,740 m² of B8 Storage space and 792 m² of industrial space located on Cliffe Lane, near the M1 J22.

Based on our review of the documents provided, we have updated our response as below:

Trip Generation

The trip generation has been completed using the latest version of TRICS (7.11.1), using land use types (2D – Industrial Estate) and B8 (2F - Warehouse). We also understand that Friday surveys have been included, if they were conducted prior to 2020, due to the low number of surveys available. Also, to create a trip rate, the 85th percentile of trip rates has also been used. We are content with this methodology.

However, based on our independent checks, we have calculated a higher OGV proportion for B8 land use and therefore we recommend that the TRICs assessment for both B2 and B8 land use is recalculated by selecting all regions in England except Greater London.

TEMPro Growth Factors

The further details supplied in relation to the growth factors for the PM peak are accepted and based on our independent checks, we are content with the factors provided for 2024 to 2029.

Trip Distribution

We note that the car trip distribution has been carried out using Journey to Work (JTW) methodology utilising Bardon Hill industrial area Census data. For car trips, we are content with the trip distribution provided.

However, we note that the same distribution has been applied to HGV trips. As stated in paragraph 5.1.4 of the revised TA, we understand that this has been done “due to

the lack of existing commercial activity on Cliffe Lane and the high proportion of Quarry Wagons using the road.” However, the JTW methodology is not appropriate for HGVs. Therefore, we request that an alternative methodology is proposed to estimate the proportion of HGVs likely to use the M1.

We understand, that the total number of trips generated by the proposal are 54 and 43 two-way trips in the AM and PM peaks, respectively, of which 98% will route through the M1 J22. As such, a capacity assessment should be carried out for the M1 Junction 22 to understand the likely impacts this proposal will have on the SRN, especially as Cliffe Lane enters at the roundabout under a priority control.

Travel Plan

We acknowledge that a Travel Plan has been submitted in accordance with the latest National Planning Policy Framework (NPPF) December 2023 with target measures to improve the sustainable transport.

We understand that the existing point of access onto the A511 will be closed to vehicles, however it will be retained for pedestrians to support provision to access public transport services. In accordance with the Department for Transport DfT’s Circular 01/2022, National Highways supports the principles of sustainable development and welcomes initiatives that facilitate the reduction of traveling by private car.

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.