

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS

Planning Application Number: 25/00931/FUL

Highway Reference Number: 2025/0931/04/H/R2

Application Address: Cliffe Hill Farm Little Shaw Lane Markfield Leicestershire LE67 9PP

Application Type: Full

Description of Application: Re-consultation. Development of a logistics park for storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure.

GENERAL DETAILS

Planning Case Officer: Emma Baumber

Applicant: Mr David Baker-Brook

County Councillor: Markfield, Desford & Thornton ED - Charles Whitford CC

Parish: Markfield

Road Classification: Class A

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) has been re-consulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for the development of a logistics park for storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure at Cliffe Hill Farm, Little Shaw Lane, Markfield. The LHA previously advised within its observations dated 4th December 2025 that additional information was required in respect of the proposals, notably:

- Additional information/ detail in respect of the site ingress/ egress arrangements and off-site works;
- Potentially additional Personal Injury Collision analysis over a wider study area depending on the results of the transport modelling work;
- Provision of the Pan Regional Transport Model (PRTM) modelling work;
- Junction capacity assessments of all affected junctions and, if necessary, details of any mitigation schemes to improve capacity where required;
- Further information in respect of B2 parking provision and how this would operate;

- Further evidence in respect of the bus operator confirming they would be happy to access the site for the eastbound bus service currently running along the A50;
- Provision of an updated Framework Travel Plan; and
- Further clarification in respect of the Public Right of Way through the site.

The LHA has reviewed the following documents submitted by the Applicant in response to the 4th December observations:

- Technical Note 4 ([TN4] dated 8th January 2026 authored by Hub Transport Planning); and
- Framework Travel Plan (Rev. D. dated 5th January 2025 authored by Hub Transport Planning)

Site Access

The LHA require completion of the PRTM work and capacity assessments in order to establish the level of traffic which will use the access/ ingress before any further comments can be made and whether the proposed works are acceptable.

A50 Ingress

As advised previously, the A50 is part of both the Department for Transport's Major Road Network and Leicestershire County Council's Resilient Network, forming one of the key transport links between the M Junction 22, Leicester City Centre, Coalville and Ashby de la Zouch.

Details of the A50 access are provided on Hub drawing number T22523.001 Rev I, available within the Drawings section of TN4. This drawing shows amendments made following the previous comments raised by the LHA.

The LHA advises the following points:

- The radius of the bend at the end of the auxiliary lane is now 25m as previously requested.
- The drawing shows that no flare is provided on the southern arm of the roundabout. Design Manual for Roads and Bridges (DMRB) CD116 Para 3.17.1A states that a minimum average effective flare length of 5 metres in urban areas should be provided. The Applicant should provide justification as to why this hasn't been provided as per DMRB GG 101 Para 2.12.
- Exit widths of 4.5m are shown for the roundabout, however DMRB CD116 para 3.28.2 states that at a normal roundabout, if the downstream link is a single carriageway road, the exit width should be between 7 metres and 7.5 metres. This should be shown on a revised drawing.
- The LHA agree with the Applicant regarding the cycleways within the development not requiring the horizontal separation required by LTN1-20 Table 6-1. The proposed shared use cycleway on the south side of the A50 however, is within the existing 50mph speed limit, and therefore an absolute minimum separation of 1.5m would be required here. The drawing should be updated accordingly.
- The drawing confirms that the existing farm access will be removed, as previously requested.

Whitwick Road Egress

Details of the Whitwick Road egress are provided on Hub drawing number T22523.004 Rev. F, available within the Drawings section of TN4. This drawing shows amendments made following the previous comments raised by the LHA.

- The 4.5m set backs for visibility splays are noted and welcomed.
- Burrows Graham drawing number 30206-BGL-XX-XX-SK-C rev P03, available within Appendix B of TN4 shows that visibility for vehicles using the Whitwick Rd access will not be affected by vehicles waiting at Cottage Lane. The LHA is satisfied with the reasoning put forward that Cottage Lane is essentially a private access and therefore although visibility for vehicles exiting Cottage Lane would be obstructed by vehicles waiting at the new access, this will be an infrequent occurrence.

Highway Safety

No further information has been provided within TN4 and the Applicant has acknowledged that this may be required following completion of the PRTM modelling work.

Trip Generation and Distribution

Trip Generation

The LHA previously advised it accepted the Applicants trip rates. It was however advised that this was based on a maximum 20% B2 usage within the site, given B2 use is the more traffic intensive use and a greater percentage of B2 use has not been assessed by the Applicant. The LHA are liaising with the LPA on this matter, and it is understood that this could be secured via condition. If this could not be secured, the LHA would also require an assessment of the site fully under B2 use.

Trip Distribution

The LHA previously advised that given the requirement for PRTM to be used for the proposed development, trip distribution based on Census data is not accepted. The LHA will review trip distribution once the PRTM modelling has been completed. The Applicant has stated within TN4 that PRTM modelling results will be provided once the results have been received and analysed.

Junction Capacity Assessments

Given the Applicant is awaiting PRTM results, no further information is currently available on the impact of the development on the surrounding highway network and the LHA cannot provide further comments at this time.

Off-Site Implications

As advised previously, the Applicant is proposing off-site works to the highway network in various locations as a result of the proposed development. The LHA advise that further off-site works or comments on the proposals received to date may be required following provision of the junction modelling work.

It should be noted the LHA require completion of the PRTM work and capacity assessments in order to establish the level of traffic which will use the surrounding junctions before any further comments can be made and whether the proposed improvements are acceptable.

Proposed A50 Toucan Crossings

The LHA previously advised that whilst the distances from the crossing points to the roundabout are within guidance, the LHA would request consideration as to whether vehicles are likely to

queue back to the roundabout given the location of the site. Furthermore, the LHA requests clarity as to whether the signals could be linked with the roundabout. There is concern for example that the Toucan crossing may show a red signal, whilst the signals at the roundabout are on green and then vice versa, which would cause additional delays to drivers and impede the free flow of traffic in this location.

Additionally, given this is a highly trafficked part of the network at a key junction, the LHA has concerns activation of the signals could cause queueing on the eastbound carriageway, which could result in traffic backing up on to the roundabout gyratory, particularly during peak times.

The Applicant has advised within Paragraph 1.31 of TN4 that they are expecting that the Toucan crossing provision will be incorporated into the roundabout signals and linked accordingly; this will be shown in the modelling once they have received the PRTM results and the LHA has provided the furnished traffic flows.

The LHA will provide further comments on the Toucan crossings once the PRTM modelling results have been received.

A50 Westbound On-Slip/ Whitwick Road Junction Improvements

The Applicant has submitted Hub drawing number T22523.006 Rev. B, which is available within the Drawings section of TN4. This drawing shows amendments made following the previous comments raised by the LHA. The LHA advises the following points:

- The Applicant has provided 85th percentile speed readings demonstrating that the reduction taper length for the slip road (1 in 45 taper) is in accordance with Traffic Signs Manual (TSM) Chapter 5, Table 7-4. The speed survey data is provided within Appendix A of TN4 and was undertaken between Thursday 8th and Wednesday 14th May 2025 under permit number 250428-0839300303-28831.
- The Applicant has also provided Hub drawing number T2253.009, which is available within the Drawings section of TN4. This shows that there is sufficient forward visibility to the start of the slip road, for vehicles travelling westbound on the A50. DMRB CD109 allows relaxations to the SSD, and a one-step relaxation to 215m has been achieved by the applicant (232m is shown).

Departures Submission Pro-forma

The Applicant previously provided the LHA with a Departures Submission Pro-forma dated 19th October 2025. This was with regards to the A50 Westbound On-Slip/ Whitwick Road junction. An updated departure submission should be submitted addressing the previous comments raised.

Internal Layout

As advised previously, the Applicant intends for the internal access roads to remain in private ownership. For the avoidance of doubt the internal roads, including the through route which would be created between the A50 and Whitwick Road, have not been considered for adoption. It is noted that Arriva would require the through route to be maintained, along with a winter maintenance regime in order to route a bus service through the site, as detailed further below.

Parking Provision

The LHA previously advise that the level of parking provision for all modes was acceptable, however this was on the basis of an occupancy split of 80% B8 and 20% B2 use for each building.

The LHA advised that whilst the level of car parking for each unit is considered acceptable for B8 use, or if each unit was used with a split of 20% for B2 and 80% B8 use, the LHA consider if any unit was just for B2 use, there would be a considerable shortfall in parking provision for that unit against the LHDG guidance. It is unclear whether overspill B2 parking from any individual unit could be accommodated at other units throughout the site. It was also advised that if the site was to be occupied fully under B2 use, there would be a requirement for 1,178 car parking spaces throughout the site. This falls significantly short of the 646 spaces proposed. The LHA therefore advised restrictions on B2 use to a maximum of 20% at the site may be required.

The Applicant has acknowledged the LHA's concerns in Para. 1.43 of TN4 and stated '*...should any unit be proposed with more than 20% B2 use, it is worth highlighting that the service yard area requirement would be significantly reduced, and it is therefore expected that the additional car parking could be delivered by utilising the service yard area that is no longer required.*'

The Applicant has subsequently stated within Paragraph 1.44 of TN4: '*In addition, the client would be willing to suggest an appropriate condition along the lines of "No more than 20% of the floor area of each unit hereby approved shall be brought into B2 use until an appropriate vehicle parking plan has been submitted, approved by the Local authority and implemented in full."*'

Whilst the LHA notes the suggested condition and would welcome such a condition, clarity is requested on whether such a condition would be enforceable. The LHA would need to be sure that 20% B2 use would not be exceeded for both the site as a whole, and each individual building. It is also noted that the Applicant could convert service yard areas should over 20% of an individual building is used for B2 use, however drawings detailing this have not been provided.

Transport Sustainability

The Applicant has submitted an updated Framework Travel Plan (FTP). The LHA advise that the following points are still outstanding, as raised previously:

- It is suggested that when relocating the bus stop to within the development, the stop be equipped with a pole, flag, timetable case, raised kerb and (if necessary), road markings. This should be reflected within the FTP.
- The LHA note that there will be a provision of vouchers equivalent to the cost of a three month period bus pass for each employee to use towards a public transport season ticket. To encourage public transport usage, employees should be provided with a six-month bus pass. The FTP should therefore be amended to reflect six-month bus passes will be provided.
- Travel Plan Co-ordinator (TPC) details will need to be provided to s106monitoring@leics.gov.uk as soon as the TPC is appointed.

The LHA previously requested the Applicant to provide evidence that Arriva, the current bus operator of the 29/29A bus service which travels passed the site, would be happy to re-route the eastbound service through the site. The Applicant has subsequently included correspondence from Arriva within Appendix C of TN4 confirming they would be happy to re-route the service subject to the private internal development roads being provided to an adoptable standard, along with appropriate maintenance by a management company and a winter maintenance regime. The LHA advise this will need to be secured as an obligation of the developer and request clarity on any wording as to how this could be secured.

As advised previously, the Applicant should note that Leicestershire County Council would require a £500.00 proofreading fee for Travel Packs, if provided by the Applicant, or can provide the packs at a charge of £52.85 each. Furthermore, a monitoring fee of £11,337.50 is required going forward. Finally, the cost of a six month bus pass for an Arriva service is currently £632.50 per pass. Travel packs, bus passes and the FTP monitoring fee would all be requested as part of a S106 agreement in the event the LHA can advise approval of the proposals in the future.

Public Rights of Way

The application site crosses public right of way Footpath R1 which links the former through-route Cottage Lane to the A50 dual carriageway verge. The application proposes vehicular entry from the eastbound A50 and a vehicular exit onto Whitwick Road, the two points linked by an egress road that crosses Footpath R1 which remains on its current alignment.

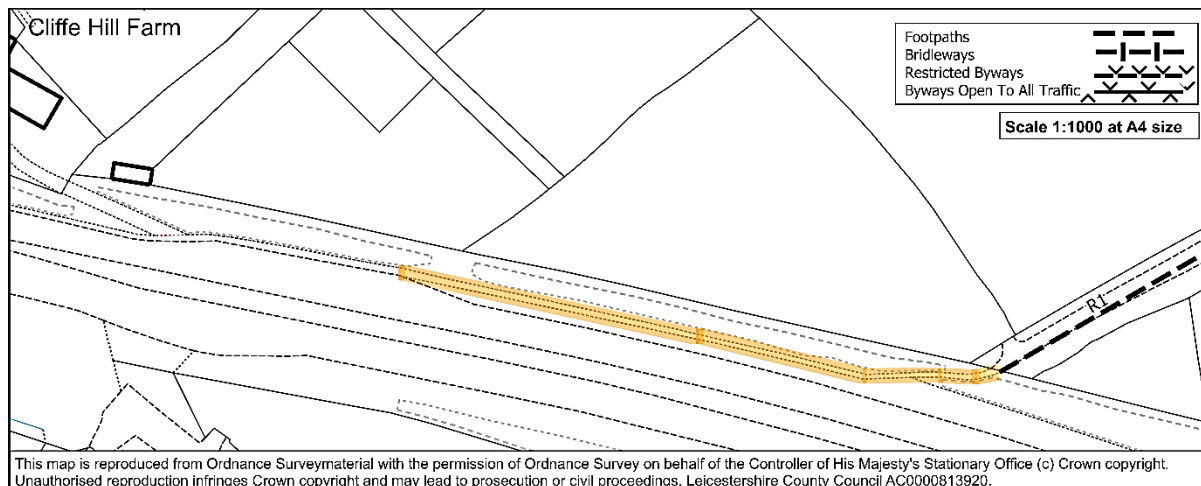
In the original application documents, the PRoW was completely omitted. The recently submitted Technical Note 4: Response to LHA Consultation Comments makes some points but is still inadequate. The legal position is that the National Planning Policy Framework (Dec 2024) paragraph 105 requires: *“Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users ...”* Also Planning Policy Guidance in Circular 1/09 establishes that *“The effect of development on a public right of way is a material consideration in the determination of applications for planning permission ...”* The applicant has not yet met these obligations.

With Footpath R1 the legal defined width is a minimum of 10.5 metres which is the width of the area over which the public's pedestrian rights extend. Any trees or shrub planting, any fencing, or any other structures on this land would count as unlawful highway obstructions, the only exception being items required for the proper management of the route as a public highway. The proposed bollards between the egress road and Cottage Lane fit with that and are welcome; further advice has clarified the bollards do not need separate authorisation.

Within any development a public footpath should have a tarmac surface. This surface should be 2 metres wide. The [Leicestershire Highway Design Guide](#) requires a grass verge on either side of such a constructed surface. In this case the grass verges should each be a minimum of 4.3 metres wide so that, along with the 2 metres of tarmac, the 10.5 metre width of the public right of way is properly reflected. Technical Note 4 paragraph 1.49 and drawing T22523.001 Rev. I show the provision of 2 metre-wide dropped kerbs which are welcome.

Near the dropped kerbs there should be a new a fingerpost sign matching LHDG drawing [SD/FP/7](#), which is a legal requirement where a PRoW exits or crosses a surfaced road (whether public or private). Where a development creates a need for a new sign the developer is responsible for this provision, as they are for any other required new road signs. The Applicant should amend their key drawings to reflect these commitments.

From the south end of Footpath R1 pedestrians go westwards on a grass path along the eastbound A50 verge to reach the footway of the nearby bus layby; adjacent to this there was a tarmac path over the dual carriageway central reservation for access to Altar Stones Lane towards Markfield. This grass verge path is shown on Ordnance Survey MasterMap plans by a parallel thin dashed lines, as highlighted yellow on the map excerpt here:



The currently submitted plans ignore the verge path which is cut-through by the proposed vehicular site entry road, the slip road for which will supplant the existing bus layby. Where the footway and verge path are removed, they need replacing including by dropped kerbs at the site entry road. Details should therefore be provided in respect of this section of the PRoW route. In line with the NPPF paragraph 105 requirement to enhance rights of way the rest of the route to link with PRoW R1 should have a tarmac surface. The public footpath will need to be upgraded to meet design and construction standards set out in the LHDG. For these works to be adequately monitored and delivered in accordance with these criteria the works to the highway (the public footpath) will likely need to be included in a Section 38/278 Agreement. A replacement fingerpost sign matching LHDG drawing SD/FP/7 should also be provided at that point.

As advised previously, the LHA advise any future S106 agreement should include a PRoW contribution to be used for enhancements on public rights of way within 1 mile of the outside boundary of the site.

Closing

The LHA requires the Applicant to submit additional information to the LPA in respect of the following points, for further consideration by the LHA:

- Additional information/ detail in respect of the site ingress/ egress arrangements and off-site works as necessary;
- Potentially additional PIC analysis over a wider study area depending on the results of the transport modelling work;
- Provision of the PRTM modelling work including traffic diagrams and furnished flows for review;
- Junction capacity assessments and junction models of all affected junctions and, if necessary, details of any mitigation schemes to improve capacity;
- Provision of an updated FTP; and
- Further clarification in respect of the PRoW through the site.

Date Received
12 January 2026

Case Officer
Ben Dutton

Reviewer
DH

Date issued
27 March 2026