



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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To: Hinckley and Bosworth Borough Council (FAO Emma Baumber)
Planning@hinckley-bosworth.gov.uk

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

Council's Reference: 25/00931/FUL

Location: Cliffe Hill Farm, Little Shaw Lane, Markfield, Leicestershire, LE67 9PP

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

National Highways Ref: NH/25/13260

Referring to the consultation on a planning application dated 30th September 2025 referenced above, in the vicinity of the M1 J22 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 approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in Annex A.~~
- 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 propose not 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: <i>Adrian Chadha</i>	Date: 14 July 2026
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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

¹ Where relevant, further information will be provided within Annex A.

activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommended Deferral

National Highways has reviewed the Transport Assessment Addendum (TAA), dated June 2026, prepared by Ridge LLP. This is in relation to a planning application for the redevelopment of a logistics park for 64,794 sqm of storage and distribution (Class B8), general industry (Class B2), ancillary office space (Class E) and associated infrastructure on Land at Junction 22, Cliffe Hill Farm (ref: 25/00931/FUL).

Our primary interest relating this application is the M1 which is part of the SRN in the area. The site is located in the northeast quadrant of M1 Junction 22 and shares a boundary with the junction to the west and south.

Based on our review we have set out our comments below.

Trip Generation

National Highways is content that the trip rates used within the PRTM are consistent with what was agreed during pre-application discussions.

PRTM Modelling Comments

PRTM Proforma

National Highways is content with the PRTM Proforma submitted in response to our previous comments dated 11 May 2026.

Furnessing and Forecasting Methodology

National Highways is content, in principle, with the methodology adopted whereby the observed Manual Classified Turning Count (MCTC) data has been used in conjunction with the forecast PRTM flows to derive future year turning movements for the assessed scenarios.

We are also satisfied that the survey data presented in Appendix A has been consistently reflected within the furnessing calculations presented in Appendix B. However, to facilitate our independent review we request that the calculation spreadsheets used to derive the future year turning flows for all the scenarios, from the 2025 base year traffic flows, are provided.

We note that the traffic flow diagrams presented in Figures 3.1 and 3.2 appropriately present the 2025 base year traffic flows in Passenger Car Units (PCUs) for both the AM and PM peak periods. National Highways will be able to provide further comments on the future year traffic flow diagrams following receipt and review of the requested furnessing calculations.

Outstanding Information

In addition, we would welcome the opportunity to review the supporting PRTM documentation, including the Base Year Model Review and the Uncertainty Log, to enable a comprehensive review of the forecasting methodology and modelling assumptions.

M1 Junction 22 Model

Based on this review of the M1 Junction 22 modelling information provided, the comments are set out below.

Model File

To allow us to do a full review of the modelling work, please can you supply us with the LinSig models that have been used in your analysis as it is not possible for us to view all input parameters via a LinSig Report.

Validation

It should be confirmed what validation data is available to demonstrate that the results of the 2025 Baseline tests accurately replicate the observed behaviour at the time of the survey.

Signal Controller

Current signal controller information should be supplied to demonstrate the model replicates how the junction currently operates. Additionally, it should be confirmed whether any observed signal timing data has been analysed to confirm the cycle times and stage lengths that operate on the roundabout.

Pedestrian Crossings

The LinSig model output includes the two proposed crossings to the east of the roundabout. These crossings should not be included in the base model as they were not present at the time of the surveys and are being proposed as part of your development. These crossings should be added to your proposed layout LinSig model.

Traffic Flow Diagrams

To aid our review of the model, traffic flow spreadsheets that were used to determine the flows inputted into the model should be provided.

Model Geometries

To allow us to review the measurements used in the LinSig model (i.e. lane lengths and saturation flows), an AutoCAD drawing of the junction which includes the measurements inputted into the model should be provided.

Model Set-up

Arm 8 (the A50 Westbound approach) should be modelled as two long lanes and a flare, rather than three long lanes. The change will allow more accurate modelling of how the flare is used if queues in the adjacent lane block back to the flare point. The

proposed layout drawing shows that the third lane does not start straight after the pedestrian crossing, so your submitted model allows for free entry into the third lane from the crossing, which is not realistic. Furthermore, the flare is placed on the wrong side of the approach as the model shows it on the offside, but lane markings at the roundabout suggests it is on the nearside of the approach.

Lane markings on the M1 Southbound slip road indicate that the middle lane is for A50 (East) traffic, but the model has a connector from lane 2 onto the roundabout circulatory. There is a similar situation on the M1 Northbound slip road whereby the middle lane is signed for the A511 exit, but the model allows traffic from this lane to go onto the western circulatory. Evidence to support this use of the middle lane of these approaches should be provided for review.

The new westbound pedestrian crossing (Controller 3, Stream 2) has the traffic phase running in both stages with the pedestrian phase not running at all. It should be confirmed whether this staging is correct.

Traffic Impact

Once the above information has been addressed and submitted for our review, National Highways will be in a better position to comment on the potential impact on the SRN from this proposal.

It is recommended that the application should not be approved for a period of three months from the date of this response. This will allow sufficient time for the applicant to provide further information and for National Highways to review and respond to the information provided.

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.