



## National Highways Planning Response (NHPR 26-09) Formal Recommendation to an Application for Planning Permission

From: Ian Doust (Head of Planning & Development)  
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To: Hinckley & Bosworth Borough Council (FAO Emma Baumber)  
[planning@hinckley-bosworth.gov.uk](mailto:planning@hinckley-bosworth.gov.uk)

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Council's Reference:** 25/00931/FUL

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

**Proposal:** Redevelopment 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 10<sup>th</sup> October 2025 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, regarding the highway authority consent required for trunk road access, is not relevant to this application.<sup>1</sup>

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 must 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](mailto: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](mailto: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:** *Adrian Chadha*

**Date:** 6 October 2026

**Name:** Adrian Chadha

**Position:** Assistant Spatial Planner

**National Highways**

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<sup>1</sup> 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 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.

### **Reason**

National Highways has reviewed Technical Note 7, dated September 2026. The documents have been provided to support with the planning process of the proposed 72,500 sqm of B8/B2 land use located on the northeast quadrant of the M1 Junction 22, which is part of the Strategic Road Network (SRN).

Based on National Highways' review of the document, our comments have been set out below.

### **Model Validation**

Thank you for providing us with queue length data. Please also provide your Excel analysis comparing modelled and observed queue lengths on a lane-by-lane basis. This should include a conversion of the queue surveys to PCUs, adjusted queues for when the full extent of the queue was unable to be observed, as well as the queue length comparison.

Additionally, all of the roundabout approaches have flares, so please ensure you understand how LinSig reports queue length values on a long lane and a flare lane group to ensure your analysis of the observed data matches the same methodology. Whilst we are not expecting a perfect level of validation across all lanes, please try to ensure the model validates as well as possible.

### **Signal Specification**

Thank you for supplying the Signal Controller Specification documents. National Highways has no further comments on this matter.

### Model Geometry

National Highways notes that the lane length on Arm 7 Lane 3 has been updated. However, it is not possible to confirm the suitability of the adjustments made to the flare on Arm 8 until we receive the updated LinSig models.

By viewing the supplied drawing T22523.012, it has still not been possible to understand how the geometry values on the A50 East approach have changed between the base and proposed LinSig models. Therefore, a CAD drawing (not a PDF) showing both the existing and proposed highway layouts should be provided for our review. This drawing should show how the entered LinSig flare length values have been determined.

### Pedestrian Green Value

Please note that Traffic Advisory Leaflet 1/02 has been superseded by Chapter 6 of the Traffic Signs Manual and this should be used when determining signal timings at new sites.

Based on the intergreen calculations outlined in paragraph 6.7.2 of the above document, the two pedestrian intergreen values should be 9 seconds, based on a 7.3m crossing length, but the values entered into the LinSig model are 8 seconds. We would welcome an explanation for this difference.

### Give Way Parameters

The give way parameters modelled on the Cliffe Lane approach should be reviewed.

### Conflict Values

As you have modelled traffic on the Cliffe Lane approach (Arm 14) giving way to the signalised arms at the M1 Northbound off slip node (Arms 1 and 2), National Highways is not content that the modelled Clear Conflict values on Arm 14 are accurate. Clear conflict values should be the time it takes opposing vehicles to clear the conflict points, and National Highways notes the default values of 2 seconds are likely lower than what the values should be.

The values for the three movements from Arm 14 against the individual lanes on the opposing movements should be calculated and provided for our review. Note that it may be that different values are needed for the three movements.

### Model Files

With all the above changes that have been made to the LinSig model, National Highways requests that you supply us with the LinSig model files used in your analysis. Although the output files have been included within your response, the output files do not include all of the model input data.

### Traffic Impacts

National Highways will be in better position to comment on the potential traffic impacts of the proposed development on the SRN once the above queries have been resolved.

### **Standing advice to the local planning authority**

The UK Government has committed to achieving net zero greenhouse gas emissions by 2050 through amendments to the Climate Change Act 2008. The National Planning Policy Framework (NPPF) supports this objective, with Chapter 5 recognising the need to support the transition to a low carbon future and contribute to achieving net zero by 2050. Policies CC2 and TR3 promote sustainable patterns of movement, reduce reliance on the private car and seek to ensure that significant development is located where it offers a genuine choice of transport modes.

Policies TR3 and TR4 also advise that opportunities to improve walking, wheeling, cycling and public transport should be taken up as part of a vision-led approach to creating sustainable, inclusive and well-connected places.

These considerations should be weighed alongside any relevant Development Plan policies to ensure that planning decisions support sustainable travel patterns and align with the transition to net zero by 2050.