



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

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To: **Hinckley & 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: 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 10th 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 as follows:

- a) ~~**No Objection:** see reasons at Annex A.~~
- b) ~~**Conditional Approval:** National Highways recommends that planning conditions and/or obligations as set out in Annex A be attached to any planning permission that may be granted.~~
- 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 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.

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.



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.

Deferral

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.

Reasons

National Highways has reviewed the Local Model Validation Report, dated August 2025, and the LinSig Model for the M1 Junction 22, provided in August 2026, alongside other associated documents. 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, part of the SRN.

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

Local Model Validation Report (LMVR)

National Highways notes that the proposed development has been assessed using the PRTM, and that the submitted LMVR relates to the 2023 base year model. The purpose of this review is to confirm that the base year model has been satisfactorily calibrated and validated against observed traffic counts, screenline counts and journey time surveys, such that it provides a suitable basis for forecasting future year conditions.

Based on our review, we note that the SRN junctions within the vicinity of the development have been appropriately represented and assessed. We also acknowledge that the identified minor network issues have been addressed, and National Highways is satisfied that there are no significant issues affecting the representation of the SRN within the base model.

We note the use of interpolated screenline acceptability criteria for screenlines containing fewer than five count locations and are content with this approach. We are also satisfied that the screenline validation criteria have been achieved. Furthermore, we are content that individual traffic count validation and journey time validation have

been undertaken appropriately and demonstrate satisfactory model performance within the vicinity of the proposed development.

On the basis of the information submitted, National Highways is satisfied that the local area model has been adequately calibrated and validated and is therefore suitable for use in assessing the forecast year scenarios.

M1 Junction 22 LinSig Model

Model Validation

To support the queue length data already provided, we would welcome 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, and 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

We note you have used a LinSig model provided by LCC as the basis for your analysis. Can you please provide a copy of the latest Signal Controller Specification Documents to confirm that the LinSig model does replicate how the junction currently operates.

Model Geometry

The modelled lane length of Arm 7 Lane 3 (Eastern circulatory) is a little bit shorter than it appears on street. Therefore, the entered lane length should be reviewed to ensure it represents the capacity of this stop line.

On Arm 8 (A50 Westbound approach), it is not clear why the short lane has moved from lane 2 in the base model to lane 1 in the proposed model. Please explain this change as it is not evident in the drawing that has been supplied.

Also on Arm 8, the flare length has also increased from 10pcu (or 57.5m) in the base model to 76m in the proposed model. The lane width at the start of the proposed flare is 4.8m within the drawing. It should be clarified if it has been assumed that two vehicles can queue side by side at that point.

Additionally, further information should be provided to demonstrate how the proposed works increase the capacity on this roundabout approach (arm 8), in particular how the kerblines around the bus stop have been altered.

Pedestrian Green Value

The two new pedestrian crossings are both shown to have a crossing distance of 7.3m, but the crossing on the eastbound carriageway (Phase C) has a minimum green value of 5 seconds, whilst the crossing on the westbound carriageway (Phase D) has a minimum green value of 6 seconds. Please explain why these two values vary from each other.

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 Climate Change Committee 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.