



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

From: Victoria Lazenby (Regional Director)
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To: Hinckley & Bosworth Borough Council (FAO Matt Jedruch) and
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CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 23/01090/OUT

Location: Land At Cliffe Lane Markfield Leicestershire

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 4 July 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: 4 October 2024

Name: Eve Gibson-Field

Position: Assistant Spatial Planner

National Highways
199 Wharfside St, Birmingham, B1 1RN

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

Thank you for inviting National Highways to comment on the additional information provided by the applicant, namely the Transport Assessment Addendum (TAA), LinSig Model and Framework Travel Plan (TP).

National Highways previously issued holding recommendations, the most recent being 17 July 2024, to allow the applicant more time to address outstanding matters that were raised during the review of the TA and TP, consultation dated 3 April 2024.

We have reviewed the TAA, LinSig Model and TP. Please note that our comments specifically address the potential impacts of the development proposal, located approximately 300 meters away, on the M1 Junction 22.

Based on the review of the documents provided, we have prepared the following comments:

Traffic-related matters

Trip generation

The trip generation has been updated using the previously accepted methodology and now includes only regions in England outside of Greater London. Based on our independent checks, we are satisfied with the trip generation and comfortable that it provides a robust assessment.

Trip distribution

The consultant has provided an updated trip distribution for HGV trips from the site, based on data collected from a geofence placed on an HGV tracking system at an existing Coalville depot from 16th to 21st August 2024. We are satisfied with the methodology and the distribution provided for HGV's.

Capacity Assessments

General

- Signal Specification for M1 Junction 22 LinSig model has not been provided to accompany the model. Therefore, we cannot verify that the signal set up reflects what it is currently in place at M1 J22. This includes phases, staging, intergreens, cycle time and green time.
- No validation has been provided as part of this submission. We cannot verify that the 2024 model reflects current performance and is suitable to use for future year testing. To ensure the model is validated, we would require a comparison against survey data for queue and Degree of Saturation (DoS).

Lane Set Up

- Arm 7 (Lane 1 and 2) – lane lengths appear too long and may overestimate capacity, these should be around 46m.
- Arm 2 (Lane 1) – lane length appears too short, these should be around 97m.

Saturation Flow

- A saturation flow of 1900 has been used on all signalised arms. However, it is unclear why this figure has been used and justification is required.

Give Way

- The give way coefficient and maximum flow while giving way is incorrect for the type of give way on Cliffe Lane. The values used within the model are for a right turn at a T-junction or crossroads. The correct values should be for a give way at a roundabout which has a coefficient of 0.33 and opposed max flow of 1000.

Travel Plan

National Highways provided comments on the Travel Plan in July 2024 and acknowledge that the plan has now been updated. We note that the amendments are minor and do not have a material change on our previously provided comments, outlined below for convenience:

“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.”

It is important to note that these comments imply no pre-determined view of the acceptability of the proposed development in traffic, environmental or highway terms and that these comments relate specifically to matters arising from National Highways' responsibilities to manage and maintain the Strategic Road Network (SRN) in England in line with DfT's Circular 01/2022 to support sustainable delivery of growth. Comments relating to the Local Road Network should be sought from the Local Highway Authority.

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.

I trust the above comments are helpful. Should you have any queries do not hesitate to get in touch.

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 Switch and Improve criteria as set out in clause 4.3 of PAS2080:2023 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.