

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/R1

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 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. The site is located at Cliffe Hill Farm, Little Shaw Lane, Markfield.

The LHA has reviewed the following documents submitted by the Applicant in support of the proposals:

- Transport Assessment Rev. C (Authored by Hub Transport Planning, dated 17th September 2025).
- Framework Travel Plan Rev. C (Authored by Hub Transport Planning, dated 8th September 2025).
- Stage 1 Road Safety Audit Report – Proposed Toucan Crossing and Site Access on A50 (Authored by RSK Associated, reference VRP2015-01- RSA 1, dated 4th September 2025).

- Stage 1 Road Safety Audit Report – Proposed Whitwick Road Egress (Authored by RSK Associated, reference VRP2015-02- RSA 1, dated 4th September 2025).
- Stage 1 Road Safety Audit Report – Whitwick Road/ A50 Westbound Slip Road (Authored by RSK Associated, reference VRP2015-03- RSA 1, dated 4th September 2025).
- Annex C – Departures Submission Proforma (Reference T22523, dated 19th October 2025)
- UMC Architects drawing number 24473 – UMC – ZZZZ – ZZ – DR – A – 0601 Rev. C03 (Proposed Masterplan).
- UMC Architects drawing number 24473 – UMC – ZZZZ – ZZ – DR – A – 0704 Rev. C02 (Proposed Typical Cycle Store Plan and Elevations).
- UMC Architects drawing number 24473 - UMC - 01SI - ZZ - DR - A – 0601 Rev. C02 (Unit 01 – Proposed Site Plan)
- UMC Architects drawing number 24473 - UMC - 02SI - ZZ - DR - A – 0601 Rev. C02 (Unit 02 – Proposed Site Plan)
- UMC Architects drawing number 24473 - UMC - 03SI - ZZ - DR - A – 0601 Rev. C02 (Unit 03 – Proposed Site Plan)
- UMC Architects drawing number 24473 - UMC - 04SI - ZZ - DR - A – 0601 Rev. C02 (Unit 04 – Proposed Site Plan)
- UMC Architects drawing number 24473 - UMC - 05SI - ZZ - DR - A – 0601 Rev. C02 (Unit 05 – Proposed Site Plan) and
- UMC Architects drawing number 24473 - UMC - 06SI - ZZ - DR - A – 0601 Rev. C02 (Unit 06 – Proposed Site Plan)

Site Access

Access to the site is provided by a new site access off the A50, and a new site ingress on to Whitwick Road, a C classified road. Both roads are subject to the national speed limit and not weight restricted. A section of the A50 frontage is also subject to a 50mph speed limit.

The LHA deals with each access point in turn below.

A50 Ingress

The A50 is part of both the Department for Transport's Major Road Network¹ and Leicestershire County Council's Resilient Network², forming one of the key transport links between the M1 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 F. The Swept Path Analysis (SPA) of an 18.5m HGV and a single decker bus travelling at a 15KPH vehicle speed has also been provided on Hub drawing number T22523.002 Rev F. which is available within the drawings section of the TA.

The A50 access would only permit inbound vehicle movements via an auxiliary diverge lane and the Applicant has proposed removing the existing bus stop/HGV layby on the A50 eastbound carriageway and providing a replacement facility within the site. The access location is just prior to the end of the 50mph speed limit on the A50, where the speed limit changes to national. However, the Applicant states the access has been designed to the prevailing national speed limit.

The access has been designed with a carriageway width of 3.65m, a 25m radii and a separate 3.0m wide pedestrian/ cycle access has also been detailed.

¹ <https://maps.dft.gov.uk/major-road-network/index.html>

² <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/the-resilient-network>

To calculate forward visibility splays, an Automatic Traffic Count (ATC) speed survey was commissioned by the Applicant between Thursday 8th May and Wednesday 14th May 2025 inclusive. The ATC was located along the A50 eastbound at the existing ingress to Cliffe Hill Farm. The data is provided as Appendix C of the TA and the LHA hold records of a survey permit being issued for the ATC. The recorded 85th percentile speed was 38.5mph eastbound resulting in forward visibility splays of 94m.

The Applicant has commissioned an independent Stage 1 Road Safety Audit (RSA1) of the site access arrangements. This included five problems specifically related to the site ingress (Problems 2.8 to 2.12). The Applicant has accepted all five problems within the Designers Response and either addressed them on Hub drawing number T22523.001 Rev. F, or advised they will be considered at detailed design. This is accepted by the LHA.

Given the location of the access, the LHA have reviewed the site ingress arrangements against the Design Manual for Roads and Bridges³ (DMRB) guidance. The LHA can advise the following in respect of the site ingress:

- There does not appear to be any restrictions in DMRB CD123 regarding the proximity of the A50 ingress to the M1 J22. The safety audit has not raised this as an issue.
- The A50 is subject to a 50mph speed limit where the auxiliary lane is located, which requires a forward visibility Stopping Sight Distance (SSD) of 160m as per DMRB CD109 Table 2.10. There is only 75m SSD for eastbound vehicles to the start of the auxiliary lane, but this an existing situation not made worse by the proposals. The LHA is not aware the DMRB places any visibility requirements for SSD to the start of auxiliary lanes.
- A 30m entry taper and 110m deceleration length are shown on the drawing. These are in accordance with DMRB CD123 Table 5.22. The dimensions proposed meet the requirements for a 120kph design speed, whereas the road is subject to a 50mph limit.
- The radius of the bend at the end of the auxiliary lane is 20m. This should be 25m in accordance with DMRB CD123 Para 5.6.5 and will therefore need to be shown by the Applicant on a revised drawing.
- The following geometric design parameters for the roundabout should be shown on a revised drawing, in accordance with DMRB CD116; Central Island Diameter, Effective Flare Length, Entry Angle, Entry Kerb Radius, Visibility Approaching the Roundabout, Entry Path Radius.
- The following geometric design parameters for the roundabout are in accordance with DMRB CD116; Inscribed Circle Diameter, Circulatory Carriageway Width, Entry Widths and the Exit Kerb Radius.
- The Exit Widths do not appear to be in accordance with DMRB CD116 and will therefore need amending by the Applicant on a revised drawing.
- The drawing shows that shared use cycleway widths of 3.0m will be provided. Local Transport Note (LTN) 1/20⁴ requires an additional separation width to be provided between

³ <https://www.standardsforhighways.co.uk/dmrbs>

⁴ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

the cycleway and the carriageway in accordance with Table 6-1. This will therefore need to be detailed by the Applicant on a revised drawing.

- The Applicant should confirm on a revised drawing that the existing farm ingress/ egress will be removed.
- The swept paths show that the single deck bus and 18.55m length articulated vehicle can negotiate the auxiliary lane and the roundabout without overrunning the kerbs or lane lines, at a vehicle speed of 15kph.

Whitwick Road Egress

Details of the Whitwick Road egress are provided on Hub drawing number T22523.004 Rev. E. Swept path analysis of an 18.5m HGV and a single decker bus travelling at a 15KPH vehicle speed has also been provided on the drawing.

The junction provides a 3.65m carriageway width, with an 15m exit radius for both directions, and an additional 1:8 corner taper over a distance of 32m for traffic turning left to ensure that large HGVs do not overrun into the opposing traffic lane. A 2.0m footway connecting to existing pedestrian provision on the western side on Whitwick Road is also provided at the egress.

Speed data was obtained using ATCs located to the immediate north of the junction of Whitwick Road with Priory Lane for a 7-day period between Thursday 8th May 2025 and Wednesday 14th May 2025 inclusive. The data is provided as Appendix D of the TA and the LHA hold records of a survey permit being issued for the ATC. The recorded 85th percentile speeds were 58.4mph northbound and 55.4mph southbound. These recorded speeds result in visibility splays of 4.5m x 213m to the south and 4.5m x 187m to the north of the junction.

The Applicant has stated that it should be noted that the junction would also be accompanied by a new street lighting scheme, which could also extend to the south of the A50 (for the westbound on and off-slips).

The Applicant has commissioned an independent Stage 1 Road Safety Audit (RSA1) of the site egress arrangements. This raised five problems in respect of the site egress design. The Applicant has accepted all five problems within the Designer's Response and either addressed them on Hub drawing number T22523.001 Rev. F or advised they will be considered at detailed design. This is accepted by the LHA.

The LHA has reviewed the reviewed the site egress arrangements against DMRB and Leicestershire Highway Design Guide (LHDG, available at <https://www.leicestershirehighwaydesignguide.uk/>) guidance. The LHA can advise the following in respect of the site egress:

- The 15m corner radius and 32m length corner tapers on the north side of the junction are in accordance with DMRB CD123 para 5.6.2.
- The 6m corner radius on the south side of the junction should serve to discourage vehicles turning left into the access.
- The LHA are satisfied that the 6m corner radius and total available carriageway width (Including the grasscrete overrun strip) of 6.5m will accommodate an emergency vehicle if it

is required to turn left into the access.

- The footway widths are in accordance with Table 18 of the LHDG.
- Should the proposed footway affect any ditches, works to the ditch would require Section 23 Ordinary Watercourse Consent from the Lead Local Flood Authority, who would likely prefer open ditches to remain open as opposed to culverting them. Further information is available at: <https://www.leicestershire.gov.uk/sites/default/files/2024-02/Leicestershire-Ordinary-Watercourse-Regulation-and-Culvert-Policy.pdf>
- The swept paths show that the single deck bus and 18.55m length articulated vehicle can negotiate the proposed junction without overrunning the kerbs or lane lines, at a vehicle speed of 15kph.
- The LHA have concerns that vehicles waiting at the Cottage Lane junction would impede on the visibility splays for the proposed access, and vice-versa. This should therefore be given further consideration by the Applicant.

The LHA will comment further on the proposed site access arrangements, following provision of the additional information detailed above. In addition, consideration will be given to the proposals against [Policy 2](#) (access to the existing highway network) of the LHDG following further access and off-site works details being provided by the Applicant.

Highway Safety

The Applicant has obtained Personal Injury Collision (PIC) data from Leicestershire County Council for the five years between 1st January 2020 and 14th March 2025. The study area is outlined within Appendix B of the TA. During the specified period, there were 38 PIC's on the surrounding network; 27 were recorded as 'slight' and 11 were recorded as 'serious'. No fatal PICs were recorded.

Table 13 in the Applicants TA summarises the PIC data by location. The LHA accept that there has been no cluster of PIC's recorded within the last five years. Analysis has however identified six PIC's occurred at M1 J22 and five PIC's occurred along Whitwick Road within that time. More detailed analysis has therefore been undertaken on these two sections of the study area within paragraphs 3.81 through to 3.85 of the TA. The LHA has reviewed its PIC database given that a detailed description of each PIC is not provided and accepts the Applicant's analysis is in line with the more detailed descriptions held by the LHA.

The LHA has reviewed its PIC database and advises an additional four PIC's have occurred within the study area since March 2025. These are all recorded as slight. The LHA advise the additional PIC's all occurred at different locations within the study area and that these would not alter the conclusions drawn by the Applicant.

Given the above, the LHA accept that the proposals are unlikely to exacerbate an existing highway safety concern. This is however subject to a safe and suitable access arrangements and off-site works being provided. Furthermore, subject to the outputs of the Applicants modelling work (detailed below), the PIC study area may need to be expanded.

Trip Generation and Distribution

Trip Generation

The proposed development is for up to 65,000sqm of B2/B8 land uses. The Applicant has stated it is anticipated that 80% of the site would be for B8 uses (52,000sqm) and the remaining 20% would be for B2 uses (13,000sqm).

Details of the anticipated level of vehicle trips which could be generated by the development are provided within Part 5 of the TA. The approximate combined B2/ B8 vehicle trips which could be generated by the development during the peak hours are provided in Table 1 below.

Peak Hour	Trip Rate (per 100 sqm GFA)		Vehicle Trips	
	In	Out	In	Out
Car/LGV's				
AM	-	-	327	141
PM	-	-	85	220
HGV's				
AM	-	-	11	52
PM	-	-	25	18
Total				
AM	-	-	338	193
PM	-	-	110	238

AM peak is 07:00-08:00, PM peak is 17:00-18:00; trips have been rounded.

Table 1: Trip Generation Assessment – Combined Development (65,000sqm) (Extracted from the Applicants TA)

LHA agreed the trip rates at the pre-application stage and therefore these are considered acceptable.

The LHA advise the LPA that whilst the trip rates are accepted, on the basis the Applicant is assessing the proposals based on a 20% B2 use, which is the more traffic intensive use for the site, it would have concerns if the level of B2 use was to exceed 20% as a more traffic intensive scenario which could have a greater impact on the highway network will not have been assessed. The LHA note the submitted application form details 20% B2 use and 80% B8 use, however the LPA are advised that, if necessary, the use of the site should be restricted to 20% B2 use.

Trip Distribution

Given the scale of the development proposed, the LHA advised the Applicant at the pre-application stage that the trip distribution from the development is considered using the Leicestershire Pan Regional Transport Model (PRTM). PRTM has the benefit of assigning and distributing trips on the network and considers committed development as a part of the model run. Further information can be found at:

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/leicestershires-pan-regional-transport-model-prtm>.

The Applicant has stated that at the time of writing the TA, the PRTM modelling has been commissioned, but the data is not available. The Applicant has acknowledged that the traffic impact assessment of the development will be provided later, once the modelling assessment has been completed. The LHA has been working with the Applicant in respect of the PRTM modelling.

The Applicant has therefore based the current trip distribution within the TA on 2011 Census data for the Hinckley & Bosworth 001 Super Output Area.

The LHA advise 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.

Junction Capacity Assessments

Currently, the impact of the development on the wider highway network is not known. The LHA will require the PRTM modelling work to be completed by the Applicant for this to be assessed.

The LHA advise that as a guide, junctions where approximately 30 or more new two-way trips are generated by the development in either the AM or PM peaks will require junction capacity assessments by the Applicant.

It is noted the following scenarios will be assessed by the Applicant in both the AM and PM peaks.

- 2026 Base
- 2026 Base + Proposed Development
- 2028 Opening Year
- 2028 Opening Year + Proposed Development
- 2030 Base
- 2030 Base + Proposed Development
- 2036 Base
- 2036 Base + Proposed Development

The LHA advise the 2026 and 2030 scenarios are the most crucial for its consideration.

Off-Site Implications

The Applicant is proposing off-site works to the highway network in various locations as a result of the proposed development.

Proposed A50 Toucan Crossings

The proposed site access also incorporates a new staggered toucan crossing on the A50 with associated road markings and tactile paving to connect the site with the westbound bus stop and Markfield via Altar Stones Lane. Details of the crossings are provided on Hub drawing number T22523.001 Rev. F, and SSD's are provided on Hub drawing number 22523 005 Rev. D, available within the Drawings section of the TA.

The Applicant has commissioned a RSA1 of the proposals. This raised four problems specifically in respect of the Toucan crossing designs (Problems 2.4 – 2.7). The Applicant has accepted or partially accepted problems within the Designer's Response and either addressed them on Hub drawing number T22523.001 Rev. F or by the provision of Hub drawing number 22523 005 Rev. D, or advised they will be considered at detailed design. Where the Applicant has partially accepted the recommended solution to the problem, it is stated that skid resistant surfacing will be considered at detailed design with the LHA and provided if considered necessary.

The LHA also have reviewed the Toucan crossing arrangements and can advise the following:

- DMRB CD116 Para 8.2.4 Note 3 states that "where the crossing is staggered, the part of the crossing on the entry arm can be within the 20 metres to 60 metres zone". Non staggered crossings should not be sited within this zone.
- DMRB CD116 Para 8.2.4 Note 2 states that "on the exit, a distance of 20 metres reduces the likelihood that 'blocking back' can occur where traffic queues extend onto the circulatory carriageway and it helps to ensure that drivers are still travelling slowly as they approach the crossing". The crossing is over 20m from the roundabout exit.

Whilst the distances from the crossing points to the roundabout are therefore 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. 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.

A50 Westbound On-Slip/ Whitwick Road Junction Improvements

Currently, vehicles turning right onto the A50 westbound on-slip are required to give way to traffic joining the slip road from the south. There is only c.12m of storage capacity for vehicles giving way, which means that a HGV would block the carriageway on Whitwick Road, this would be of considerable concern to the LHA given that the dominant flow of HGV's is likely to be towards M1 J22.

As part of the proposals, the Applicant is proposing to amend the existing A50 Westbound On-Slip/Whitwick Road junction to remove the requirement for right turning vehicles to give way as shown on Hub drawing number T22578.003 rev E which is available within the Drawings section of the TA.

The works would require replacing the existing splitter island with a smaller island and providing a dedicated lane for vehicles joining the slip road from the south or the westbound off-slip and another dedicated lane for right turn movements. These lanes would be separated by hatching and taper down to a single lane over a c.130m distance as shown in Hub drawing number T22578.006, which is also available within the Drawings section of the TA. From this point, drivers would merge with traffic on the A50 westbound carriageway.

The Applicant has commissioned an RSA1 of the proposals. This raised five problems in respect of the A50 slip road proposals. The Applicant has accepted four of the five problems within the Designer's Response and either addressed them on the below drawings or advised they will be considered at detailed design. Where the Applicant has not accepted the recommended solution to the problem and alternatively provided a pedestrian refuge at the junction. This is accepted by the LHA.

The LHA also have reviewed the site egress arrangements and can advise the following:

Hub drawing number T22523-003 rev F

- The swept paths show that the 18.55m length articulated vehicle turn left or right onto the A50 westbound slip road at a vehicle speed of 15kph without overrunning the kerblines. The right turn manoeuvre overruns the hatching but does not overrun the adjacent running lane.

Hub drawing number T22578.006:

- The reduction taper length for the slip road is shown as being at a 1 in 45 taper. This would be applicable for 85th percentile speeds of up to 50mph as per Traffic Signs Manual Chapter 5 Table 7-4. The Applicant is requested to confirm whether a speed survey has been obtained for this location justifying the use of the 1:45 taper. A speed survey is otherwise advised in order to demonstrate whether this would be acceptable.
- The layout is in accordance with DMRB CD 122 Figure 3.14b apart from the omission of the 50 metres separation, which is dealt with in the review of the Departure from Standard.
- The LHA is concerned that there is insufficient forward visibility to the start of the slip road, for vehicles travelling westbound on the A50. Aerial photos suggest that there is currently around 140m SSD, obstructed by the existing dense vegetation. Although an existing problem, the LHA are concerned that this will be exacerbated by the significant increase in HGVs using the slip road. Forward visibility should therefore be demonstrated and, if necessary, a speed survey undertaken to demonstrate this would be appropriate.

A50 Eastbound Lay-by

The Applicant has undertaken a survey of the A50 eastbound lay-by which would be removed as a result of the proposed development access. This was undertaken on Wednesday 6th September 2023. The survey was undertaken every 15 minutes during morning and evening peak periods and the results are provided within Table 14 of the Applicants TA.

The survey indicated that whilst there is occasional use of the layby located adjacent to the site, during the peak hour periods it is only full 8% of the time.

Notwithstanding this, the Applicant states it is the intention for the proposed development site to accommodate layby provision alongside the internal road network, which would provide parking for displaced vehicles from this layby. This area has not however been detailed on the drawings. In addition, it is stated that there is also a local services area located off the M1 junction roundabout which has parking available for both HGVs and cars and that whilst the services/ garage is closed at present, the parking area adjacent to the Travelodge remains in place.

The LHA request the lay-by provision is detailed on the site drawings.

Pedestrian Footway Links

The pedestrian route from the Whitwick Road access junction into Markfield would be upgraded with a 2.0m footway connecting from the site access into Markfield, with a new uncontrolled crossing with dropped kerbs and tactile paving proposed to facilitate crossing from the western to eastern side of Whitwick Road and across the A50 westbound slip road with Whitwick Road which will be upgraded to include dropped kerbs and tactile paving.

The improvements are shown in Hub drawing numbers T22523.003 rev E and T22523.004 rev E.

There would also be a street lighting package proposed as part of the development, which would provide a lit pedestrian route for commuters between the site and Markfield both in the morning and evening.

A 3.0m shared pedestrian footway/cycleway route is proposed between the site and Altar Stones Lane. Altar Stones Lane is cul de sac c.6.0m in width. The Applicant has suggested this could be used as a cycle and pedestrian route between the site and Markfield. The route would also provide direct access to the bus stop on the westbound carriageway of the A50 and the proposed Toucan crossing.

It should be noted that at this stage, the Applicant has not provided junction capacity assessments and it is therefore unclear whether any junction improvements will be required within the surrounding area.

A511 Growth Corridor Scheme

The Applicant has currently failed to demonstrate the impact of the proposals on the surrounding highway network. Nevertheless, at this stage, the LHA advise it is highly likely to require a financial contribution towards the Coalville Transport Strategy at the very least.

A number of junctions along the A50/ A511 corridor operate over capacity at peak times and improvement schemes have been identified by Leicestershire County Council at the Flying Horse and Field Head roundabouts. Several developments in the area have been obligated to provide a fair and proportionate Section 106 contribution towards the Coalville Transport Strategy to mitigate the otherwise severe impact of each development on the network. Further details can be found on <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/a511-growth-corridor-scheme>.

Internal Layout

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.

Parking Provision

Parking provision for the site is considered within Paragraphs 4.47 – 4.69 of the TA. The Applicant has considered parking provision for both B2 and B8 uses using the [Parking and making provision for service vehicles](#) section of the LHDG guidance. A summary of the parking provision proposed for each unit is provided in Table 2. Consideration has been given to parking for an 'out of town' location where relevant, which is accepted by the LHA.

Unit	Unit Area (sqm)	Vehicle Parking								Cycle Parking
		Car EV Charging	Car Share	Accessible Car	Accessible Car EV Charging	Total Car Parking Spaces*	Motorcycle	HGVs	Total	
1	14,287	30 (103%)	10 (143%)	7 (175%)	2 (200%)	142 (97%)	8 (50%)	39 (108%)	189	48 (112%)
2	21,065	44 (102%)	11 (100%)	9 (180%)	2 (200%)	211 (97%)	8 (35%)	74 (140%)	293	72 (114%)
3	6,265	14 (108%)	4 (133%)	1 (50%)	2 (100%)	62 (95%)	4 (50%)	22 (138%)	88	24 (126%)
4	11,824	24 (100%)	6 (100%)	4 (133%)	2 (200%)	116 (95%)	8 (62%)	46 (153%)	170	36 (103%)
5	8,714	18 (100%)	5 (100%)	3 (100%)	2 (200%)	87 (97%)	8 (80%)	20 (91%)	115	36 (138%)
6	2,639	6 (120%)	2 (200%)	0 (0%)	2 (100%)	28 (104%)	4 (100%)	6 (86%)	38	12 (150%)
Total	64,794	136	38	24	12	646	40	207	893	228
Total % of requirement met		103%	115%	126%	300%	97%	54%	126%**	N/A	118%

* Total of Standard, EV Charging, Car Share, Accessible Car, and Accessible Car (EV Charging)

** This includes trailer spaces that can be used for HGV parking or just trailer parking. Not all spaces will be used by trailers at the same time

Table 2: Proposed parking provision by mode and unit (Including % of required provision) (extracted from the Applicants TA).

Car Parking

The Applicant appears to have based car parking on the use of each unit being 80% B8 use and 20% B2 use. 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 to be Soley 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.

Unit 4 for example, if used solely for B2 use would require 215 car parking spaces, meaning there would be a shortfall of 99 spaces. The LHA notes that Units 1 and 2 could not be fully occupied under B2 use give the scale, so it may be that parking could be provided just on the basis of B8 use for these two units. Units 3, 4, 5 and 6 all have potential to be used for B2 use either individually or as a combination of some units, however. The LHA therefore requests further clarity as to how the use of the buildings is intended to be split and how additional car parking could be provided or managed for individual units if these were to be solely occupied under B2 use.

The LHA advises the LPA 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 advise restrictions on B2 use to a maximum of 20% at the site may be required.

Electric Vehicle Charging Points

The LHA is satisfied with the level of EV charging points provided for each unit to be acceptable.

Accessible Parking Spaces

The level of accessible car parking paces varies from 0% for Unit 6 to 180% for Unit 2. In addition, two accessible EV charging points have been provided at each site. The LHA considers the level of accessible parking provision to be acceptable, and that in the event more spaces were required within any specific site, this could be arranged by the occupier.

The level of EV and accessible parking spaces may need to be amended depending on the level of B2 parking provided at each unit.

Car Share Parking Spaces

Whilst the level of car share spaces for employment developments is not specifically detailed within the LHDG, the LHA welcome the provision of car share spaces within each unit.

Operational/ HGV Spaces

The Applicant has exceeded the number of operational spaces required for each unit for units 1-4. This ranges from an additional 8% provision for Unit 1 through to an additional 53% for Unit 4. It is noted that these spaces would also double up as trailer parking and are not anticipated to be fully occupied at all times. Units 5 and 6 have an under provision of between 9% and 14%. The LHA note there appears to be sufficient space within Unit 5 for additional HGV parking and would not seek to resist the parking provision for Unit 6, given there is a shortfall of one space against LHDG guidance.

Cycle Parking

The LHA considers the level of cycle parking provided for each unit, which exceeds the requirements of the LHDG to be acceptable. Cycle parking would be secure and undercover and provided in accordance with UMC Architects drawing number 24473 – UMC – ZZZZ – ZZ – DR – A – 0704 Rev. C02.

Motorcycle Parking

A level of dedicated motorcycle parking provision has been provided within the site for each unit. This ranges from 35% of the requirements set out in the LHDG for Unit 2, to 100% for Unit 4. The LHA accepts the level of motorcycle parking for all plots. It should be noted that the design of the parking area must allow motorcycles and other powered two wheelers to be secured to the ground while parked.

Transport Sustainability

Given the scale of the development, the Applicant has submitted a Framework Travel Plan (FTP). This has been reviewed by the LHA and is currently not accepted. The LHA advises the following points will need to be addressed in a revised FTP. Should they not be addressed by the Applicant at this stage, a revised FTP could be conditioned by the LHA:

- It is noted that the development proposal will divert the existing eastbound bus service (Arriva 29/29A) into the site and then out onto Whitwick Road which will include removing the existing bus stop from the A50 eastbound layby and relocating to a location (to be agreed in detail in due course) within the proposed development, as part of the access junction proposals and the proposal to divert these bus services into the site has been agreed in principle with Arriva and will be finalised in due course. 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 road marking. This should also be reflected within the FTP.
- It is also noted 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. It is suggested that in order to encourage public transport usage, employees be provided with a six-month bus pass. The FTP should therefore be amended to reflect six-month bus passes will be provided.
- The FTP will need to include reference to the www.choosehowyoumove.co.uk website, which provides information on walking, cycling, and public transport information e.g. routes,

groups, timetables, journey planning etc.

- Travel Plan Co-ordinator (TPC) details will need to be provided to s106monitoring@leics.gov.uk as soon as the TPC is appointed.

As stated within both the FTP and the TA, the Applicant would seek to re-route the existing Arriva bus service which runs past the site. The route would go along the new access road within the site and be served by a new bus stop. This is due to the existing bus stop on the eastbound A50 lay-by being removed to make way for the development access. Whilst the Applicant has confirmed that Arriva would be acceptable in principle to this, it is requested that written correspondence is provided to evidence that Arriva are willing to re-route the service through the site along a private road. The LHA advise the LPA that given the scale of the site, it is essential that it is served by public transport. Should a bus service not route through the site to the proposed new bus stop, the LHA advise a new bus stop/ lay-by on the A50 may not be considered safe, given this would need to be located further east on the A50, where vehicle speeds are likely to be higher. There would then be concerns from the LHA given the scale of the site as to how the site is accessible by public transport.

The LHA also advise that the site is somewhat detached from local amenities such as convenience stores for staff to purchase lunch, as well as the village of Markfield. The LHA notes that whilst a lightly trafficked road, Alter Stones Lane lacks any pedestrian footway provision and is not street lit. This is therefore unlikely to be a desirable pedestrian route, particularly at night. Whilst street lighting is being offered for Whitwick Road, this is also a remote pedestrian route and the furthest units on the site would be a considerable walk from Markfield village.

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 £605 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 is in a position to advise approval of the proposals in the future.

Public Rights of Way

The application site crosses the route of public right of way Footpath R1 which links the former through-route of Cottage Lane to the roadside of the A50 dual carriageway. The application proposes a vehicular site entrance from the eastbound A50 and a vehicular exit onto Whitwick Road, the two points linked by an egress road that crosses Footpath R1. The Design & Access Statement implies that the public right of way (PRoW) is intended to stay on the same alignment as at present.

Even so, how the PRoW will be treated is otherwise omitted from the application documents. The Proposed Masterplan, the Landscape Strategy, and the Landscape Plan sheet 6 of 6 all omit any physical provision for the PRoW. The Proposed Site Finishes plan shows, coinciding with the PRoW route, an unexplained symbol which might be a speed table or pedestrian crossing but it is on the wrong orientation for PRoW users.

In addition, the applicant needs to address the width and surface issues of the existing PRoW. The statement that accompanies the Definitive Map of public rights of way, the official record, defines Footpath R1 as being the 'Full width of former carriageway and verges', so the legal width of the route is a minimum of 10.5 metres. Also, though Cottage Lane is no longer adopted, the tarmac carriageway surface still exists beneath the layers of detritus all the way to the boundary of the A50

verge. Either the present proposals need to leave room for the whole legally-defined width of the PRow, or there needs to be a separate legal order which reduces the legal width of the PRow to reflect any future construction. Also placing any barrier between Cottage Lane and the egress road would require separate authorisation from the LHA to comply with the Highways Act 1980 section 147. A barrier is essential to ensure no vehicles attempt to use this route as an unofficial entrance or exit.

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 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;
- Potentially additional PIC analysis over a wider study area depending on the results of the transport modelling work;
- Provision of the PRTM modelling work;
- Junction capacity assessments of all affected junctions and, if necessary, details of any mitigation schemes to improve capacity;
- 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 FTP; and
- Further clarification in respect of the PRow through the site.

Date Received
3 November 2025

Case Officer
Ben Dutton

Reviewer
DH

Date issued
4 December 2025