



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

From: Kam Khokhar (Head of Planning & Development)
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To: Hinckley & Bosworth Borough Council (FAO Matt Jedruch)
planning@hinckley-bosworth.gov.uk

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 November 2023 referenced above, in the vicinity of the M1 Junction 22 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 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: 

Date: 14 March 2025

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Position: Assistant Spatial Planner

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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 Conditional Response

Thank you for providing the LinSIG model for the M1 Junction 22, dated November 2024, as well as modelling outputs, dated December 2024. We note that these outputs have been reviewed previously.

These documents have been provided to support a proposal for 9,740 m² of B8 Storage space and 792 m² of industrial space located on Cliffe Lane, near the M1 J22.

As part of this application, our principal interest is the M1 J22, which forms part of the SRN in the area. The nearest point of impact from the development on the SRN is the proposed access point of a priority-controlled T-junction, approximately 0.3km away from the M1 Junction 22.

Following our review of the modelling provided, we have set out our comments below.

M1 Junction 22 LinSIG Modelling

The latest version of the LinSIG model has not been provided for review. However, National Highways has conducted an independent check and confirmed that the changes made following the holding response issued in December 2024 do not substantially impact the modelled junction.

Therefore, we have updated the model geometries and give way coefficients, based on previous correspondence. After this, we have compared the no development scenario with the development scenarios (scenarios 1 and 2). Based on this review, we are satisfied that the proposed development will not adversely affect the operation of M1 Junction 22.

Summary

In summary, based on the information and modelling provided, we are content that the site will not have an adverse impact on the safety or operations of the Strategic Road Network.

Based on the above, whilst we do not anticipate any operational impact from the development, National Highways recommends that the following planning conditions are attached to any grant of planning permission:

Recommended Conditions

Condition 1:

Prior to commencement of construction works, a Construction Traffic Management Plan (CTMP) for the proposed development shall be submitted to and approved in writing by the Local Planning Authority in consultation with National Highways. The approved plan shall be adhered to throughout the construction period.

Reason for the Condition:

To ensure the efficient and reliable operation of the Strategic Road Network during construction stage.

Condition 2:

Within one month of the occupation date, an updated Travel Plan in accordance with South Staffordshire Council guidance will be submitted and approved in writing by the Local Planning Authority in consultation with the Local Highway Authorities to include arrangements for ongoing monitoring of implementation and effectiveness with targets to reduce private car movements to and from the site.

Reason for the Condition:

To ensure the provision of opportunities for travel by all modes of transport to and from the development site and prevent a reliance on car-based journeys. Ensuring the safe and efficient operation of the highway network and protecting the environment.

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.