



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

From: Kamaljit Khokhar (Head of Planning & Development)
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To: Hinckley and 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: Development 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 30th September 2025 referenced above, in the vicinity of the M1 J22 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 approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in Annex A.~~
- 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.

Signature: *Adrian Chadha*

Date: 11 February 2026

Name: Adrian Chadha

Position: Assistant Spatial Planner

National Highways

Three Snow Hill, Snow Hill Queensway, Birmingham, B4 6GA

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

We have reviewed the Transport Assessment (TA) and Framework Travel Plan (TP), dated September 2025 and produced by Hub Transport Planning, in support of a proposed employment development of 64,101 m² of B8/B2 land use near Markfield, to the Northwest of Leicester. The site is located in the northeast quadrant of the M1 Junction 22, part of the Strategic Road Network (SRN), and shares a boundary with the junction to the west and south.

Travel Plan

Thank you for providing the Framework Travel Plan in alignment with Department for Transport (DfT) guidance. National Highways welcomes proposals that reduce car dependency, need for travel, reliance on the SRN, and which maximise opportunities for sustainable travel solutions such as walking, wheeling, cycling, public transport and shared travel. As such, we welcome the proposed approach.

Transport Assessment

Trip generation

National Highways is content that the trip generation provided matches what was agreed during pre-application discussions.

Trip Distribution

As noted in pre-application discussions, National Highways is content with the use of the PRTM to determine the trip distribution from the site, with the HGV distribution being derived from application 23/01090/OUT on Cliffe Lane. We look forward to reviewing the modelling results in due course.

Assessment Years

National Highways is content with the assessment scenarios provided and notes that they have been agreed previously during pre-application discussions, as part of the agreement to the PRTM pro-forma.

PRTM Proforma

National Highways is content with the PRTM pro-forma provided and that it matches the document agreed to previously during pre-application discussions.

Other PRTM matters

As part of recent discussions, there are still outstanding comments with regards to the Base Year Model Review and the Uncertainty Log. We recommend that these be addressed to in due course when these documents are submitted as part of the formal application.

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.