



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 Joe Fleetwood)
planning@hinckley-bosworth.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 26/00518/FUL

Location: Granada Motorway Services, Little Shaw Lane, Markfield

Proposal: Development of new Roadside Service Facilities, on the site of a former Roadside Service Area, off the A511 Little Shaw Lane, adjacent to the M1 J22, Markfield

National Highways Ref: NH/26/15904

National Highways refers to the consultation on the Transport Assessment (TA), dated 11 June 2026, submitted in support of a proposed development located adjacent to M1 Junction 22, Markfield. As part of this application, National Highways' principal interest is the operation of the M1, which forms part of the Strategic Road Network (SRN) in this area. National Highways' formal recommendation is set out below.

- 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: 	Date: 04 August 2026				
<table style="width: 100%; border-collapse: collapse;"><tr><td style="width: 50%; vertical-align: top;">Name: Ijas Muhammed</td><td style="width: 50%; vertical-align: top;">Position: Assistant Spatial Planner</td></tr><tr><td colspan="2" style="padding-top: 10px;">National Highways Three Snowhill, Snowhill Queensway, Birmingham, B4 6GA ijas.muhammed@nationalhighways.co.uk</td></tr></table>		Name: Ijas Muhammed	Position: Assistant Spatial Planner	National Highways Three Snowhill, Snowhill Queensway, Birmingham, B4 6GA ijas.muhammed@nationalhighways.co.uk	
Name: Ijas Muhammed	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.

Deferral

It is recommended that this application is not approved for a period of three months to allow the applicant sufficient time to provide the required information.

Reason for Deferral

The Applicant has submitted a TA, dated 11 June 2026, in support of the proposed development of new Roadside Service Facilities on the site of a former Roadside Service Area, located off A511 Little Shaw Lane, adjacent to M1 Junction 22, Markfield. National Highways' principal interest in this application relates to the operation of the M1, which forms part of the SRN in this area. The proposed development is located immediately adjacent to M1 Junction 22 and therefore has the potential to interact directly with the SRN.

Based on a review of the submitted information, we have the following comments to provide.

Personal Injury Collision (PIC) Analysis:

The TA includes Personal Injury Collision (PIC) data obtained from the Department for Transport (DfT) for the eight-year period between 2017 and 2024 within the vicinity of the application site.

Based on an independent review, National Highways is content that the recorded collision history at M1 Junction 22 does not indicate any identifiable collision patterns or existing road safety concerns that would warrant further investigation as part of this application. Therefore, National Highways has no further comments on this matter.

Traffic Generation:

Trip generation has been derived using the TRICS database (Version 8.26.3) for the proposed Petrol Filling Station with retail, Drive-Thru Coffee Shop and Drive-Thru Restaurant land uses. The Applicant has also utilised classified turning count surveys undertaken at the existing hotel to inform the forecast trip generation associated with the retained hotel use. The individual land use forecasts have subsequently been combined to derive the overall development traffic generation for the weekday AM peak, weekday PM peak and Saturday peak hour periods.

HGV trip generation has been estimated using TRICS data for Motorway Service Areas and applied across the total proposed gross floor area (GFA), with the resulting HGV trips subsequently added to the overall development traffic forecasts.

National Highways is largely content with the approach used to estimate trip generation for the proposed Petrol Filling Station, retail and drive-through land uses. However, it is noted within Table 5.1.3 that the HGV trip generation for Motorway Service Areas has been added to the trip generation associated with the other proposed land uses. National Highways requests clarification of the methodology adopted, as it is unclear whether the HGV trips derived from the Motorway Service Area surveys are in addition to, or already reflected within the trip generation associated with the individual land uses. This clarification is requested to ensure that HGV movements have not been inadvertently double counted within the overall development traffic forecasts.

The detailed TRICS outputs for the Petrol Filling Station with retail, Drive-Thru Coffee Shop and Drive-Thru Restaurant land uses do not appear to have been included within Appendix 4 and therefore cannot be independently verified. National Highways requests that the detailed TRICS outputs are submitted to enable an independent review of the trip generation exercise.

Upon receipt of the requested information and clarification, National Highways will be able to complete its review and confirm whether the forecast trip generation provides an appropriate basis for assessing the transport impacts of the proposed development.

Trip Distribution and Trip Types:

Given the close proximity of the proposed development to M1 Junction 22, the assessment assumes that 100% of development traffic will interact with the SRN. Of this, approximately 20% is forecast to comprise new trips, with the remainder associated with pass-by, diverted traffic and linked trips.

Given the nature of the proposed development, National Highways considers the assumption that 20% of trips would comprise new trips to be reasonable.

Accordingly, National Highways is content that the trip distribution and trip type assumptions adopted for the purposes of assessing impacts on the SRN are robust.

Survey Data:

Trip generation associated with the retained hotel has been derived from classified turning count surveys undertaken at the site.

To facilitate our review, it is requested that the Applicant provides the survey results together with a summary of the weekday AM and PM peak hour turning movements during the standard SRN peak periods (08:00–09:00 and 17:00–18:00). It is noted that the PM peak traffic data presented within the submitted Traffic Flow Diagrams currently relates to the period 16:15–17:15. National Highways therefore requests that the corresponding traffic flows for the standard SRN PM peak period (17:00–18:00) are also provided to enable a consistent assessment of the development impacts on the SRN.

This information is required to verify the assumptions adopted within the assessment and to confirm that the forecast trip generation and associated traffic flow diagrams are supported by a robust evidence base.

Background Traffic Growth and Committed Development:

We note that TEMPro growth rates for 'All Roads' have been applied to forecast future background traffic growth. However, National Highways understands that the corresponding 'Motorway' growth rate is higher for the assessment area. Given that the proposed development primarily interacts with the M1, National Highways requests that the future baseline traffic forecasts are updated using the TEMPro 'Motorway' growth factors to ensure that future traffic conditions on the SRN are robustly represented.

The TA identifies the committed development located to the south-west of the site (Planning Application Reference 23/01091/OUT), for which a LinSig assessment of M1 Junction 22 has previously been undertaken.

The Applicant is requested to confirm liaison and agreement with the Local Planning Authority, with regard to the extent of committed developments included within the future baseline assessment.

Assessment Methodology:

An existing approved LinSig model of M1 Junction 22, provided by National Highways, has been used as the basis of the assessment. Capacity assessments have

subsequently been undertaken for the 2026 opening year and 2031 future year, together with the approved 2023 base model.

National Highways notes that the future year assessment scenarios combine the effects of both the proposed development and committed development traffic. To facilitate an independent review of the cumulative impacts, National Highways requests that the following scenarios are also assessed:

- Future Baseline + Committed Development; and
- Future Baseline + Committed Development + Proposed Development.

National Highways is content, in principle, with the overall assessment methodology. However, requests that the future year assessments are updated using the revised trip generation forecasts and, where appropriate, revised background traffic growth assumptions based on TEMPro Motorway growth factors. Should additional committed developments be identified following consultation with the Local Planning Authority, these should also be incorporated within the future baseline and reflected within the revised assessment scenarios.

In support of the revised assessment, we also request that the Traffic Flow Diagrams presented in **Appendix 5** are updated for all assessment scenarios.

Upon receipt and review of the requested information, National Highways will be able to complete its review of the LinSig assessment and provide further comments on the operational impacts of the proposed development on M1 Junction 22.

Construction Traffic Management Plan (CTMP):

National Highways notes the pre-application consultation response, dated 19 December 2025, which identified the requirement for a CTMP. However, a CTMP does not appear to have been submitted as part of the current application.

National Highways therefore requests that a CTMP is prepared and submitted for review, setting out the measures proposed to manage construction traffic and mitigate any potential impacts on the operation and safety of the SRN during the construction phase.

Further Comments:

NH are undertaking a thorough review of the proposed roadside facilities and might choose to add further comments in due course.

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.