



National Highways Planning Response (NHPR 26-09) Formal Recommendation to an Application for Planning Permission

From: Ian Doust (Head of Planning & Development)
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Midlands Region
National Highways
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To: Hinckley and 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/26/17005

Referring to the consultation on a planning application dated, September 2026, 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 propose not to determine the application in accordance with this recommendation they must 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: 7 October 2026

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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 Non-Approval

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

Reason

Thank you for submitting the Applicants Response letter, dated August 2026, in relation to National Highways previous review of the Transport Assessment, dated 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.

Our primary 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.

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

Trip Generation

We note that the consultant has added HGV trip generation to the land-use category in order to account for general HGV use of the HGV facilities of the proposed site. National Highways is content that this approach is robust.

National Highways request for the additional TRICS output for the Petrol Filling Station with retail, Drive-Thru Coffee Shop and Drive-Thru Restaurant land uses remain outstanding. Once this information has been provided, National Highways will be able to complete its review and whether the forecast trip generation provides an appropriate basis for assessing the transport impacts of the proposed development.

Trip Distribution

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

Survey Data

We note that the consultant has identified the network peak hours from the traffic survey data appended in the Transport Assessment (TA) and has carried these forward into the operational assessments. In particular, the raw traffic survey data indicates that traffic flows during the 17:00-18:00 PM period are lower than those observed during the identified network PM peak hour of 16:15-17:15. National Highways is content that this is a robust assessment.

M1 Junction 22 Modelling

Although an approved LinSig model is being used, National Highways still requires the actual LinSig model that you have used. This is to ensure any updates to the model are robust as the output files included within the Appendices of the TA do not give us enough information to confirm the suitability of the modelling work.

Table 8.1 of the TA only shows the PRC values of the whole roundabout for the different scenarios modelled. With signalised roundabouts such as this, total PRC and hence the highest Degree of Saturation values only provide part of the picture of how a junction is performing. We would therefore like your analysis to show how the proposed development impacts on the Degree of Saturation and Queue values on all lanes across the roundabout.

Please can you supply us with the traffic survey spreadsheets (included within Appendix 1 of the TA) and the traffic flow analysis spreadsheet (included within Appendix 5 of the TA) so that we can understand how the traffic flow analysis has been undertaken and how the flow scenarios used in the LinSig model have been determined.

National Highways assumes that you have inputted the new 2026 surveyed traffic flows in the LinSig models.

The performance of the model with these traffic flows against any observed queue length data collected at the time of the new traffic surveys should be provided for our review to confirm that driver behaviour has not changed from the time of the original model construction to the time of your recent traffic survey.

The operation of the received model should be checked against any signal data from the time of the recent traffic survey. This could be done by confirming the provided LinSig model corresponds to the existing controller specification document or any observed signal timings (i.e. stage lengths or cycle times) recorded at the time of the survey to support the timings used in model.

Traffic Impact

Once the above queries have been rectified, National Highways will be in a better position to comment on the potential impact of the proposed development on the SRN.

Standing advice to the local planning authority

The UK Government has committed to achieving net zero greenhouse gas emissions by 2050 through amendments to the Climate Change Act 2008. The National Planning Policy Framework (NPPF) supports this objective, with Chapter 5 recognising the need to support the transition to a low carbon future and contribute to achieving net zero by 2050. Policies CC2 and TR3 promote sustainable patterns of movement, reduce reliance on the private car and seek to ensure that significant development is located where it offers a genuine choice of transport modes.

Policies TR3 and TR4 also advise that opportunities to improve walking, wheeling, cycling and public transport should be taken up as part of a vision-led approach to creating sustainable, inclusive and well-connected places.

These considerations should be weighed alongside any relevant Development Plan policies to ensure that planning decisions support sustainable travel patterns and align with the transition to net zero by 2050.