



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

From: Ian Doust (Head of Planning & Development)
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National Highways
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To: Hinckley and Bosworth Borough Council (FAO Ashleigh Gade)
planning@hinckley-bosworth.gov.uk

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

Council's Reference: 25/01213/OUT

Location: Land South of Sacheverell Way Groby Leicestershire

Proposal: Outline planning application for a residential development of up to 180 dwellings, alongside associated access via two junctions from Sacheverell Way, green and blue infrastructure (including drainage, landscaping and public open space), ancillary infrastructure, and enabling ground remodelling (All matters reserved except access)

National Highways Ref: NH/26/14553

Referring to the consultation on a planning application dated 14th January 2026 referenced above, in the vicinity of the A46 Trunk Road that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

- ~~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 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: *THewitt*

Date: 04th August 2026

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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.

August 2026 Update

National Highways has recently been in communication with the applicant directly regarding the above application. In particular, National Highways is now satisfied that the traffic modelling is acceptable, as set out within the Traffic and Transport section of the submission. However, National Highways is still awaiting further information relating to the physical impacts of the proposed development. Please see below for National Highways latest comments.

National Highways Deferral

It is recommended that this application should not be approved for a period of up to **three months** from the date of this letter, until the below information is provided for our additional review.

Physical Impact of Development

The development site shares a boundary with the A46 as shown on the Site Location Plan. The area of the development adjacent to the A46 is proposed to be public open space to create a landscape buffer (see Illustrative Masterplan). A SUDs surface water attenuation basin is shown along the southern boundary of the development site – but this sits some distance (approx. 40m) from the A46 boundary. The A46 sits in a slight cutting as it passes the development site. The A46 verge/embankment is planted and well established, providing an effective visual screen and barrier.

DfT Circular 01/2022 states, development proposals with the potential for direct or indirect physical impact on the strategic road network or its amenities, or put users of the road at risk should be identified by the Developer and local authorities and discussed with National Highways at the earliest opportunity. The Circular also seeks to ensure the integrity of the highway drainage systems by preventing (or in exceptional cases, restricting) acceptance of development surface water run-off.

Comments on the potential issues are summarised under their respective headings below:

Drainage and Flood Risk

The Flood Risk Assessment states the development is located solely in Flood Zone 1 (low risk) and there is no history of localised flooding. The development falls towards the southern boundary, where it is proposed to provide an attenuation basin for surface water. Unfortunately, there is currently no Drainage Strategy for the site beyond the intention to collect run-off in an attenuation basin along the southern boundary. Accordingly, we require further information on the drainage strategy for the site.

Lighting Impact Assessment

A review of the Lighting Impact Assessment prepared by DFL UK dated April 2024 has been undertaken.

Overall, the report provides a comprehensive analysis and sets out a good overview of the range of predicted impacts. We note that no significant impacts are predicted for the operational phase, and consequently, no mitigation is proposed or recommended. Given the dark-sky-friendly luminaire types proposed for installation, the risk of adverse obtrusive lighting effects is reduced.

However, one point for consideration is that while the target road performance category of P5 is listed, the associated target illuminance and uniformity criteria have not been stated, and a results summary demonstrating compliance has not been National Highways Planning Response (NHPR 25-01) January 2025 provided, aside from the isolux plot. This information should be provided for completeness. Construction phase effects are noted to potentially be significant, but a sound CEMP approach has been provided and illustrates clearly how effects are to be mitigated.

Acoustics Assessment

Given that this is based on an illustrative masterplan, plus the achievement of suitable conditions potentially requires mitigation (to achieve external guidelines values), and appropriate choice of glazing and ventilation systems (to meet internal guidelines), planning conditions are recommended to ensure these conditions are achieved.

Traffic and Transport

Following the consultant email from 10 July 2026 and as part of this LinSig model audit, we have reviewed the following documents:

- Updated LinSig file: A46-A50 Rbt Existing + Calibration + NH Comments Both peaks LF 10.07.26.lsg3x
- Updated Arcady file: AA46-A50 Arcady Coefficients Revised 10.07.26.j11
- Summary Technical Note: LCC-NH Response LinSig Update results.pdf
- Drawings with revised geometry: 211040-06.pdf and 211040-07 rev A.pdf
- Comments received in email from TTC Transportation Consultancy, dated 10th July 2026

Following this review, we are happy that you have addressed our previous concerns and consider the base model fit for purpose for assessing the impact of your development.

Your analysis has shown that the roundabout will be operating over capacity on some arms in the future year tests, even without your development. Having reviewed the results of the future year scenarios, we are happy that your proposed development will not have a significant impact on the operation of the Strategic Road Network.

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.