



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 Ashleigh Gade)
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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: 4th February 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.

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.

Highway safety

Four Personal Injury Accidents (PIA) of 'slight' severity have been recorded at the A46/A50 roundabout. The incidents are distributed around the various arms of the junction, suggesting that there is no specific safety concern associated with this location.

Trip generation

National Highways was previously consulted during the pre-application stage and provided comments on the trip generation methodology. At the time, Leicestershire County Council (LCC) had requested the applicant to adopt the same trip rates approved for two nearby developments in Ratby (Application References: 22/00648/OUT and 24/00914/OUT); National Highways agreed with this approach.

Following our independent review of the trip rates, we are satisfied that the trip rates adopted within the TA are appropriate. No further comments are raised in this regard.

Base year model review

We have reviewed Appendix N of the Transport Assessment – Pan Regional Transport Model (PRTM) Base Year Model Review Report and welcome the assessment of the network in the vicinity of the proposed development, including distances, saturation flows, and speed-flow curves. The model satisfies DfT criteria for link flow validation, and the SRN links within the study area meet the required validation standards.

Additionally, 100% of the screenlines comply with TAG criteria during both the AM and PM peak hours, indicating acceptable screenline performance in the area.

All modelled journey time routes in the AM peak and 94% of journey time routes in the PM peak have been validated against observed data, in accordance with DfT guidance, including key routes along the A46 (SRN).

Trip distribution

The use of the PRTM for trip distribution and assignment is noted and accepted. The PRTM appropriately accounts for background traffic growth and committed development traffic.

The opening year assessment for 2030 has been undertaken for both Do-Minimum and Do-Something scenarios, in accordance with the DfT Circular 01/2022. A sensitivity test has also been carried out to assess the cumulative impacts of 24/00914/OUT (Burroughs Road, Ratby).

It is noted that the trip generation values used within the modelling are consistent with those presented in the trip generation assessment.

From a review of Appendix N of the TA, National Highways is satisfied with the zoning strategy adopted within the PRTM and the representation of the development accessed from Sacheverall Way.

The development trip distribution plots indicate that approximately 62 two-way PCUs in the AM peak period, and 74 two-way PCUs are forecast to route through the A46/A50 roundabout. While increased utilisation of approach arms is observed, the PRTM results do not indicate significant increases in delay or volume-to-capacity (V/C) ratios at the junction.

Standalone Junction Assessments

Following an initial review, we require the following information to be able to undertake a comprehensive review of the junction assessment:

- The actual LinSig model used in the analysis.
- A comparison of the base model output for all key lanes against the validation and calibration information mentioned within the TA. This should include the data used to validate and calibrate the model.
- The ARCDAY model used to calculate the give-way parameters used in the LinSig model.
- Current Signal Information, such as Signal Specification Documents and Signal Layout drawings, to confirm that the model corresponds to the current operational conditions.
- A detailed CAD drawing of the junction, including any workings for the LinSig and Arcady models. This could include lane measurements, radii and other calculated measurements that have been made to build the models.
- Traffic survey data in Excel format, including details on how the peak hours were determined.

Once we have received the above items, we will proceed with the LinSig model audit.

Framework Residential Travel Plan

The primary objective of the Framework Residential Travel Plan (FTP) is to promote sustainable travel behaviours and reduce reliance on private car use among residents.

National Highways welcomes proposals that reduce car dependency. We encourage initiatives that maximise opportunities for sustainable travel, including improvements to walking and cycling infrastructure, the promotion of car sharing and increased use of public transport through the provision of improved travel information, and financial incentives, such as, taster tickets for new residents, discounts for cycling equipment and events.

We welcome the commitment to achieving a 10% modal shift away from single-occupancy car journeys, as well as the initiative to appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan.

Monitoring will be undertaken over a five-year period, with surveys conducted annually following full occupation of the site.

We recommend that the Local Authority monitor the implementation of the Travel Plan, potentially as part of planning conditions, to ensure its delivery mitigates transport-related impacts of the proposed development in accordance with the aims of the Framework Travel Plan.

Acoustics Assessment

We have reviewed the *Acoustics Assessment* report (document reference 28953-ENV-0401 Rev A written by MEC Consulting Group, Revision A, dated August 2025) for Land South of Sacheverell Way, Groby.

In summary, the report concludes that there is no reason for objection to the scheme with regard to the impact of road traffic noise from the SRN upon the site. However, 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), suitable planning conditions are recommended to ensure these conditions are achieved, should planning permission be granted.

Air Quality Assessment

After reviewing the information provided to National Highways regarding the Air quality and assessments it is anticipated that there will be no significant adverse effects on Air quality. National Highways agrees with this and as such, has no further comment to make.

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

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.

Summary

It is recommended that the application should not be approved until additional information is provided for our review.

- The Technical Note reviews the transport, noise, air quality and lighting implications of the proposed residential development for 180 dwellings at Land South of Sachaverell Way, Groby, located adjacent to the SRN.
- The TA aligns with national and local policy objectives to promote sustainable travel and reduce reliance on private car use. Trip generation methodology and modelling are appropriate, and no significant safety concerns are identified at the A46/A50 roundabout.
- Further information is required on the development's proposed Drainage Strategy for the site.
- Further LinSIG information is required to complete the review of junction capacity assessments, including detailed modelling files, validation data, and traffic survey information.
- The FTP proposes a comprehensive suite of sustainable travel measures. It is recommended that the Local Authority monitor the implementation of the travel plan, potentially through planning conditions.
- The Acoustics Assessment conclusions are accepted, subject to a suitable planning condition(s), ensuring suitable acoustic design and mitigation are implemented. No significant adverse effects on air quality and lighting are anticipated.

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.