

From: Thomas Hewitt thomas.hewitt@nationalhighways.co.uk 
Subject: FW: 25/01213/OUT - Additional Information 30th July 2026
Date: 30 July 2026 at 13:34
To: James Corbett james.c@ttc-tp.com
Cc: Adrian Chadha Adrian.Chadha@nationalhighways.co.uk, Ijas Muhammed ijas.muhammed@nationalhighways.co.uk, Patrick Thomas Patrick.Thomas@nationalhighways.co.uk

TH

Dear James,

Following your 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.

In regards to outstanding matters National Highways would still require further information on the drainage strategy for the site.

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. In accordance with Design Manual for Roads and Bridges (DMRB) CG 300 – The Design of Highways Drainage systems.

Any questions or further information needed please get in touch.

Kind Regards,

Tom

Thomas Hewitt
Assistant Spatial Planner
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From: James Corbett <james.c@ttc-tp.com>

Sent: 12 February 2026 16:32

To: Thomas Hewitt <thomas.hewitt@nationalhighways.co.uk>

Cc: Planning M <planningm@nationalhighways.co.uk>

Subject: 25/01213/OUT - Additional Information

Some people who received this message don't often get email from james.c@ttc-tp.com. [Learn why this is important](#)

Dear Thomas,

We are supporting Bloor Homes with the planning application for 180 dwellings on Land south of Sacheverell Way, Groby, Leicestershire (ref. 25/01213/OUT) . We received National Highways consultation response on 4th February 2026 (attached for reference). The purpose of this email is to provide the additional information requested in relation to the A46/A50/Leicester Road signalled roundabout junction.

The following information is attached:

- A46/A50 LinSig Model
- Junctions 11 ARCADY model for give way saturation flows and coefficients

- Traffic survey data in excel format including queue length surveys
- A short technical note with regard to model validation/calibration including a comparison of the base model queues compared to observed queues.

It should be noted that the A46/A50 LinSig model was purchased from Leicestershire County Council (LCC), as Local Highway Authority. LCC confirmed that this was a reflection of the current traffic signal operation. When TTC reviewed the model it was decided some amendments were required to the model parameters, however, this related to give way coefficients and stacking distances. No changes to the actual phasing, staging or intergreens were made, therefore, we are confident that the model reflects the current signal setup.

Should you have any queries or require any more details, please do not hesitate to contact us.

Kind regards

James Corbett HNC MCIHT
Regional Director

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**A46-A50 Rbt Existing +
Calibration.lsg3x**

24 KB



A46-A50 Arcady Coefficients.j11



**14555 Groby CTC Data - To Issue
.xlsx**

1.4 MB



**2026 02 04 National Highways -
FI Required.pdf**

173 KB

