



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

From: Ian Doust (Head of Planning & Development)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

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 22nd June 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 propose not 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: <i>THewitt</i>	Date: 1 st July 2026
Name: Thomas Hewitt	Position: Assistant Spatial Planner
National Highways Three Snow Hill, Snow Hill Queensway, Birmingham, B4 6GA	

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.

July 2026 - National Highways Update

National Highways has recently been in communication with the developer about the above application from this consultation we have the below comments to make:

June 2026 - National Highways Deferral Response to developer

It is recommended that the application should not be determined for a period of 3 months from the date of this notification to allow the applicant sufficient time to provide additional information.

Following your email dated 29 May 2026, regarding an outline application ref 25/01213/OUT for up to 180 dwellings at land south of Sacheverell Way, Groby in Leicestershire, we have reviewed the latest submission which includes the following documents:

- * A46-A50 Rbt Existing + Calibration + NH Comments Both peaks LF.lsg
- * A46-A50 Rbt Existing (No Flows).lsg
- * 14555 Groby CTC Data - to issue 28.05.26.xlsx
- * Traffic Flow Diagram NH Comments.xlsx
- * LCC-NH Response Tech Note_Final.pdf
- * NH Planning Response - 25 01213 OUT - Reconsultation Land South Of Sacheverell Way.pdf

From our review, we have set out our comments below:

- The controller specification is provided in the Appendix (page 57) of the technical note provided, and the signal set-up appears to be appropriate.
- The previous model has been provided and changes made seem reasonable. However, clarification is sought regarding the origin and justification of the give-way parameters used in the model.

- Most of the geometry measurements have been provided in Appendix D (page 108) of the technical note. However, ICD and PHI values are not provided. We have carried out our independent checks to try to match the values provided. Whilst arm 11 is broadly consistent, Arm 14 shows some discrepancies. We therefore request that the full set of geometric measurements is provided to enable verification of these values.
- Cruise times are now considered to be reasonable. A couple of exit values show high speeds; however, these are not required for the assessment and are not considered to materially affect the model results.
- Saturation flow values of 3000 have been used on both give-way arms, which appears high. Clarification is therefore requested as to how these saturation flow values have been derived and justified.
- Saturation flows are still present on free-flowing lanes. These should be set to 'unconstrained'. We request that the model is updated accordingly.
- Traffic Flows have been provided. The peak period has been determined and calculated correctly, with 07:30-08:30 and 16:30-17:30 identified as the peaks periods. However, the times in the model have been left with the default values (08:00-09:00 and 17:00-18:00). The model periods need to be updated and align with the identified peak periods.
- A PCU conversion factor of 2.0 has been applied for OGV1, OGV2 and PSV vehicles, which is considered acceptable as an average value. MCL and PCL have been represented as 1 PCU; however, these would typically be 0.4 and 0.2, respectively. Given the relatively low volumes associated with these types of vehicles in both AM and PM peak hours, and the fact that the approach proposed results in a more robust (worst-case) scenario, we can consider this acceptable.
- The observed queue calculations have been provided and appear acceptable.
- A queue validation table is provided on page 22 of the technical note. Some of the modelled input values do not correspond with those presented in the LinSig outputs. These discrepancies need to be checked and corrected accordingly and submitted for our review.
- The queue validation results are mixed. The A46 East and Markfield Road (A50) in the AM peak and A46 East in the PM peak are underestimating queueing in the model. These locations should be reviewed and the modelling refined accordingly.

Once the above issues have been addressed, please resubmit the documentation for our review.

I trust the above comments are helpful. Should you have any queries, please do not hesitate to get in touch.

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.