



National Highways Planning Response (NHPR 26-09) 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 8th September 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 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, regarding the highway authority consent required for trunk road access, 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: *THewitt*

Date: 23rd September 2026

Name: Thomas Hewitt

Position: Assistant Spatial Planner

National Highways

Three Snowhill, Snow Hill Queensway, Birmingham, B4 6GA

Thomas.Hewitt@nationalhighways.co.uk

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 Holding Response

Physical Impact of the development

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.

National Highways previously requested further information regarding the potential drainage and lighting impact of the development onto the SRN. The developer has now provided additional information in regard to these potential issues with our comments summarised below:

Drainage

The outline surface water and foul water drainage strategy (ref: NXG-JBA-XX-XX-RP-C-0001-S2-P02) explains the proposal is to outfall retention basin into the series of ordinary watercourses which flow southward towards Rothley Brook.

With reference to National Highways' Geotechnical and Drainage Management Service (GDMS), this watercourse route passes beneath the A46 via a 1500mm diameter National Highway's culvert (Asset ref: SK5205_6786c.1) with low risk status. We believe the culvert is solely to accommodate the watercourse and however this has not been confirmed by a site inspection.

We note that the Lead Local Flood Authority have queried the drainage strategy on numerous issues including the discharge rate, allowances, etc. Whilst the site does not appear to directly affect the SRN, we require this discussion between the Applicant and LLFA to concluded before commenting further on drainage impact. This is because the LLFA may require changes that could subsequently affect SRN interests.

Lighting Impact Assessment

National Highways have reviewed the lighting report 'Providing Calculations' dated 10 August 2026, provided in response to National Highways comments from January 2026 to validate lighting performance for road areas.

The calculation indicates the lighting design is aligned with the stated BS 5489-1 / 13201-2 criteria for roads classified as P5 which looks for a minimum of 3 lux average and a 0.6 lux minimum to be maintained and have no further comments.

We note that facial recognition, which is measured in the vertical, has not been identified as a requirement as part of the design strategy presented in the 2025 review. We typically do not see this as a requirement for residential developments; therefore, we have no comments on this matter.

We note that the designer has provided a target range for the design of 3 – 4.5 lux in the calculation notes. We therefore request that the developer clarify if there has been discussion regarding the need to boost levels above the P5 criteria.

Traffic and Transport

Our comments in regards to traffic and transport remain the same from our previous response in August 2026 and our outline below:

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
- National Highways Planning Response (NHPR 25-01) January 2025
- 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 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.