National Highways Planning Response (NHPR 26-09)
Formal Recommendation to an Application for Planning Permission

From: Ian Doust (Head of Planning & Development)
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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 18th August 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:** 26th October 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 No Objection Response

Physical Impact of the development

Drainage
National Highways previously requested that discussions between the Lead Local Flood Authority (LLFA) and the developer be concluded before accepting the proposed drainage strategy, as the LLFA's requirements had the potential to impact the Strategic Road Network (SRN).

Following a review of the LLFA's latest comments, it is considered that the proposed drainage strategy provides sufficient scope to accommodate an acceptable drainage strategy, subject to the submission and approval of further details at the Reserved Matters stage.

In light of this, National Highways is satisfied that the proposed connection to the watercourse beneath the A46 represents a low risk to the SRN. Furthermore, given the LLFA's confidence that the drainage strategy can adequately accommodate the proposed drainage arrangements, National Highways is satisfied with the drainage proposal.

Lighting
We have reviewed the Technical Note – Lighting (3544-DFL-ELG-XX-TN-EO-13001-S3-P02) addressing our previous comments regarding required light levels associated with road classifications governing the outline design.

The response provided advises that the outline design will accommodate a change in class from P5 based on a normal traffic flow, or a slightly higher lighting requirement associated with class P4, if the actual use is found to be busy and higher light levels are needed, without altering the outcomes of the environmental impact assessment.

It further advises that any requirements for optical control or shielding should be considered at detailed design. Additionally, if lighting requirements are required to be higher than considered for the outline design, additional compliance checks should be undertaken and mitigation provided where needed.

This is a reasonable approach at the outline design stage. As such National Highways is satisfied with the lighting proposal.

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.