



National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: [REDACTED]
Operations Directorate
Midlands Region
National Highways
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To: **North Warwickshire Borough Council - FAO Andrew Collinson**

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: PAP/2021/0663

Location: Land on The West Side Of, Dordon Road, Polesworth

Proposal: Outline planning permission for development of land within Use Class B2 (general industry), Use Class B8 (storage and distribution) and Use Class E(g)(iii) (light industrial), and ancillary infrastructure and associated works, development of overnight lorry parking facility and ancillary infrastructure and associated works. Details of access submitted for approval in full, all other matters reserved

National Highways Ref: 93439

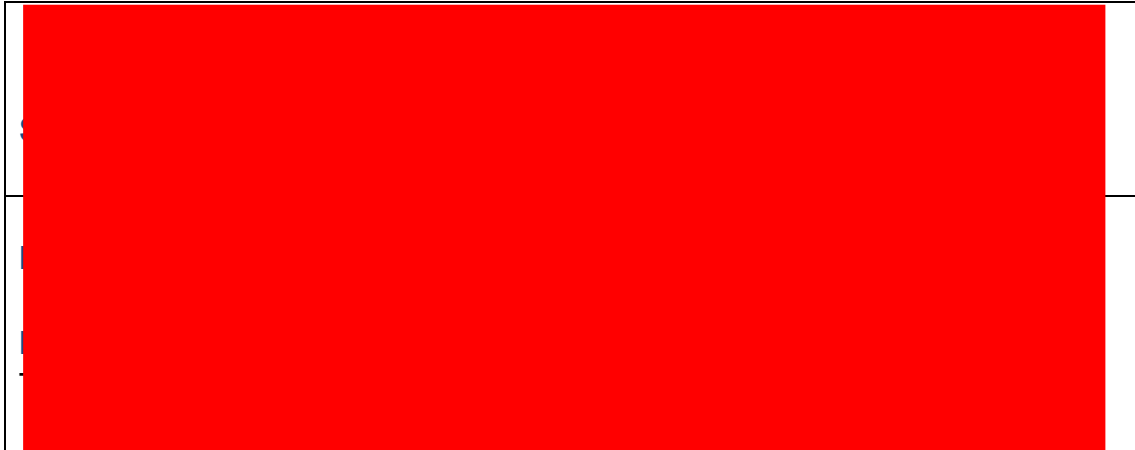
Referring to the consultation on a planning application dated 10 December 2021 referenced above, in the vicinity of the M42 and A5 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~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 is/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.



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.

Recommended Non-Approval

It is recommended that the application should not be approved until the 22 March 2024. The justification for this decision is provided below. National Highways (we) have undertaken a full and robust assessment of the planning application which has been submitted by the applicant, Hodgetts Estates. This appraisal has included the supporting information which has included a Transport Assessment and Travel Plan Framework, prepared on the applicant's behalf by Bancroft Consulting Limited (Bancroft).

Update September 2023:

National Highways continues to discuss the planning application and development proposals with the applicants based on our previous responses. The applicant has undertaken fresh traffic surveys during July to address discrepancies within the existing model. Further discussions with the applicant have continued to focus on the modelling requirements, whilst a number of other matters remain outstanding. Most recently, National Highways has undertaken a review of a Baseline Transyt Validation report and a Consolidated Modelling Strategy note which has been supplied by the applicant's transport consultants, Tetra Tech. This has been reviewed on our behalf by AECOM, and there are a number of areas where amendments or further clarification are required and we are discussing these with the applicant's consultant team. A further meeting took place on 6th September 2023 between the applicant, National Highways, North Warwickshire Borough Council, Warwickshire County Council and Staffordshire County Council. Modelling was discussed and agreed that consideration now had to be based on the requirements of the new Department for Transport Circular 01/2022. In addition, we have previously provided comments on the Walking, Cycling, Horse-Riding Assessment and Review (WCHAR), Stage 1 RSA Brief these comments have been provided back to the applicant for consideration, as well as comments regarding a proposed cycle link on the northern side of the A5 between the M42 Junction 10 and the proposed site access on the A5.

We are also in receipt of a Vision Based Travel Plan document from the applicant, which is currently under review by AECOM on our behalf.

Once the modelling has been approved and the access arrangements and cycle link acceptability have been established, we will work with the applicants to agree the Road Safety Audit Stage 1 through the process as set out in GG119 Road Safety Audits which forms part of Design Manual for Roads and Bridges. Therefore, we continue to work collaboratively with the applicant, their consultant teams, and the relevant Local Highway Authorities. We therefore await the provision of the additional information requested in our previous response to enable us to complete our assessment of the development proposals and consider whether they are acceptable in accordance with Circular 01/2022 and the National Planning Policy Framework. In light of the above, National Highways recommends that planning permission not be granted for a period of six months from the date of this notice.

In light of the above, National Highways recommends that the application not be granted for a period of three months from the date of this notice, recommending the submission of additional information mentioned above.

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 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

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.