



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

From: Alan Shepherd
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National Highways
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To: Halton Borough Council FAO: Jeff Eaton

CC: transportplanning@dft.gov.uk
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Council's Reference: 23/00018/FUL

National Highways Ref: 97357

Location: The Woodyard, Weaver View, Clifton, Runcorn WA7 4XU

Proposal: Proposed filling station with ancillary convenience store (325 sq m GIA), forecourt with 4, 2-sided, pump islands, canopy, electric vehicle charging points and associated car parking, a drive-thru fast food restaurant (349 sq m GIA)(Use Class E(b)/sui generis hot food takeaway use) with associated car parking, new site access road, new electricity substation, firewall to valve compound and associated works


Referring to the consultation on a planning application dated 19th January 2023 referenced above, in the vicinity of the M56 Junction 12 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.

Signature: 	Date: 3 July 2023
Name: Adam Johnson	Position: Spatial Planner
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¹ Where relevant, further information will be provided within Annex A.

**Annex A ~~National Highways recommended Planning Conditions /~~
~~National Highways recommended further assessment required /~~
~~National Highways recommended Refusal~~**

NATIONAL HIGHWAYS (“we”) has been appointed by the Secretary of State for Transport as 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.

Since our last response we have received further details from the applicant regarding the traffic impact of the proposals. Our consultants at WSP have reviewed this on our behalf and there are still outstanding matters to be addressed. Details can be found in the report sent along with this response.

National Highways therefore requests that **no decision is made relating to this application until 29th September 2023** to ensure that the impacts that the proposed development may have on M56 Junction 12 are correctly understood, and amendments are made to the proposed signage.

Where the decision-making authority or the applicant does not agree to the imposition of the conditions as recommended above, then it is the formal recommendation of National Highways that the application be refused. Should the decision-making authority disagree with this recommendation, then it must consult the Secretary of State for Transport via transportplanning@dft.gov.uk prior to issuing any decision, in accordance with The Town and Country Planning (Development Affecting Trunk Roads) Direction 2018

Standing advice relating to Carbon

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 National Planning Policy Framework (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](#) (Carbon Management in Infrastructure) 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.

This response represents our formal recommendation with regard to planning application 23/00018/FUL and has been prepared by Adam Johnson, the Spatial Planner for Cheshire, Merseyside and Greater Manchester.