



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Andrew Jinks (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: Hinckley & Bosworth Borough Council (FAO Matt Jedruch)

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

Council's Reference: 23/00826/FUL

Location: Countrywide Store Watling Street Caldecote Nuneaton

Proposal: Extension of existing storage building

National Highways Ref: NH/23/02862

Referring to the consultation on a planning application dated 18 January 2024 referenced above, in the vicinity of the M1 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 not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

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.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

	
Date: 8 February 2024	
Signature:	
Name: Martin Seldon	Position: Assistant Spatial Planner
National Highways National Highways The Cube 199 Wharfside Street Birmingham B1 1RN	

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 for a period of one month from the date of this letter.

Update – February 2024

Since issuing our previous response further information has been received. This material is currently being reviewed following which we will issue a further response.

Access and Egress

The A5 direct access will require further detail as to how it operates. There is no clear mechanism for entrance or exit. It is unclear whether it is in frequent or unrestricted use for access or egress, and how this access it to be used under the proposed development use.

Lighting

The applicant will need to provide further detail of lighting proposals and design for review by National Highways.

CTMP

There would need to be a Construction Traffic Management Plan to ensure the continued safe and efficient use of the SRN.

Drainage

There will need to be details of the applicant's drainage plans including surface water runoff and foul water. These details will need to confirm that drainage plans are in accordance with DfT Circular 01/22 paragraph 59.

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.