



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

From: Alan Shepherd  
Operations Directorate  
North West Region  
National Highways  
[PlanningNW@nationalhighways.co.uk](mailto:PlanningNW@nationalhighways.co.uk)

To: Halton Borough Council    FAO: Jeff Eaton

CC: [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**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 19<sup>th</sup> 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.<sup>1</sup>

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](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

<b>Signature:</b> 	<b>Date:</b> 8 <sup>th</sup> February 2023
<b>Name:</b> Benjamin Laverick	<b>Position:</b> Assistant Spatial Planner
<b>National Highways</b> 8th Floor, Piccadilly Gate, Store Street, Manchester, M1 2WD	

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<sup>1</sup> 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.

National Highways have reviewed the submitted transport information and request that the developer provides further information to determine the potential impact that the development may have on the operation of the M56 Junction 12, which forms part of the Strategic Road Network.

The developer has had no pre-application scoping discussions with National Highways

ADL Traffic and Highways Engineering (ADL) have been appointed by the developer, Impero (Development Management) Ltd, to prepare a Transport Assessment (TA) in support of the planning application for the redevelopment of land at Weaver View, Runcorn. The planning application proposes to provide a McDonald’s restaurant with drive thru facilities and a Petrol Filling Station (PFS) with a convenience store and rapid Electric Vehicle (EV) chargers.

National Highways have reviewed the TA. Within this review a number of key comments have been made, which are summarised below:

- Although the site is allocated in the Halton Local Plan, the proposed development’s land-use varies from that which it is allocated for. As such, a full TA should be, and has been, provided.
- The [Department for Transport Circular 01/2022](#) and [National Highways’ ‘Strategic Road Network: Planning for the Future’](#) have not been considered in the policy review, and these documents do not appear to have been addressed when compiling the TA.
- Turning count and queue surveys have been carried out. These were completed in a neutral month; however, National Highways believe the Friday traffic survey data should be uplifted to reflect the flows on a neutral mid-week day.
- It is requested that the collision data analysis is extended to include the eastbound on and off-slips of the M56.
- Whilst the proposed signage would need to be agreed to and approved by National Highways, **it does not appear that the proposed development would meet the minimum requirements to be eligible for signage from the SRN.** In order to be eligible for new/amended traffic signs, the applicant will need to demonstrate that the facility meets the minimum requirements set out in [DfT Circular \(01/2022\)](#).

- ADL should provide confirmation to National Highways that the approach taken to consider committed developments has been agreed with HBC.
- As there is a convenience store (Morrisons Daily) set to also be developed alongside the PFS, it would be expected that the Land Use 13-B (Petrol Filling Station with Retail) is used to account for all potential trips associated with the proposed development. Trip rates for the PFS should be revisited to also consider the trip generation of the convenience store.
- The LINSIG model should be provided to National Highways to enable it to be audited. The model should also be validated using the queue surveys which have been undertaken.

National Highways therefore requests that **no decision is made relating to this application until 30<sup>th</sup> March 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](mailto: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 Benjamin Laverick, the Assistant Asset Manager for Cheshire and Merseyside within National Highways.