



## National Highways Planning Response (NHPR 22-12)

### Formal Recommendation to an Application for Planning Permission

From: Andy Jinks (Regional Director)  
Operations Directorate  
Midlands Region  
National Highways  
[PlanningM@nationalhighways.co.uk](mailto:PlanningM@nationalhighways.co.uk)

To: Shropshire Council - (FAO Mark Perry)

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

**Council's Reference:** 23/02170/FUL

**Location:** Land Between A495 Business Park Roundabout And Canal Way  
Ellesmere, Shropshire

**Proposal:** Formation of Link Road with Footway and Cycleway Provision between the Ellesmere Business Park Roundabout on the A495 and Canal Way, including Associated Modification to the Ellesmere Business Park Roundabout, Recontouring and Earthworks Throughout the Site and Formation of Flood Compensation Areas.

**National Highways Ref:** NH/23/01333

Referring to the consultation on a planning application dated 6<sup>th</sup> June 2023 referenced above, in the vicinity of the 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 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.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningM@nationalhighways.co.uk](mailto:PlanningM@nationalhighways.co.uk).

<b>Signature:</b> 	<b>Date:</b> 09/06/2023
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<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **Annex A National Highway's 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.

This response represents our formal recommendations with regard to planning application 23/02170/FUL and has been prepared by George Hutton, Assistant Spatial Planner for National Highways.

### **Consultation Response and Reasoning**

Having reviewed the submitted documents and due to the distance from the Strategic Road Network, National Highways offers no objection to this planning application consultation.

### **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 National Planning Policy Framework 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.