

Our ref: TA 045 138
Your ref: PA/2023/1282

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Simon GP Geoghegan
National Highways
Planning and Development
2 City Walk,
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Tel: [REDACTED]

FAO: Scott Jackson

March 21 2024

Dear Scott,

Commercial Units on Land North of Wellington Way, Elsham, North Lincolnshire

We have reviewed the above planning application to erect up to four commercial units with appearance and scale reserved for subsequent consideration, on land north of Wellington Way, Elsham, North Lincolnshire.

PA/2020/1135: Planning permission for change of use of land from agricultural to industrial use

The application site was the subject of a previous planning application (ref: PA/2020/1135) for a change of land use from agricultural to industrial. The application was submitted on 23rd July 2020 and a S.106 Agreement was signed 4th January 2023.

However, we would note that according to the planning portal, the PA/2020/1135 application has since been withdrawn.

In October 2020, we recommended that the following condition be attached to any planning permission that may be granted pursuant to PA/2020/1135, such that if the quantum or type of development were to change, such as bigger units or amalgamated units are to be constructed, then National Highways would be consulted again and could review a full TA and Travel Plan before a change of land use is granted:

“The quantum of development shall not exceed the stated building sizes of 1,500 sq.m., 2,010 sq.m., 3,372 sq.m., and 4,800 sq.m. (a total of 11,682 sq.m.)”

PA/2023/1282: Commercial Units on Land North of Wellington Way, Elsham, North Lincolnshire

Since our last response, it has been clarified that the proposed development comprises a maximum floorspace of 11,682m², and not 23,582m² that was considered as part of our previous review. This is consistent with the proposed level of floorspace as part of the previous PA/2020/1135 application.

As noted, it was previously requested that the quantum of development should not exceed a total of 11,682 m² comprising four units; and if so, a TA and TP should be prepared. As now is the case, the quantum of development remains the same as the previous PA/2020/1135 application.

We can confirm that this has been reflected within the Applicant's revised application, submitted on 12th February 2024. As the proposed development quantum is in line with PA/2020/1135, and that PA/2020/1135 has been withdrawn, we would suggest that the impact of the proposed development on the SRN will remain consistent with that agreed as part previous PA/2020/1135 application.

Consequently, as the proposed development is in line with what was previously considered acceptable, we would suggest that it is appropriate to recommend the same conditions be attached to a consent.

Construction Traffic Management Plan

Due to the proposed site location being in close proximity to the SRN, we would also recommend a Construction Traffic Management Plan [CTMP] is submitted alongside the application. This should be provided to National Highways for review and agreement in writing prior to commencement of construction. Construction will then be expected to proceed in accordance with the approved CTMP.

The CTMP will need to include at least the following:

- A dust management plan;
- noise management plan;
- Pollution prevention measures;
- Staffing numbers;
- Contractor parking;
- Construction traffic routes;
- Details of delivery arrangements (including for any abnormal loads); and
- Measures to limit and manage transfer of debris on to the highway.

On the basis of the above, I enclose National Highways' formal NHPR 22-12 response recommending that the following conditions should remain attached to any planning permission that may be granted:

Recommended Conditions:

- 1) *The quantum of development shall not exceed the stated total building size of 11,682 sq.m.*

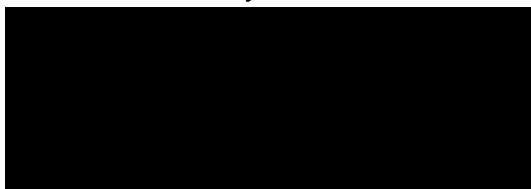
Reason: To ensure that the M180 Motorway and A180 Trunk Road continues to serve its purpose at Barnetby as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption of the trunk road network and in the interests of road safety.

2) *Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways (or its successors), no construction shall commence unless and until a detailed Construction Phase Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways (or its successors). Thereafter the construction shall be undertaken in accordance with the approved plan.*

Reason: To manage construction traffic impacts for the M1 and ensure the safe and efficient operation of the SRN.

I trust this response is helpful, but should you require any further information please do not hesitate to contact me.

Yours sincerely



Simon GP Geoghegan
Planning and Development

DevHU014: Commercial Units at Elsham

Prepared for:	Simon Geoghegan
Prepared by:	Harry Robinson (SYSTRA)
Date:	13 th March 2024
Document Reference:	DevHU0148 003 TM Final
Cost reference:	DevHU0148
Reviewed/approved by:	Terry Dale (SYSTRA)

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Introduction

In July 2023, J M Dodds Ltd (the Applicant) submitted an outline planning application (ref: PA/2023/1282) to erect up to *four commercial units for E(g) (i, ii and iii), B2 and B8 land use, with appearance and scale reserved for subsequent consideration, on land north of Wellington Way, Elsham, North Lincolnshire*. The Local Planning Authority [LPA] and Local Highway Authority [LHA] is North Lincolnshire Council [NLC] and the Applicant's Transport Consultant is Local Transport Projects [LTP].

The Jacobs SYSTA Joint Venture [JSJV], on behalf of National Highways, has reviewed the Transport Statement [TS] and would provide the following comments.

Site history

PA/2020/1135: Planning permission for change of use of land from agricultural to industrial use

The application site was the subject of a previous planning application (ref: PA/2020/1135) for a change of land use from agricultural to industrial. The application was submitted on 23rd July 2020 and a S.106 Agreement was signed 4th January 2023.

However, JSJV would note that according to the planning portal, the PA/2020/1135 application has since been withdrawn.

In October 2020, National Highways recommended that the following condition be attached to any planning permission that may be granted pursuant to PA/2020/1135, such that if the quantum or type of development were to change, such as bigger units or amalgamated units are to be constructed, then National Highways would be consulted again and could review a full TA and Travel Plan before a change of land use is granted:

"The quantum of development shall not exceed the stated building sizes of 1,500 sq.m., 2,010 sq.m., 3,372 sq.m., and 4,800 sq.m. (a total of 11,682 sq.m.)"

PA/2023/1282: Planning permission to erect up to four commercial units for E(g) (i, ii and iii), B2 and B8 use.

JSJV, on behalf of National Highways, previously reviewed the Transport Statement [TS], prepared by Local Transport Projects [LTP], to accompany the current planning application submission, in December 2023, and offered the following comments:

- The application site was the subject of another planning application (ref: PA/2020/1135) for a change of land use from agricultural to industrial. The application was submitted on 23rd July 2020 and a S.106 Agreement was signed 4th January 2023. However, JSJV would note that, according to the planning portal, the PA/2020/1135 application has since been withdrawn. As a result, JSJV would recommend that clarity be sought with regard to the current legal land use of the application site.
- JSJV would recommend that the Applicant provide to National Highways, a more detailed analysis of the collisions shown in **Figure 2**. We would note that it is inappropriate to use 2020 and 2021 data for this analysis because traffic flows during these years were materially influenced by the COVID19 pandemic.
- LTP should forecast the person trip generation for the development, set out how the need to travel will be minimised, based upon sound, deliverable, and secured travel planning initiatives and forecast the anticipated shift towards more sustainable modes. Once the residual traffic generation is determined, its impact on the operation of the SRN should then be established.
- JSJV would note the variation in vehicle trip distribution, shown in **Table 7**, as material, therefore, we would not consider LTP's vehicle trip distribution as appropriate. Any further assessments should use JSJV's vehicle trip distribution.
- Due to the anticipated increase in traffic, JSJV would recommend the Applicant provides an opening year junction capacity assessments for the M10 / A15 / A180 junction.
- JSJV would suggest the Applicant also includes the following application as an emerging development within the assessment:
 - Proposed service station with lorry park and drive thru facilities on land located to the south of the M180, near Barnetby le Wold, North Lincolnshire (ref: PA/2021/2273).
- JSJV would reiterate a TP should be provided for National Highways to review. We would expect the TP to, at least, include the following:
 - Firm financial commitments with regards to funding for the measures proposed;
 - Targets for mode shift and vehicular trip generation, which should be taken forward into the Transport Assessment;
 - A sustained monitoring and management strategy to confirm that vehicle trip targets are being met; and
 - A plan detailing the remediation process in the event that targets are not being met.

Existing situation

As can be seen in **Figure 1**, the application site is located approximately 2.8 km to the north of the M180 / A15 / A180 junction.



Figure 1. Site location in relation to the SRN

JSJV would also note that the application site is adjacent to the A15, which is not part of the SRN but is listed by the Department of Transport for possible trunking.

Proposed development

Since our last response, it has been clarified that the proposed development comprises a maximum floorspace of 11,682m², and not 23,582m² that was considered as part of our previous review. This is consistent with the proposed level of floorspace as part of the previous PA/2020/1135 application.

Table 1 provides a comparison of the current and previous PA/2020/1135 application land uses.

Table 1. Proposed change in land use

Plot	Use Class	GFA
PA/2020/1135 (withdrawn)	Industrial use (B2/B8)	11,682m ²
PA/2023/1282	Industrial use (B2/B8)	11,682m ²
Difference		+0m²

As noted, it was previously requested that the quantum of development should not exceed a total of 11,682 m² comprising four units; and if so, a TA and TP should be prepared. As can be seen in **Table 1**, the quantum of development remains the same as the previous PA/2020/1135 application.

JSJV can confirm that this has been reflected within the Applicant's revised application, submitted on 12th February 2024.

As the proposed development quantum is in line with PA/2020/1135, and that PA/2020/1135 has been withdrawn, JSJV would suggest that the impact of the proposed development on the SRN will remain consistent with that agreed as part previous PA/2020/1135 application.

Consequently, as the proposed development is in line with what was previously considered acceptable by National Highways, JSJV would suggest that it is appropriate to recommend the same conditions be attached to a consent.

Construction Traffic Management Plan

Due to the proposed site location being in close proximity to the SRN, JSJV would also recommend a Construction Traffic Management Plan [CTMP] is submitted alongside the application. This should be provided to National Highways for review and agreement in writing prior to commencement of construction. Construction will then be expected to proceed in accordance with the approved CTMP.

The CTMP will need to include at least the following:

- A dust management plan;
- noise management plan;
- Pollution prevention measures;
- Staffing numbers;
- Contractor parking;
- Construction traffic routes;
- Details of delivery arrangements (including for any abnormal loads); and
- Measures to limit and manage transfer of debris on to the highway.

Summary and Conclusions

On the basis of this review, the recommendation to National Highways in relation to this development proposals is:

Recommended conditions – conditions required (as identified below).

National Highways recommends that planning permission only be granted subject to the following condition:

- 1) The quantum of development shall not exceed the stated total building size of 11,682 sq.m.

Reason(s) for the recommendation above: To ensure that the M180 Motorway and A180 Trunk Road continues to serve its purpose at Barnetby as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption of the trunk road network and in the interests of road safety.

- 2) Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways (or its successors), no construction shall commence unless and until a detailed Construction Phase Traffic Management Plan has been submitted to and approved in writing by the Local Planning

Authority in consultation with National Highways (or its successors). Thereafter the construction shall be undertaken in accordance with the approved plan.

Reason: To manage construction traffic impacts for the M1 and ensure the safe and efficient operation of the SRN.



National Highways Planning Response (NHPR 24-01) Formal Recommendation to an Application for Planning Permission

From: Divisional Director
Operations Directorate
Highways England.
North East Region
PlanningYNE@nationalhighways.co.uk

To: North Lincolnshire Council – Scott Jackson

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

Council's Reference: PA/2023/1282

Location: land north of Wellington Way, Elsham

Proposal: Outline planning permission to erect up to four commercial units for E(g) (i, ii and iii), B2 and B8 use with appearance and scale reserved for subsequent consideration.

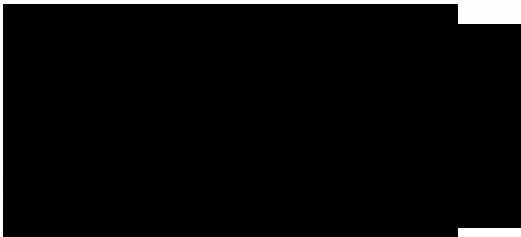
National Highways Ref: NH/23/01882

Referring to the consultation on a planning application dated **July 17 2023** referenced above, approximately 2.5km from the M180/A10/A15 junction 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)~~

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: March 21 2024
Name: Simon GP Geoghegan	Position: Planning and Development
Nation email: 	

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 **74** and **109** prescribing that significant development should offer a genuine choice of transport modes, while paragraphs **108** and **114** 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.

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.

Highways Act Section 175B

In accordance with Section 175(b) of the Highways Act 1980 (as inserted by The Infrastructure Act 2015) National Highways ~~consents/~~does not consent to the formation of an access on to the M180 nor A180. ~~This consent is valid only for application XXXXXXXX and to the layouts shown on drawing XXXXXXXX.~~

Recommended Conditions

Having reviewed all relevant information, National Highways have recommended that the development is acceptable subject to a Condition similar to the one which we propose below, which will limit the use of this facility if and when this proposed use ends.

1. *The quantum of development shall not exceed the stated total building size of 11,682 sq.m.*

Reason: To ensure that the M180 Motorway and A180 Trunk Road continues to serve its purpose at Barnetby as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 by minimising disruption of the trunk road network and in the interests of road safety.

2. *Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways (or its successors), no construction shall commence unless and until a detailed Construction Phase Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways (or its successors). Thereafter the construction shall be undertaken in accordance with the approved plan.*

Reason: To manage construction traffic impacts for the M1 and ensure the safe and efficient operation of the SRN.