



## National Highways Planning Response (NHPR 24-02) Formal Recommendation to an Application for Planning Permission

From: Regional Director South East  
Operations Directorate  
South East Region  
National Highways  
[PlanningSE@nationalhighways.co.uk](mailto:PlanningSE@nationalhighways.co.uk)

To: Basingstoke and Deane Borough Council  
[majorapplicationcomment@basingstoke.gov.uk](mailto:majorapplicationcomment@basingstoke.gov.uk)

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

**Council's Reference:** 23/03120/FUL

**Location:** Land at Oakdown Farm Winchester Road Dummer Basingstoke  
Hampshire

**Proposal:** Demolition of three dwellings, outbuildings and related structures and construction of storage and distribution units (use class B8) with ancillary offices and gatehouses, associated infrastructure works (including parking and landscaping), and full details of site levels, access, drainage, tree retention and diversion of underground pipeline. (Phased and delivered across separate and self-contained plots)

**National Highways Ref:** NH/24/04331

Referring to the consultation on a planning application dated 2 January 2024 referenced above, in the vicinity of the M3 that form 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 [PlanningSE@nationalhighways.co.uk](mailto:PlanningSE@nationalhighways.co.uk).

**Signature:**

**Date:** 12 March 2024



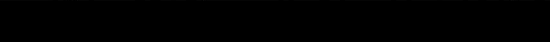
**Name:** Beata Ginn

**Position:**

Assistant Spatial Planner  
National Highways

**National Highways**

Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ



<sup>1</sup> Where relevant, further information will be provided within Annex A.

## **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.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the M3 near Basingstoke.

In the case of this development proposal, our interest is in the M3, in particular junction 7 and the link between junctions 7 and 8. We are also interested in the upgrade of the A30 / A30 Winchester Road junction and any potential impact queuing may have on the SRN. We have reviewed the application documents and note that this development is not expected to materially increase trip generation to the site.

We note that the applicant has provided additional information in relation to comments previously provided by National Highways and that good progress has been made in addressing outstanding matters. However, dialogue is continuing. We continue to liaise with the applicant to provide the sufficient information in order that an informed decision can be made in relation to the potential impacts of the development on the strategic road network.

### **Merge/Diverge Assessments**

Additional information has been provided by the applicant in relation to evidence for the application of Mainline flows to the Merge/Diverge and Weaving assessments, and the "D" value applied to the CD 122 Equation 4.7 calculation. Dialogue regarding these matters is continuing with the applicant.

### **Other Matters**

There are a number of matters that require clarification and/or possible further assessment, this includes:

- Geotechnical risk assessment in accordance with CD622 (Managing Geotechnical Risk)
- Drainage Strategy
- Lighting Strategy
- Consideration of the need for extension of M3 vehicle restraint system
- Parking Strategy

Further information in relation to these topics has been submitted by the applicant and dialogue regarding these matters with both the applicant and Hampshire County Council is ongoing.

The above represents our *current* requirements. As the analysis progresses, it is possible that further requirements may emerge.

### **Recommendation**

National Highways recommends that Local Planning Authority does not grant planning permission for the application Ref:23/03120/FUL until 7 May 2024 to enable further assessment to be undertaken. This does not prevent the authority, if they so wish, to either refuse the application or agree an extension of time beyond 7 May 2024.

### **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.