

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: S. H.	Date: 23 June 2022
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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.

The proposed development site is located immediately southeast of London Stansted Airport in Stansted Mountfitchet, Essex, UK. The site access will be from local road network, the site lies within the administrative boundary of Uttlesford District Council (UDC). Our interest lies in any impact on the safe operation of the A120, part of the Strategic Road Network.

Once this development is in full operation, we understand vehicular traffic to the site will be minimal. From the submitted Construction Traffic Management Plan (CTMP) it is estimated there will be construction traffic for 30 to 40 weeks of the construction period from various locations. The photo-voltaic (PV) panels will be delivered by articulated vehicle, 16.5m in length. If there is any abnormal load movements, we will require to understand their impacts.

We welcome the initiative mentioned in the CTMP (para 5.28) that the project team will try to avoid peak hours travel, especially, during the local school nursery's pick and drop off time. However, it may also be necessary to manage the construction traffic to avoid generating additional peak hour movements at specific sensitive junctions on the Strategic Road Network. National Highways will be interested to see

the detail of the final version of the CTMP, which may be a planning condition moving forward. It should be noted that the peak traffic time for Airport traffic is 04:00 to 05:00

The submitted Glint and Glare Study report, dated February 2022, has presented technical details in association with the possible impact upon aviation activities with respect to the London Stansted Airport's runway approach paths and the Air Traffic Control (ATC) operations. However, considering the size, angle, orientation, and layout of those proposed solar panels, it is surprising that glint and glare has not been assessed for drivers on the nearby A120. We request that the report is provided to us to demonstrate there will not be a severe impact upon the SRN.

Therefore, recommend that planning permission is not granted before 19 August 2022 to allow sufficient time for the above matters to be addressed. If all matters can be agreed upon sooner than this, we can then withdraw this recommendation and we will issue a definitive response.