



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Martin Fellows (Regional Director)
Operations Directorate
East Region
National Highways
PlanningEE@nationalhighways.co.uk

To: The Planning Inspectorate (FAO Leanne Palmer)
section62a@planninginspectorate.gov.uk

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

Reference: S62A/2023/0018

Location: Land East of Pines Hill, Stansted Mountfitchet, CM24 8EY

Proposal: Town and Country Planning Act 1990 (Section 62A Applications)
The development of up to 31 no residential dwellings with all matters reserved for subsequent approval, except for vehicular access from Pines Hill which is submitted in detail.

National Highways Ref: NH/23/00855

Referring to the consultation on a planning application dated 27th April 2023 referenced above, in the vicinity of the M11 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.¹

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.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningEE@nationalhighways.co.uk.

Signature: 	Date: 30/05/2023
Name: Mark Norman	Position: Spatial Planner
National Highways National Highways Woodlands Manton Lane Bedford MK41 7LW	

¹ 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.

This response represents our formal recommendations with regards to S62A/2023/0018 and has been prepared by Mark Norman.

Upon the review of the supporting document which included the Transport Statement, it is National Highways (NH) understanding that the proposed development will be accessed via a new access junction off Pines Hill.

The site's proposed trip generation based on trip rate information from TRICS suggests that the proposed 31 new homes could generate up to 13 two-way movements in the AM peak hour (8am-9am) and 13 two-way movements in the PM peak hour (5pm-6pm). Based on this level of activity during the network peak and the distance from the nearest SRN junction (M11 Junction 8 located 3km to the south-east of the site), we note that the proposal is not expected to result in a significant impact on the SRN.

Consequently, we offer no objection to this application.

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 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.