



## National Highways Planning Response (NHPR 21-09) Formal Recommendation to an Application for Planning Permission

From: Martin Fellows (Regional Director)  
Operations Directorate  
East Region  
National Highways

To: Uttlesford District Council

CC:

**Council's Reference:** UTT/21/1987/FUL

**National Highways Ref:** 91677

**Location:** Land At Warish Hall Farm Smiths Green Takeley

**Proposal:** Mixed use development including: revised access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: light industrial/flexible employment units (c.3568sqm) including health care medical facility/flexible employment building (Use Class E); 126 dwellings on Bulls Field, south of Prior's Wood; 26 dwellings west of and with access from Smiths Green Lane; 38 dwellings on land north of Jacks Lane, east of Smiths Green Lane including associated landscaping, woodland extension, public open space, pedestrian and cycle routes

Referring to the consultation on a planning application dated referenced above, in the vicinity of the A120 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.<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.

<b>Signature:</b> 	<b>Date:</b> 22/10/2021
<b>Name:</b> Alice Lawman	<b>Position:</b> Assistant Spatial Planner
<b>National Highways</b> Highways England   Woodlands   Manton Lane   Bedford   MK41 7LW	

#### 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.

Further to our previous response dated 6 July 2021, we have completed our formal review of the Transport Assessment. Our review of the Transport Assessment identified the proposed development will result in a material increase of trips to and from M11 Junction 8. Notwithstanding this, we have concluded that it would not be proportionate for this application to undertake a capacity assessment at the junction due to the scale of the development in isolation.

It has come to National Highways' attention that there has been a number of planning applications around Takeley and Stanstead Airport recently. Individually, each application is relatively small in scale, however, in combination all the developments will have a significant impact on the operation of the SRN and its capacity in the area.

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

It should be acknowledged, any significant future development in this area of the network will be required to produce an up to date Transport Assessment including an assessment of the cumulative impact on the SRN and likely require mitigation measures to alleviate the impact on the network.

Notwithstanding the above, we are in a position to withdraw our existing holding recommendation, and now able to offer no objection to this application.