



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

From: Martin Fellows (Regional Director)  
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To: The Planning Inspectorate  
[section6sa@planninginspectorate.gov.uk](mailto:section6sa@planninginspectorate.gov.uk)

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

**Council's Reference:** S62A/2023/0022

**Location:** Land at London Stansted Airport Bassingbourn Road Stansted Essex

**Proposal:** Partial demolition of the existing Track Transit System and full demolition of 2 no. skylink walkways and the bus-gate building. Construction of a 3-bay extension to the existing passenger building, baggage handling building, plant enclosure and 3 no. skylink walkways and associated hardstanding.

**National Highways Ref:** NH/23/02225

Referring to the consultation on a planning application dated 8th August 2023 referenced above, in the vicinity of the A120 and M11 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

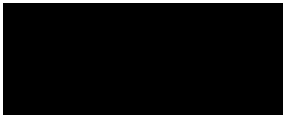
- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);
- ~~c) recommend that planning permission not be granted for a specified 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.<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 [PlanningEE@nationalhighways.co.uk](mailto:PlanningEE@nationalhighways.co.uk).

<b>Signature:</b> 	<b>Date:</b> 8 September 2023
<b>Name:</b> Mark Norman	<b>Position:</b> Spatial Planner
<b>National Highways</b> National Highways   Woodlands   Manton Lane   Bedford   MK41 7LW	

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<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.

National Highways (NH) have reviewed the relevant documents submitted as part of this application and the planning appeal in to the refusal of planning application UTT\_18\_0460\_FUL (granted on appeal).

We responded to UTT\_18\_0460\_FUL agreeing to grant planning permission on the basis of conditions being attached to planning application. At this stage, we still revert back to this position and provided the conditions within the permission UTT\_18\_0460\_FUL (specific to increasing capacity on the M11 J8 and local links) are complied with, we have no objection to the granting of this permission.

### **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.