

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
section62a@planninginspectorate.gov.uk FAO, Major Casework Team

CC: [REDACTED]
[REDACTED]

Planning Inspectorate Reference: S62A/2023/0019

Uttlesford D. C. Reference: UTT/23/1583/PINS (related to UTT/21/1987/FUL)

Location: Land to the north of Roseacres, between Parsonage Road and Smiths Green Lane, Takeley, Essex, CM22 6NZ (Land known as Bull Field, Warish Hall Farm, Takeley, Essex)

Proposal: Full planning application for Access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: 96 dwellings on Bulls Field, south of Prior's Wood, including associated parking, landscaping, public open space, land for the expansion of Roseacres Primary School, pedestrian and cycle routes to Smiths Green Lane together with associated infrastructure.

National Highways Ref: NH/23/03166

Referring to the consultation on a planning application dated 10 October 2023 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)~~

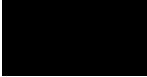
Highways Act 1980 Section 175B is/is not relevant to this application. ¹

¹ Where relevant, further information will be provided within Annex A.

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: 06 November 2023
Name: Shamsul Hoque	Position: Assistant Spatial Planner
National Highways 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.

Recommended No Objection

National Highways offer no objection.

Reason:

The site is in the Parish of Takeley, south of Prior's Wood, on the west side of Smiths Green Lane and with vehicular access from Parsonage Road via the site known as 7 Acres, (Ref UTT/22/2744/FUL). In the vicinity of the application site, National Highways is responsible for the operation and maintenance of the M11 (including Junction 8) to the west of Takeley and the A120 to the north of Takeley.

We have completed our review of the supporting traffic information provided. The proposed development's vehicular access to the Site will be from the Personage Road (B183) or Smiths Green Road, where both roads are part of the local road network.

Our interest lies in any impact on the safe operation of the Strategic Road Network. With respect to this proposed site access, we do not have any comments on this.

The consultant has submitted a supporting document titled “Consultation Response Document” Appendix E, Transport Assessment Addendum Rev 1 dated 28 September 2023, in addition to their earlier submission, “Transport Assessment by Motion” Transport Assessment Report (TAR), dated June 2023.

A number of local road junctions were modelled, which were not related to National Highway’s SRN. For the traffic impact on any of the SRN junctions, we have considered a portion of the proposed development trips during weekday peak hours (as shown in the table below), which will be travelling to and from the SRN. In addition, the recent proliferation of new developments in the Takeley and Great Dunmow areas around the A120 and Stanstead Airport M11 Junction 8, part of the SRN, National Highways is also planning to improve the capacity of the M11 Junction 8.

The proposed vehicular trips likely to be generated during peak hours by this proposal are shown in Table 5.1 below (source: Transport Assessment, dated June 2023).

Time Period	Vehicle Trip Rates (Per unit)			Vehicle Trip Generation (96 units)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.131	0.367	0.498	13	35	48
PM Peak (17:00-18:00)	0.336	0.156	0.492	32	15	47
Daily (07:00-19:00)	2.262	2.283	4.545	217	219	436

Table 5.1 – Proposed Development Trip Generation (Residential)

Note: Background Traffic Growth considered between 2023 (traffic surveyed year) and 2028 (expected completion year). Traffic associated with the following committed developments is included in all future scenarios:

With a recent submission, similar proposed vehicular trips are likely to be generated during peak hours also presented in Table 4.1 shown below (source: Transport Assessment Addendum, dated September 2023).

	AM Peak Hour Rate per dwelling	PM Peak Hour Rate per dwelling	AM Peak Hour Traffic Volumes	PM Peak Hour Traffic Volumes
Data accepted by CHA ¹	0.498	0.492	48	47
Alternative Data Assumptions	0.515	0.506	49	49
Difference	0.017	0.014	1.6	1.3

Table 4.1 – Traffic Generation² arising from Alternative TRICS Assumptions

From this proposed application location there will be a number of travelling routes to and from the nearest SRN Junctions on the A120 road and the M11 Junction 8. That means, those trip numbers will be reduced and hence, the number that will be reaching any individual SRN junction will be diluted. Therefore, there will be no severe impact on the SRN from this proposed development.

Furthermore, with this re-consultation, the amendments proposed to this planning application are not in conflict with National Highway's (former, Highways England) previous formal response, dated 24 August 2023, recommending No Objection.

Consequently, our previous recommendation of No Objection remains unchanged.

Therefore, we offer no objection.

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.