

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

From: Martin Fellows (Regional Director)
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East Region
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[REDACTED]

To: The Planning Inspectorate
section62a@planninginspectorate.gov.uk FAO, Major Casework Team

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

Planning Inspectorate Reference: S62A/2023/0030

Uttlesford D. C. Reference: UTT/23/3113/PINS

National Highways Ref: NH/24/04590

Location: Land to the west of Clatterbury Lane, Clavering, Essex.

Proposal: Town and Country Planning Act 1990 (Section 62A Applications)

Outline application with all matters reserved except access for up to 28 dwellings (class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure.

Referring to the consultation on a planning application dated 16 January 2024 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

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: S. H.	Date: 12 February 2024
Name: Shamsul Hoque	Position: Assistant Spatial Planner
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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.

This response represents our formal recommendations with regards to the above application S62A/2023/0030 and has been prepared by Shamsul Hoque.

Recommended No Objection

National Highways offer no objection.

Reason:

The proposed application site will be accessed from the local road network. In the vicinity of the application site, National Highways is responsible for the operation and maintenance of the M11 and the A120. From this proposed application location there are a number of travelling routes to and from the nearest SRN Junction/s.

We have completed our review of the details and information provided. The proposed development's vehicular access to the Site will be from the local road network. In relation to the proposed site access, we do not have any comments on this.

We have reviewed the details and information provided. Due to the location, scale, and nature of the proposed development, there is unlikely to have any adverse effect on the Strategic Road Network.

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.