



Developments Affecting Trunk Roads and Special Roads
Highways England Planning Response (HEPR 16-01)
Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
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To: Epping Forest District Council

CC: transportplanning@df.t.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: EPF/1494/18

Referring to the planning application referenced above, dated 12 June 2018, application for up to 555 dwellings, including affordable and key worker housing, North Weald Park, Former North Weald Golf Course, Rayley Lane, North Weald Bassett, Epping, CM16 6AR, notice is hereby given that Highways England's formal recommendation is that we:

- ~~a) offer no objection;~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

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

This represents Highways England formal recommendation and is copied to the

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

Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gsi.gov.uk.

Signature: 	Date: 11 April 2019
Name: Mark Norman	Position: Spatial Planning Manager
Highways England: Woodlands, Manton Lane Bedford MK41 7LW mark.norman@highwaysengland.co.uk	

Annex A Highways England recommended further assessment required

HIGHWAYS ENGLAND has been appointed by the Secretary of State for Transport as 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 EPF/1494/18 and has been prepared by Mark Norman.

The applicants TA made an assessment of traffic reductions as a result of M11 J7A this was very crude and was applied as flat reduction on all arms of the junction the provision of M11 J7a is likely to result in increases in traffic on some arms and reductions in others it has been suggested that the turning movements should be obtained from Essex County Council wider VISIM model used for the Harlow and Epping local plan evidence base as this should give a more reflective result. There were also other issues with the Transport Assessment, which also needed to be addressed

Our review of the submitted transport assessment raised a number of questions which were put to the developer's consultant in November 2018; these have so far only been partially addressed by the developer and his consultant.

This has resulted in the need for further work to ascertain the impact of the proposed development on M11 J7, which we are informed is ongoing; It is therefore recommended that the application is not put to committee before the 27 September 2019. As we are not convinced that the mitigation put forward is necessary or appropriate. If we can complete or review before this we will do so.