



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: Steven Thulborn (Head of Planning and Development)
Operations Directorate
East Region
National Highways
PlanningEE@nationalhighways.co.uk

To: North Herts Council (FAO Justin Booi)
planning.control@north-herts.gov.uk

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

Council's Reference: 25/02571/OP

Location: BA1(Land East Of North Rd And North Of Railway Line); BA10(Land Between Railway Line And Royston Rd); BA3 (Land West Of A505); BA2 (Land South Of Clothall Rd); Walls Field; Urban Open Land West Of A505, And Land West Of North Rd, Baldock

Proposal: Growing Baldock Development Site: Outline planning application with all matters reserved except for means of highway access into the development from the A505/Royston Road, North Road and Clothall Road for: up to 3,200 homes, up to 16ha of employment, waste and leisure infrastructure, a mixed use local centre, up to 1 secondary school, up to 2 x primary schools

National Highways Ref: NH/25/13862

Referring to the consultation on a planning application dated 20 November 2025 referenced above, in the vicinity of the A1(M) that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

- ~~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)~~

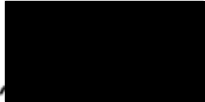
Highways Act 1980 Section 175B is not relevant to this application.¹

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.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: 	Date: 17 September 2026
Name: Matt Lewis	
Position: Spatial Planner	
National Highways Woodlands, Manton Lane, Bedford, MK41 7LW PlanningEE@nationalhighways.co.uk	

¹ 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.

We are continuing to review the submitted models and have identified some outstanding issues that require further clarification, which have been discussed with the applicant:

A1(M) Junction 9 Base Model

- There are outstanding concerns regarding the validation of queues on the northbound off-slip.
- Further clarification is required on the implementation and operation of MOVA, to include understanding the derivation of the Saturation Flow values.
- AECOM is awaiting confirmation from JCT regarding the methodology applied to the give-way parameters.

A1(M) Junction 9 Proposed and Sensitivity Test Models

- The proposed and sensitivity test models should apply consistent queue delimiters.
- Any amendments necessary to address issues identified within the base model should also be carried through to the proposed and sensitivity test models.

Other Outstanding Matters

- Consideration should be given to whether a Road Safety Audit (RSA) and/or a Walking, Cycling and Horse-Riding Assessment Review (WCHAR) is required for the proposed mitigation. We are also reviewing this further.
- Further clarification is required regarding the changes made to the TEMPro scenarios between assessment years, including the methodology used and the assumptions applied.

Recommended Non-Approval

National Highways would recommend that planning permission not be granted for a specified period of 3 months from the date of this response (until 17 December 2026). It should be noted that if all issues are resolved prior to this date, then National Highways will confirm this with the LPA to supersede this response.

Reason: to allow the applicant time to provide the outstanding information required to support the application.

Thank you again for consulting with National Highways and please continue to consult on other planning applications via our inbox PlanningEE@nationalhighways.co.uk.

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 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

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.