



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

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Council's Reference: 25/03080/HYA

Location: Land North-East Of Great Ashby, Stevenage, Hertfordshire

Proposal: Hybrid application for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure. Full application comprises the construction of vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works. The outline application, for which all matters are reserved except means of access, comprises the erection of up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2), with associated infrastructure.

National Highways Ref: NH/26/14980

Referring to the consultation on a planning application dated 26 January 2026 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)~~

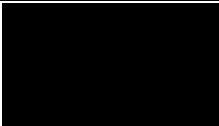
Highways Act 1980 Section 175B is not relevant to this application.¹

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.

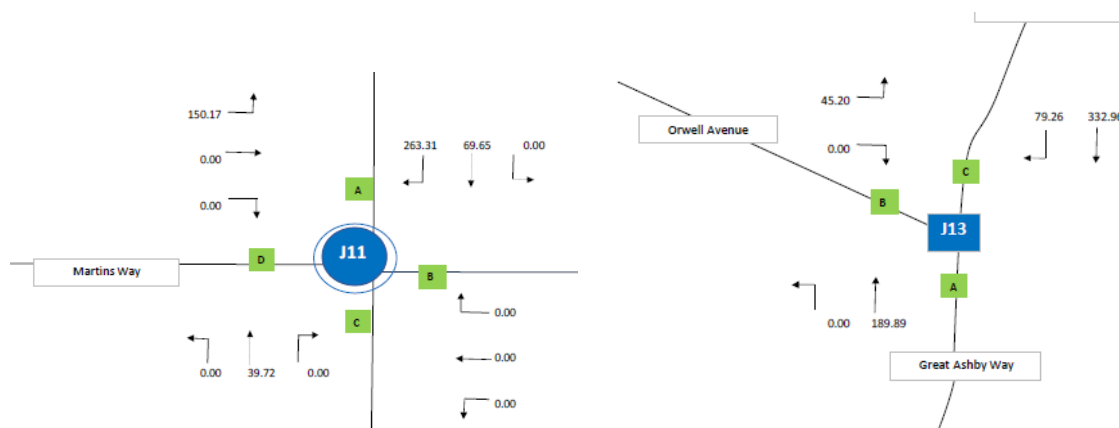
Signature:		Date: 18 February 2026				
<table style="width: 100%;"><tr><td style="width: 50%;">Name: Matt Lewis</td><td style="width: 50%;">Position: Spatial Planner</td></tr><tr><td colspan="2">National Highways Woodlands, Manton Lane, Bedford, MK41 7LW PlanningEE@nationalhighways.co.uk</td></tr></table>			Name: Matt Lewis	Position: Spatial Planner	National Highways Woodlands, Manton Lane, Bedford, MK41 7LW PlanningEE@nationalhighways.co.uk	
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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.

It is noted that in the submitted Transport Assessment (TA) that Appendix N denotes traffic flow diagrams. However, there are still significant flows which travel beyond the extent of the diagram (AM examples shown below):



In the cases above, the flows of 263.31 at J11 towards Martins Way and 79.26 at J13 towards Orwell Avenue are not shown further, and both routes can lead to the SRN, specifically Junction 8 of the A1(M). No analysis of how the development will impact this junction, nor how many trips are modelled to arrive at this junction has been carried out.

As such, National Highways cannot submit a no objection response due to insufficient analysis of the SRN.

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 18 May 2026).

Reason: To allow the applicant time to address the above issues raised.

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.