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

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

To: Huntingdonshire District Council (FAO Charlotte Dew)
developmentcontrol@huntingdonshire.gov.uk

CC: [redacted]

Council's Reference: 25/00211/FUL

Location: 51 Oundle Road Alwalton Peterborough PE7 3UP

Proposal: Conversion of an existing two storey workshop to a two storey three bedroomed dwelling

National Highways Ref: NH/25/10221

Referring to the consultation on a planning application dated 28 February 2025 referenced above, in the vicinity of the A1 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]

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 propose not 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.

[redacted]

Date: 17/03/25

Position: Assistant Spatial Planner

National Highways
National Highways | Woodlands | Manton Lane | Bedford | MK41 7LW

[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.

The application site is accessed via a historical substandard access onto Oundle Road on slip onto the A1 southbound. Whilst the access does not meet DMRB standards, the proposed development is unlikely to result in a material increase in trip generation from the site and is unlikely to result in an intensification of the use of the access. With regard to the proposed noise barrier to the rear of the property please have regard to paragraph 57 of the DfT circular 01/22. Notwithstanding the above comments, we offer No Objection to this application.

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.