



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

From: Hermes Luli (Head of Planning & Development)
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To: Planning Inspectorate (FAO Section 62A Applications Team)
section62a@planninginspectorate.gov.uk

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

PINS Reference: S62A/2026/0159

Location: Maple House, 1 To 7 Princes Parade, 8-16 (evens) And 30 - 32 High Street, Potters Bar, Hertfordshire

Proposal: Partial demolition of existing buildings (with retention of existing two-storey car park and substation) and redevelopment of the site to provide a mixed-use development comprising residential apartments (class C3) and flexible commercial floorspace (class E) across 4 blocks and associated internal roads, parking, drainage, landscaping, amenity space and associated works (PINS reference S62A/2026/0159).

National Highways Ref: NH/26/17659

Referring to the consultation on a planning application of 20 August 2026 referenced above, in the vicinity of the M25 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 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 PlanningSE@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: 10 September 2026

Name: Martin Hempell

Position: Assistant Spatial Planner

National Highways: Ground Floor, Building 1000, Cathedral Square,
Guildford, GU2 7YL.

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.

Our interest lies in the likely impacts of the proposed development upon the M25 at Junction 24, located approximately ½ mile to the south-east of the site.

Proposals

The application is for the partial demolition and redevelopment of the existing site that currently comprises the Maple House office building, two parades of commercial units fronting the High Street with residential flats above, a car wash and associated car parking situated to the north and southwest of the internal area. In total there are 355 existing car parking spaces. The proposals are for a mixed-use development of 293 residential apartments, new commercial units fronting Mutton Lane and High Street (a total of 1,742 sqm), 125 residential car parking spaces (0.43 spaces per dwelling), 535 residential long stay cycle spaces (1 per bedroom) and 59 short stay spaces plus 400sqm play space.

Vision Led Approach

The proposals have been developed with a vision to build upon the site's existing good levels of accessibility and promote travel by sustainable transport options, in line with the requirements of NPPF and DfT Circular 01/22. We are content that the transport vision for the proposals and the proposed measures to achieve the vision are appropriate and, with the reduction in car parking spaces and introduction of measures for cyclists, alongside further sustainable travel initiatives set out in the submitted Travel Plan, will encourage the take up of non-car travel.

Existing and Proposed Trip Generation

The TRICS database has been used to examine the existing and proposed vehicle trip rates for the site. Three separate use classes for 'Office', 'Flats', and 'Car Wash' have been examined and the following parameters have been applied:

- TRICS (v 7.11.4).
- Sites in England only (excluding Greater London).
- Weekday surveys only.
- 'Town Centre' and 'Edge of Town Centre' locations only; and
- Sites effected by Covid-19 pandemic restrictions excluded.

The existing commercial units will be comparable to the proposed commercial provision. Therefore, movements generated by these components can be considered to offset one another within the net trip generation assessment. Using these assumptions, the vehicle trip generation for the existing site comprises 55 arrivals and 13 departures in the morning peak hour and 13 arrivals and 45 departures in the evening peak hour. For the proposed uses the proposed equivalent vehicle trip generation is for 13 arrivals and 55 departures in the morning peak hour and 48 arrivals and 23 departures in the evening peak hour.

These figures give a zero net change in morning peak hour vehicle trips and an increase of 13 vehicle trips in the evening peak hour for the proposed development compared to the extant use. We note that although the overall numbers of trips generated by the proposals will be similar in each peak hour, the direction of these trips will be reversed. The greater proportion of trips will be outbound from the site in the AM peak and inbound in the PM peak under the proposals.

Trip distribution

The TA presents a trip distribution analysis based on 2011 Census journey-to-work data and using Google route planning software and this methodology is accepted. The assessment shows that 38.4% of development trips are expected to route south-eastwards along Southgate Road towards the M25 J24 roundabout.

This would result in a total of 26 development trips routing to or from the SRN in the AM peak and 27 trips in the PM peak. The trip generation has shown that the overall numbers of development trips will be similar to existing levels and thus development is expected to not have a material impact on the operation of M25 J24.

Conclusion

We are content that the difference in trip generation between the existing and proposed development above will not have a material impact upon the safe and efficient operation of the SRN at M25 J24.

Offer No Objection – Reasons

Given the above, we are satisfied that the development will not materially affect the safety, reliability, and/or operation of the strategic road network (the tests set out in DfT Circular 01/2022, and MHCLG NPPF 2024 paragraphs 115-118) in this location and its vicinity.

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.