

**From:** Claire Westwood <claire.westwood@threerivers.gov.uk>  
**Sent:** 11 Sep 2025 08:32:28  
**To:** TR.EDMSmyemails@threerivers.gov.uk  
**Cc:**  
**Subject:** 24/2073/OUT at Land To North Of Little Green Lane Croxley Green WD3 3SP  
**Attachments:**

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**Claire Westwood**  
Development Management Team Leader  
Three Rivers District Council  
[www.threerivers.gov.uk](http://www.threerivers.gov.uk)

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**From:** Nigel Walkden  
**Sent:** 10 September 2025 13:11  
**To:** Claire Westwood  
**Subject:** #25577 and #25578 NH/25/09637 24/2073/OUT at Land To North Of Little Green Lane Croxley Green WD3 3SP

Dear Claire,

Thank you for your email dated 20 August providing the additional information requested in the previous National Highways response dated July 2025.

We have reviewed the Technical Note (TN) produced by Hub Transport Planning dated 18 August 2025 and have outlined our comments below.

The TN sets out a review of existing traffic modelling for the SRN junctions including the M1 J5 and M25 J18 from nearby development applications. For the M1 J5, the traffic impact has been derived using related planning applications (24/1283/OUTEI and 23/1035/OUTEI) which have traffic turning counts at M1 J5 and VISSIM microsimulation modelling and forecasting at the junction for employment development proposals of up to 45,000sqm. The traffic impact for M25 J18 is based on application 24/0538/OUT which includes traffic data at the SRN junction for 2019. The 2019 flows have been used to derive the impact analysis carried out for the Little Green Lane proposal.

In view of the additional review undertaken, the current operation of M25 J18 and the levels of development traffic proposed, we accept that no further assessment is required of the impact of the development on this junction.

However, we do not accept the findings of the high level assessment the applicant has undertaken for M1 J5, and continue to expect that a junction capacity assessment will be required. National Highways does not accept findings based on percentage impact for the SRN, particularly at already congested junctions such as M1 J5. Given the high volumes of traffic using our network, even a very small percentage impact could represent a significant/severe effect. M1 Junction 5 is already experiencing significant queues and delays during weekday peak hours, with vehicle queues extending off the M1 southbound off-slip during the AM peak hour.

The applicant references two applications, both of which used VISSIM modelling to test their impacts with similar levels of development trip numbers to this development at M1 J5. These were ultimately approved, subject to mitigation for M1 J5, which was tested through modelling and are now classed as committed schemes.

As a reminder, development proposals can be considered unacceptable by virtue of a severe impact if they increase demand for use of a section of the network that is already operating near or over capacity, or where the additional traffic cannot be safely accommodated on the SRN unless mitigation is agreed. National Highways considers that any development trips adding to a junction off-slip which then results in mainline queuing, extends a mainline queue, and / or increases the frequency at which mainline queuing occurs to be an unacceptable safety impact.

As a next step, we recommend the applicant gets in touch with us to discuss requirements for a modelling assessment at M1 J5.

Thank you for consulting National Highways and we look forward to continuing to participate in future consultations and discussions. In the meantime, if you have any questions with regards to the comments made in this response, please do not hesitate to contact us at [planningse@nationalhighways.co.uk](mailto:planningse@nationalhighways.co.uk).

Kind regards,

**Nigel Walkden**, Assistant Spatial Planner  
Spatial Planning South East  
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