

30 April 2021

Sukhdeep Jhooti
 Welwyn Hatfield Borough Council
 The Campus
 Welwyn Garden City
 Herts
 AL8 6AE

Dear Sukhdeep Jhooti,

RE: HE Response – 6/2020/3222/MAJ, Former Volkswagen Van Centre, Comet Way, Hatfield, AL10 9TF

Thank you for sending the letter from Highways England (HE) dated 21 January 2021, regarding the planning application reference 6/2020/3222/MAJ, Former Volkswagen Van Centre, Comet Way. Please see below our response to each of the HE comments:

HE comment

The applicant has undertaken an impact assessment in Chapter 5 of the Transport Assessment (TA) and has referenced their use of TRICS to derive trip rates for the existing and proposed land use. Upon review, it is noted that the TA presents TRICS outputs for ‘Affordable Flats’, whilst the proposed development consists predominantly of Private Flats (70%). The covering letter submitted by the applicant indicates that discussions between themselves and Welwyn Hatfield are ongoing regarding the scheme. Having checked TRICS ourselves, we are content that the difference between ‘Affordable Flats’ and ‘Private Flats’ in trip generation is negligible.

Stantec response

The trip rates were revised to reflect the proposed development consisting of Private Flats (70%). The revised trip rates have been provided within the Transport Assessment Addendum. The net vehicle trip generation of the proposed development is set out in Table 1.

Table 1 - Net vehicle trip generation of the proposed development

Peak period	Vehicle trip generation		
	Arrival	Departure	Total
AM peak (08.00-09.00)	-5	31	26
PM peak (17.00-18.00)	26	1	27

Table 1 concludes that there is forecasted to be a maximum of 27 additional vehicular trips generated by the proposed development, this equates to 1 trip every 2 minutes on average. This is deemed to be negligible with

regards to impact on the local highway network and will be unnoticeable from the variation inherent in day to day traffic flows. The revised calculations above do not change the conclusions previously drawn in the original TA.

HE comment

The TA reports that the proposed development is anticipated to generate an additional +14 trips in the AM peak hour and +20 in the PM peak hour. No trip distribution analysis has been undertaken by the applicant. Could the applicant please clarify the number of trips that will route to the A1(M), in particular at Junction 3 and 4.

Stantec response

Based on TA methodology agreed with LHA, Census origin destination data forecasts 25% of development vehicular trips to arrive from and depart to destinations via Junction 3, 7% via Junction 4 and the remaining 68% are forecast not to use the A1 (M) to reach their destination. Table 2 shows the development trips forecast to arrive and depart from A1(M) Junctions 3 and 4. All trips that use Junction 3 are expected to arrive and depart to A1 (M) south. All trips that use Junction 4 are expected to arrive and depart to A1 (M) north.

	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)	
	Arriving	Departing	Arriving	Departing
A1(M) Junctions 3	0	8	7	0
A1(M) Junctions 4	0	2	2	0

Stantec comment

Stantec trust that with the submitted TA, the Travel Plan, the TA Addendum and the responses above, the HE should now have sufficient information regarding the proposals impact. It is important to note that the Highway Authority is satisfied that the proposed development will not have an unacceptable impact on highway safety, or a 'severe' impact on the highway (Ref- paragraph 109 of the NPPF_Feb_2019_revised) and thus has no objection to the proposal.

Yours sincerely



Jack Smith
Principal Transport Planner
on behalf of Stantec UK Ltd