

From: [Archer, Heather](#)  
To: [Planning](#)  
Date: 21 January 2021 18:11:24  
Attachments: [image001.png](#)

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**For the Attention of:** Sukhdeep Jhooti

**Site:** Former Volkswagen Van Centre, Comet Way, Hatfield, AL10 9TF

**Development:** Demolition of existing buildings and construction of new building comprising 118 residential apartments, layout of parking areas, landscaping, electricity substation and ancillary development

**Your Reference:** 6/2020/3222/MAJ

**Highways England's Ref No:** #90231 / 12317

Dear Sukhdeep Jhooti,

Thank you for your email dated 11 January 2021 on the above planning application consultation and indicating a response was required by 1 February 2021.

Highways England has been appointed by the Secretary of State for Transport as 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 Highways England works 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.

Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN. In the case of this proposed development, Highways England is interested in the potential impact that the development might have on the A1(M), in particular Junction 3 and 4. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the SRN as a result of development.

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.

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.

It is noted a Residential Travel Plan has been prepared and submitted as part of the planning application. This document outlines aims, objectives and targets, alongside measures to reduce single car occupancy trips and promote sustainable transport modal shift.

Given the proximity of the site to the Hatfield Tunnel, please note we have forwarded the submitted Drainage Statement to our service providers for their review, to ensure that the proposed development will not result in additional run off entering Highways England drainage assets. We will also consult our service providers tunnels section for their comments. Once we have received their comments, we will provide them to the Local Planning Authority as soon as we can.

Based on the above, without a full understanding of the potential impacts of the development on the SRN, there is insufficient information for us to be satisfied that the proposals will not materially affect the safety, reliability and/or operation of the SRN (the tests set out in DfT C2/13 para 10 and MHCLG NPPF para 109).

I trust that the above is of assistance and would be grateful if you could pass the above comments to the applicant and their consultants for further consideration and reply. This email does not constitute a formal recommendation from Highways England.

Accordingly, we formally request that your authority refrains from determining this application, (other than refusal) until such time as we have received and considered all the requested information. Once we are able to adequately assess the above and its potential impact on the SRN, and this has been agreed with the developer, we will provide you with our final formal response.

If, in the meantime, your authority wishes to determine the application, please let us know and we will provide you with a formal response based on the information available at that time.

We look forward to receiving the additional information in due course. Should you have any queries regarding our response please contact us at [planningse@highwaysengland.co.uk](mailto:planningse@highwaysengland.co.uk).

Kind Regards,

Heather

**Heather Archer, Assistant Spatial Planner**

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Web: <http://www.highwaysengland.co.uk>

Highways England



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