

David Elmore

From: Archer, Heather <Heather.Archer@highwaysengland.co.uk>
Sent: 05 February 2021 14:03
To: Planning
Subject: Response 5 February 2021 Former Volkswagen Van Centre, Comet Way, Hatfield, AL10 9TF Planning application 6/2020/3222/MAJ

Categories: Kerrie

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.

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.

Further to our queries dated 21 January 2021, to which we are awaiting a response, I have received additional comments from Highways England's service providers on drainage matters in the planning application. After review of the Drainage Statement, it is noted that exceedance routes have been indicated in the design, and it is proposed that exceedance flows up to the 1 in 100 year event will be managed on site. However it is not clear what happens to the flow in events greater than 1 in 100 years. (Section 4.5.8).

Could the applicant please provide further information on how they intend to manage flow in events greater than 1 in 100 years.

This response should be read in addition to our previous response dated 21 January 2021. 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.

Kind Regards,

Heather

Heather Archer, Assistant Spatial Planner

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