

**Environment & Infrastructure
Department**



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My ref:
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Date: 27 July 2021

Dear Sirs

Planning Ref 6/2018/2768

Hatfield Business Park Frobisher Way Hatfield AL10 9SL

**Decision: Hertfordshire County Council as Local Highway Authority
recommends planning permission is refused due to the following observations**

Introduction

Outline application for a large-scale mixed-use development including 1,100 new homes and supporting infrastructure including a primary school, local centre and open space with all matters reserved

Comments

In 2019, the applicant (representing site commonly known as HAT2) commissioned a modelling exercise using HCC's COMET modelling suite. The objective of the modelling was to assess the potential transport impacts of the proposal as part of future year testing based on COMET 2036, at the time (2019) this was known as Local Plan Run 4 (LPR4).

LPR4 included the proposed transport schemes agreed with the Hertfordshire districts in Autumn 2018 which is consistent with their Infrastructure Delivery Plans and any transport strategies.

The latest version of the 2036 Forecast Model run was undertaken in early 2021 with the districts Local Plan development assumptions as of Autumn 2020. This is named as COMET LPR6.

It is noted that as this site is no longer a part of the Welwyn Hatfield Local Plan site allocations therefore this proposal is not included within the COMET LPR6.

County of opportunity

The fundamental question is whether this proposal tested in a model run produced in 2019 is still valid at current COMET LPR6?

One of the key considerations is the predicted level of growth across the area. Since LPR4 predicted growth has increased in both Welwyn Hatfield and St Albans (mindful that this site is near the boundary). According to our records, since LPR4 an additional 2,182 houses and 3,850 jobs are predicted across Welwyn Hatfield, and, 2,551 dwellings within St Albans City and District Council area. A significant increase on LPR4.

A combination of increased dwellings and alongside different infrastructure assumptions has led to differences between the results of future year outputs from LPR4 and LPR6.

In short, the application is for the principle of development on the site with all matters reserved. The traffic modelling submitted has been superseded therefore there is a degree of inaccuracy being able to interpret results. Whilst we appreciate strategic traffic modelling relies on a series of assumptions, the reliability of results can be improved by using the most recent revision.

Our recommendation is to refuse the planning application due to inaccuracies in the data provided but suggest this may be dealt with by re-running the modelling with the latest revision of our COMET model.

Yours sincerely

James Dale
Development Management
Whole Client Service, Environment & Infrastructure Department