



Developments Affecting Trunk Roads and Special Roads

Highways England Response & Formal Recommendation to an Application for Planning Permission

From: Catherine Brookes (Divisional Director),
Network Delivery and Development
East Region
Highways England.

To: Welwyn Hatfield Council

CC: maureen.pullen@dft.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: S6/2015/1342/PP

Referring to the notification of a planning application dated 1 July 2015 referenced above, in connection with the M25, application for residential development of up to 121 dwellings, associated infrastructure and a change of use from agricultural land to an extension of the King George V playing fields, Land to the north east of King George V Playing Fields, Northaw Road, notice is hereby given that Highways England's formal recommendation is that we:

- a) offer no objection;
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);~~
- ~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- ~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you must consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gsi.gov.uk.

Signed by

Date: 8 July 2015

Signature: 

Name: Jenny Volp

Position: Asset Manager Area 8

Highways England: Woodlands, Manton Lane, Bedford MK41 7LW

Annex A Checklist (to be removed prior to submission)

- i. Who we are and our role: a standard paragraph with space for an individual/team to be named;*
 - ii. Details of the application and when it was received;*
 - iii. Details of any pre-app or if no pre-app took place;*
 - iv. The process of review and assessed impact (unless this is a recommendation to delay because information provided is inadequate, in which case, why is the information inadequate and what was done to make the applicant / LPA / LHA aware of this);*
 - v. Recommendation:*
 - a. details of conditions and how reached, and whether agreed with LHA / LPA / applicant;*
 - b. in cases for non-determination for a specified period detailing why this is required, what steps are required so enable the application to be considered, and what steps have been taken with the LPA and / or developer to discuss this to date;*
 - c. in cases of recommendation to refuse all the above but detailing why the impact is deemed to warrant refusal.*
- n.b.*
- Stages should be evidenced based wherever possible and should avoid bland statements. Whilst not requiring of the precise detail of an examination, the rationale and logic of position presented should be along similar lines of justification.*
 - This document has the potential to be sent on to DfT as the primary evidence base for our perspective in cases where the LPA disagrees with our recommendations. Therefore, any detail, evidence or opinion (a Statement of Reasons) which you consider we may rely on, or DfT should be cognisant of in forming their judgement, as part of this possible process must be included within Annex A.*

**Annex A Highways England recommended Planning Conditions /
Highways England recommended further assessment required /
Highways England recommended Refusal.**

HIGHWAYS ENGLAND (“we”) 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 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.

This response represents our formal recommendations with regard ### and has been prepared by ##.