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**Subject:** #6005 Response to Planning Application 6/2018/0171/MAJA Former Shredded Wheat Factory, Bridge Road, Welwyn Garden City, AL8 6UN  
**Date:** 17 October 2018 16:58:26

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**For the attention of:** Gerry Ansell (Case Officer)

**Site:** Former Shredded Wheat Factory, Bridge Road, Welwyn Garden City, AL8 6UN

**Development:** Creation of a mixed-use quarter comprising the erection of up to 1340 residential dwellings including 414 (31%) affordable dwellings (Use Class C3); 114 extra care homes (Use Class C2); the erection of a civic building comprising 494sqm of health (Use Class D1), 494sqm of community use (Use Class D1), 1232sqm of office (Use Class B1) and 646sqm of retail (Class A1-A5); alterations, additions and change of use of Grade II Listed Building and retained Silos to provide 5096sqm of flexible business floorspace (Use Class B1), 265sqm Combined Heat and Power (Sui Generis), 2494sqm International Art Centre (Use Class D1), 1226sqm Gymnasium (Use Class D2), 1576sqm of restaurant/coffee shop/bar (Use Class A1/A3/A4/A5), Creche/Day Nursery of 644sqm as well as a Network Rail TOC Building of 364sqm plus associated car parking, access, landscaping, public art and other supporting infrastructure.

**Planning Application No:** 6/2018/0171/MAJA

Dear Gerry Ansell,

Thank you for your consultation letter dated 10 October concerning amended plans submitted for the above planning application at the former Shredded Wheat Factory, Welwyn Garden City. 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.

In the case of this proposed site, Highways England is interested in the potential impact that the development might have upon the A1(M), in particular Junction 4, 5 and 6. We are interested as to whether there would be any adverse safety implications or material increase in queues and delays on the strategic road network during construction and operation. This was highlighted in our response in

November 2017 concerning the EIA Scoping application for this development (6/2017/2491/EIA) and May 2018 concerning the original application at this site (6/208/0171/MAJA).

The amended plans sent for this application show the landscape/planting plans and the detailed general arrangement plans and proposed elevations for the site. They do not address the concerns that we raised in our May 2018 response to this application. We have reiterated our comments below. Our comments should be forwarded on to the applicant for them to address.

The submitted Transport Assessment demonstrates that there will be 704 vehicle trips in the AM peak and 1035 vehicle trips in the PM peak. The distribution from each of the six site accesses has been provided, however the information submitted does not extend as far as the A1(M). In order for Highways England to make a full assessment of the potential impact that the development might have upon the SRN, we request that the distribution diagram (Appendix L) is extended to include the A1(M) and clearly displays the number of estimated trips that will use Junctions 4,5 and 6. If it is deemed that the development will have an impact on the SRN, further detailed traffic modelling may be required.

I suggest that Highways England be included in any ongoing meetings with the developers, so that we are aware of the full intentions of the proposed development.

Without a full understanding of the potential traffic impacts of the development, 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 DCLG NPPF para 32).

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.

Thank you again for consulting with Highways England and please continue to consult us via our inbox: [planningse@highwaysengland.co.uk](mailto:planningse@highwaysengland.co.uk)

**Sent on behalf of Heather Archer Assistant Spatial Planning Manager**

**Andree Gregory**

**Spatial Planning Administrator**

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