

**From:** [Smith, Kayley](#)  
**To:** [Planning](#)  
**Cc:** [transportplanning@dfp.gsi.gov.uk](mailto:transportplanning@dfp.gsi.gov.uk); [growthandplanning](#); [Planning SE](#)  
**Subject:** FW: #4986 Response to Planning Application 6/2018/0960/LB Former Shredded Wheat Factory Welwyn Garden City AL8 6UN  
**Date:** 05 November 2018 16:16:03

---

Hello,

**For the attention of:** Gerry Ansell

**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:** 6/2018/0960/LB

Dear Gerry Ansell,

After receiving the requested further information from the applicant on 24<sup>th</sup> October, we are now in the position to provide our formal response on 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 are interested in the potential impact that the development could 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.

Our initial response to this application in May 2018, requested that the distribution diagram appended to the Transport Assessment (Appendix L) be extended to include the A1(M) and clearly display the number of estimated trips that will use Junctions 4,5 and 6 in order for Highways England to make a full assessment of the potential impact that the development might have upon the SRN. We stated that if it is deemed that the development will have an impact on the SRN, further detailed traffic modelling may be required.

The applicant submitted further information to address our query in October 2018, the technical note established that there was an extant permission on the site ([N6/2015/0294/PP](#)), which was consented in August 2017. Highways England's East Office dealt with this application in 2015, the South East office are commenting on this most recent application. The original Highways England comments to the 2015 application were ones of non-determination, due to lack of information on the impact at A1(M) Junction 4. However, Highways England then submitted a further formal response of no objection later on in 2016. Unfortunately, the details that were provided which allowed Highways England to change opinion and recommend no objection cannot be sourced and the then case officer no longer works for Highways England. Therefore, it is not known what assessments were undertaken to provide adequate information, and comfort, that this development would not have a severe impact on the SRN. It appears, also, that none of that information was shared with the planning authority.

This application is similar to the already consented application and there is only a minor change in trip generation. The applicant has shown that the impact of this change on the SRN is negligible. The table below highlights the net impact this development would have on the SRN in the AM and PM peaks. We have ascertained that this level of trips would not have a severe impact on the safety or operation of the SRN.

	Net Impact (Vehicle Trips)	
	AM	PM
A1(M) Junction 4	4	6
A1(M) Junction 5	-1	-3
A1(M) Junction 6	3	14

For the reasons above, Highways England raise no objection to this proposal due to the minimal difference in trips between the consented extant permission (N6/2015.0294/PP) and this planning application (6/2018/0960/LB) and on the basis that we conclude that no severe impact on the SRN will occur as a result of this development.

Our formal response is attached.

If you have any queries regarding our response, please do not hesitate to contact us.

Kind Regards,

**Kayley Smith (on behalf of Janice Burgess, Area 5 Spatial Planning Manager)**

Highways England | Bridge House | 1 Walnut Tree Close | Guildford | Surrey | GU1 4LZ

Web: <http://www.highways.gov.uk>