

PROJECT TITLE: Land North of Great Ashby, Stevenage
PROJECT JOB NO: 19244
DATE: 02/03/2023
PREPARED BY: IK
TO: National Highways

RESPONSE TO NATIONAL HIGHWAYS

Good afternoon,

By way of introduction, I am an associate at Woods Hardwick, acting as transport consultant on the proposed development on the site at Land North-East of Great Ashby, Stevenage, Hertfordshire (Planning Ref: 25/03080/HYA).

We have recently received the National Highways Planning Response (NHPR 25-01) dated 18th February 2026 to the application.

Our understanding is that given that the site is allocated within the adopted Local Plan, National Highways would therefore have had the opportunity to comment and raise concerns at the site allocation stage.

Nevertheless, in response to your comments, we have now prepared an updated Traffic Distribution and Network Diagrams for the AM and PM peak to include the impact on the SNR network and particularly A1(M) Junction 8, shown as Junction 19 on the attached.

The proposed development is for up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2), with associated infrastructure. The total vehicular trip generation for the proposed development including 650 residential dwellings, a 2 FE Primary School and a 4 FE Secondary school has been calculated to generate a total of 760 two-way trips during the AM peak hour, and 394 two-way trips during the PM peak hour. It should be noted that 650 dwellings were accounted for within the assessment calculations, which provides a slight overestimate as the current proposals are for 640 dwellings.

The AM and PM Network Diagrams illustrate that the site would generate at its highest point a total of 49 additional vehicles in the AM peak hour and a total of 26 additional vehicles in the PM peak hour travelling in the direction of A1(M) Junction 8, shown as Junction 19. However, the majority of these trips remain on the local road network towards/from the A602.

It has been calculated that in the AM peak hour the site would generate a total of 11 two-way trips to/from A1(M) - 7 vehicles traveling towards A1(M) and 4 vehicles travelling from A1(M); in the PM peak hour the site would generate a total of 6 two-way trips to/from A1(M) - 2 vehicles traveling towards A1(M) and 4 vehicles travelling from A1(M).

The proposed number of vehicles expected to be generated from the site during the worst case peak hour is low; i.e. less than the 30-two-way trips predicted for the thresholds used to determine potential significant development traffic as noted in paragraph 2.11 of the GTA (2007).

As the proposed number of vehicles generated by the site is unlikely to have any noticeable impact on the surrounding highway network. It is therefore considered that detailed capacity assessments are not necessary. Furthermore, developments, which contribute less than 5% additional traffic on an existing road network are generally considered to have a negligible impact.

With regards to the vehicles traveling towards Orvell Avenue shown as Junction 13 on the attached, following the review of TA, it was requested by HCC Highway Authority that further assessment was undertaken at three locations within the villages of Weston and Gravely to the north, this is included in the submitted TA, however the Network Diagrams were not updated to include the 3x additional junctions where the assessment was undertaken, these are as below:

- Junction 16 - Church Street / High Street (Graveley)
- Junction 17 - High Street / Gravely Lane (Graveley)
- Junction 18 - Damask Green Rd / Hitchin Road (Weston)

The revised diagrams shows that the traffic travelled towards Orvell Avenue would not be directed towards the A1(M).

As you can appreciate from the Network Diagrams the number of site generated vehicles anticipated to join the A1(M) at Junction 8 (Junction 19 on the attached) is very low and therefore no further assessments would be required.

It should also be noted that the wider impact of the proposals has also been assessed by commissioning a run of HCC's most recent Comet Model, which accounts for the most likely growth and transport infrastructure proposals and will look at the longer-term situation, please see attached Technical Note prepared by WSP. The study area includes the whole of Stevenage as well as surrounding areas including A1(M) Junction 8 and therefore provides a detailed analysis on potential impacts based upon recorded travel patterns. It is important to note that the modelling demonstrates that the increases are within acceptable limits which would not lead to capacity issues along the routes where the increase are anticipated.

It would be greatly appreciated, if you could confirm if based on the above, any further information or assessment would be required from your side to withdraw your holding objection.