

Your Ref: 25/02260/FP  
Our Ref: HD00227

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**Objection regarding the subject application – 25/02260/FP:**  
**Northway Filling Station Great North Road Hinxworth Baldock Hertfordshire SG7 5EX**

*Temporary consent allowing for the erection of a detached food-to-go building (Greggs Pod) and other associated minor site alterations including the formation of vehicle parking for a period of two years (development already commenced)*

The subject planning application is a retrospective application; the development has already started without the relevant permissions. This application follows on from the withdrawal of a larger development application (24/00444/FP) which sought the redevelopment of the service station. This previous application was withdrawn following an objection from National Highways and other planning related matters.

**Existing site conditions:**

The subject application site is bound on the southern side by a residential property, Northway House. This property is directly accessed via the current slip road out of the Northway Service Station. Therefore, a conflict in the direction of vehicle movements currently exists. Vehicles moving into and out of the residential property are in conflict with users egressing from the service station via the exit slip road as indicated below:



**Figure 1 - Extract of existing site plan showing existing access into Northway House**

## Transport Note:

We have reviewed the Transport Note (TN) by Dynamic Transport Planning which has been submitted to support this application. We have concerns that the assumptions made within this report are inaccurate/incorrect.

Firstly, the Transport Note concludes that the site would not be an additional 'trip generator' and not a destination:

*"The trip generation associated with similar roadside facilities is associated with the passing flows on the mainline, where 'turn-in-rates' are based on driver necessity for rest, food, refuelling and other amenities provided at service areas. Therefore, motorists passing the site will stop if they have such a requirement and as such there would be no material change to the trip generation associated with the site."*

*(Section 5.6 of Dynamic Planning Transport Note)*

We dispute that the development would not change the number of visitors, as set out in chapter 2 of the TN report. Greggs is a popular food outlet and one that will attract more trade than just the required necessity of obtaining fuel from the existing facility. Car users regularly use mobile devices and satellite navigation to direct them to food outlets and takeaways along their journey, particularly those which are nationwide chains. We believe that this development needs to be considered with the assumption that this food outlet would be a new development and attract additional turn in rates.

We believe the site will attract additional traffic using the site and currently the TN does not assess the safety of the existing entrance/exit to accommodate any additional turn in rates. Whilst the development may not produce additional traffic flow down the A1, it will attract more customers stopping and therefore the 'turn in rate' will be increased.

This needs to be considered to adequately conclude whether this intensification of use of the site will pose a safety threat to the existing access arrangements to Northway House.

## Planning History:

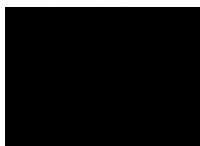
The planning history of the site includes a previous application for redevelopment (24/00444/FP). This was withdrawn. National Highways raised concerns regarding the site and requested a Road Safety Audit (RSA). This subject application should also be accompanied by similar safety assessment with additional evidence to prove that the exit to the site can accommodate the additional traffic movements (or turn ins) without causing a safety concern to the neighbouring property.

## Conclusion:

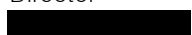
This application represents an intensification of use of this site. The existing conflicting access arrangements at the exit of this site pose a highways safety concern and this has not been adequately addressed with this application. Without any additional information and road safety analysis this application should be refused on the basis of a lack of information. We trust that Highways England will share our concerns with this application and that they have been consulted on this proposal.

We would be welcome to a further discussion with the planning team to enable this matter to be determined in an appropriate manner.

Yours Sincerely,



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