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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/03080/HYA
HCC ref: NH/27951/2026
HCC received: 5 March 2026
Area manager: James Dale
Case officer: Adrian McHale

Location

GA2, Land North-East Of Great Ashby Stevenage, Hertfordshire,

Application type

Outline

Proposal

ADDITIONAL INFORMATION
AMENDED PROPOSAL

Hybrid Application : Hybrid application for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure. Full application comprises the construction of vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works. The outline application, for which all matters are reserved except means of access, comprises the erection of 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.

Recommendation

OTHER

COMMENTS

Before the base junction models can be relied upon to form a clearer picture as to the development impact they they need to be broadly reflective of the current situation. There are several examples of the reported model queue in the Transport Assessment (TA) text being circa 1 vehicle or less, whereas the appended surveys indicate average queuing of 4 to 5 vehicles. For example:

Junction 12

Arm A - Canterbury Way (North)

Arm B - Canterbury Way (South)

Arm C - Great Ashby Way

Table 6.21: Summary of Junction 12 Performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Do Nothing 2023							
Arm A	0.6	5.49	0.39	A	0.3	3.87	0.23	A
Arm B	0.5	3.70	0.35	A	2.3	7.76	0.70	A
Arm C	1.4	6.46	0.58	A	0.7	5.10	0.43	A

Junction: A - Great Ashby Way / B - Canterbury Way (East) / C - Canterbury Way (South West)

Survey Period	A - Great Ashby Way	B - Canterbury Way (East)		C - Canterbury Way (South West)	
	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX
08:00 - 08:05	4	3	0	1	0
08:05 - 08:10	6	5	2	2	0
08:10 - 08:15	4	3	0	1	0
08:15 - 08:20	0	3	0	0	0
08:20 - 08:25	2	2	0	0	0
08:25 - 08:30	4	2	1	3	0
08:30 - 08:35	2	4	0	1	0
08:35 - 08:40	1	2	0	0	0
08:40 - 08:45	10	5	0	1	0
08:45 - 08:50	2	2	0	2	0
08:50 - 08:55	3	15	0	1	0
08:55 - 09:00	4	12	0	1	0

Small fluctuations (differences of less than 1-2 vehicles only need to be addressed in text (a statement to indicate the models are broadly valid) as this can be considered natural fluctuation, but larger differences should be addressed in order to establish a more accurate picture. The best way to do this in the opinion is to examine and adjust the junction geometry to account for the 'real world' situation. Alternatively the 'Junction Intercept' value within Junctions 10 can be adjusted but this can

make a junction to unstable to establish a clear image as to traffic impact. It may also be necessary to create separate AM and PM models in some cases.

Signed

Adrian McHale

10 March 2026