

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)

Thank you for notifying us that additional information has been submitted by the applicant to support this subject proposal. This information has directly highlighted some of the issues raised within our initial objection letter in relation to the transport and highways impacts of this proposal.

Existing site conditions:

As previously highlighted, there is an existing conflict at the exit of the service station and the entrance to a residential property, Northway House.

This conflict has not been addressed within the revised plan which has been submitted which forms part of this re-consultation process:

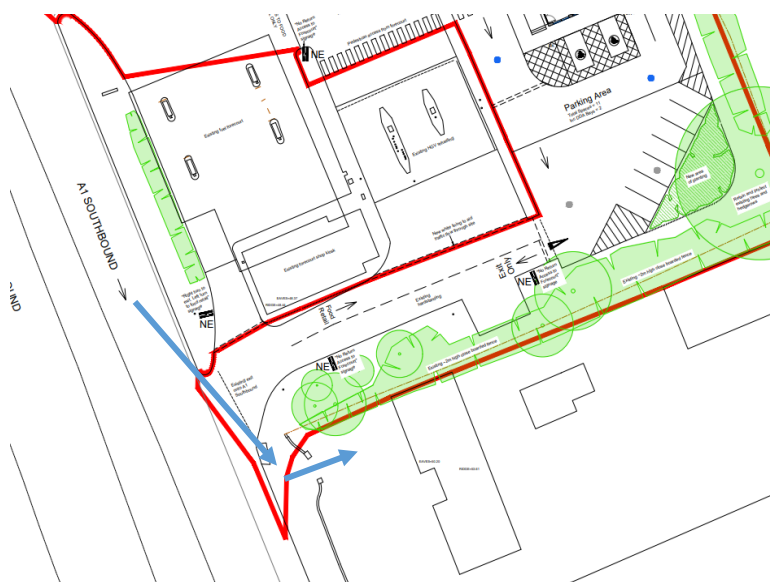


Figure 1 - Extract of existing site plan showing existing access into Northway House

Additional Transport Note:

The main objection to this proposal centres around the unsafe nature of the existing site exit. We disputed the findings of the original Transport Note which appeared to suggest that a new food 'Greggs Pod' would not increase the trip generations associated with this site.

The new information submitted now includes a trip generation exercise which states:

"There would be a total of eight and 12 two-way vehicle movements expected during the AM and PM peak hour periods at the site. This would be equivalent to one vehicle either arriving at or departing the site every five minutes during the busiest hour period".

It is not entirely clear how this figure has been calculated; however, the report clearly concludes that the proposed new food outlet will attract additional vehicles beyond those generated by the current site. While these trips will originate from the existing traffic flow on the A1, the use of the slip road, where the dangerous conflicting junction is located, will increase. The site exit will also experience heavier use, resulting in a clear intensification of traffic at this location.

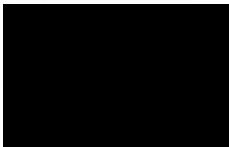
Conclusion:

In summary to our position, we believe that an intensification of the use of the exit from the service station will occur, the National Highways response to the previous application is still valid. A safety audit of the exit arrangements needs to be carried out in order to assess whether there is a danger to the existing users of the site and that of the residential property.

To enable any intensification of use of this site, now or in the future, the existing exit arrangements need to be addressed.

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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