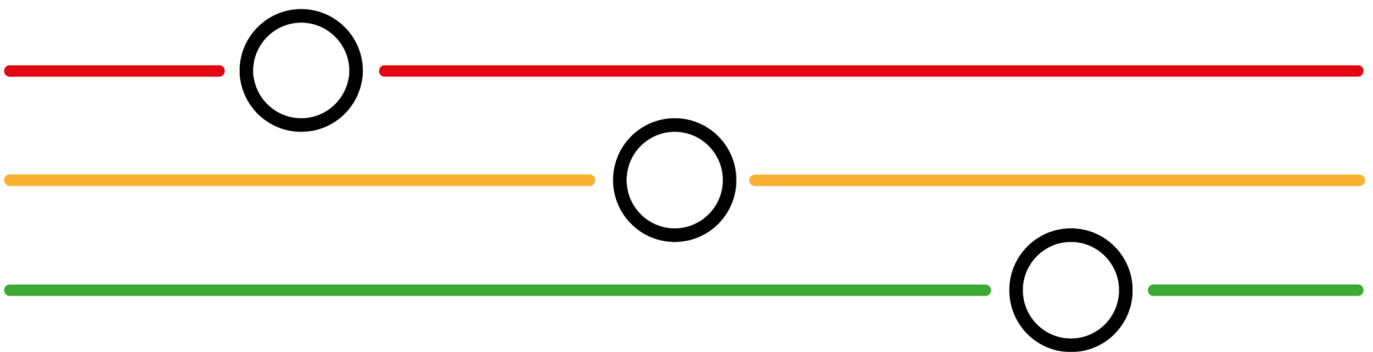




Welcome Break Ltd

Proposed Service Area Redevelopment,
Northway Service Station, A1(S), Hinxworth

Technical Note

3712725



SEPTEMBER 2025

Note Details

Report Number:	3712725-TN
Report Title:	Proposed Service Area Redevelopment, Northway Service Station, A1(S), Hinxworth
Client:	Welcome Break Ltd
Date:	03 September 2025
Status:	-

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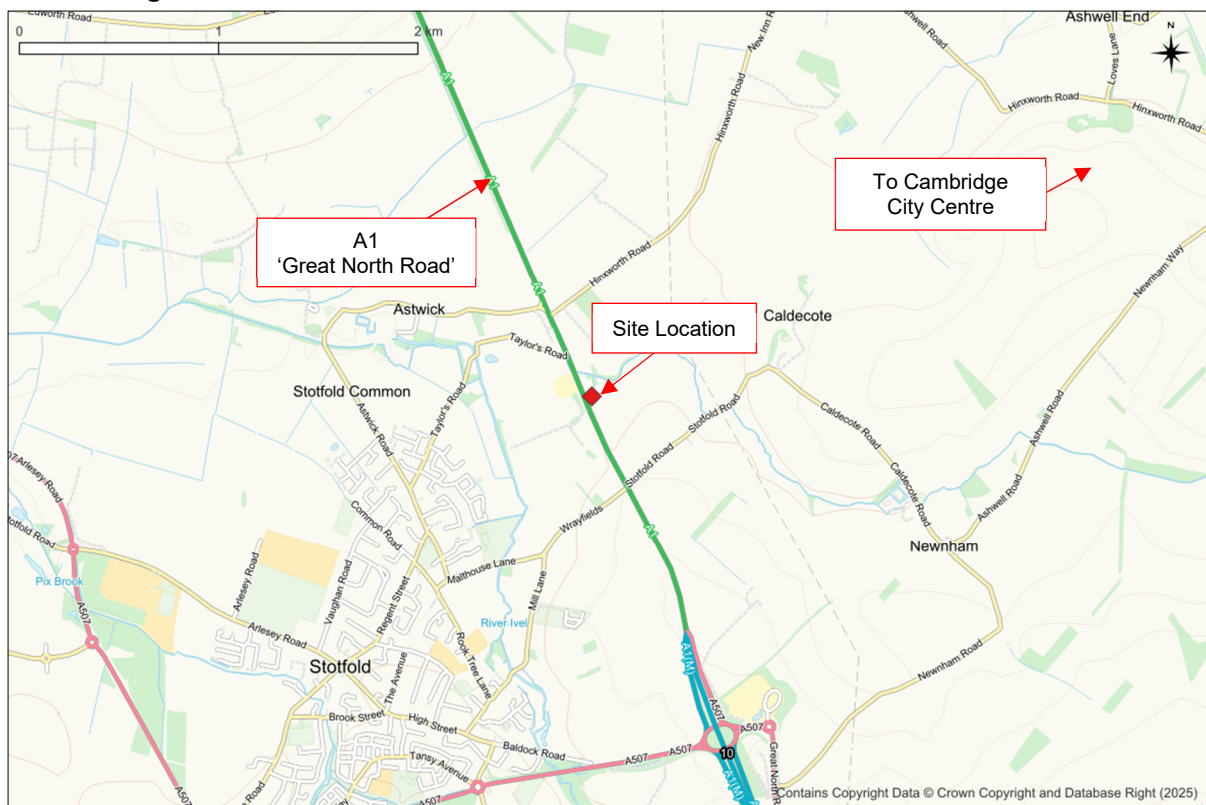
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1 Introduction

- 1.1 Dynamic Transport Planning Ltd is instructed by Welcome Break Ltd report on the anticipated highways and transportation considerations associated with the part retrospective application for the construction of a food-to-go pod, at the existing established service area at Northway Service Station, off the A1 Southbound, Hinxworth.
- 1.2 This Technical Note (TN) has been produced to advise North Hertfordshire District Council (NHDC) as the Local Planning Authority and Hertfordshire County Council (HCC) as the Local Highway Authority and National Highways (NH) on the transport planning considerations associated with the proposed development.
- 1.3 The application site relates to an area of land within an existing service area, which forms the wider site, located off the southbound carriageway of the A1 'Great North Road', approximately 2km north-east of Stotfold Town Centre and 30km south-west of Cambridge City Centre.
- 1.4 The location of the proposed development site is illustrated at **Figure 1.1**:

Figure 1.1 – Site Location Plan



- 1.5 A recent planning application was submitted in March 2024 (Application Reference: 24/00444/FP) for the redevelopment of the existing service station, including replacement of the existing filling station (use Class sui generis) and the construction of a drive-thru coffee shop (use Class E), electric vehicle charging hub, car parking and landscaping arrangements.
- 1.6 The application was supported on highways grounds by a Transport Assessment (TA) provided by DTP. Hertfordshire County Council (HCC) highways responded to the application on the 9th of April 2024, confirming that given the location of the site the redevelopment proposals are outside of HCC's jurisdiction.
- 1.7 A TN was subsequently provided by DTP in response to the NH comments. NH provided further consultation comments requesting a Road Safety Audit (RSA) due to proposed alterations to the existing site access arrangements. However, due to other planning matters, the application was withdrawn by the applicant in October 2024.
- 1.8 This TN has been produced in support of a new part-retrospective planning application for a food-to-go pod, it is noted that the current application does not include any changes to the existing access arrangements at the site.

2 Existing Conditions

General

- 2.1 The application site relates to an area of vacant hardstanding to the east of an existing service area, which forms the wider site. It is noted that the area of vacant hardstanding associated with the site is sectioned off from the wider site.
- 2.2 The wider site is located off the southbound carriageway of the A1 'Great North Road', approximately 2km north-east of Stotfold Town Centre and 30km south-west of Cambridge City Centre.
- 2.3 The wider site is an established service area, comprising an eight-filling bay Petrol Filling Station (PFS) and four HGV-filling bays, alongside a retail kiosk of approximately 115m² Gross Floor Area (GFA). No formal parking provision is currently provided at the site, where areas of hardstanding to the north and east of the retail kiosk are used informally for car and HGV parking. It is noted that the informal parking areas are not included within the application site area.
- 2.4 The wider site is bounded to the north by a wooded area and existing hotel developments, to the south and east by undeveloped land and to the west by the A1 'Great North Road'.
- 2.5 A left-in/left-out slip-road arrangement currently provides vehicular access and egress to the site from the A1 (S).

Surrounding Highway Network

A1

- 2.6 Within the vicinity of the site, the A1 is formed of a dual carriageway, classified as a Trunk Road within the vicinity of the site. Approximately 1km to the south of the site the A1 meets Bathley Lane / Nelson Lane / Great North Road, grade separated, at a five-armed roundabout junction. Operating in an overall north/south direction, the A1 locally connects to North Muskham and Newark-on-Trent to the south and Cromwell to the north.
- 2.7 Both the northbound and southbound carriageways have an approximate width of 7.5m, within the vicinity of the site, separated by a barriered central reservation and subject to the national speed limit (70mph).
- 2.8 The site is a roadside service facility and as such is located off a section of highway that does not inherently promote or facilitate sustainable travel by non-car transport modes given its nature. Where no footway provision is provided along the A1 northbound carriageway within the vicinity of the site.

Road Safety

- 2.9 Accident statistics have been obtained for the local highway network in the vicinity of the application site for the five years data covering 2019 to 2023 from the Department for Transport (DfT).
- 2.10 **Figure 3.1** shows that during the assessment period, no incidents were recorded along the southbound carriageway of the A1, within 200m of the site.

Figure 3.1 – Accident Data Plot (2019-2023)



- 2.11 On the northbound carriageway of the A1, within 200m of the site, a total of four incidents were recorded within the assessment period, including one of 'slight', two of 'serious' and one of 'fatal' severity. It is noted that access to the southbound TRSA site cannot be taken from the northbound carriageway of the A1, the current proposals do not seek to change this.
- 2.12 On review of the data and given the nature of the local highway network and associated traffic volumes, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

Baseline Traffic Data

- 2.13 As part of the previous application at the site, a classified traffic survey was undertaken at the existing access and egress points to the site, on Thursday 9th November 2023 between the hours of 07:00-09:00, 12:00-14:00 and 16:00-18:00.
- 2.14 Analysis of the survey data identified the following peak-hour periods (two-way movements) for all vehicles accessing and egressing the site:
- AM: 08:00 – 09:00 – 118 PCUs;
 - Afternoon: 12:45 – 13:45 – 90 PCUs; and
 - PM: 16:15 – 17:15 – 72 PCUs.
- 2.15 In terms of vehicle flows, the survey recorded 50 vehicle arrivals and 51 departures at the site during the AM peak-hour period, 35 arrivals and 35 departures in the afternoon period and 34 arrivals and 36 departures were recorded during the PM peak-hour period.

3 Proposed Development

General

- 3.1 The part-retrospective proposals at the site are for the construction of a food-to-go pod, located to the east of the wider site, on a parcel of vacant hardstanding. As part of the proposals, the pod will have a GFA of around 70m².
- 3.2 The proposed development also includes the introduction of formal, demarcated parking bays within the vicinity of the food-to-go pod. It is noted that the existing wider site will not be altered as part of the proposals.
- 3.3 Given the nature of the proposed development and the existing wider site, it is anticipated that the proposed development would continue to cater for passing motorists, providing a new facility and additional refreshment.
- 3.4 The current proposals do not seek to alter the existing site access arrangements. The proposed layout of the site can be found at **Appendix 2** of this report.

Proposed Site Access and Internal Arrangements

- 3.5 The existing vehicular access and egress arrangements at the site will be retained as part of the proposals. It is noted that no changes are proposed to the existing on-/off-slips, with the existing tapers remaining to serve the site.
- 3.6 As part of the development, no changes are proposed to the internal layout of the existing site. The proposed unit will be located to the east of the site, on currently vacant land.
- 3.7 A new pedestrian link will be provided within the site, formed of zebra-style crossings to connect the proposed unit to the existing PFS and associated retail store.

Parking Provision

- 3.8 As part of the development the PFS facility will remain unchanged. A total of 11 formal demarcated parking bays will be provided within the vicinity of the proposed unit, on currently vacant land. The proposed provision includes two mobility impaired standard bays located within close proximity to the building.

Servicing and Deliveries

- 3.9 Vehicle tracking has been undertaken for an 11.36m rigid vehicle, accessing the plot through the wider site access arrangements. The vehicle tracking is included on the plan at **Appendix 2**. All other servicing and deliveries associated with the wider site would remain unchanged as part of the development.

4 Development Trip Generation

General

- 4.1 Given the nature and location of the existing wider site, off the southbound carriageway of the A1 'Great North Road' and the nature of the proposed development as a food-to-go outlet, it is anticipated that the proposed unit will be ancillary to the existing site. It is noted that the current application seeks the temporary use of the site as a food-to-go area.
- 4.2 The trip generation associated with existing facilities is linked 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.
- 4.3 Therefore, motorists passing the site will stop if they have such a requirement. This is a wider safety benefit to users of the highway network, allowing drivers to take rest and refreshment stops, which in turn helps to improve driver concentration on longer distance trips.
- 4.4 It is reiterated that the proposed food-to-go unit will provide additional amenity to the existing service area, offering a greater choice of refreshment to users of the existing wider site and would not be a destination or a trip generator in its own right. Therefore, the level of trip generation associated with the site (as set out in the survey within **Chapter 2**) would not materially change as a result of the development proposals.

5 Summary and Conclusions

- 5.1 Dynamic Transport Planning is instructed by Welcome Break to report on the anticipated highways and transportation considerations associated with the retrospective application for the construction of a food-to-go pod, at the existing established service area at Northway Service Station, off the A1 Southbound, Hinxworth.
- 5.2 The application site relates to an area of land within an existing service area, which forms the wider site, located off the southbound carriageway of the A1 'Great North Road'. This TN has been produced in support of a part-retrospective planning application for a food-to-go pod, it is noted that the current application does not include any changes to the existing access arrangements at the site.
- 5.3 The part-retrospective proposals at the site are for the construction of a food-to-go pod, located to the east of the existing service area. Given the location and nature of the existing site it is anticipated that the proposed development would cater for users of the local road network.
- 5.4 The existing access arrangements which already cater for the service site are being retained. As part of the proposals a formal parking provision will be provided to serve the food-to-go unit, with a total of 11 spaces, including two mobility impaired accessible bays.
- 5.5 Given the nature and location of the existing wider site, off the southbound carriageway of the A1 'Great North Road' and the nature of the proposed development as a food-to-go pod, it is anticipated that the proposed unit will be ancillary to the existing site.
- 5.6 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.
- 5.7 Overall, on the basis of the above assessment, it is not considered that the proposals would result in any material impact on the highway network. Therefore, there are no outstanding reasons why the proposed development should not be granted permission on highway grounds.

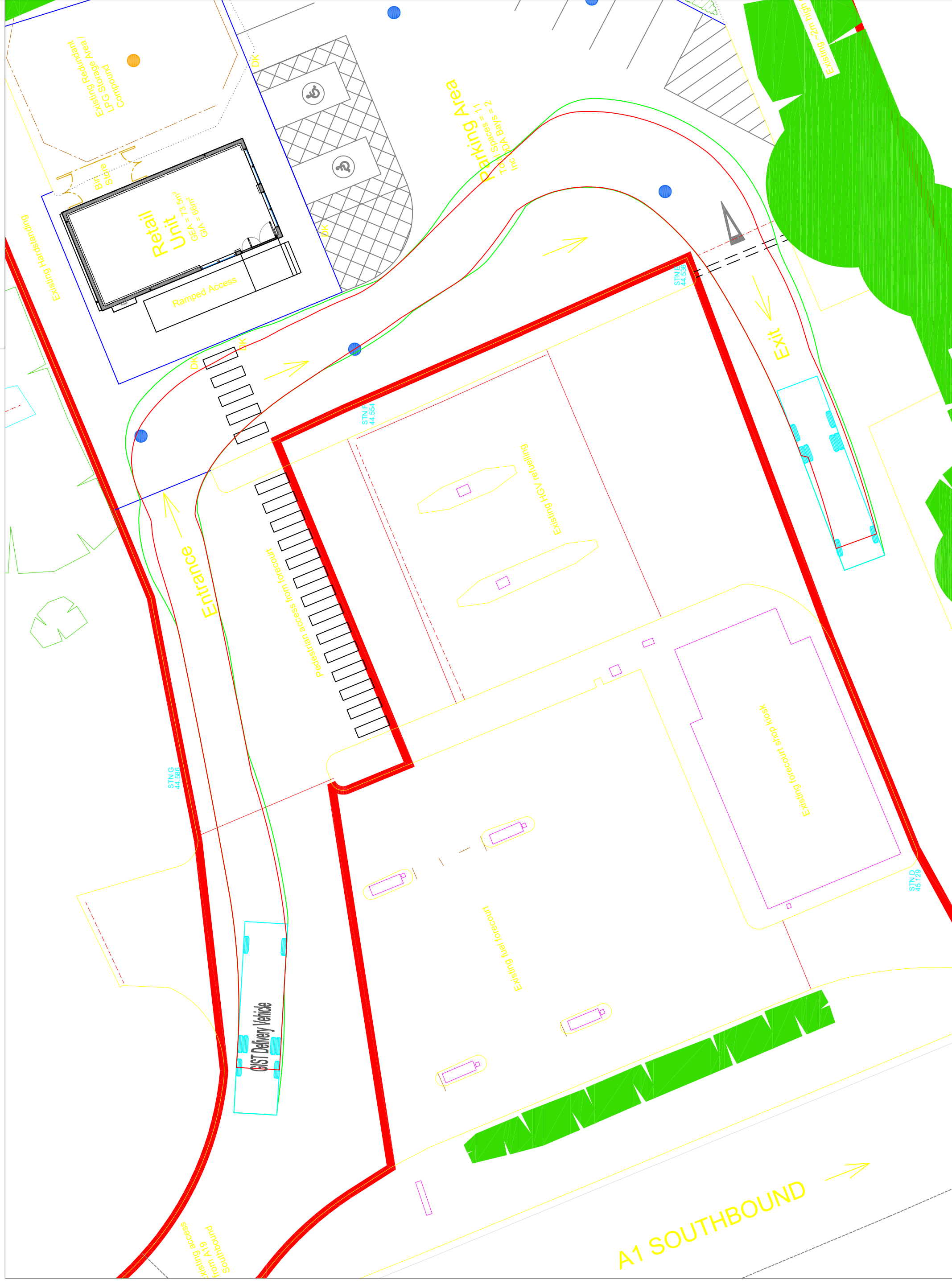
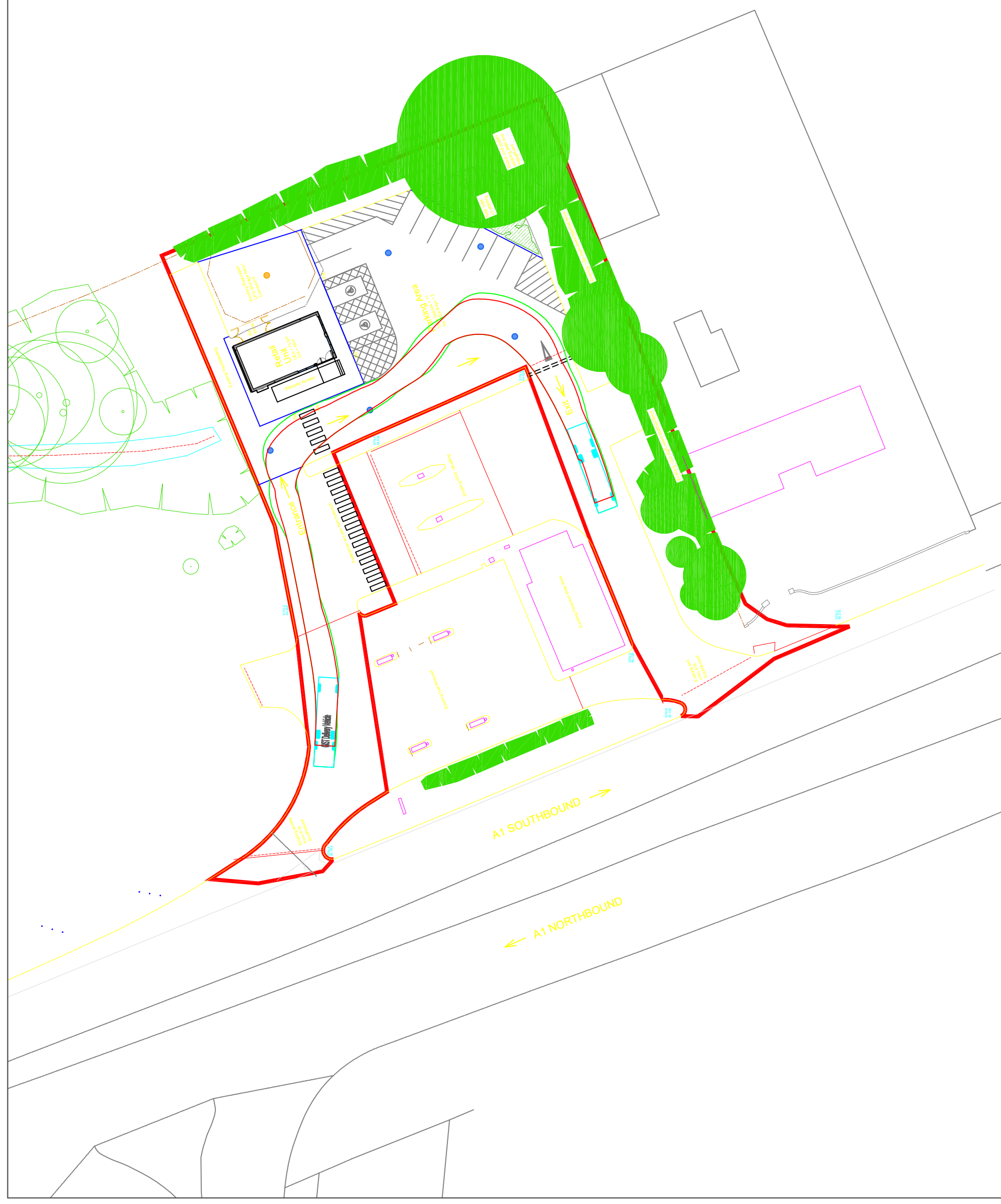
Appendix 1

Proposed Site Layout



Appendix 2

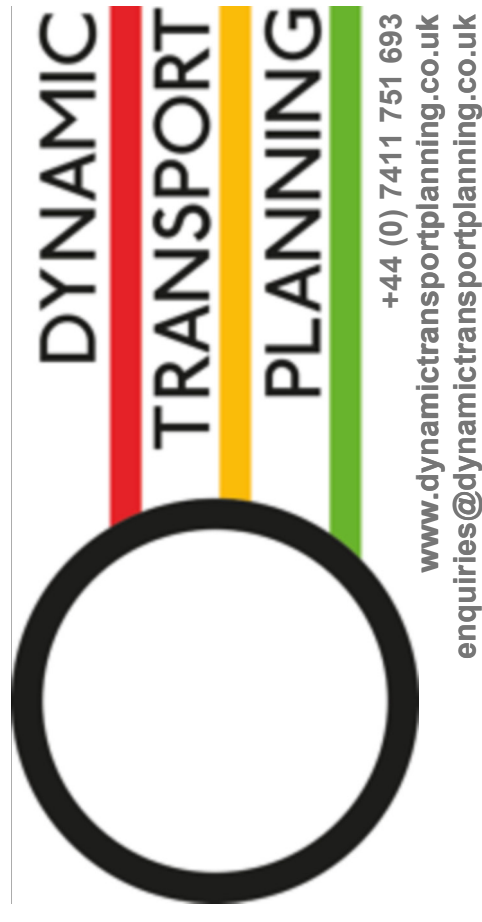
Swept Path Analysis



Notes

All levels are stated in metres.
This drawing is to be read in colour.
All dimensions are stated in millimetres unless noted otherwise.
Drawing provided for technical approval, NOT to be used for construction purposes.
DTP are not responsible for the accuracy of data provided by clients or third parties.
Specification of vehicle provided by applicant/operator.

Rev.	Date	First Issue	GS	Drawn
-	3/9/25			



Client

Welcome Break

Proposed Food-To-Go Pod
Development, Northway Services,
A1 SB, Baldock

Drawing Title

Date	September 2025	Scale	As Specified @ A1
Drawn	GS	Approved	JB
Drawing Number	Rev. DTP/3712725/ATR001 -		