

# Technical Note

**Project:** Woollam Park, North St Albans

**Subject:** Playing Fields Relocation - Transport Technical Note

<b>Client:</b>	Hallam Land Management Limited, St Albans School and St Albans School Woollam Trust		
<b>Project No:</b>	05920	<b>Version:</b>	2
<b>Document Ref:</b>	05920-T-12-B	<b>Author:</b>	KN
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## I Introduction and Background

- 1.1.1 PJA has been commissioned by Hallam Land Management Limited (HLM), St Albans School and St Albans School Woollam Trust to provide transport planning support for a hybrid planning application for the proposed development of land at North St Albans, referred to as ‘Woollam Park’.
- 1.1.2 Planning permission will be sought for the following development:
- 1 Relocation and replacement of existing playing fields and erection of pavilion annex; and
  - 2 Construction of up to 1000 new homes (Use Class C3) to include a mix of market housing, affordable housing, age restricted specialist accommodation for the elderly, adult disability service units; a care home (Use Class C2); a local centre (Use Classes E and F); a primary school (Use Class F); the laying out of green infrastructure including habitat creation; drainage infrastructure; earthworks; pedestrian and cycle routes; new means of access and alterations to existing accesses.
- 1.1.3 The application is submitted as a “hybrid” application. Part (1) is submitted as a full application. Part (2) is submitted as an outline application with approval of means of access sought at the present time, and all other reserved matters to be approved at a later date.

- 1.1.4 This Technical Note sets out the proposed development and consideration of transport related implications of the proposed relocation of the playing fields only. A separate Transport Assessment has been prepared which covers the wider development and should be read alongside this Technical Note.

## 2 Development Proposals

### 2.1 Proposed Development

- 2.1.1 As part of the proposed residential led development, the playing pitches located immediately south of the east-west section of the Old Albanians RFC access road will need to be relocated.
- 2.1.2 It is proposed to provide a like for like replacement of these three playing pitches east of the Old Albanians RFC internal access road as it turns to run north/south. This would comprise three Rugby playing pitches of varying sizes which incorporates a cricket area. The site layout is provided in Appendix A.
- 2.1.3 Sports England standards require a small satellite sports pavilion to be constructed on the edge of the pitch area for use by teams playing here due to the slightly increased distance between the pitches and the main Old Albanian RFC Pavilion building. With a walking distance increasing from around 75m to around 200m.

### 2.2 Proposed Operation

- 2.2.1 As this is a direct replacement of an existing facility it is expected that the operation of the replacement playing pitches would be the same as the current operation of the pitches which are to be replaced.

### 2.3 Proposed Access, Circulation and Parking

- 2.3.1 Access will continue to be taken from the retained Old Albanians RFC access formed with the A1081 Harpenden Road. The access road as it heads north/south through the site will provide access to the replacement pitches via one of two breaks in the hedge on the eastern boundary of the site. These breaks currently provide access to an unmetalled road which serves as the central aisle to an area of parking.
- 2.3.2 It is proposed to reconfigure and formalise this area of parking as part of the pitch relocation. Within the formalised car parking area, it is proposed that the track surface would be improved, but vehicles will still park on grass either side for the most part. The exception being an area near the new pavilion which would offer four blue badge parking bays, where a metalled surface

would be provided within the bays and on the access road to provide an accessible route to the pavilion and the pitches. The grass parking spaces would be set out with markers to ensure the most efficient use of this area. The current parking area will be able to accommodate 154 standard car parking spaces along with four disabled bays and two minibus bays. In addition, it is proposed to provide eight cycle parking spaces in a secure and prominent location.

### 3 Proposed Impacts

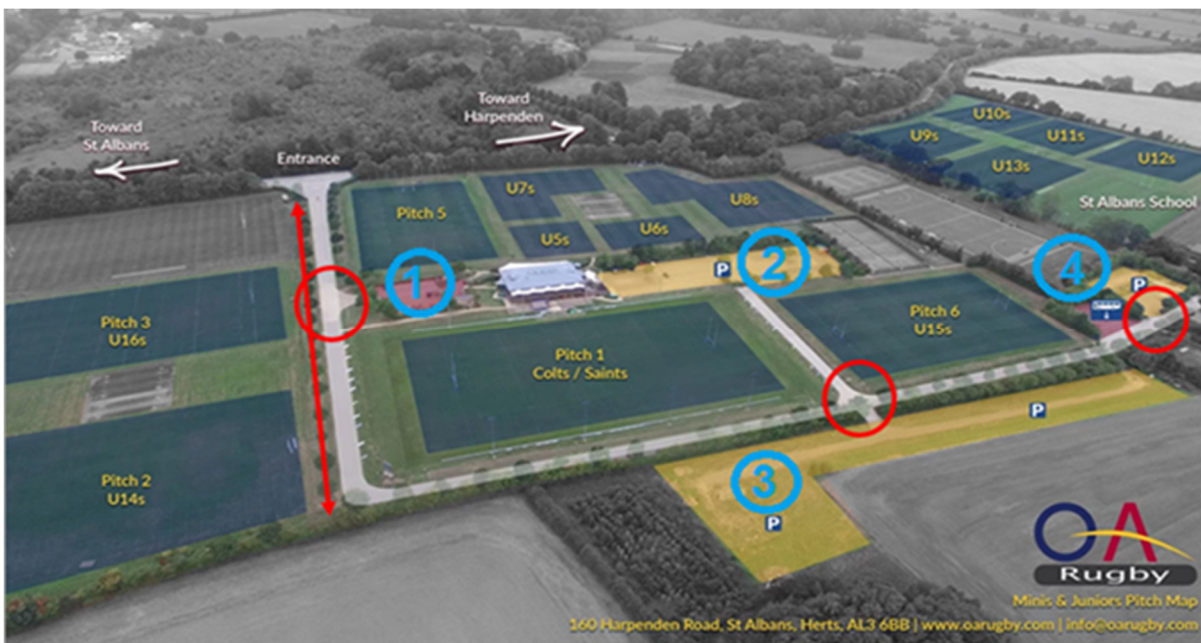
- 3.1.1 The replacement pitches provide a like for like replacement of those which would be lost as part of the residential-led development. Therefore, there are not anticipated to be any additional movements to or from the site generated by this relocation and as such, it is not forecast that the replacement pitches would result in any highway related impacts.
- 3.1.2 Surveys were undertaken in 2019 which recorded the number of vehicles arriving at and departing from the Old Albanians RFC as well as car parking accumulation across the various parking areas at the site.
- 3.1.3 Further surveys were undertaken in March 2024 to verify the detailed car parking accumulation data captured in 2019 is still robust.
- 3.1.4 A summary of the arrivals/departures on a Saturday and Sunday (the busiest periods for the club) is set out in Table 3-1.

**Table 3-1: Arrivals and Departures at Old Albanians RFC (2019 to 2024 Comparison)**

Hour Starting	2019				2024			
	Saturday		Sunday		Saturday		Sunday	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
07:00	3	1	3	4	5	1	3	0
08:00	14	4	14	8	6	4	7	8
09:00	125	61	177	67	35	15	43	30
10:00	50	22	163	43	28	10	23	21
11:00	44	39	64	69	7	40	37	27
12:00	33	99	76	155	2	10	16	17
13:00	27	39	36	95	14	7	6	30
14:00	16	7	33	87	22	11	6	8
15:00	23	37	3	15	24	19	2	1
16:00	15	15	2	3	5	12	2	4
17:00	13	14	1	1	8	19	0	1
18:00	21	16			4	4	0	0

- 3.1.5 At the time the parking accumulation surveys were undertaken in 2019, the arrivals, departures and general occupancy levels of the car park were higher. As such, this 2019 data provides a robust view of the usage of the car parking to analyse the potential impacts of the proposed pitch relocation and reconfigured car parking area.
- 3.1.6 The car parking areas were surveyed as per Figure 3-1. Car park area 3 on the survey plan is the area where the proposed reconfigured car parking area would be located. All other car parking areas are proposed to remain as they are at present. A summary of the car parking accumulation surveys is set out in Table 3-2.

**Figure 3-1: Old Albanians RFC Car Parking Accumulation Survey Areas (2019)**



**Table 3-2: Car Parking Accumulation Results – Car Park Area 3 (2019)**

Hour Starting	Parking Accumulation	
	Saturday	Sunday
07:00	4	2
08:00	6	6
09:00	8	15
10:00	8	52
11:00	8	48
12:00	6	42
13:00	6	30
14:00	8	22
15:00	6	6
16:00	6	6
17:00	2	4
18:00	0	0

3.1.7 The maximum accumulation surveyed in car park area 3 at any time during the Saturday and Sunday surveyed was 52 vehicles. A total of 154 cars can be accommodated in this area once reconfigured with spaces marked out providing sufficient capacity as well as providing additional resilience for special events taking place at the Old Albanians RFC.

## 4 Summary

4.1.1 It is proposed to relocate existing playing pitches which need to be redeveloped to secure access to the site and form part of the proposed Woollam Park development. The pitches are proposed to move to an area of farmland within the site boundary which sits adjacent to a parking area currently used by players and supporters associated with the Old Albanians RFC. The pitch relocation will incorporate the provision of a new satellite pavilion and will provide a more formal reconfigured car parking area.

4.1.2 The pitches will continue to be accessed along the existing access road formed with the A1081. There is no direct access between the residential development site and the Woollam Playing fields proposed.

4.1.3 The pitches are forecast to operate in the same way as the ones they will replace and therefore there will be no changes in the level of use and no additional movements generated. Car parking accumulation surveys demonstrated the eastern parking area is occupied by fewer vehicles than the reconfigured car parking layout would provide space for and therefore there should be no parking displaced as a result.

4.1.4 The proposed pitch relocation is therefore not proposed to result in a severe impact from a highways impact or safety perspective.

## **Appendix A      Proposed Pitch Relocation Layout and Car Parking Arrangements**

ST ALBANS SCHOOL  
SPORTS PAVILION

# PROPOSED LAYOUT PLAN

## LEGEND

Planning application site boundary

### SPORTS PITCHES / PAVILION BUILDING ANNEX

- Relocated OASA sports pitches
- Proposed pavilion building annex  
2 Teams Changing Facility with associated covered spectator viewing area, covered cycle store, refuse / recycling, plant
- Proposed pavilion building annex main entrance

NOTE:  
1. Refer to DE\_565\_81 for detailed fencing / enclosure specification.  
2. Refer to DE\_565\_12 (revision A) and DE\_565\_13 (revision A) for detailed pavilion building annex specification.

### CAR PARK

- Tarmac to junction / disabled car parking spaces
- Porous grid system to car park / parking bays
- Disabled car parking space

### LANDSCAPE

- Existing tree / group of trees
- Existing hedgerows
- Existing trees to be removed
- Proposed new boundary planting
- 15m badger sett offset area

NOTE:  
3. Refer to TBC for detailed boundary planting & specification. - **Define to confirm**

### DRAINAGE

- Area reserved for SUDS drainage - **PJA to confirm**
- Borehole location

### TOPOGRAPHY

- Proposed 1m Contours
- Batter slope



OASA  
CAR PARK

OASA  
PAVILION



**DRAFT**  
 FOR DISCUSSION ONLY



4 no. Blue Badge Parking Bays associated with pavilion uses, parking bays and adjacent roadway (hatched) to be constructed with appropriate accessible surfacing

Retained access to storage area north of existing access

Existing access to overflow parking area retained

Existing exit from overflow parking area retained

Turning area/refuse collection point

Emergency/maintenance vehicle access route to pitches - potentially grasscrete or similar

Pedestrian route between car park and pavilion plus any external circulation space will need to be provided in line with inclusive mobility/building regulation requirements, subject to confirmation of levels by others

Turning area

Cycle parking standards require 1 space per 10 players/participants at busiest period - provision of 4 stands provides 8 spaces

2no. larger parking spaces to accommodate mini-bus parking

Client  
 Hallam Land Management

Project  
 Land at North St. Albans

Drawing Status  
 Concept

Title  
 Preliminary Car Park Arrangement

Drawing No.  
 05920-TR-101-P2

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