




# Site B6 - West of London Colney

B6 - West of London Colney, AL2 1LN			
Parish/Ward	London Colney/ Park Street	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	13.50		
Proposed use	Primarily residential 405 units (indicative)		
Proforma Ref	M-010		
HELAA Ref	LC-02-21		
Green Belt Sub Area Ref	SA-145 / SA-146, SA-147 & SA-148 / Not Recommended		
			

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located to the west of Shenley Lane and south of the Napsbury Estate and Historic Park. To the west of the site is the Midland Main Line, south is the M25 and the River Colne and primarily agricultural land.

### 1. Distance to Key Services & Facilities (Approximate)

- 305 m to a primary school (St Bernadette Primary School)
- 3.2 km to a secondary school (Samuel Ryder Academy)
- 155 m to a bus stop (peak hourly day service) (Walsingham Way, Stop ID: hrtawjtp)
- 4.8 km to St Albans City station
- 840 m to London Colney District Centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (2 minutes) and primary school (4 minutes) are 10 minutes or less walking time. The London Colney District Centre (11 minutes) is 20 minutes or less walking time. The secondary school (40 minutes) and railway station (60 minutes) are further away, being significantly more than 20 minutes walking time. These facilities are too far for most people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by

cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within London Colney which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stop and shop. The roads within London Colney are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities outside London Colney, such as secondary schools and railway stations, which are located in neighbouring towns and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

## **2. Key Site Transport and Access Related Requirements**

### St Albans City and District Council Requirements

When it comes to master planning and the provision of new or improved facilities, it's important to note the site-specific requirements, as outlined in Local Plan Part B. This approach not only brings additional facilities close to new residents but also creates more opportunities for journeys to be undertaken using active travel modes. It includes the following considerations:

- A site for, and appropriate contributions towards, an 8FE secondary school site within adjoining HCC land ownership.
- As well as primary access from Shenley Lane, safe and attractive site access for pedestrians, bicycles and vehicles must be provided that connects through and outside the site via Napsbury Park. A suitable cycle friendly crossing will be required with signal lights.
- Junction priority and segregated cycle access from London Colney and Napsbury Park to the new secondary school will be required.

### Hertfordshire County Council Requirements

Hertfordshire County Council (HCC) has laid out a list of key development objectives and issues. These matters are expected to be incorporated into policies where possible and should be addressed by landowners and developers during the master planning phase and before planning permission is granted.

- Connectivity and accessibility to the education on site will need further work to ensure the maximum number of trips to these key destinations can be made sustainably. This includes trips origination within London Colney and from beyond the settlement.

- As the local plan word progresses, consideration will need to be made as to how the site will connect into a settlement wide mitigation strategy for London Colney. It is expected that this will likely include the following:
  - Access to the Public Right of Way to the south will be required and the route through to Colney Street may need enhancement.
  - All rights of way on the site must be retained.
  - London Colney BW 004 – Access to the school site for cycle and pedestrian provision must also account for the legitimate right for horse-riders – this to include soft natural surface.
  - Walking/cycling links to the town centre and retail park, which will be important as bus services on Shenley Lane are only hourly.
  - Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to significant improvements to cycling facilities along Shenley Lane and between the site and the town centre (as per the South Central GTP, LCWIP and validation work undertaken by the county council).

### **3. Access Strategy**

The site has direct access onto Shenley Lane. As well as primary access from Shenley Lane, safe and attractive site access for pedestrians, bicycles and vehicles must be provided that connects through and outside the site via Napsbury Park. A Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

### **4. COMET Model Forecast**

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

### **5. Settlement Strategy – London Colney (Indicative Contributions)**

This site will make significant contributions to the overall London Colney Settlement Strategy.

Indicative Contributions Total: 405 units x £6,826<sup>1</sup> (HCC developer contributions) = £2,764,000

This would be attributed as follows:

- LCWIP Scheme 7 - London Colney - Indicative Contribution £1,382,000

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<sup>1</sup> Contribution to be indexed for inflationary increase as required.

- Shenley Lane
- London Colney High Street
- LCWIP Scheme 11 & GTP – London Colney, Strategic Rail freight Interchange & A414 - Indicative Contribution £1,382,000
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

## 6. Other Transport and Access Contributions (Indicative)

- Access to the Public Right of Way to the south will be required and the route through to Colney Street may need enhancement.
- All rights of way on the site must be retained.
- London Colney BW 004 – Access to the school site for cycle and pedestrian provision must also account for the legitimate right for horse-riders – this to include soft natural surface.
- Walking/cycling links to the town centre and retail park, which will be important as bus services on Shenley Lane are only hourly.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to significant improvements to cycling facilities along Shenley Lane and between the site and the town centre (as per the South Central GTP, LCWIP and validation work undertaken by the county council)
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

### Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £405,000 (£1,000 per unit)
- Car Club – estimated £405,000 (£1,000 per unit)

## 7. Conclusion

The site will be making significant contributions to the overall London Colney Settlement Strategy.

An LTP compliant access strategy allowing safe access for all modes is deliverable.

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.

Overall there are 'no showstoppers'.

# Site U2 - Land South West of London Colney Allotments

U2 - Land South West of London Colney Allotments, AL2 1RG			
Parish/Ward	London Colney	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	0.66		
Proposed use	Residential 25 units (indicative)		
Proforma Ref	C-088		
HELAA Ref	LC-12-21-1		

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located within the urban area of London Colney, east of the High Street and north of Richardson Close. Large warehouses of Riverside Industrial Estate are located to east and south. Part suburban residential and part light industrial/office units to the west. Tennis courts and public playing fields to the north.

### 1. Distance to Key Services & Facilities (Approximate)

- 760 m to a primary school (London Colney Primary School)
- 2.7 km to a secondary school (Samuel Ryder Academy)
- 115 m to a bus stop (peak hourly day service) (War Memorial, Stop ID: hrtawmap)
- 4.4 km to St Albans City mainline railway station
- 300 m to a District Centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (2 minutes), London Colney District Centre (4 minutes) and primary school (10 minutes) are 10 minutes or less walking time. The secondary school (34 minutes) and

railway station (55 minutes) are further away, being significantly more than 20 minutes walking time. These facilities are too far for most people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within London Colney which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stops and shops. The roads within London Colney are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities outside London Colney, such as secondary schools and railway stations, which are located in neighbouring towns and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

## **2. Key Site Transport and Access Related Requirements**

### St Albans City and District Council Requirements

- Suitable access to the adjoining allotments must be facilitated.

### Hertfordshire County Council Requirements

Hertfordshire County Council (HCC) has laid out a list of key development objectives and issues. These matters are expected to be incorporated into policies where possible and should be addressed by landowners and developers before planning permission is granted.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.
- Connectivity to the Right of Way would be welcomed.

## **3. Access Strategy**

The site has direct access onto High Street. Suitable access to the adjoining allotments must be facilitated. A Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

## **4. COMET Model Forecast**

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

## 5. Settlement Strategy – London Colney (Indicative Contributions)

This site will make significant contributions to the overall London Colney Settlement Strategy.

Indicative Contributions Total: 25 units x £6,826<sup>2</sup> (HCC developer contributions) = £171,000

This would be attributed as follows:

- LCWIP Scheme 7 - London Colney - Indicative Contribution £85,500
  - Shenley Lane
  - London Colney High Street
- LCWIP Scheme 11 & GTP – London Colney, Strategic Rail freight Interchange & A414 - Indicative Contribution £85,500
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

## 6. Other Transport and Access Contributions (Indicative)

- Suitable access to the adjoining allotments must be facilitated.
- Connectivity to the Right of Way would be welcomed.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

### Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £25,000 (£1,000 per unit)
- Car Club – estimated £25,000 (£1,000 per unit)

## 7. Conclusion

The site will be making significant contributions to the overall London Colney Settlement Strategy.

An LTP compliant access strategy allowing safe access for all modes is deliverable.


The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.

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<sup>2</sup> Contribution to be indexed for inflationary increase as required.

Overall there are 'no showstoppers'.

## Site UC17 - Garage Block off Cotlandswick, London Colney

UC17 - Garage Block off Cotlandswick, London Colney, AL2 1ED		
Parish/Ward	London Colney	Allocated site boundary (red line)
Hectares	0.51	
Proposed use	Residential 15 units (indicative)	
UCS Ref	UCS-LD-SD-017	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

### Site Description

The site is located in London Colney. To the north east of the site are the rear gardens of residential properties along High Street. All other site boundaries about the rear gardens of residential properties along Cotlandswick.

### 1. Distance to Key Services & Facilities (Approximate)

- 450 m to a primary school (London Colney Primary School)
- 1.9 km to a secondary school (Samuel Ryder Academy)
- 145 m to a bus stop (peak hourly day service) (Kings Road, Stop ID: hrtawdgp)
- 3.5 km to St Albans mainline railway station
- 425 m to London Colney District Centre or 170m to the nearest convenience store (Colney Mini Market, 297 High Street, London Colney)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (2 minutes), London Colney District Centre (6 minutes) and primary school



(6 minutes) are 10 minutes or less walking time. The secondary school (24 minutes) and railway station (44 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within London Colney which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stops and shops. The roads within London Colney are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities outside London Colney, such as secondary schools and railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

## **2. Key Site Transport and Access Related Requirements**

### St Albans City and District Council Requirements

- Appropriate levels of car parking for existing and new development must be provided.

### Hertfordshire County Council Requirements

Hertfordshire County Council (HCC) has laid out a list of key development objectives and issues. These matters are expected to be incorporated into policies where possible and should be addressed by landowners and developers before planning permission is granted.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.

## **3. Access Strategy**

The site has direct access onto Cotlandswick. A Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

## **4. COMET Model Forecast**

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

## 5. Settlement Strategy – London Colney (Indicative Contributions)

This site will make significant contributions to the overall London Colney Settlement Strategy.

Indicative Contributions Total: 15 units x £6,826<sup>3</sup> (HCC developer contributions) = £102,000

This would be attributed as follows:

- LCWIP Scheme 7 - London Colney - Indicative Contribution £51,000
  - Shenley Lane
  - London Colney High Street
- LCWIP Scheme 11 & GTP – London Colney, Strategic Rail freight Interchange & A414 - Indicative Contribution £51,000
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

## 6. Other Transport and Access Contributions (Indicative)

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

### Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £15,000 (£1,000 per unit)
- Car Club – estimated £15,000 (£1,000 per unit)

## 7. Conclusion

The site will be making significant contributions to the overall London Colney Settlement Strategy.

An LTP compliant access strategy allowing safe access for all modes is deliverable.


The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.

Overall there are 'no showstoppers'.

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<sup>3</sup> Contribution to be indexed for inflationary increase as required.

## Site UC20 - 104 High Street London Colney

UC20 - 104 High Street London Colney, AL2 1QL		
Parish/Ward	London Colney	
Hectares	0.27	
Proposed use	Residential 13 units (indicative)	
UCS Ref	UCS-LD-SD-021-v2	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

### Site Description

The site is located in London Colney. To the north east of the site are tennis courts, to the south east of the site is a commercial unit. To the south west of the site is London Colney High Street, to the north west of the site are residential properties along the High Street and Kennedy Close.

#### 1. Distance to Key Services & Facilities (Approximate)

- 660 m to a primary school (London Colney Primary School)
- 2.6 km to a secondary school (Samuel Ryder Academy)
- 55 m to a bus stop (peak hourly day service) (War Memorial, Stop ID: hrtawmap)
- 4.3 km to St Albans mainline railway station
- 205 m to London Colney District Centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minutes), London Colney District Centre (4 minutes) and primary school (9 minutes) are 10 minutes or less walking time. The secondary school (33 minutes) and railway station (54 minutes) are further away, being significantly more than 20 minutes walking time. These facilities are too far for most people to walk on a daily basis. The

longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within London Colney which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stops and shops. The roads within London Colney are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities outside London Colney, such as secondary schools and railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

## **2. Key Site Transport and Access Related Requirements**

### St Albans City and District Council Requirements

- None.

### Hertfordshire County Council Requirements

Hertfordshire County Council (HCC) has laid out a list of key development objectives and issues. These matters are expected to be incorporated into policies where possible and should be addressed by landowners and developers before planning permission is granted.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.

## **3. Access Strategy**

The site has direct access onto High Street. A Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

## **4. COMET Model Forecast**

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

## **5. Settlement Strategy – London Colney (Indicative Contributions)**

This site will make significant contributions to the overall London Colney Settlement Strategy.

Indicative Contributions Total: 13 units x £6,826<sup>4</sup> (HCC developer contributions) = £89,000

This would be attributed as follows:

- LCWIP Scheme 7 - London Colney - Indicative Contribution £44,500
  - Shenley Lane
  - London Colney High Street
- LCWIP Scheme 11 & GTP – London Colney, Strategic Rail freight Interchange & A414 - Indicative Contribution £44,500
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

## **6. Other Transport and Access Contributions (Indicative)**

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

### Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £13,000 (£1,000 per unit)
- Car Club – estimated £13,000 (£1,000 per unit)

## **7. Conclusion**

The site will be making significant contributions to the overall London Colney Settlement Strategy.

An LTP compliant access strategy allowing safe access for all modes is deliverable.


The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.

Overall there are 'no showstoppers'.

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<sup>4</sup> Contribution to be indexed for inflationary increase as required.

# Site UC27 - Berkeley House, Barnet Road, London Colney

UC27 - Berkeley House, Barnet Road, London Colney, AL2 1BG		
Parish/Ward	London Colney	
Hectares	0.15	
Proposed use	Residential 9 units (indicative)	
UCS Ref	UCS-LD-SD-024	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is within London Colney. To the north of the site is Barnet Road, to the east of the site are the rear gardens of residential properties along Colnbrook Close and to the south is a block of flats along Armstrong Close.

### 1. Distance to Key Services & Facilities (Approximate)

- 1.2 km to a primary school (London Colney Primary School)
- 3.2 km to a secondary school (Samuel Ryder Academy)
- 45 m to a bus stop (peak hourly day service) (Willowside, Stop ID: hrtawdma)
- 4.8 km to St Albans mainline railway station
- 470 m to Colney Fields Shopping Park, Barnet Road Out of Centre Retail Park (Sainsbury Colney Fields)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minutes) and Colney Fields Shopping Park (6 minutes) are 10 minutes or less walking time. The primary school (15 minutes) is 20 minutes or less walking time. The secondary school (40 minutes) and railway station (60 minutes) are further away, being significantly more than 20 minutes walking time. These facilities are too far for most people

to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within London Colney which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stops and shops. The roads within London Colney are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities outside London Colney, such as secondary schools and railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

## **2. Key Site Transport and Access Related Requirements**

### St Albans City and District Council Requirements

- None.

### Hertfordshire County Council Requirements

Hertfordshire County Council (HCC) has laid out a list of key development objectives and issues. These matters are expected to be incorporated into policies where possible and should be addressed by landowners and developers before planning permission is granted.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.

## **3. Access Strategy**

The site has direct access onto Barnet Road and Willowside. A Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

## **4. COMET Model Forecast**

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

## **5. Settlement Strategy – London Colney (Indicative Contributions)**

This site will make significant contributions to the overall London Colney Settlement Strategy.

Indicative Contributions Total: 9 units x £6,826<sup>5</sup> (HCC developer contributions) = £61,000

This would be attributed as follows:

- LCWIP Scheme 7 - London Colney - Indicative Contribution £30,500
  - Shenley Lane
  - London Colney High Street
- LCWIP Scheme 11 & GTP – London Colney, Strategic Rail freight Interchange & A414 - Indicative Contribution £30,500
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

## **6. Other Transport and Access Contributions (Indicative)**

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

### Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £9,000 (£1,000 per unit)
- Car Club – estimated £9,000 (£1,000 per unit)

## **7. Conclusion**

The site will be making significant contributions to the overall London Colney Settlement Strategy.

An LTP compliant access strategy allowing safe access for all modes is deliverable.

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.


Overall there are 'no showstoppers'.

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<sup>5</sup> Contribution to be indexed for inflationary increase as required.



# Site UC58 – Cotlandswick Garages B, London Colney

UC58 - Cotlandswick Garages B, London Colney, AL2 1EG		
Parish/Ward	London Colney	Allocated site boundary (red line)
Hectares	0.12	
Proposed use	Residential 5 units (indicative)	
UCS Ref	N/A	
Ownership	Public	

Source: Map from Reg 19 Local Plan Part B

## Site Description

The site is located in St Albans. Several blocks of residential flats along Cotlandswick surround the site. Beyond the blocks of flats, to the north west is Cotlandswick Leisure Centre and to the north east is the High Street.

### 1. Distance to Key Services & Facilities (Approximate)

- 500 m to a primary school (London Colney Primary School)
- 1.8 km to a secondary school (Samuel Ryder Academy)
- 170 m to a bus stop (peak hourly day service) (Leisure Centre, Stop ID: hrtawdgt)
- 3.5km to St Albans mainline station
- 585 m a district centre (London Colney) or 315 m to the nearest convenience store (Colney Mini Market, 297 High Street, London Colney)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (2 minutes), London Colney District Centre (7 minutes) and primary school (6 minutes) are 10 minutes or less walking time. The secondary school (23 minutes) and railway station (44 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for some people to walk on a daily basis. The longer journeys

have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within London Colney which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stops and shops. The roads within London Colney are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities outside London Colney, such as secondary schools and railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

## **2. Key Site Transport and Access Related Requirements**

### St Albans City and District Council Requirements

- Appropriate levels of car parking for existing and new development must be provided.
- Contributions / enhancements to support relevant schemes in the LCWIP and GTPs as indicated in the TIA.

### Hertfordshire County Council Requirements

- Tbc

## **3. Access Strategy**

The site has direct access onto Cotlandswick. A Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

## **4. COMET Model Forecast**

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

## **5. Settlement Strategy – London Colney (Indicative Contributions)**

This site will make significant contributions to the overall London Colney Settlement Strategy.

Indicative Contributions Total: 5 units x £6,826<sup>6</sup> (HCC developer contributions) = £34,000

This would be attributed as follows:

- LCWIP Scheme 7 - London Colney - Indicative Contribution £17,000
  - Shenley Lane
  - London Colney High Street
- LCWIP Scheme 11 & GTP – London Colney, Strategic Rail freight Interchange & A414 - Indicative Contribution £17,000
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 ( Park Street - London Colney)

## **6. Other Transport and Access Contributions (Indicative)**

- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

### Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £5,000 (£1,000 per unit)
- Car Club – estimated £5,000 (£1,000 per unit)

## **7. Conclusion**

The site will be making significant contributions to the overall London Colney Settlement Strategy.

An LTP compliant access strategy allowing safe access for all modes is deliverable.

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.

Overall there are 'no showstoppers'.

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<sup>6</sup> Contribution to be indexed for inflationary increase as required.