




Site B1 - North St Albans

B1 - North St Albans, AL3 6DD			
Parish/ Ward	St Albans / Bernards Heath / Sandridge & Wheathampstead	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	46.75		
Proposed use	Primarily residential 1,146 units (indicative) (this includes 150 from planning permission 5/2021/0423)		
Proforma Ref	M-020		
HELAA Ref	SA-10-21		
Green Belt Sub Area Ref	SA-62 / SA-63a/ SA- 66 / SA-69 / partially SA-63c		
			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located north of St Albans and is surrounded by fields and sports facilities. The southern boundary runs along the side of Porters Wood Industrial Estate, and then around the St Alban's Girls School Playing Field. To the west lies Harpenden Road with housing either side, further west is the large residential area of New Greens.

1. Distance to Key Services & Facilities (Approximate)

- 1.5 km to a primary school (Margaret Wix Primary School)
- 600 m to a secondary school (St Albans Girls School) or 1.1 km to a co-education secondary school (Townsend Church of England School)
- 545 m to a bus stop (peak hourly day service) (Texaco Garage, Stop ID: hrtdajaw)
- 3.3 km to St Albans mainline railway station
- 1.2 km to 2-36 Beech Road local 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 (7 minutes) and secondary school (8 minutes) are 10 minutes or less walking time. The primary school (19 minutes) and local centre (15 minutes) are 20

minutes or less walking time. The mainline railway station (42 minutes) is significantly further away, being more than 20 minutes walking time. This facility is 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

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 transport network (including walking and cycling links) and public transport services upgrades/improvements, including off-site improvements to Harpenden Road, Sandridgebury Lane, Valley Road, Ancient Briton junction and King William IV junction.
- Provide pedestrian and cycle links with the part of the site that is delivering 150 homes from planning permission 5/2021/0423.

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.

- Delivery of sustainable travel network identified through masterplanning will be key to maximising sustainability of this site.
- 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 St Albans. It is expected that this will likely include the following:
 - Measures to ensure high quality sustainable transport access and connectivity to St Albans centre, station and education, aligned to schemes in the GTPs and LCWIP.
 - Approach to Sandridgebury Lane needs understanding in terms of retaining its existing function or not.

- The improvement of the Public Rights of Way network to enable active travel and recreational use to Heartwood Forest, Noman's Land Common, and Wheathampstead.

3. Access Strategy

The site has direct access onto Harpenden Road. 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 – St Albans (Indicative Contributions)

This site will make significant contributions to St Albans Settlement Strategy.

Indicative Contributions Total: 996 units x £6,826¹ (HCC developer contributions) = £6,798,000

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £3,399,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)
 - St. Peters Street (A1081)
 - London Road (A1081)
 - LCWIP Greyed area – (A1081 & A5183 section from Hatfield Road to Griffiths Way)
- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £3,399,000
 - St. Albans Station Links

6. Other Transport and Access Contributions (Indicative)

- A transport network (including walking and cycling links) and public transport services upgrades/improvements, including off-site improvements to Harpenden Road, Sandridgebury Lane, Valley Road, Ancient Briton junction and

¹ Contribution to be indexed for inflationary increase as required.

King William IV junction.

- Provide pedestrian and cycle links with the part of the site that is delivering 150 homes from planning permission 5/2021/0423.
- Measures to ensure high quality sustainable transport access and connectivity to St Albans centre, station and education, aligned to schemes in the GTPs and LCWIP.
- Approach to Sandridgebury Lane needs understanding in terms of retaining its existing function or not.
- The improvement of the Public Rights of Way network to enable active travel and recreational use to Heartwood Forest, Noman's Land Common, and Wheathampstead.
- 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 £996,000 (£1,000 per unit)
- Car Club – estimated £996,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to St Albans 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 B4 - East St Albans

B4 - East St Albans, AL4 9JJ			
Parish/Ward	Sandridge	Allocated site boundary (red line)	Original HELAA site boundaries
Hectares	21.69		
Proposed use	Primarily residential 522 units (indicative) (additional to adjoining permission)		
Proforma Ref	M-026		
HELAA Ref	SAN-06-21		
Green Belt Sub Area Ref	SA-77b / SA-77c / SA-78a / RC-8		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located east of St Albans. The northern site boundary follows Sandpit Lane with residential properties to the north, and to the west borders part of an under construction housing estate (January 2023). On the east is North Drive which runs south to Oaklands College, while the southeastern boundary extends in a strip of land around the college south to Hatfield Road (A1057).

1. Distance to Key Services & Facilities (Approximate)

- 1.1 km to a primary school (St John Fisher Catholic Primary School)
- 1.7 km to a secondary school (Sandringham School)
- 480 m to a bus stop (peak hourly day service) (Ardens Way, Stop ID: hrtatmwt)
- 3.3 km to St Albans City mainline railway station
- 1.1 km to The Quadrant, Marshalswick 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 (6 minutes) is 10 minutes or less walking time. The primary school (14 minutes) and local centre (14 minutes) are 20 minutes or less walking time. The railway station (42 minutes) and secondary school (22 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

2. Key Site Transport and Access Related 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.

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 during the master planning phase and before planning permission is granted.

- The key development objectives/issues to address should mention need for high quality sustainable transport network for active travel and bus service provision.
- 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 St Albans. It is expected that this will likely include the following:
 - Measures to ensure high quality access and connectivity to St Albans centre, station and education, aligned to schemes in the GTPs and LCWIP, are likely to be required. In particular, measures to access the Alban Way route to the south will be required.
 - Particular focus on the existing rights of way within and surrounding the site will be required, also including Jersey Lane.
 - Footpath 004 Colney Heath (East Drive) upgraded to Bridleway status and improved to enable Active Travel to Hatfield, the UoH and Ellenbrook Fields.
 - A link for Active Travel from upgraded FP 004 to the Hatfield Road (Boggymead Springs).
 - Provision of an E/W route for pedestrians, cyclists and horse riders. Provision of an E/W route for pedestrians, cyclists and horse riders between BR 051 Sandridge and Central Drive, St Albans.

3. Access Strategy

The site has direct access onto Sandpit Lane. 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 522 units x £6,826² (HCC developer contributions) = £3,564,000

This would be attributed as follows:

- LCWIP Scheme 6 – St Albans City Station - Indicative Contribution: £1,782,000
 - St Albans Station Links
- LCWIP Scheme 4 – Link to East St Albans - Indicative Contribution: £1,782,000
 - Alban Way Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158
 - Sandpit Lane
 - Hatfield Road (West)
 - Coopers Green Lane

6. Other Transport and Access Contributions (Indicative)

- Measures to ensure high quality access and connectivity to St Albans centre, station and education, aligned to schemes in the GTPs and LCWIP, are likely to be required. In particular, measures to access the Alban Way route to the south will be required.
- Particular focus on the existing rights of way within and surrounding the site will be required, also including Jersey Lane
- Footpath 004 Colney Heath (East Drive) upgraded to Bridleway status and improved to enable Active Travel to Hatfield, the UoH and Ellenbrook Fields
- A link for Active Travel from upgraded FP 004 to the Hatfield Road (Boggymead Springs)

² Contribution to be indexed for inflationary increase as required.

- Provision of an E/W route for pedestrians, cyclists and horse riders. Provision of an E/W route for pedestrians, cyclists and horse riders between BR 051 Sandridge and Central Drive, St Albans
- 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 £522,000 (£1,000 per unit)
- Car Club – estimated £522,000 (£1,000 per unit)

7. Conclusion




The site will be making significant contributions to overall Settlement Strategy for St Albans.

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 M3 - Bedmond Lane, St Albans

M3 - Bedmond Lane, St Albans, AL3 4AH			
Parish/Ward	Verulam	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	5.84		
Proposed use	Housing 78 units (indicative)		
Proforma Ref	C-135		
HELAA Ref	SA-18-21		
Green Belt Sub Area Ref	SA-55 / RA-31		
			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located south east of St Albans urban area. Directly to the east is Mayne Avenue, with Verulam Estate beyond and to the west is Bedmond Lane, with open fields beyond. To the north is a roundabout between Hemel Hempstead Road (A4147), Bluehouse Hill and King Harry Lane.

1. Distance to Key Services & Facilities (Approximate)

- 485 m to a primary school (Prae Wood Primary School)
- 1.8 km to a secondary school (The Marlborough Science Academy)
- 95 m to a bus stop (peak hourly day service) (Augustus Close, Stop ID: hrtawptg)
- 3.1 km to St Albans City mainline railway station
- 1.9 km St Albans Abbey Station
- 350 m to Verulam Estate 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), primary school (6 minutes) and local centre (5 minutes) are 10 minutes or less walking time. The secondary school (23 minutes), mainline railway station (39 minutes) and Abbey Line station (24 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must take account of the Public Rights of way on site and include improvements to the local walking and cycling route network.

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.

- Vehicle access to Bedmond Lane would not be supported
- Vehicle Access from the A4147 requires additional Highway Authority approval
- Opportunity to enhance active mode permeability between Bedmond Lane and Mayne Avenue should be achieved.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs
- Support improvements to the PRow network to enable Active Travel into St Albans. Associated contributions to mitigate impact /contribute to the Improvement of Verulamium Park.

3. Access Strategy

The site has direct access onto Mayne Avenue. Vehicle access to Bedmond Lane would not be supported. 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 78 units x £6,826³ (HCC developer contributions) = £532,000

This would be attributed as follows:

- LCWIP Scheme 2 – Hemel Garden Community circular route segments - Indicative Contribution: £266,000
 - Redbourn Road (A5183)
 - St. Albans - Hemel Hempstead Link (A4147)
 - Bluehouse Hill
 - Nickey Line (HGC - Redbourn) (£ tbc)

³ Contribution to be indexed for inflationary increase as required.

- LCWIP Scheme 10 – St Albans Green Ring and Spokes - Indicative Contribution: £266,000
 - Griffiths Way & Doggets Lane
 - Ladies Grove
 - Batchwood Drive
 - Verulam Road & Links
 - Clarence Road & Links
 - Alban Way Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158

6. Other Transport and Access Contributions (Indicative)

- Proposals must take account of the Public Rights of way on site and include improvements to the local walking and cycling route network.
- Opportunity to enhance active mode permeability between Bedmond Lane and Mayne Avenue should be achieved.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs
- Support improvements to the PRoW network to enable Active Travel into St Albans. Associated contributions to mitigate impact /contribute to the Improvement of Verulamium Park.
- 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 £78,000 (£1,000 per unit)
- Car Club – estimated £78,000 (£1,000 per unit)

7. Conclusion





The site will be making significant contributions to overall Settlement Strategy for St Albans.

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 M8 - Verulam Golf Club, St Albans

M8 - Verulam Golf Club, St Albans, AL1 1JG			
Parish/Ward	St Albans / Sopwell	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	2.80		
Proposed use	Housing 65 units (indicative)		
Proforma Ref	C-299		
HELAA Ref	SA-07-21		
Green Belt Sub Area Ref	SA-103 / RA-39		
			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in the Green Belt and adjacent to the southern boundary of St Albans urban area. Orient Close is located to the north west of the site, with commercial units adjoining the site. London Road (A1081) and the mainline railway tracks are located to the north and north-east of the site, with a Golf Course to the south and west. An employment area is located to the east.

1. Distance to Key Services & Facilities (Approximate)

- 1 km to a primary school (St Peter's School)
- 1.3 km to a secondary school (Samuel Ryder Academy)
- 305 m to a bus stop (peak hourly day service) (Cunningham Avenue, Stop ID: hrtawmgj)
- 880 m to St Albans City mainline railway station
- 1.6 km St Albans Abbey Station
- 690 m to St Albans City 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 (4 minutes) and city centre (9 minutes) are 10 minutes or less walking time. The primary school (13 minutes), mainline railway station (11 minutes), Abbey Line station (20 minutes) and secondary school (17 minutes) are 20 minutes or less walking time. 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must include improvements to the local rights of way network, including access to the public footpath adjacent to the south-west boundary.

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.

- Rationalisation of the A1081 access will be required, including enhancements for active modes in line with GTPs and LCWIP priorities.
- Retaining and accessing the footpath to the south will be required. Furthermore, the opportunity for additional walking/cycling provision to the South-East of the site, along Napsbury Lane, should be considered and explored as a significant opportunity to improve wider connectivity and enhance the Rights of Way network. This is currently a significant gap in the walking network and could not be included in the LCWIP despite local stakeholder comments and evidence of demand due to the lack of adequate footway along this route and lack of continuous right of way between London Colney and the Sopwell area.
- Similarly, the opportunity to upgrade the footway to the south of the site could be considered to allow cycling access.
- ROW improvement to enable cycle access through provision of Cycle Track through to Alban Way and London Colney, avoiding the roundabout.

3. Access Strategy

The site has direct access onto London Road. 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 65 units x £6,826⁴ (HCC developer contributions) = £444,000

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £222,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)
 - St. Peters Street (A1081)
 - London Road (A1081)
 - LCWIP Greyed area – (A1081 & A5183 section from Hatfield Road to Griffiths Way)
- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £222,000
 - St. Albans Station Links

6. Other Transport and Access Contributions (Indicative)

- Proposals must include improvements to the local rights of way network, including access to the public footpath adjacent to the south-west boundary.
- Rationalisation of the A1081 access will be required, including enhancements for active modes in line with GTPs and LCWIP priorities.
- Retaining and accessing the footpath to the south will be required. Furthermore, the opportunity for additional walking/cycling provision to the South-East of the site, along Napsbury Lane, should be considered and explored as a significant opportunity to improve wider connectivity and enhance the Rights of Way network. This is currently a significant gap in the walking network and could not be included in the LCWIP despite local stakeholder comments and evidence of demand due to the lack of adequate footway along this route and lack of continuous right of way between London Colney and the Sopwell area.
- The opportunity to upgrade the footway to the south of the site could be considered to allow cycling access.

⁴ Contribution to be indexed for inflationary increase as required.

- ROW improvement to enable cycle access through provision of Cycle Track through to Alban Way and London Colney, avoiding the roundabout.
- 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 £65,000 (£1,000 per unit)
- Car Club – estimated £65,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to overall Settlement Strategy for St Albans. 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 M18 - East of Kay Walk, St Albans

M18 - East of Kay Walk, St Albans, AL4 0XH			
Parish/Ward	Hill End	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	3.30		
Proposed use	Residential 37 units (indicative)		
Proforma Ref	C-001		
HELAA Ref	CH-01-21		
Green Belt Sub Area Ref	SA-77a / RA-38 & RC-8		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies on the eastern side of St Albans, north of Hatfield Road (the A1057). It is located to the north of Wynches Farm Drive and east of Austen Way, both residential roads. Beaumont School and playing fields are located to the north and north west of the site. Home Wood lies to the east of the site, and there are trees and shrubs within the site itself which are part of biodiversity linkages in the surrounding area.

1. Distance to Key Services & Facilities (Approximate)

- 735 m to a primary school (Oakland Primary School)
- 240 m to a secondary school (Beaumont School)
- 550 m to a bus stop (peak hourly day service) (Wynches Farm Drive, Stop ID: hrtawgat)
- 2.6 km to St Albans mainline railway station
- 535 m to 399-417 Hatfield Road local 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 (7 minutes), secondary school (3 minutes), Local Centre (7 minutes) and primary school (10 minutes) are 10 minutes or less walking time. The railway station (33 minutes) is further away, being more than 20 minutes walking time. This facility is 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the railway station, primary school, secondary school, bus stop and shops. The roads within the city 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.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Suitable access will need to be demonstrated that reaches the nearest roads of Austen Way and/ or Farm Drive and does not go via Oaklands College.

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.

- Concerns that additional vehicular access via Austen Way may not be suitable/acceptable in transport impacts, in the context of existing school transport concerns – additional access must also not impede the quality of the shared use paths on this route.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improvements along Hatfield Rd.

3. Access Strategy

The site has direct access onto Wynches Farm Drive and Austen Way. Suitable access will need to be demonstrated that reaches the nearest roads of Austen Way and/ or Farm Drive and does not go via Oaklands College. There is a reasonable prospect that 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'.

1. Settlement Strategy – St Albans (Indicative Contributions)

This site will make significant contributions to overall Settlement Strategy for St Albans.

Indicative Contributions Total: 37 units x £6,826⁵ (HCC developer contributions) = £253,000

This would be attributed as follows:

- LCWIP SCHEME 4 & GTP Link to East St Albans - Indicative Contribution £253,000
 - Alban Way Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158
 - Sandpit Lane
 - Hatfield Road (West)

5. Other Transport and Access Contributions (Indicative)

- Suitable access will need to be demonstrated that reaches the nearest roads of Austen Way and/ or Farm Drive and does not go via Oaklands College.
- 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.

⁵ Contribution to be indexed for inflationary increase as required.

- Concerns that additional vehicular access via Austen Way may not be suitable/acceptable in transport impacts, in the context of existing school transport concerns – additional access must also not impede the quality of the shared use paths on this route.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improvements along Hatfield Rd.
- 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 £37,000 (£1,000 per unit)
- Car Club – estimated £37,000 (£1,000 per unit)

6. Conclusion


The site will be making significant contributions to sustainable travel for overall Settlement Strategy for St Albans.

There is a reasonable prospect that 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 UC1 – Sainsbury's Supermarket, Everard Close, St Albans

UC1 – Sainsbury’s Supermarket, Everard Close, St Albans AL1 2QU		
Parish/Ward	Sopwell	Allocated site boundary (red line)
Hectares	2.45	
Proposed use	Residential 92 units (indicative)	
UCS Ref	UCS-SA-SD-051	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located within St Albans. To the south west of the site is Griffiths Way, to the north east of the site are the Abbey Line railway tracks, to the north-west of the site is Everard Close and office blocks.

1. Distance to Key Services & Facilities (Approximate)

- 740 m to a primary school (The Abbey Church of England VA Primary School)
- 855 m to a secondary school (The Marlborough Science Academy)
- 205 m to a bus stop (peak hourly day service) (Griffiths Way, Stop ID: hrtatwjp)
- 1.9 km to St Albans City mainline railway station
- 450 m St Albans Abbey Station
- 0 m to an out of centre retail park (Alban Retail Park, Griffiths Way)

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 (3 minutes), primary school (10 minutes), Abbey Line Station (6 minutes) and Alban Retail Park (0 minutes) are 10 minutes or less walking time. The secondary school (11 minutes) is 20 minutes or less walking time. Albans City railway station (24 minutes) is further away, being more than 20 minutes walking time. This facility is 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 the city which is also important in considering the likelihood of the residents using active

travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must retain a supermarket with a similar floorspace and retain a similar amount of parking, with the homes delivered through intensification of the site.

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.

- Vehicle parking provision should be reflective of the central location.
- Site should maximise the connectivity of the Alban Way route from Griffiths Way and enhance the cycle route via Griffiths Way and Wilshere Avenue (linking to the National Cycle Network), including through junction improvements and traffic.

3. Access Strategy

The site has direct access onto Griffiths Way. 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 92 units x £6,826⁶ (HCC developer contributions) = £628,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £314,000
 - St. Albans Station Links

⁶ Contribution to be indexed for inflationary increase as required.

- LCWIP Scheme 10 – St Albans Green Ring and Spokes - Indicative Contribution: £314,000
 - Griffiths Way & Doggets Lane
 - Ladies Grove
 - Batchwood Drive
 - Verulam Road & Links
 - Clarence Road & Links
 - Alban Way Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158

6. Other Transport and Access Contributions (Indicative)

- Site should maximise the connectivity of the Alban Way route from Griffiths Way and enhance the cycle route via Griffiths Way and Wilshere Avenue (linking to the National Cycle Network), including through junction improvements and traffic.
- 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 £92,000 (£1,000 per unit)
- Car Club – estimated £92,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to overall Settlement Strategy for St Albans.

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 UC2 - Civic Close Car Park Bricket Road, St Albans

UC2 - Civic Close Car Park Bricket Road, St Albans, AL1 3JX		
Parish/Ward	St Peters	Allocated site boundary (red line)
Hectares	0.46	
Proposed use	Residential 57 units (indicative)	
UCS Ref	UCS-SA-HD-008	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located within St Albans. Civic Close wraps around the south and south west of the site, to the north of the site is Charter Close, to the east is Bricket Road.

1. Distance to Key Services & Facilities (Approximate)

- 175m to a primary school (Alban City School)
- 550 m to a secondary school (Loreto College) or 2.1 km to a co-education secondary school (Marlborough Science Academy)
- 160 m to a bus stop (peak hourly day service) (St Peter's Street - Stop 3, Stop ID: hrtawtga)
- 770 m to St Albans City mainline railway station
- 1.2 km St Albans Abbey Station
- 120 m to St Albans City 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), primary school (3 minutes), local centre (2 minutes), mainline railway station (10 minutes) and secondary school (7 minutes) are 10 minutes or less walking time. The Abbey Line station (15 minutes) is 20 minutes or less walking time. 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The site will require a survey of car park usage before proceeding with any proposals.
- A new pedestrian and cycle route through the site to link Marlborough Road, Civic Close and Jubilee Square should be explored to increase permeability in the area.

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.

- Enhancements/contributions of local sustainable transport routes are likely to be required, including but not limited to urban realm and sustainable transport improvements along Victoria Street (as per the South Central GTP schemes)

3. Access Strategy

The site has direct access onto Bricket Road. 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans. Indicative Contributions Total: 57 units x £6,826⁷ (HCC developer contributions) = £390,000

⁷ Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £195,000
 - St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £195,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)
 - St. Peters Street (A1081)
 - London Road (A1081)
 - LCWIP Greyed area – (A1081 & A5183 section from Hatfield Road to Griffiths Way)

6. Other Transport and Access Contributions (Indicative)

- A new pedestrian and cycle route through the site to link Marlborough Road, Civic Close and Jubilee Square should be explored to increase permeability in the area.
- Enhancements/contributions of local sustainable transport routes are likely to be required, including but not limited to urban realm and sustainable transport improvements along Victoria Street (as per the South Central GTP schemes)
- 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 £57,000 (£1,000 per unit)
- Car Club – estimated £57,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to overall Settlement Strategy for St Albans.

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 UC3 - London Road Car Park, London Road

UC3 - London Road Car Park, London Road, St Albans, AL1 1NG		
Parish/Ward	St Peters	Allocated site boundary (red line)
Hectares	0.53	
Proposed use	Residential 36 units (indicative)	
UCS Ref	UCS-SA-HD-022	
Ownership	Primarily public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located within St Albans. To the north of the site are the rears of retail units along London Road. Keyfield Terrace is the east of the site, to the south are the rears of residential properties along Hart Road and properties along Saracens Head Yard. To the west of the site are the rears of retail units along London Road and Holywell Hill.

2. Distance to Key Services & Facilities (Approximate)

- 480 m to a primary school (St Peter's School)
- 685 m to a secondary school (Loreto College) or 1.7 km to a co-education secondary school (Marlborough Science Academy)
- 165 m to a bus stop (peak hourly day service) (The Peahen PH (Stop B), Stop ID: hrtawmpd)
- 850 m to St Albans City mainline railway station
- 975 m St Albans Abbey Station
- 50 m to St Albans City 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 (3 minutes), primary school (6 minutes), secondary school (9 minutes) and city centre (1 minutes) are 10 minutes or less walking time. The Abbey Line station (13 minutes) and mainline railway station (11 minutes) are 20 minutes or less walking time.

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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

3. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The site will require a survey of car park usage before proceeding with any proposals.

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.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to the London Road segregated cycling improvements and junction improvements.

4. Access Strategy

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

5. 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'.

6. Settlement Strategy – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 36 units x £6,826⁸ (HCC developer contributions) = £246,000

⁸ Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £123,000
 - St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £123,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)
 - St. Peters Street (A1081)
 - London Road (A1081)
 - LCWIP Greyed area – (A1081 & A5183 section from Hatfield Road to Griffiths Way)

7. Other Transport and Access Contributions (Indicative)

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to the London Road segregated cycling improvements and junction improvements.
- 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 £36,000 (£1,000 per unit)
- Car Club – estimated £36,000 (£1,000 per unit)

8. Conclusion


The site will be making significant contributions to overall Settlement Strategy for St Albans.

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 UC4 - Car Park to rear of 32-34 Upper Marlborough Road, St Albans

UC4 - Car Park to rear of 32-34 Upper Marlborough Road, St Albans, AL1 3 UU		
Parish/Ward	St Peters	Allocated site boundary (red line)
Hectares	0.24	 <p>Contains public sector information licensed under the Open Government Licence v2.0 © Crown copyright and database rights 2021 Ordnance Survey 100019822</p>
Proposed use	Residential 35 units (indicative)	
UCS Ref	UCS-SA-HD-013	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in St Albans. To the east of the site is a line of mature trees and a Telephone Exchange, to the west is Upper Marlborough Road, to the north is an office block and a block of flats, and then Hatfield Road.

1. Distance to Key Services & Facilities (Approximate)

- 210 m to a primary school (Alban City School)
- 370 m to a secondary school (Loreto School) or 2.2 km to a co-education secondary school (Marlborough Science Academy)
- 180 m to a bus stop (peak hourly day service) (Alban City School, Stop ID: hrtawtdg)
- 885 m to St Albans City mainline railway station
- 1.6 km St Albans Abbey Station
- 255 m to St Albans City 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 (3 minutes), primary school (3 minutes), secondary school (5 minutes) and city centre (4 minutes) are 10 minutes or less walking time. The railway station (12 minutes) and Abbey Line station (20 minutes) are 20 minutes or less walking time. 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The site will require a survey of car park usage before proceeding with any proposals.

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.

- Contributions/enhancements are likely to be required to relevant schemes in the LCWIP and GTPs, including but not limited to Hatfield Road junction improvements, crossings, and traffic calming.

3. Access Strategy

The site has direct access onto Upper Marlborough Road. 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 35 units x £6,826⁹ (HCC developer contributions) = £239,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £119,500

⁹ Contribution to be indexed for inflationary increase as required.

- St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £119,500
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)
 - St. Peters Street (A1081)
 - London Road (A1081)
 - LCWIP Greyed area – (A1081 & A5183 section from Hatfield Road to Griffiths Way)

6. Other Transport and Access Contributions (Indicative)

- Contributions/enhancements are likely to be required to relevant schemes in the LCWIP and GTPs, including but not limited to Hatfield Road junction improvements, crossings, and traffic calming.
- 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 £35,000 (£1,000 per unit)
- Car Club – estimated £35,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to overall Settlement Strategy for St Albans.

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 UC5 - 18- 20 Catherine Street, St Albans

UC5 - 18- 20 Catherine Street St Albans, AL3 5BY		
Parish/Ward	St Peters	
Hectares	0.43	
Proposed use	Residential 31 units (indicative)	
UCS Ref	UCS-SA-HD-018-v2	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in St Albans. Part of the site to the south west directly abuts Catherine Street, and the other part abuts the rear of residential properties. To the north west of the site is residential properties along Church Street, north east of the site are some garages, vacant land, and residential units along St Peters Mews. Adjacent to the south east of the site are the rears of retail units on St Peters Street and Catherine Street.

1. Distance to Key Services & Facilities (Approximate)

- 235 m to a primary school (Alban City School)
- 605m to a secondary school (Loreto College) or 2.2 km to a co-education secondary school (Marlborough Science Academy)
- 80 m to a bus stop (peak hourly day service) (Catherine Street, Stop ID: hrtawtda)
- 1.2 km to St Albans City mainline railway station
- 1.4 km St Albans Abbey Station
- 55 m to St Albans City 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), primary school (3 minutes), secondary school (8 minutes) and city centre (1 minute) are 10 minutes or less walking time. The railway station (15 minutes) and Abbey Line station (18 minutes) are 20 minutes or less walking time. 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city are 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.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The site will require a survey of car park usage before proceeding with any proposals.

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.

- Contributions/enhancements are likely to be required to relevant schemes in the LCWIP and GTPs, including but not limited to St Peter's Street segregated cycling and junction improvements.

3. Access Strategy

The site has direct access onto Catherine 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 31 units x £6,826¹⁰ (HCC developer contributions) = £212,000

¹⁰ Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £106,000
 - St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £106,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)
 - St. Peters Street (A1081)
 - London Road (A1081)
 - LCWIP Greyed area – (A1081 & A5183 section from Hatfield Road to Griffiths Way)

6. Other Transport and Access Contributions (Indicative)

- Contributions/enhancements are likely to be required to relevant schemes in the LCWIP and GTPs, including but not limited to St Peter's Street segregated cycling and junction improvements.
- 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 £31,000 (£1,000 per unit)
- Car Club – estimated £31,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to overall Settlement Strategy for St Albans.

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 UC6 - 13-19 Sutton Road & 5-11a Pickford Road St Albans

UC6 - 13-19 Sutton Road & 5-11a Pickford Road St Albans, AL1 5JH		
Parish/Ward	Clarence	
Hectares	0.32	
Proposed use	Residential 29 units (indicative)	
UCS Ref	UCS-SA-HD-029-v2	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in St Albans. The site is surrounded by the rear gardens of residential properties, north is Hedley Road, east is Maxwell Road, south is Cambridge Road to the south and Sutton Road to the west. The site does not include 11 Pickford Road.

1. Distance to Key Services & Facilities (Approximate)

- 460m to a primary school (Camp Primary and Nursery School)
- 945m to a secondary school (Verulam School) or 1.4 km to an co-education secondary school (Beaumont School)
- 295 m to a bus stop (peak hourly day service) (Roland Street, Stop ID: hrtawdpd)
- 1.5 km to St Albans City mainline railway station
- 3 km St Albans Abbey Station
- 195 m to Fleetville district centre or 90 m to the nearest convenience store (Sutton Road Convenience)

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 (4 minutes), primary school (6 minutes) and convenience store (2 minutes) are 10 minutes or less walking time. The secondary school (12 minutes) and mainline railway station (19 minutes) are 20 minutes or less walking time. Abbey Line station (38

minutes) is significantly further away, being more than 20 minutes walking time. This facility is too far for most people to walk on a daily basis. 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city 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.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The proposal must retain appropriate access for the properties to the rear.

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.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improved access to the Alban Way and improvements to the connectivity with Hatfield Rd.

3. Access Strategy

The site has direct access onto Pickford Road. The proposal must retain appropriate access for the properties to the rear. 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 29 units x £6,826¹¹ (HCC developer contributions) = £198,000

This would be attributed as follows:

- LCWIP Scheme 4 – Link to East St Albans - Indicative Contribution: £198,000
 - Alban Way Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158
 - Sandpit Lane
 - Hatfield Road (West)
 - Coopers Green Lane

6. Other Transport and Access Contributions (Indicative)

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improved access to the Alban Way and improvements to the connectivity with Hatfield Rd.
- 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 £29,000 (£1,000 per unit)
- Car Club – estimated £29,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to overall Settlement Strategy for St Albans.


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'.

¹¹ Contribution to be indexed for inflationary increase as required.

Site UC7 - 5 Spencer Street, St Albans

UC7 - 5 Spencer Street, St Albans, AL3 5EH		
Parish/Ward	St Peters	Allocated site boundary (red line) 
Hectares	0.19	
Proposed use	Residential 28 units (indicative)	
UCS Ref	UCS-SA-HD-014	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in St Albans. To the west of the site is Cross Street, to the north is Spencer Street, to the south east are the rear of retail units along Market Place and Upper Dagnall Street is to the south west.

1. Distance to Key Services & Facilities (Approximate)

- 445 m to a primary school (Aboyne Lodge and Nursery School)
- 750 m to a secondary school (Loreto College) or 1.8 km to a co-education secondary school (Marlborough Science Academy)
- 120 m to a bus stop (peak hourly day service) (Town Hall, Stop ID: hrtatwmg)
- 935 m to St Albans City mainline railway station
- 990 m St Albans Abbey Station
- 30 m to St Albans City 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), primary school (6 minutes), secondary school (10 minutes) and city centre (1 minutes) are 10 minutes or less walking time. The railway station (12 minutes) and Abbey Line station (13 minutes) are 20 minutes or less walking time. 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 the city which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the city are 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.

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 during the master planning phase and 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 Spencer 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 – St Albans (Indicative Contributions)

This site will make significant contributions to the overall Settlement Strategy for St Albans.

Indicative Contributions Total: 28 units x £6,826¹² (HCC developer contributions) = £191,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £95,500
 - St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £95,500

¹² Contribution to be indexed for inflationary increase as required.

- Luton Road (A1081)
- Harpenden High Street (A1081)
- St. Albans - Harpenden Link (A1081)
- St. Peters Street (A1081)
- London Road (A1081)
- LCWIP Greyed area – (A1081 & A5183 section from Hatfield Road to Griffiths Way)

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 £28,000 (£1,000 per unit)
- Car Club – estimated £28,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to overall Settlement Strategy for St Albans.

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'.