


## Site UC9 - Keyfield Terrace Car Park, Keyfield Terrace, St Albans

| UC9 - Keyfield Terrace Car Park, Keyfield Terrace, St Albans, AL1 1PD |                                   |  |
|---|-----------------------------------|--|
| Parish/Ward   | St Peters                         | Allocated site boundary (red line)<br> |
| Hectares  | 0.28                              |  |
| Proposed use  | Residential 25 units (indicative) |  |
| UCS Ref   | UCS-SA-HD-023                     |  |
| Ownership   | Public (includes a long lease)    |  |

Source: Map from Reg 18 Local Plan Appendix 1

### Site Description

The site is located in St Albans. Keyfield Terrace borders the sites north west and south west boundaries, to the east of the site are the rears of residential properties along Wetherall Mews and Vernon's Close. The south east of the site is adjacent to a row of residential properties along Old London Road.

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

- 270 m to a primary school (St Peter's School)
- 685 m to a secondary school (Loreto College) or 1.8 km to a co-education secondary school (Marlborough Science Academy)
- 365 m to a bus stop (peak hourly day service) (The Peahen PH (Stop B), Stop ID: hrtawmpd)
- 840 m to St Albans City mainline railway station
- 915km to St Albans Abbey Station
- 135 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 (5 minutes), primary school (4 minutes), city centre (2 minutes) and secondary school (9 minutes) are 10 minutes or less walking time. Abbey Line station (12 minutes) and mainline railway station (11 minutes) are 20 minutes walking time or less. 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 support relevant schemes in the LCWIP and GTPs, including but not limited to the London Road segregated cycling improvements and junction improvements.

## **3. Access Strategy**

The site has direct access onto Keyfield Terrace. 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: 25 units x £6,826<sup>1</sup> (HCC developer contributions) = £171,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £85,500
  - St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £85,500
  - 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 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 £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 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'.

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

# Site UC10 - Garage Block rear of 109-179 Hughenden Road, St Albans

| UC10 - Garage Block rear of 109-179 Hughenden Road, St Albans, AL4 9QW |   |  |
|--|---|--|
| Parish/Ward  | Sandridge/Marshalswick East and Jersey Farm | Allocated site boundary (red line)   |
| Hectares   | 0.27  |  |
| Proposed use   | Residential 24 units (indicative)           |  |
| UCS Ref  | UCS-SAN-SD-004                              |  |
| Ownership  | Private                                     |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in Sandridge Parish. To the north west of the site is an area of green space, with a primary school beyond. The rears of residential properties along Hazelmere Road are to the north east. To the south of the site are rows of garages along Hughenden Road.

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

- 545 m to a primary school (St John Fisher Primary School)
- 940 m to a secondary school (Sandringham School)
- 250 m to a bus stop (peak hourly day service) (Barnfield Road, Stop ID: hrtatpat)
- 3 km to St Albans City mainline railway station
- 4.3 km to St Albans Abbey Station
- 300 m 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 (4 minutes), district centre (4 minutes) and primary school (7 minutes) are 10 minutes or less walking time. The secondary school (12 minutes) is 20 minutes or less walking time. The Abbey Line station (54 minutes) and mainline railway station (38 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 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

- 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 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 Hughenden 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: 24 units x £6,826<sup>2</sup> (HCC developer contributions) = £164,000

This would be attributed as follows:

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

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £82,000
  - St. Albans Station Links
- LCWIP SCHEME 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £82,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- 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 £24,000 (£1,000 per unit)
- Car Club – estimated £24,000 (£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 UC11 - 50 Victoria Street St Albans

| UC11 - 50 Victoria Street St Albans, AL1 3HZ |                                   |  |
|--|-----------------------------------|--|
| Parish/Ward                                  | St Peters                         |  |
| Hectares                                     | 0.14                              |  |
| Proposed use                                 | Residential 10 units (indicative) |  |
| UCS Ref                                      | UCS-SA-HD-021-v2                  |  |
| Ownership                                    | Private / Public                  |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the north east of the site is Victoria Street, to the east residential properties, a car park and a Methodist Church on New Kent Road, to the west of the site is a multi-storey car park and an office block. To the south of the site are blocks of flats and residential car park.

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

- 445 m to a primary school (Alban City School)
- 500 m to a secondary school (Loreto School) or 2 km to a co-education secondary school (Marlborough Science Academy)
- 180 m to a bus stop (peak hourly day service) (Police Station, Stop ID: hrtawdjg)
- 690 m to St Albans City mainline railway station
- 1.2 km to 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 (3 minutes), secondary school (7 minutes), city centre (2 minutes), mainline railway station (9 minutes) and primary school (6 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

- 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.

- This may include enhancement of the Victoria Street sustainable transport corridor as per South Central GTP schemes and wider aspirations.

## **3. Access Strategy**

The site has direct access onto New Kent 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: 10 units x £6,826<sup>3</sup> (HCC developer contributions) = £68,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £34,000

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



- St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £34,000
  - 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)**

- Enhancement of the Victoria Street sustainable transport corridor as per South Central GTP schemes and wider aspirations may be required.
- 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 £10,000 (£1,000 per unit)
- Car Club – estimated £10,000 (£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 UC12 - Garage Block Between Hughenden Road and The Ridgeway, St Albans

| UC12 - Garage Block Between Hughenden Road and The Ridgeway, St Albans, AL4 9RH |   |   |
|---|---|---|
| Parish/Ward   | Sandridge / Marshalswick East and Jersey Farm | Allocated site boundary (red line)  |
| Hectares  | 0.22  |  <p><small>Geographic data in this information is based on data for Open Government Licence v2.2<br/>© Crown copyright and database rights 2021 Ordnance Survey 100039241</small></p> |
| Proposed use  | Residential 20 units (indicative)             |   |
| UCS Ref   | UCS-SAN-SD-003                                |   |
| Ownership   | Private                                       |   |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in Sandridge Parish. To the north of the site are rows of garages. To the east of the site are a row of garages and blocks of flats along Orton Place. To the south are a row of garages and the rears of retail units along The Quadrant. To the west is Wycombe Way with rows of garages and the rears of retail units.

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

- 635 m to a primary school (St John Fisher Primary)
- 780 m to a secondary school (Sandringham School)
- 100 m to a bus stop (peak hourly day service) (The Quadrant, Stop ID: hrtatpap)
- 2.8 km to St Albans City mainline railway station
- 4.2 km to St Albans Abbey Station
- 65 m 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 (2 minutes), secondary school (10 minutes), district centre (1 minutes), and primary school (8 minutes) are 10 minutes or less walking time. The Abbey Line station (53 minutes) and mainline railway station (35 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. 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

- 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 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 Orton Place and Wycombe 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: 20 units x £6,826<sup>4</sup> (HCC developer contributions) = £136,000

This would be attributed as follows:

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

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £68,000
  - St. Albans Station Links
- LCWIP SCHEME 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £68,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's Drive
  - Verulam Road & Links
  - Clarence Road & Links
  - Alban Way (£ TBC)
  - Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158

## **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 £20,000 (£1,000 per unit)
- Car Club – estimated £20,000 (£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 UC16 - Garage Block west of Thirlestane, St Albans

| UC16 - Garage Block west of Thirlestane, St Albans, AL1 3PE |                                   |  |
|---|-----------------------------------|--|
| Parish/Ward   | Bernards Heath                    | Allocated site boundary (red line)   |
| Hectares  | 0.19                              |  |
| Proposed use  | Residential 17 units (indicative) |  |
| UCS Ref   | UCS-SA-HD-041                     |  |
| Ownership   | Public                            |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. The site is surrounded by residential properties, to the south is Manor Road, to the west is Hillside Road, to the north is Althorp Road and to the east is Lemsford Road.

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

- 385 m to a primary school (Maple Primary School)
- 675 m to a secondary school (Loreto College) or 2.5 km to a co-education secondary school (Beaumont School)
- 485 m to a bus stop (peak hourly day service) (Alban City School, Stop ID: hrtawtdg)
- 760 m to St Albans City mainline railway station
- 1.9 km to St Albans Abbey Station
- 590 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 (6 minutes), city centre (8 minutes), mainline railway station (10 minutes), secondary school (9 minutes) and primary school (5 minutes) are 10 minutes or less walking time. The Abbey Line station (24 minutes) is further away, being more than 20 minutes walking time. These facilities are too far for some 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

- 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 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 Avenue Rd filtering and Lemsford Rd junction/footway improvements.

## **3. Access Strategy**

The site has direct access onto Thirlestane. 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: 17 units x £6,826<sup>5</sup> (HCC developer contributions) = £116,000

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

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £58,000
  - St. Albans Station Links
- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £58,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- Contributions/enhancements are likely to be required to relevant schemes in the LCWIP and GTPs, including but not limited to Avenue Rd filtering and Lemford Rd junction/footway 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 £17,000 (£1,000 per unit)
- Car Club – estimated £17,000 (£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 UC18 - Garage block to front of 94-142 Riverside Road, Riverside Road, St Albans

| UC18 - Garage block to front of 94-142 Riverside Road, Riverside Road, St Albans, AL1 1SE |                                   |  |
|---|-----------------------------------|--|
| Parish/Ward   | Sopwell                           | Allocated site boundary (red line)   |
| Hectares  | 0.15                              |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018963.</p> |
| Proposed use  | Residential 14 units (indicative) |  |
| UCS Ref   | UCS-SA-HD-051                     |  |
| Ownership   | Public                            |  |
|   |                                   |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the north east of the site is Riverside Road and a block of flats beyond. To the south east of the site are residential properties along Riverside Close. To the south west and north west of the site are blocks of flats along Riverside Road.

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

- 210 m to a primary school (St Peter's School)
- 935 m to a secondary school (Loreto School) or 2.1 km to a co-education secondary school (Marlborough Science Academy)
- 360 m to a bus stop (peak hourly day service) (Alma Road, Stop ID: hrtawmga)
- 790 m to St Albans City mainline railway station
- 1.2 km to St Albans Abbey Station
- 300 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 (5 minutes) city centre (4 minutes), mainline railway station (10 minutes), and primary school (3 minutes) are 10 minutes or less walking time. The secondary school (12 minutes) and Abbey Line station (15 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

- 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 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.

## **3. Access Strategy**

The site has direct access onto Thirlestane. 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: 14 units x £6,826<sup>6</sup> (HCC developer contributions) = £96,000

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £48,000

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<sup>6</sup> 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)
- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £48,000
    - Griffiths Way & Doggets Lane
    - Ladies Grove
    - Batchwood Drive
    - Beech Road
    - Marshal's 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)**

- 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 £14,000 (£1,000 per unit)
- Car Club – estimated £14,000 (£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 UC19 - 54 Lemsford Road St Albans

| UC19 - 54 Lemsford Road St Albans, AL1 3PR |                                   |                                    |
|--|-----------------------------------|------------------------------------|
| Parish/Ward                                | Bernards Heath                    | Allocated site boundary (red line) |
| Hectares                                   | 0.35                              |                                    |
| Proposed use                               | Residential 14 units (indicative) |                                    |
| UCS Ref                                    | UCS-SA-HD-044-v2                  |                                    |
| Ownership                                  | Private                           |                                    |

Source: Map from Reg 18 Local Plan Appendix 1

### Site Description

The site is located in St Albans. Lemsford Road is to the north west of the site, adjacent to the north east and south west of the site are other residential properties along Lemsford Road. To the east of the site is the Midland Railway Line.

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

- 690m to a primary school (Maple Primary School)
- 760 m to a secondary school (Loreto Primary School) or 2.5 km to a co-education secondary school (Sandringham School)
- 400 m to a bus stop (peak hourly day service) (Walton Street, Stop ID: hrtatpga)
- 860 m to St Albans City mainline railway station
- 2.2 km to St Albans Abbey Station
- 805 m to Fleetville St Albans 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 (5 minutes), district centre (10 minutes), secondary school (10 minutes)

and primary school (9 minutes) are 10 minutes or less walking time. The mainline railway station (11 minutes) is 20 minutes or less walking time. The Abbey Line station (28 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. 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

- 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 relevant schemes in the LCWIP and GTPs, including but not limited to Lemsford Rd footway and cycling improvements (as per LCWIP) and/or Avenue Road traffic calming/filtering scheme (as per LCWIP).

## **3. Access Strategy**

The site has direct access onto Lemsford 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: 14 units x £6,826<sup>7</sup> (HCC developer contributions) = £96,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £48,000
  - St. Albans Station Links
- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £48,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- Contributions/enhancements are likely to be required to relevant schemes in the LCWIP and GTPs, including but not limited to Lemsford Rd footway and cycling improvements (as per LCWIP) and/or Avenue Road traffic calming/filtering scheme (as per LCWIP).
- 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 £14,000 (£1,000 per unit)
- Car Club – estimated £14,000 (£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'.

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<sup>7</sup> Contribution to be indexed for inflationary increase as required.

# Site UC21 - Garages off Chapel Place, St Albans

| UC21 - Garages off Chapel Place, St Albans, AL1 2JZ |                                   |   |
|---|-----------------------------------|---|
| Parish/Ward   | Sopwell                           | Allocated site boundary (red line)  |
| Hectares  | 0.24                              |  <p>Contains public sector information scanned under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018953.</p> |
| Proposed use  | Residential 12 units (indicative) |   |
| UCS Ref   | UCS-SA-SD-007                     |   |
| Ownership   | Public                            |   |
|   |                                   |   |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. The site is surrounded by residential properties; Wallingford Walk to the east, west Trumpington Drive, north Chapel Place and south Abbots Avenue West.

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

- 250m to a primary school (Mandeville Primary School)
- 960 m to a secondary school (Marlborough Science Academy)
- 110 m to a bus stop (peak hourly day service) (Trumpington Drive, Stop ID: hrtawpgm)
- 2 km to St Albans City mainline railway station
- 1.2 km to St Albans Abbey Station
- 0 m to 30-38 Abbots Avenue West 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 (2 minutes), local centre (0 minutes) and primary school (4 minutes) are 10 minutes or less walking time. The secondary school (12 minutes) and Abbey Line station (15 minutes) are 20 minutes or less walking time. The mainline railway station (25 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. 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

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

## **3. Access Strategy**

The site has direct access onto Chapel Place. 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: 12 units x £6,826<sup>8</sup> (HCC developer contributions) = £82,000

This would be attributed as follows:

- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £82,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)

- 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 £12,000 (£1,000 per unit)
- Car Club – estimated £12,000 (£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'.

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<sup>8</sup> Contribution to be indexed for inflationary increase as required.



# Site UC22 - Car Park to rear of 77-101 Hatfield Road, Hatfield Road, St Albans

| UC22 - Car Park to rear of 77-101 Hatfield Road, Hatfield Road, St Albans, AL1 4JL |                                   |  |
|--|-----------------------------------|--|
| Parish/Ward  | Clarence                          | Allocated site boundary (red line)   |
| Hectares   | 0.13                              |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100019953.</p> |
| Proposed use   | Residential 12 units (indicative) |  |
| UCS Ref  | UCS-SA-HD-058                     |  |
| Ownership  | Public                            |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the south of the site are the rears of retail units along Hatfield Road and to the north and north west are the rears of residential properties along Clarence Road. To the east are blocks of flats along St Paul's Place and to the south west are the rears of residential properties along Laurel Road.

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

- 380 m to a primary school (St Alban & St Stephen Primary School & Nursery)
- 565 m to a secondary school (Verulam School) or 1.8 km to a co-education secondary school (Beaumont School)
- 100 m to a bus stop (peak hourly day service) (Cemetery, Stop ID: hrtawjdj)
- 695 m to St Albans City mainline railway station
- 2.4 km to St Albans Abbey Station
- 0 m to Fleetville 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), district centre (0 minutes), secondary school (7 minutes), mainline railway station (9 minutes) and primary school (5 minutes) are 10 minutes or less

walking time. The Abbey Line station (30 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. 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

- Appropriate levels of car parking for existing and new development must be provided.
- Access to the rear of properties to the south and another car park to the west 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 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 St Paul's Place. Access to the rear of properties to the south and another car park to the west must be provided. 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: 12 units x £6,826<sup>9</sup> (HCC developer contributions) = £82,000

This would be attributed as follows:

- LCWIP Scheme 4 – Link to East St Albans - Indicative Contribution: £82,000
  - 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.
- 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 £12,000 (£1,000 per unit)
- Car Club – estimated £12,000 (£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'.

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<sup>9</sup> Contribution to be indexed for inflationary increase as required.

# Site UC23 - Garage Site adj. Verulam House, Verulam Road, St Albans

| UC23 - Garage Site adj. Verulam House, Verulam Road, St Albans, AL3 5EN |                                   |  |
|---|-----------------------------------|--|
| Parish/Ward   | St Peters                         | Allocated site boundary (red line)   |
| Hectares  | 0.13                              |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018953.</p> |
| Proposed use  | Residential 11 units (indicative) |  |
| UCS Ref   | UCS-SA-HD-002                     |  |
| Ownership   | Public                            |  |
|   |                                   |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the south of the site is Verulam Road, with retail units and the rear of residential properties beyond. To the west is a number of mature trees, and to the north is Gombards Car park. To the east is a strip woodland, with Britton Avenue and the rears of residential properties along Selby Avenue beyond.

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

- 245 m to a primary school (Aboyne Lodge School)
- 950 m to a secondary school (Loreto College) or 2 km to a co-education secondary school (Marlborough Science Academy)
- 305 m to a bus stop (peak hourly day service) (St Peter's Street - Stop 5, Stop ID: hrtawpwm)
- 1.2 km to St Albans City mainline railway station
- 1.2 km to St Albans Abbey Station
- 205 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), city centre (3 minutes) and primary school (3 minutes) are 10 minutes or less walking time. The mainline railway station (15 minutes), secondary school (12 minutes) and Abbey Line station (15 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

- Appropriate levels of car parking for existing and new development must be provided.
- The site adjoins the car park to the north (UC13) which is also proposed for development, and an overarching approach to design and access will be needed.

### 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 Verulam Rd crossings, traffic calming & footway improvements.

## **3. Access Strategy**

The site has direct access onto Verulam Road. An overarching approach to design and access will be needed to UC23 & UC13. 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'.

## **5. Settlement Strategy – St Albans (Indicative Contributions)**

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

Indicative Contributions Total: 11 units x £6,826<sup>10</sup> (HCC developer contributions) = £75,000

This would be attributed as follows:

- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £75,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- 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 £11,000 (£1,000 per unit)
- Car Club – estimated £11,000 (£1,000 per unit)

## **7. Conclusion**

The site will be making significant contributions to 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'.

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<sup>10</sup> Contribution to be indexed for inflationary increase as required.

# Site UC24 - Garages Rear of Hill End Lane (North), St Albans

| UC24 - Garages Rear of Hill End Lane (North), St Albans, AL4 0AE |                                   |  |
|--|-----------------------------------|--|
| Parish/Ward  | Cunningham                        | Allocated site boundary (red line)   |
| Hectares   | 0.26                              |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018953.</p> |
| Proposed use   | Residential 10 units (indicative) |  |
| UCS Ref  | UCS-SA-SD-034                     |  |
| Ownership  | Public                            |  |
|  |                                   |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the east and south east of the site are the rear gardens of residential properties along Hill End Lane. To the south of the site is a row of garages. To the west and south west of the site are the rear gardens of residential properties along Drakes Drive. To the north of the site is a small area of woodland, and there are residential properties along Chivenor Place beyond.

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

- 505 m to a primary school (Windermere Primary School)
- 690 m to a secondary school (Samuel Ryder Academy)
- 145 m to a bus stop (peak hourly day service) (Frobisher Road, Stop ID: hrtawjap)
- 2.1 km to St Albans City mainline railway station
- 3.6 km to St Albans Abbey Station
- 515 m to Russet Drive 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 (2 minutes), local centre (7 minutes), secondary school (9 minutes) and primary school (7 minutes) are 10 minutes or less walking time. The mainline railway station (27 minutes) and Abbey Line station (45 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.

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

- Appropriate levels of car parking for existing and new development must be provided.
- The track that connects the site to Drakes Drive is narrow and proposals must demonstrate adequate access and egress.
- The site adjoins the garage site to the south (UC34) which is also proposed for development, and an overarching approach to design and access will be needed.

### 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 segregated cycling and junction improvements along Drakes Drive.

## **3. Access Strategy**

The site has direct access onto Chivenor Place. The track that connects the site to Drakes Drive is narrow and proposals must demonstrate adequate access and egress. An overarching approach to design and access will be needed to UC24 and UC34. 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'.



## 5. Settlement Strategy – St Albans (Indicative Contributions)

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

Indicative Contributions Total: 10 units x £6,826<sup>11</sup> (HCC developer contributions) = £68,000

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £34,000
  - 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 4 – Link to East St Albans - Indicative Contribution: £34,000
  - 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 segregated cycling and junction improvements along Drakes Drive.
- 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 £10,000 (£1,000 per unit)
- Car Club – estimated £10,000 (£1,000 per unit)

## 7. Conclusion

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

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<sup>11</sup> Contribution to be indexed for inflationary increase as required.

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 UC26 - Garage Block to Malvern Close, St Albans

| UC26 - Garage Block to Malvern Close, St Albans, AL4 9SZ |                                   |   |
|--|-----------------------------------|---|
| Parish/Ward  | Sandridge / Marshalswick West     | Allocated site boundary (red line)  |
| Hectares   | 0.14                              |  |
| Proposed use   | Residential 10 units (indicative) |   |
| UCS Ref  | UCS-SAN-SD-015                    |   |
| Ownership  | Public                            |   |

Source: Map from Reg 18 Local Plan Appendix 1

### Site Description

The site is located in Marshalswick Parish. To the south of the site is Malvern Close, with blocks of flats. To the east of the site are blocks of flats facing Chiltern Road. To the north west of the site is a public rights of way and Sandringham School.

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

- 610 m to a primary school (Wheatfields Junior School)
- 265 m to a secondary school (Sandringham School)
- 110 m to a bus stop (peak hourly day service) (Quantock Close, Stop ID: hrtatpdj)
- 3.5 km to St Albans City mainline railway station
- 4.3 km to St Albans Abbey Station
- 730 m 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 (2 minutes), district centre (10 minutes), secondary school (4 minutes) and primary school (8 minutes) are 10 minutes or less walking time. The mainline railway station (44 minutes) and Abbey Line station (54 minutes) are significantly further away, being more than 20 minutes walking time. These facilities are 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

- Appropriate levels of car parking for existing and new development must be provided.
- Access from the site to the footpath to the north 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 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 traffic calming, segregated cycling facilities and new/improved crossings.

## **3. Access Strategy**

The site has direct access onto Malvern Close. Access from the site to the footpath to the north 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 – St Albans (Indicative Contributions)

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

Indicative Contributions Total: 10 units x £6,826<sup>12</sup> (HCC developer contributions) = £68,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £34,000
  - St. Albans Station Links
- LCWIP SCHEME 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £34,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's Drive
  - Verulam Road & Links
  - Clarence Road & Links
  - Alban Way (£ TBC)
  - Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158

## 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 traffic calming, segregated cycling facilities and new/improved crossings.
- 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 £10,000 (£1,000 per unit)
- Car Club – estimated £10,000 (£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.


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<sup>12</sup> Contribution to be indexed for inflationary increase as required.

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 UC28 - New Greens Residents Association, 2 High Oaks, St Albans

| UC28 - New Greens Residents Association, 2 High Oaks, St Albans, AL3 6DL |                                  |   |
|--|----------------------------------|---|
| Parish/Ward  | St Albans North / Batchwood      | Allocated site boundary (red line)  |
| Hectares   | 0.20                             |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018953.</p> |
| Proposed use   | Residential 8 units (indicative) |   |
| UCS Ref  | UCS-SA-SD-050                    |   |
| Ownership  | Public                           |   |
|  |                                  |   |

Source: Map from Reg 18 Local Plan Appendix 1

### Site Description

The site is located in St Albans. High Oaks is to the south west of the site, north is Partridge Road, The north east of the site is adjacent to a row of residential properties along Partridge Road and the south east of the site is adjacent to a residential property along High Oaks, with residential properties along Green Lane beyond.

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

- 295 m to a primary school (Margaret Wix Primary School)
- 540 m to a secondary school (Townsend Church of England School)
- 210 m to a bus stop (peak hourly day service) (High Oaks Terminus, Stop ID: hrtawtgm)
- 3 km to St Albans City mainline railway station
- 3.2 km to St Albans Abbey Station
- 60 m to 8-26 High Oaks 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 (3 minutes), local centre (1 minutes), secondary school (7 minutes) and primary school (4 minutes) are 10 minutes or less walking time. The mainline railway station (38 minutes) and Abbey Line station (40 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. 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

- 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, including but not limited to segregated cycling facilities on Batchwood Drive, new/improved crossings and junction improvements.

## **3. Access Strategy**

The site has direct access onto Partridge 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: 8 units x £6,826<sup>13</sup> (HCC developer contributions) = £55,000

This would be attributed as follows:

- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £55,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to segregated cycling and junction improvements along Drakes Drive.
- 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 £8,000 (£1,000 per unit)
- Car Club – estimated £8,000 (£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'.

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<sup>13</sup> Contribution to be indexed for inflationary increase as required.

# Site UC30 - Garages Between Abbots Avenue West and Abbey Line, St Albans

| UC30 - Garages Between Abbots Avenue West and Abbey Line, St Albans, AL1 2JH |                                  |  |
|--|----------------------------------|--|
| Parish/Ward  | Sopwell                          | Allocated site boundary (red line)   |
| Hectares   | 0.16                             |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018953.</p> |
| Proposed use   | Residential 8 units (indicative) |  |
| UCS Ref  | UCS-SA-SD-011                    |  |
| Ownership  | Public                           |  |
|  |                                  |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the north of the site are the rear gardens of residential properties, and Abbots Avenue West. To the east of the site is a strip of woodland and the Midland Mainline railway. The southern and western site boundaries are adjacent to residential properties on Holywood Crescent.

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

- 395 m to a primary school (Mandeville Primary School)
- 1.2 km to a secondary school (Marlborough Science Academy)
- 150 m to a bus stop (peak hourly day service) (Holywood Crescent, Stop ID: hrtawpgp)
- 1.8 km to St Albans City mainline railway station
- 1.4 km to St Albans Abbey Station
- 255 m to 30-38 Abbots Avenue West 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 (2 minutes), local centre (4 minutes) and primary school (5 minutes) are 10 minutes or less walking time. The secondary school (15 minutes) and Abbey Line station (18 minutes) are 20 minutes or less walking time. The mainline railway station (23 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. 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

- 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 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 junction improvements on Abbots Avenue.

## **3. Access Strategy**

The site has direct access onto Abbots Avenue West. 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: 8 units x £6,826<sup>14</sup> (HCC developer contributions) = £55,000

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<sup>14</sup> Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £55,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to segregated cycling and junction improvements along Drakes Drive.
- 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 £8,000 (£1,000 per unit)
- Car Club – estimated £8,000 (£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 UC31 - Garages rear of Tudor Road, St Albans

| UC31 - Garages rear of Tudor Road, St Albans, AL3 6AY |                                  |  |
|---|----------------------------------|--|
| Parish/Ward   | Bernards Heath                   | Allocated site boundary (red line)<br> |
| Hectares  | 0.19                             |  |
| Proposed use  | Residential 8 units (indicative) |  |
| UCS Ref   | UCS-SA-SD-048                    |  |
| Ownership   | Public                           |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the south and west of the site are blocks of flats along Tudor Road. To the north of the site is an area of woodland. To the east of the site are residential properties at the end of Farriday Close.

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

- 895 m to a primary school (Margaret Wix)
- 440m to a secondary school (St Albans Girls School) or 1.2 km to a co-education secondary school (Townsend Church of England School)
- 280 m to a bus stop (peak hourly day service) (New Greens Avenue, Stop ID: hrtawtgp)
- 2.7 km to St Albans City mainline railway station
- 3 km to St Albans Abbey Station
- 665 m to 8-26 High Oaks 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 (4 minutes), local centre (9 minutes) and secondary school (6 minutes) are 10 minutes or less walking time. The primary school (12 minutes) is 20 minutes or less walking time. The Abbey Line station (38 minutes) and mainline railway station (34 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for many 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

- Appropriate levels of car parking for existing and new development must be provided.
- Good access is expected and both access roads into the site are to be retained.

### 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 Tudor Road. Good access is expected and both access roads into the site are to be retained. 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: 8 units x £6,826<sup>15</sup> (HCC developer contributions) = £55,000

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £55,000
  - 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 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 £8,000 (£1,000 per unit)
- Car Club – estimated £8,000 (£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'.

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<sup>15</sup> Contribution to be indexed for inflationary increase as required.

# Site UC32 - Garages off Creighton Avenue, St Albans

| UC32 - Garages off Creighton Avenue, St Albans, AL1 2LZ |                                  |  |
|---|----------------------------------|--|
| Parish/Ward   | Sopwell                          | Allocated site boundary (red line)   |
| Hectares  | 0.15                             |  <p>Contains public sector information licensed under the Open Government Licence v2.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018963.</p> |
| Proposed use  | Residential 8 units (indicative) |  |
| UCS Ref   | UCS-SA-SD-013                    |  |
| Ownership   | Public                           |  |
|   |                                  |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. The site is surrounded by residential properties, west are the rear gardens of residential properties and access onto Creighton Avenue, north is access onto Holyrood Crescent, east are houses and flats off Holyrood Crescent and south of the site are flats and garages off Lectern Lane.

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

- 345 m to a primary school (Mandeville Primary School)
- 1.2 km to a secondary school (Marlborough Science Academy)
- 120 m to a bus stop (peak hourly day service) (Holyrood Crescent, Stop ID: hrtawpgp)
- 2.1 km to St Albans City mainline railway station
- 1.4 km to St Albans Abbey Station
- 195 m to 30-38 Abbots Avenue West 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 (2 minutes), primary school (5 minutes) and local centre (3 minutes) are 10 minutes or less walking time. The Abbey Line station (18 minutes) and secondary school (15 minutes) are 20 minutes or less walking time. The mainline railway station (27 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. 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

- 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 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 Creighton Avenue. 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: 8 units x £6,826<sup>16</sup> (HCC developer contributions) = £55,000

This would be attributed as follows:

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<sup>16</sup> Contribution to be indexed for inflationary increase as required.

- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £55,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- 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 £8,000 (£1,000 per unit)
- Car Club – estimated £8,000 (£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 UC34 - Garages Rear of Hill End Lane (South), St Albans

| UC34 - Garages Rear of Hill End Lane (South), St Albans, AL4 0AE |                                  |  |
|--|----------------------------------|--|
| Parish/Ward  | Cunningham                       | Allocated site boundary (red line)   |
| Hectares   | 0.18                             |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018953.</p> |
| Proposed use   | Residential 7 units (indicative) |  |
| UCS Ref  | UCS-SA-SD-033                    |  |
| Ownership  | Public                           |  |
|  |                                  |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. The site is surrounded by residential properties; to the east and north east are the rear gardens of Hill End Lane, to the north west, and partially to the south west, are the rear gardens of Drakes Drive. To the south west are blocks of flats and access onto Frobisher Road.

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

- 560 m to a primary school (Windermere Primary School)
- 660 m to a secondary school (Samuel Ryder Academy)
- 310 m to a bus stop (peak hourly days service) (Frobisher Road, Stop ID: hrtawjap)
- 2.1 km to St Albans City mainline railway station
- 3.6 km to St Albans Abbey Station
- 555 m to Russet Drive 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 (4 minutes), local centre (7 minutes), primary school (7 minutes) and secondary school (9 minutes) are 10 minutes or less walking time. The Abbey Line station (45 minutes) and mainline railway station (27 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. 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

- Appropriate levels of car parking for existing and new development must be provided.
- The track that connects the site to Frobisher Road is narrow and proposals must demonstrate adequate access and egress.
- The site adjoins the garage site to the north (UC24) which is also proposed for development, and an overarching approach to design and access will be needed.

### 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 cycling facilities on Drakes Drive and/or junction improvements on Hill End Lane.

## **3. Access Strategy**

The site has direct access onto Frobisher Road. The track that connects the site to Frobisher Road is narrow and proposals must demonstrate adequate access and egress. An overarching approach to design and access will be needed for UC24 and UC34. 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'.

## 5. Settlement Strategy – St Albans (Indicative Contributions)

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

Indicative Contributions Total: 7 units x £6,826<sup>17</sup> (HCC developer contributions) = £48,000

This would be attributed as follows:

- LCWIP Scheme 4 – Link to East St Albans - Indicative Contribution: £48,000
  - 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 cycling facilities on Drakes Drive and/or junction improvements on Hill End Lane.
- 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 £7,000 (£1,000 per unit)
- Car Club – estimated £7,000 (£1,000 per unit)

## 7. Conclusion

The site will be making significant contributions to 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'.

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<sup>17</sup> Contribution to be indexed for inflationary increase as required.

# Site UC35 - Market Depot, Drovers Way, St Albans

| UC35 - Market Depot, Drovers Way, St Albans, AL3 5FA |                                  |  |
|--|----------------------------------|--|
| Parish/Ward  | St Peters                        | Allocated site boundary (red line)   |
| Hectares   | 0.08                             |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018953.</p> |
| Proposed use   | Residential 7 units (indicative) |  |
| UCS Ref  | UCS-SA-HD-015                    |  |
| Ownership  | Public                           |  |
|  |                                  |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the south west of the site is Drovers Way and multi-storey car parks beyond. To the north west of the site are the tennis courts in Aboyne Lodge School. To the north east of the site is an electrical substation, with Adelaide Street beyond, and to the south east is Drovers Way with a hotel block beyond.

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

- 220 m to a primary school (Aboyne Lodge School)
- 650 m to a secondary school (Loreto College) or 2.1 km to a co-education secondary school (Marlborough Science Academy)
- 130 m to a bus stop (peak hourly day service) (Catherine Street, Stop ID: hrtawtda)
- 1.1 km to St Albans City mainline railway station
- 1.2km to St Albans Abbey Station
- 95 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), city centre (2 minutes), primary school (3 minutes) and secondary school (9 minutes) are 10 minutes or less walking time. The Abbey Line station (15 minutes) and mainline railway station (14 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 Drovers 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: 7 units x £6,826<sup>18</sup> (HCC developer contributions) = £48,000

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £48,000

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<sup>18</sup> 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 £7,000 (£1,000 per unit)
- Car Club – estimated £7,000 (£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 UC40 - Land Rear of New House Park Shops, St Albans

| UC40 - Land Rear of New House Park Shops, St Albans, AL1 1UJ |                                  |  |
|--|----------------------------------|--|
| Parish/Ward  | Cunningham                       | Allocated site boundary (red line)   |
| Hectares   | 0.12                             |  |
| Proposed use   | Residential 6 units (indicative) |  |
| UCS Ref  | UCS-SA-SD-027                    |  |
| Ownership  | Private                          |  |
|  |                                  |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the south west of the site is an area of woodland, with a stream and North Orbital fields beyond. The east and south east site boundaries abut the rears of retail units along New House Park, with residential properties along The Willows beyond. To the north west of the site is an area of woodland, with a public footpath and residential properties along New House Park beyond.

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

- 645 m to a primary school (Samuel Ryder Academy)
- 645 m to a secondary school (Samuel Ryder Academy)
- 320 m to a bus stop (peak hourly day service) (Drakes Drive, Stop ID: hrtawawg)
- 2.2 km to St Albans City mainline railway station
- 3.1 km to St Albans Abbey Station
- 0 m to 38-54 New House Park 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 (4 minutes), local centre (0 minutes), primary school (8 minutes) and secondary school (8 minutes) are 10 minutes or less walking time. The Abbey Line station (39 minutes) and mainline railway station (28 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. 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

- Appropriate levels of car parking for existing and new development must be provided.
- Access to the adjacent Herons Way route must be facilitated from within the site.
- The proposal must retain rear access for the properties and shops.

### 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 New House Park. Access to the adjacent Herons Way route must be facilitated from within the site. The proposal must retain rear access for the properties and shops. 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'.

## **5. Settlement Strategy – St Albans (Indicative Contributions)**

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



Indicative Contributions Total: 6 units x £6,826<sup>19</sup> (HCC developer contributions) = £41,000

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £41,000
  - 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 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 £6,000 (£1,000 per unit)
- Car Club – estimated £6,000 (£1,000 per unit)

## **7. Conclusion**

The site will be making significant contributions to 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'.

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<sup>19</sup> Contribution to be indexed for inflationary increase as required.

# Site UC41 - Garages at Grindcobbe, St Albans

| UC41 - Garages at Grindcobbe, St Albans, AL1 2ED |                                  |  |
|--|----------------------------------|--|
| Parish/Ward                                      | Sopwell                          | Allocated site boundary (red line)<br> |
| Hectares   | 0.12                             |  |
| Proposed use                                     | Residential 6 units (indicative) |  |
| UCS Ref  | UCS-SA-SD-016                    |  |
| Ownership  | Public                           |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans, a Tier 1 Settlement. To the north of the site are residential properties along Grindcobbe. To south are the rear gardens residential properties along Wallingford Walk. To the east and north east of the site is an area of woodland and railway tracks beyond.

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

- 470 m to a primary school (Mandeville Primary School)
- 935 km to a secondary school (Marlborough Science Academy)
- 260 m to a bus stop (peak hourly day service) (Trumpington Drive, Stop ID: hrtawpgm)
- 1.7 km to St Albans City mainline railway station
- 1 km to St Albans Abbey Station
- 360 m to 30-38 Abbots Avenue West 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 (4 minutes), local centre (5 minutes) and primary school (6 minutes) are 10 minutes or less walking time. The Abbey Line station (13 minutes) and secondary school (12 minutes) are 20 minutes or less walking time. The mainline railway station (22 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. 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

- 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 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 Grindcobbe. 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: 6 units x £6,826<sup>20</sup> (HCC developer contributions) = £41,000

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<sup>20</sup> Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £41,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- 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 £6,000 (£1,000 per unit)
- Car Club – estimated £6,000 (£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 UC42 - Garages off Thirlmere Drive, St Albans

| UC42 - Garages off Thirlmere Drive, St Albans, AL1 5QS |                                  |  |
|--|----------------------------------|--|
| Parish/Ward  | Cunningham                       | Allocated site boundary (red line)<br> |
| Hectares   | 0.15                             |  |
| Proposed use   | Residential 6 units (indicative) |  |
| UCS Ref  | UCS-SA-SD-046                    |  |
| Ownership  | Public                           |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. The site is surrounded by residential properties along Catham Close to the north west, Thirlmere Drive to the north east, and Ennerdale Close to the east and south.

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

- 280 m to a primary school (Windermere Primary School)
- 420 m to a secondary school (Samuel Ryder Academy)
- 190 m to a bus stop (peak hourly day service) (Ennerdale Close, Stop ID: hrtawjmp)
- 1.8 km to St Albans City mainline railway station
- 3.3km to St Albans Abbey Station
- 320 m to 153 & 191-207 Cell Barnes Lane 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 (3 minutes), local centre (4 minutes) primary school (4 minutes) and secondary school (6 minutes) are 10 minutes or less walking time. The Abbey Line station (42 minutes) and mainline railway station (23 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. 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

- Appropriate levels of car parking for existing and new development must be provided.
- The track that connects the site to Thirlmere Drive is narrow and proposals must demonstrate adequate access and egress.

### 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 Thirlmere Drive. The track that connects the site to Thirlmere Drive is narrow and proposals must demonstrate adequate access and egress. 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'.

## **5. Settlement Strategy – St Albans (Indicative Contributions)**

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

Indicative Contributions Total: 6 units x £6,826<sup>21</sup> (HCC developer contributions) = £41,000

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<sup>21</sup> Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £41,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- 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 £6,000 (£1,000 per unit)
- Car Club – estimated £6,000 (£1,000 per unit)

## **7. Conclusion**


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

There is a reasonable prospect that a 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 UC43 - Garage block to west of 32-46 Riverside Road

| UC43 - Garage block to west of 32-46 Riverside Road, St Albans, AL1 1SD |                                  |   |
|---|----------------------------------|---|
| Parish/Ward   | Sopwell                          | Allocated site boundary (red line)  |
| Hectares  | 0.06                             |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100019953</p> |
| Proposed use  | Residential 6 units (indicative) |   |
| UCS Ref   | UCS-SA-HD-055                    |   |
| Ownership   | Public                           |   |
|   |                                  |   |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To the north west and south east of the site are blocks of flats along Riverside Road, which is to the north east of the site. To the south west of the site are the grounds of St Peter's School.

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

- 90 m to a primary school (St Peter's School)
- 825 m to a secondary school (Loreto College) or 1.9 km to a co-education secondary school (Marlborough Science Academy)
- 360 m to a bus stop (peak hourly day service) (Alma Road, Stop ID: hrtawmga)
- 795 m to St Albans City mainline railway station
- 1.1 km to St Albans Abbey Station
- 310 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 (5 minutes), city centre (4 minutes), primary school (2 minutes) and mainline railway station (10 minutes) are 10 minutes or less walking time. The Abbey Line station (14 minutes) and secondary school (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.

## **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 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.

## **3. Access Strategy**

The site has direct access onto Riverside 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: 6 units x £6,826<sup>22</sup> (HCC developer contributions) = £41,000

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<sup>22</sup> Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £41,000
  - 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 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 £6,000 (£1,000 per unit)
- Car Club – estimated £6,000 (£1,000 per unit)

## **7. Conclusion**


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

A 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 UC45 - Garages off Watling View (West), St Albans

| UC45 - Garages off Watling View (West), St Albans, AL1 2PA |                                  |  |
|--|----------------------------------|--|
| Parish/Ward  | Sopwell                          | Allocated site boundary (red line)   |
| Hectares   | 0.11                             |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100019953.</p> |
| Proposed use   | Residential 6 units (indicative) |  |
| UCS Ref  | UCS-SA-SD-003                    |  |
| Ownership  |                                  |  |
|  |                                  |  |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. The site is surrounded by residential properties along Watling view to the north, east and south, and along Watling Street to the west.

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

- 175 m to a primary school (St Adrian's Roman Catholic Primary School)
- 600 m to a secondary school (Marlborough Science Academy)
- 135 m to a bus stop (peak hourly day service) (Watling View, Stop ID: hrtawpjd)
- 2.4 km to St Albans City mainline railway station
- 1.3 km to St Albans Abbey Station
- 260 m to 23-39A Vesta Avenue & 1 Watling View 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 (2 minutes), local centre (4 minutes), primary school (3 minutes) and secondary school (8 minutes) are 10 minutes or less walking time. The Abbey Line station (17 minutes) is 20 minutes or less walking time. The mainline railway station (30 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. 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

- 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 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 Watling View. 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: 6 units x £6,826<sup>23</sup> (HCC developer contributions) = £41,000

This would be attributed as follows:

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<sup>23</sup> Contribution to be indexed for inflationary increase as required.

- LCWIP Scheme 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £41,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's 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)**

- 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 £6,000 (£1,000 per unit)
- Car Club – estimated £6,000 (£1,000 per unit)

## **7. Conclusion**

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

A 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 UC48 - Car Park adj. to 42-46 Adelaide Street, St Albans

| UC48 - Car Park adj. to 42-46 Adelaide Street, St Albans, AL3 5BH |                                  |                                    |
|---|----------------------------------|------------------------------------|
| Parish/Ward   | St Peters                        | Allocated site boundary (red line) |
| Hectares  | 0.05                             |                                    |
| Proposed use  | Residential 5 units (indicative) |                                    |
| UCS Ref   | UCS-SA-HD-016-v2                 |                                    |
| Ownership   | Public                           |                                    |
|   |                                  |                                    |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in St Albans. To south west of the site is Adelaide Street, with a car park beyond. To the north west is a community studio workshop along Adelaide Street, with other retail units beyond. To the north east of the site are the rears of residential properties and retail units along Catherine Street. The south east site boundary is adjacent to an office block along Drovers Way.

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

- 265 m to a primary school (Alban City School)
- 630 m to a secondary school (Loreto College) or 2.1 km to a co-education secondary school (Marlborough Science Academy)
- 100 m to a bus stop (peak hourly day service) (Catherine Street, Stop ID: hrtawtda)
- 1.3 km to St Albans City mainline railway station
- 1.4 km to 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), city centre (1 minutes), primary school (4 minutes) and secondary school (8 minutes) are 10 minutes or less walking time. The are Abbey Line

station (18 minutes) and mainline railway station (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

- 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 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 Adelaide 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: 5 units x £6,826<sup>24</sup> (HCC developer contributions) = £34,000

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<sup>24</sup> Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £34,000
  - 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 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 £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 overall Settlement Strategy for St Albans.


A 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 UC49 - Garage Block rear of 18-30 Furse Avenue, St Albans

| UC49 - Garage Block rear of 18-30 Furse Avenue, St Albans, AL4 9NE |                                  |   |
|--|----------------------------------|---|
| Parish/Ward  | Sandridge / Marshalswick West    | Allocated site boundary (red line)  |
| Hectares   | 0.13                             |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100010022</p> |
| Proposed use   | Residential 5 units (indicative) |   |
| UCS Ref  | UCS-SAN-SD-017                   |   |
| Ownership  | Public                           |   |
|  |                                  |   |

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located in Sandridge Parish. Adjacent to the site are the rear gardens of residential properties along Furse Avenue to the west, Slimmons Drive to the north, and The Ridgeway to the east. To the south of the site is a play area and William Bell Open Space.

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

- 420 m to a primary school (Wheatfields Junior School)
- 600 m to a secondary school (Sandringham School)
- 405 m to a bus stop (peak hourly day service) (Marshalswick Lane, Stop ID: hrtatpaj)
- 2.8 km to St Albans City mainline railway station
- 3.6 km to St Albans Abbey Station
- 740 m 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 (5 minutes), local centre (10 minutes), primary school (6 minutes) and secondary school (8 minutes) are 10 minutes or less walking time. The Abbey Line station (45 minutes) and mainline railway station (35 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. 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

- Appropriate levels of car parking for existing and new development must be provided.
- The track that connects the site to Furse Avenue is narrow and proposals must demonstrate adequate access and egress.
- Access to the play area to the south should 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 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 Furse Avenue. The track that connects the site to Furse Avenue is narrow and proposals must demonstrate adequate access and egress. Access to the play area to the south should be facilitated. 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'.

## **5. Settlement Strategy – St Albans (Indicative Contributions)**

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

Indicative Contributions Total: 5 units x £6,826<sup>25</sup> (HCC developer contributions) = £34,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £17,000
  - St. Albans Station Links
  
- LCWIP SCHEME 10 & GTP - St Albans Green Ring & spokes - Indicative Contribution: £17,000
  - Griffiths Way & Doggets Lane
  - Ladies Grove
  - Batchwood Drive
  - Beech Road
  - Marshal's Drive
  - Verulam Road & Links
  - Clarence Road & Links
  - Alban Way (£ TBC)
  - Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158

## **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 £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 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.

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<sup>25</sup> Contribution to be indexed for inflationary increase as required.

Overall there are 'no showstoppers'.

## Site UC51 - Garage Block to south of Abbots Park Abbots Park, St Albans

| UC51 - Garage Block to south of Abbots Park Abbots Park, St Albans, AL1 1TW |                                  |  |
|---|----------------------------------|--|
| Parish/Ward   | Cunningham                       | Allocated site boundary (red line)   |
| Hectares  | 0.06                             |  |
| Proposed use  | Residential 5 units (indicative) |  |
| UCS Ref   | UCS-SA-HD-050                    |  |
| Ownership   | Private                          |  |
|   |                                  |  |

Source: Map from Reg 18 Local Plan Appendix 1

### Site Description

The site is located in St Albans. To the north and north east of the site are rows of residential properties along Abbots Park. To the east and south of the site are the rear gardens of residential properties along Mile House Close. To the west of the site are some mature trees and hedges, with railway tracks beyond.

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

- 840 m to a primary school (Samuel Ryder Academy)
- 840 m to a secondary school (Samuel Ryder Academy)
- 305 m to a bus stop (peak hourly day service) (Mile House Lane, Stop ID: hrtawawj)
- 1.4 km to St Albans City mainline railway station
- 2.5km to St Albans Abbey Station
- 930 m to 153 & 191-207 Cell Barnes Lane 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 (4 minutes) is 10 minutes or less walking time. The local centre (12 minutes), mainline railway station (19 minutes), secondary school (11 minutes) and primary

school (11 minutes) are 20 minutes or less walking time. The Abbey Line station (32 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. 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

- 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 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 improvements to the A1081 sustainable transport corridor.

## **3. Access Strategy**

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

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

Indicative Contributions Total: 5 units x £6,826<sup>26</sup> (HCC developer contributions) = £34,000

This would be attributed as follows:

- LCWIP Scheme 1 - A1081 - Indicative Contribution: £34,000
  - 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 support relevant schemes in the LCWIP and GTPs, including but not limited to improvements to the A1081 sustainable transport corridor.
- 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 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'.

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<sup>26</sup> Contribution to be indexed for inflationary increase as required.

# Site UC55 - 44-52 Lattimore Road St Albans

| UC55 - 44-52 Lattimore Road, St Albans, AL1 3XW |                                    |  |
|---|------------------------------------|--|
| Parish/Ward                                     | St Albans (unparished) / St Peters | Allocated site boundary (red line)   |
| Hectares  | 0.11                               |  |
| Proposed use                                    | Residential 17 units (indicative)  |  |
| UCS Ref   | N/A                                |  |
| Ownership                                       | Private                            |  |
|   |                                    |  |

Source: Map from Reg 19 Local Plan Part B

## Site Description

The site is located in St Albans. Lattimore Road is to the north west of the site, with residential dwellings adjacent to the south west and residential flats adjacent to the north east. To the south east of the site are the rear of residential properties along Inkerman Road.

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

- 470 m to a primary school (St Peter's School)
- 335 m to a secondary school (Loreto College) or 2.2 km to a co-education secondary school (Marlborough Science Academy)
- 155 m to a bus stop (peak hourly day service) (Lattimore Road, Stop ID: hrtawjtj)
- 545 m to St Albans mainline railway station
- 110 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), railway station (7 minutes), City Centre (2 minutes), secondary school (5 minutes) and primary school (6 minutes) are 10 minutes or less walking time. 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 St Albans 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 St Albans 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

- 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 Lattimore 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 St Albans Settlement Strategy.

Indicative Contributions Total: 17 units x £6,826<sup>27</sup> (HCC developer contributions) = £116,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £58,000
  - St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £58,000
  - Luton Road (A1081)
  - Harpenden High Street (A1081)

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<sup>27</sup> Contribution to be indexed for inflationary increase as required.



- 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 may 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 £17,000 (£1,000 per unit)
- Car Club – estimated £17,000 (£1,000 per unit)

## **7. Conclusion**


The site will be making significant contributions to the overall 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 UC56 - Garages to RO Portman House, Therfield Road

| UC56 - Garages to the rear of Portman House, Therfield Road, St Albans, AL3 6BN |                                       |  |
|---|---------------------------------------|--|
| Parish/Ward   | St Albans (unparished) /<br>Batchwood | Allocated site boundary (red line)   |
| Hectares  | 0.11                                  |  <p>Contains public sector information licensed under the Open Government Licence v3.0<br/>© Crown copyright and database rights 2021 Ordnance Survey 100018863.</p> |
| Proposed use  | Residential 6 units<br>(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. To the west of the site are residential flats along Therfield Road. To the north and east of the site are the rear garden of residential dwellings along Francis Avenue, and to the south are the rear gardens of residential properties along Batchwood Drive.

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

- 500 m to a primary school (Garden Fields Junior Mixed and Infant School)
- 850 m to a secondary school (St Albans Girls School) or 1 km to a co-education secondary school (Townsend Church of England School)
- 460 m to a bus stop (peak hourly day service) (The Ancient Briton, Stop ID: hrtdajdj)
- 2.6 km to St Albans mainline station
- 500 m to a Local Centre (8-26 High Oaks, St Albans)

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), Local Centre (7 minutes) and primary school (7 minutes) are 10 minutes or less walking time. The secondary school (11 minutes) is 20 minutes or less walking time. The railway station (33 minutes) is 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 St Albans 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 St Albans 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

- 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 Therfield 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 St Albans Settlement Strategy.

Indicative Contributions Total: 6 units x £6,826<sup>28</sup> (HCC developer contributions) = £41,000

This would be attributed as follows:

- LCWIP Scheme 10 – St Albans Green Ring and Spokes - Indicative Contribution: £41,000

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<sup>28</sup> Contribution to be indexed for inflationary increase as required.

- 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)**

- Contributions/enhancements may 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 £6,000 (£1,000 per unit)
- Car Club – estimated £6,000 (£1,000 per unit)

## **7. Conclusion**

The site will be making significant contributions to the overall 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 UC57 - Telford Court, St Albans

| UC57 – Telford Court, Alma Road, St Albans, AL1 3BP |   |                                    |
|---|---|------------------------------------|
| Parish/Ward   | St Albans (unparished) / St Peters                                  | Allocated site boundary (red line) |
| Hectares  | 0.58  |                                    |
| Proposed use  | Residential 6 units (net gain above 80 existing 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. To the north west of the site is Alma Road. To the south west of the site are the rear gardens of residential dwellings along Alma Road and Grosvenor Road. To the south east are the rear gardens of residential dwellings along Ridgmont Road. To the north east of the site is the car park serving The Church of Jesus Christ of Latter Day Saints.

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

- 570 m to a primary school (St Peter’s School)
- 740 m to a secondary school (Loreto College) or 2.2 km to a co-education secondary school (Marlborough Science Academy)
- 75 m to a bus stop (peak hourly day service) (Telford Court, Stop ID: hrtawmja)
- 355 m to St Albans mainline station
- 85 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), secondary school (10 minutes), railway station (5 minutes), City Centre (2 minutes) and primary school (8 minutes) are 10 minutes or less walking time. 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 St Albans 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 St Albans 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

- 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 Alma 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 St Albans Settlement Strategy.

Indicative Contributions Total: 86 units x £6,826<sup>29</sup> (HCC developer contributions) = £587,000

This would be attributed as follows:

- LCWIP Scheme 6 - St Albans City Station - Indicative Contribution: £293,500
  - St. Albans Station Links
- LCWIP Scheme 1 - A1081 - Indicative Contribution: £293,500
  - Luton Road (A1081)

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<sup>29</sup> Contribution to be indexed for inflationary increase as required.

- 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 may 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 £86,000 (£1,000 per unit)
- Car Club – estimated £86,000 (£1,000 per unit)

## **7. Conclusion**


The site will be making significant contributions to the overall 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 P3 - Friends Meeting House, Blackwater Lane, Hemel

| P3 - Friends Meeting House, Blackwater Lane, Hemel, HP3 8LB |                               |  |
|---|-------------------------------|--|
| Parish/Ward   | St Michael/Verulam            | Allocated site boundary  |
| Hectares  | 1.66                          |  |
| Proposed use  | Housing 15 units (indicative) |  |
| Proforma Ref  | C-168                         |  |
| HELAA Ref   | SM-01-18                      |  |
| Green Belt Sub Area Ref                                     | SA-163 / Not Recommended      |  |

Source: Map from Reg 19 Local Plan Part B

## Site Description

The site is located on a corner plot between Hemel Hempstead Road and Blackwater Lane, close to Leverstock Green. Open country surround the site. The site's north eastern boundary abuts Hemel Hempstead Road and the southern site boundary abuts Blackwater Lane.

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

- 1.6 km to a primary school (Leverstock Green Church of England Primary School)
- 2.7 km to a secondary school (Longdean School)
- 175 m to a bus stop (peak hourly day service) (Blackwater Lane, Stop ID: hrtatptw)
- 4 km to Aspley mainline railway station
- 1.3 km to Leverstock Green Town/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 (3 minutes) is 10 minutes or less walking time. The Local Centre (17 minutes) and primary school (20 minutes) are 20 minutes or less walking time. The secondary school (34 minutes) and railway station (50 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for many 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.

It is recognised that there are challenges in rural locations for the longer active travel journeys to facilities 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

- Connectivity by active and sustainable travel modes into the Hemel Garden Communities.
- 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 Hemel Hempstead Road and Blackwater 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. Sustainable Travel (Indicative Contributions)**

This site will make significant contributions to sustainable travel.

Indicative Contributions Total: 15 units x £6,826<sup>30</sup> (HCC developer contributions) = £102,000

This would be attributed as follows:

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<sup>30</sup> Contribution to be indexed for inflationary increase as required.

- LCWIP Scheme 2 – Hemel Garden Community circular route segments - Indicative Contribution: £102,000
  - Redbourn Road (A5183)
  - St. Albans - Hemel Hempstead Link (A4147)
  - Bluehouse Hill
  - Nickey Line (HGC - Redbourn)

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

- Contributions/enhancements may 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 sustainable travel.

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'.