

Site M2 - Hill Dyke Road, Wheathampstead

M2 - Hill Dyke Road, Wheathampstead, AL4 8TR			
Parish/Ward	Wheathampstead	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	3.55		
Proposed use	Residential 85 units (indicative)		
Proforma Ref	C-283		
HELAA Ref	WH-28-21		
Green Belt Sub Area Ref	SA-50 / RA-29		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located to the south east of Wheathampstead. To the north of the site is Hill Dyke Road and residential dwellings, and residential to the west. To the south is open countryside and to the east is Dyke Lane, with woodland beyond. There are trees/vegetation partially along all boundaries of the site.

1. Distance to Key Services & Facilities (Approximate)

- 370 m to a primary school (Beech Hyde Primary School and Nursery)
- 4.3 km to a secondary school (Katherine Warington)
- 155 m to a bus stop (peak hourly day service) (Vale Court, Stop ID: hrtdagmd)
- 5.3 km to Harpenden mainline railway station
- 970 m to Wheathampstead district centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (2 minutes) and primary school (5 minutes) are 10 minutes or less walking time. The Wheathampstead district centre (12 minutes) is 20 minutes or less walking time. The secondary school (54 minutes) and railway station (67 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 village 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 the village are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

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

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The main site access must connect north on to Hill Dyke Road. Access on to Dyke Lane to the east must be for pedestrians and cyclists only, and not for vehicles.

Hertfordshire County Council Requirements

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

- From our initial review of the allocation, it is not considered possible that Dyke Lane can serve as the vehicle access route due the scale of development and nature of the lane meaning both policy and technical barriers to its use exist. However, active mode access should be provided.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improvements to the B651 and connections to St Albans / Sandridge.
- Improvement of the Footpath across the Devil's Dyke to reduce recreational impact of walkers on the site.

3. Access Strategy

The site has direct access onto Hill Dyke Road. The main site access must connect north on to Hill Dyke Road. Access on to Dyke Lane to the east must be for pedestrians and cyclists only, and not for vehicles. A 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 – Wheathampstead (Indicative Contributions)

This site will make significant contributions to sustainable travel for Wheathampstead.

Indicative Contributions Total: 85 units x £6,826¹ (HCC developer contributions) = £580,000

This would be attributed as follows:

- See below.

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 B651 and connections to St Albans / Sandridge.
- Improvement of the Footpath across the Devil's Dyke to reduce recreational impact of walkers on the site.
- 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 £85,000 (£1,000 per unit)
- Car Club – estimated £85,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to sustainable travel for Wheathampstead.










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'.

¹ Contribution to be indexed for inflationary increase as required.

Site M9 – Amwell Top Field, Wheathampstead

M9 - Amwell Top Field, Wheathampstead, AL4 8DZ			
Parish/Ward	Wheathampstead	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	4.27	 <p><small>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 10001933.</small></p>	 <p><small>© Bluesky International Ltd. / Getmapping PLC</small></p>
Proposed use	Residential 60 units (indicative)		
Proforma Ref	C-280		
HELAA Ref	WH-24-17		
Green Belt Sub Area Ref	SA-53 / RA-30		
<p>  Local Authority Boundary  HELAA Site Boundary  Urban Settlement  Green Belt Study Recommended Area  Metropolitan Green Belt  Green Belt Study Settlement Buffer (250m)  Green Belt Study Settlement Buffer (400m) </p>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located to the south west of Wheathampstead. Amwell Lane is to the north west of the site, with woodland and open fields beyond. To the north east are residential dwellings along High Ash Road and a playing field to the east. To the south and south west are open fields and woodland.

1. Distance to Key Services & Facilities (Approximate)

- 780 m to a primary school (St Helens Church of England Primary)
- 3.8 km to a secondary school (Katherine Warington School)
- 885 m to a bus stop (peak hourly day service) (Hill Dyke Road, Stop ID: hrtdagmp) or 615 m to the nearest bus stop (Church, along Brewhouse Hill)
- 4.5 km to Harpenden mainline railway station
- 930 m to Wheathampstead 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 (8 minutes) and primary school (10 minutes) are 10 minutes or less walking time. The Wheathampstead District Centre (12 minutes) is 20 minutes or less walking time. The secondary school (48 minutes) and railway station (57 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 village 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 the village are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

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

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must include improvements to the local footpath route network, including access to adjacent paths.

Hertfordshire County Council Requirements

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

- From our initial review of the allocation, it is not considered possible that Amwell Lane can serve as the access route due to the scale of development and nature of the lane meaning both policy and technical barriers to its use exist. However, active mode access should be provided. More detailed work will be needed to support the allocation.
- The Existing footpath to the eastern boundary must be retained and accessed from the site. There is an opportunity to connect footpath 081 through the site to 027 via a walking route in the required open space would be welcomed.
- Upgrade Wheathampstead 027 to Bridleway and increased width to enable Active Travel between Wheathampstead, Noman's Land Common and Sandridge beyond.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improvements to the B651 and connections to St Albans / Sandridge.

3. Access Strategy

The site has direct access onto Amwell Lane, however the nature of the lane means both policy and technical barriers exist. More detailed work will be needed. 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. Sustainable Travel – Wheathampstead (Indicative Contributions)

This site will make significant contributions to sustainable travel for Wheathampstead.

Indicative Contributions Total: 60 units x £6,826² (HCC developer contributions) = £410,000

This would be attributed as follows:

- See below.

6. Other Transport and Access Contributions (Indicative)

- The Existing footpath to the eastern boundary must be retained and accessed from the site. There is an opportunity to connect footpath 081 through the site to 027 via a walking route in the required open space would be welcomed.
- Upgrade Wheathampstead 027 to Bridleway and increased width to enable Active Travel between Wheathampstead, Noman's Land Common and Sandridge beyond.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improvements to the B651 and connections to St Albans / Sandridge.
- Proposals must include improvements to the local footpath route network, including access to adjacent paths.
- 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 £60,000 (£1,000 per unit)
- Car Club – estimated £60,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to sustainable travel for Wheathampstead.




² 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 M17 - North of Wheathampstead Road, Harpenden

M17 - North of Wheathampstead Road, Harpenden, AL5 1AB			
Parish/Ward	Wheathampstead	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	2.26		
Proposed use	Residential 38 units (indicative)		
Proforma Ref	C-286		
HELAA Ref	WH-32-21		
Green Belt Sub Area Ref	SA-36 / RA-22		
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Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is to the east of Harpenden and comprised of grass and trees. To the west of the site is Piggottshill Lane, with residential dwellings and High Beeches Primary school beyond. To the south west are residential dwellings and Wheathampstead Road is directly to the south with residential dwellings beyond. To the east is Aldwickbury School and to the north is Aldwickbury Park Golf Club.

1. Distance to Key Services & Facilities (Approximate)

- 490 m to a primary school (High Beeches Primary School)
- 2.1 km to a secondary school (Sir John Lawes School)

- 930 m to a bus stop (peak hourly day service) (Longfield Road, Stop ID: hrtdamdm) or 550 m to the nearest bus stop (less frequent) (Highfield Avenue, Stop ID: hrtdamdg)
- 2 km to Harpenden mainline railway station
- 910 m to a Southdown, Harpenden 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 (7 minutes) and primary school (7 minutes) are 10 minutes or less walking time. The district centre (12 minutes) is 20 minutes or less walking time. The railway station (25 minutes) and secondary school (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. 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 town 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 town 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 before planning permission is granted.

- Access for active modes should be delivered on both Piggottshill Lane and onto Wheathampstead Road.

3. Access Strategy

The site has direct access onto Wheathampstead Road and Piggottshill Lane. Access for active modes should be delivered on both Piggottshill Lane and onto Wheathampstead Road. A Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, 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 – Harpenden (Indicative Contributions)

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

Indicative Contributions Total: 38 units x £6,826³ (HCC developer contributions) = £259,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £129,500
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)
- LCWIP Scheme 9 - Other Harpenden - Indicative contribution £129,500
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

- Access for active modes should be delivered on both Piggottshill Lane and onto Wheathampstead Road
- 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 £38,000 (£1,000 per unit)
- Car Club – estimated £38,000 (£1,000 per unit)

7. Conclusion

³ Contribution to be indexed for inflationary increase as required.

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

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

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, 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'.