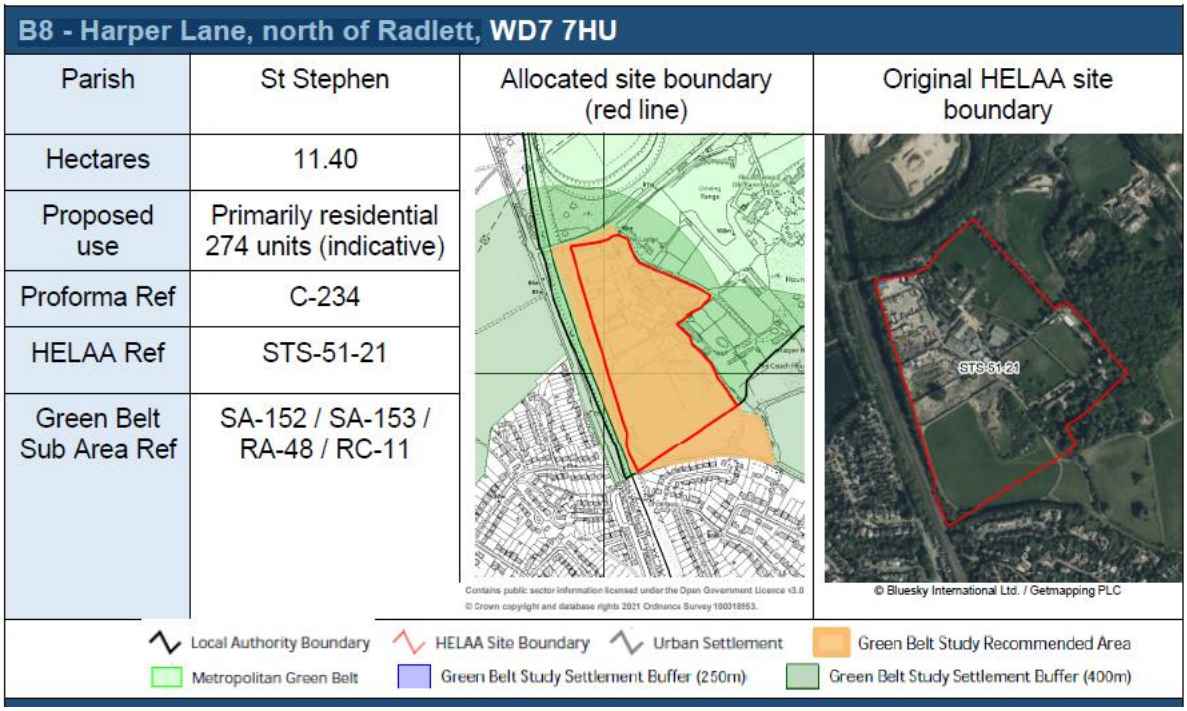
Site B8 - Harper Lane, north of Radlett



Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located at the southern boundary of St Albans District. The mainline railway tracks and Watling Street lie to the west, with open fields and residential dwellings beyond. Harper Lane with tree belt beyond, to the north. Golf Driving Range / Woodland to the east. Open fields / paddocks and residential areas of Radlett to the south.

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

- 2.8 km to a primary school (Newberries Primary School)
- 5.5 km to a secondary school (Marlborough Science Academy)
- 665 m to a bus stop (peak hourly day service) (Hill Farm, Stop ID: hrtgmtjt)
- 2.1 km to Radlett mainline railway station
- 1.7 km to Radlett Watling Street 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 (9 minutes) is 10 minutes or less walking time. The secondary school (69 minutes), district centre (22 minutes), railway station (27 minutes) and primary school (35 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.

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 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, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

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

- Access to Harper Lane must be agreed with the County Council.
- Improved footpath and cycle routes must be provided into Radlett at locations agreed with this Council, the County Council and Hertsmere Borough Council. Pedestrian access to bus routes on both sides of Watling Street must also 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.

- To be supportive of the allocation, direct high quality levels of permeability between the site and the settlement of Radlett will be needed, this would include measures such as fully lit and hard surfaced walking and cycling routes directly from the site Southwards into Radlett and through to the services and facilities within the settlement. However, the railway is likely to act as a barrier to movement from this site. Provision of active travel routes and access to bus stops on Watling St are key to maximising sustainability of this site.
- The junction of the B556 and A5183 will require attention due to capacity and constraints.

- 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 Harper Lane. Access to Harper Lane must be agreed with the County Council. Improved footpath and cycle routes must be provided into Radlett at locations agreed with the Council and pedestrian access to bus routes on both sides of Watling Street must also be provided. 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 for the Southern Villages (Indicative Contributions)

This site will make significant contributions to sustainable travel for the southern villages.

Indicative Contributions Total: 274 units x £6,826[1] (HCC developer contributions) = £1,870,000

This would be attributed as follows:

- See below.

6. Other Transport and Access Contributions (Indicative)

- Improved footpath and cycle routes must be provided into Radlett at locations agreed with this Council, the County Council and Hertsmere Borough Council. Pedestrian access to bus routes on both sides of Watling Street must also be provided.
- To be supportive of the allocation, high quality levels of permeability between the site and the settlement of Radlett will be needed, this would include measures such as fully lit and hard surfaced walking and cycling routes from the site into Radlett and through to the services and facilities within the settlement. However, the railway is likely to act as a barrier to movement from this site. Provision of active travel routes and access to bus stops on Watling St are key to maximising sustainability of this site.
- The junction of the B556 and A5183 will require attention due to capacity and constraints.

[1] Contribution to be indexed for inflationary increase as required.

- 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 £274,000 (£1,000 per unit)
- Car Club – estimated £274,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to sustainable travel for the Southern Villages.

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 L1 - Burston Nurseries, North Orbital Road, St Albans

L1 - Burston Nurseries, North Orbital Road, St Albans, AL2 2DS			
Parish/Ward	St Stephen	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	14.33		
Proposed use	Residential 180 units (indicative) (additional to permission 5/2020/3022)		
Proforma Ref	M-036		
HELAA Ref	STS-04-21		
Green Belt Sub Area Ref	SA-130 / RA-46		
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)			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies south of Chiswell Green. The North Orbital Road runs alongside the site's northern boundary and residential areas of Chiswell Green beyond. To the north east and south east are densely wooded areas (the latter is Birch Wood, a county wildlife site). To the west lies Lye Lane and beyond are open fields. The site includes the Burston Manor buildings in the centre of the site.

1. **Distance to Key Services & Facilities (Approximate)**
    - 1.1 km to a primary school (How Wood Primary and Nursery School)
    - 3.5 km to a secondary school (Marlborough Science Academy)
    - 710 m to a bus stop (peak hourly day service) (Long Fallow, Stop ID: hrtawpma)
    - 5.7 km to St Albans mainline railway station
    - 1.1km to How Wood Station on the Abbey Line
    - 625 m to 2-30 How Wood, How Wood 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 (9 minutes) and Local Centre (8 minutes) are 10 minutes or less walking time. The Abbey Line station (14 minutes) and primary school (14 minutes) are 20 minutes or less walking time. The secondary school (44 minutes) and mainline railway station (72 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, such as secondary schools and mainline railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None.

Hertfordshire County Council Requirements

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

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs – including improvements identified in a recent Cycling Connectivity Study and the LCWIP route between the site and St Albans, and between the site and Watford.
- Contribution to the improvement of Public Right of Way in the vicinity to enable active travel between the site and Bricket Wood. Upgrade St Stephens FP 014 to BW status and improve for Active Travel.

3. Access Strategy

The site has direct access onto North Orbital. 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 for the Southern Villages (Indicative Contributions)

This site will make significant contributions to sustainable travel for the Southern Villages.

Indicative Contributions Total: 180 units x £6,826[2] (HCC developer contributions) = £1,229,000

This would be attributed as follows:

- LCWIP SCHEME 11 & GTP - Strategic Rail freight Interchange & A414 - Indicative Contribution £1,229,000
    - North Orbital Road - Centre (A414)
    - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
    - A414 cycling - SW GTP - PR22 (HGC - Park Street)
    - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

6. Other Transport and Access Contributions (Indicative)

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs – including improvements identified in a recent Cycling Connectivity Study and the LCWIP route between the site and St Albans, and between the site and Watford.
- Contribution to the improvement of Public Right of Way in the vicinity to enable active travel between the site and Bricket Wood. Upgrade St Stephens FP 014 to BW status and improve for Active Travel.
- 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 £180,000 (£1,000 per unit)
- Car Club – estimated £180,000 (£1,000 per unit)

7. Conclusion

[2] Contribution to be indexed for inflationary increase as required.

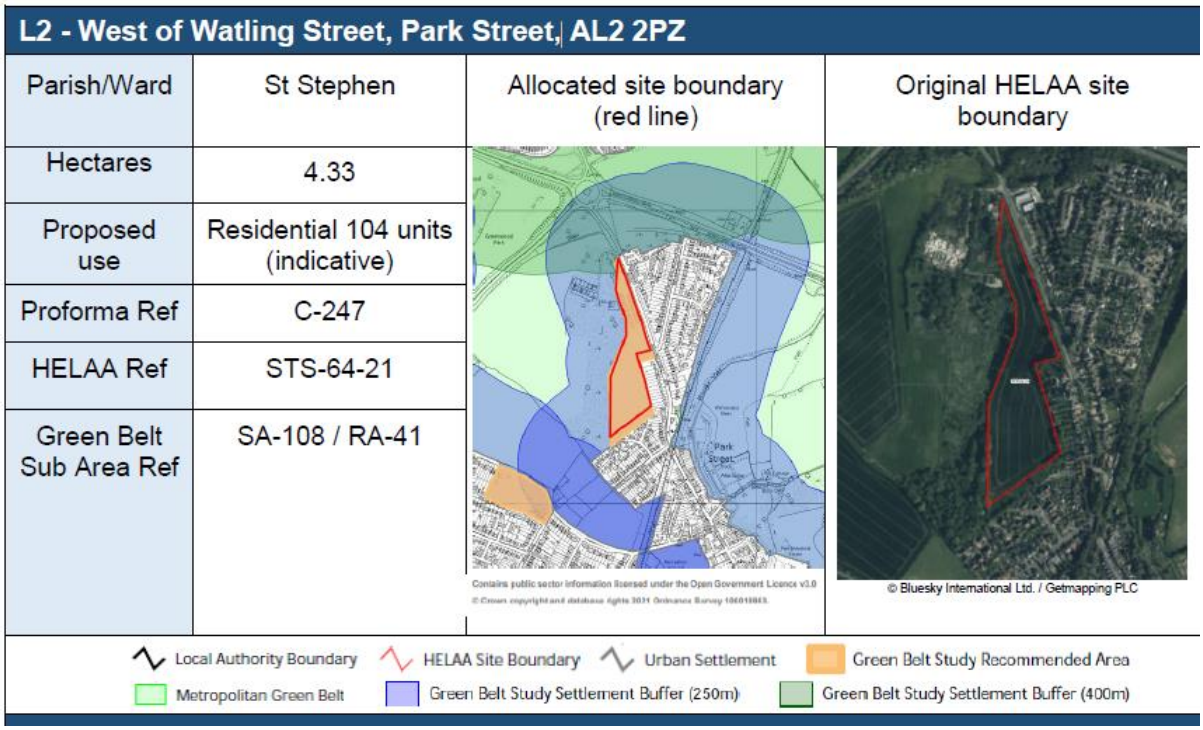
The site will be making significant contributions to sustainable travel for the Southern Villages.

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 L2 - West of Watling Street, Park Street



Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies to the north west of Park Street and south of the North Orbital Road (A414). Watling Street and residential areas lie adjacent to the east and the Abbey Line, beyond which are open fields. To the west of the site is a Gypsy and Traveller site managed by the County Council, and an electricity sub-station and areas of scrub and trees. The residential areas of Park Street lie to the south. The site is currently used for agriculture and is bordered by hedgerows.

1. **Distance to Key Services & Facilities (Approximate)**
    - 1.2 km to a primary school (Park Street Church of England Primary School)

- 1.5 km to a secondary school (Marlborough Science Academy)
- 95 m to a bus stop (peak hourly day service) (Mount Drive, Stop ID: hrtawajg)
- 3.5 km to St Albans mainline railway station
- 370 m to Park Street Station on the Abbey Line
- 700 m to a Park Street Lane, Park Street 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), Abbey line station (5 minutes) and Local Centre (9 minutes) are 10 minutes or less walking time. The secondary school (19 minutes) and primary school (15 minutes) are 20 minutes or less walking time. The mainline railway station (44 minutes) is further away, being significantly more than 20 minutes walking time. This facility is too far for most people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the 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 mainline railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None.

Hertfordshire County Council Requirements

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

- Connectivity from the site to services and facilities in the current settlement will need to be shown, along with connectivity to St Albans.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.

- Improvements to the junction to enable signalised Active Travel and horse crossing of the A405 to the Southeast of the site.
- Bus services accessible from stops in Watling St and close to Abbey Line station.

3. Access Strategy

The site has direct access onto Watling 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. Sustainable Travel for the Southern Villages (Indicative Contributions)

This site will make significant contributions to sustainable travel for the southern villages.

Indicative Contributions Total: 104 units x £6,826[3] (HCC developer contributions) = £710,000

This would be attributed as follows:

- LCWIP SCHEME 11 & GTP - Strategic Rail freight Interchange & A414 - Indicative Contribution £710,000
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

6. Other Transport and Access Contributions (Indicative)

- Connectivity from the site to services and facilities in the current settlement will need to be shown, along with connectivity to St Albans.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.
- Improvements to the junction to enable signalised Active Travel and horse crossing of the A405 to the Southeast of the site.
- Bus services accessible from stops in Watling St and close to Abbey Line station.
- Onsite transport and access arrangements as required by HCC and SADC policy.

[3] Contribution to be indexed for inflationary increase as required.

- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £104,000 (£1,000 per unit)
- Car Club – estimated £104,000 (£1,000 per unit)

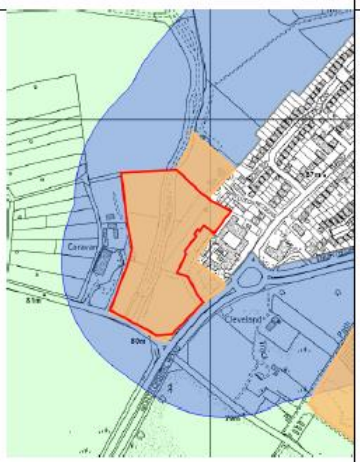
7. Conclusion

The site will be making significant contributions to sustainable travel for the southern villages. 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 M1 - East and West of Miriam Lane, Chiswell Green

M1 - East and West of Miriam Lane, Chiswell Green, AL2 3NY			
Parish/Ward	St Stephen	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	4.08		
Proposed use	Residential 98 units (indicative)		
Proforma Ref	C-218		
HELAA Ref	STS-38-18		
Green Belt Sub Area Ref	SA-134 / SA-135 & SA-136 / RA-47 / RC-10		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located to the south west of Chiswell Green. Miriam Lane runs from north to south through the centre of the site. Noke Lane is to the south west, with open fields beyond, and the North Orbital Road (A404) to the south east. To the east of the site is a

Hotel, with suburban Chiswell Green to the north, as well open fields. A commercial use adjoins the site to the west.

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

    - 2.1 km to a primary school (Killgrew Primary and Nursery School)
    - 3.2 km to a secondary school (St Michael's High school)
    - 285 m to a bus stop (peak hourly day service) (Lye Lane, Stop ID: hrtawadp)
    - 5.3 km to St Albans mainline railway station
    - 2 km to How Wood Station on the Abbey Line
    - 1.4 km to a Watford Road, Chiswell Green local centre or 505 m to the nearest convenience store (Little Waitrose At Shell Chiswell, 551 Watford Road)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (4 minutes) and convenience store (7 minutes) are 10 minutes or less walking time. The secondary school (40 minutes), Abbey Line station (25 minutes), primary school (27 minutes) and mainline railway station (67 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.

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 stop and shop. 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 mainline 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**

    <u>St Albans City and District Council Requirements</u>

    - Miriam Lane is a private road running through the site.
    - Footpath access along Noke Lane and alongside the North Orbital to Watford Road is narrow, and development must provide new or make sufficient contributions to make improvements to the existing highways, including widening, providing safety, and sufficient lighting.

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.

- Logical enhancement of the area alongside site L1 to enhance connectivity at the junction and to services and facilities in the current settlement will need to be shown, along with connectivity to St Albans.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs – including improvements identified in a recent Cycling Connectivity Study and the LCWIP route between the site and St Albans, and between the site and Watford.

3. Access Strategy

The site has direct access onto Noke 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 for the Southern Villages (Indicative Contributions)

This site will make significant contributions to Sustainable Travel for the Southern Villages

Indicative Contributions Total: 98 units x £6,826[4] (HCC developer contributions) = £669,000

This would be attributed as follows:

- LCWIP SCHEME 11 & GTP - Strategic Rail freight Interchange & A414 - Indicative Contribution £669,000
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

6. Other Transport and Access Contributions (Indicative)

[4] Contribution to be indexed for inflationary increase as required.

- Logical enhancement of the area alongside site L1 to enhance connectivity at the junction and to services and facilities in the current settlement will need to be shown, along with connectivity to St Albans.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs – including improvements identified in a recent Cycling Connectivity Study and the LCWIP route between the site and St Albans, and between the site and Watford.
- Miriam Lane is a private road running through the site.
- Footpath access along Noke Lane and alongside the North Orbital to Watford Road is narrow, and development must provide new or make sufficient contributions to make improvements to the existing highways, including widening, providing safety, and sufficient lighting.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

<u>Draft Local Plan Policy Transport Indicative Contributions</u>

- E-bike Scheme – estimated £98,000 (£1,000 per unit)
- Car Club – estimated £98,000 (£1,000 per unit)

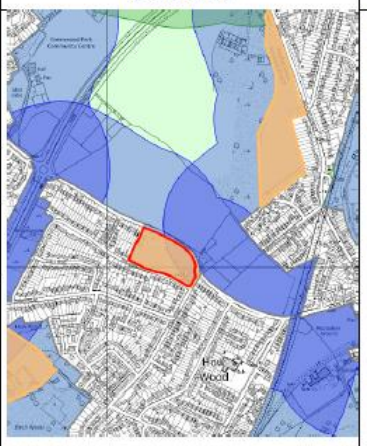
7. Conclusion

The site will be making significant contributions to the sustainable travel for the southern villages. 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 M10 - Tippendell Lane and Orchard Drive, How Wood

M10 - Tippendell Lane and Orchard Drive, How Wood, AL2 2HJ			
Parish/Ward	St Stephen/ Park Street	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	2.32		
Proposed use	Residential 51 units (indicative)		
Proforma Ref	C-210		
HELAA Ref	STS-32-18		
Green Belt Sub Area Ref	SA-109 / RA-42		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies to the north of How Wood, in the south west of St Albans District.

Site is bounded by Tippendell Lane to the north, Orchard Drive to the south and Penn Road to the east. Residential properties lie to the south and west of the site, whilst open countryside lies to the north of Tippendell Lane. Park Street Baptist Church occupies the south eastern corner of the site with access from Penn Road.

1. **Distance to Key Services & Facilities (Approximate)**
    - 515 m to a primary school (How Wood Primary and Nursery)
    - 2.4 km to a secondary school (Marlborough Science Academy)
    - 645 m to a bus stop (peak hourly day service) (Oliver Close, Stop ID: hrtawpaj) or 170m to nearest bus stop (less frequent) (Mayflower Road, Stop ID: hrtawapa)
    - 4.6 km to St Albans mainline railway station
    - 970 m to How Wood Station Branch Line
    - 470 m to 2-30 How Wood, How Wood 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) and primary school (7 minutes) local centre (12 minutes) are 10 minutes or less walking time. The Abbey Line station (12 minutes) is 20 minutes or less walking time. The secondary school (30 minutes) and mainline railway station (58 minutes) are further away, being 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

- 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.

- Connectivity from the site to the settlements services and facilities will need to be explored, notably the quality of connections to the station, school and shopping complex along How Wood.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to segregated cycling facilities along the Watford Rd and/or a junction improvement at the A405 roundabout.

3. Access Strategy

The site has direct access onto Tippendell Lane, Orchard Drive and Penn 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. Sustainable Travel for the Southern Villages (Indicative Contributions)

This site will make significant contributions to sustainable travel for the southern villages.

Indicative Contributions Total: 51 units x £6,826[5] (HCC developer contributions) = £348,000

This would be attributed as follows:

- See below.

6. Other Transport and Access Contributions (Indicative)

- Connectivity from the site to the settlements services and facilities will need to be explored, notably the quality of connections to the station, school and shopping complex along How Wood.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to segregated cycling facilities along the Watford Rd and/or a junction improvement at the A405 roundabout.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £51,000 (£1,000 per unit)
- Car Club – estimated £51,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to sustainable travel for the southern villages. 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.

[5] Contribution to be indexed for inflationary increase as required.

Overall there are ‘no showstoppers’.

Site M4 - North of Oakwood Road, Bricket Wood

M4 - North of Oakwood Road, Bricket Wood, AL2 3PT			
Parish/Ward	St Stephen	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	3.07		
Proposed use	Housing 74 units (indicative)		
Proforma Ref	O-028		
HELAA Ref	STS-30-21		
Green Belt Sub Area Ref	SA-161 / RA-50		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located north of Bricket Wood. The M25 motorway runs close to the northern boundary of the site, separated by open space. The North Orbital Road (A405) runs along the western boundary of the site. Residential dwellings along Oakwood Road and Five Acres wood are located to the south. Residential and open field to the east.

1. **Distance to Key Services & Facilities (Approximate)**
    - 1.5 km to a primary school (Mount Pleasant Lane Primary School)
    - 2.3 km to a secondary school (St Michael’s High School)
    - 235 m to a bus stop (peak hourly day service) (Oakwood Road, Stop ID: hrtawpmg)
    - 6 km to St Albans City mainline railway station
    - 1.5 km to Bricket Wood Abbeyline railway station
    - 775 m to 81A-97 Old Watford Road, Bricket Wood local centre or 280 m to the nearest convenience store (Londis, 1 Old Watford Road, Bricket Wood)

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) and convenience store (4 minutes) are 10 minutes or less walking time. The primary school (19 minutes) and Abbey Line station (19 minutes) are 20 minutes or less walking time. The secondary school (29 minutes) and mainline railway station (75 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.

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 mainline railway station, 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 demonstrate suitable and safe access to residential areas to the south and not rely on pedestrians walking and cycling along the currently narrow path along the side of the North Orbital Road.

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.

- Vehicle access from the A405 is not likely to be acceptable in either technical or policy terms.
- Existing St Stephens Footpath 029 upgraded, improved to enable Active Travel to the north from Bricket Wood across the M25 and north into the wider network to St Albans.
- The location may not be plan policy compliant in sustainable access terms, work to evidence connectivity to key destinations will be needed.
- Proposals should also be coordinated with the adjacent site (OS1)

- Must be coordinated with planned upgrades to the J21a bridge as part of the SRFI works, to ensure adequate shared use widths at the northwestern boundary, and the aspirations for a continuous walking/cycling route alongside the A405 (as per the LCWIP, GTPs and the county council Cycle Connectivity Study) between St Albans and Watford

3. Access Strategy

Vehicle access from the A405 is not likely to be acceptable in either technical or policy terms. Proposals must demonstrate suitable and safe access to residential areas to the south. Proposals should also be coordinated with the adjacent site (OS1). There is a reasonable prospect that an LTP compliant access strategy allowing safe & suitable access for all modes is deliverable/developable.

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 for the Southern Villages (Indicative Contributions)

The site will be making significant contributions to sustainable travel for the southern villages.

Indicative Contributions Total: 74 units x £6,826[6] (HCC developer contributions) = £505,000

This would be attributed as follows:

- SWH GTP SCHEME SM20 - Indicative contribution - £505,000
  - A405 Cycleway Provision of off-road cycleway broadly alongside the A405 running from Coningsby Bank (St Albans) and Bricket Wood (M1 J6) and connecting to existing route. Enhancing existing cycleway continuing to Garston (including the Leisure Park) and Leavesden (including the business park)

6. Other Transport and Access Contributions (Indicative)

- Must be coordinated with planned upgrades to the J21a bridge as part of the SRFI works, to ensure adequate shared use widths at the northwestern boundary, and the aspirations for a continuous walking/cycling route alongside the A405 (as per the LCWIP, GTPs and the county council Cycle Connectivity Study) between St Albans and Watford

[6] Contribution to be indexed for inflationary increase as required.

- Existing St Stephens Footpath 029 upgraded, improved to enable Active Travel to the north from Bricket Wood across the M25 and north into the wider network to St Albans.
- Proposals should also be coordinated with the adjacent site (OS1)
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

<u>Draft Local Plan Policy Transport Indicative Contributions</u>

- E-bike Scheme – estimated £74,000 (£1,000 per unit)
- Car Club – estimated £74,000 (£1,000 per unit)

7. Conclusion

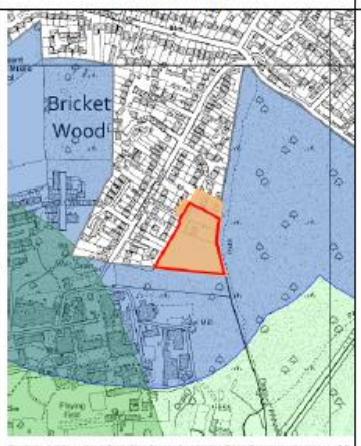
The site will be making significant contributions to sustainable travel for the Southern Villages.

There is a reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable/developable.

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 M15 - Bucknalls Drive, Bricket Wood

M15 - Bucknalls Drive, Bricket Wood, AL2 3YT			
Parish/Ward	St Stephen / Bricket Wood	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	1.28		 © Bluesky International Ltd. / Getmapping PLC
Proposed use	Residential 44 units (indicative)		
Proforma Ref	C-237		
HELAA Ref	STS-54-21		
Green Belt Sub Area Ref	SA-158 / RA-49		

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)

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located to the south of Bricket Wood and is a largely open area of land with some border planting and rough grass. Residential properties off Bucknalls Drive lie to the west and some more residential dwellings to the north. To the east is Bricket Wood Common and to the south, a strip of woodland separates the site from the Building Research Establishment.

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

- 1.1 km to a primary school (Mount Pleasant Lane Primary School),
- 2.6 km to a secondary school (St Michael's High School),
- 1.6 km to a bus stop, (peak hourly day service) (Bricket Wood Black Boy PHStop ID: hrtawpmj) or 580 m to nearest bust stop (less frequent) (West Riding, Stop ID: hrtawapj),
- 6.4 km to Radlett mainline railway station,
- 1.5 km to Bricket Wood Abbeyline railway station,
- 825 m to 95-127 Oakwood Road, Bricket Wood 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 (8 minutes) and primary school (14 minutes) are 10 minutes or less walking time. The Local Centre (11 minutes) Abbey Line station (19 minutes) is 20 minutes or less walking time. The secondary school (33 minutes) and mainline railway station (82 minutes) are further away, being more than 20 minutes walking. 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 mainline railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None

Hertfordshire County Council Requirements

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

- This will require enhancement of the existing access to include active mode facilities.
- Access route ownership/rights should be clarified prior to inclusion in the local plan.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs
- Provision of an Active Travel Route linking to St Stephen FP 059 and Bricket Wood Common for Recreational Access.
- Enhanced access to Common likely to require appropriate mitigation management contributions.

3. Access Strategy

The site has direct access onto Bucknalls Drive. This will require enhancement of the existing access to include active mode facilities. Access route ownership/rights should be clarified prior to inclusion in the local plan. There is a reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable/developable.

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 for the Southern Villages (Indicative Contributions)

The site will be making significant contributions to sustainable travel for the southern villages.

Indicative Contributions Total: 44 units x £6,826[7] (HCC developer contributions) = £300,000

This would be attributed as follows:

[7] Contribution to be indexed for inflationary increase as required.

- SWH GTP SCHEME SM20 - Indicative contribution - £300,000
  - A405 Cycleway Provision of off-road cycleway broadly alongside the A405 running from Coningsby Bank (St Albans) and Bricket Wood (M1 J6) and connecting to existing route. Enhancing existing cycleway continuing to Garston (including the Leisure Park) and Leavesden (including the business park)

6. Other Transport and Access Contributions (Indicative)

HCC Key Requirements

- Provision of an Active Travel Route linking to St Stephen FP 059 and Bricket Wood Common for Recreational Access.
- Enhanced access to Common likely to require appropriate mitigation management contributions.
- 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 £44,000 (£1,000 per unit)
- Car Club – estimated £44,000 (£1,000 per unit)

7. Conclusion

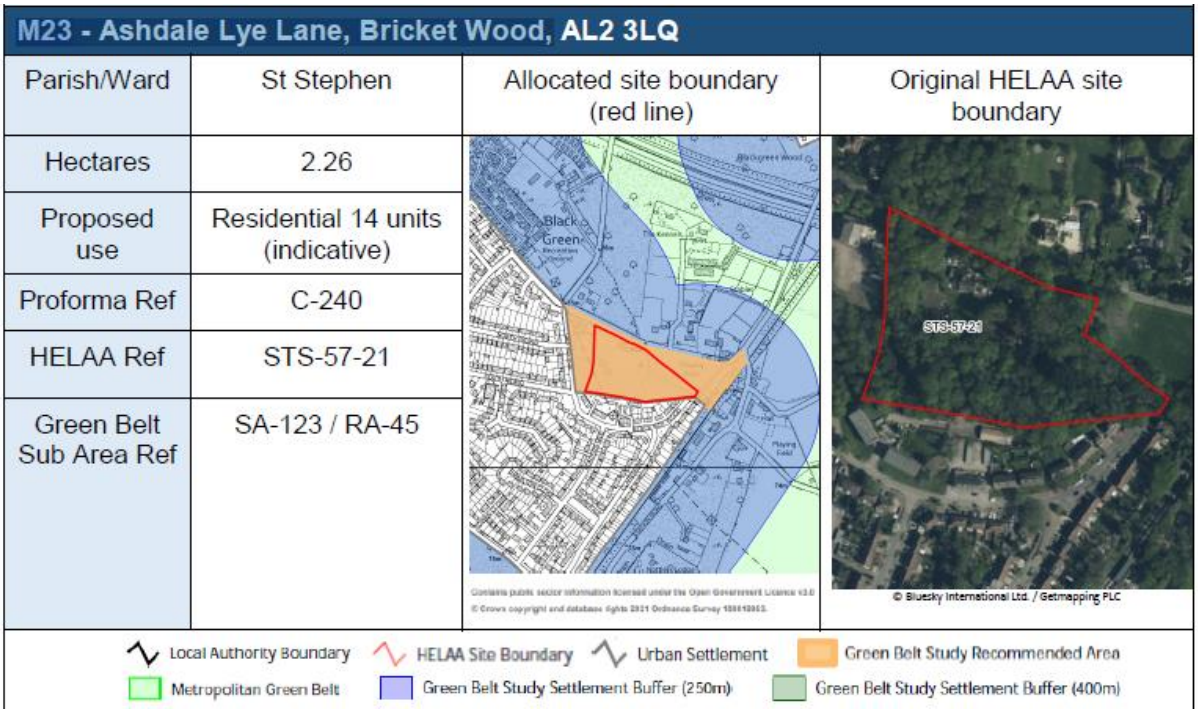
The site will be making significant contributions to Sustainable Travel for the Southern Villages.

There is a reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable/developable.

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 M23 - Ashdale Lye Lane, Bricket Wood



Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies to the east of Bricket Wood. Lye Lane is directly north of the site, with woodland and residential dwellings. Smug Oak Green lies to the east, with the Abbey Line Railway tracks beyond. To the south are residential dwellings along Black Boy Wood. To the west is a social club and woodland with Oak Avenue beyond.

1. **Distance to Key Services & Facilities (Approximate)**
    - 1.5 km to a primary school (Mount Pleasant Lane Primary School),
    - 2.9 km to a secondary school (St Michael's High School),
    - 1.4 km to a bus stop (peak hourly day service) (Oakwood Road, Stop ID: hrtawpmg) or 230 m to the nearest bus stop (less frequent) (Green (Stop 1), Stop ID: hrtawmtp),
    - 5.3 km to Radlett mainline railway station,
    - 520m to Bricket Wood Abbeyline railway station,
    - 520 m to 19-27 Black Boy Wood, Bricket Wood 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), Abbey Line station (7 minutes) and Local Centre (7 minutes) are 10 minutes or less walking time. The primary school (19 minutes) is 20 minutes or less walking time. The secondary school (37 minutes) and mainline railway station (67 minutes)

are further away, being 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

- 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.

- Bridleway 11 to the south must be retained
- Enhancement to the route from the site to the station will be needed.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, or other strategies

3. Access Strategy

The site has direct access onto Lye Lane and adjoins Smug Oak Green, Black Boy Wood and Russell Court. Lye Lane does not have existing footways on an extended length of road, however there are other footpaths nearby at the south and east of the site. There is reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable/developable.

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 for the Southern Villages (Indicative Contributions)

The site will be making significant contributions to Sustainable Travel for the Southern Villages.

Indicative Contributions Total: 14 units x £6,826[8] (HCC developer contributions) = £96,000

This would be attributed as follows:

- SWH GTP SCHEME SM20 - Indicative contribution - £96,000
  - A405 Cycleway Provision of off-road cycleway broadly alongside the A405 running from Coningsby Bank (St Albans) and Bricket Wood (M1 J6) and connecting to existing route. Enhancing existing cycleway continuing to Garston (including the Leisure Park) and Leavesden (including the business park)

6. Other Transport and Access Contributions (Indicative)

HCC Key Requirements

- Bridleway 11 to the south must be retained
- Enhancement to the route from the site to the station will be needed.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, or other strategies
- 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 Sustainable Travel for the Southern Villages.

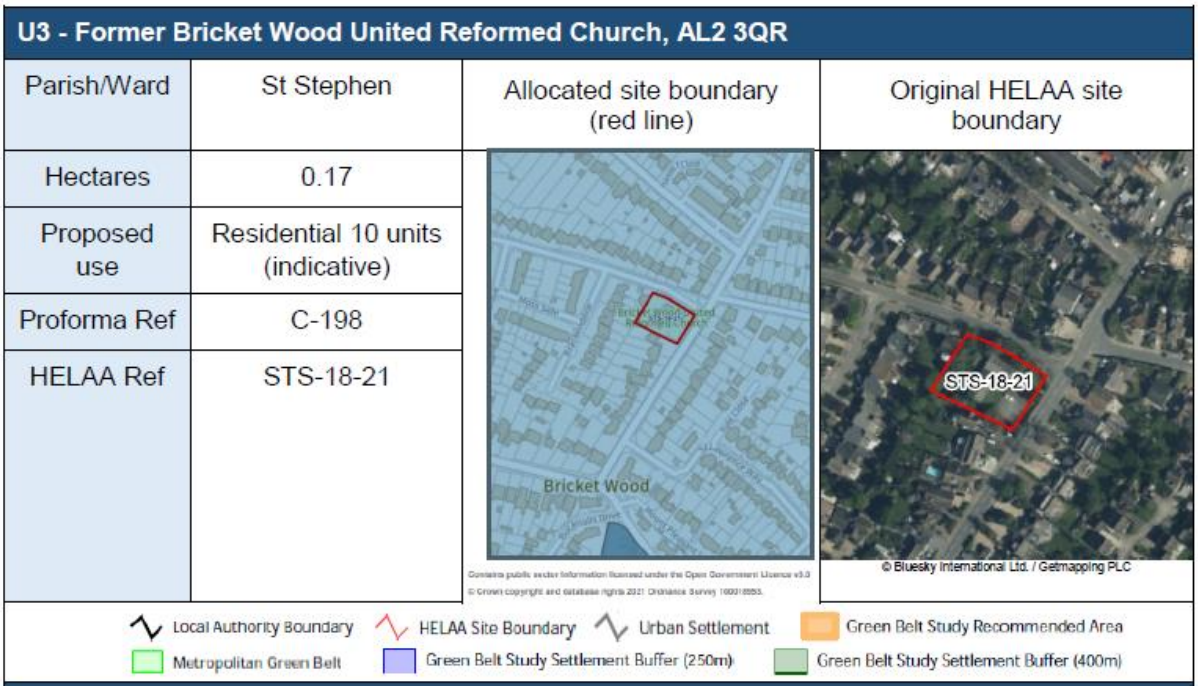
There is reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable/developable.

[8] 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 U3 - Former Bricket Wood United Reformed Church



Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located within a predominantly residential area of Bricket Wood. The site is on a corner plot on the junction of Ashridge Drive, to the north, and West Riding, to the east. The gardens of residential properties directly border the site from west to south. The street Brackendene lies beyond the west of the site.

1. **Distance to Key Services & Facilities (Approximate)**
    - 800m to a primary school (Mount Pleasant Lane Primary School),
    - 2.2 km to a secondary school (St Michael's High School),
    - 910 m to a bus stop (peak hourly day service) (Bricket Wood Black Boy PH, Stop ID: hrtawpmj) or 70 m to the nearest bus stop (less frequent) (United Reformed Church, Stop ID: hrtawapt),
    - 5.7 km to Radlett mainline railway station,

- 815 m to Bricket Wood Abbeyline railway station,
- 125 m to 95-127 Oakwood Road, Bricket Wood 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 (1 minutes), Local Centre (2 minutes) and primary school (10 minutes) are 10 minutes or less walking time. The Abbey line station (11 minutes) is 20 minutes or less walking time. The secondary school (28 minutes) and mainline railway station (72 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.

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

- None

Hertfordshire County Council Requirements

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

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

3. Access Strategy

The site has direct access onto West Riding and Ashridge Drive. An 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 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 for the Southern Villages (Indicative Contributions)

The site will be making significant contributions to Sustainable Travel for the Southern Villages.

Indicative Contributions Total: 10 units x £6,826[9] (HCC developer contributions) = £68,000

This would be attributed as follows:

- SWH GTP SCHEME SM20 - Indicative contribution - £68,000
  - A405 Cycleway Provision of off-road cycleway broadly alongside the A405 running from Coningsby Bank (St Albans) and Bricket Wood (M1 J6) and connecting to existing route. Enhancing existing cycleway continuing to Garston (including the Leisure Park) and Leavesden (including the business park)

6. Other Transport and Access Contributions (Indicative)

HCC Key Requirements

- 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 £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 Sustainable Travel for the Southern Villages.

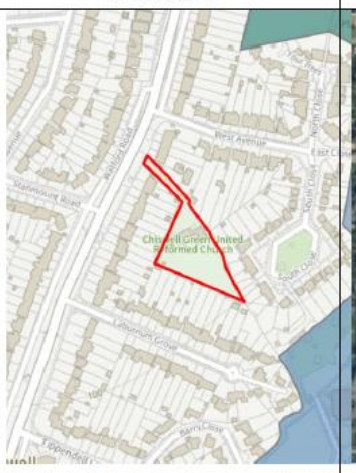
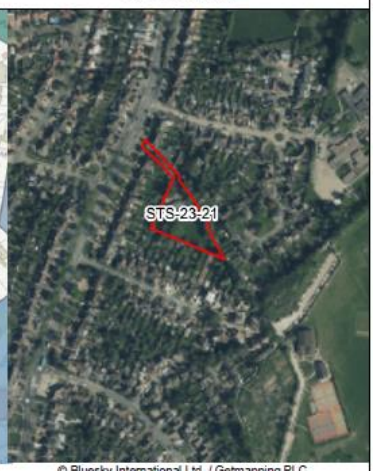
An LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

[9] 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 U4 – Greenwood United Reformed Church

U4 – Greenwood United Reformed Church AL2 3HG			
Parish/Ward	St Stephen	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	0.47		
Proposed use	Residential 5 units (indicative)		
Proforma Ref	M-039		
HELAA Ref	STS-23-21		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in the south west of St Albans District, within a predominantly residential area of Chiswell Green. The site is surrounded by the gardens of residential properties on all aspects and accessible from Watford Road to the west. West Avenue is to the north, South Close to the east and Laburnum Grove to the south.

1. **Distance to Key Services & Facilities (Approximate)**
    - 380 m to a primary school (Killgrew Primary and Nursery School)
    - 1.8 km to a secondary school (Marlborough Science Academy)
    - 145 m to a bus stop (peak hourly day service) (West Avenue, Stop ID: hrtawpwj)
    - 3.6 km to St Albans City mainline railway station
    - 2.1 km to St Albans Abbey Station
    - 440 m to 2A Tippendell Lane, Chiswell Green 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 (6 minutes) and primary school (5 minutes) are 10 minutes or less walking time. The secondary school (23 minutes), Abbey Line station (27 minutes) and mainline railway 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. 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 mainline 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 private road that connects the site to Watford Road is narrow and proposals must demonstrate adequate access and egress for pedestrians, cyclists and 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.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTP – including improvements identified in a recent Cycling Connectivity Study and the LCWIP route between the site and St Albans, and between the site and Watford.

3. Access Strategy

The site has direct access onto Watford Road. The private road that connects the site to Watford Road is narrow and proposals must demonstrate adequate access and egress for pedestrians, cyclists and vehicles. 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 for the Southern Villages (Indicative Contributions)

This site will make significant contributions to sustainable travel for the Southern Villages.

Indicative Contributions Total: 5 units x £6,826[10] (HCC developer contributions) = £34,000

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 GTP – including improvements identified in a recent Cycling Connectivity Study and the LCWIP route between the site and St Albans, and between the site and Watford.
- 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 sustainable travel for the Southern Villages.

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'.

[10] Contribution to be indexed for inflationary increase as required.

Site UC25 - 318 Watford Road, Chiswell Green

UC25 - 318 Watford Road, Chiswell Green, AL2 3DP		
Parish/Ward	St Stephen	Allocated site boundary (red line)
Hectares	0.19	
Proposed use	Residential 10 units (indicative)	
UCS Ref	UCS-CG-SD-009	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in Chiswell Green. The south east site boundary is adjacent to Watford Road, with residential properties beyond and the south west boundary is adjacent to residential properties along Watford Road. The north east boundary is adjacent to residential properties along Watford Road and Larks Ridge. To the north west of the site are the rear gardens of residential properties along Long Fallow.

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

- 1.4 km to a primary school (Killgrew Primary and Nursery School)
- 2.8 km to a secondary school (The Marlborough Science Academy)
- 58 m to a bus stop (peak hourly day service) (Long Fallow, Stop ID: hrtawadt)
- 4.6 km to St Albans City mainline railway station
- 1.9 km to How Wood Station
- 675 m to a Watford Road local centre or 240m to the nearest convenience store (Little Waitrose at Shell Chiswell, 551 Watford Road)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minutes) and convenience store (3 minutes) are 10 minutes or less walking time. The primary school (18 minutes) is 20 minutes or less walking time. The secondary school (35 minutes), Abbey line station (24 minutes) and mainline railway station (58 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 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 mainline railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None.

Hertfordshire County Council Requirements

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

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs – including improvements identified in a recent Cycling Connectivity Study and the LCWIP route between the site and St Albans, and between the site and Watford.

3. Access Strategy

The site has direct access onto Watford 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. Sustainable Travel for the Southern Villages (Indicative Contributions)

This site will make significant contributions to sustainable travel for the Southern Villages.

Indicative Contributions Total: 10 units x £6,826[11] (HCC developer contributions) = £68,000

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 improvements identified in a recent Cycling Connectivity Study and the LCWIP route between the site and St Albans, and between the site and Watford.
- 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 sustainable travel for the Southern Villages.

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

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

Overall there are 'no showstoppers'.

[11] Contribution to be indexed for inflationary increase as required.

Site UC36 - Garages off Park Street Lane, Park Street

UC36 - Garages off Park Street Lane, Park Street, AL2 2ND		
Parish/Ward	St Stephen / Park Street	Allocated site boundary (red line)
Hectares	0.13	
Proposed use	Residential 7 units (indicative)	
UCS Ref	UCS-PS-SD-004	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in Park Street. To the south of the site is a block of flats and retail units along Park Street Lane and a public house along Park Street. The southern strip of the site encompasses Fairhaven, providing access onto Park Street Lane. Adjacent to the west are residential properties along Fairhaven and Park Street Lane. To the north of the site is an office building and residential properties along Park Street.

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

- 425 m to a primary school (Park Street Church of England Primary School)
- 2.2 km to a secondary school (The Marlborough Science Academy)
- 65 m to a bus stop (peak hourly day service) (Oliver Close, Stop ID: hrtgtgaw)
- 4.3 km to St Albans City mainline railway station
- 600 m to Park Street Station
- 105 m to a Park Street 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 (1 minutes), Abbey line station (8 minutes), local centre (2 minutes) and primary school (6 minutes) are 10 minutes or less walking time. The secondary school (28 minutes) and railway station (54 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.

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 mainline railway stations, which are located in neighbouring towns, and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Appropriate levels of car parking for existing and new development must be provided.
- The pedestrian access from the east must be retained and enhanced.

Hertfordshire County Council Requirements

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

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

3. Access Strategy

The site has direct access onto Park Street Lane. Pedestrian access from the east must be retained and enhanced. 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 for the Southern Villages (Indicative Contributions)

This site will make significant contributions to sustainable travel for the Southern Villages.

Indicative Contributions Total: 7 units x £6,826[12] (HCC developer contributions) = £48,000

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
- 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 sustainable travel for the Southern Villages.

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'.

[12] Contribution to be indexed for inflationary increase as required.

Site UC53 - Motor Repair Garage, Paynes Yard, Park Street Lane

UC53 - Motor Repair Garage, Paynes Yard, Park Street Lane, AL2 2NE		
Parish/Ward	St Stephen / Park Street	Allocated site boundary (red line)
Hectares	0.22	
Proposed use	Residential 11 units (indicative)	
UCS Ref	N/A	
Ownership	Private	

Source: Map from Reg 19 Local Plan Part B

Site Description

The site is located within Park Street. To the north of the site Park Street Lane and to the east are two residential properties along Park Street (A5183). To the west of the site are community facility buildings, a parking area, and a recreation ground beyond. To the south of the site is a public house, a parking area, and Park Place beyond.

1. **Distance to Key Services & Facilities (Approximate)**
    - 375 m to a primary school (Park Street Church of England)
    - 2.2 km to a secondary school (Marlborough Science Academy)
    - 90 m to a bus stop (peak hourly day service) (Oliver Close, Stop ID: hrtawpaj)
    - 4.2 km to St Albans mainline railway station
    - 520 m to Park Street Station on the Abbey Line
    - 40 m to a Local Centre (69-71 & 68-78 Park Street; 1-2 Park Street Lane, Park Street)

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), Park Street Station (7 minutes), Local Centre (1 minute) and primary school (5 minutes) are 10 minutes or less walking time. The secondary school (28

minutes) and mainline railway station (53 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.

There are generally good conditions for walking and cycling from this site to facilities within Park Street 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 Park Street 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 Park Street, such as secondary schools and mainline railway station, 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

- 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 Park Street Lane and Park 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. Sustainable travel in the southern villages (Indicative Contributions)

This site will make significant contributions to the overall sustainable travel in the southern villages.

Indicative Contributions Total: 11 units x £6,826[13] (HCC developer contributions) = £75,000

This would be attributed as follows:

- LCWIP SCHEME 11 & GTP - Strategic Rail freight Interchange & A414 - Indicative Contribution £75,000
  - North Orbital Road - Centre (A414)
  - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
  - A414 cycling - SW GTP - PR22 (HGC - Park Street)
  - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

6. Other Transport and Access Contributions (Indicative)

- Contributions/enhancements 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 £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 sustainable travel in the southern villages.

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'.

[13] Contribution to be indexed for inflationary increase as required.