PAUL MEW ASSOCIATES

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J. K. RUDKIN (BUILDERS) LIMITED

BRICKET WOOD SPORTS & COUNTRY CLUB,
PAINTBALL SITE, & BRICKET LODGE, LYE LANE,
BRICKET WOOD, HERTFORDSHIRE, AL2 3TF

PROOF OF EVIDENCE
NICHOLAS PETER FERGUSON BA (HONS) MCIHT
HIGHWAYS & TRANSPORT (CD 2.11)

May 2024

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Appendices

Ref: File path P:\ P2584 Bricket Lodge, Lye Lane - Highways Proof of Evidence May 2024

1.0 QUALIFICATIONS & EXPERIENCE

1.1 My name is Nicholas Peter Ferguson, and I am a Director at Paul Mew Associates Transport Consultancy with 19 years' experience in transport planning. I am a member of the Chartered Institute of Highways and Transportation (CIHT) and I hold a Bachelor of Arts honours (BA Hons) degree in Geography from the University of Plymouth.

1.2 During my 19-year career so far as a Transport Consultant I have specialised in all aspects of transport planning with a particular emphasis on development planning for projects in London and the South East. I have been involved in numerous planning applications for new residential and residential led mixed-use schemes. I am a registered expert witness and have been involved in various appeal work including Public Inquiries.

1.3 I am familiar with the appeal site and surrounding area, and I have studied the relevant national, regional, and local plan policy background.

1.4 My evidence solely relates to highways and transportation issues and is submitted in reference to the fourth and fifth reasons for refusal of the planning application which are set out in the following Chapter of this Proof.

1.5 The evidence which I have prepared and provide for this appeal in my Proof of Evidence is true and I confirm that the opinions expressed are my true and professional opinions.

2.0 INTRODUCTION

2.1 Paul Mew Associates is instructed by J. K. Rudkin (Builders) Limited ('the appellant') to provide professional transport consultancy services in relation to the proposed development at the Bricket Wood Sports and Country Club, Paintball Site, and Bricket Lodge, Lye Lane, Bricket Wood, Hertfordshire, AL2 3TF ('the appeal site').

2.2 This Inquiry concerns an appeal made by the appellant against the non-determination by St Albans City and District Council (SADC) for the following development:

> *"Outline application (access sought) - Demolition of existing buildings and construction of up to 115 dwellings and creation of new access."*

2.3 The outline application (reference 5/2022/2443) was submitted to SADC in October 2022. The application was recommended for refusal by officers. An appeal was lodged against non-determination in February 2024. The fourth and fifth reasons for refusal recommended by officers to the Council's planning committee (had an appeal against non-determination not been lodged) relate to highways matters and are extracted below for ease of reference:

> *"4. The applicant has failed to demonstrate that off-site highway improvements and public transport upgrades can be delivered or secured in order to render the site's location sustainable in terms of transport. The proposal is therefore contrary to Policies 34 and 35 of the St Albans District Local Plan Review 1994 and the National Planning Policy Framework 2023.*
>
> *5. Inadequate space is available at the site access junction, the Lye Lane / West Riding junction and on the southern stretch of Lye Lane past the M25 overbridge to allow large vehicles to safely pass each other, to the detriment of highway safety, and insufficient information has been provided in respect of vehicle swept path analysis and a revised Stage 1 Road Safety Audit and associated Designer's Response, to demonstrate that there would not be*

further harm to highway safety, contrary to Policy 34 of the St Albans District Local Plan Review 1994 and the National Planning Policy Framework 2023."

2.4 My following Proof of Evidence is presented under the following chapters:

- Chapter 3 describes the appeal site and surroundings;
- Chapter 4 describes the proposed development;
- Chapter 5 sets out the relevant transport policy pertinent to the decision making for the planning application and this appeal;
- Chapter 6 provides a detailed analysis of the main transport planning considerations in the determination of the appeal; and
- Chapter 7 concludes my evidence.

3.0 APPEAL SITE & SURROUNDINGS

3.1 The appeal site is located approximately 4.5-kilometres south of St Albans, 4.5-kilometres east of Abbots Langley, and 7-kilometres north of Watford. The site is bounded to the west by Lye Lane and to the south by the M25. The site location map is extracted below, the full plan is presented at Appendix A (CD 2.11.1) of this document.

3.2 The appeal site can be considered in three distinct parts. First, in the north west part a number of redundant and vacant buildings around a large area of hardstanding, built over the years to accommodate, variously, a cricket club house, country club, and gymnasium. It is noted that this area of the appeal site has in the past been marketed for wedding parties, anniversaries, and conferences. Secondly, at the rear a paintball operation with numerous outbuildings, containers, and ad hoc structures, together with substantial areas of hardstanding. Thirdly, in the south west part a residential area comprising 33 dwellings and car parking spaces. Each of the three parts of the appeal site is accessed via three vehicle entrances from Lye Lane.

3.3 Lye Lane in Bricket Wood is within the St Stephen ward/electoral division, which is in the constituency of St Albans. The site can be accessed from Lye Lane which leads from the A405 North Orbital. The site can also be accessed from the south via the West Riding / Oak Avenue junction with Lye Lane.

3.4 Bricket Wood is classified an 'important rural settlement' by Hertfordshire County Council (HCC), the appeal site is located just to the north of the settlement boundary and is in an area classified as an 'other rural settlement' as defined by HCC. An excerpt from HCC's online interactive map register showing the appeal site (shown as a black dot on the plan) in its local context is presented as follows:

3.5 HCC's online interactive map register illustrates that Lye Lane is classified as a P1/M1 (e.g. rural lane) as shown in yellow in HCCs Place and Movement Network hierarchy, the roads in Bricket Wood and How Wood are generally classified as P2/M1 (e.g. residential streets) as shown in orange, West Riding to the east of Lye Lane is classified as P2/M2 (e.g. multi-function road) as shown in green, as is Mount Pleasant Lane and Station Road which runs along the southern and eastern extents of Bricket Wood.

3.6 Park Street Lane is classified as P1/M2 (e.g. inter-urban road) as shown in pink which connects the Bricket Wood and How Wood settlements. A section of Oakwood Road and Old Watford Road in Bricket Wood are classified P3/M2

(e.g. high street) as shown in purple. A section of Station Road outside and adjacent Bricket Wood station is classified P3/M3 (e.g. transport interchange) as shown in black.

3.7 The map illustrates congestion hotspots in the area as defined by HCC, these are generally Junction 21 of the M25 with the M1, Junction 21A of the M25 with the A405 North Orbital Road, Junction 6 of the M1 with the A405, and the A405 junction with Watford Road to the north of the appeal site.

3.8 Lye Lane and West Riding / Oak Avenue in the vicinity of the junction are subject to 30-mph speed limits, whilst Lye Lane to the east of the junction is subject to a 40-mph speed limit.

3.9 The junction of Lye Lane, West Riding and Oak Avenue to the south of the appeal site is provided as a priority junction with Lye Lane forming the northern and eastern arm, Oak Avenue the southern arm and West Riding the western arm. West Riding / Lye Lane (east) is the through traffic movement with the other two arms giving way.

3.10 There is a central reserve on the A405 North Orbital Road to the north of the appeal site, and because of this traffic movements are restricted to the left turn in from the A405 into Lye Lane, and the left turn movement out of Lye Lane on to the A405.

3.11 The connectivity of a development site includes factors that relate to pedestrian and cycle access. In relation to the appeal site and surrounding area, this relates to public rights of way and footways adjacent to local roads.

3.12 In terms of public rights of way, Appendix C of the Transport Assessment (TA) (January 2023 Update (CD 1.40.1)) provides an extract from HCC's public rights of way (PRoW) map.

3.13 Routes 60, 15 and 30 run south of the appeal site towards Bricket Wood station, while Route 18 can be accessed to the north of the appeal site. No formal

pedestrian crossing facilities are currently provided where these routes cross the A405 North Orbital and Lye Road.

3.14 Table 1 extracted from the TA (CD 1.40.1) shows a selection of key PRoW linking the appeal site to Bricket Wood:

Table 1. Key Public Rights of Way from Appeal Site to Bricket Wood

Right of Way Number	Type	Description
60 (St Stephens)	Footpath	Commences at junction with Lye Lane at Black Green thence NE to rejoin Lye Lane opposite Blackgreen Wood.
15 (St Stephens)	Footpath	Commences at junction with FP60 at Black Green thence SE to junction with county road (Lye Lane).
30 (St Stephens)	Footpath	Commences at junction with Lye Lane opposite Black Green thence SE across Black Green Wood to junction with Lye Lane at W corner of Smug Oak Green.
29 (St Stephens)	Footpath	Commences at junction with slip road to M25 Motorway at Grid Ref: TL1266 0298 thence SE skirting NE boundary of Lower Lyes to junction with Woodside Road and The Meads.
11 (St Stephens)	Bridleway	Commences from County Road (South Riding) thence E to a junction with BR12 (at TL13515 02155) thence SE over the railway via a bridge to the edge of Bricket Wood Common (at TL13575 02105) then across the Common to join the County Road (Station Road (at TL13590 02095) opposite Drop Lane. Minimum 2.5 metres between TL13515 02155 and TL13575 02105 4 metres between TL13575 02105 and TL13590 02095
12 (St Stephens)	Footpath	Commences at junction with BR 11 N of Bricket Wood Station thence NE along NW boundary of Railway to junction with county road (Lye Lane).
18 (St Stephens)	Footpath	Commences at junction with North Orbital Road W of Burston Manor Farm thence SW to junction with Lye Lane opposite Hospital.
94 (St Stephens)	Footpath	Hyde Lane. Commences as FP from Hyde Lane public road at TL 1445 0341 running SE for approx. 10m across level crossing to TL 1446 0341. Continues as RB SE for approx. 670m passing junctions with FPs 33, 33a, 26 and 35a, across ford at River Ver adjacent to the footbridge to join Hyde Lane public road at TL 1504 0312. Varies between 3m and 12m as shown on the Order Plan forming part of the Hertfordshire County Council (St Stephen 94) Modification Order 2011. Kissing gates at TL 1445 0341 and TL 1446 0341.

Source: HCC

3.15 Lye Lane south of the appeal site does not feature footways. The local footway network to the south commences at the junction with West Riding / Oak Avenue. To the north of the appeal site, again, there are no footways until Lye Lane reaches

the A405 North Orbital Road. Park Street Lane (to the east of the appeal site) has footway facilities south towards Bricket Wood, but these are of poor quality.

3.16 It is proposed to provide a footway link from the site to West Riding to the south of the appeal site. The proposed footpath is described in further detail later in this document as well as in the evidence of David Clarke Chartered Landscape Architect and Consultant Arboriculturist (CD 2.4.3 Arboricultural Method Statement – Lye Lane).

3.17 Local cycle routes are also set out at Appendix C of the TA (January 2023 Update (CD 1.40.1)) and include National Cycle Routes 6 and 61 which run as a combined route through the Colne Valley between Watford and St Albans. Locally this provides a mixture of traffic free sections and quiet roads linking the two towns with Park Street, How Wood, Bricket Wood and Garston.

3.18 In terms of public transport, at present two bus routes serve Bricket Wood calling at stops on West Riding, approximately 560-metres to the south of the appeal site. A summary of bus services is presented in Table 2 as extracted from the Transport Assessment (January 2023 Update (CD 1.40.1)) submitted with the outline application:

Table 2. Local Bus Services

Route	Nearest Bus Stop	To / From	Service Information
361	West Riding	Garston/Bricket Wood	Mon-Fri 07:25 to 17:12 - Up to 1 per hour Saturday 09:28 to 17:28 - 1 per hour
		To St Albans	Mon-Fri 08:25 to 17:46 - Up to 1 per hour Saturday 08:40 to 18:00 - 1 per hour
635	West Riding	Hitchin to Watford, via Stevenage & Hatfield	Mon-Fri 06:54 to 14:04 - 1 per hour Saturday 08:40 to 18:00 - 1 per hour
		Watford to Hitchin	Mon-Fri 07:07 to 15:49 - 1 per hour Saturday 09:28 to 17:28 - 1 per hour

Source: Intalink

3.19 The nearest train station to the site is Bricket Wood Station which is around 1-kilometre south of the site. A summary of rail services at Bricket Wood station is presented in Table 3 as extracted from the Transport Assessment (January 2023 Update (CD 1.40.1)) submitted with the outline application:

Table 3. Local Rail Services

Station	Towards	Times / Days	Frequency
Bricket Wood	St. Albans Abbey	06:00-22:44 Mon-Fri 06:24-22:44 Sat 08:15-23:27 Sun	1 per hour 1 per hour 1 per hour
	Watford Junction	06:22-22:59 Mon-Fri 06:37-22:57 Sat 08:37-23:41 Sun	1 per hour 1 per hour 1 per hour

Source: London North Western

3.20 At Bricket Wood station there is level step-free access to trains. At Watford Junction, interchange is available to direct services to London Euston, southern central and north western England and Scotland, as well as to London Overground services.

3.21 Within a short distance of the appeal site, via Lye Lane, the village of Bricket Wood provides a range of local amenities including a food store, a pharmacy, cafes, restaurants and public houses, and local schools. Sustainable access to these facilities would require improvements to footpaths / pedestrian routes as per the proposed footpath described in detail later in this document.

3.22 From the appeal site to Bricket Wood via the proposed footpath on Lye Lane, the following local facilities are available on-foot, with journey times by bicycle also referenced:

- Costcutter Bricket Wood Stores and Bricket Wood Fish and Chips - ~800-metres / ~12-minute walk or ~2-minute cycle;
- Bricket Wood Pharmacy, Post Office, Londis Convenience Store, Sparshotts Fruiterers, K. C. Brooks & Son Family Butchers, hairdresser and barbers - ~965-metres / ~13-minute walk or ~3-minute cycle;
- Canopy St Albans Nursery School - ~980-metres / ~14-minute walk or 2-minute cycle;
- Mount Pleasant Lane Junior Mixed Infant School and Nursery - ~1.77-kilometres / 24-minute walk or 5-minute cycle.

4.0 PROPOSALS

Proposed Development

4.1 As part of the new St Albans District Council's Local Plan 2020-2038 consultation process, a 'Call for Sites 2021' has been made, inviting the submission of information on potential sites where new development could be carried out.

4.2 The following extract from the Council's website at the time of the outline application explained the background to the process;

> *'St Albans City and District Council is in the process of preparing a new Local Plan 2020-2038. The 'Call for Sites' is an early opportunity for individuals, landowners and developers to suggest sites within the District for development over the next 15-20 years. The site suggestions received by us will be used to inform the preparation of the new Local Plan 2020-2038.*
>
> *You are invited to put forward any new sites that you would like the Council to consider in its Housing Economic Land Availability Assessment (HELAA). These should be capable of delivering 5 or more dwellings, or economic development on sites of 0.25 hectares or more (or 500 square metres of floor space or more).*
>
> *The Council will take account of the Strategic Housing Land Availability Assessment (SHLAA) submissions previously received since 2009 and therefore there is no need to resubmit these unless circumstances have changed. Sites from previous SHLAAs will form part of the Council's assessment. Proposed land uses can include: Housing, Gypsy & Travellers, Mixed Use, Employment, Renewable and low carbon energy and heat, Biodiversity Improvement / Offsetting, Green Belt Compensatory Land, Land for Tree Planting and Other'*

4.3 The approximate 6.5-hectare appeal site would comprise 3.3-hectares for woodland and 3.2-hectares of land designated for development. Of the 6.5-

hectares in the ownership of the client, it is expected that the 3.2-hectares of brownfield land will be developed to deliver up to 115 dwellings, although the proposed layout submitted with the outline application shows 109 dwellings of mixed sizes and tenures compromising of 21 x one-bedroom, 35 x two-bedroom, 34 x three-bedroom, 12 x four-bedroom and 7 x five bedroom dwellings. The scheme will implement the Local Plan's requirement for parking, open space and play areas. The proposal will also include a new vehicular access following closure of the three existing site accesses, footpath improvements linking the site to Bricket Wood, and additional planting of hedgerows and trees.

4.4 The provision of up to 115 dwellings on the appeal site would represent up to a net gain of 82 dwellings owing to the redevelopment of the existing 33 dwellings. The redundant and vacant buildings (formerly a cricket club house, country club, and gymnasium) and the existing paintball operation would also cease.

4.5 Had the outline application otherwise been considered acceptable, HCC confirmed that it would seek sustainable transport contributions which are described in the following excerpt from the local planning authority's (LPA) Statement of Case:

> *"For new residential developments, a contribution of £6,826 per dwelling plus SPONS indexation (£9,660 at March 2023 prices) is required. Therefore, based on the proposed development of 115 dwellings the total developer contribution to active travel would be £784,990 plus SPONS indexation (£1,110,900 at March 2023 prices).*
>
> *The cost of any off-site works necessary in the immediate context of the site that have wider public benefits are considered Strand 1 (Grampian conditioned) contributions, and these can be deducted from the Strand 2 contributions. As such, the cost of any necessary and relevant local off-site highways' works will be discounted from this total. For example, the cost of the proposed footway to the south and the requested bus stop improvements, plus any gaps identified in the required walking and cycling*

audit of the routes between the site and key local destinations, will be discounted from this total.

Transport Package SM20 within Hertfordshire County Council's South-West Hertfordshire Growth and Transport Plan that will be directly relevant to this location.

Transport Package SM20 is to provide an A405 Cycleway, to include 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). This forms part of a broader strategy to make the A405 multi-modal at Bricket Wood."

4.6 HCC has since clarified that the costs associated with the proposed footpath on Lye Lane are not deductible from these contributions, it would comprise of a separate developer funded contribution.

Outline Application Submission Documents (Transport Related)

4.7 Paul Mew Associates produced a Transport Assessment (CD 1.14) and a Travel Plan dated July 2022 which were submitted with the outline application. Following receipt of formal consultation comments from HCC, Paul Mew Associates prepared a Highways Response and subsequently commissioned a Stage 1 Road Safety Audit (RSA) and RSA1 Designer's Response which were submitted with the outline application. An updated Transport Assessment dated January 2023 (CD 1.40.1) was prepared and formally submitted with the outline application.

4.8 Following receipt of further formal consultation comments from HCC, Milestone Transport Planning prepared a Technical Note dated June 2023 (CD 1.41) which was submitted with the outline application. The Technical Note (June 2023) (CD 1.41) provided an Active Travel Audit (ATA) (CD 1.32) of seven key routes along desire lines for pedestrians and cyclists to / from Bricket Wood rail station, bus stops and local amenities located along West Riding, and Mount Pleasant Lane

Junior Mixed Infant School. The seven key routes are summarised as extracted from the Technical Note (June 2023) follows:

- *Route 1 – Lye Lane (N): Extending circa 650-metres north from the Site to the St Stephen 018 Footpath.*
- *Route 2 – Lye Lane (S): Extending circa 490-metres south from the Site to the give-way priority junction with West Riding. This route provides access to both the St Stephen 015 and 030 Footpaths, the Woodbury Field Playground, and green space to the east of Lye Lane.*
- *Route 3 – West Riding extending south-west from Lye Lane for circa 685-metres to the mini-roundabout junction with Mount Pleasant lane. This route provides access to the Site's nearest bus stops (adjacent to Grassington Close) and local amenities at the junction with Oakwood Road.*
- *Route 4 – Mount Pleasant Lane, extending south-west for circa 600-metres to the Mount Pleasant Lane Junior Mixed Infant School.*
- *Route 5 – Oak Avenue / Black Boy Wood, providing access to St Stephen 011 Bridleway and local amenities located on the northern side of Black Boy Wood.*
- *Route 6 – St Stephen 011 Bridleway, providing a route towards Bricket Wood rail station.*
- *Route 7 – Station Road, providing access to Bricket Wood rail station.*

4.9 The Milestone Transport Planning Technical Note (June 2023) (CD 1.41) also provided further developed design plans of 'Proposed Active Travel Improvements to Lye Lane' inclusive of the proposed footpath linking the site to West Riding to the south, crossing points, carriageway widening including a formal passing bay on the east side of Lye Lane around 75-metres north of the junction with West Riding, and a lighting strategy.

4.10 Whilst the ATA (CD 1.32) in the Milestone Transport Planning Technical Note (June 2023) (CD 1.41) remains valid for the purpose of this Inquiry, the 'Proposed Active Travel Improvements to Lye Lane' in the same document are superseded

(although referred to later in my Proof of Evidence) by the plans since prepared by Conisbee Civil and Structural Engineers.

4.11 My assessment of these documents is presented in Chapter 6 as they relate to reasons for refusal number four and five.

5.0 TRANSPORT PLANNING POLICY

5.1 Regarding policies relating to the relationship between new development and transport, how planning applications are currently assessed is set out in:

- 'District Local Plan Review' (Adopted 30 November 1994) - St Albans District Council (CD 4.1).
- 'Travel Plan Guidance' (March 2020) - Hertfordshire County Council.
- 'Local Transport Plan 2011-2031' (2011) - Hertfordshire County Council.
- 'Roads in Hertfordshire - Highway Design Guide' (2011) - Hertfordshire County Council.
- National Planning Policy Framework (December 2023) - Department for Communities and Local Government.

St Albans District Local Plan Review 1994 (CD 4.1)

5.2 The existing Local Plan (CD 4.1), adopted in 1994, is the subject of a current review which will result in a new Local Plan being adopted. As part of this the current Local Plan polices are liable to change, including on the issue of Green Belt development. However, the assessment of current Local Plan policies is considered relevant as they set out the general requirements that any future development may have to adhere to.

5.3 Policy 34 of the current Local Plan (CD 4.1), Highways Considerations in Development Control, provides that;

> *"Development likely to generate a significant amount of traffic, or which involves the creation or improvement of an access onto the public highway, will not normally be permitted unless acceptable in terms of the following highway considerations;*
>
> *i. Road Safety. Particular requirements are adequate visibility, turning radii and provision for pedestrians and cyclists and for disabled and other disadvantaged people.*

ii. Environmental impact of development, especially in residential areas.
iii. Road capacity including present and predicted future year assessments.
iv. Road hierarchy. New roads shall be of a design appropriate to their positions in the hierarchy. New accesses to primary roads and main distributor roads will normally be resisted, but where access is permitted a high standard of provision will be required
v. Car parking provision (see Policies 39-50)
vi. St Albans City Centre restraint on development (see Policy 30)
vii. Local Rural Roads

In assessing applications, account will be taken of the advice contained in current documents prepared by the Department of the Environment, Department of Transport, Hertfordshire County Council and this Council."

5.4 As part of the new Local Plan, this policy may be amended or replaced but it is likely that the same general principles would be retained within any new policy. For example, draft Policy TRA1 'Transport Considerations for New Development' of the SADC Regulation 18 Draft Local Plan (CD 8.8) provides that:

"TRA1 – Transport Considerations for New Development
a. Proposals must demonstrate:
i. That safe and suitable access can be provided;
ii. That development would not lead to highway safety problems or cause unacceptable impacts upon the transport network;
iii. How provision of suitable Transport Statements or Transport Assessments along with other appropriate evidence where required;
b. Major proposals must demonstrate as appropriate how:
i. Measures to reduce the need to travel by private car are identified and implemented;
ii. Active and sustainable connections to key destinations are deliverable at an early stage of development;
iii. How the proposed scheme would be served by public transport and would not have a detrimental impact to any existing or planned public transport provision;

iv. Safe, direct and convenient routes for active journeys to key destinations are provided and prioritised in their design;

v. Comprehensive and coherent integration into the existing pedestrian and cycle, public transport and road networks will be secured;

vi. Adequate servicing arrangements will be provided;

vii. The needs of people with disabilities and reduced mobility will be addressed;

viii. The charging of plug-in and other ultra-low emission vehicles will be enabled in safe, accessible and convenient locations;

ix. Suitable travel plans will be provided and appropriate measures for implementation will be secured. Such plans will set out measures to encourage people to use alternative modes of travel to single-occupancy car use;

x. Suitable mechanisms will be provided to secure sustainable transport measures, including delivery of schemes identified in LCWIP and IDP and improvements to the existing highway network and other appropriate transport mitigations."

5.5 With regards to Highways Improvements in Association with Development, Policy 35 of the current Local Plan (CD 4.1) provides out that:

"In order to mitigate the highways effects of development proposals the District Council, in conjunction with the County Council where appropriate, will seek highways improvements and / or improvements to the public transport system from developers whose proposals would otherwise result in detrimental highway conditions."

5.6 Again, it is likely that as part of the new Local Plan, this policy may be amended or replaced but it is likely that the same general principles would be retained in any new policy. For example, broadly draft Strategic Policy SP8 'Transport Strategy' of the SADC Regulation 18 Draft Local Plan (CD 8.8) provides that:

"Strategic Policy SP8 - Transport Strategy

The Council will prioritise the use of active and sustainable transport modes and deliver accessibility improvements to the transport and highways network by:

a) Taking account of Hertfordshire County Council Local Transport Plan (LTP and other evidence and supporting documents, as relevant;

b) Supporting development in locations which enable active and/or sustainable transport journeys; where this is not possible ensuring that sustainable and active transport infrastructure is delivered at the earliest reasonable opportunity;

c) Supporting reductions in car journeys for existing and new settlements; including in relation to education sites and school journey planning initiatives;

d) Requiring all high trip generating uses to prepare, submit and implement Travel Plans to embed sustainable and active travel at an early stage;

e) Working in partnership with stakeholders including Hertfordshire County Council, neighbouring authorities, National Highways and service providers to ensure that a range of sustainable and active transport options are available to all existing and future users of the transport network;

f) Requiring new development to assess future air quality impacts from transport, where necessary, including funding contributions to wider schemes that will mitigate the impact of the scheme being proposed where appropriate;

g) Protecting existing rights of way, walking and cycling networks and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council and the relevant highway authority;

h) Supporting inter-settlement connectivity for active modes (e.g. Alban Way, Nickey Line, Ayot Greenway) and identification and delivery of new routes;

i) Seeking Masterplans at Broad Locations and the earliest reasonable opportunity to implement sustainable travel infrastructure on Broad Locations in order that sustainable travel patterns become embedded at an early stage;

j) Supporting a network of local hubs at suitable locations such as railway stations and co-located in city, town and district centres where appropriate. The scale and nature of proposals must be appropriate to the size and function of the centre or station and proposals should contribute towards

the vitality of a centre. A local hub should support sustainable travel and can include: a local bus service, car club facilities, bike repair service, e-bike charging, bike share facilities, ride hailing & ride sharing stop, real time and digital travel information, wifi and phone charging, parcel delivery storage lockers and public realm improvements. Local hubs should be supported by online presence and digital functionality."

5.7 With regards to public transport provision, Policy 36A – Location of New Development in Relation to Public Transport Network, provides that;

"The District Council will generally encourage the use of public transport. In considering the impact of new development, account will be taken of its proximity to the public transport network and whether facilities will be provided within the development to cater for the use of the network."

5.8 This sentiment is likely to be retained as part of the new Local Plan, as broadly referenced in Strategic Policy SP8 of the SADC Regulation 18 Draft Local Plan (CD 8.8). An assessment of local public transport has been carried out as reported in the Transport Assessment (January 2023 Update (CD 1.40.1)) submitted with the outline application and as referenced in this document.

5.9 Policy 39 of the current Local Plan (CD 4.1), Parking Standards - General Requirements, sets out that development proposals should include off-street parking provision in accordance with specific advice for a variety of land uses detailed in subsequent Local Plan policies. It also sets out general advice / requirements of;

- Highways and environmental considerations,
- Underground car parking
- Changes of use and extensions
- Employee / staff numbers
- Fractions of parking spaces
- Bicycles and motor cycles

- Parking layout, and
- Parking for disabled people

5.10 Policy 40 details residential development parking standards, as extracted below.

POLICY 40
RESIDENTIAL DEVELOPMENT PARKING STANDARDS

DWELLING SIZE (BEDROOMS)		NUMBER OF SPACES REQUIRED PER DWELLING		
		ALLOCATED[1]	UNALLOCATED[2]	TOTAL
1 (including bedsits)	either [3]	0	1.5	1.5
	or	1	0.5	1.5
2	either[3]	0	2	2
	or	1	1	2
	or	2	0.5	2.5
3		2	0.5	2.5
4 or more		3	0.5	3.5

5.11 It is noted that Policies 34, 35, 36A, 39 and 40 of the SADC 1994 Local Plan (CD 4.1) have been saved in the July 2020 version. Also, draft Policy TRA4 'Parking' of the SADC Regulation 18 Draft Local Plan (CD 8.8) provides that:

> *"TRA4 Parking*
>
> *Parking Standards*
>
> *a) On-site car and cycle parking standards for new residential and non-residential development are set out in Appendix 2. Development proposals should:*
>
> *i. Meet car parking standards as set out in Appendix 2, taking into account the accessibility of the site to public transport and the nature of the use;*
>
> *ii. Provide at least the cycle parking standards in Appendix 2; and*
>
> *iii. Provide at least the disabled and inclusive parking standards in Appendix 2.*
>
> *Public Parking*
>
> *b) Within St Albans and Harpenden town centres20, and within areas of likely overnight parking stress21 (Zone 3), on and off street car parking*

available for public use should be maintained at least at current levels for shoppers, residents and workers; unless otherwise allowed for specifically in an allocation in Appendix 1.

Areas of Likely Overnight Parking Stress

c) Within areas of likely overnight parking stress (Zone 3), proposals for new homes that do not meet the parking standards in Appendix 2 (including a Zone 2 reduction where applicable) will be refused unless sufficient measures are provided to fully mitigate the shortfall in parking space provision. To meet this requirement it must be demonstrated to the satisfaction of the Council that attractive alternatives to the private car would reduce parking demand. This could include car clubs, public transport, micro-mobility and active transport, through measures such as discount vouchers, low cost membership fees and discount travel passes for new occupiers. Measures should be secured through a planning obligation.

Cycle Parking

d) Cycle parking provision must meet the standards and requirements in Appendix 2.

New Development at Broad Locations

e) New development at Broad Locations should:

i. Prioritise sustainable and active modes of transport;

ii. Demonstrate to the satisfaction of the Council that attractive alternatives to the private car would lead to reduced demand, such as to justify a reduction in parking provision against the standards; and

iii. Develop an appropriate parking strategy with lower than standard parking requirements which must be agreed with the Council and which can realistically be enforced by planning obligations and/or on-street parking controls.

Car Clubs

f) The Council supports provision for car clubs to help reduce the need for private car parking. Provision of suitable onsite car club facilities is required for development of 100 or more dwellings or 10,000m² of non-residential floorspace. The Council will seek appropriate financial contributions from all major developments to car club facilities and schemes.

Bike Share Scheme

g) The Council supports provision for bike share schemes to help reduce car journeys. The Council will seek appropriate financial contributions from all major developments to Bike Share facilities and schemes.

Electric Vehicle Parking

h) Electric vehicle charging points or the infrastructure to ensure their future provision within a development must meet Building Regulations standards and should seek to accord with the up to date guidance from the Local Highway Authority (Hertfordshire County Council) where proportionate.

Layout

i) Where parking is provided, it must be of a design and layout that will function satisfactorily and safely, as set out in up to date guidance from the Local Highway Authority."

APPENDIX 2: Residential Standards

Use	Description	Car parking standards	Cycle parking standards
Residential Within Use Class C3	a) General housing (including retirement and sheltered elderly persons accommodation, and similar non-C2 uses)	1 bedroom dwellings (including studios): 1.5 spaces (either 1.5 unallocated, or 1 allocated and 0.5 unallocated) 2 bedroom dwellings: either 2 spaces (either 2 unallocated or 1 allocated and 1 unallocated) or 2.5 spaces (2 allocated and 0.5 unallocated) 3+ bedroom dwellings 2.5 spaces (2 allocated and 0.5 unallocated)	1 l/t space per unit if no garage or shed provided 1 s/t space per 3 units plus 1 l/t space per 5 units
	b) Not more than six residents living together as a single household	0.5 spaces per tenancy unit	1 l/t space per unit if no garage or shed provided. 1 s/t space per 3 units plus 1 l/t space per 5 units
Houses in multiple occupation Within Use Class C4	Small shared houses or flats occupied by between 3 and 6 unrelated individuals who share basic amenities	0.5 spaces per tenancy unit	1 l/t space per unit if no garage or shed provided

Travel Plan Guidance (March 2020)

5.12 HCC's 'Travel Plan Guidance' (March 2020) has been consulted with regards thresholds to produce a Travel Plan. Based on the suggested level of development at the Bricket Wood site, a full Residential Travel Plan would be required and was submitted with the outline application.

Local Transport Plan 2011-2031

5.13 Challenge 1.2 of Hertfordshire County Council's Local Transport Plan which aims to support economic development and planned dwelling growth, sets out that:

> *"The key strategy therefore is to ensure new development is located and designed so that maximum use can be made of sustainable modes, including bus travel, to access services. Design and location can enhance existing passenger transport corridors improving levels of service so the bus provides a real alternative to the car. The provision of local services, located near to existing centres and employment opportunities, will help ensure that destinations can be accessed by walking and cycling."*

5.14 Policy 3.8 of the Local Transport Plan sets out that;

> *"The county council will:*
> *A. Examine development proposals to establish whether their effects on the transport system can be accepted and to ensure that the access arrangements are constructed to an adequate and safe standard.*
> *B. Ensure the transport and safety implications of development proposals are considered.*
> *C. Assess development with regard to reducing the need to travel and ensure alternative modes of transport such as walking, cycling and the use of passenger transport are promoted.*
> *D. Whenever possible, mitigate the effects of the movement demand generated by development with obligations from the promoters. The county council will seek to obtain the maximum private sector contribution compatible with Government guidelines and the county council's transportation objectives and, where appropriate, published local strategies.*
> *E. Require a Transport Assessment and a Travel Plan for developments above certain thresholds.*
> *F. Consider requiring a Transport Assessment or statement and/or a Travel Plan for smaller developments below general thresholds in sensitive locations.*
> *G. Resist development where:*

i. The proposals would increase the risk of accidents or endanger the safety of road or rights of way users.
ii. The proposals would cause or add significantly to road congestion, especially at peak travel times.
iii. The proposals would generate a significant change in the amount or type of traffic using local or rural roads or rights of way.
iv. The proposals would either significantly affect the rural or residential character of a road or right of way, or would significantly affect safety on rural or local roads or rights of way especially amongst vulnerable users, or would be located by a poorly designed road.
H. New access to primary and main distributor routes will only be considered where special circumstances can be demonstrated in favour of the proposals. This will include consideration of why alternative proposals are not viable."

5.15 The Local Transport Plan also sets out policy on travel planning and parking in relation to new development. As part of the new Local Transport Plan, these policies may be amended or replaced but it is likely that the same general principles would be retained within any new policy document.

Roads in Hertfordshire (Highways Design Guide 2011)

5.16 With regards to specific highway design elements within the new development, advice given in Roads in Hertfordshire - Highway Design Guide including any subsequent revisions to the document would be adhered to.

National Planning Policy Framework (NPPF)

5.17 On a national level, the National Planning Policy Framework (updated December 2023) sets out national policy. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

"108. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

"109. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

"110. Planning policies should:
a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
e) provide for any large scale transport facilities that need to be located in the area[46], and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy[47].''

''114. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.''

''115. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.''

''116. Within this context, applications for development should:
a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to

facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

5.18 In preparing my Proof of Evidence the above policies have been fully considered.

6.0 TRANSPORT CONSIDERATIONS

6.1 To recap, my evidence relates solely to highways and transportation issues and is submitted in reference to the fourth and fifth reasons for refusal of the outline application which are set out in paragraph 2.3 above.

Reason for Refusal No. 4 - Assessment

6.2 The fourth reason for refusal is that the applicant had failed to demonstrate that off-site highway improvements and public transport upgrades can be delivered or secured, specifically to render the site's location sustainable in terms of transport.

6.3 Two policies from the St Albans District Local Plan Review 1994 (CD 4.1), Policies 34 and 35, and the NPPF 2023 are set out as the transport grounds for objection. These policies sit within the policy framework that I have described above.

6.4 The proposals to provide a footpath on Lye Lane connecting the appeal site to West Riding to the south have formed an integral part of the development plans from the outset, including during initial pre-application discussions with HCC and subsequently as part of the formal outline application. Following initial feasibility plans for a proposed footpath as set out in the submitted Transport Assessment (July 2022 (CD 1.14) and January 2023 Update (CD 1.40.1)), which were subject to a Stage 1 RSA and Designer's Response, further developed designs for the footpath were submitted with the outline application by Milestone Transport Planning in a Highways Technical Note (June 2023) (CD 1.41).

6.5 HCCs formal consultation response to the submission by Milestone Transport Planning has been extracted below in relation to the proposed footpath on Lye Lane:

> *"The submitted Highway Technical Note includes drawings (on a topographical base) for the proposed 'Active' travel improvement to Lye Lane. The proposed new footway is 2m wide till the West Riding, with a*

permitted crossing point (near St Stephen 030 footpath). The applicant has suggested improvement measures such as:

- *Resurfacing of unmade sections*
- *Realignment of Lye Lane carriageway at selected sections*
- *Provisions of uncontrolled crossings*
- *Improved connection to recreation path (Adjacent to Woodview Lodge)*
- *Backfilling areas of existing ditches*
- *Removing tree stumps*
- *Provision of passing bay (Approx. 75-metres northeast of the give-way priority*
- *junction with West Riding), etc.*

The drawings also identify and highlight the areas of proximity to existing trees indicating a requirement for a no-dig solution. Drainage is assumed to be achieved through a combination of drainage kerbs and natural drainage of the footways proposed surfacing. It is proposed that the drainage kerbs will drain into the existing drainage system. If the proposed drainage kerbs are not deemed suitable, for maintenance purposes, then a traditional gully discharging to a filter drain solution in place of the existing ditch. This will be further explored at the detailed design stage. The lighting arrangements are proposed using PV Cell powered lighting units (or similar) positioned every 30-metres.

A discrepancy is found in the design of the proposed footway through the existing ancient woodland, as depicted in Appendix 3 and the swept path analysis drawings (Appendix 5) of the Highway Technical Note. The feasibility of constructing the footway in the woodland area south of the M25 overbridge raises concerns. To address this, it is advised to demonstrate the viability of the footway through the ancient woodland stretch by adhering to the relevant guidelines and standards.

The drawings indicate that footway provisions may be made possible within the land under the control of the applicant or the Highway Authority. However, during the detailed design stage, should the requirement of any third-party land be identified, details of agreements to secure the use of any required land will also be needed."

6.6 The proposed footpath and associated off-site works have been developed in further detail by Conisbee Civil and Structural Engineers and are presented at Appendix B (CD 2.11.2) of my evidence. The proposals were submitted to HCC in advance of the Inquiry as part of formal consultation.

6.7 Conisbee's proposals carry forward many of the same key principles from Milestone Transport Planning's designs including formation of a largely uniform 2-metre wide footpath connecting the appeal site with West Riding unless area-specific constraints have resulted in slightly narrower sections. The footpath will be constructed by way of a self-binding gravel formation with full height kerb upstand at the edge of carriageway. Areas of existing ditches will be backfilled and culverted where necessary, and crossing points will be provided using dropped sections of kerb and tactile paving. Existing trees will be protected, this aspect of the proposals is set out in the evidence of the appellant's arboriculturist (CD 2.4.3). The full extent of the proposed works is shown to be deliverable on land within the public highway. A feasibility scheme of low-level lighting is also proposed.

6.8 It is the appellant's submission that the proposed off-site highways works can be delivered and secured by way of a S278 Agreement. Should the Inspector be minded to agree with the above, it is my position that the provision of a footpath on Lye Lane connecting the appeal site to West Riding and, inter-alia, the nearest bus stops on West Riding, the local facilities in Bricket Wood, and Bricket Wood station, renders the site sustainable in transport terms.

6.9 Moreover, that footpath is needed now. Currently many households already live on Lye Lane including on the appeal site, at Woodview Lodge to the north, as well as several properties to the south. Residents must walk in an unlit road to

reach the shops and facilities in Bricket Wood as well as the bus stops and train station, plus local schools etc. This unacceptable situation can be remedied, as a direct consequence of the appeal proposal, through the introduction of a carefully designed footpath as set out in detail in the plans prepared by Conisbee as well as in the evidence of David Clarke Chartered Landscape Architect and Consultant Arboriculturist (CD 2.4.3 Arboricultural Method Statement – Lye Lane).

6.10 That evidence, including detailed engineering drawings, clearly demonstrates that:

- A safe and suitable footpath can be delivered on land under the control of the Highways Authority and outside land identified as ancient woodland;
- The existing carriageway width will not be reduced by the introduction of the footpath; and
- No trees will be lost through the introduction of the footpath.

6.11 This, then, is far from a harm of the proposed development, but an undoubted public and planning safety benefit, one that should be weighed in favour of the appeal application, not against it.

6.12 Moreover, the fact that the land needed is also Common Land, is no inhibition on the grant of planning permission, but merely means that a "Grampian Condition" should be applied, requiring pre-commencement consent for the footpath's construction from the Planning Inspectorate, acting on behalf of the Secretary of State for Environment, Food and Rural Affairs.

6.13 The provision of public transport including local bus and rail services as well as local facilities in Bricket Wood has been described in Chapter 3 of my Proof of Evidence. In this regard, I have looked at other local comparable developments which I consider to be of material relevance to form a judgment whether, through the provision of a footpath connection with Bricket Wood settlement, the appeal site should be considered sustainable in transport terms.

6.14 In April 2018 planning permission was granted by SADC for the demolition of existing buildings and construction of 100 dwellings with associated access from The Kestrels, landscaping, parking, and infrastructure (planning application reference 5/17/1550). This followed an earlier outline application (reference 5/2013/0406) which was refused by SADC in May 2013 and an appeal allowed on 13th December 2014.

6.15 The site, developed by Crest Nicholson, has since been built and is located off Bucknalls Drive in the southern extent of Bricket Wood. The site was a major development in the Green Belt.

6.16 In June 2016 the Department for Communities and Local Government upheld the Inspector's decision to grant outline planning permission for the redevelopment of the site to provide up to a total of 129 dwellings and garaging with access via Smug Oak Lane following demolition of the existing buildings; refurbishment and extension of Old Lodge to provide a single dwelling and refurbishment and extension of Hanstead House to provide 8 dwellings and garaging with access via Smug Oak Lane (total number of dwellings – 138) on land at Smug Oak Lane, Bricket Wood, St Albans, Hertfordshire AL2 3UE, in accordance with application reference 5/2014/3250, dated 21st November 2014 (Smug Oak Lane Appeal Decision – CD 5.10).

6.17 The site, developed by Linden Homes, has also since been built and is located off Smug Oak Lane on land to the east of Bricket Wood. The site was also a major development in the Green Belt.

6.18 In Chapter 3 of my Proof of Evidence I set out walk distances from the appeal site to the nearest bus stops on West Riding, Bricket Wood station, and local facilities in Bricket Wood.

6.19 In Table 4 I have carried out a comparison of the approximate walk distances to nearby public transport services and facilities looking at the appeal site in the context of the two nearby developments, The Kestrels and Hanstead Park.

Table 4. Comparison of Walk Distance to Public Transport & Facilities

Site / Destination	Nearest Bus Stop	Bricket Wood Station	Costcutter Bricket Wood Stores	Bricket Wood Pharmacy et al	Canopy St Albans Nursery	Mount Pleasant Lane Infant School
Appeal Site	560m	1,000m	800m	965m	980m	1,770m
The Kestrels	630m	1,500m	1,250m	870m	740m	1,100m
Hanstead Park	On-site	940m	1,000m	1,500m	1,500m	2,500m

6.20 As is shown, the appeal site compares well with other existing established development in or adjoining Bricket Wood in terms of access to public transport and local facilities. In this context, the appeal site is in a sustainable location in terms of transport because of the proposed footpath on Lye Lane.

6.21 On a site visit I noticed that a compact gravel footpath, like the planned finish of the proposed footpath on Lye Lane, is present on the north side of Smug Oak Lane opposite the Hanstead Park development. The footpath in its present form was resurfaced at some point between January and May 2022 based on observations from Google Street View imagery. The compact gravel footpath extends some 1.5-kilometres from west of the Hanstead Park development to the A5183 Radlett Road to the east.

6.22 In Chapter 3 of my evidence, I referenced HCC's online interactive map register which illustrates that Lye Lane is classified as a P1/M1 (e.g. rural lane) as shown in yellow in HCCs Place and Movement Network hierarchy. Smug Oak Lane is also a P1/M1 (e.g. rural lane) classified road.

6.23 The principle of a compact gravel footpath on a P1/M1 (e.g. rural lane) classified road has local precedence, and therefore suggests that the delivery of a similar compact gravel finish footpath at Lye Lane should be acceptable to HCC subject to the detailed design elements being acceptable as described in the evidence of Conisbee.

6.24 I also noticed that there is an inadequate pedestrian connection between the south and the north side of Smug Oak Lane to the west of the Hanstead Park development, and that there is also an inadequate pedestrian connection between

Smug Oak Lane and the existing footpath on the west side of Station Road that provides access on-foot to Bricket Wood station and the facilities in Bricket Wood, as illustrated by the following photographs respectively:

6.25 The proposed footpath on Lye Lane, providing a connection between the appeal site and Bricket Wood facilities and public transport, is therefore substantially safer than the footpath conditions witnessed at Hanstead Park.

6.26 As set out in Chapter 4, Milestone Transport Planning prepared a Technical Note dated June 2023 (CD 1.41) which included an Active Travel Audit (ATA) (CD 1.32) of seven key routes along desire lines for pedestrians and cyclists to / from Bricket Wood rail station, bus stops and local amenities located along West Riding, and Mount Pleasant Lane Junior Mixed Infant School. A summary of the ATA (CD 1.32) and identified improvements are extracted as follows for ease of reference:

"• Provision of dropped kerbs / tactile paving at the following locations:
- West Riding / Mount Pleasant Lane mini-roundabout junction;
- West Riding / St Lawrence Way give-way priority junction;

- West Riding / Ashridge Drive give-way priority junction;

- West Riding / South Riding give-way priority junction;

- West Riding / Oakwood Road give-way priority junction;

- West Riding / North Riding give-way priority junction;

- West Riding bus stops, adjacent to Woodbury Field Access;

- Mount Pleasant Lane / Rosedale Close give-way priority junction;

- Mount Pleasant Lane / Wildwood Avenue give-way priority junction;

- Mount Pleasant Lane / Randals Walk give-way priority junction;

- Oak Avenue / West Riding give-way priority junction;

- Oak Avenue / North Riding give-way priority junction;

- Oak Avenue / South Riding give-way priority junction;

- Oakwood Avenue / St Stephen 011 interaction;

- Black Boy Wood / Claremont give-way priority junction;

- Black Boy Wood / Hunters Ride give-way priority junction;

- Black Boy Wood / Russel Court give-way priority junction; and

- Access to the Bricket Wood rail station.

• Additional street lighting at the following locations:

- Throughout Route 1 (North Lye Lane); and

- St Stephen 011 Bridleway.

• Increased surface / verge maintenance by the Highway Authority at the following locations:

- Throughout Route 1 (North Lye Lane);

- Woodbury Field Access;

- West Riding south-westbound towards Lye Lane;

- Mount Pleasant Lane / Rosedale Close give-way priority junction;

- Mount Pleasant Lane / Wildwood Avenue give-way priority junction;

- Oakwood Avenue / St Stephen 011 interaction; and

- St Stephen 011 Bridleway.

• Provision of an on-carriageway cycle lane along sections of West Riding and Mount Pleasant Lane.

• Additional cycle signage towards the key local amenities / Bricket Wood rail station throughout the

study area.

• Provision of Kassel kerbing and shelters on both sides of West Riding bus stops."

6.27 The audit concluded that the "Implementation of any of the above recommended improvements would aid in strengthening the existing 'active' travel provision in the vicinity of the Site and improve connectivity for cyclists / pedestrians. It is proposed that an appropriately scaled proportion of these additional improvements are included as part of the 'Second Stand [sic] (S106)' contributions."

6.28 I see no reason to dispute these findings and consider that the active travel contributions sought by HCC of £9,660 per dwelling at March 2023 prices (up to £1,110,900 for up to 115 dwellings at March 2023 prices) would deliver upgrades to the wider public highway both to render the appeal site's location sustainable in transport terms and to benefit the local community.

6.29 The proposal is therefore consistent with Policies 34 and 35 of the St Albans District Local Plan Review 1994 (CD 4.1), and the National Planning Policy Framework 2023 notably paragraphs 108, 109, 110, 114, 115, and 116 parts a, b, and c.

Reason for Refusal No. 5 - Assessment

6.30 The fifth reason for refusal can be split into two parts which are that:

(1) Inadequate space is available at the site access junction, the Lye Lane / West Riding junction and on the southern stretch of Lye Lane past the M25 overbridge to allow large vehicles to safely pass each other, to the detriment of highway safety; and

(2) Insufficient information has been provided in respect of vehicle swept path analysis and a revised Stage 1 Road Safety Audit and associated Designer's Response, to demonstrate that there would not be further harm to highway safety.

6.31 One policy from the St Albans District Local Plan Review 1994 (CD 4.1), Policy 34, and the NPPF 2023 are set out as the transport grounds for objection. These policies sit within the policy framework that I have described above.

6.32 Additional context regarding the fifth reason for refusal is set out in the LPA's Statement of Case at paragraphs 8.11.50-8.11.54 which are extracted as follows for ease of reference:

> *"8.11.50. Appendix H of the updated TA (January 2023) presents swept path analysis of a refuse vehicle within the site, demonstrating these can access and egress the site in forward gear.*
>
> *8.11.51. Concerns had previously been expressed by the HA in relation to conflict caused by the proposed footways whereby large refuse and servicing vehicles would encroach across the centre of the carriageway on Lye Lane, with oncoming vehicles choosing to encroach onto the proposed kerbed footway, generating a safety concerns for vulnerable users, pedestrians and cyclists.*
>
> *8.11.52. In addition to refuse vehicles, other larger vehicles such as Supermarket delivery or long wheelbase panel vans (i.e. Amazon, DPD) undertaking deliveries for various companies on a more frequent basis than refuse vehicles could also impact upon the required junction and carriageway geometries to accommodate such vehicles.*
>
> *8.11.53. Additional swept path analysis has been was provided in Appendix 5 and Appendix 6 of the Highway Technical Note present swept path analysis for a combination of vehicles including:*
> *- Large Refuse Vehicle Accessing/ Private Egressing the site*
> *- Large Refuse Vehicle Egressing / Private Accessing the site*
> *- 7.5t Box Van Accessing / Private car Egressing the Site*
> *- 7.5t Box Van Egressing / Private Car Accessing the Site*

8.11.54. The submitted drawings demonstrate that the available space at the site access junction and the Lye Lane / West Riding junction is inadequate for a refuse collection vehicle and a large car to safely pass each other during entry or exit. Furthermore, the drawings do not address the potential scenario of two larger vehicles (such as two service delivery vehicles or a service delivery vehicle alongside a refuse collection vehicle) needing to manoeuvre past each other safely."

6.33 SADC's domestic refuse collection service is currently provided fortnightly for general refuse and recycling whereas food waste is collected weekly. Refuse collections occur on Fridays in the area surrounding the appeal site. According to SADC's 'Refuse Collection and Recycling Requirements for New Developments and Change of Use' (updated April 2018) refuse collection vehicles are approximately 8.4-metres in length and 2.5-metres in width. A copy of this document is presented at Appendix C (CD 2.11.3) of my evidence. Such movements are therefore infrequent on the local highway network, and the frequency of refuse and recycling trips on Lye Lane will not increase because of the development. They are existing established trips on the network that would service the appeal site on the current domestic collection rounds.

6.34 The Department for Transport (DfT) publication Manual for Streets (MfS) generally provides that local roads should be designed to accommodate service vehicles, without allowing their requirements to dominate the layout. MfS notes that on streets with low traffic flows and speeds, it may be assumed that vehicles will be able to use the full width of the carriageway to manoeuvre. Easing of junction radii or provision of excessively wide carriageways has the potential to encourage higher speeds of all other vehicles entering junctions and travelling on roads. Larger junction radii also increase the crossing width for pedestrians at junctions. This is at the detriment of providing good quality walking and cycling provision.

6.35 It should be noted that the geometry of the Lye Lane junction with West Riding is comparable to the prevalence of other junctions throughout Bricket Wood. Moreover, the presence of kerb side parking common throughout the residential

roads in Bricket Wood often reduces the effective width of carriageway to a one-way give-way operation which is typical of the area.

6.36 There is no evidence that the geometry of local junctions, the width of carriageways, and the presence of kerb side parking on the residential roads in Bricket Wood, including the carriageway geometry and alignment on Lye Lane, at-present is prejudicial to road safety.

6.37 The Transport Assessment (May 2017) submitted with planning application reference 5/17/1550, granted by SADC for the demolition of existing buildings and construction of 100 dwellings at The Kestrels, was supplemented with swept path analysis of a refuse collection vehicle turning into The Kestrels off Bucknalls Drive traversing across the centre line markings of the minor road.

6.38 An extract from the Transport Assessment is presented as follows:

6.39 It is a common occurrence for larger vehicles to require additional manoeuvring space at junctions by overrunning the centre of the carriageway, and this has been accepted in-principle by HCC in a recent planning application locally in Bricket Wood.

6.40 In respect to accommodating larger vehicles, Conisbee's proposals also carry forward key principles from the Milestone Transport Planning designs including formation of a passing-bay on the east side of Lye Lane around 75-metres north of the junction with West Riding.

6.41 The Milestone Transport Planning Technical Note (June 2023) (CD 1.41) included an assessment of refuse and servicing vehicles including swept path diagrams of larger vehicles traversing the West Riding junction with Lye Lane, Lye Lane up to the appeal site, and the proposed site access junction with Lye Lane. A summary of the findings in the Technical Note are extracted as follows for ease of reference:

> *"Drawing No.'s 23051 / TK01 & TK02, attached at Appendix 5, reveal that a large refuse vehicle (commonly used by HCC) and a private car can simultaneously access / egress the Site in a safe and convenient manner.*
>
> *Continuing south from the Site, across the M25 overbridge, and through the proposed Lye Lane realignment, the carriageway is provided with sufficient width for the simultaneously access / egress of a large refuse vehicle and private car.*
>
> *Adjacent to Woodview Lodge, where the realigned Lye Lane begins to tie back into the existing carriageway, Lye Lane narrows to circa 4.5-metres. Due to the large size of the HCC refuse vehicle, this section of Lye Lane is only wide enough to accommodate the refuse vehicle. As such, the private car is required to wait until the refuse vehicle passes by.*
>
> *Of note, the straight alignment of this section of Lye Lane affords any vehicles an achievable forward visibility of circa 160-metres. This enables any oncoming vehicles to spot one another early and move to a suitable passing place. Assuming a vehicle speed of 30-mph, it would take circa 12 seconds for a refuse vehicle to travel the narrow section of Lye Lane and pass by the oncoming private car.*

Continuing south towards West Riding, Lye Lane bends south-westward, the proposals include a slight widening of the carriageway (on the eastern kerb line) to enable the simultaneously access / egress of a large refuse vehicle and private car.

Approximately 75-metres north-east of the give-way priority junction with West Riding a 2.0 x 12.0-metre passing bay is provided on the south-eastern side of Lye Lane. This enables sufficient room for a refuse vehicle to pass any oncoming vehicles.

The 75-metre section between the proposed passing bay and the give-way priority junction with West Riding is only wide enough to accommodate the refuse vehicle but is provided with sufficient forward visibility for any oncoming vehicles to move to a suitable passing place. Due to the constraints outlined within this TN there is limited opportunity to widen the carriageway within this section.

At the give-way priority junction with West Riding, the development proposals involve the widening of Lye Lane's north-western kerb radii, to 8.0-metres, improving refuse vehicle access and minimising any centreline crossing.

Overall, the development proposals provide an improvement for refuse vehicle access over the existing scenario.

Given refuse collection only occurs once per week and the low frequency of the vehicular trips along Lye Lane, there would be minimal chance of conflict. On the unlikely event a refuse vehicle meets an oncoming vehicle, the development proposals provide sufficient space / opportunity for the refuse vehicle to pass the oncoming vehicle in a safe and convenient manner.

[HCC extracted comment] "In addition to refuse vehicles, other larger vehicles such as Supermarket delivery or long wheel base panel vans (i.e. Amazon, DPD) undertaking deliveries for various companies on a more

frequent basis than refuse vehicles could also impact upon the required junction and carriageway geometries to accommodate such vehicles."

Drawing No.'s 23051 / TK03 & TK04, attached at Appendix 6, demonstrate that a 7.5t box van (i.e. a large delivery vehicle) and a private car can simultaneously access / egress the Site, via Lye Lane, in a safe and convenient manner.

In light of the above, it is concluded that the development proposals are acceptable from a delivery / servicing perspective."

6.42 Again, I see no reason to dispute these findings and consider that the existing geometry of the West Riding junction with Lye Lane, the proposed highway works on Lye Lane including the planned passing bay, and the proposed design/geometry of the site access junction with Lye Lane can safely accommodate larger vehicles.

6.43 As a point of note, Milestone Transport Planning utilised a 12.2m long refuse collection vehicle in the swept path diagrams provided in the Technical Note (June 2023), whereas according to SADC's 'Refuse Collection and Recycling Requirements for New Developments and Change of Use' (updated April 2018) refuse collection vehicles are approximately 8.4-metres in length.

6.44 The refuse vehicle swept path diagrams in the Milestone Transport Planning Technical Note (June 2023) (CD 1.41) are therefore an overestimate of the manoeuvring space required for these vehicles.

6.45 To provide further context regarding the composition of traffic on Lye Lane, I have re-examined the automatic traffic count (ATC) data collected on Lye Lane in April 2022 as summarised in the submitted Transport Assessments (July 2022 (CD 1.14) and September 2023 Update (CD 1.40.1)) by Paul Mew Associates.

6.46 Table 5 sets out the average weekday composition of traffic recorded on Lye Lane from Monday 25th to Friday 29th April 2022 inclusive for the period 0700-1900.

Table 5. Lye Lane Average Weekday Traffic Flow & Traffic Composition

Time	Avg Total Vehicles		Avg Total LGVs		% LGV		Avg Total HGVs		% HGV	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
0700-0800	41	82	2	9	6%	11%	0	0	0%	0%
0800-0900	38	91	5	6	13%	6%	0	1	0%	1%
0900-1000	59	61	8	5	13%	9%	1	0	1%	0%
1000-1100	46	49	5	4	11%	9%	0	0	1%	1%
1100-1200	42	53	4	3	9%	6%	1	0	1%	1%
1200-1300	40	61	3	4	8%	6%	1	0	2%	0%
1300-1400	49	65	5	4	9%	7%	0	1	0%	1%
1400-1500	45	47	8	5	17%	11%	1	1	2%	1%
1500-1600	41	82	2	5	6%	6%	0	0	0%	0%
1600-1700	40	102	4	7	9%	7%	0	0	1%	0%
1700-1800	38	76	3	3	7%	4%	0	0	0%	0%
1800-1900	27	47	1	2	5%	4%	0	0	0%	0%
Total	505	815	50	58	10%	7%	4	4	1%	0%
2-Way	1320		108		8%		8		1%	

Source: DCA Monisyst/PMA

6.47 The first two columns of data in Table 5 present the total number of vehicles (all classification) recorded on Lye Lane by direction within the time period, the next four columns present the total number and proportion of light goods vehicles (LGVs) i.e. all vehicles over 3.5t and up to 7.5t gross vehicle weight (GVW), and the final four columns present the total number and proportion of heavy goods vehicles (HGVs) i.e. all vehicles over 7.5t GVW.

6.48 The data shows that, on an average weekday, the composition of traffic on Lye Lane comprises of 8% LGV traffic and 1% HGV traffic. The highest average hourly two-way traffic is 13 LGV trips and two HGV trips.

6.49 The composition of traffic on Lye Lane is not predicted to materially change because of the development of 115 dwellings on the appeal site. The prevalent vehicle type generated by the proposal will be that of the private car of residents and visitors to/from the development.

6.50 The frequency of refuse collection vehicles on Lye Lane will not increase because of the development. The frequency of HGV traffic on Lye Lane will not increase because of the development. The frequency of LGV traffic on Lye Lane will

increase somewhat owing to the likelihood that demand for deliveries (couriers and supermarket shops etc) will arise because of the development, however this will not be an absolute increase over-existing since there are already other residential properties on Lye Lane generating delivery trips.

6.51 Large providers of online goods such as Amazon and supermarkets, as well as other providers of online goods utilising the courier services of companies such as Royal Mail, DPD, and Evri etc, consolidate their freight services. Accordingly, those vehicles would already be present on the road network adjoining the appeal site and a proportion of the additional delivery/servicing demand arising from the proposal would be existing 'pass-by' delivery trips as opposed to new 'primary' delivery trips on the network.

6.52 Appendix D (CD 2.11.4) of my Proof of Evidence provides an updated set of swept path diagrams based on the latest off-site highways works plans by Conisbee, which are provided at Appendix B (CD 2.11.2) of my Evidence. A summary table describing the swept path diagrams and comments at each section of the assessment is also provided at Appendix D (CD 2.11.4).

6.53 The conclusion of the updated swept path assessment is that there is sufficient carriageway width throughout the section of Lye Lane between the proposed site access junction and the Lye Lane junction with West Riding to safely accommodate large vehicles, either through sections of carriageway which allow two large vehicles to pass each other or through sections where a one-way give-way operation is adequately accommodated. It should be highlighted that the proposals represent a betterment over the existing situation on Lye Lane for the passage of large vehicles.

6.54 As discussed, the proposed footpath and associated off-site works by Conisbee Civil and Structural Engineers were submitted to HCC in advance of the Inquiry as part of formal consultation. A Stage 1 Road Safety Audit (RSA) is also currently being undertaken. The aim is that the Stage 1 RSA and associated Designer's Response will be completed in time to inform the Statement of Common Ground (SoCG) needed in advance of the Inquiry.

6.55 With specific reference to the wording of reason for refusal number five, the updated swept path diagrams demonstrate that there is adequate space available at the site access junction, the Lye Lane / West Riding junction, and on the southern stretch of Lye Lane past the M25 overbridge to allow large vehicles to safely pass each other.

6.56 To summarise, the proposed highway works on Lye Lane including the planned passing bay result in an improvement over the existing situation and can safely accommodate larger vehicles. The proposal is therefore consistent with Policy 34 of the St Albans District Local Plan Review 1994 (CD 4.1), and the National Planning Policy Framework 2023 notably paragraphs 108, 109, 110, 114, 115, and 116 part d.

Third Party Objections

6.57 Third party objections were made by reference to increased congestion; the sustainability of the Appeal Site in locational terms; and safety. By way of response:

Increased Congestion

6.58 So far as congestion and cumulative impact is concerned, this is fully dealt with in the Transport Assessment (July 2022 (CD 1.14) and January 2023 Update (CD 1.40.1)) submitted with the outline application.

6.59 Chapter 4 of the Transport Assessment sets out an assessment of vehicle trip generation and traffic distribution arising from the proposal for up to 115 dwellings on the appeal site, and Chapter 6 provides an assessment of the impact of the development on three local junctions requested by HCC during formal pre-application discussions, namely, the A405 junction with Lye Lane, the West Riding junction with Lye Lane, and the Lye Lane junction with Park Street Lane. The new site access junction with Lye Lane was also assessed. All junction assessments were carried out using TRLs 'PICADY' (Priority Intersection Capacity and Delay) module in the Junctions 10 software package.

6.60 As summarised in the Transport Assessment, the junction capacity assessments detailed within show that the junctions assessed operate within capacity and with minimal queueing and therefore no improvements to junctions are required. Had the junction assessments shown problems with junction capacities, mitigation measures would have been provided. The impact of the proposed development for the future year of 2035 has been shown to be minimal in both peak hours at all junctions assessed.

6.61 For context, a summary of the PICADY assessment results for the future year (2035) with development outputs are presented as follows, extracted from the Transport Assessment (January 2023 Update):

Table 10. PICADY Assessment Results Summary – A405 / Lye Lane Junction

Movement	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	End Queue (PCU)	Level of Service	RFC	End Queue (PCU)	Level of Service
B-AC Lye Lane to A405 westbound	0.105	0.1	A	0.103	013	1

Source: PICADY 10

Table 11. PICADY Assessment Results Summary – Lye Lane / West Riding and Oak Avenue Junction

Movement	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	End Queue (PCU)	Level of Service	RFC	End Queue (PCU)	Level of Service
B-ACD Oak Avenue to other arms	0.622	1.6	C	0.555	1.2	C
A-BCD Lye Lane East to other arms	0.253	0.4	A	0.108	0.1	A
D-ABC West Riding to other arms	0.496	1.0	C	0.373	0.6	B
C-ABD Lye Lane North (inc site) to other arms	0.055	0.1	A	0.039	0.0	A

Source: PICADY 10

Table 12. PICADY Assessment Results Summary – Lye Lane / West Riding and Oak Avenue Junction

Movement	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	End Queue (PCU)	Level of Service	RFC	End Queue (PCU)	Level of Service
B-AC Lye Lane to Park Street Lane north and south	0.500	1.0	B	0.345	0.5	B
C-AB Park Street Lane southbound, ahead and to Lye Lane	0.398	0.8	A	0.340	0.6	A

Source: PICADY 10

Table 14. PICADY Assessment Results Summary – Site Access / Lye Lane Junction

Movement	AM Peak (08:00-09:00)			PM Peak (15:00-16:00)		
	RFC	End Queue (PCU)	Level of Service	RFC	End Queue (PCU)	Level of Service
B-AC Site Access to Lye Lane North & South	0.146	0.2	A	0.049	0.1	A
C-AB Lye Lane South to Site Access and Lye Lane North	0.022	0.0	A	0.094	0.1	A

Source: PICADY 10

6.62 The results demonstrate that all four junctions operate comfortably within design capacity (usually considered to be a 0.85 or 85% ratio of flow to capacity (RFC)), and queuing at all arms of the junctions modelled is predicted to be minimal. The highest RFC and queue value at any arm of the four junctions modelled is the Oak Avenue exit onto West Riding/Lye Lane with a predicted future year plus development output of 0.622 or 62% RFC and maximum queue of 1.6 passenger car units (PCU).

6.63 The formal consultation responses provided by HCC are set out in the LPAs Statement of Case and confirm that the appeal development trip generation and distribution assessment are accepted, the collected baseline traffic data is typical, the traffic growth factors applied are validated and accepted, the junction assessments are verified, and that the impact of the development is acceptable in terms of highway capacity.

6.64 It must also be noted that the traffic impact assessment set out in the Transport Assessment (January 2023 Update) is based on the development of up to 115 dwellings on the appeal site, no account was taken for the existing established uses on the site and therefore a worst-case scenario has been presented. There are 33 dwellings already present on the appeal site, therefore the net increase in residential dwellings on the appeal site is up to 82 additional dwellings over-existing.

6.65 Equally, the redundant and vacant buildings (formerly a cricket club house, country club, and gymnasium) and the existing paintball operation would also cease, the former could be brought back into use at any time without the need for a planning application and the latter is currently in-use. No account was taken for these other existing established uses on the site in terms of trip generation, and therefore again a worst-case scenario has been presented.

6.66 In recognition of the need significantly to boost the supply of housing (NPPF paragraph 60), paragraph 115 of the NPPF provides that development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network would be "severe". That is a very high bar indeed, and one which the Highway Authority agree is not remotely reached in consequence of this appeal proposal.

Sustainability of the Appeal Site in Locational Terms

6.67 As for the concern that the Appeal Site is in an unsustainable location and cannot be made sustainable, that is comprehensively addressed through the proposed provision of the footpath joining Lye Lane to the facilities in Bricket Wood.

Safety

6.68 As for the asserted danger to pedestrians/cyclists, including by reference to Lye Lane not being suitable for increased traffic, being narrow and with a blind bend, that too is comprehensively addressed in the transport documents submitted with the outline application and established further in my Proof of Evidence.

7.0 CONCLUSIONS

7.1 I have demonstrated in this Proof of Evidence that the development accords with the transport related policies set out within SADCs Local Plan Review 1994 (CD 4.1) including emerging transport related policies in SADCs Regulation 18 Draft Local Plan (CD 8.8), and the NPPF 2023.

7.2 In my professional view it has been demonstrated that the provision of a footpath on Lye Lane connecting the appeal site to West Riding and, inter-alia, the nearest bus stops on West Riding, the local facilities in Bricket Wood, and Bricket Wood station, can be delivered and renders the site sustainable in transport terms, and that the proposed highway works on Lye Lane including the planned passing bay result in an improvement over the existing situation and can safely accommodate larger vehicles.

7.3 For all the reasons set out in my evidence I consider this appeal should be allowed, as it is in line with local, regional, and national transport planning policy.

APPENDIX A
Appeal Site Location and Site Boundary (CD 2.11.1)

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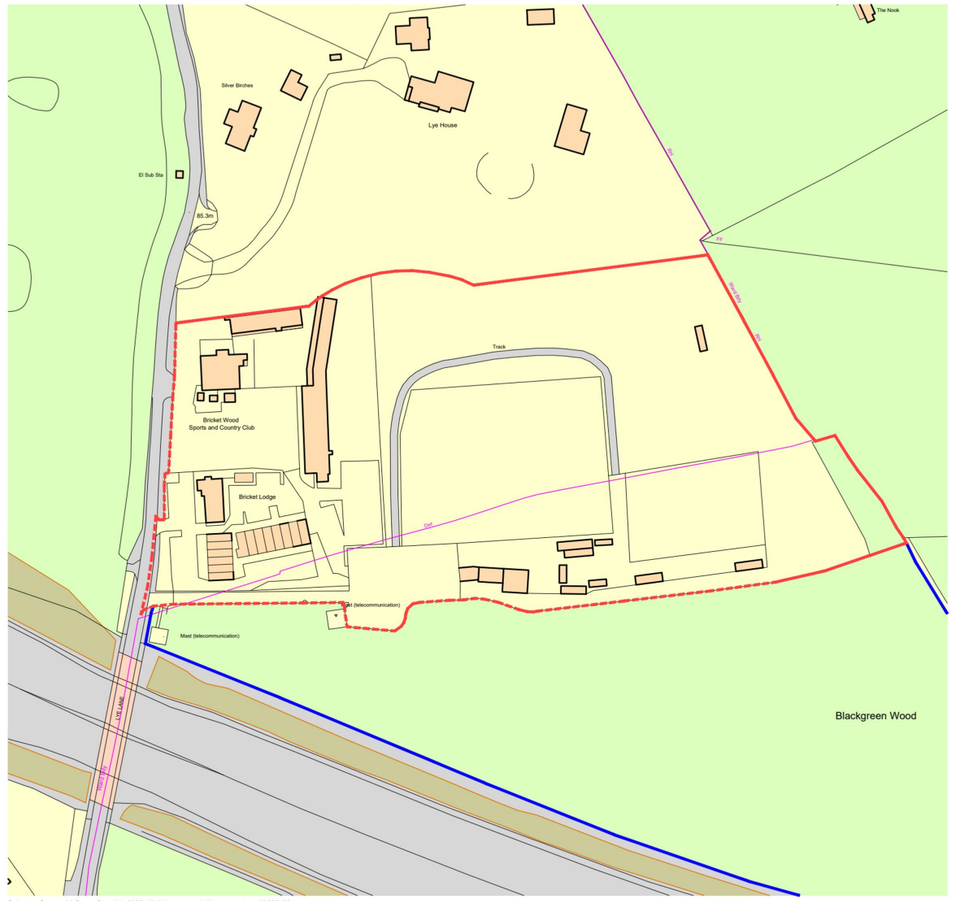

Site Location Map - Revision A - 1:2500@A3

Bricket Lodge

Tom Gristwood Architects e: tom@tomgristwoodarchitects.com t: 01367 615585

APPENDIX B

Conisbee Plans - Lye Lane Footway and Passing Bay (CD 2.11.2)

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231436 Lye lane, Bricket Wood, St Albans

Document Issue Sheet

Issue No: 5

Date: 07 May 2024

Issued By: Nnamdi Kotu

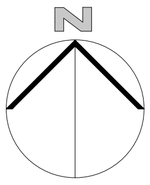
Issue Notes:

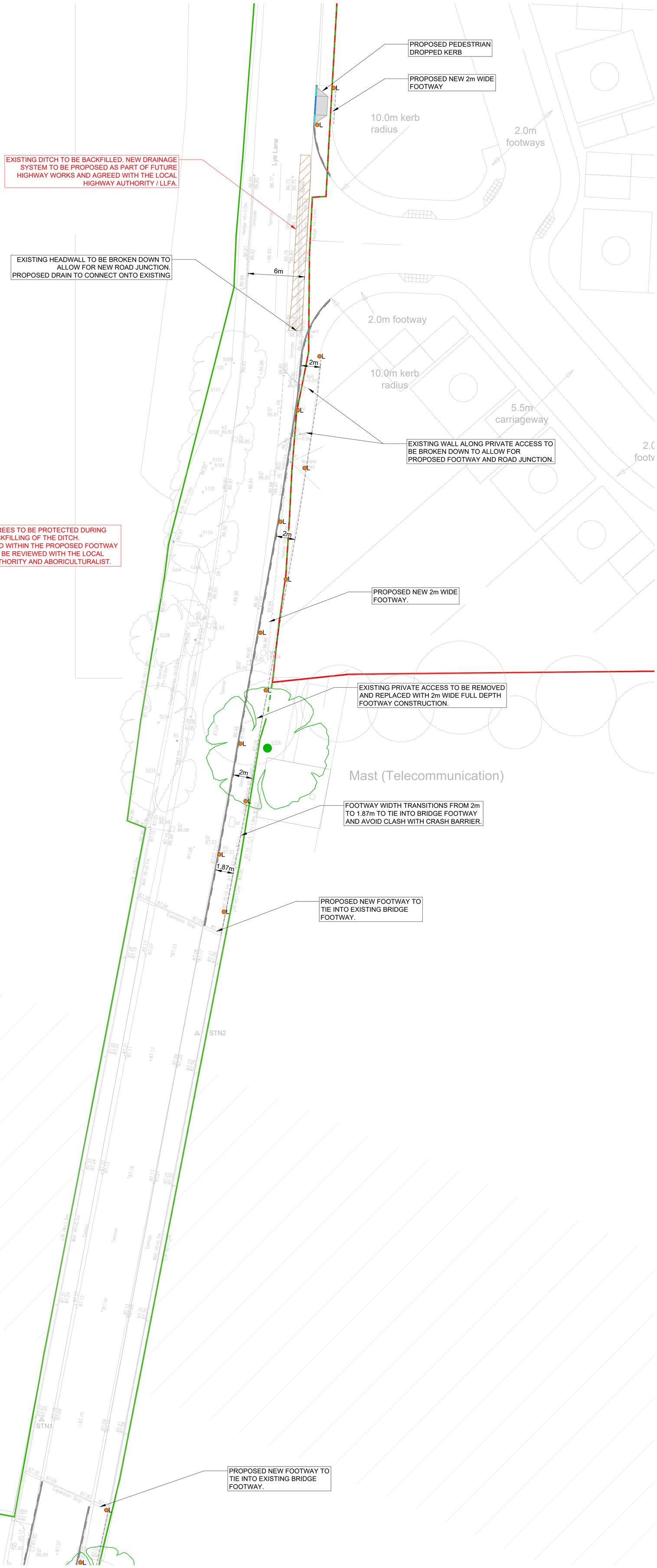
Drawings

Drawing No.	Title	Revision	Renditions	Issue Reason
231436-CON-XX-00-SK-C-0001	General Arrangement Plan Sheet 1	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0002	General Arrangement Plan Sheet 2	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0003	General Arrangement Plan Sheet 3	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0004	General Arrangement Plan Sheet 4	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0005	Proposed Site Clearance Plan Sheet 1	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0006	Proposed Site Clearance Plan Sheet 2	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0007	Proposed Site Clearance Plan Sheet 3	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0008	Proposed Site Clearance Plan Sheet 4	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0009	Surface Water Drainage Proposal Sheet 1	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0010	Surface Water Drainage Proposal Sheet 2	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0011	Surface Water Drainage Proposal Sheet 3	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0012	Surface Water Drainage Proposal Sheet 4	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0013	Typical Section of Proposed Footway to Lye Lane	P03	dwg, pdf	For Planning
231436-CON-XX-00-SK-C-0014	Typical Section of Proposed Passing Bay to Lye Lane	P01	dwg, pdf	For Planning

Recipients

Recipient Name	Role	Media	Copies
Brian Parker (MRP Planning	Director	By Download	1
Christopher Carr (WSP Group Limited London)	Engineer	By Download	1
David Clarke (DCCLA Willowbrook House)	Architect	By Download	1
Joel Waugh (Conisbee London)	Lead Engineer, Group Leader, Sales Invoice Approver	By Download	1
Nick Ferguson (Paul Mew Associates Ltd	Engineer	By Download	1
Nnamdi Kotu (Conisbee London)	Infrastructure Engineer, CAD-Technician	By Download	1
Paul Hartfree (Conisbee London)	Director	By Download	1
Paul Mew (Paul Mew Associates Ltd	Billing Client Contact	By Download	1





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LEGEND

- SITE BOUNDARY
- HIGHWAY BOUNDARY (TRACED FROM HERTFORDSHIRE HIGHWAY BOUNDARIES AND LAND CHARGES FOR LYE LANE, BRICKET WOOD & PARK STREET LANE, DATED 15/06/2022.)
- M25 MOTORWAY BELOW
- PROPOSED FULL HEIGHT UPSTAND EDGE OF CARRIAGEWAY KERB.
- PROPOSED VEHICLE CROSSOVER KERB WITH 25mm UPSTAND
- PROPOSED PEDESTRIAN DROPPED KERB LAID FLUSH
- PROPOSED TRANSITION KERB.
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- PROPOSED ASPHALT VEHICLE CROSSOVER CONSTRUCTION.
- PROPOSED PERMEABLE BLOCK PAVING CARRIAGEWAY PASSING BAY.
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- EXISTING DITCH TO BE CULVERTED AND BACKFILLED
- EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.
- PROPOSED SURFACE WATER DRAINAGE MANHOLE
- PROPOSED PERFORATED SURFACE WATER DRAINAGE CULVERT. CULVERT SIZE, GRADIENT, LEVELS AND SPECIFICATION TO BE CONFIRMED
- PROPOSED SURFACE WATER HEADWALL
- PROPOSED RETAINING AROUND EXISTING TREE TRUNKS. REFER TO SKETCH DETAIL DRAWING 231436-CON-XX-00-SK-C-0013
- L PROPOSED LOW LEVEL INSET SOLAR STREET LIGHTING TO BE INSTALLED FLUSH TO SURFACE IN 6m INTERVALS STAGGERED FROM FRONT TO BACK OF FOOTWAY. (LIGHTING TO BE IP67 WATERPROOF RATED, 150mm DIAMETER x 41mm DEPTH, 6000k DAY LIGHT WITH WHITE 210 LUMENS AND LITHIUM ION BATTERY. SPECIFICATION SUBJECT TO HCC APPROVAL.

NOTES

ALL EXISTING SERVICES ARE TO BE LOCATED, IDENTIFIED AND PROTECTED PRIOR TO ANY WORKS.

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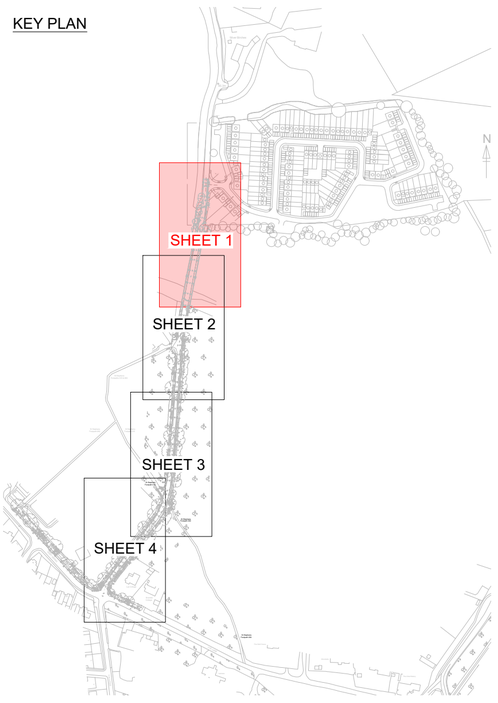
KEY PLAN



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Rev	Date	Description	Drawn	Check
P03	07.05.24	REVISED FOLLOWING COMMENTS	NKR	PH
P02	15.04.24	REVISED FOLLOWING SITE VISIT DISCUSSIONS	NKR	PH
P01	04.03.24	ISSUED FOR REVIEW AND COMMENT	NKR	PH

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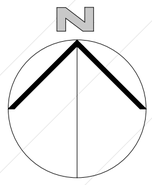
Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
GENERAL ARRANGMENT PLAN
SHEET 1

Drawing No
231436-CON-XX-00-SK-C-0001

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**



PROPOSED NEW FOOTWAY TO TIE INTO EXISTING BRIDGE FOOTWAY.

PROPOSED ROAD GEOMETRY REALIGNED AMENDED TO ACCOMMODATE 2m WIDE FOOTPATH

5.5m

2m

EXISTING GULLY AND KERB OUTLET TO BE RELOCATED TO TIE INTO NEW KERB LINE. EXISTING DRAINAGE CONNECTION TO BE REUSED.

PROPOSED NEW 2m WIDE FOOTWAY.

2m

PROPOSED SURFACE WATER CULVERT CONNECTION ONTO EXISTING DRAIN.
EXISTING HEADWALL TO BE BROKEN DOWN TO ALLOW FOR BACKFILLING OF THE DITCH AND NEW FOOTWAY.

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

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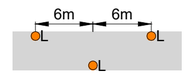

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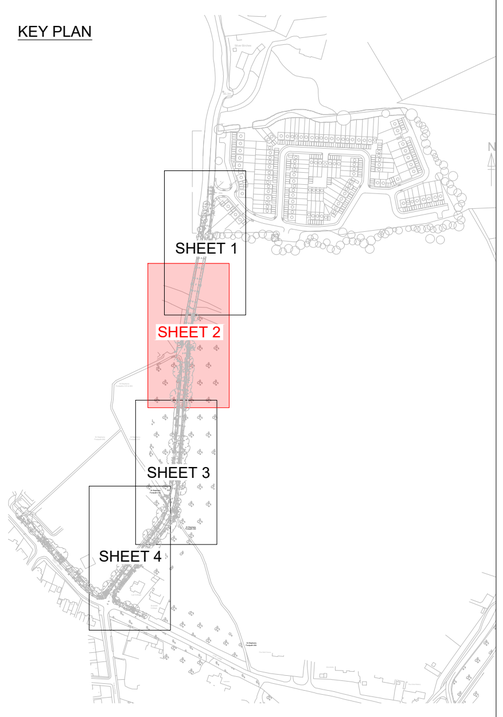

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ST ALBANS

Title
GENERAL ARRANGMENT PLAN
SHEET 2

Drawing No
231436-CON-XX-00-SK-C-0002

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS AND SPECIALIST DRAWINGS AND SPECIFICATIONS

2. DO NOT SCALE FROM THIS DRAWING IN EITHER PAPER OR DIGITAL FORM. USE WRITTEN DIMENSIONS ONLY.

LEGEND

- SITE BOUNDARY
- HIGHWAY BOUNDARY (TRACED FROM HERTFORDSHIRE HIGHWAY BOUNDARIES AND LAND CHARGES FOR LYE LANE, BRICKET WOOD & PARK STREET LANE, DATED 15/06/2022.)
- M25 MOTORWAY BELOW
- PROPOSED FULL HEIGHT UPSTAND EDGE OF CARRIAGEWAY KERB.
- PROPOSED VEHICLE CROSSOVER KERB WITH 25mm UPSTAND
- PROPOSED PEDESTRIAN DROPPED KERB LAID FLUSH
- PROPOSED TRANSITION KERB.
- PROPOSED FOOTWAY EDGING KERB.
- EXISTING KERB LINE GEOMETRY.
- PROPOSED SELF BINDING GRAVEL FOOTWAY CONSTRUCTION
- PROPOSED ASPHALT VEHICLE CROSSOVER CONSTRUCTION.
- PROPOSED PERMEABLE BLOCK PAVING CARRIAGEWAY PASSING BAY.
- PROPOSED PEDESTRIAN DROPPED KERB.
- PROPOSED PEDESTRIAN DROPPED KERB WITH TACTILE BLISTER PAVING.
- EXISTING DITCH TO BE CULVERTED AND BACKFILLED
- EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.
- PROPOSED SURFACE WATER DRAINAGE MANHOLE
- PROPOSED PERFORATED SURFACE WATER DRAINAGE CULVERT. CULVERT SIZE, GRADIENT, LEVELS AND SPECIFICATION TO BE CONFIRMED
- PROPOSED SURFACE WATER HEADWALL
- PROPOSED RETAINING AROUND EXISTING TREE TRUNKS. REFER TO SKETCH DETAIL DRAWING 231436-CON-XX-00-SK-C-0013
- L PROPOSED LOW LEVEL INSET SOLAR STREET LIGHTING TO BE INSTALLED FLUSH TO SURFACE IN 6m INTERVALS STAGGERED FROM FRONT TO BACK OF FOOTWAY. (LIGHTING TO BE IP67 WATERPROOF RATED, 150mm DIAMETER x 41mm DEPTH, 6000k DAY LIGHT WITH WHITE 210 LUMENS AND LITHIUM ION BATTERY. SPECIFICATION SUBJECT TO HCC APPROVAL.

PROPOSED NEW INTERMEDIATE SURFACE WATER MANHOLE REQUIRED FOR MAINTENANCE.

EXISTING KERB LINE TO BE BROKEN OUT TO ALLOW FOR NEW FULL HEIGHT UPSTAND KERB.

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

PROPOSED PEDESTRIAN DROPPED KERB TO SERVE AS CROSSING POINT TO ADJACENT FOOTWAY

EXISTING LAMP POST AND PUBLIC FOOTPATH SIGNAGE TO BE RELOCATED TO THE BACK OF THE PROPOSED FOOTWAY.

EXISTING PRIVATE ACCESS TO BE UPGRADED TO FULL DEPTH VEHICLE CROSSOVER IN LINE WITH LOCAL HIGHWAY AUTHORITY STANDARDS .

PROPOSED 1.2m WIDE FOOTWAY

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

St Stephens
Footpath 015

St Stephens
Footpath 030

NOTES

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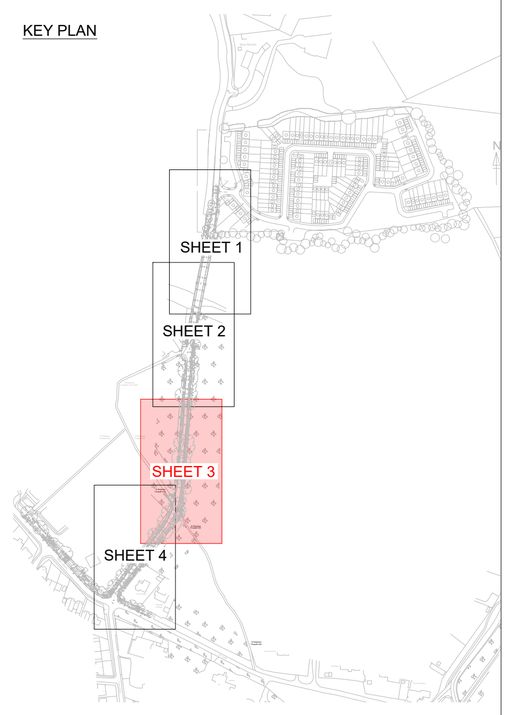
KEY PLAN



NOT FOR CONSTRUCTION

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Rev	Date	Description	Drawn	Check
P03	07.05.24	REVISED FOLLOWING COMMENTS	NKR	PH
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Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
GENERAL ARRANGMENT PLAN
SHEET 3

Drawing No
231436-CON-XX-00-SK-C-0003

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

St Stephens Footpath 015

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

PROPOSED PEDESTRIAN DROPPED KERB TO SERVE AS CROSSING POINT TO ADJACENT FOOTWAY

PROPOSED 1.2m WIDE FOOTWAY

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

PROPOSED 2m WIDE FOOTWAY.

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

EXISTING INCOMING PIPE CONNECTIONS TO BE RETAINED

EXISTING KERB LINE TO BE BROKEN OUT TO ALLOW FOR NEW FULL HEIGHT UPSTAND KERB.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.
EXISTING CONCRETE HEADWALL TO BE RETAINED.

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING WITH BLISTER TACTILE PAVING

PROPOSED PERMEABLE BLOCK PAVING CARRIAGEWAY PASSING BAY.

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

LYE LANE

Lye Cottage

Bramble Cottage

WOODBURY FIELD PLAYGROUND AND BLACK GREEN

GENERAL NOTES

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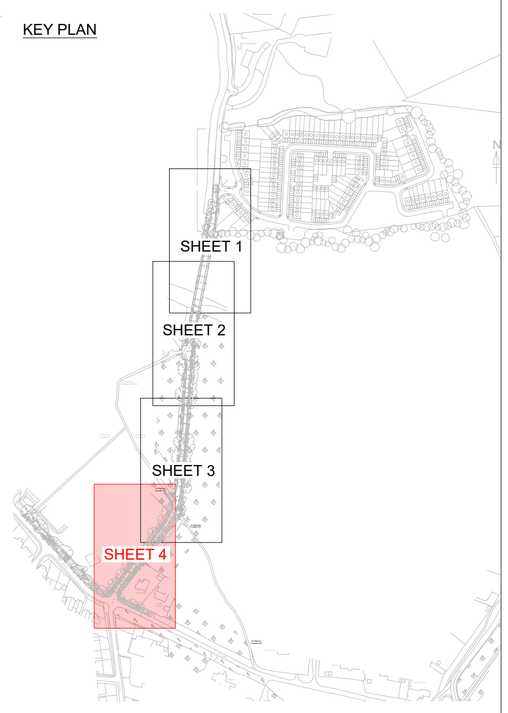
KEY PLAN



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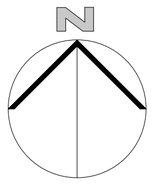
Drawing Status
PRE-PLANNING

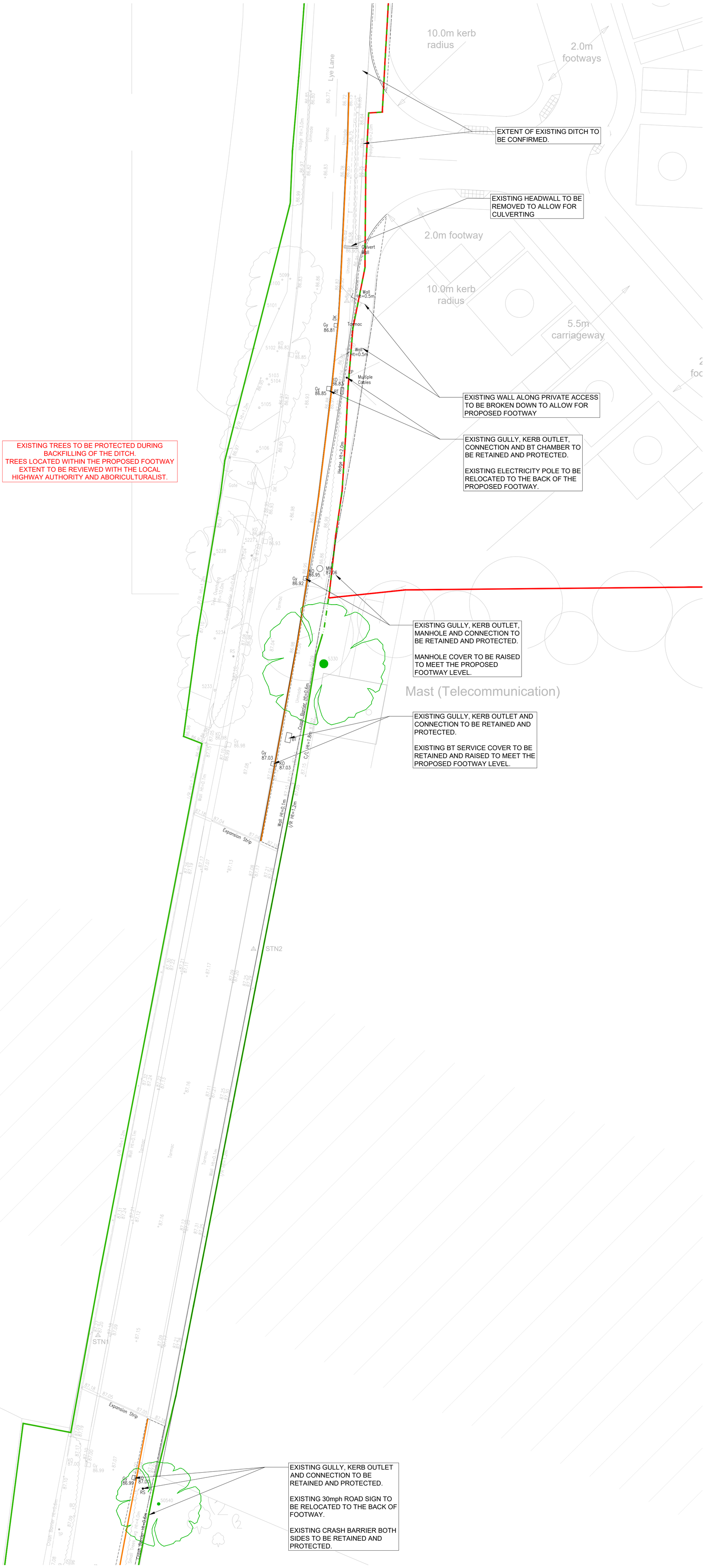
Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
GENERAL ARRANGMENT PLAN
SHEET 4

Drawing No
231436-CON-XX-00-SK-C-0004

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**





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- EXISTING DITCH TO BE CULVERTED AND BACKFILLED
- EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

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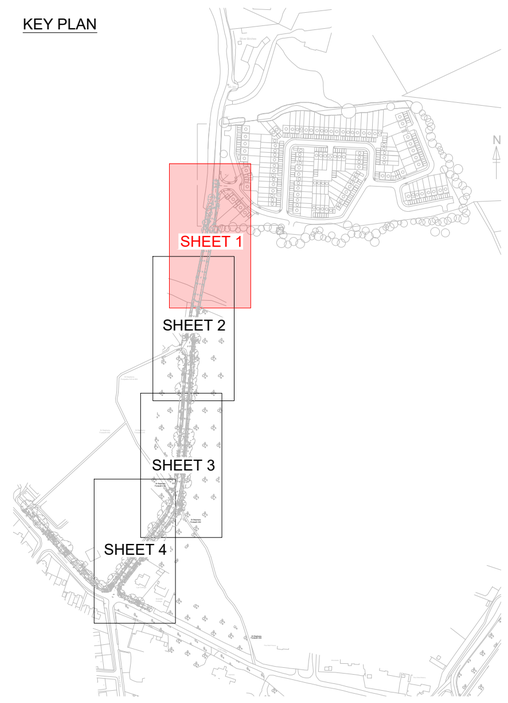

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Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
PROPOSED SITE CLEARANCE
SHEET 1

Drawing No
231436-CON-XX-00-SK-C-0005

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

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EXISTING GULLY, KERB OUTLET AND CONNECTION TO BE RETAINED AND PROTECTED.

EXISTING 30mph ROAD SIGN TO BE RELOCATED TO THE BACK OF FOOTWAY.

EXISTING CRASH BARRIER BOTH SIDES TO BE RETAINED AND PROTECTED.

EXISTING GULLY AND KERB OUTLET TO BE RELOCATED TO TIE INTO NEW KERB LINE. EXISTING DRAINAGE CONNECTION TO BE REUSED.

EXISTING SERVICE COVERS AND TELEPHONE POLES TO BE RETAINED AND PROTECTED.

EXISTING BOLLARDS TO BE REMOVED TO ALLOW FOR PROPOSED FOOTWAY

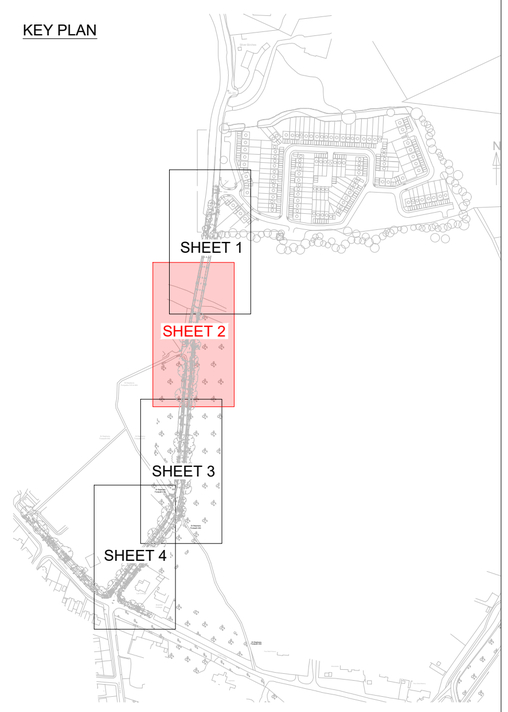
EXISTING GULLY, KERB OUTLET AND CONNECTION TO BE RETAINED AND PROTECTED.

EXISTING CONCRETE WALL TO BE BROKEN DOWN TO ALLOW FOR BACKFILLING OF THE DITCH AND PROPOSED CULVERTING.

EXISTING BOLLARDS TO BE REMOVED TO ALLOW FOR PROPOSED FOOTWAY

EXISTING MANHOLE TO BE RETAINED. MANHOLE COVER TO BE BUILT UP TO MEET THE PROPOSED FOOTWAY LEVEL.

KEY PLAN



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Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
PROPOSED SITE CLEARANCE
SHEET 2

Drawing No
231436-CON-XX-00-SK-C-0006

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

EXISTING BOLLARD TO BE REMOVED TO ALLOW FOR PROPOSED FOOTWAY

EXISTING KERB LINE TO BE BROKEN OUT TO ALLOW FOR NEW FULL HEIGHT UPSTAND KERB.

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

EXTENT OF EXISTING DITCH TO CONFIRMED.
UNIDENTIFIED BOLLARDS SHOWN INDICATIVELY TO BE CONFIRMED.

EXISTING LAMP POST AND PUBLIC FOOTPATH SIGNAGE TO BE RELOCATED TO THE BACK OF THE PROPOSED FOOTWAY.

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

EXISTING BOLLARDS TO BE REMOVED TO ALLOW FOR PROPOSED FOOTWAY

St Stephens
Footpath 015

St Stephens
Footpath 030

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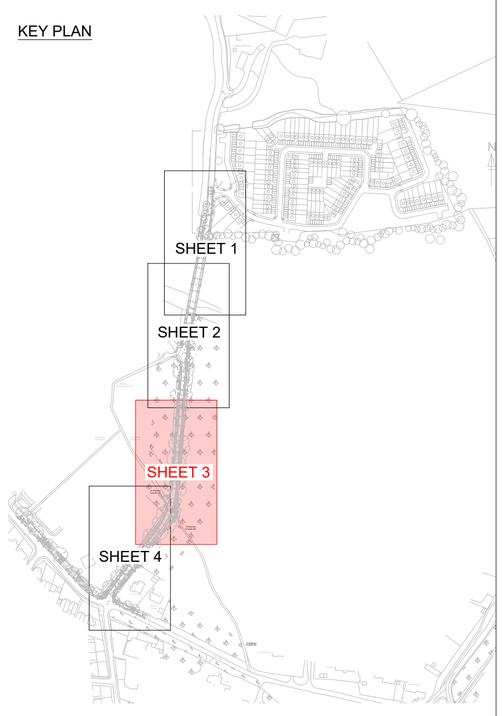

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Drawing Status
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Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
PROPOSED SITE CLEARANCE
SHEET 3

Drawing No
231436-CON-XX-00-SK-C-0007

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

St Stephens Footpath 015

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

EXISTING BOLLARDS TO BE REMOVED TO ALLOW FOR PROPOSED FOOTWAY

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

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EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

EXISTING INCOMING PIPE CONNECTIONS TO BE RETAINED

EXISTING KERB LINE TO BE BROKEN OUT TO ALLOW FOR NEW FULL HEIGHT UPSTAND KERB.

EXISTING CONCRETE HEADWALL TO BE RETAINED.

EXISTING STREETNAME PLATE TO BE RELOCATED TO THE BACK OF THE PROPOSED FOOTPATH.

LYE LANE

Lye Cottage

Bramble Cottage

W. Riding

GENERAL NOTES

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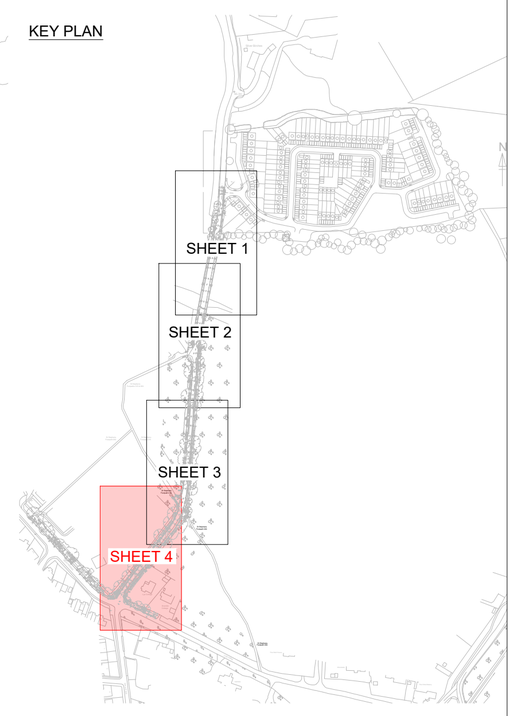

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P01	04.03.24	ISSUED FOR REVIEW AND COMMENT	NKR	PH

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Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
PROPOSED SITE CLEARANCE
SHEET 4

Drawing No
231436-CON-XX-00-SK-C-0008

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

EXISTING DITCH TO BE BACKFILLED. NEW DRAINAGE SYSTEM TO BE PROPOSED AS PART OF FUTURE HIGHWAY WORKS AND AGREED WITH THE LOCAL HIGHWAY AUTHORITY / LLFA.

EXISTING HEADWALL TO BE BROKEN DOWN TO ALLOW FOR NEW ROAD JUNCTION. PROPOSED DRAIN TO CONNECT ONTO EXISTING

Lye Lane

10.0m kerb radius

2.0m footways

2.0m footway

10.0m kerb radius

5.5m carriageway

Mast (Telecommunication)

STN1

STN2

GENERAL NOTES

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LEGEND

- SITE BOUNDARY
- HIGHWAY BOUNDARY (TRACED FROM HERTFORDSHIRE HIGHWAY BOUNDARIES AND LAND CHARGES FOR LYE LANE, BRICKET WOOD & PARK STREET LANE, DATED 15/06/2022.)
- M25 MOTORWAY BELOW
- EDGE OF CARRIAGEWAY KERB.
- EXTENT OF PROPOSED FOOTWAY.
- EXTENT OF PROPOSED VEHICLE CROSSOVER.
- EXTENT OF PROPOSED CARRIAGEWAY PASSING BAY.
- PROPOSED SURFACE WATER DRAINAGE CULVERT. CULVERT SIZE, GRADIENT, LEVELS AND SPECIFICATION TO BE CONFIRMED
- PROPOSED SURFACE WATER DRAINAGE MANHOLE
- PROPOSED SURFACE WATER HEADWALL
- EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

NOTES

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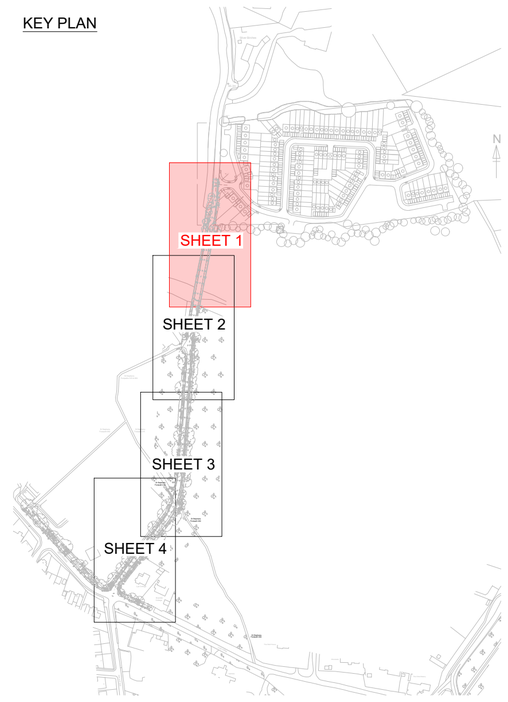
STATUTORY UNDERTAKERS ARE TO BE CONSULTED WITH PRIOR TO AY WORKS.

ALL PROPOSED WORKS ARE TO BE APPROVED BY THE LOCAL HIGHWAY AUTHORITY, AND THE LEAD LOCAL FLOOD AGENCY.

KEY PLAN



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Meters 1:200

Rev	Date	Description	Drawn	Check
P03	08.04.24	REVISED FOLLOWING COMMENTS	NKR	PH
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Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
SURFACE WATER DRAINAGE PROPOSAL SHEET 1

Drawing No
231436-CON-XX-00-SK-C-0009

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

EXISTING GULLY AND KERB OUTLET TO BE RELOCATED TO TIE INTO NEW KERB LINE. EXISTING DRAINAGE CONNECTION TO BE REUSED.

PROPOSED SURFACE WATER CULVERT CONNECTION ONTO EXISTING DRAIN.
EXISTING HEADWALL TO BE BROKEN DOWN TO ALLOW FOR BACKFILLING OF THE DITCH AND NEW FOOTWAY.

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

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- EXTENT OF PROPOSED VEHICLE CROSSOVER.
- EXTENT OF PROPOSED CARRIAGEWAY PASSING BAY.
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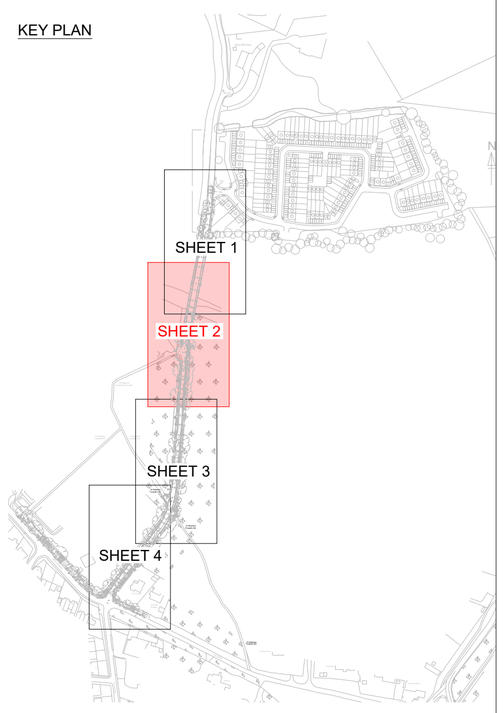
KEY PLAN



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Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
SURFACE WATER DRAINAGE PROPOSAL SHEET 2

Drawing No
231436-CON-XX-00-SK-C-0010

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

PROPOSED NEW INTERMEDIATE SURFACE WATER MANHOLE REQUIRED FOR MAINTENANCE.

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

St Stephens
Footpath 015

St Stephens
Footpath 030

GENERAL NOTES

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KEY PLAN

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Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
SURFACE WATER DRAINAGE
PROPOSAL SHEET 3

Drawing No
231436-CON-XX-00-SK-C-0011

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**

St Stephens Footpath 015

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

PROPOSED NEW INTERMEDIATE SURFACE WATER MANHOLE REQUIRED FOR MAINTENANCE.

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

EXISTING DITCH TO BE CULVERTED TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

EXISTING INCOMING PIPE CONNECTIONS TO BE RETAINED

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.
EXISTING CONCRETE HEADWALL TO BE RETAINED.

LYE LANE

Lye Cottage

Bramble Cottage

Lye Lane

W. Riding

STNM2

GENERAL NOTES

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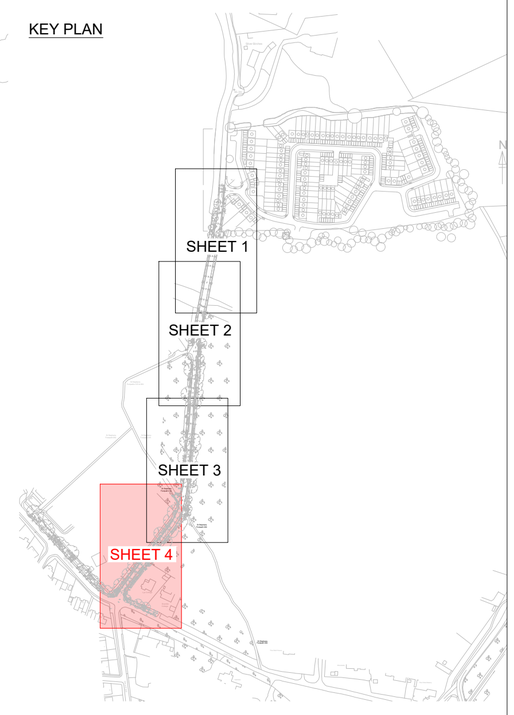
KEY PLAN



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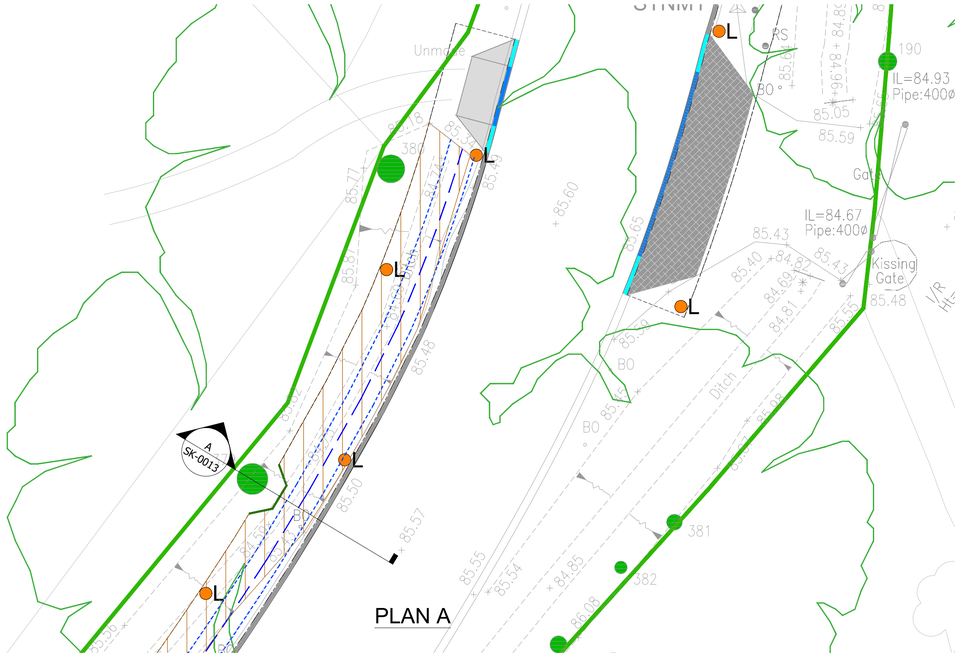
Drawing Status
PRE-PLANNING

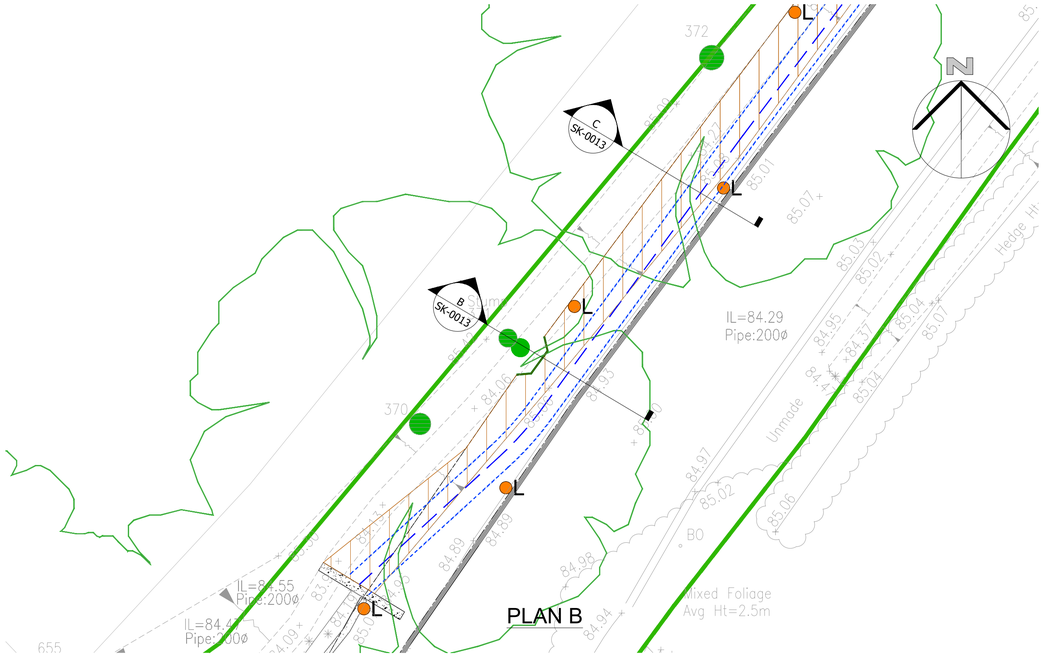
Project
LYE LANE, BRICKET WOOD
ST ALBANS

Title
SURFACE WATER DRAINAGE PROPOSAL SHEET 4

Drawing No
231436-CON-XX-00-SK-C-0012

Date MAR 2024
Scale 1:200
Drawn NKR
Engineer NKR
Project No **231436**
Revision **P03**





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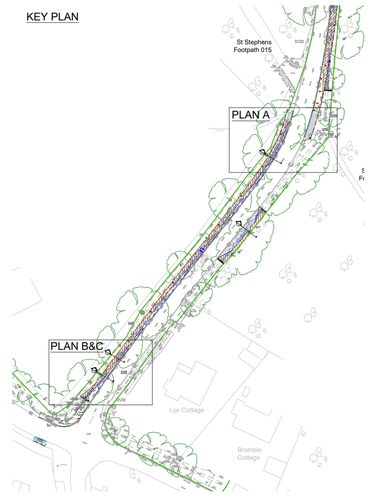
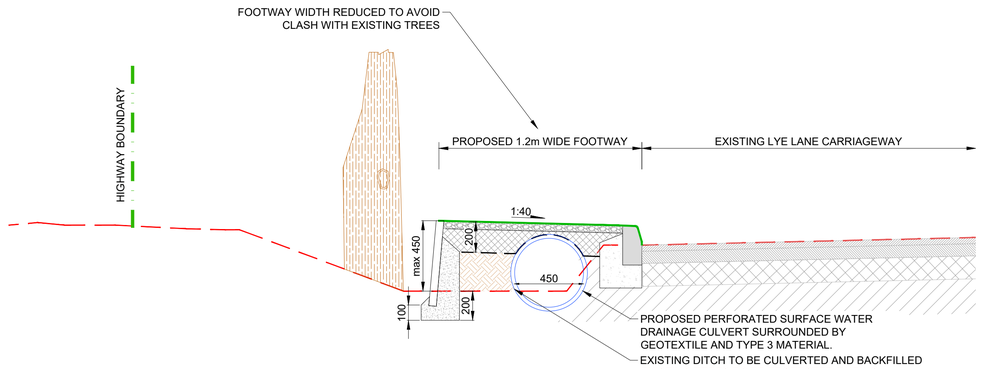
- EXISTING GROUND LINE
- PROPOSED FINISHED GROUND LINE

DRAINAGE, PAVEMENT AND RETAINING OPTIONS TO BE AGREED WITH THE ARBORICULTURALIST, LLFA AND HIGHWAY AUTHORITY.

KEY PLAN





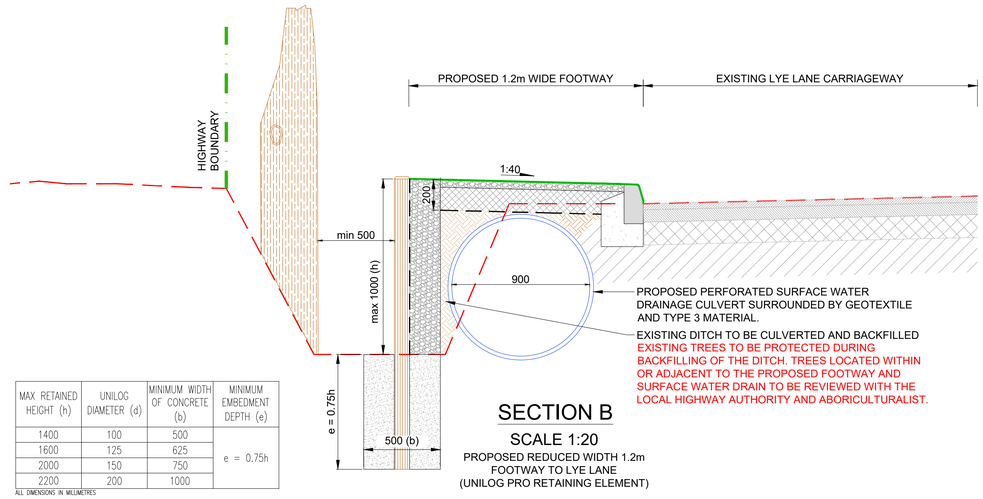
PROPOSED PERFORATED SURFACE WATER DRAINAGE CULVERT SURROUNDED BY GEOTEXTILE AND TYPE 3 MATERIAL.

EXISTING DITCH TO BE CULVERTED AND BACKFILLED
EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

SECTION A

SCALE 1:20

PROPOSED REDUCED WIDTH 1.2m FOOTWAY TO LYE LANE
(SLAB ON EDGE DETAIL RETAINING ELEMENT)



MAX RETAINED HEIGHT (h)	UNILOG DIAMETER (d)	MINIMUM WIDTH OF CONCRETE (b)	MINIMUM EMBEDMENT DEPTH (e)
1400	100	500	e = 0.75h
1600	125	625	
2000	150	750	
2200	200	1000	

ALL DIMENSIONS IN MILLIMETRES

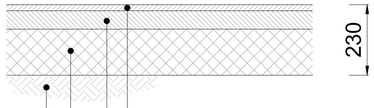
PROPOSED PERFORATED SURFACE WATER DRAINAGE CULVERT SURROUNDED BY GEOTEXTILE AND TYPE 3 MATERIAL.

EXISTING DITCH TO BE CULVERTED AND BACKFILLED
EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

SECTION B

SCALE 1:20

PROPOSED REDUCED WIDTH 1.2m FOOTWAY TO LYE LANE
(UNILOG PRO RETAINING ELEMENT)



20mm THICK (0-6mm) DENSE BITUMEN MACADAM SURFACE COURSE OR GRAVEL HOT ROLLED ASPHALT

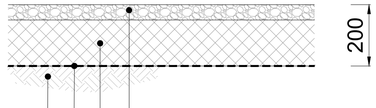
60mm THICK (20mm NOMINAL SIZE) DENSE BITUMEN MACADAM BINDER COURSE

150mm THICK TYPE 1 GRANULAR SUB BASE RECYCLED PERMITTED AS SPECIFIED BY THE ENGINEER. WHERE CBR VALUES ARE LOWER THAN 5%, TYPE 1 SUB-BASE MATERIAL TO BE INCREASED TO 225m THICK.

SUBGRADE TO BE PREPARED IN ACCORDANCE WITH CLAUSE 616 OF THE SHW. ANY SOFT SPOTS TO BE REMOVED AND REPLACED WITH FILL MATERIAL.

1 ASPHALT VEHICLE CROSSOVER CONSTRUCTION

Scale: 1:10



50mm THICK SELF BINDING GRAVEL SURFACE WITH 12mm MAX STONESIZE BY BREEDON OR SIMILAR APPROVED.

150mm THICK TYPE 3 OPEN GRADED MATERIAL AS SPECIFIED BY THE ENGINEER.

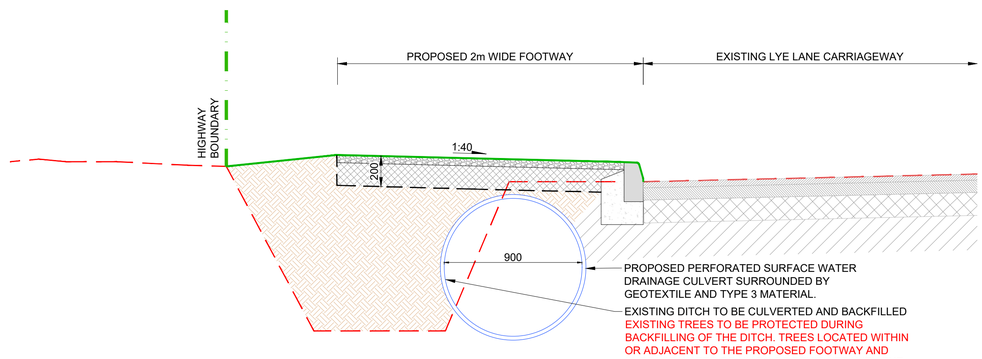
1 NO. LAYER OF TERRAM 1000 GEOTEXTILE.

SUBGRADE TO BE PREPARED IN ACCORDANCE WITH CLAUSE 616 OF THE SHW. ANY SOFT SPOTS TO BE REMOVED AND REPLACED WITH FREE DRAINING MATERIAL.

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

2 SELF BINDING GRAVEL FOOTWAY CONSTRUCTION

Scale: 1:10



PROPOSED PERFORATED SURFACE WATER DRAINAGE CULVERT SURROUNDED BY GEOTEXTILE AND TYPE 3 MATERIAL.

EXISTING DITCH TO BE CULVERTED AND BACKFILLED
EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH. TREES LOCATED WITHIN OR ADJACENT TO THE PROPOSED FOOTWAY AND SURFACE WATER DRAIN TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

SECTION C

SCALE 1:20

TYPICAL 2m WIDE FOOTWAY TO LYE LANE

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
P03	07.05.24	REVISED FOLLOWING COMMENTS	NKR	PH
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Drawing Status
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Project
LYE LANE, BRICKET WOOD
ST ALBANS

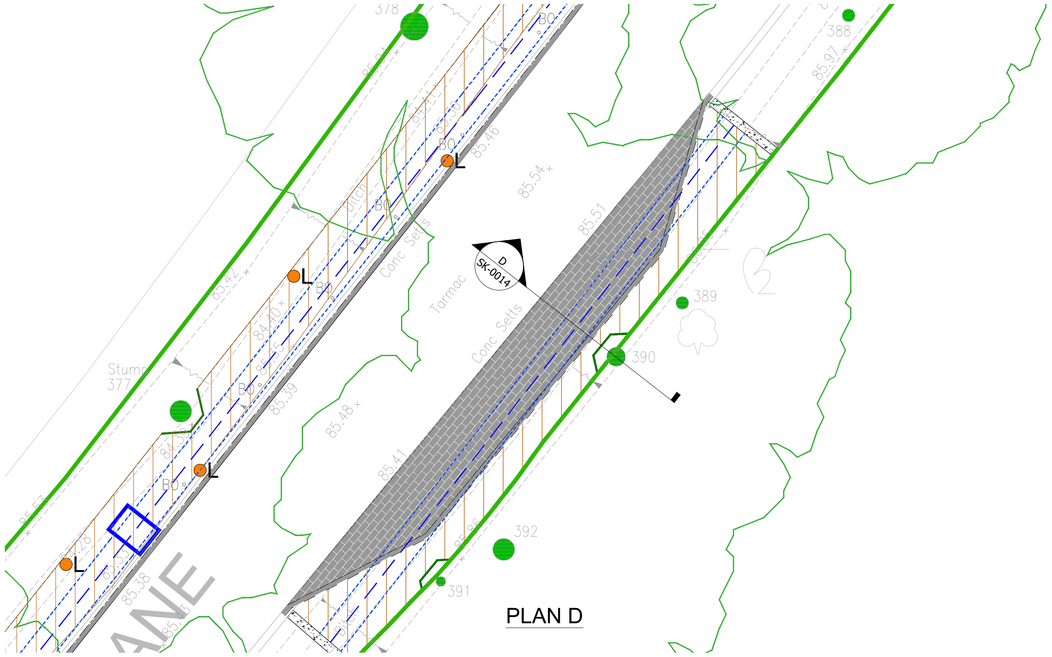
Date MAR 2024
Scale AS SHOWN
Drawn NKR
Engineer NKR

Title
TYPICAL SECTION OF PROPOSED FOOTWAY TO LYE LANE

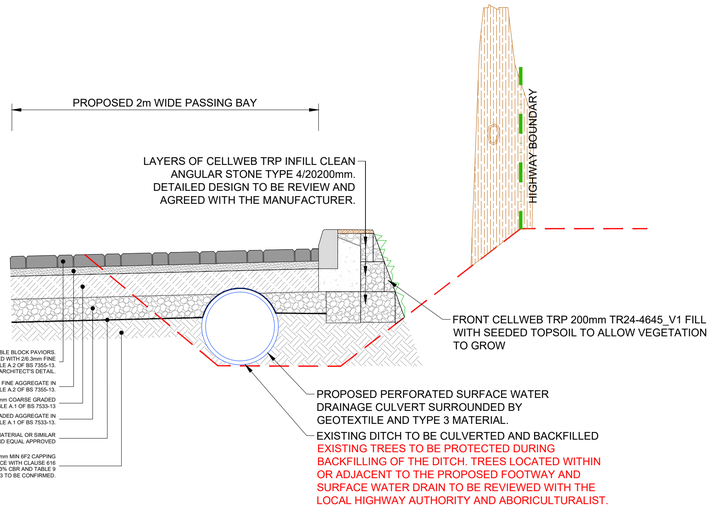
Project No
231436

Drawing No
231436-CON-XX-00-SK-C-0013

Revision
P03



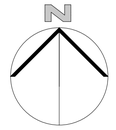
PLAN D



SECTION D

SCALE 1:20

PROPOSED 2m PASSING BAY TO LYE LANE
WITH CELLWEB EMBANKMENT OVER TREE ROOT AREA



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- PROPOSED FINISHED GROUND LINE

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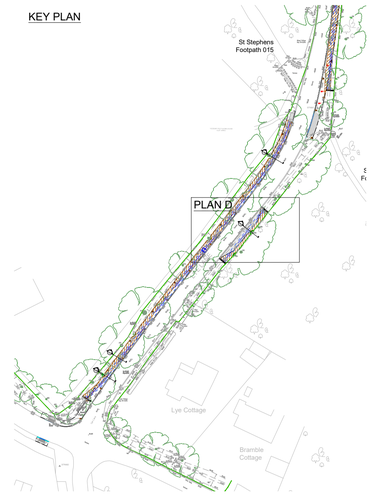
KEY PLAN



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Drawing Status
PRE-PLANNING

Project
LYE LANE, BRICKET WOOD
ST ALBANS

Date MAY 2024
Scale AS SHOWN
Drawn NKR
Engineer NKR

Title
TYPICAL SECTION OF PROPOSED PASSING BAY TO LYE LANE

Project No
231436

Drawing No
231436-CON-XX-00-SK-C-0014

Revision
P01

APPENDIX C

SADC's 'Refuse Collection and Recycling Requirements for New Developments and Change of Use' (updated April 2018) **(CD 2.11.3)**

New Guidelines effective from 15th June 2016.

Refuse Collection and Recycling Requirements for New Developments and Change of Use.

1.0 Introduction

1.1 St Albans City & District Council (SADC) offers a refuse and recycling collection service for all residents in the St Albans district where practicable and is working towards increasing the level of waste materials recycled in line with government's targets. In 2008/09, the Councils recycling rate was 55% and the amount of waste collected per head of population was 209.00 kg/p.h/h.

1.2 This guidance therefore aims to ensure that satisfactory provisions for the storage and collection of both refuse and recyclables are provided throughout the district. The guidance is written to be read in conjunction with the Building Regulations (Part H6: Solid Waste Storage – The Requirements) and does not in any way exempt the developer from the requirements specified in the Building Regulations.

Houses

2.0 Waste Collection

Since 2008 St Albans District Council operates an alternate week collection system.

This involves every house having 1 x 180 litre bin for residual waste and 1 x 240 litre bin for green waste (garden waste) along with a 240lt wheeled bin for cans plastic and glass and a 55lt box for paper and cardboard and a 23lt food waste caddy.

The residual waste bin is emptied on one week and the green waste bin, dry recycling and boxes on the alternate week.

Food waste is collected weekly.

2.1 Requirements for Collections and storage etc.

In all developments adequate provision not only needs to be made in the storage of wheeled bins, but for the collection and emptying of these containers by the Council's contractor (for details see part H6 of the Building Regulations titled "Solid Waste Storage-the Requirements").

3.0 Kerbside Recycling

Dry recyclables are collected from a 240lt wheeled bin for glass, cans and plastics and a 55 litre recycling box(s) for paper and cardboard.

We also supply a 240lt bin for garden waste.

These containers are emptied fortnightly from the boundary of the property

In addition, St Albans City and District Council collect food waste weekly in a 23lt caddy

Flats & HMO

4.0 Refuse collection.

St. Alban's District Council collect refuse weekly, 90lt per property so the size of the bin(s) should be calculated accordingly.

http://www.straight.co.uk/products/plastic-wheeled-bins/

(Please click on the link to see the bin dimensions/ specifications. We do not endorse Straight over any other bin supplier but their diagrams are very detailed and helpful- the bin sizes are standard across suppliers.)

The most commonly used bins are 660lt and 1100lt. Metal bins with flat lids are preferable.

The developer is responsible for providing the refuse containers.

For smaller blocks of 4 or 6 flats, SADC can provide 1x 180lt standard domestic wheeled bin for every 2 apartments.

For the provision of refuse, adequate space shall be provided in the waste storage area.

4.1 Recycling collection.

Recycling is collected every fortnight. SADC supply a bin for paper and cardboard and one for cans, plastics and glass.

SADC will supply the recycling bins and the size will depend on how many apartments they will be servicing;

1 – 5 flats – 2 x 360 litre bins

6 – 10 flats – 4 x 360 litre bins

11 – 15 flats – 6 x 360 litre bins

16 – 20 flats – 8 x 360 litre bins

In addition, St Albans City and District Council collect food waste weekly from one a 240lt communal bins; 1 per 10 dwellings.

There is no collection scheme proposed for garden waste. This is because the grassed/landscaped areas around flats are generally maintained by contractors on behalf of the Management Company/ Developers and therefore, such waste is considered commercial. St Albans District Council does not offer a commercial waste collection service.

Bins do not need to be placed on the boundary for collection.

4.2 Size and location.

The bin store are should be large enough to store the refuse and recycling bins but the drag distance from the bin area to the freighter should be no more than 9 metres.

Should a new bin area be built beyond this distance, it will become the responsibility of the managing agent or residents to bring the containers within 9 meters on collection day.

5.0 Additional information.

It is recognised that on some developments, the roads may remain private i.e. un-adopted. They may also be constructed in high quality finishes such as block paving. Nevertheless they will need to be constructed to an appropriate standard in terms of loading (to withstand the weight of the refuse vehicles e.g. up to 32 tonnes Gross Vehicle Weight. and various recycling collection vehicles) and layout (turning circles etc). Generally, the Refuse Collection vehicles have a turning circle of between 18.3 and 22.3 metres and their size is approx 8.4 metres in length and 2.5 metres width. Care should also be taken to ensure that there are no height restrictions that would prevent access by the collection vehicles. Parking should be planned and designed to ensure that the access routes for the above vehicles are maintained at all reasonable times.

The maximum trundle distance from bin store to vehicle is 9 metres.

We would expect the developer to contact us when a development is nearing completion so that we can alert our waste contractors as to when collections should start and arrange to have the recycling bins delivered.

For enquiries regarding the above, please contact Waste Management Services either by phoning 01727 819428 or e-mail wastemanagementservices@stalbans.gov.uk

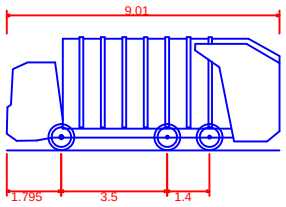
Updated 4th April 2018

APPENDIX D
Vehicle Swept Path Assessment (CD 2.11.4)

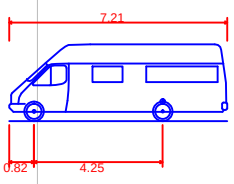
P2584: LYE LANE SWEPT PATH ASSESSMENT SUMMARY NOTES

Drawing No:	Vehicle Movement	Location	Comment
2584/ATR/1	SADC Refuse Vehicle NB, 7.5t Panel Van SB	South of and including proposed site access to Lye Lane	Refuse vehicle and 7.5t panel van can pass throughout this section
2584/ATR/2	SADC Refuse Vehicle NB, 7.5t Panel Van SB	Bridge over M25	Refuse vehicle and 7.5t panel van can pass throughout this section
2584/ATR/3	SADC Refuse Vehicle NB, 7.5t Panel Van SB	South of bridge over M25	Carriageway narrows to one-way give-way operation, passing opportunity by existing access on west side of Lye Lane
2584/ATR/4	SADC Refuse Vehicle NB, 7.5t Panel Van SB	South up to St Stephens 015 footpath	Carriageway narrows to one-way give-way operation, passing opportunity by existing accesses on west side of Lye Lane with inter-visibility
2584/ATR/5	SADC Refuse Vehicle NB, 7.5t Panel Van SB	Proposed passing bay on east side of Lye Lane	Van can pull in and hold clear of passing refuse vehicle
2584/ATR/6	SADC Refuse Vehicle SB, 7.5t Panel Van NB	Proposed passing bay on east side of Lye Lane	Refuse vehicle can pull in and hold clear of passing van
2584/ATR/7	SADC Refuse Vehicle NB, 7.5t Panel Van SB	Lye Lane junction with West Riding	Van can hold clear of turning refuse vehicle at the junction, one-way give-way up to proposed passing bay
2584/ATR/1.1	SADC Refuse Vehicle NB, Estate Car SB	South of and including proposed site access to Lye Lane	Refuse vehicle and estate car can pass throughout this section
2584/ATR/2.1	SADC Refuse Vehicle NB, Estate Car SB	Bridge over M25	Refuse vehicle and estate car can pass throughout this section
2584/ATR/3.1	SADC Refuse Vehicle NB, Estate Car SB	South of bridge over M25	Carriageway narrows to one-way give-way operation, passing opportunity by existing access on west side of Lye Lane
2584/ATR/4.1	SADC Refuse Vehicle NB, Estate Car SB	South up to St Stephens 015 footpath	Carriageway narrows to one-way give-way operation, passing opportunity by existing accesses on west side of Lye Lane with inter-visibility
2584/ATR/5.1	SADC Refuse Vehicle NB, Estate Car SB	Proposed passing bay on east side of Lye Lane	Estate car can pass or pull in and hold clear of passing refuse vehicle
2584/ATR/6.1	SADC Refuse Vehicle NB, Estate Car SB	Lye Lane junction with West Riding	Estate car can hold clear of turning refuse vehicle at the junction, one-way give-way up to proposed passing bay
2584/ATR/1.2	7.5t Panel Van NB, Estate Car SB	South of and including proposed site access to Lye Lane	7.5t panel van and estate car can pass throughout this section
2584/ATR/2.2	7.5t Panel Van NB, Estate Car SB	Bridge over M25	7.5t panel van and estate car can pass throughout this section
2584/ATR/3.2	7.5t Panel Van NB, Estate Car SB	South of bridge over M25	7.5t panel van and estate car can pass throughout this section, save for pinch-point south of existing access on west side of Lye Lane
2584/ATR/4.2	7.5t Panel Van NB, Estate Car SB	South up to St Stephens 015 footpath	7.5t panel van and estate car can pass throughout this section
2584/ATR/5.2	7.5t Panel Van NB, Estate Car SB	Proposed passing bay on east side of Lye Lane	Estate car can pass or pull in and hold clear of passing 7.5t panel van
2584/ATR/6.2	7.5t Panel Van NB, Estate Car SB	Lye Lane junction with West Riding	Estate car can hold clear of turning 7.5t panel van at the junction, short section of one-way give-way up to proposed passing bay

Source: PMA



Medium Refuse Vehicle (3 axle)	
Overall Length	9.010m
Overall Width	2.450m
Overall Body Height	3.742m
Min Body Ground Clearance	0.295m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	8.200m



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

EXISTING DITCH TO BE BACKFILLED. NEW DRAINAGE SYSTEM TO BE PROPOSED AS PART OF FUTURE HIGHWAY WORKS AND AGREED WITH THE LOCAL HIGHWAY AUTHORITY / LLFA.

EXISTING HEADWALL TO BE BROKEN DOWN TO ALLOW FOR NEW ROAD JUNCTION. PROPOSED DRAIN TO CONNECT ONTO EXISTING

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

PROPOSED PEDESTRIAN DROPPED KERB

PROPOSED NEW 2m WIDE FOOTWAY

EXISTING WALL ALONG PRIVATE AC
BE BROKEN DOWN TO ALLOW FOR
PROPOSED FOOTWAY AND ROAD JU

PROPOSED NEW 2m WIDE FOOTWAY.

EXISTING PRIVATE ACCESS TO BE REMOVED AND REPLACED WITH 2m WIDE FULL DEPTH FOOTWAY CONSTRUCTION.

FOOTWAY WIDTH TRANSITIONS FROM 2m TO 1.87m TO TIE INTO BRIDGE FOOTWAY AND AVOID CLASH WITH CRASH BARRIER.

10.0m kerb radius

2.0m footway

10.0m kerb radius

Mast (Telecommunication)

7.5t Panel Van

Date: 08-May-2024 Scale: 1:250@A3 Source: Conisbee/PMA Drawing No. P2584/ATR/1	N	P2584: BRICKET LODGE, LYE LANE Figure ATR1 SADC Refuse Vehicle NB, 7.5t Panel Van SB

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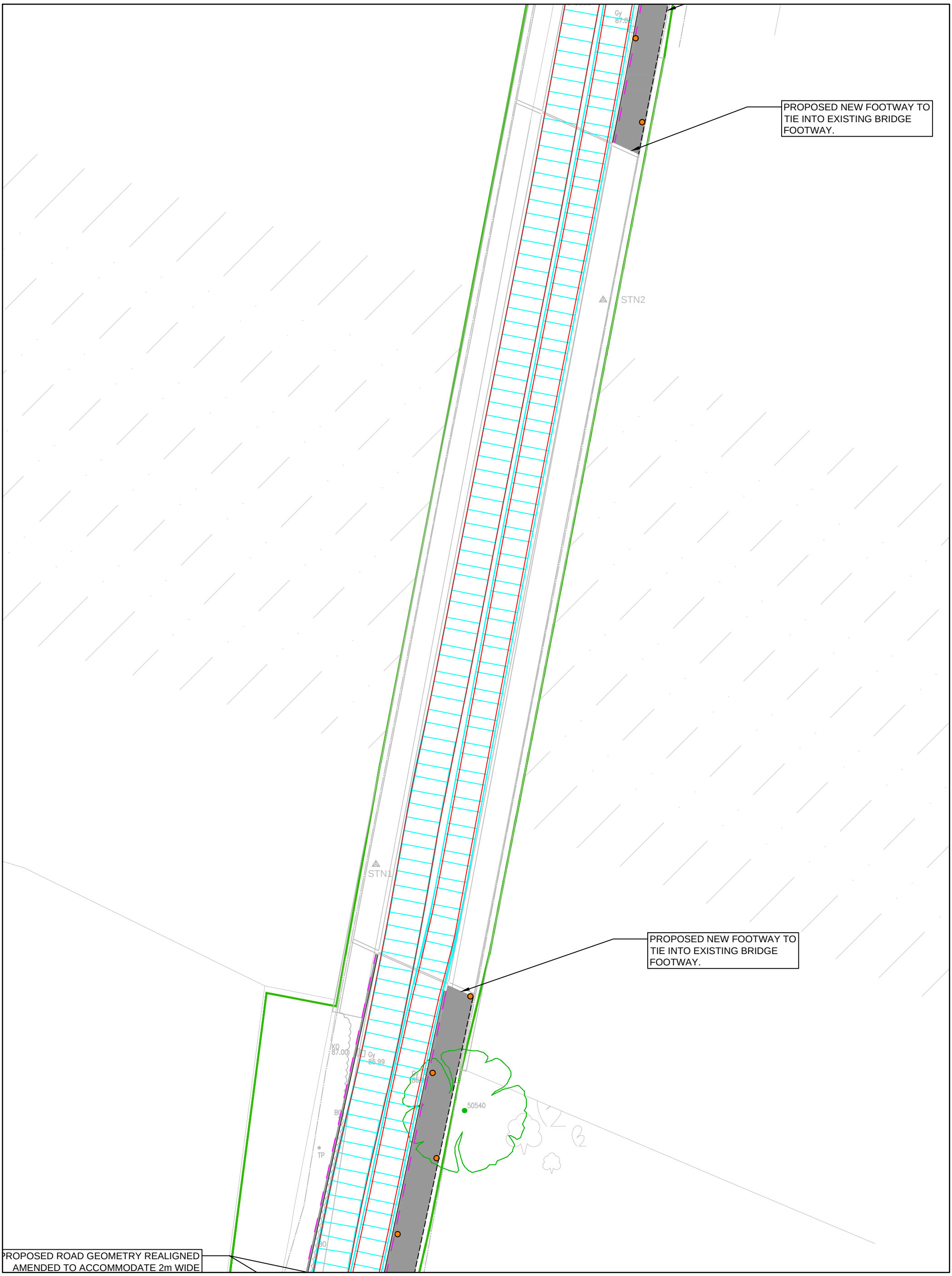

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/2

N

P2584: BRICKET LODGE, LYE LANE

Figure ATR2

SADC Refuse Vehicle NB, 7.5t Panel Van SB

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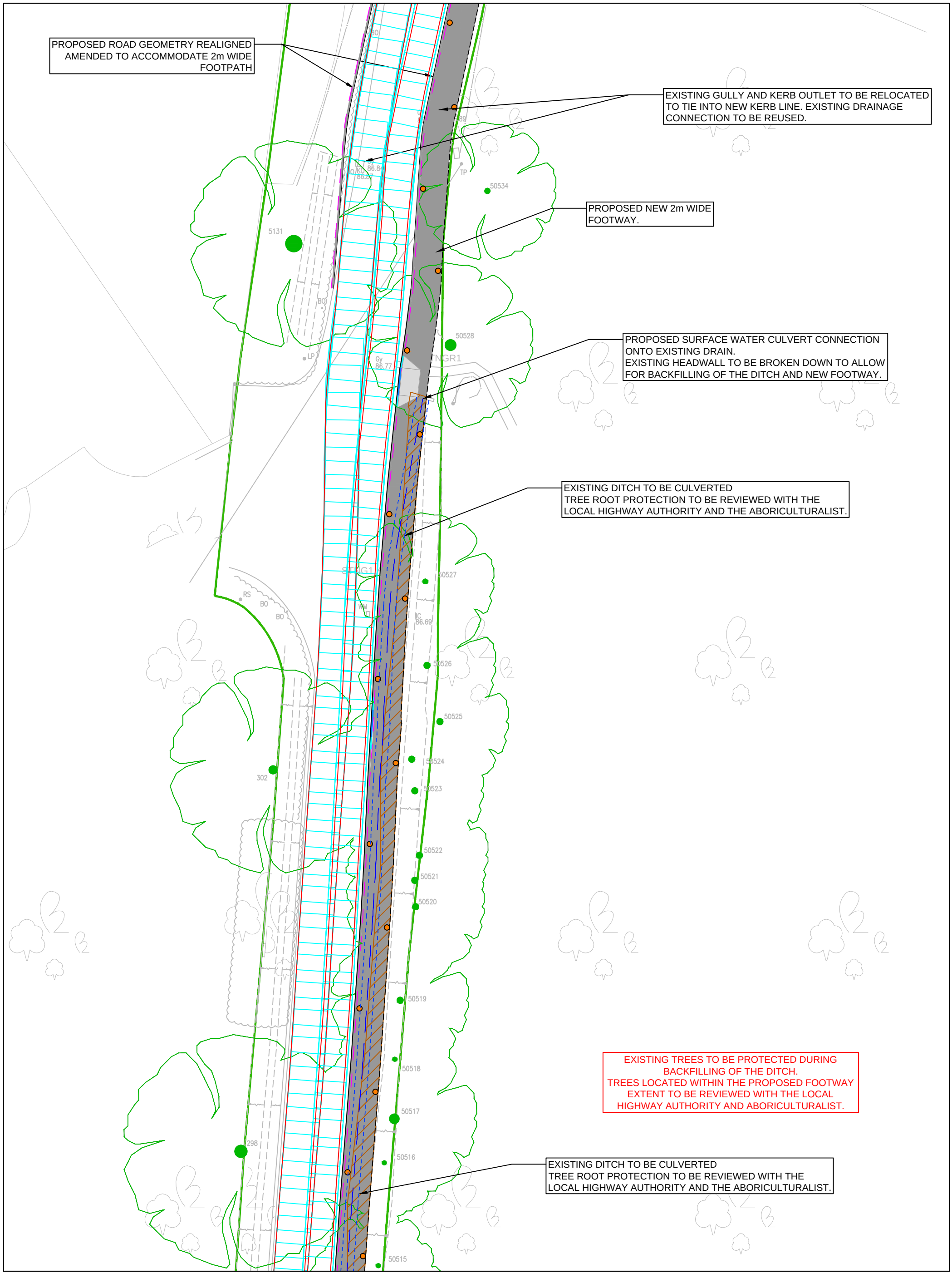

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/3

N

P2584: BRICKET LODGE, LYE LANE

Figure ATR3

SADC Refuse Vehicle NB, 7.5t Panel Van SB

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St Stephens
Footpath 015

St Stephens
Footpath 030

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

EXISTING LAMP POST AND PUBLIC FOOTPATH SIGNAGE TO BE RELOCATED TO THE BACK OF THE PROPOSED FOOTWAY.

EXISTING PRIVATE ACCESS TO BE UPGRADED TO FULL DEPTH VEHICLE CROSSOVER IN LINE WITH LOCAL HIGHWAY AUTHORITY STANDARDS .

PROPOSED PEDESTRIAN DROPPED KERB TO SERVE AS CROSSING POINT TO ADJACENT FOOTWAY

PROPOSED 1.2m WIDE FOOTWAY

O BE CULVERTED
TO BE REVIEWED
/ AUTHORITY AND
ORICULTURALIST.

ALLOW FOR
TRANSITION
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Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/4

N

P2584: BRICKET LODGE, LYE LANE
Figure ATR4
SADC Refuse Vehicle NB, 7.5t Panel Van SB

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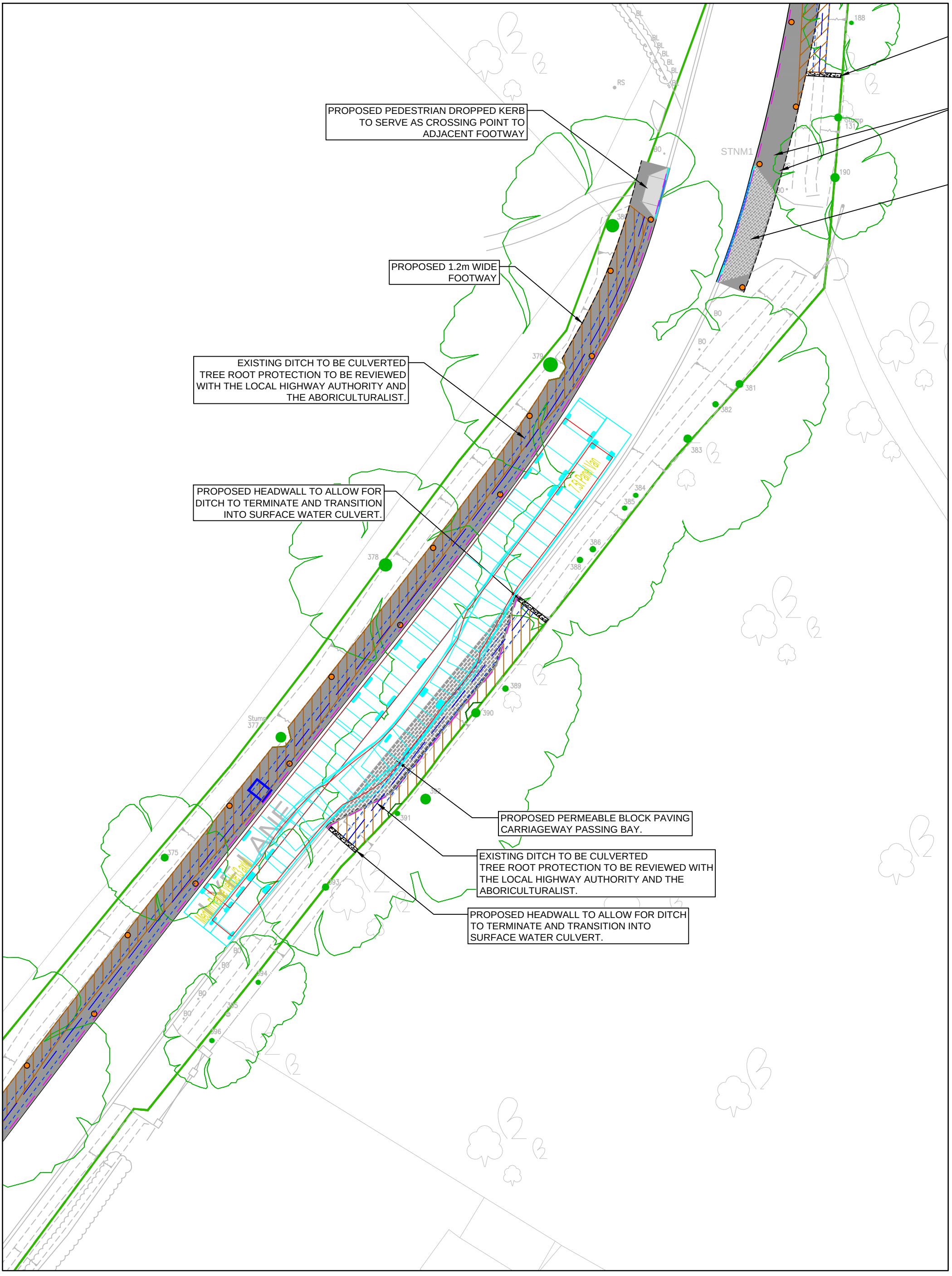

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/5

N

P2584: BRICKET LODGE, LYE LANE

Figure ATR5

SADC Refuse Vehicle NB, 7.5t Panel Van SB

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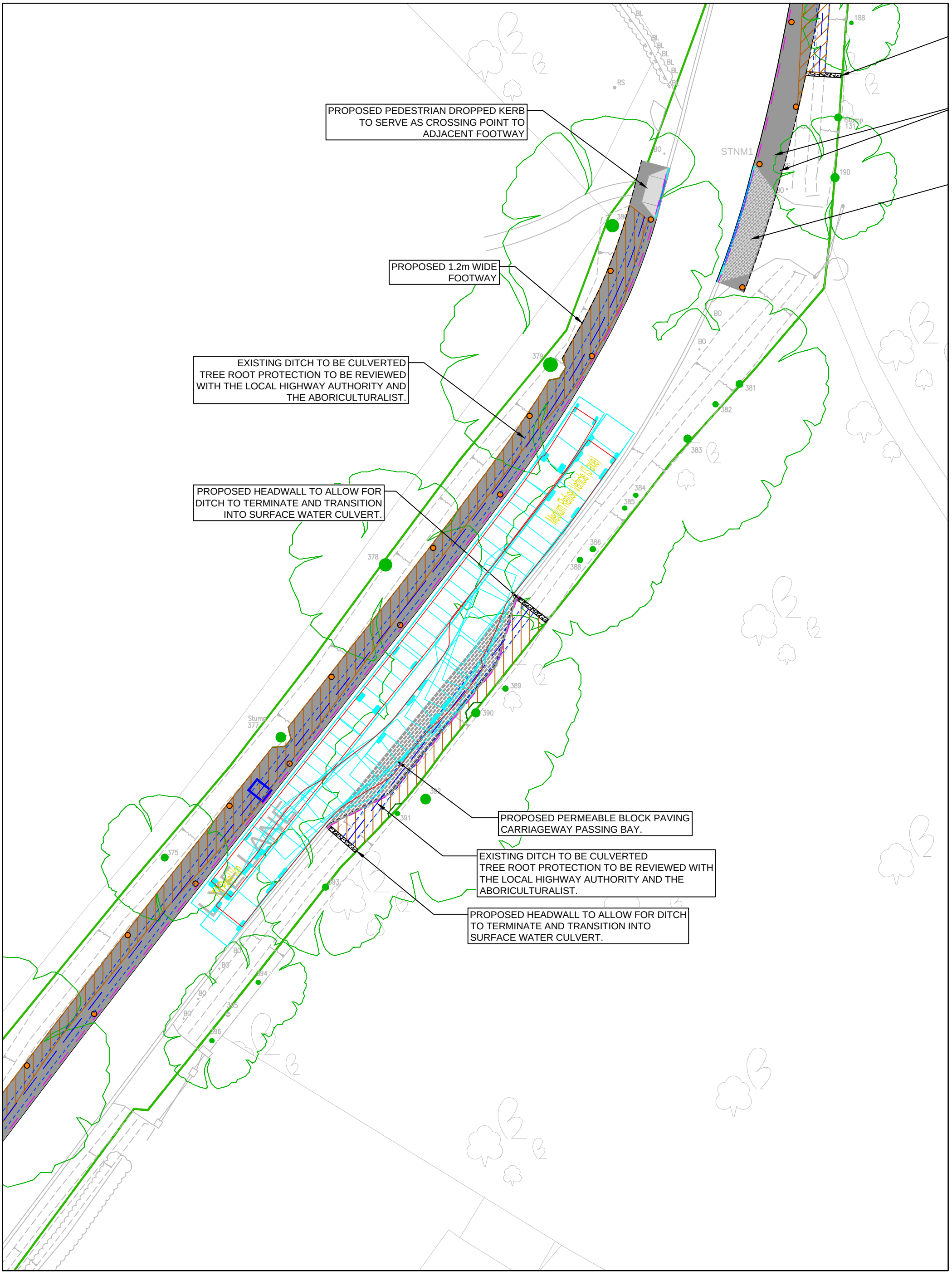

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/6

N

P2584: BRICKET LODGE, LYE LANE

Figure ATR6

SADC Refuse Vehicle SB, 7.5t Panel Van NB

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EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

PROPOSED 2m WIDE FOOTWAY.

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

EXISTING DITCH TO BE CULVERTED
TREE ROOT PROTECTION TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND THE ABORICULTURALIST.

EXISTING INCOMING PIPE CONNECTIONS TO BE RETAINED

EXISTING KERB LINE TO BE BROKEN OUT TO ALLOW FOR NEW FULL HEIGHT UPSTAND KERB.

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.
EXISTING CONCRETE HEADWALL TO BE RETAINED.

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING WITH BLISTER TACTILE PAVING

LYE LANE

Medium Refuse Vehicle (3 axle)

Lye Cottage

Date: 08-May-2024 Scale: 1:250@A3 Source: Conisbee/PMA Drawing No. P2584/ATR/7	N	P2584: BRICKET LODGE, LYE LANE Figure ATR7 SADC Refuse Vehicle NB, 7.5t Panel Van SB

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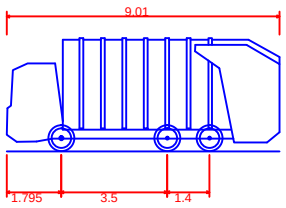
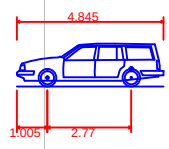


Medium Refuse Vehicle (3 axle)

Overall Length	9.010m
Overall Width	2.450m
Overall Body Height	3.742m
Min Body Ground Clearance	0.295m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	8.200m



Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m

EXISTING DITCH TO BE BACKFILLED. NEW DRAINAGE SYSTEM TO BE PROPOSED AS PART OF FUTURE HIGHWAY WORKS AND AGREED WITH THE LOCAL HIGHWAY AUTHORITY / LLFA.

EXISTING HEADWALL TO BE BROKEN DOWN TO ALLOW FOR NEW ROAD JUNCTION. PROPOSED DRAIN TO CONNECT ONTO EXISTING

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

PROPOSED PEDESTRIAN DROPPED KERB

PROPOSED NEW 2m WIDE FOOTWAY

10.0m kerb radius

2.0m footway

10.0m kerb radius

EXISTING WALL ALONG PRIVATE AC
BE BROKEN DOWN TO ALLOW FOR
PROPOSED FOOTWAY AND ROAD JU

Estate Car

PROPOSED NEW 2m WIDE FOOTWAY.

EXISTING PRIVATE ACCESS TO BE REMOVED AND REPLACED WITH 2m WIDE FULL DEPTH FOOTWAY CONSTRUCTION.

Mast (Telecommunication)

FOOTWAY WIDTH TRANSITIONS FROM 2m TO 1.87m TO TIE INTO BRIDGE FOOTWAY AND AVOID CLASH WITH CRASH BARRIER.

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/1.1

N

P2584: BRICKET LODGE, LYE LANE
Figure ATR1.1
SADC Refuse Vehicle NB, Estate Car SB

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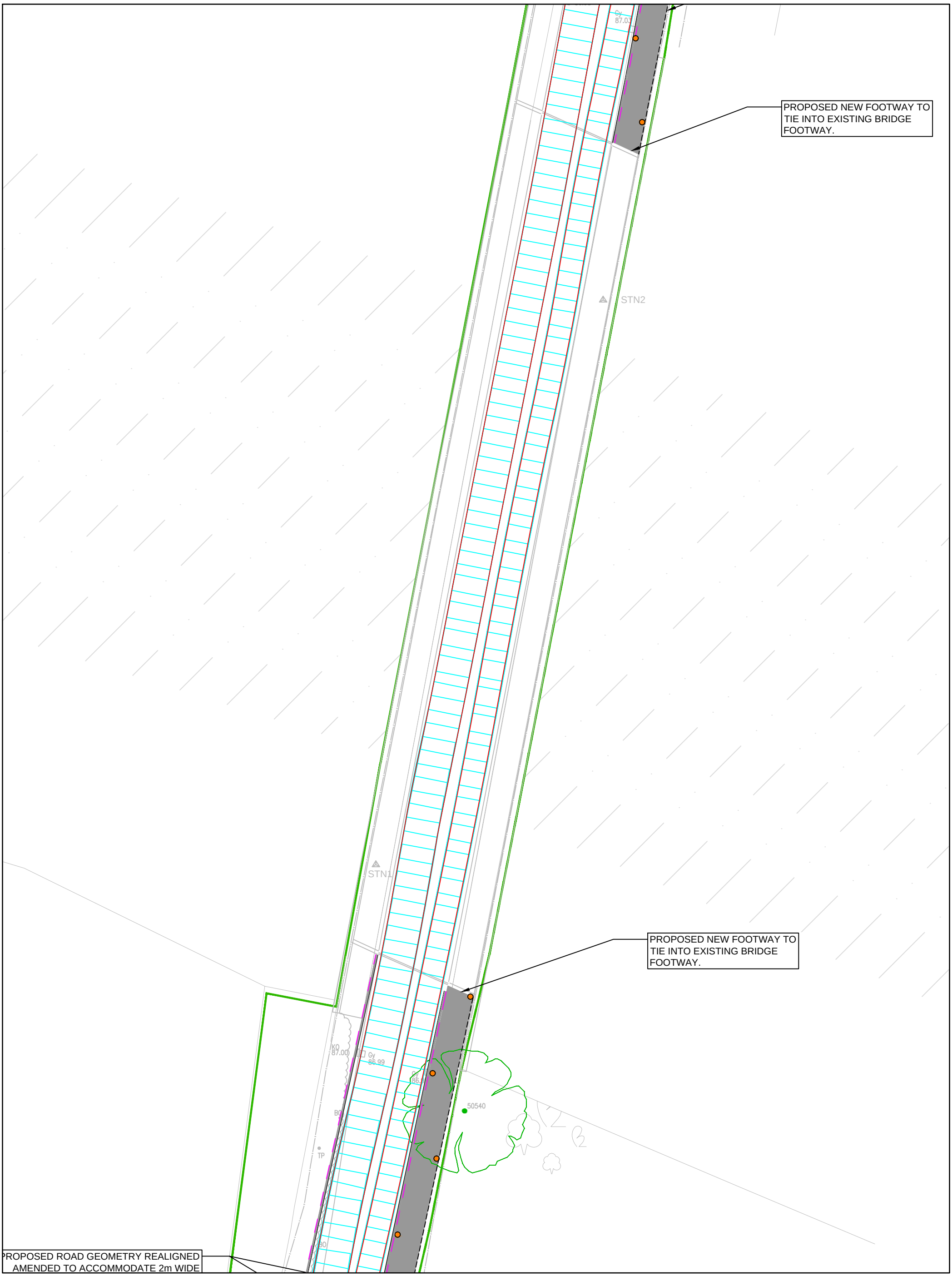

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Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/2.1

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P2584: BRICKET LODGE, LYE LANE
Figure ATR2.1
SADC Refuse Vehicle NB, Estate Car SB

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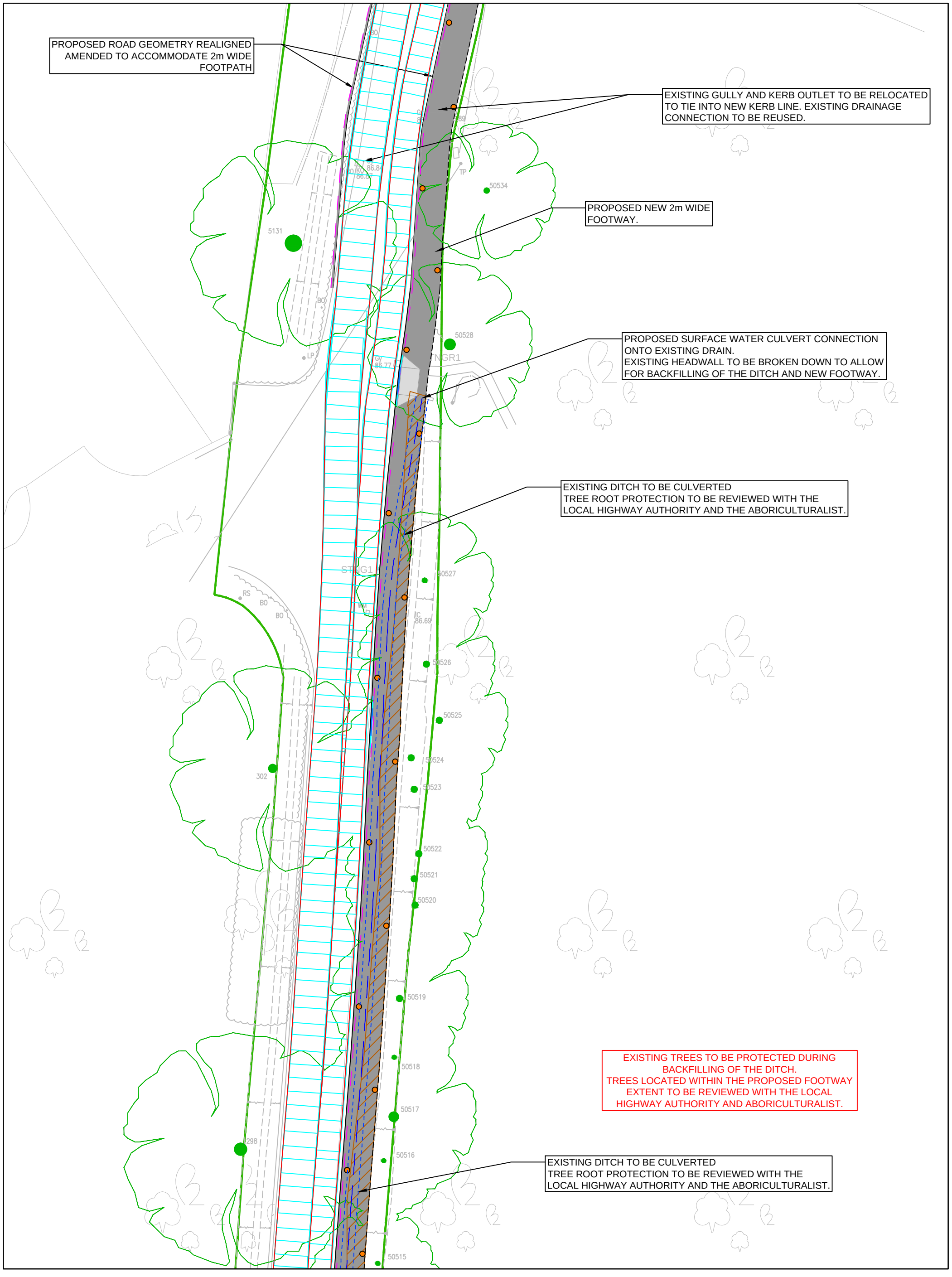

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Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/3.1

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P2584: BRICKET LODGE, LYE LANE
Figure ATR3.1
SADC Refuse Vehicle NB, Estate Car SB

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St Stephens
Footpath 015

St Stephens
Footpath 030

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

EXISTING LAMP POST AND PUBLIC FOOTPATH SIGNAGE TO BE RELOCATED TO THE BACK OF THE PROPOSED FOOTWAY.

PROPOSED PEDESTRIAN DROPPED KERB TO SERVE AS CROSSING POINT TO ADJACENT FOOTWAY

EXISTING PRIVATE ACCESS TO BE UPGRADED TO FULL DEPTH VEHICLE CROSSOVER IN LINE WITH LOCAL HIGHWAY AUTHORITY STANDARDS .

PROPOSED 1.2m WIDE FOOTWAY

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TO BE REVIEWED
AUTHORITY AND
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ALLOW FOR
TRANSITION
ER CULVERT.

EXISTING TREES TO BE
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HIGHWAY AUTHORITY A

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/4.1

N

P2584: BRICKET LODGE, LYE LANE
Figure ATR4.1
SADC Refuse Vehicle NB, Estate Car SB

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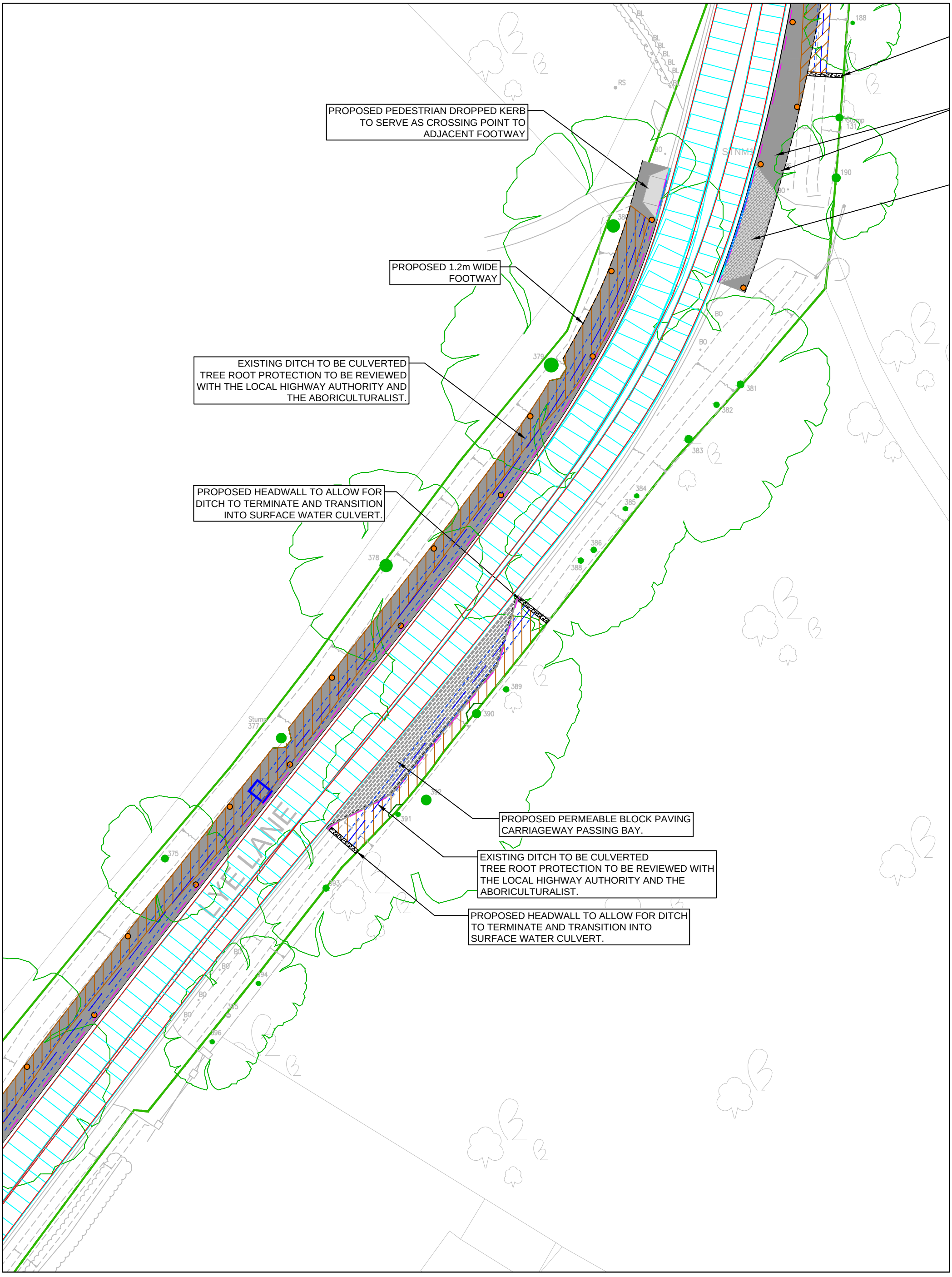

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/5.1

N

P2584: BRICKET LODGE, LYE LANE

Figure ATR5.1

SADC Refuse Vehicle NB, Estate Car SB

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EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

PROPOSED 2m WIDE FOOTWAY.

EXISTING INCOMING PIPE CONNECTIONS INTO EXISTING DITCH TO BE CONNECTED TO PROPOSED PIPE.

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PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.
EXISTING CONCRETE HEADWALL TO BE RETAINED.

PROPOSED UNCONTROLLED PEDESTRIAN CROSSING WITH BLISTER TACTILE PAVING

LYE LANE

Medium Rigid Vehicle (3 axle)

Lye Cottage

Date: 08-May-2024 Scale: 1:250@A3 Source: Conisbee/PMA Drawing No. P2584/ATR/6.1	N	P2584: BRICKET LODGE, LYE LANE Figure ATR6.1 SADC Refuse Vehicle NB, Estate Car SB

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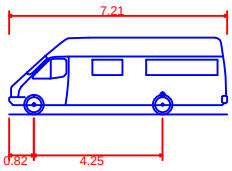

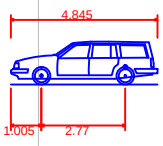

7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m

EXISTING DITCH TO BE BACKFILLED. NEW DRAINAGE SYSTEM TO BE PROPOSED AS PART OF FUTURE HIGHWAY WORKS AND AGREED WITH THE LOCAL HIGHWAY AUTHORITY / LLFA.

EXISTING HEADWALL TO BE BROKEN DOWN TO ALLOW FOR NEW ROAD JUNCTION. PROPOSED DRAIN TO CONNECT ONTO EXISTING

EXISTING TREES TO BE PROTECTED DURING BACKFILLING OF THE DITCH.
TREES LOCATED WITHIN THE PROPOSED FOOTWAY EXTENT TO BE REVIEWED WITH THE LOCAL HIGHWAY AUTHORITY AND ABORICULTURALIST.

PROPOSED PEDESTRIAN DROPPED KERB

PROPOSED NEW 2m WIDE FOOTWAY

EXISTING WALL ALONG PRIVATE AC
BE BROKEN DOWN TO ALLOW FOR
PROPOSED FOOTWAY AND ROAD JU

PROPOSED NEW 2m WIDE FOOTWAY.

EXISTING PRIVATE ACCESS TO BE REMOVED AND REPLACED WITH 2m WIDE FULL DEPTH FOOTWAY CONSTRUCTION.

FOOTWAY WIDTH TRANSITIONS FROM 2m TO 1.87m TO TIE INTO BRIDGE FOOTWAY AND AVOID CLASH WITH CRASH BARRIER.

10.0m kerb radius

2.0m footway

10.0m kerb radius

Estate Car

Mast (Telecommunication)

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/1.2

N

P2584: BRICKET LODGE, LYE LANE
Figure ATR1.2
7.5t Panel Van NB, Estate Car SB

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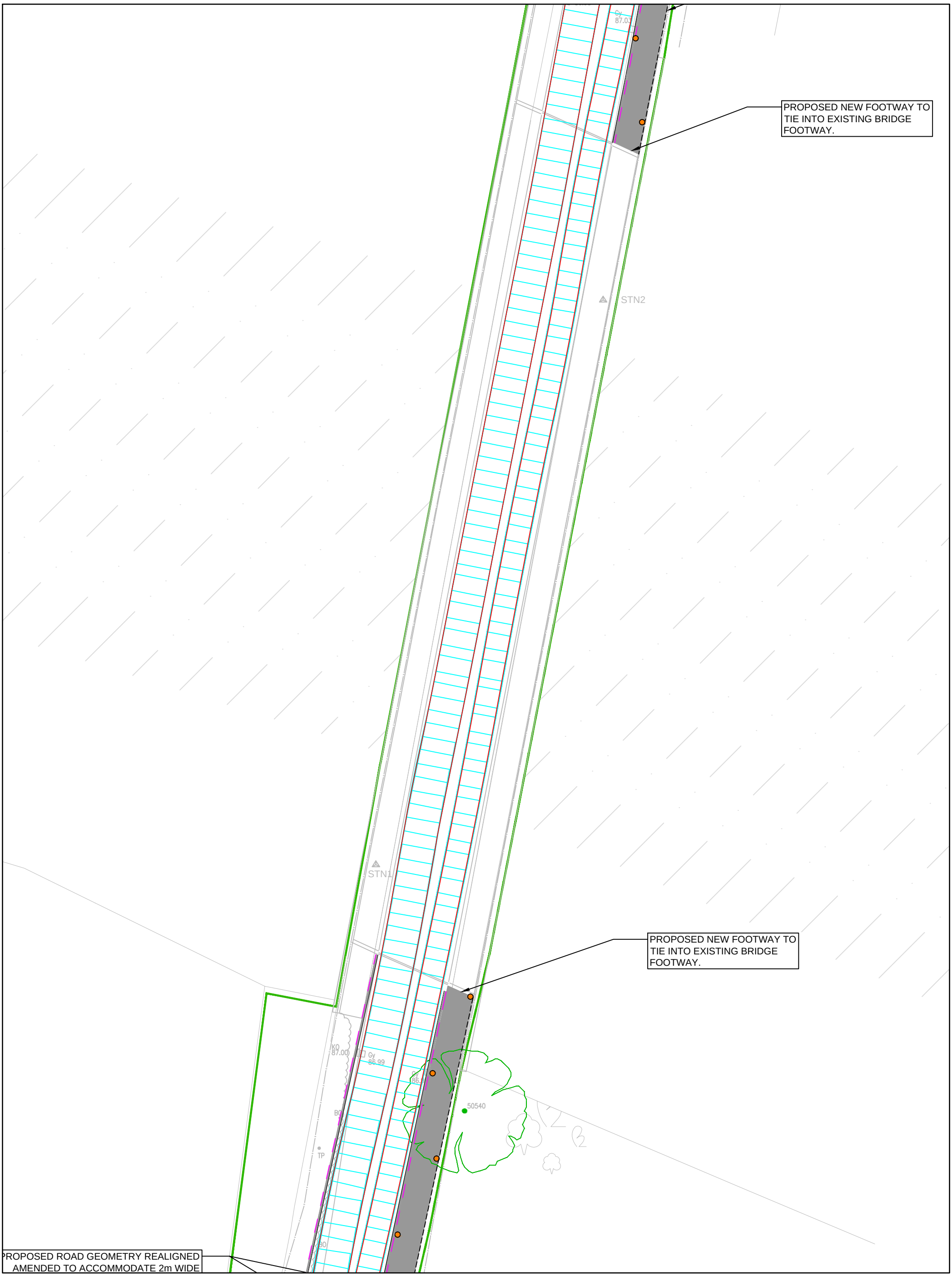

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/2.2

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P2584: BRICKET LODGE, LYE LANE
Figure ATR2.2
7.5t Panel Van NB, Estate Car SB

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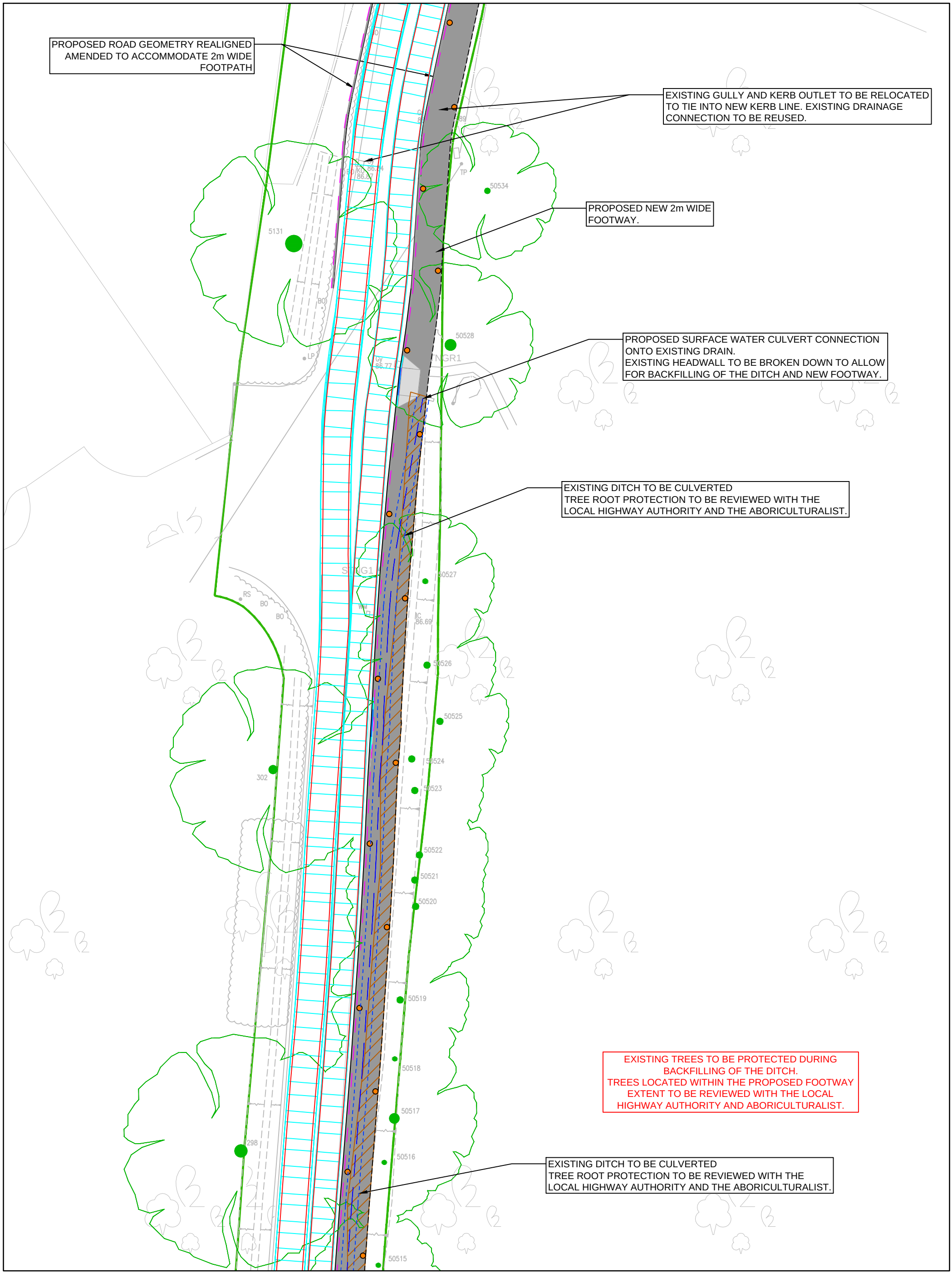

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/3.2

N

P2584: BRICKET LODGE, LYE LANE

Figure ATR3.2

7.5t Panel Van NB, Estate Car SB

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St Stephens
Footpath 015

St Stephens
Footpath 030

PROPOSED HEADWALL TO ALLOW FOR DITCH TO TERMINATE AND TRANSITION INTO SURFACE WATER CULVERT.

EXISTING LAMP POST AND PUBLIC FOOTPATH SIGNAGE TO BE RELOCATED TO THE BACK OF THE PROPOSED FOOTWAY.

PROPOSED PEDESTRIAN DROPPED KERB TO SERVE AS CROSSING POINT TO ADJACENT FOOTWAY

EXISTING PRIVATE ACCESS TO BE UPGRADED TO FULL DEPTH VEHICLE CROSSOVER IN LINE WITH LOCAL HIGHWAY AUTHORITY STANDARDS .

PROPOSED 1.2m WIDE FOOTWAY

O BE CULVERTED
TO BE REVIEWED
AUTHORITY AND
ORICULTURALIST.

ALLOW FOR
TRANSITION
ER CULVERT.

EXISTING TREES TO BE
BACKFILLING C
TREES LOCATED WITHIN T
EXTENT TO BE REVIEW
HIGHWAY AUTHORITY AN

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/4.2

N

P2584: BRICKET LODGE, LYE LANE
Figure ATR4.2
7.5t Panel Van NB, Estate Car SB

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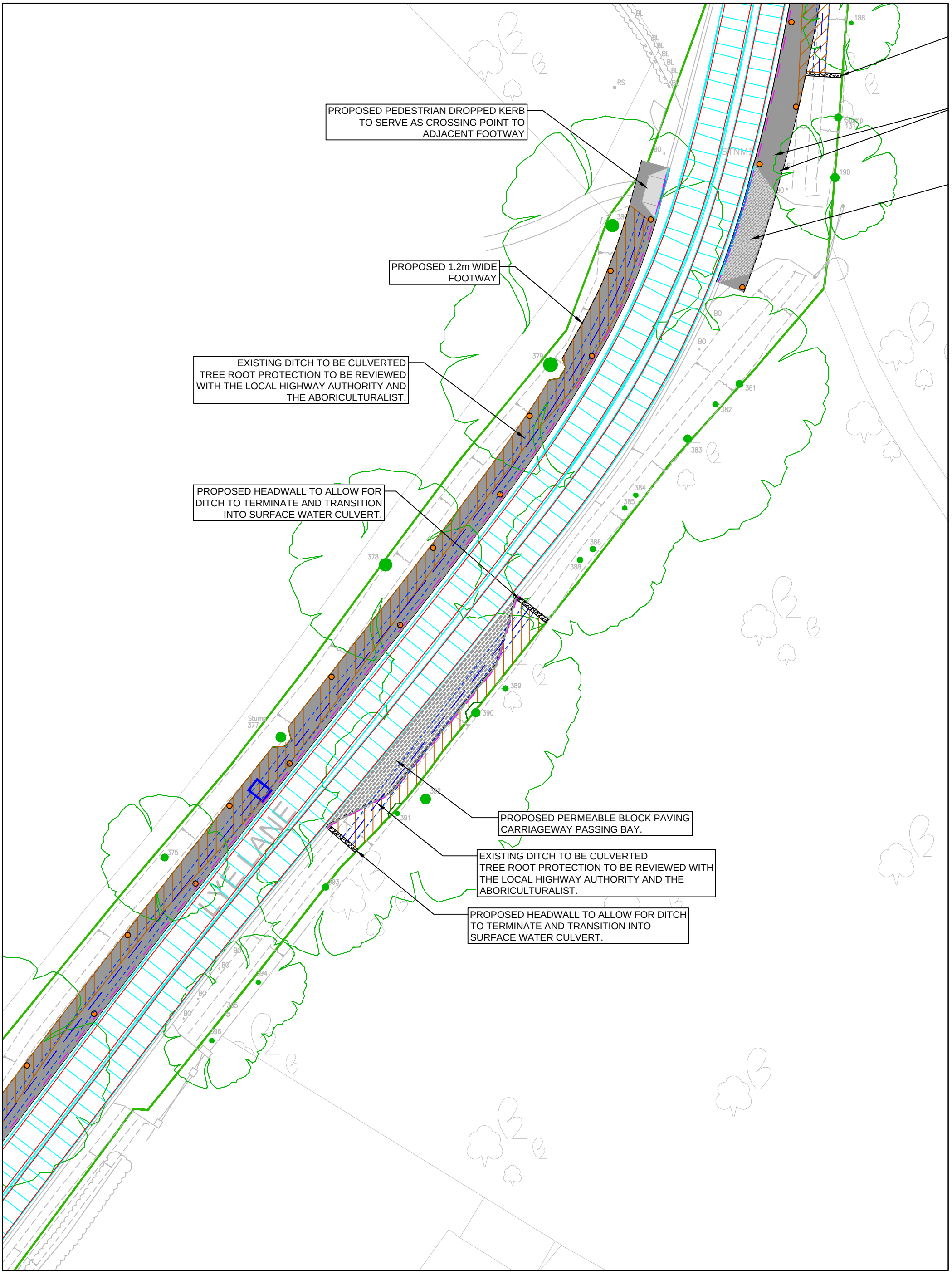

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/5.2

N

P2584: BRICKET LODGE, LYE LANE

Figure ATR5.2

7.5t Panel Van NB, Estate Car SB

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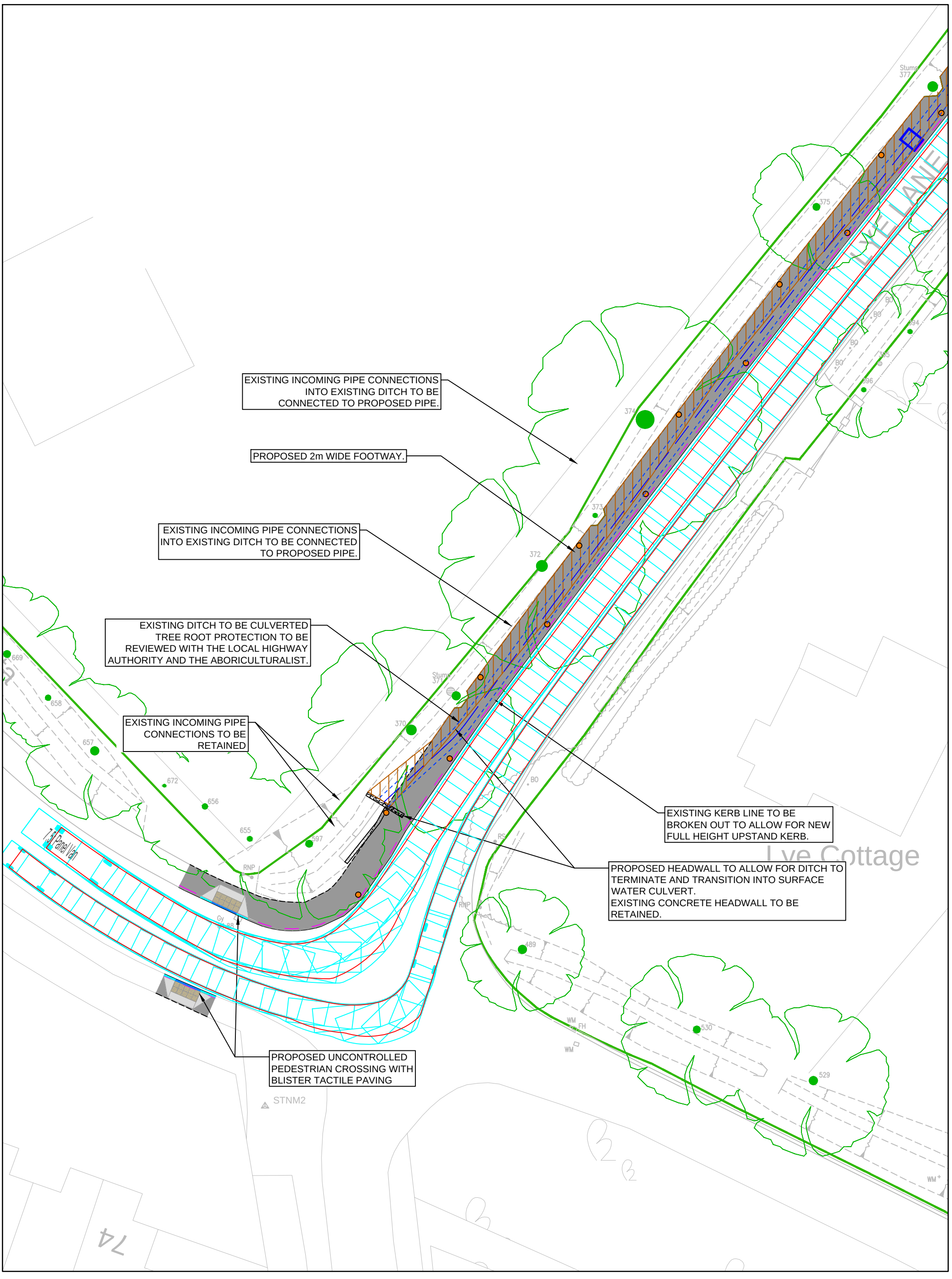

Date: 08-May-2024
Scale: 1:250@A3
Source: Conisbee/PMA
Drawing No. P2584/ATR/6.2

N

P2584: BRICKET LODGE, LYE LANE

Figure ATR6.2

7.5t Panel Van NB, Estate Car SB

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