

Proof of Evidence Appendices

Highways, traffic and related items

From

Greenbelt (Rule 6 Party)

Presented by Nuala Webb



In the appeal: APP/B1930/W/24/3343986

Planning Application Reference: 22/0267

Land between caravan site and Watling Street,
Park Street, St Albans, AL2 2PZ

Appendix A - 400-600m Traffic Queues



Appendix B1 – The appellant claims this roundabout “operates well within capacity”

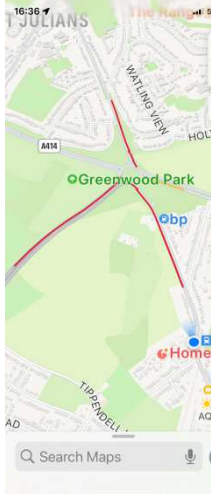

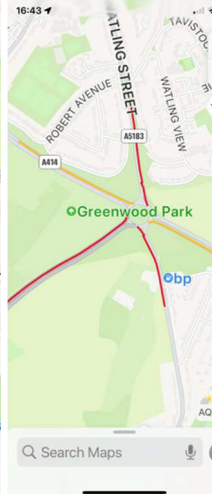
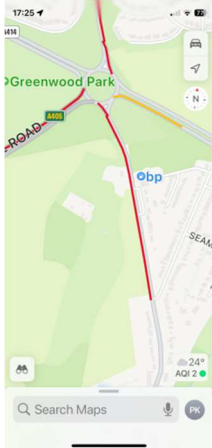
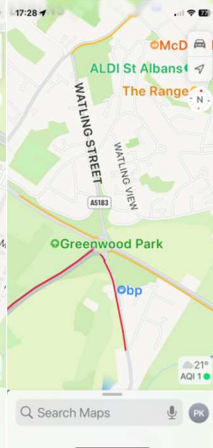



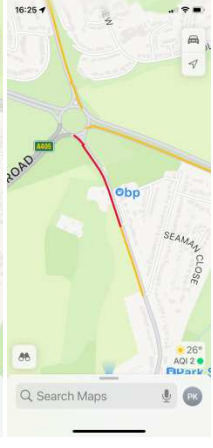



Appendix B2 – The appellant claims that delays are only 15 seconds at peak times



Appendix C – Screenshots of queuing traffic at the Park Street roundabout

The following are screenshots of the queuing traffic at the Park Street roundabout from 31/7 to 15/8/24 at between 16.30 and 17.30, in the middle of the school holidays.

W/C	Monday	Tuesday	Wednesday	Thursday	Friday
29/7					
5/8					<p>No Screen Shot</p>
12/8			<p>No Screen Shot</p>		

On most days the queue would stretch back to Mount Drive (530m). Outside the school holidays, the queues are worse and tend to peak earlier.

Appendix D – There is a danger of accidents for vehicles exiting the garage



Appendix E – The results of a FOI request on Highways refusals

Highways Refusals - From FOI Request

1. How many outline planning applications in Hertfordshire, involving the building of 50 or more houses/flats in the period 1/4/21 to 30/3/24 has Highways commented on? 55
2. How many of these applications were deemed:
- a. 'acceptable' in Highways terms, even if this involved adjustments to the original proposal 42
- b. 'unacceptable' in Highways terms, with adjustments not possible to sufficiently address Highways' concerns recommended refusal: 13

Italics below = Reasons for suggested refusal

<u>Planning Reference</u>	<u>Authority</u>	<u>Development/Reasons for Suggested Refusal</u>
5/2021/3194	SADC	St Stephens Green Farm, Chiswell Green Lane, St Albans <i>Wishes to remove the previous recommendation for refusal</i>
21/02586/OP	North Herts	Land South of Watton Road, Knebworth <i>No comment visible, application withdrawn</i>
22/00956/OP	North Herts	Land South of Little Wymondley <i>LTP4 P1 - Sustainable transport modes</i>
22/01678/MOA	Dacorum	Land at Former Marsworth Airfield <i>Remoteness, narrow roads, footway</i>
6/2022/1097/OUT	Welwyn/Hatfield	Land to the north of Bradmore Way, Bradmore Way, Brookmans Park <i>Insufficient information supplied (Walk to school week)</i>
22/0601/OUT	Three Rivers	Land at read of 17-49 Church Lane, Sarratt Road, Croxley Green <i>Poor footpath, and LTP4 P1 sustainable transport modes not met</i>
5/2023/1923	SADC	Land btw the Alban Way & Colney Heath Lane, St Albans <i>Insufficient information on a range of issues. Application re-consulted, awaiting revised Highways comments</i>
5/2023/0405	SADC	Land rear of Round House Farm, Roestock Lane, Colney Heath <i>Lack of sustainable walking and cycling connections being present, in particular to schools</i>
5/2022/2736	SADC	Land at Round House Farm, Roestock Lane, Colney Heath <i>Footways and cycling issues</i>
5/2022/2443	SADC	Sports & Country Club, Paintball site, Lye Lane, Bricket Wood <i>Lack of safe, pedestrian and cycle provision, modest p/transport and junction inadequate for refuse vehicle</i>
3/21/1419/OUT	East Herts	Lanbrook, St Marys Lane, Hertford <i>Significant amount of Insufficient, incorrect and outdated information</i>
3/20/1622/OUT	East Herts	West of Foxdells Lane & North of Whitehall Lane, Bishops Stortford <i>Insufficient information regarding access, sustainability and safety for pedestrians and cyclists</i>
3/24/0294/OUT	East Herts	Land North of Hare Street Road, Buntingford <i>Clarification required re pedestrian safety and sustainable travel</i>

Appendix F – Two aerial photos without, then with the SRFI

This enormous freight terminal is being built on Green Belt land and the traffic generated will have a significant effect of the local area.



Appendix G1 & G2 – The narrow track outside the site is dangerous



Appendix G3 & G4 – When cut back the track is 40cm wide and 80cm from the kerb



Appendix G5 & G6 – In parts it is hard to see a track and HGVs mirrors pose a danger

