

Mark Youngman  
Development Management Group Manager  
Hertfordshire County Council  
Postal Point CHO242  
County Hall  
Pegs Lane  
Hertford  
SG13 8DE

## **Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

### **Director of Planning**

St Albans City & District Council  
St Peters Street  
St Albans  
Hertfordshire  
AL1 3JE

District ref: 5/2022/0267  
HCC ref: SA/11212/2022  
HCC received: 28 February 2022  
Area manager: Mark Youngman  
Case officer: Chris Carr

### **Location**

Land Between Caravan Site And Watling Street Park Street St Albans Hertfordshire

### **Application type**

Outline

### **Proposal**

Outline application (access) - Erection of up to 95 dwellings, including 40% affordable dwellings and 5% self-build and custom build dwellings, public open space, landscaping and associated infrastructure

### **Decision**

Hertfordshire County Council (HCC) Highway Authority wishes to recommend refusal of the planning application until further information is provided. The additional details required are as follows:

- Further details are required for the accidents on Watling Street and the applicant should provide detailed accident outputs.
- Outputs from all the traffic survey data (ATC's, MTC's and Queue lengths) should be appended to the supporting transport assessment for review.
- Further details are required for the Travel Plan.

### **Proposal Description**

The proposed development would comprise up to 95 residential dwellings, including 40% affordable dwellings and 5% self build and custom build dwellings. This would also include public open space, landscaping and associated infrastructure.

### **Site Description**

The site is located within Park Street Village and approximately 4km south of St Albans and 4km north of Radlett. The proposed development site is located to the west of the A5183 Watling Street and currently consists of agricultural land. To the west the site is bounded by arable farmland and to the east and south residential dwellings. The development proposes a new access from Watling Street to the east.

## History

A review of the Council's online record of planning applications has identified no significant planning applications of relevance to this application.

## Analysis

The following documentation has been submitted in support of this application:

- Transport Assessment (TA)
- Framework Travel Plan (TP)
- Design and Access Statement (DAS)
- Planning Statement
- Illustrative Layout Plan

## Policy Review

A review of the following policy documents has been undertaken as part of the Transport Assessment in support of this outline planning application:

- The National Planning Policy Framework (NPPF) (2019);
- Cycle Infrastructure Design – Local Transport Note 1/20 (2020)
- Hertfordshire County Council Local Transport Plan 4 (2018);
- St Albans City and District Council Local Plan Review (1994);

## Review of Transport Assessment

### Accessibility

#### Walking and cycling

There are footways on either side of the carriageway on Watling Street. However the footway along the eastern border of the site is narrow and overgrown for pedestrians and cyclists. There are also no formal crossing facilities along Watling Street within the vicinity of the site. However to the north of the site there is a shared footway / cycleway which to the north leads to an underpass below the A414 providing links to St Albans.

There are a number of local facilities and services within the vicinity of the site including primary and secondary schools and convenience stores.

#### Public Transport

The nearest bus stops to the site are located on Watling Street, along the frontage of the site. These stops provide hourly services between Welwyn City Garden, Borehamwood, Hatfield and Watford.

The nearest train station to the site is Park Street Railway Station, approximately 450m to the south of the site. This station provides frequent services between St Albans and Watford Junction.

It is concluded that the site is in a sustainable location with access to a number of sustainable travel modes and this is acceptable.

#### Road Safety

The applicant has obtained Personal injury accident (PIA) data for the 5 year period between December 2014 and December 2019. This shows that within the study area 133 accidents occurred involving 266 vehicles and 174 casualties.

The TA summarises the patterns of the accident data as follows: -

- 86% were slight in severity;
- 63% occurred at junctions;
- 76% occurred during daylight conditions; and
- 72% occurred during dry conditions.

However the accident analysis does not include details for the accidents which occurred along Watling Road. Figure 3-6 in the TA shows three accidents which have occurred within the vicinity of the site along Watling Road, two serious and one slight PIA's. Further details are therefore required for these accidents and the applicant should provide detailed accident outputs.

It is noted that more recent data up to December 2021 has not been reviewed. HCC have reviewed data for 2020 and 2021 on Crashmap, this shows a PIA occurred on June 2020 to the north of the proposed site access and the details for this accident should also be provided.

#### Vehicle Access

The proposed vehicular access to the site would be from Watling Street at the eastern boundary of the development via a new T-junction. Drawing PRKST-DR-C-000001 shows that the proposed access would provide a 6m wide access road, 6m radii and a visibility splay of 4.5m x 90m in both directions.

Although the required visibility can be achieved, there are concerns with maintaining the existing mature trees to ensure visibility would not be restricted. This requirement can be conditioned as part of this outline application.

Any works within the highway boundary (including alterations to the footway) will need to be secured and approved via a s278 Agreement with HCC.

#### Parking

The TA details that car parking provision will be in line with St Albans City and District Council parking standards. The development will also include the provision of electric vehicle charging. HCC would request that the applicant does not over provide parking to ensure a commitment to sustainable travel.

It is proposed that individual dwellings will provide bicycle parking within the curtilage of the unit and dedicated cycle parking facilities will be provided for flats.

Further details and plans clearly showing the location of vehicle and cycle parking would be required at detailed design stage. Swept path analysis for a large car would also be required.

#### Servicing, Refuse and Emergency Access

The applicant has provided swept path analysis for a 9.93m long refuse vehicle, which shows the vehicle entering and exiting the site at the proposed site access in forward gear. This is acceptable, however further swept path analysis will be required at detailed design stage showing a refuse vehicle manoeuvring around the internal roads of the proposed development which must include turning areas.

The applicant should refer to the St Albans City and District Council 'Refuse Collection and Recycling Requirements for New Developments and Change of Use' document (updated April 2018).

Swept path analysis for a fire tender must also be provided for the proposed site layout demonstrating access for a pumping appliance within 45m of all dwellings and that the vehicle can enter and exit in forward gear.

### Trip Generation

Trip generation has been calculated for people trips using the TRICS database (version 7.8.2), within those calculations vehicle trips have also been identified. The TRICS parameters applied are acceptable. The following total vehicle trips are identified for the development proposal:

- AM Peak (08:00-09:00): 14 arrivals, 37 departures resulting in 51 two-way movements
- PM Peak (17:00-18:00): 35 arrivals, 14 departures resulting in 49 two-way movements
- Daily (07:00-19:00): 218 arrivals, 220 departures resulting in 438 two-way movements

The applicant has derived mode shares for the proposed development from 2011 Journey to Work Census data for the St Albans 019MSOA and applied the TRICS data to show predicted trips by mode. This methodology is acceptable and shows the majority of trips (69%) would be undertaken by privately owned vehicles.

### Trip Distribution

Trips Distribution has been determined through the use of travel to work census data and National Travel Survey data for trip by purpose. Furthermore it also takes into consideration the location of nursery, primary and secondary schools and census data on the distribution of school age children. Trips have been assigned to the local highway network based on commuting trips, educational trips and other (eg.leisure, shopping). This methodology is considered acceptable.

### Highway Impact

As agreed with HCC Highways, the applicant has assessed the proposed site access junction with Watling Street. An ATC survey was undertaken in November 2021 along Watling Street, adjacent to the proposed site access. In addition to this Manual Classified Turning Counts (MCTCs) and queue length surveys were also undertaken at key locations within the vicinity of the site. Outputs from all the traffic survey data should be appended to the supporting transport assessment for review.

A five year post application has been assessed and the growth factors derived from TEMPRO. These factors are considered acceptable.

The results of the junction capacity assessment show that the junction would operate well within capacity during both the AM and PM peak scenarios. However until the outputs from all the traffic surveys are provided the LHA cannot complete their review of this junction and the local highway network.

It is noted that the surveys were undertaken in November 2021, when 'working from home' was being enforced during the COVID 19 pandemic. As requested, the applicant must provide all survey data to allow the LHA to undertake a full review.

As suggested at pre-app stage, the proposed Strategic Rail Freight Interchange (to the east and south of park street) has been considered, however based on the proposed capacity assessment results the applicant has considered that this development would not have a major impact on the operation of Watling Street.

### Travel Plan

A draft Travel Plan (TP) has been submitted as part of the planning application. The Travel Plan does not include the contact details for the Travel Plan Coordinator (TPC) and these should be provided. Secondary contact details to the interim or full travel plan TPC should also be provided. The time allocated to the TPC role (full time or part time) should also be provided.

The TP includes a good set of measures however a noticeboard in a communal area containing travel information is a recommended.

As per HCC Travel Plan Guidance, residential travel pack contributions should be provided for residents. This is usually in the form of Transport or retail vouchers to encourage active and sustainable travel (£50 per flat, £100 per house).

A Statement from the developers to show that they are committed to implementing the travel plan is required.

Details on parking measures (vehicle and cycle) need to be provided in the Travel Plan, including the capacity of the secure cycle parking.

Actual baseline data should be collected within the first 3 months of occupation and multi modal counts should be carried out on site along with the annual survey.

A travel plan review should occur annually. The TPC should produce a review report which is to be submitted to HCC within three months of annual survey completion

The management arrangement of the TP post 5 years monitoring with HCC should be outlined in the TP.

An evaluation and support fee is required to be paid to HCC ( £1,200 per annum for 5 years) to support Travel Plan monitoring and review and would be secured via a Section 106 Agreement. The TP should be drawn up in accordance with the County Council's document 'Hertfordshire's Travel Plan Guidance for Business and Residential Development' as set out at:[https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#DynamicJumpMenuManager\\_1\\_Anchor\\_6](https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#DynamicJumpMenuManager_1_Anchor_6).

#### Construction

HCC would require a full Construction Traffic Management Plan to ensure construction vehicles would not have a detrimental impact on the highway network. A condition would be required to provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to the highway safety.

A Construction Traffic Management Plan would be required for all phases of construction. Measures would also be required to protect users of the local road network from hazards arising from undue damage caused by large numbers of HGVs associated with the construction of the development.

#### Contributions

According to the St Albans New Local Plan Publication Draft (2018), St Albans City and District Council is considering the adoption of Community Infrastructure Levy (CIL) by Spring 2020. It is anticipated that any contributions could be sought via Section 106 Agreement for this development as CIL has not yet been adopted.

#### Conclusion

In summary, HCC as the highway authority recommend refusal of the planning application, subject to receipt of additional details as identified herein.

**Signed**  
Chris Carr

24 March 2022