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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: 21 December 2022
Area manager: Rosemary Chatindo
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

Recommendation

Notice is given under Article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Condition 1: Outline Condition

No development shall commence until full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following on-site arrangements: i) roads, foot/cycleways; ii) foul and surface water drainage; iii) visibility splays; iv) access arrangements; v) parking provision in accordance with adopted standard; vi) loading areas; vii) turning areas.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition 2: Surface Water

Prior to the first occupation of the development hereby permitted the vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number (Drawing No.5153233-ATK-GEN-PRKST-DR-C-0001_P1.5). Prior to the first use of the development

hereby permitted arrangement shall be made for surface water to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid the carriage of extraneous material or surface water onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition 3: Offsite Works / Mitigation

(Part A) Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence until a detailed scheme for the offsite highway improvement works has been submitted to and approved in writing by the Local Planning Authority. This should include the provision of a Road Safety Audit. For the avoidance of doubt the offsite works include but are not limited to: -

- A toucan or tiger parallel crossing to the north of the proposed site access junction;
- pgrading of footway on the eastern side of Watling Street from the proposed toucan or tiger parallel crossing to connect with the existing segregated footway / cycleway at Park Street Roundabout leading to St Albans;
- Upgrading of the footway along the frontage of the site to a segregated footway / cycleway on the western side of Watling Street between the proposed toucan or tiger parallel crossing with best endeavours to link with Park Street Station; and
- Upgrading of the bus stops located on both sides of Watling Street to the north of the site to provide shelter, seating, real time passenger information and kassel kerbs.

(Part B) Prior to the first occupation of the development hereby permitted the offsite highway improvement works referred to in Part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition 4: Provision of two Active Travel Accesses

No works shall commence until detailed design drawings are submitted and approved in writing by the LPA that show the provision of the two active travel accesses, being:

a) North of the Site to Watling Street: -

This access point will provide a direct link from the site to the proposed toucan or tiger parallel crossing on Watling Street;

b) Centre of the site to Watling Street:

This access point will provide a direct link from the site to the cycleway beside Watling Street towards Park Street Station

Prior to first occupation of the development hereby permitted, the accesses stated above must be completed in accordance with the approved design details.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 7, 8, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition 5: Cycle Parking Provision

Prior to the first occupation of the development hereby permitted a scheme for the parking of cycles including details of the design, level and siting of the proposed parking shall be submitted to and approved in writing by the Local Planning Authority. The scheme must be designed in line with the cycle parking standards contained in the DfT's Cycle Infrastructure Design LTN1/20. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition 6: Vehicle Swept Path Movement Plans

No development shall commence until vehicle swept path movements plans are provided for the following:

- a. a large car accessing all car parking spaces allotted both housing and visitor parking bays;
- b. a fire tender vehicle accessing the site in a forward gear to all properties within the boundary of the internal road layout (once detailed under Condition 1); and
- c. a refuse vehicle accessing all properties and being able to safely and within a legal distance of residents bin collection points for a vehicle of dimensions L:10.875m x W:2.5m.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

Condition 7: Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Informatives

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN2) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence.

Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN4) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN5) Estate road adoption (Section 38): The applicant is advised that if it is the intention to request that Hertfordshire County Council as Highway Authority adopt any of the highways included as part of this application as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways, together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. The applicant is further advised that the County Council will only consider roads for adoption where a wider public benefit can be demonstrated. The extent of adoption as public highway must be clearly illustrated on a plan.

Further information is available via the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN6) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN7) Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6,000 and index-linked RPI May 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> OR by emailing travelplans@hertfordshire.gov.uk

Planning Obligations and Agreements S106 (Town & Country Planning Act 1990)

Travel Plan Evaluation & Support

A Full Travel Plan will be required to be in place from first occupation until 5 years post full occupation. A £1,200 per annum (index linked RPI May 2014) Evaluation and Support Fee must be secured by Section 106 agreement in accordance with Hertfordshire County Council's Travel Plan Guidance.

Further details of the Travel Plan review can be found under the subsection 'Travel Plan' of this statutory consultee response and informative AN7.

Sustainable Transport Contributions

The Hertfordshire County Council 4th Local Transport Plan (LTP4) has developed strategies and plans for the county and the towns and areas within it which identifies the sustainable transport and accessibility measures for which contributions would be sought. For new residential developments, a contribution of £6,826 per dwelling is required. Therefore based on the proposed development of 95 dwellings the total developer contribution to active travel would be £648,470.

Section 278 (Highways Act 1980)

A Section 278 agreement will be required between the applicant and HCC. Details of the Section 278 process is stated above in Informative AN4. Further details of the offsite works have been detailed under the subsection 'Mitigation' of this statutory consultee response.

It should be noted that all offsite works are fundamental to make the proposal acceptable in transport terms. All offsite works must be provided by the applicant prior to first occupation in order to mitigate the impact of the proposed development.

Comments / Analysis

Description of Proposal

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.

Existing 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.

Planning Policy

Whilst the LHA has reviewed the planning policy included within the Transport Assessment (TA) within their first response to this planning application, we consider the local neighbourhood plan should be considered as part of the review of proposals. This is of particular importance in this location as St Albans currently does not have a recent local plan.

At this location the St Stephen Neighbourhood Plan (March 2022) covers this area of Park Street. It is noted the following policy sections are particularly relevant to highway matters for this planning application:

Policy s11: improvements to key local junctions and pinch points

Park Street Roundabout is identified as a strategic pinch point (Figure 7.1) and Policy s11 requests the cumulative transport impacts on road junctions and pinch points are assessed appropriately and in accordance with NPPF Paragraph 111.

No specific details are identified for Park Street Roundabout, however as a site of strategic importance we as LHA requested the roundabout was assessed for the cumulative impact. The results and conclusions of which are detailed later in this response.

Policy s12: off-street car parking

Relevant to this proposal is the application of bicycle parking facilities and the future proofing for electric vehicle charging. The development does not seek to remove any existing off-street parking and the development has been assessed against local parking standards for proposed off-street parking which has been met within the requirements of an outline planning application (i.e. confirmation the proposals are to standard) and found to be acceptable.

Policy s13: Bus service and community transport

This policy requires new major developments to seek S106 contributions towards public transport improvements. The LHA has made such requests through initially S278 proposals, however any remaining monies shall look to provide funding to wider improvement schemes as captured in the Growth & Transport Plan, which includes public transport projects.

Policy s14: Provision for walking, cycling and horse-riding

This policy looks to development proposals to help improve walking, cycling and horse-riding accessibility to major urban areas and ensure new developments provide safe and accessible access to existing facilities.

Furthermore, development proposals should seek to promote connections to the PRoW and the county's PRoW Improvement Plan.

The LHA has assessed the development within the context of this policy and the proposed pedestrian and cycle access is to design standards set out in Roads in Hertfordshire: Highway Design Guide. Furthermore the LHA shall be seeking walking and cycling improvements through S278 agreements to improve the immediate connections, not only for the development but for existing residents on Watling Street, improving active travel access for wider community between Park Street and St Albans. Horse-riding is not an identified activity in this area, nor is it appropriate for the location and current 'A' Class road traffic.

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. 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 segregated 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 Garden City, 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 provided an analysis of the Personal Injury Accident (PIA) data for the 5 year period between December 2014 and December 2019 within the Transport Assessment dated January 2022. The LHA requested that the applicant provide further analysis for the collisions which occurred on Watling Street and to include more recent data up to December 2021.

The TA addendum note dated May 2022 includes this further analysis. It shows that between 2014 and 2021 there were 2 serious PIA's and 3 slight PIA's along Watling Street. Three of these collisions occurred to the north of the proposed site access at the junction with the BP Garage all at different times during the day (AM peak, during the afternoon and late at night) and during differing conditions.

None of the PIA's along Watling Street involved pedestrians, however one PIA involved a cyclist which occurred close to the junction of Burydell Lane where a cyclist collided with a parked car.

Having reviewed the additional collision data provided by the applicant, the Local Highway Authority (LHA) conclude that the proposals would not have a detrimental impact on existing highway safety.

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.

Any works within the highway boundary (including alterations to the footway) will need to be secured and approved via a Section 278 Works Agreement with Hertfordshire CC.

Parking

The TA details that car parking provision will be in line with St Albans City & 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. Latest refuse vehicle figures require a minimum of 10.875m x 2.5m is to be used, and therefore as conditioned, 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 with these updated dimensions.

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

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) and 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

Trip 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.

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 at the site access show that the junction would operate well within capacity during both the AM and PM peak scenarios. The LHA consider these results acceptable.

In response to LHA concerns relating to observed queuing back from the Park Street Roundabout, the applicant has submitted a TA Addendum (dated 16th August 2022) which includes the results of a junction capacity assessment of Park Street Roundabout.

It shows that the A414 East and A5183 arms in the 2021 base year operate close to capacity in the evening peak period, with Ratio Flow Capacity (RFC) at 0.9 and 0.88 respectively. All remaining arms operate well within capacity. In the future year (2026) with development both the A414 East and A5183 arms operate closer to capacity than the baseline year, RFC at 0.94 and 0.96 respectively in the evening peak. This signifies a small increase in traffic from that of the existing. All remaining arms operate well within capacity in 2026.

It is acknowledged the model results have not replicated that which has been observed and this has been challenged by HCC Highways. The response to this was linking back to the limitations of the ARCADY model and the difficulties of replicating queue lengths and queue times. It is accepted that traffic modelling needs to replicate the actual traffic behaviour as much as possible and we do this through validation, therefore in this instance the model detailing queues along Watling Street did not validate and therefore we would normally ask the applicant to re-run the model to generate a more accurate assessment. However, the LHA has concluded in this instance if the applicant were to go back and review the modelling, it would not necessarily change the outcome conclusion for this development because of the wider changes anticipated for the area of Park Street and the proposed active travel improvements (as detailed below) Watling Street shall benefit from as a result of this development.

Furthermore, the proposed Strategic Rail Freight Interchange (SRFI) 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 and future mitigation works as a result of the SRFI would actually alleviate traffic issues along Watling Street, ultimately leading to the 'A' Class road being downgraded to a 'C' Class road. Therefore, the proposed active travel mitigation works would provide a good basis for the change in street scene at this location, when the larger context is taken into consideration.

In conclusion, the LHA does not formally accept the traffic modelling due to the validation issues identified in this response, however in consideration of the anticipated implications if this modelling was to successfully represent the observed queue along Watling Street, we are of the view this would not provide significant additional queuing directly relating to the proposed development. The development proposals do however provide the opportunity for new active travel trips through the proposed active travel mitigation measures. The location is to be further improved by the proposed Park Street Roundabout improvements, ultimately leading to Watling Street at this location being downgraded, creating a naturally more active travel and lower traffic environment for all existing and new residents.

Mitigation

The proposals include a number of offsite highway works to mitigate the impact of the development and will be delivered by the applicant via a Section 278 Works agreement (Highways Act 1980). The major parts of the offsite works include:

- A toucan or tiger parallel crossing to the north of the proposed site access junction;
- Upgrade footway on the eastern side of Watling Street from the proposed toucan or tiger parallel crossing to connect with the existing segregated footway / cycleway at Park Street Roundabout leading to St Albans;
- Upgrade footway along the frontage of the site to a segregated footway / cycleway on the western side of Watling Street between the proposed toucan or tiger parallel crossing to as far south as possible, to link with Park Street Station; and
- Upgrade the bus stops located on both sides of Watling Street to the north of the site to provide shelter, seating, real time passenger information and kassel kerbs.

The TA notes it is the intention for the site to provide the following additional active travel accesses at the detailed design stage:

- A pedestrian and cycle access from the north of the site to Watling Street (to link with proposed toucan or tiger parallel crossing); and
- A pedestrian and cycle access from the centre of the site to Watling Street.

Travel Plan

A draft Travel Plan (TP) has been submitted as part of the outline planning application. The Travel Plan does not include the contact details for the Travel Plan Coordinator (TPC). 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 applicant has confirmed that contact details for the TPC will be provided once planning permission has been granted and once measures have been agreed, supporting details for the time allocated to the TPC role will be provided. The TP includes a good set of measures.

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. The applicant has confirmed that this will be provided at detailed design stage.

Details on parking measures (vehicle and cycle) need to be provided in the Travel Plan, including the capacity of the secure cycle parking. At detailed design stage these will be included on the Full Travel Plan. This is acceptable.

The updated Travel Plan confirms that actual baseline data will 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 will also occur annually and the TPC will produce an updated 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 will be discussed with HCC once the fifth year of monitoring has been passed.

An evaluation and support fee is required to be paid to HCC (£1,200 per annum for 5 years, index linked RPI May 2014) 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.

Construction

HCC would require a full Construction 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 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.

Planning Obligations and Agreements

All offsite works are to be delivered via a Section 278 Works agreement. It should be noted that all offsite works are fundamental to make the proposal acceptable in transport terms. All offsite works must be provided by the applicant prior to first occupation in order to mitigate the impact of the proposed development.

In the absence of CIL, sustainable transport contributions are sought. Hertfordshire County Council's 4th Local Transport Plan (LTP4) has developed strategies and plans for the county and the towns and areas within it which identifies the sustainable transport and accessibility measures for which contributions would be sought. Further supporting documents include, Growth & Transport Plans which consider current and future transport challenges and identifies interventions aligned to the LTP4 objectives, A414 Strategy, Neighbourhood Plans and Local Cycling & Walking Infrastructure Plans (LCWIPs).

For new residential developments, a contribution of £6,826 per dwelling is required. Therefore based on the proposed development of 95 dwellings the total developer contribution to active travel would be £648,470.

The Highway Authority will distribute the contributions to the associated schemes to mitigate the impact of the development, typically through schemes identified in HCC's Local Transport Plan (LTP) and its supporting documents, South Central Hertfordshire Growth & Transport Plan. Sustainable transport contributions can be used for, but not limited to, packages including:

- PK30 A414 Highways Improvements (South of St Albans) - To enhance the function of the A414 as a strategic east to west route in south central Hertfordshire through capacity and reliability upgrades;
- PK35 Chiswell Green Corridor Active Travel Improvements - To improve connectivity between Chiswell Green, Park Street and St Albans, and reduce through traffic on the Watford Road corridor.

A Full Travel Plan will be required to be in place from first occupation until 5 years post full occupation. A £1,200 per annum (index linked RPI May 2014) Evaluation and Support Fee must be secured by Section 106 agreement Under the Town & Country Planning Act 1990 in accordance with Hertfordshire County Council's Travel Plan Guidance.

Conclusion

The Highway Authority have reviewed the development proposals and does not wish to raise an objection subject to the inclusion of planning conditions, informatives, obligations and agreements.

To make the site acceptable in transport terms and mitigate its impact, all off-site works outlined in this response must be provided by the applicant via a Section 278 Works agreement prior to occupation.

Signed

Chris Carr

3 February 2023