



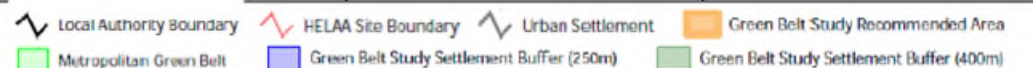


Site B2 - North East Harpenden

B2 - North East Harpenden, AL5 5EG			
Parish/ Ward	Harpenden Town / Harpenden East / Wheathampstead	Allocated site boundary (red line)	Original HELAA site boundaries
Hectares	43.24		
Proposed use	Primarily residential 762 units (indicative)		
Proforma Refs	C-078 / C-253 / C-048		
HELAA Ref	HTWH-1-18/WH-02- 21/HT-01-21		
Green Belt Sub Area Ref	SA-24 / SA-27 / RA- 17 / RA 18 (partially) / RC-3 (partially)		
			
			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

Description of site: The site is located on the north east edge of Harpenden. Existing buildings occupy part of the site. Common Lane is at the east and Bower Heath Lane is at the west. To the north and east lies open fields and some agricultural buildings.

1. Distance to Key Services & Facilities (Approximate)

- 550m to a primary school (Sauncey Wood Primary School)
- 1.3 km to a secondary school (Katherine Warrington)
- 510 m to a bus stop (peak hourly day service) (Whitings Close; Stop ID: hrtatjwj)
- 2.8 km to Harpenden mainline railway station

- 935m to 138-146 Lower Luton Road local centre, but 900m to nearest convenience store (Best One, Westfield Road)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (7 minutes) and primary school (7 minutes) are 10 minutes or less walking time. The secondary school (17 minutes) and local centre (12 minutes) are 20 minutes or less walking time. The railway station (35 minutes) is further away, being more than 20 minutes walking time. This facility is too far for many people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

When it comes to master planning and the provision of new or improved facilities, it's important to note the site-specific requirements, as outlined in Local Plan Appendix 1. This approach not only brings additional facilities close to new residents but also creates more opportunities for journeys to be undertaken using active travel modes. It includes the following considerations:

- The dwelling figure includes at least one 60+ unit extra-care scheme, in accordance with Local Plan policy.
- A site for and appropriate contributions towards a 2 FE primary school, including Early Years provision.
- The transport approach must appropriately address Common Lane, which is mostly a rural route, and there is also a need to improve access to the Katherine Warrington school.
- A new neighbourhood centre to provide local services, including commercial development opportunities.

Hertfordshire County Council Requirements

Hertfordshire County Council (HCC) has laid out a list of key development objectives and issues. These matters are expected to be incorporated into policies where possible and

should be addressed by landowners and developers during the master planning phase and before planning permission is granted.

- As the local plan work progresses, consideration will need to be made as to how the site will connect into a settlement wide mitigation strategy for Harpenden. It is expected that this will likely include the following:
- Improvements to walking facilities along Common Lane to mitigate impacts on this road, especially at school pick-up/drop-off times. This potentially needs to include footway/cycleway from site to Common Lane, then improved crossings and side junction improvements.
- Mention of the need to improve access to Katherine Warington school is welcomed, however, we support amending this wording to include active travel connections to the school through the site.
- Links to/from and improvement of the Upper Lea Valley Way into Harpenden and out to Luton.
- Improvements to the Public Rights of Way that link into the wider network to enable recreational use.
- The LCWIP has some schemes linking to this site, but no dedicated/fully segregated cycling infrastructure or LTN 1.20 compliant carriageway cycling.

3. Access Strategy

The site has direct access onto the B653 Lower Luton Road as well as Common Lane and Bower Heath Lane. An LTP compliant access strategy allowing safe and suitable access for all modes is deliverable/developable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden

The site will be making significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 762 units x £6,826¹ (HCC developer contributions) =
£5,200,000

¹ Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 3 - Link to North East Harpenden (NEH) - Indicative contribution £1,700,000
 - Coldharbour Lane
 - Station Road
 - Westfield Road
- LCWIP Scheme 5 - Harpenden Station - Indicative contribution £1,700,000
 - Harpenden Rail Station Link
- LCWIP Scheme 9 - Other Harpenden - Indicative contribution £1,700,000
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

- Improvements to walking facilities along Common Lane to mitigate impacts on this road, especially at school pick-up/drop-off times. This potentially needs to include footway/cycleway from site to Common Lane, then improved crossings and side junction improvements.
- Katherine Warington School access improvements
- Links to/from and improvement of the Upper Lea Valley Way into Harpenden and out to Luton.
- Improvements to the Public Rights of Way that link into the wider network to enable recreational use.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £762,000 (£1,000 per unit)
- Car Club – estimated £762,000 (£1,000 per unit)

7. Conclusion










The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site M1a - Cross Lane, Harpenden

M1a - Cross Lane, Harpenden, AL5 1BX			
Parish/Ward	Harpenden Town / Harpenden South	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	6.47	 <p>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 100010953.</p>	 <p>© Bluesky International Ltd. / Getmapping PLC</p>
Proposed use	Residential 95 units (indicative)		
Proforma Ref	C-065		
HELAA Ref	HT-21-21		
Green Belt Sub Area Ref	SA-9 / RA-5		
<div><div> Local Authority Boundary</div><div> HELAA Site Boundary</div><div> Urban Settlement</div><div> Green Belt Study Recommended Area</div><div> Metropolitan Green Belt</div><div> Green Belt Study Settlement Buffer (250m)</div><div> Green Belt Study Settlement Buffer (400m)</div></div>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies adjacent to the southern edge of Harpenden Town. Residential areas are located to the north and west of the site. The mainline railway line is adjacent to the east boundary of the site, beyond which lie open fields. To the south of the site are also open fields.

1. Distance to Key Services & Facilities (Approximate)

- 1.3 km to a primary school (The Grove Infant and Nursery)
- 3.5 km to a secondary school (St George's School)
- 625m to a bus stop (Peak hourly service) (Eastcote Drive, Stop ID: hrtjadmww)

- 2.7 km to Harpenden mainline railway station
- 1.5 km to a local centre/town centre (Southdown District Centre)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (8 minutes) is 10 minutes or less walking time. The local centre (19 minutes) and primary school (17 minutes) are 20 minutes or less walking time. The secondary school (44 minutes) and railway station (34 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for many people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Development proposals must demonstrate how they will address access to the site along the rural route of Cross Lane as currently there is no walking provision along Cross Lane, or via an alternative route. Development will require inclusion of appropriate provision for pedestrians and cyclists and sufficient width for passing vehicles.

Hertfordshire County Council Requirements

- From our initial review of the allocation, it is not considered possible that Cross Lane can serve as the vehicle access route. This is further complicated by this route being utilised by vulnerable road users and enhancements for walking and cycling be required. It is not considered that suitable access for all modes can be provided within the land shown as the red line boundary, nor existing public highway land. As such, it is not clear how this site could be considered acceptable.
- Should these significant issues be overcome, then the site is associated with the A1081 corridor in the South West GTP and LCWIP (provides link from site to Harpenden and St Albans) and the site should be expected to provide good active travel links onto this corridor as well as contributing to its enhancement and improvement
- Require the dedication of a Bridleway located to immediate west of the railway connecting Mud Lane BOAT 002 to Cross Lane.

3. Access Strategy

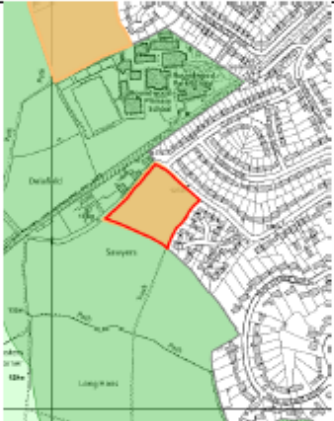








The site has direct access onto Cross Lane. HCC raise concerns about Cross Lane serving as the vehicle access route which has been subject of discussion between HCC and landowners

/ developers. There are complicating factors with Common Land and third party private roads adjoining.

HCC advise that it is not possible for Cross Lane to serve as the vehicle access route. This is further complicated by this route being utilised by vulnerable road users and enhancements for walking and cycling would be required. It is not considered that suitable access for all modes can be provided within the land shown as the red line boundary, nor existing public highway land. Third party privately owned land has not been made available as an alternative access.

It has not been demonstrated that an LTP compliant access strategy allowing safe and suitable access for all modes has a reasonable prospect of being delivered or developed. It is considered that a transport solution does not have a reasonable prospect of being provided within the Plan period. Therefore the draft site allocation should not continue in the Local Plan on the basis of inadequate access.

Site M7 - Townsend Lane, Harpenden

M7 - Townsend Lane, Harpenden, AL5 2RH			
Parish/Ward	Harpenden Town / Harpenden West	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	1.91		
Proposed use	Housing 65 units (indicative)		
Proforma Ref	C-057		
HELAA Ref	HT-13-21		
Green Belt Sub Area Ref	SA-16 / RA-13		
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<div><div> Local Authority Boundary</div><div> HELAA Site Boundary</div><div> Urban Settlement</div><div> Green Belt Study Recommended Area</div><div> Metropolitan Green Belt</div><div> Green Belt Study Settlement Buffer (250m)</div><div> Green Belt Study Settlement Buffer (400m)</div></div>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located on the eastern edge of Harpenden Town. Open fields lie to the south, south east and south west of the site and residential areas lies to the east and north of the site.

1. Distance to Key Services & Facilities (Approximate)

- 860 m to a primary school (Roundwood Primary School)
- 825 m to a secondary school (Roundwood Park School)
- 1.1 km to a bus stop (peak hourly day service) (Clarence Road; Stop ID: hrt damjp) or 725m to nearest bus stop (less frequent) (Roundwood Park School; Stop ID: hrtatdwm)
- 1.9 km to Harpenden mainline railway station
- 1.2 km to a local centre/town centre (Harpenden Town Centre) or 1.1 km to the nearest convenience store (M&S Simply Food, 14 Luton Road)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (9 minutes) is 10 minutes or less walking time. The secondary school (11 minutes), primary school (11 minutes) and local centre (14 minutes) are 20 minutes or less walking time. The railway station (24 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must include improvements to the local walking and cycling route network, and access to the nearby Nickey Line must be facilitated for cyclists and walkers to enable sustainable transport connectivity.

Hertfordshire County Council Requirements

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

- Should provide good quality access to the Nickey Line as well as contributing towards its enhancement.
- LCWIP schemes in this area include improved surfacing on the Nickey Line, improved access to the Nickey Line as the Roundwood Park entrance, traffic calming measures and footway improvements along Townsend Lane and Moreton Avenue.

3. Access Strategy

The site has direct access onto Townsend Lane. A Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 65 units x £6,826² (HCC developer contributions) = £444,000

This would be attributed as follows:

- LCWIP Scheme 5 - Harpenden Station - Indicative contribution - £148,000:
 - Harpenden Rail Station Link
- LCWIP Scheme 8 - Redbourn – Harpenden Link - Indicative contribution - £148,000:
 - Nickey Line (Redbourn - Harpenden)
- LCWIP Scheme 9 - Other Harpenden schemes - Indicative contribution - £148,000:
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

- Provide good quality access to the Nickey Line as well as contributing towards its enhancement.

² Contribution to be indexed for inflationary increase as required.

- LCWIP schemes in this area include improved surfacing on the Nickey Line, improved access to the Nickey Line as the Roundwood Park entrance, traffic calming measures and footway improvements along Townsend Lane and Moreton Avenue.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £65,000 (£1,000 per unit)
- Car Club – estimated £65,000 (£1,000 per unit)

7. Conclusion

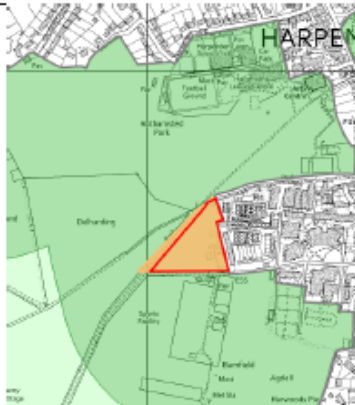

The site will be making significant contributions to the overall Harpenden Settlement Strategy.


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


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


Overall there are 'no showstoppers'.


Site M11 - Rothamsted Research, Harpenden Campus


M11 - Rothamsted Research, Harpenden Campus, AL5 2JQ			
Parish/ Ward	Harpenden Rural / Harpenden North & Rural	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	1.62		
Proposed use	Residential 55 units (indicative)		
Proforma Ref	M-008		
HELAA Ref	HT-10-21		
Green Belt Sub Area Ref	SA-15a/RA-10		
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 Local Authority Boundary


 HELAA Site Boundary

 Urban Settlement

 Green Belt Study Recommended Area

 Metropolitan Green Belt

 Green Belt Study Settlement Buffer (250m)

 Green Belt Study Settlement Buffer (400m)

Site Description – WF query red line boundary

This is a large brownfield site that lies west of Harpenden Town. South and west of the site are open fields and Rothamsted Park to the north. There is residential housing to the south east and north east, with Harpenden Common to the east beyond St Albans Road.

1. Distance to Key Services & Facilities (Approximate)

- 1.1 km to a primary school (St Dominic Catholic Primary School)
- 2.1 km to a secondary school (St George's School)
- 895 m to a bus stop (peak hourly day service) (The George PH (Stop C) Stop ID: hrtatjap)
- 1.4 km to Harpenden mainline railway station
- 895 m to Harpenden town centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (12 minutes), primary school (14 minutes), railway station (18 minutes) and local centre (12 minutes) are 20 minutes or less walking time. The secondary school (26 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must take account of the Public Rights of way adjacent to the site.

Hertfordshire County Council Requirements

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

- Unclear how the allocation plans to access public highway.
- Good quality access for all modes to key routes and relevant enhancement of schemes in the LCWIP will be necessary – for example, the A1081 corridor and improved access to the Rights of Way network.
- To make improvements to Harpenden BR 011 (Coach Lane) to enable use by residents for Active Travel to access the town.

3. Access Strategy

Appropriate access to a public highway must be provided. There is a reasonable prospect that a Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 55 units x £6,826³ (HCC developer contributions) = £375,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £375,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)

6. Other Transport and Access Contributions (Indicative)

- Good quality access for all modes to key routes and relevant enhancement of schemes in the LCWIP will be necessary – for example, the A1081 corridor and improved access to the Rights of Way network.
- To make improvements to Harpenden BR 011 (Coach Lane) to enable use by residents for Active Travel to access the town.
- Proposals must take account of the Public Rights of way adjacent to the site.
- Onsite transport and access arrangements as required by HCC and SADC policy.

³ Contribution to be indexed for inflationary increase as required.

- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £55,000 (£1,000 per unit)
- Car Club – estimated £55,000 (£1,000 per unit)

7. Conclusion

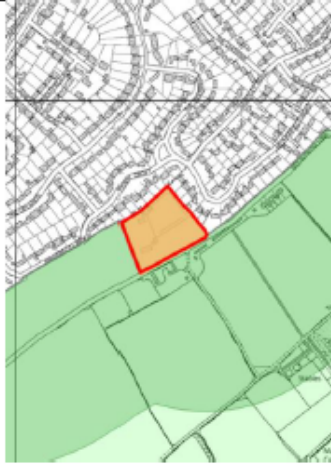








The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site M14 - Beesonend Lane, Harpenden

M14 - Beesonend Lane, Harpenden, AL5 2AB			
Parish/Ward	Harpenden Town / Harpenden South	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	2.03		
Proposed use	Residential 43 units (indicative)		
Proforma Ref	C-049		
HELAA Ref	HT-03-21		
Green Belt Sub Area Ref	SA-11 / RA-7 (partially)		
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<div><div> Local Authority Boundary</div><div> HELAA Site Boundary</div><div> Urban Settlement</div><div> Green Belt Study Recommended Area</div><div> Metropolitan Green Belt</div><div> Green Belt Study Settlement Buffer (250m)</div><div> Green Belt Study Settlement Buffer (400m)</div></div>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies in south-west Harpenden, and is sandwiched between Prospect Lane and the rural Beesonend Lane, with agricultural fields on two sides, and established housing to the north and east.

1. Distance to Key Services & Facilities (Approximate)

- 2.7 km to a primary school (St Dominic Primary School)
- 3.9 km to a secondary school (Townsend Church of England School, St Albans)
- 805 m to a bus stop (Peak Hourly Day service) (Cross Lane, Stop ID: hrtatjtw)
- 3.1 km to Harpenden mainline railway station
- 2.3 km to Southdown, Harpenden District Centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (10 minutes) is 10 minutes or less walking time. The secondary school (49 minutes), primary school (34 minutes), railway station (39 minutes) and local centre (29 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for many people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Access via Beesonend Lane for vehicles is not suitable. Pedestrian, cycling and vehicle access must be from the existing pattern of streets, or as required by the County Council.

Hertfordshire County Council Requirements

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

- From our initial review of the allocation, it is not considered possible that Beesonend Lane can serve as the vehicle access route due the scale of development and nature of the lane meaning both policy and technical barriers to its use exist.
- Unclear where suitable walking and cycling access will be achieved

- Will require upgrade to A1081 corridor to allow for sustainable access to both Harpenden to St Albans – the site should provide suitable access to the A1081 and contribute towards its enhancement
- Rights of Way around/to the site (footpath 5) should be retained and enhanced

3. Access Strategy

Appropriate access to a suitable public highway must be provided. There is a reasonable prospect that a Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 43 units x £6,826⁴ (HCC developer contributions) = £293,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £293,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)

6. Other Transport and Access Contributions (Indicative)

- From our initial review of the allocation, it is not considered possible that Beesonend Lane can serve as the vehicle access route due the scale of development and nature of the lane meaning both policy and technical barriers to its use exist.
- Unclear where suitable walking and cycling access will be achieved
- Will require upgrade to A1081 corridor to allow for sustainable access to both Harpenden to St Albans – the site should provide suitable access to the A1081 and contribute towards its enhancement
- Rights of Way around/to the site (footpath 5) should be retained and enhanced
- Onsite transport and access arrangements as required by HCC and SADC policy.

⁴ Contribution to be indexed for inflationary increase as required.

- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £43,000 (£1,000 per unit)
- Car Club – estimated £43,000 (£1,000 per unit)

7. Conclusion

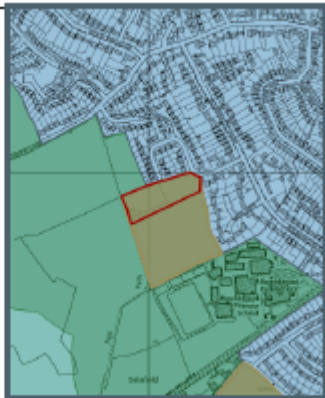








The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site M16 - Falconers Field, Harpenden

M16 - Falconers Field, Harpenden, AL5 3ES			
Parish/Ward	Harpenden Town / Harpenden North and Rural	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	1.16	 <small>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2011 Ordnance Survey 100019063</small>	 <small>© Bluesky International Ltd. / Getmapping PLC</small>
Proposed use	Residential 39 units (indicative)		
Proforma Ref	C-050		
HELAA Ref	HT-04-21		
Green Belt Sub Area Ref	SA-17 / RA-14		
<div><div> Local Authority Boundary</div><div> HELAA Site Boundary</div><div> Urban Settlement</div><div> Green Belt Study Recommended Area</div><div> Metropolitan Green Belt</div><div> Green Belt Study Settlement Buffer (250m)</div><div> Green Belt Study Settlement Buffer (400m)</div></div>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies on the western side of Harpenden. Residential development is located adjacent to most of the northern and eastern boundary of the site. Agricultural farmland lies to the

west and a school (Roundwood Park School) sports playing fields lies to the south. Falconers Field road and residential developments are located east of the site.

1. Distance to Key Services & Facilities (Approximate)

- 620 m to a primary school (Roundwood Park Primary School)
- 620 m to a secondary school (Roundwood Park Secondary School)
- 910 m to a bus stop (peak hourly service) (Roundwood Lane, Stop ID: hrtatgmw) or 835m to the nearest bus stop (less frequent) (Park Rise Close, Stop ID: hrtjdjw)
- 2.4 km to Harpenden mainline railway station
- 965 m to 95-105 Luton Road, Harpenden local centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The secondary school (8 minutes) and primary school (8 minutes) are 10 minutes or less walking time. The nearest bus stop (11 minutes) and local centre (12 minutes) are 20 minutes or less walking time. The railway station (30 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must include improvements to the local rights of way network, including access to the footpath adjacent to the western boundary.

Hertfordshire County Council Requirements

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

- Related LCWIP schemes: Traffic calming on Roundwood Lane, and segregated cycling on Luton Rd.
- Should ensure good access to the primary/secondary walking and cycling routes and contribute towards upgrades to them.

3. Access Strategy

The site has direct access onto Falconers Field. A Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 39 units x £6,826⁵ (HCC developer contributions) = £266,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £266,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)

6. Other Transport and Access Contributions (Indicative)

- Proposals must include improvements to the local rights of way network, including access to the footpath adjacent to the western boundary.
- Related LCWIP schemes: Traffic calming on Roundwood Lane, and segregated cycling on Luton Rd.
- Should ensure good access to the primary/secondary walking and cycling routes and contribute towards upgrades to them.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £39,000 (£1,000 per unit)
- Car Club – estimated £39,000 (£1,000 per unit)

7. Conclusion

⁵ Contribution to be indexed for inflationary increase as required.

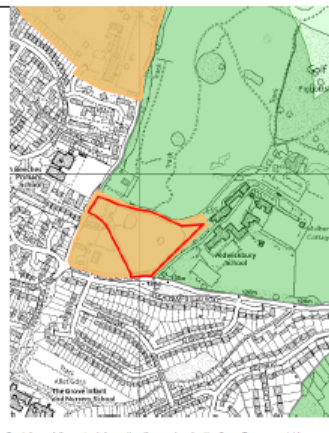








The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site M17 - North of Wheathampstead Road, Harpenden

M17 - North of Wheathampstead Road, Harpenden, AL5 1AB			
Parish/Ward	Wheathampstead	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	2.26		
Proposed use	Residential 38 units (indicative)		
Proforma Ref	C-286		
HELAA Ref	WH-32-21		
Green Belt Sub Area Ref	SA-36 / RA-22		
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		<small>© Bluesky International Ltd. / Getmapping PLC</small>	
<div><div> Local Authority Boundary</div><div> HELAA Site Boundary</div><div> Urban Settlement</div><div> Green Belt Study Recommended Area</div><div> Metropolitan Green Belt</div><div> Green Belt Study Settlement Buffer (250m)</div><div> Green Belt Study Settlement Buffer (400m)</div></div>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is to the east of Harpenden and comprised of grass and trees. To the west of the site is Piggottshill Lane, with residential dwellings and High Beeches Primary school beyond. To the south west are residential dwellings and Wheathampstead Road is directly to the south with residential dwellings beyond. To the east is Aldwickbury School and to the north is Aldwickbury Park Golf Club.

1. Distance to Key Services & Facilities (Approximate)

- 490 m to a primary school (High Beeches Primary School)
- 2.1 km to a secondary school (Sir John Lawes School)
- 930 m to a bus stop (peak hourly day service) (Longfield Road, Stop ID: hrtdamdm) or 550 m to the nearest bus stop (less frequent) (Highfield Avenue, Stop ID: hrtdamdg)
- 2 km to Harpenden mainline railway station
- 910 m to a Southdown, Harpenden district centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (7 minutes) and primary school (7 minutes) are 10 minutes or less walking time. The district centre (12 minutes) is 20 minutes or less walking time. The railway station (25 minutes) and secondary school (27 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None

Hertfordshire County Council Requirements

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

- Access for active modes should be delivered on both Piggottshill Lane and onto Wheathampstead Road.

3. Access Strategy

The site has direct access onto Wheathampstead Road and Piggottshill Lane. Access for active modes should be delivered on both Piggottshill Lane and onto Wheathampstead Road. A Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 38 units x £6,826⁶ (HCC developer contributions) = £260,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £130,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)
- LCWIP Scheme 9 - Other Harpenden - Indicative contribution £130,000
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

- Access for active modes should be delivered on both Piggottshill Lane and onto Wheathampstead Road
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £38,000 (£1,000 per unit)
- Car Club – estimated £38,000 (£1,000 per unit)

⁶ Contribution to be indexed for inflationary increase as required.

7. Conclusion

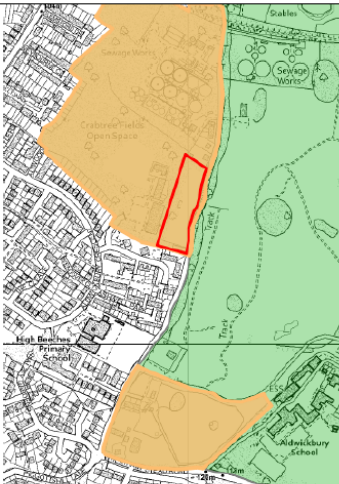








The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site M19 Piggottshill Lane, Harpenden

M19 - Piggottshill Lane, Harpenden, AL5 5UN			
Parish/Ward	Harpenden Town / Harpenden East	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	0.86		
Proposed use	Residential 29 units (indicative)		
Proforma Ref	C-055		
HELAA Ref	HT-11-21		
Green Belt Sub Area Ref	SA-33 / RA-21 & RC-5		
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<div><div> Local Authority Boundary</div><div> HELAA Site Boundary</div><div> Urban Settlement</div><div> Green Belt Study Recommended Area</div><div> Metropolitan Green Belt</div><div> Green Belt Study Settlement Buffer (250m)</div><div> Green Belt Study Settlement Buffer (400m)</div></div>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies to the east of Harpenden Town. To the west of the site is an indoor bowling club, scout hut and other buildings of a temporary nature. Piggottshill Lane runs parallel to the eastern edge of the site, however vehicular access is limited. Residential development (Waldegrave Park) lies to the south of the site.

1. Distance to Key Services & Facilities (Approximate)

- 335 m to a primary school (High Beeches Primary School)
- 1.3 km to a secondary school (Katherine Warrington)
- 1.2 km to a bus stop (peak hourly day service) (Lyndhurst Drive, Stop ID: hrtdamad) or 250 m to the nearest bus stop (less frequent) (Ashwell Park, Stop ID: hrtdamap)
- 1.9 km to Harpenden mainline railway station
- 1.4 km to a 103-107 Station Road, Harpenden local centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (4 minutes) and primary school (7 minutes) are 10 minutes or less walking time. The local centre (18 minutes) and secondary school (16 minutes) are 20 minutes or less walking time. The railway station (24 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Piggottshill Lane is narrow and there is currently no pedestrian provision. Suitable access and design, including for pedestrians and cyclists, will need to be agreed with the County Council.

Hertfordshire County Council Requirements

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

- From our initial review of the allocation, it is not considered possible that Piggottshill Lane can serve as the vehicle access route due to the scale of development and nature of the lane meaning both policy and technical barriers to its use exist.
- This includes limited carriageway space, that is unlit and with few passing places
- There is a suggestion that there will be access for pedestrians and cycles through the other nearby sites instead of Piggottshill Lane – this will be essential/need to be guaranteed and implemented at the same time if they are to work for active travel.

- Contributions to wider active travel routes e.g to town centre and train station should be considered and could include crossing and junction improvements along Crabtree Lane as well as footway improvements along Aldwickbury Crescent / Dalkeith Rd (all as per LCWIP)

3. Access Strategy

The site has direct access onto Piggottshill Lane. Piggottshill Lane is narrow and there is currently no pedestrian provision. Access for pedestrians and cycles through the other nearby sites instead of Piggottshill Lane will be essential. Suitable access and design, including for pedestrians and cyclists, will need to be agreed with the County Council. There is a reasonable prospect that a Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 29 units x £6,826⁷ (HCC developer contributions) = £198,000

This would be attributed as follows:

- LCWIP Scheme 9 - Other Harpenden - Indicative contribution £198,000
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

⁷ Contribution to be indexed for inflationary increase as required.

- Access for pedestrians and cycles through the other nearby sites instead of Piggotshill Lane will be essential/need to be guaranteed and implemented at the same time if they are to work for active travel.
- Contributions to wider active travel routes e.g to town centre and train station should be considered and could include crossing and junction improvements along Crabtree Lane as well as footway improvements along Aldwickbury Crescent / Dalkeith Rd (all as per LCWIP)
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £29,000 (£1,000 per unit)
- Car Club – estimated £29,000 (£1,000 per unit)

7. Conclusion

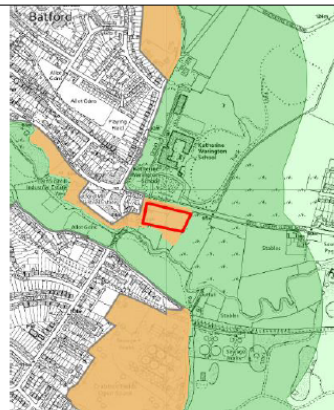

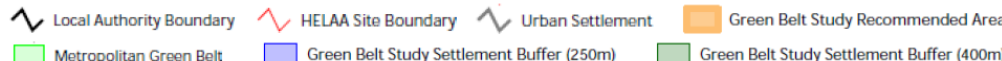
The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site M20 - Lower Luton Road, Harpenden

M20 - Lower Luton Road, Harpenden, AL5 5AF			
Parish/Ward	Harpenden Town	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	0.74	 <p>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 100018953.</p>	 <p>© Bluesky International Ltd. / Getmapping PLC</p>
Proposed use	Residential 25 units (indicative)		
Proforma Ref	C-064		
HELAA Ref	HT-20-21		
Green Belt Sub Area Ref	SA-32 / RA-20		
			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located on the eastern edge of Harpenden Town. Lower Luton Road lies to the north of the site, with a school beyond. Residential and employment areas are located to the west of the site. The River Lea is to the south of the site, with open fields to the east.

1. Distance to Key Services & Facilities (Approximate)

- 1.1 km to a primary school (Sauncey Wood Primary)
- 90 m to a secondary school (Katherine Warrington School)
- 50 m to a bus stop (peak hourly day service) (Katherine Warrington School, Stop ID: hrtjdpdg)
- 1.9 km to Harpenden mainline railway station
- 555 m to a 103-107 Station Road, Harpenden local centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minutes), local centre (7 minutes) and secondary school (2 minutes) are 10 minutes or less walking time. The primary school (14 minutes) is 20 minutes or less walking time. The railway station (24 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Safe site access for pedestrians, cyclists and vehicles must be provided that connects through and also outside the site along Lower Luton Road.

Hertfordshire County Council Requirements

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

- Will need to provide good quality walking/cycling links to the shared use path on north side of lower Luton Rd.
- Contributions to wider active travel routes e.g to town centre and train station should be considered and could include crossing and junction improvements along Station Rd and/or Crabtree Lane (as per LCWIP).
- Improvements for Active Travel to the Wheathampstead BW 097 as part of National Cycle Network 57.

3. Access Strategy

The site has direct access onto Lower Luton Road. Safe site access for pedestrians, cyclists and vehicles must be provided that connects through and also outside the site along Lower Luton Road. There is a reasonable prospect that issues can be resolved and that a Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 25 units x £6,826⁸ (HCC developer contributions) = £170,000

This would be attributed as follows:

- LCWIP Scheme 3 - Link to North East Harpenden (NEH) - Indicative contribution £170,000
 - Coldharbour Lane
 - Station Road
 - Westfield Road

6. Other Transport and Access Contributions (Indicative)

- Will need to provide good quality walking/cycling links to the shared use path on north side of lower Luton Rd.
- Contributions to wider active travel routes e.g to town centre and train station should be considered and could include crossing and junction improvements along Station Rd and/or Crabtree Lane (as per LCWIP).
- Improvements for Active Travel to the Wheathampstead BW 097 as part of National Cycle Network 57.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £25,000 (£1,000 per unit)
- Car Club – estimated £25,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to the overall Harpenden Settlement Strategy.

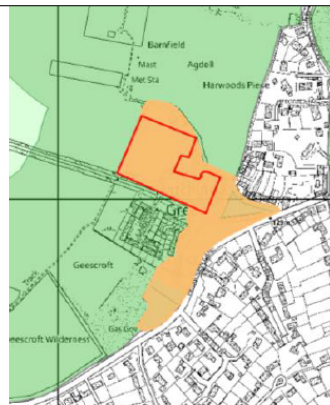
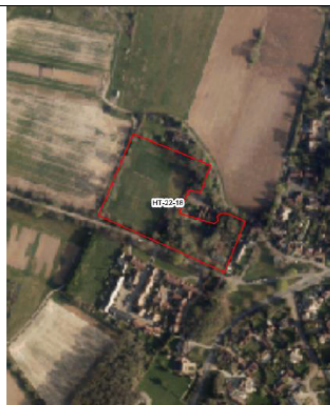







There is a reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

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

Overall there are 'no showstoppers'.

Site M21 - Rothamsted Lodge, Hatching Green

⁸ Contribution to be indexed for inflationary increase as required.

M21 - Rothamsted Lodge, Hatching Green, AL5 2GT			
Parish/Ward	Harpenden Town / Harpenden South West	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	1.90	 <p>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 100018963.</p>	 <p>© Bluesky International Ltd. / Getmapping PLC</p>
Proposed use	Residential 25 units (indicative) (this includes 5 units from planning permission 5/2022/1814)		
Proforma Ref	C-067		
HELAA Ref	HT-22-18		
Green Belt Sub Area Ref	SA-15B / RA-12 & RC-2		
<div><div> Local Authority Boundary</div><div> HELAA Site Boundary</div><div> Urban Settlement</div><div> Green Belt Study Recommended Area</div><div> Metropolitan Green Belt</div><div> Green Belt Study Settlement Buffer (250m)</div><div> Green Belt Study Settlement Buffer (400m)</div></div>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies to the east of Harpenden Town and north of Hatching Green. Residential areas are located to the south and east of the site, with a village green in between. To the north and west of the site are open fields. The site currently contains green space and a children's nursery.

1. Distance to Key Services & Facilities (Approximate)

- 1.4 km to a primary school (St Dominic Primary School)
- 2.7 km to a secondary school (St George's School)
- 280 m to a bus stop (peak hourly day service) (White Horse PH, Stop ID: hrtidajgj)
- 1.8 km to Harpenden mainline railway station
- 1.2 km to Southdown, Harpenden local centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (4 minutes) is 10 minutes or less walking time. The primary school (18 minutes) and local centre (15 minutes) are 20 minutes or less walking time. The railway station (23 minutes) and secondary school (34 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for some people to walk on a daily

basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None

Hertfordshire County Council Requirements

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

- No footway on Hatching Green – requirements for site currently does not set out how appropriate, safe, accessible walking and cycling links will be provided or that this will be necessary.
- The site should provide good walking/cycling access from the site to the A1081 corridor.
- Footway improvements along Redbourn Ln (B487) will be required (as identified in the LCWIP).

3. Access Strategy

The site has access onto Redbourn Lane. Footway improvements along Redbourn Ln (B487) are required. There is a reasonable prospect that a Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 25 units x £6,826⁹ (HCC developer contributions) = £170,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £170,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)

6. Other Transport and Access Contributions (Indicative)

- No footway on Hatching Green – requirements for site currently does not set out how appropriate, safe, accessible walking and cycling links will be provided or that this will be necessary.
- The site should provide good walking/cycling access from the site to the A1081 corridor.
- Footway improvements along Redbourn Ln (B487) will be required (as identified in the LCWIP).
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £25,000 (£1,000 per unit)
- Car Club – estimated £25,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to the overall Harpenden Settlement Strategy.










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

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

Overall there are 'no showstoppers'.

Site M22 - Wood End, Hatching Green, Harpenden

⁹ Contribution to be indexed for inflationary increase as required.

M22 - Wood End, Hatching Green, Harpenden, AL5 2JT			
Parish/Ward	Harpenden Rural	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	0.74		
Proposed use	Residential 14 units (indicative)		
Proforma Ref	C-037		
HELAA Ref	HR-02-18		
Green Belt Sub Area Ref	SA-14 / RA-9 & RC-2 (partially)		
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<div><div> Local Authority Boundary</div><div> HELAA Site Boundary</div><div> Urban Settlement</div><div> Green Belt Study Recommended Area</div><div> Metropolitan Green Belt</div><div> Green Belt Study Settlement Buffer (250m)</div><div> Green Belt Study Settlement Buffer (400m)</div></div>			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site lies is located in the south west of Harpenden. The site contains a large house at its northern end, with the remainder of the site being largely open grassland. Redbourn Lane runs along the south east boundary of the site. Residential properties are adjacent to the north, with woodland adjoining the site to the west.

1. Distance to Key Services & Facilities (Approximate)

- 1.4 km to a primary school (St Dominic Primary School)
- 2.6 km to a secondary school (St George's School)
- 70m to a bus stop (peak hourly day service) (Oakfield Road, Stop ID: hrtdajgm)
- 1.8 km to Harpenden mainline railway station
- 1.2 km to a Southdown, Harpenden district centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minutes) is 10 minutes or less walking time. The primary school (16 minutes) and local centre (15 minutes) are 20 minutes or less walking time. The railway station (23 minutes) and secondary school (34 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Crossing to the pedestrian footpath the other side of the B487.

Hertfordshire County Council Requirements

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

- Mitigation of the severance caused by the B487 such a high quality crossing facility from the site and how accessibility to proposed wider active mode corridors can be achieved.

3. Access Strategy

The site has direct access onto Redbourn Lane. A crossing to the pedestrian footpath the other side of the B487 must be delivered. There is a reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden

The site will be making significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 14 units x £6,826¹⁰ (HCC developer contributions) = £96,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £96,000

¹⁰ Contribution to be indexed for inflationary increase as required.

- Luton Road (A1081)
- Harpenden High Street (A1081)
- St. Albans - Harpenden Link (A1081)

6. Other Transport and Access Contributions (Indicative)

- Mitigation of the severance caused by the B487 such a high quality crossing facility from the site and how accessibility to proposed wider active mode corridors can be achieved.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £14,000 (£1,000 per unit)
- Car Club – estimated £14,000 (£1,000 per unit)

7. Conclusion



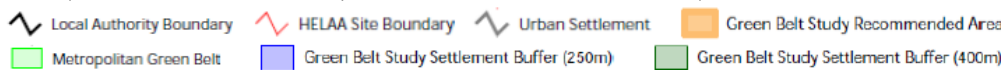
The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site M25 - Baulk Close, Harpenden

M25 - Baulk Close, Harpenden, AL5 4LY			
Parish/Ward	Harpenden Town / Harpenden North and Rural	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	0.53	 <small>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 10001963.</small>	 <small>© Bluesky International Ltd. / Getmapping PLC</small>
Proposed use	Residential 8 units (indicative)		
Proforma Ref	C-056		
HELAA Ref	HT-12-21		
Green Belt Sub Area Ref	SA-22 / RA-16		
			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located on the north east edge of Harpenden Town. Open Green Belt arable fields lie to the north of the site. The river Lea and open Green Belt fields are located to the north and east of the site and residential developments lie to the south and west.

1. Distance to Key Services & Facilities (Approximate)

- 660m to a primary school (The Lea Primary School and Nursery)
- 1.2 km to a secondary school (Sir John Lawes School)
- 170m to a bus stop (peak hourly day service) (The Red Cow PH, Stop ID: hrtdampa)
- 2.25 km to Harpenden mainline railway station
- 845 m to 50-54 Westfield Road, Harpenden local centre or 435 metres to Best One, Westfield Road.

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (3 minutes), primary school (8 minutes) and convenience store (6 minutes) are 10 minutes or less walking time. The secondary school (15 minutes) is 20 minutes or less walking time. The railway station (29 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The

longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must include improvements to the local rights of way network, including access to the Lea Valley Walk adjacent to the west boundary.

Hertfordshire County Council Requirements

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

- Should provide access to Lea Valley Line and contribute to its improvement, which could include improvements to the crossing of the Lea Valley Line over Westfield Rd (as per LCWIP)

3. Access Strategy

The site has direct access onto Baulk Close. An LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden

The site will be making significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 8 units x £6,826¹¹ (HCC developer contributions) = £54,000

¹¹ Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 3 - Links to North East Harpenden - Indicative contribution - £54,000
 - Coldharbour Lane
 - Station Road
 - Westfield Road

6. Other Transport and Access Contributions (Indicative)

- Should provide access to Lea Valley Line and contribute to its improvement, which could include improvements to the crossing of the Lea Valley Line over Westfield Rd (as per LCWIP)
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £8,000 (£1,000 per unit)
- Car Club – estimated £8,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site UC8 - Public Hall, 6 Southdown Road, Harpenden

UC8 - Public Hall, 6 Southdown Road, Harpenden, AL5 1TE		
Parish/Ward	Harpenden Town / Harpenden West	Allocated site boundary (red line)
Hectares	0.29	
Proposed use	Residential 26 units (indicative)	
UCS Ref	UCS-HT-HD-011	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is in Harpenden. To the north west of the site are the rears of retail units along Station Road. Arden Road Grove is to the north east of the site, to the south west of the site is Southdown Road.

1. Distance to Key Services & Facilities (Approximate)

- 250 m to a primary school (Harpenden Academy)
- 1.1 km to a secondary school (St George's School)
- 90 m to a bus stop (peak hourly day service) (Harpenden Railway Station (Stop A), Stop ID: hrtatjaj)
- 200 m to Harpenden mainline railway station
- 50 m to Harpenden town centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (3 minutes) primary school (8 minutes) and convenience store (6 minutes) are 10 minutes or less walking time. The secondary school (15 minutes) is 20 minutes or less walking time. The railway station (29 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active

travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None

Hertfordshire County Council Requirements

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

- This is a highly accessible location close to the station and town centre and active travel should therefore be a priority for this site
- Contributions should be made to nearby schemes e.g the A1081 corridor and/or footway improvements and junction improvements on the surrounding streets e.g the Station Road / A1081 junction

3. Access Strategy

The site has direct access onto Arden Grove and Southdown Road. A Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable/developable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 26 units x £6,826¹² (HCC developer contributions) = £177,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £177,000
 - Luton Road (A1081)

¹² Contribution to be indexed for inflationary increase as required.

- Harpenden High Street (A1081)
- St. Albans - Harpenden Link (A1081)

6. Other Transport and Access Contributions (Indicative)

- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £26,000 (£1,000 per unit)
- Car Club – estimated £26,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site UC14 - Car Park to rear of 3 Church Green (Waitrose), Harpenden

UC14 - Car Park to rear of 3 Church Green (Waitrose), Harpenden, AL5 2TJ		
Parish/Ward	Harpenden Town/Harpenden West	Allocated site boundary (red line)
Hectares	0.39	 <p>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 100019963.</p>
Proposed use	Residential 19 units (indicative)	
UCS Ref	UCS-HT-HD-035	
Ownership	Private	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in Harpenden. The site is part of the car park for a supermarket on the eastern boundary, woodland wraps around the site on the southern and western boundaries, with residential properties along Leyton Green to the south.

1. Distance to Key Services & Facilities (Approximate)

- 160 m to a primary school (St Nicholas Church of England (Voluntary Aided) Primary)
- 1.1 km to a secondary school (St George's School)
- 225 m to a bus stop (peak hourly day service) (Amenbury Lane, Stop ID: hrtatjam)
- 610 m to Harpenden mainline railway station
- 0 m to Harpenden town centre/primary shopping centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (3 minutes), primary school (2 minutes), railway station (8 minutes) and town centre (0 minutes) are 10 minutes or less walking time. The secondary school (14 minutes) is 20 minutes or less walking time. Longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Appropriate levels of car parking for existing and new development must be provided.

Hertfordshire County Council Requirements

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

- This location is potentially highly sustainable, close to the town centre and station, with reduced need for car parking / ownership – this is not currently reflected in the Appendix 1 wording.

- Contributions could be made to the A1081 scheme or footway improvements & junction improvements along Leyton Rd.
- Due to location, vehicle parking requirements should be based on evidence and reflective of the ambitions of the local plan.

3. Access Strategy

The site has direct access onto Leyton Road and Leyton Green. A Local Transport Plan (LTP) compliant access strategy allowing safe and suitable access for all modes is deliverable/developable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 19 units x £6,826¹³ (HCC developer contributions) = £130,000

This would be attributed as follows:

- LCWIP Scheme 1- A1081 - Indicative contribution - £130,000
 - Luton Road (A1081)
 - Harpenden High Street (A1081)
 - St. Albans - Harpenden Link (A1081)

6. Other Transport and Access Contributions (Indicative)

- Contributions could be made to the A1081 scheme or footway improvements & junction improvements along Leyton Rd.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £19,000 (£1,000 per unit)
- Car Club – estimated £19,000 (£1,000 per unit)

7. Conclusion

¹³ Contribution to be indexed for inflationary increase as required.


The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site UC15 - Bowers Way East Car Park Bowers Way, Harpenden

UC15 - Bowers Way East Car Park Bowers Way, Harpenden, AL5 4EQ		
Parish/Ward	Harpenden Town/Harpenden West	Allocated site boundary (red line)
Hectares	0.44	
Proposed use	Residential 18 units (indicative)	
UCS Ref	UCS-HT-HD-037	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is in Harpenden, a Tier 2 Settlement. The site also sits within the Harpenden Neighbourhood Plan area. The north west boundary is adjacent to a residential property on Bowers Way, the north east boundary is adjacent to the Midland Railway Line, to the south of the site is the Harpenden Telephone Exchange building and west is Bowers Way.

1. Distance to Key Services & Facilities (Approximate)

- 160m to a primary school (Harpenden Academy)
- 745m to a secondary school (St George's School)
- 270m to a bus stop (peak hourly day service) (Harpenden Railway Station (Stop B), stop ID: hrtdamja) or 30m to the nearest bus stop
- 345m to Harpenden mainline railway station
- 75m to Harpenden town centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minute), primary school (2 minutes), town centre (1 minutes), secondary school (10 minutes) and railway station (5 minutes) are 10 minutes or less walking time. Longer journeys may have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None

Hertfordshire County Council Requirements

- None

3. Access Strategy

The site has direct access onto Bowers Way. An LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden

The site will be making significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 18 units x £6,826¹⁴ (HCC developer contributions) = £122,000

This would be attributed as follows:

- LCWIP Scheme 5 - Harpenden Station - Indicative contribution - £61,000
 - Harpenden Rail Station Link
- LCWIP Scheme 9 - Other Harpenden - Significant contribution - £61,000
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £18,000 (£1,000 per unit)
- Car Club – estimated £18,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to the overall Harpenden Settlement Strategy.


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

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

Overall there are 'no showstoppers'.

¹⁴ Contribution to be indexed for inflationary increase as required.

Site UC29 - Garage Block off Noke Shot, Harpenden

UC29 - Garage Block off Noke Shot, Harpenden, AL5 5HS		
Parish/Ward	Harpenden Town / Harpenden East	Allocated site boundary (red line)
Hectares	0.16	
Proposed use	Residential 8 units (indicative)	
UCS Ref	UCS-HT-SD-015	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in Harpenden. The site is surrounded by the rear gardens of residential properties along Noke Shot to the east, Somerles Road to the north and Northfield Road to the south and west.

1. Distance to Key Services & Facilities (Approximate)

- 450 m to a primary school (Sauncey Wood Primary School)
- 970 m to a secondary school (Sir John Lawes School)
- 215 m to a bus stop (peak hourly day service) (Pickford Hill)
- 2.1 km to Harpenden mainline railway station
- 435 m to 138-146 Lower Luton Road, Harpenden local centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (3 minutes), primary school (6 minutes) and local centre (6 minutes) are 10 minutes or less walking time. The secondary school (13 minutes) is 20 minutes or less walking time. The railway station (27 minutes) is further away, being more than 20 minutes walking time. These facilities are too far for some people to walk on a daily basis. The

longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Appropriate levels of car parking for existing and new development must be provided.
- The track that connects the site to Noke Shot Drive is narrow and proposals must demonstrate adequate access and egress.

Hertfordshire County Council Requirements

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

- If adequate walking/cycling access can be assured/demonstrated, further contributions could be made to the Pickford Rd footway improvements scheme and junction improvements as per the LCWIP.

3. Access Strategy

The site has direct access onto Noke Shot. The track that connects the site to Noke Shot Drive is narrow and proposals must demonstrate adequate access and egress. There is a reasonable prospect that a suitable scheme can be devised and that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 8 units x £6,826¹⁵ (HCC developer contributions) = £54,000

This would be attributed as follows:

- LCWIP Scheme 9 - Other Harpenden – Indicative contribution - £54,000
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

- Adequate walking/cycling access should be assured/demonstrated, further contributions could be made to the Pickford Rd footway improvements scheme and junction improvements as per the LCWIP.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £8,000 (£1,000 per unit)
- Car Club – estimated £8,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to the overall Harpenden Settlement Strategy.


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

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

Overall there are 'no showstoppers'.

¹⁵ Contribution to be indexed for inflationary increase as required.

Site UC44 - Garage Block off Millford Hill, Harpenden

UC44 - Garage Block off Millford Hill, Harpenden, AL5 5BN		
Parish/Ward	Harpenden Town / Harpenden East	Allocated site boundary (red line)
Hectares	0.08	
Proposed use	Residential 6 units (indicative)	
UCS Ref	UCS-HT-SD-013	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in Harpenden. The site is surrounded by residential properties along Finely Road to the north west, Milford Hill to the north east and Tallent Crescent to the south east and south west.

1. Distance to Key Services & Facilities (Approximate)

- 500m to a primary school (Sauncey Wood Primary School)
- 420m to a secondary school (Katherine Warrington School)
- 55m to a bus stop (peak hourly day service) (Tallents Crescent, Stop ID: hrtatjwd)
- 2.1 km to Harpenden mainline railway station
- 775m to 138-146 Lower Luton Road, Harpenden local centre or 750m to the nearest convenience store, Tesco Esso Express, Lower Luton Road

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minutes), primary school (7 minutes), secondary school (6 minutes) and local centre (10 minutes) are 10 minutes or less walking time. The railway station (27 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The track that connects the site to Millford Hill is narrow and proposals must demonstrate adequate access and egress.

Hertfordshire County Council Requirements

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

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

3. Access Strategy

The site has direct access onto Millford Hill. The track that connects the site to Millford Hill is narrow and proposals must demonstrate adequate access and egress. There is a reasonable an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden

The site will be making significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 6 units x £6,826¹⁶ (HCC developer contributions) = £41,000

¹⁶ Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 9 - Other Harpenden – Indicative contribution - £41,000
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

- The track that connects the site to Millford Hill is narrow and proposals must demonstrate adequate access and egress.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £6,000 (£1,000 per unit)
- Car Club – estimated £6,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to the overall Harpenden Settlement Strategy.

There is a reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable. Access for fire and refuse must be addressed.

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

Overall there are 'no showstoppers'.

**Site UC46 - Garage Blocks adj. to 76 Oakley Road and
151 Grove Road, Harpenden**

UC46 - Garage Blocks adj. to 76 Oakley Road and 151 Grove Road, Harpenden, AL5 1HJ		
Parish/Ward	Harpenden South	Allocated site boundary (red line)
Hectares	0.12	
Proposed use	Residential 6 units (indicative)	
UCS Ref	UCS-HT-SD-004-v2	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in Harpenden. To the north east of the site is Grove Road, to the north west of the site is Oakley Road, and to the south west are residential properties also along Oakley Road. To the south east is a small building and an electrical substation.

1. Distance to Key Services & Facilities (Approximate)

- 480 m to a primary school (The Grove Infant & Nursery School)
- 2.7 km to a secondary school (Katherine Warrington School)
- 30 m to a bus stop (peak hourly day service) (Paddock Wood, Stop ID: hrtdajtw)
- 2.2 km to Harpenden mainline railway station
- 680 m to Southdown, Harpenden District centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minutes), primary school (6 minutes), and local centre (9 minutes) are 10 minutes or less walking time. The railway station (28 minutes) and secondary school (34 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are

many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Appropriate levels of car parking for existing and new development must be provided.

Hertfordshire County Council Requirements

- None

3. Access Strategy

The site has direct access onto Grove Road and Oakley Road. An LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 6 units x £6,826¹⁷ (HCC developer contributions) = £41,000

This would be attributed as follows:

- LCWIP Scheme 9 - Other Harpenden – Indicative contribution - £41,000
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road

¹⁷ Contribution to be indexed for inflationary increase as required.

- Sun Lane
- Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £6,000 (£1,000 per unit)
- Car Club – estimated £6,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site UC47 - Crabtree Fields / Land at Waldegrave Park, Harpenden

UC47 - Crabtree Fields / Land at Waldegrave Park, Harpenden, AL5 5SA		
Parish/Ward	Harpenden Town / Harpenden East	Allocated site boundary (red line)
Hectares	0.88	 <p>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 100018953.</p>
Proposed use	Residential 5 units (indicative)	
UCS Ref	UCS-HT-SD-018	
Ownership	Public	

Site Description

The site is adjacent to Harpenden. To the south of the site are two blocks of residential properties along Waldegrave Park and to the south west are residential properties along Aldwickbury Crescent. To the east of the site is a strip of woodland, with open fields and Piggotshill Lane beyond. To the north of the site is an area of woodland and to the west also has an area of woodland and Crabtree Fields Open Space.

1. Distance to Key Services & Facilities (Approximate)

- 270 m to a primary school (High Beeches Primary School)
- 1.2 km to a secondary school (Katheirne Warington School)
- 1.1 km to a bus stop (peak hourly day service) (Lyndhurst Drive, Stop ID: hrtdamad) or 180 m to the nearest bus stop (less frequent) (Ashwell Park, Stop ID: hrtdamap)
- 1.9 km to Harpenden mainline railway station
- 1.3 km to 103-107 Station Road, Harpenden local centre

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (3 minutes) and primary school (4 minutes) are 10 minutes or less walking time. The local centre (16 minutes) and secondary school (15 minutes) are 20 minutes or less walking time. The railway station (24 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The site adjoins M19 which are also proposed for development, and an overarching approach to design and access will be needed.

Hertfordshire County Council Requirements

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

- Access must be considered alongside M19.
- Relevant schemes for additional contributions would be footway improvements, junction improvements and crossings on Aldwickbury Crescent and Crabtree Lane as per the LCWIP.

3. Access Strategy

The site has direct access onto Waldegrave Park. An overarching approach to design and access will be needed to M19. There is a reasonable prospect that an LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 5 units x £6,826¹⁸ (HCC developer contributions) = £34,000

This would be attributed as follows:

- LCWIP Scheme 9 - Other Harpenden – Indicative contribution - £34,000
 - Southdown Road
 - Bowers Way & Links
 - Manland Way
 - Sauncey Avenue & Lyndhurst Drive
 - Common Lane
 - Carlton Road Ped & Cycle Bridge
 - Carlton Road
 - Sun Lane
 - Aldwickbury Crescent

6. Other Transport and Access Contributions (Indicative)

¹⁸ Contribution to be indexed for inflationary increase as required.

- Relevant schemes for additional contributions would be footway improvements, junction improvements and crossings on Aldwickbury Crescent and Crabtree Lane as per the LCWIP.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £5,000 (£1,000 per unit)
- Car Club – estimated £5,000 (£1,000 per unit)

7. Conclusion


The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.

Site UC50 - Southview Car Park, Lower Luton Road, Harpenden

UC50 - Southview Car Park, Lower Luton Road, Harpenden, AL5 5AW		
Parish/Ward	Harpenden Town / Harpenden East	Allocated site boundary (red line)
Hectares	0.10	 <p>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 100018863.</p>
Proposed use	Residential 5 units (indicative)	
UCS Ref	UCS-HT-HD-010	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in Harpenden. To south of the site is Lower Luton Road (B653), to the east of the site is Southview Road, the other two sides are residential houses.

1. Distance to Key Services & Facilities (Approximate)

- 445 m to a primary school (Sauncey Wood Primary School)
- 645 m to a secondary school (Katherine Warington School)
- 45 m to a bus stop (peak hourly day service)
- 1.7 km to Harpenden mainline railway station
- 140 m to 138-146 Lower Luton Road, Harpenden local centre or 40 m to the nearest convenience store, Tesco Esso Express, Lower Luton Road

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (1 minutes), primary school (6 minutes), convenience store (1 minute) and secondary school (8 minutes) are 10 minutes or less walking time. The railway station (22 minutes) is further away, being more than 20 minutes walking time. This facility is too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- The site will require a survey of car park usage before proceeding with any proposals.

Hertfordshire County Council Requirements

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

- Contributions to junction improvements as per the LCWIP (e.g Station Rd/B653)

3. Access Strategy

The site has direct access onto Southview Road and Lower Luton Road. An LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 5 units x £6,826¹⁹ (HCC developer contributions) = £34,000

This would be attributed as follows:

- LCWIP Scheme 3 - Link to North East Harpenden (NEH) - Indicative contribution £34,000
 - Coldharbour Lane
 - Station Road
 - Westfield Road

6. Other Transport and Access Contributions (Indicative)

- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £5,000 (£1,000 per unit)
- Car Club – estimated £5,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to the overall Harpenden Settlement Strategy.


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

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

Overall there are 'no showstoppers'.

¹⁹ Contribution to be indexed for inflationary increase as required.

Site UC52 - Garage Block off Tallents Crescent, Harpenden

UC52 - Garage Block off Tallents Crescent, Harpenden, AL5 5BS		
Parish/Ward	Harpenden Town / Harpenden East	Allocated site boundary (red line)
Hectares	0.10	 <p>Contains public sector information licensed under the Open Government Licence v1.0 © Crown copyright and database rights 2021 Ordnance Survey 100019363.</p>
Proposed use	Residential 5 units (indicative)	
UCS Ref	UCS-HT-SD-012	
Ownership	Public	
Key development objectives/issues to address		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located in Harpenden. The north west and north east boundaries are adjacent to residential properties along Tallents Crescecent. To the south east are the rear gardens of residential properties along Common Lane and to the south west is a playing field.

1. Distance to Key Services & Facilities (Approximate)

- 620 m to a primary school (Sauncey Wood Primary School)
- 460 m to a secondary school (Katherine Warington School)
- 150 m to a bus stop (peak hourly day service) (Tallents Crescent, Stop ID: hrtdagwp)
- 2.2 km to Harpenden mainline railway station
- 690 m to 138-146 Lower Luton Road, Harpenden local centre or 620 m to the nearest convenience store, Tesco Esso Express, Lower Luton Road

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The

nearest bus stop (2 minutes), primary school (8 minutes), convenience store (8 minutes) and secondary school (6 minutes) are 10 minutes or less walking time. The railway station (28 minutes) is further away, being more than 20 minutes walking time. This facility may be too far for some people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the town which is also important in considering the likelihood of the residents using active travel modes to access the primary school, secondary school, bus stops, shops and railway station. The roads within the town are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Appropriate levels of car parking for existing and new development must be provided.

Hertfordshire County Council Requirements

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

- Contributions to key routes nearby as per the LCWIP, including Common Lane / Station Rd.

3. Access Strategy

The site has direct access onto Tallents Crescent and Lower Luton Road. An LTP compliant access strategy allowing safe and suitable access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated by cumulative traffic in the area, including the site, can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Settlement Strategy – Harpenden (Indicative Contributions)

This site will make significant contributions to the overall Harpenden Settlement Strategy.

Indicative Contributions Total: 5 units x £6,826²⁰ (HCC developer contributions) = £34,000

²⁰ Contribution to be indexed for inflationary increase as required.

This would be attributed as follows:

- LCWIP Scheme 3 - Link to North East Harpenden (NEH) - Indicative contribution £34,000
 - Coldharbour Lane
 - Station Road
 - Westfield Road

6. Other Transport and Access Contributions (Indicative)

- Contributions to key routes nearby as per the LCWIP, including Common Lane / Station Rd.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £5,000 (£1,000 per unit)
- Car Club – estimated £5,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to the overall Harpenden Settlement Strategy.

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

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

Overall there are 'no showstoppers'.