



LAND SOUTH OF CHISWELL GREEN LANE,  
CHISWELL GREEN, ST ALBANS

# SUMMARY PROOF OF EVIDENCE – TRANSPORT CD 3.23C

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## 1.0 Qualifications and Experience

- 1.1. My name is Anthony Jones, and I am a Technical Director at Glanville Consultants. I hold a Bachelor of Science Degree with Honours in Environmental Assessment in the Construction Industry. I am a Member of the Chartered Institute of Highways and Transportation (CIHT) and Transport Planning Society (TPS).
- 1.2. I have been actively involved in providing highways and transportation planning advice relating to the development process since 2002 advising on a wide range of clients operating in residential, retail, education, leisure and office sectors
- 1.3. My Evidence for this Inquiry has been prepared and is given in accordance with the guidance of my professional institutions and I confirm that the opinions are expressed are my true and professional opinions.

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## 2.0 Scope of Evidence

- 2.1. The reasons for refusal and a summary of the Council's Statement of Case is set out in detail in Mr Kenworthy's evidence on planning matters. There are no transport related policies referred to in the reasons for refusal. The highway authority at Hertfordshire County Council has no highway objection to the scheme and considered all the issues relating to accessibility, traffic impact and highway safety in its consultation responses,

### Third Party Objections

- 2.2. Keep Chiswell Green (KCG) had Rule 6 status granted by the PINS on 22 February 2023. I consider that the key transport issues identified in its Statement of Case and supported appendices are whether:
- i. the Transport Assessment and supporting transport documents that accompanied the outline planning application were prepared in accordance with industry best practice and credible?
  - ii. The proposed access strategy, routes to the site and the agreed off-site active travel and highway improvements safe, appropriate and, where relevant, deliverable?
  - iii. the site is, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes and seek to the lower the propensity for single occupancy car travel?
  - iv. Is there a need to consider additional highway capacity improvements alongside, or in place of the agreed active travel and highway improvements, to mitigate the individual impact of the appeal scheme should the appeal be granted consent?
  - v. The individual of the appeal scheme and the cumulative impact with the Polo School scheme on the operation of local highway network, and in particular the impact at the Watford Road mini-double roundabout, severe?
  - vi. The Appeal scheme will impact on the operation, on-street parking and safety of Long Fallow and Forge End including their junctions with Watford Road?
  - vii. The Appeal scheme can provide appropriate parking arrangements for existing residents that park on-street on Chiswell Green Lane.

## 3.0 Appeal Scheme

### Appeal Scheme

- 3.1 the development to the south of Chiswell Green Lane is proposed to provide up to 391 dwellings with a mix of affordable (40%) and private dwellings (60%). An area of land in the north western corner of the development is being allocated for the potential future provision of a new Primary School for up to 2FE (420 pupils), with early years provision, and/or a Special Educational Needs & Disabilities (SEND) school.
- 3.2 Two new priority tee junctions at Chiswell Green Lane will facilitate access to the northern part of the site for pedestrians, cyclists and vehicles. The junction proposals incorporate 10 formalised parking spaces to incorporate this parking.
- 3.3 A proposed new priority T-junction at Forge End, positioned between an existing gap between two dwellings, will facilitate access to the southern parcel of the site for vehicles, pedestrians and cyclists. Further access for pedestrians and cyclists will also be provided at both Forge End and Long Fallow.
- 3.4 The pedestrian and cycle access at Long Fallow will also facilitate a second point of access to the southern part of the site for the emergency blue services.

### Mitigation Package

- 3.5 The appeal scheme proposes to provide a S106 sustainable transport contribution of up to £2,668,966.00 based on £6,826 per dwelling as set out within Appendix 1 of HCC's Developer Contribution guidance document. The draft S106 agreement identifies that this contribution will go towards the following:
- i. £6,000 for monitoring of the Residential Travel Plan
  - ii. £7,500 for monitoring of the School Travel Plan
  - iii. £175k per year of bus funding for a five-year period; and
  - iv. the provision of bus vouchers to residents (£210 per dwelling).
- 3.6 It is understood that the costs of the off-site sustainable transport improvements will also be deductible from the sustainable transport S106 contribution, and these will include the following:
1. The provision of a 3m footway / cycleway on Chiswell Green Lane which has been designed in accordance with LTN1/20.
  2. The provision of a Tiger crossing, which is a zebra crossing with an adjacent cycle facility, at the double mini-roundabout junction which will provide pedestrian and cycle access to the eastern side of Watford Road and improving connectivity to National Cycle Route 6.
  3. The provision of pedestrian / cycle accesses onto Forge End and Long Fallow to provide access to the southern end of Watford Road, and when combined with the routes through the site, improve connections between Watford Road and Chiswell Green Lane and the adjacent Public Rights of Way.

4. The provision of a new Tiger crossing across Watford Road at its junction with Forge End to provide a new cycle link to the National Cycle Route 6 via Farringford Close and Carisbrook Road.
  
5. The implementation of HCC's cycle improvements along Watford Road between Chiswell Green Lane and the A405 North Orbital Road. The proposals are just part of HCC's proposed improvements. When combined with the St Stephen's Green Farm proposals and proposals to the south of the M25, there will be a continuous improved pedestrian / cycle route along the Watford Road corridor between St Albans and Watford.

## 4.0 Issues Arising

### **i. the Transport Assessment and supporting transport documents that accompanied the outline planning application were prepared in accordance with industry best practice and credible?**

- 4.1 The supporting transport documents was carried out in accordance with an agreed scope with the highway authority at Hertfordshire County Council. This transport work built on and evolved the already significant transport work prepared and agreed with the local highway authority at HCC as part of the earlier Local Plan work. This resulted in a positive recommendation being provide by the highway authority that advised that it was content to accept the reduction in capacity of the operation of the Watford Road double mini-roundabout junction subject to the provision of an agreed mitigation package to encourage sustainable transport modes as genuine alternatives to single occupancy car travel. The highway authority further supported this view when asked by the local planning authority about the appropriateness of the approach further to the objection report submitted by KCP in October 2022. HCC confirmed that its position and recommendations for the scheme from a highways and transport perspective remained unchanged,
- 4.2 During the outline planning application, Glanville also liaised extensively to assess and agree the impact of the appeal scheme on the operation of the Strategic Road with National Highways (NH). In accordance with the company's licence issued by the Secretary of State, NH is the highway authority, traffic authority and street authority for the strategic road network (SRN) in England. It is a condition of its licence that the company must comply with or have due regard to relevant government policy. did provide several holding directions to the scheme. However, it is my understanding that the holding directions did not require Glanville to reconsiders its methodology used to forecast trip rates, trip distribution and junction modelling. These holding directions were provided as NH required the appellant to provide further information and details to understand the impact of the appeal scheme at four junctions on the SRN. Further to the provision of this additional information by Glanville, this resulted in the removal of its holding direction on 30 September 2022.
- 4.3 It is my view that the fact that two key highways and transport stakeholders in the form of NH and HCC reviewed the transport work that supported the outline planning application and did not raise any concerns with respect to its proposed methodology should be afforded considerable weight.
- 4.4 I therefore concluded that Transport Assessment and supporting transport documents that accompanied the outline planning application were prepared in accordance with industry best practice and are credible.

### **ii. The proposed access strategy, routes to the site and the agreed off-site active travel and highway improvements safe, appropriate and, where relevant, deliverable?**

- 4.5 It is proposed to provide vehicular access via Chiswell Green Lane and via Forge End. There will be further pedestrian / cycle access points on Forge End and Long Fallow.



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- 4.6 These accesses have been designed in accordance with nation design guidance including Manual for Streets, the Design manual for Roads and Bridges and LTN 1/20.
- 4.7 The proposed Chiswell Green Corridor Active Travel Improvements are contained within the adopted highway and therefore are deliverable.
- 4.8 The highway authority has reviewed both the access junction design, the access routes and the sustainable transport mitigation measures and have raised no concerns about the design of the safety of the proposals.
- 4.9 I conclude that the proposed access strategy, routes to the site and the agreed off-site active travel and highway improvements are safe, appropriate and deliverable.

**iii. the site is, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes and seek to the lower the propensity for single occupancy car travel?**

- 4.10 I consider that Chiswell Green and the neighbouring Parishes are served by a good mix of services, facilities and amenities, including for both frequent bus services and How Wood, Park Street, St Albans City and Watford Junction railway stations. Secondly, this is because the available public transport facilities offers both existing and future residents with a real choice to use these services to travel to education, employment, shops and services in other nearby settlements including How Wood, Park Street, St Albans and Watford as a genuine alternative to journey by car. Thirdly, because there is a good range of amenities and facilities required by residents on a daily and weekly basis located within Chiswell Green and the neighbouring Parishes that are reasonable walking and / or cycling distance of the site. Fourthly, it is because the package of measures will further enhance the accessibility the site and encourage sustainable travel.
- 4.11 I consider that the application site is accessibly located and provided the opportunity for both future and existing residents to choose to travel by sustainable modes of transport as genuine alternatives to single occupancy car travel.

**iv. Is there a need to consider additional highway capacity improvements alongside, or in place of the agreed active travel and highway improvements, to mitigate the individual impact of the appeal scheme should the appeal be granted consent?**

- 4.12 It is my view that national and local transport policy is, wherever possible, to seek alternative solutions to building new roads / improving capacity at existing junction. I therefore consider that transport mitigation plan or package of measures should focus on maximising sustainable accessibility to the development considering measures such as: improvements to development site layout to facilitate walking and cycling as well as accessibility to the local public transport infrastructure; improvements to walking and cycling provisions in the vicinity of the development site; and improvements to the local public transport network. This is consistent with the approach agreed with the highway authority for the appeal scheme.

- 4.13 The highway authority at HCC acknowledges that the Transport Assessment showed that there would be a reduction in the operational performance of the B4630 Watford Road / Tippendell Lane / Chiswell Green Lane double mini-roundabout under future year (2027) weekday AM and PM peak hour periods. However, based on its local knowledge of the operation of the local highway network and the robust assumptions adopted in the agreed methodology, the highway authority does not consider that the appeal scheme will have an unacceptable impact on highway safety or that the residual cumulative impacts would not be severe subject to the provision of the agreed mitigation package.
- 4.14 HCC considers that the substantial investment in off-site active travel mode infrastructure associated with the delivery of development on the Appeal Site is fully in alignment with the objectives embodied within LTP 4 Policy 1 and the NPPF and delivers a more balanced travel demand for future households and visitors. This is because it does not consider that highway capacity improvements by way of mitigating the impact of development schemes are a long term solution to reduce reliance on private car travel, support growth in sustainable transport and the objectives embodied within their own LTP 4 Policy 1 or the National Planning Policy Framework (NPPF).
- 4.15 I therefore conclude that it is the individual impact of the appeal scheme at the Watford Road double mini-roundabout junction does not justify the need for highway capacity improvements instead of or in addition to the agreed mitigation package.
- 4.16 Should the Inspector disagree with my and the highway authority's views concerning the individual impact of the scheme and the adequacy of the proposed mitigation agreed with the highway authority to address its impact on highway capacity, I have considered a signalised junction scheme to mitigate the cumulative impact of both the appeal scheme and the Polo School scheme. As such, the proposed signalised junction scheme is a proposal that would address any concerns associated with the individual impact of the appeal scheme.

**v. The individual of the appeal scheme and the cumulative impact with the Polo School scheme on the operation of local highway network, and in particular the impact at the Watford Road mini-double roundabout, severe?**

- 4.17 The results of the cumulative impact shows that it would lead to significant increases in queues and delays mainly on the Chiswell Green Lane arm in the morning peak hour and Tippendell Lane in the evening peak. It is proposed to signalise the Watford Road double mini-roundabout to mitigate the cumulative impacts of the appeal schemes designed in accordance with CD123 of the Design Manual for Roads and Bridges. The junction modelling outputs forecast the signalised junction will operate similarly to the double mini-roundabout junction for a 2027 design year without development. The junction is also deliverable within the adopted highway extents and would not require the provision of any third party land.
- 4.18 The cumulative impact of the appeal scheme and the Polo School scheme would not be material at any of the other junctions assessed.
- 4.19 I therefore conclude that, subject to the proposed mitigation of the Watford Road double mini-roundabout, there would not be any material impact on the existing operation of both the local and strategic road networks associated with the cumulative impact of the appeal and Polo School schemes.

**vi. The Appeal scheme will impact on the operation, on-street parking and safety of Long Fallow and Forge End including their junctions with Watford Road?**

4.20 I conclude that the appeal scheme will not have a material impact on the operation, on-street parking and safety of Long Fallow and Forge End including their junctions with Watford Road.

**vii. Appeal scheme can provide appropriate parking arrangements for existing residents that park on-street on Chiswell Green Lane.**

4.21 As outlined within paragraph 3.11 Of this Proof of Evidence, the proposed northern access junction incorporates ten formal parking spaces to provide parking for the existing residents who park on-street at the proposed site access.

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## 5.0 Summary and Conclusions

- 5.1 The existing and proposed highway infrastructure is appropriate for walking and cycling trips and there are a range of facilities located within Chiswell Green and the neighbouring Parishes that are located within reasonable walking and cycling distance of the site.
- 5.2 There is a comprehensive suite of public transport options including mainline rail and commercial public transport services available for use by residents of the appeal scheme.
- 5.3 I conclude that Transport Assessment and supporting transport documents that accompanied the outline planning application were prepared in accordance with industry best practice and are credible.
- 5.4 I conclude that the proposed access strategy, routes to the site and the agreed off-site active travel and highway improvements are safe, appropriate and deliverable.
- 5.5 I conclude that the application site is accessibly located and provided the opportunity for both future and existing residents to choose to travel by sustainable modes of transport as genuine alternatives to single occupancy car travel.
- 5.6 I therefore conclude that it is the individual impact of the appeal scheme at the Watford Road double mini-roundabout junction does not justify the need for highway capacity improvements instead of or in addition to the agreed mitigation package. However, I have considered a signalised junction scheme to mitigate the cumulative impact of both the appeal scheme and the Polo scheme. Should the Inspector disagree with my and the highway authority's views concerning the individual impact of the scheme and the adequacy of the proposed mitigation agreed with the highway authority to address its impact on highway capacity, the proposed signalised junction scheme is a proposal that would address these concerns.
- 5.7 I conclude that, subject to the proposed mitigation of the Watford Road double mini-roundabout, there would not be any material impact on the existing operation of both the local and strategic road networks associated with the cumulative impact of the appeal and Polo School schemes.
- 5.8 I conclude that the appeal scheme will not have a material impact on the operation, on-street parking and safety of Long Fallow and Forge End including their junctions with Watford Road.
- 5.9 I finally conclude that there are no highway or transportation related reasons why the application scheme should not be allowed.



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