

Town & Country Planning  
Act 1990 (as Amended)

Appeal by Headlands  
Way Limited

Land North of Chiswell  
Green Lane, Chiswell  
Green, St Albans,  
Hertfordshire AL2 3AJ

Statement of Common Ground  
between Headlands Way Limited  
and Hertfordshire County Council

PINS Ref: APP/B1930/W/22/3312277

LPA Ref: 5/2021/3194

Date of Inquiry: 17-21 & 24-26 April  
2023

April 2023

**MILESTONE**  
TRANSPORT PLANNING

# Land North of Chiswell Green Lane, Chiswell Green, St Albans, Hertfordshire AL2 3AJ

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## Document history and status

Revision	Date	Description	Prepared By	Checked By	Authorised By
-	15/03/2023	V1 – for client comment	M. Stevens	M. Stevens	M. Stevens
A	21/03/2023	V2 – updated following comments	M. Stevens	M. Stevens	M. Stevens
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## Appendices

Appendix A HCC Correspondence (February 2022 & August 2022)

Appendix B Agreed Plans

Appendix C Amended Plans to Reflect Appeal Site Boundary Changes

## Highways Statement of Common Ground between Headlands Way Limited and Hertfordshire County Council



Signed.....

Dated.....6<sup>th</sup> April 2023.....

Matt Stevens – Milestone Transport Planning Limited (on behalf of Headlands Way Limited)



Signed.....

Dated.....5<sup>th</sup> April 2023.....

James Dale – Development Management Environment & Transport, Hertfordshire County Council

## 1. Introduction & Planning History

- 1.1 Milestone Transport Planning Limited (“MTP”) has been retained by Headlands Way Limited (“HWL”) to provide highways and transport professional services and expert witness in respect of the Appeal Site known as Land North of Chiswell Green Lane, Chiswell Green Lane, St Albans, Hertfordshire AL2 3AJ (PINS Ref: APP/B1930/W/22/3312277, LPA Ref: 5/2021/3194).
- 1.2 An outline application was submitted to the local planning authority, St Albans City and District Council (“SADC”) in November 2021 for the demolition of existing buildings, and the building of up to 330 discounted affordable homes for Key Workers, including military personnel, the creation of open space and the construction of new accesses and highway works including new foot and cycle path and works to junctions.
- 1.3 The application was refused planning permission by SADC with two reasons for refusal as cited in the decision notice dated 25 October 2022. Neither of the reasons for refusal were related to highways and transport.
- 1.4 This Highways Statement of Common Ground (“SoCG”) between HWL and Hertfordshire County Council (“HCC”) as Highway Authority has been prepared for submission to the Planning Inspectorate prior to the Appeal Inquiry against the refusal to grant planning consent by SADC.
- 1.5 The original planning application was accompanied by a Transport Assessment (“TA”) prepared by MTP dated November 2021. The preparation of the TA was informed by a series of pre-application engagement meetings and consultation with HCC in April 2021 and August 2021.
- 1.6 In respect of the original planning application HCC initially raised a highways-related objection to the scheme proposals in correspondence dated February 2022 based on failure of the scheme proposals to comply with Local Transport Plan 4 (“LTP4”) Policy 1 (Transport User Hierarchy) and Policy 5 (Development Management) and in which HCC sought further explanation regarding bus services and access to bus services as well as further investigation into cycling infrastructure beyond Chiswell Green shops.
- 1.7 MTP then submitted a Transport Assessment Addendum (“TAA”) in May 2022 to address the initial objection received from HCC.

1.8 In August 2022, HCC then provided a further response to SADC based upon the findings within the TAA. Within that response it states:

*"...the applicant produced a Transport Assessment Addendum to supplement the original submission. The addendum includes additional clarification and supporting measures which overcome the points I have previously raised. Therefore, I confirm the local highway authority wishes to remove the previous recommendation for refusal."*

1.9 This positive recommendation is subject to the willingness of the applicant to enter into a Section 106 Agreement to secure a financial contribution towards supporting infrastructure.

1.10 Copies of the HCC correspondence dated February 2022 and August 2022 are included as **Appendix A** to the SoCG.

1.11 **Appendix B** to the SoCG provides a full set of agreed plans and includes the following:

- [Plan 21086/001 Rev B - Proposed Primary Access Arrangements](#)
- [Plan 21086/002 – Proposed Foot / Cycle Amendments](#)
- [Plan 21086/002/1 – Proposed Foot / Cycle Amendments \(Stanley Avenue\)](#)
- [Plan 21086/002/2 – Proposed Foot / Cycle Amendments \(Watford Road\)](#)
- [Plan 21086/003 – Proposed PROW Improvements \(St Stephens 082\)](#)
- [Plan 21086/004 – Proposed PROW Improvements \(St Stephens 080\)](#)
- [Plan 21086/005 – Proposed Memorial Car Park](#)
- [Plan 21086/006 – Proposed Crossing Upgrade \(Watford Road\)](#)

1.12 **Appendix C** to the SoCG provides copies of amended plans that reflect updated and detailed land boundary considerations agreed with the Land Registry, post the determination of the planning application. These plans are:

- [Plan 21086/004 Rev A – Proposed PROW Improvements \(St Stephens 080\)](#)
- [Plan 21086/005 Rev A – Proposed Memorial Car Park](#)

1.13 The remainder of the SoCG is structured as follows:

- Section 2 – Access to Appeal Site
- Section 3 – Off-Site Pedestrian & Cycle Infrastructure Improvements
- Section 4 – Appeal Site Internal Layout
- Section 5 – Residential Travel Plan
- Section 6 – Trip Generational Characteristics
- Section 7 – Highway Capacity Impact
- Section 8 – Proximity of Local Amenities
- Section 9 – Access to Bus Services
- Section 10 – Summary & Policy Compliance

## 2. Access to Appeal Site

### Primary Access

- 2.1 The proposed primary vehicular, pedestrian and cycle access to the Appeal Site, comprising a simple priority controlled junction off the northern side of Chiswell Green Lane, as shown on Plan 21086/001 Rev B, included within Appendix B to the SoCG, can be delivered wholly within land controlled by the Appellant or within land classified as public highway, and is agreed with HCC as Highway Authority.
- 2.2 The geometric design of the junction, incorporating 6.0 metre radii and a 5.5m carriageway width is sufficient to accommodate simultaneous entry and exit movements of various sized vehicles.
- 2.3 The design and optimum positioning of the proposed primary vehicular, pedestrian and cycle access to the Appeal Site has been informed by speed surveys on this section of Chiswell Green Lane. It is agreed with HCC as Highway Authority that the junction can achieve visibility splays in excess of the observed speeds and the sight stopping distance requirements as set out within the Department for Transport's Manual for Streets 1 ("MfS1") publication.
- 2.4 On this basis, it is further agreed with HCC as Highway Authority that drivers are afforded sufficient inter-visibility with other road users thereby enabling safe manoeuvres to be undertaken at the proposed primary vehicular, pedestrian and cycle access to the Appeal Site off Chiswell Green Lane.
- 2.5 The narrowing of the carriageway on Chiswell Green Lane to the east of the junction to 3.5 metres, promoting one-way operation with priority afforded to westbound traffic movements is agreed with HCC as the Highway Authority.
- 2.6 The primary function of this feature is to create the required space to deliver significant improvements for pedestrians and cyclists traversing Chiswell Green Lane as well as the Public Rights of Way ("PROW") footpath St Stephen 082. This feature will also influence speeds of motorised users in both directions on this section of Chiswell Green Lane.



- 2.7 The proposed minor relocation of the speed limit terminal signs to a new location west of the proposed primary vehicular, pedestrian and cycle access to the Appeal Site, where the transition is from 30mph (east) to the national speed limit (60mph) (west), is supported by HCC as the Highway Authority as a complimentary measure.
- 2.8 HCC as the Highway Authority support the retention of Chiswell Green Lane to the west of the proposed primary vehicular, pedestrian and cycle access to the Appeal Site as unchanged, maintaining its characteristics as a rural quiet lane to deter rat running. HCC recognise that there are several properties along this section of Chiswell Green Lane that are not currently fully operational but acknowledge that any additional traffic generated by these land uses in the future will not lead to a severe impact on this route.

### Secondary Access

- 2.9 HCC as Highway Authority agree to the provision of a secondary, emergency vehicular access located off the western side of The Croft that comprises a shared use tarmac surfaced facility for motorised users (emergency vehicles only), pedestrians and cyclists of circa. 5.0 metres in width and 55 metres in length as shown on Plan 21086/003 included within Appendix B of the SoCG.
- 2.10 Retractable, lockable bollards are provided at either end of the secondary access controlled by the emergency services. These bollards will be set back 14 metres from the end of The Croft to facilitate refuse vehicle turning.

### 3. Off-Site Pedestrian & Cycle Infrastructure Improvements

#### Shared Footway / Cycleway

- 3.1 HCC as Highway Authority agree to the provision of a continuous 3.0 metre wide shared footway / cycleway that would extend from the proposed primary vehicular, pedestrian and cycle access to the Appeal Site eastwards along the northern side of Chiswell Green Lane for a distance of 385 metres to tie into existing infrastructure either side of the double mini-roundabout junction of the B4630 Watford Road / Tippendell Lane / Chiswell Green Lane, as shown on Plans 21086/002, 21086/002/1 and 21086/002/2, included within Appendix B to the SoCG.
- 3.2 HCC as Highway Authority agree that these off-site improvement measures directly aimed at improving facilities for pedestrians and cyclists align fully with the hierarchical priorities as outlined in LTP4, Policy 1.
- 3.3 HCC as Highway Authority agree that the provision of the new shared footway / cycleway infrastructure will deliver an overall enhancement to the local area, providing a convenient, safe walking and cycling route to public transport infrastructure / services as well as a range of amenities that are available in Chiswell Green village centre, and a good starting point for longer journeys.
- 3.4 The shared footway / cycleway infrastructure includes the provision of raised table crossing features at the side road junctions with Stanley Avenue and the service road to the shop frontages on Watford Road where priority is afforded to pedestrians and cyclists over motorised users.
- 3.5 HCC as Highway Authority agree that the provision of a raised table crossing at the Chiswell Green Lane / Stanley Avenue junction will assist in dissuading future households from using Stanley Avenue as a rat-run to the B4630 Watford Road, either via Stanmount Road or Ragged Hall Lane.
- 3.6 In addition, cycle crossing features would be added to the upgraded Zebra crossing, also provided on a raised table and amendments are to be made to the service road to shop frontages on the eastern side of Watford Road to deliver improved pedestrian / cycle dwell space and shared footway / cycleway facilities as well as a raised table crossing on the entry to the service road from Tippendell Lane. Bollards are to be installed at the back edge of the shared footway / cycleway to prevent encroachment from motorised users.

## B4630 Watford Road Crossing Upgrade

- 3.7 To further enhance cycle connectivity between the Appeal Site and local amenities as well as wider destinations within St Albans, it is agreed with HCC as Highway Authority upgrade the existing Puffin Crossing located 80 metres north of the B4630 Watford Road / Stanmount Road junction to a Toucan Crossing facility.
- 3.8 These works will include new cycle signage and markings on both B4630 Watford Road approaches to the crossing and a new section of shared footway / cycleway between the crossing and West Avenue, the latter providing access to Killigrew Infant & Primary School, as shown on Plan 21086/006 included within Appendix B of the SoCG.

## Public Rights of Way Upgrades

- 3.9 HCC as Highway Authority agree to further enhancement to off-site infrastructure in the form of upgrades to the existing PROW network in the vicinity of the Appeal Site to supplement the new shared footway / cycleway infrastructure on Chiswell Green Lane.
- 3.10 In respect of footpath St Stephen 082, it is agreed with HCC that a resin-bound surface will be provided on its entire length of 85 metres between Chiswell Green Lane and The Croft, including where required landscape management in the form of trimming of hedgerows to ensure a minimum continuous width of 1.5 metres can be achieved, as shown on Plan 21086/003 included within Appendix B of the SoCG.
- 3.11 In respect of footpath St Stephen 080, it is agreed with HCC that a resin-bound surface over a minimum 2.0m width will be provided over a 100 metre section between Cherry Hill and the internal footway network in the north-eastern corner of the Appeal Site, as shown on Plan 21084/004 included within Appendix B of the SoCG.

*[Note : based upon further updated and detailed land boundary consideration agreed with the Land Registry, post the submission of the planning application, the proposed upgrade to footpath St Stephen 080 to a resin-bound surface layout over a 2.0 metre width has been extended to a total of 340 metres west from Cherry Hill to the north-west corner of the Appeal Site. This is shown on Plan 21086/004 Rev A included within Appendix C of the SoCG]*

## 4. Appeal Site Internal Layout

- 4.1 Whilst the internal layout is illustrative and not for determination, HCC as Highway Authority agree that the principles of MFS1 and LTP4 Policy 1 good design promotes the interests of future residents as pedestrians and cyclists, provides optimal access to local amenities and sustainable transport connections as well as safe routes for vehicular traffic. The implementation of a Residential Travel Plan ("RTP") combined with the proposed on and off-site new and improved infrastructure further reinforces these Policy objectives.
- 4.2 In line with LTP4, HCC as Highway Authority support the parking ratios proposed on the basis that they are underpinned by the measures and objectives within the RTP and the need to deliver genuine opportunities for sustainable transport choices. The package of on and off-site new and improved infrastructure and RTP meets these objectives.
- 4.3 The delivery of the proposed primary vehicular, pedestrian and cycle access to the Appeal Site and associated off-site improvements for pedestrians and cyclists will require the displacement of on-street vehicular parking associated with existing residential properties fronting Chiswell Green Lane to the east of the Appeal Site.
- 4.4 HCC as Highway Authority agree to the provision of an additional 10 (ten) off-street parking spaces allocated to residents of Chiswell Green Lane, as shown on Plan 21086/005 includes within Appendix B of the SoCG, in conjunction with the proposed Memorial Car Park located to the east of the junction.

*[Note 1: it was initially proposed to provide 3 (three) formal parallel parking spaces on the southern side of Chiswell Green Lane opposite nos. 46 & 48 Chiswell Green Lane, as shown on Plan 21086/001 Rev B. Due to concerns raised by the Planning Authority regarding impact on mature trees it is now not proposed to provide these parallel parking spaces and this provision is superseded by the proposed off-street parking spaces within the Memorial Car Park]*

*[Note 2: based upon further updated and detailed land boundary consideration agreed with the Land Registry, post the submission of the planning application, the layout and form of the Memorial car park has altered however the number of spaces allocated to residents of Chiswell Green Lane is unchanged. This is shown on Plan 21086/005 Rev A included within Appendix C of the SoCG]*

## 5. Residential Travel Plan

5.1 It is agreed with HCC as Highway Authority that the submitted RTP dated November 2021 complies with relevant policies included within LTP4, the NPPF and the DfT's Planning Policy Guidance of Travel Plans, Transport Assessments and Statements.

5.2 In accordance with national and local planning objectives, it is agreed with HCC as Highway Authority that the main aim of this RTP is to reduce the dependency of future households to travel by private car for both essential and non-essential journeys to and from the residential development. This will reduce the impact of such travel on the local environment by:

- Minimising travel by private car to achieve fewer trips from the development than would otherwise have been the case;
- Reducing congestion on surrounding roads and effects of development-based traffic on emissions, noise, visual intrusion and road traffic accidents;
- Encouraging the use of alternative methods of travel that minimise the environmental impact on the local residential community through the promotion of safe, viable and efficient modes;
- Raising awareness of environmental issues, especially those which impact on personal health and involve transport matters.

5.3 The aims of the RTP are supported by four key objectives. The key objectives are:

- The promotion and encouragement of walking as a primary means of transport or as part of a journey in conjunction with other modes of transport as well as its health benefits;
- The promotion and encouragement of cycling as a healthy form of private transport;
- The promotion and encouragement of the use of public transport; and
- The promotion of the RTP itself and its specific measures as well as providing improved public transport information.

5.4 A range of sustainable travel initiatives to be included within the TRTP has been agreed with HCC as Highway Authority that are designed to be suitable for review and monitoring. These include:

- Home Travel Packs (“HTP”) provided to all households upon completion of the purchase of a property and to include details of key local facilities within walking and cycling distance of the residential development as well as up-to-date details of public transport services and the location of bus stops and mainline rail stations. The HTP will also provide promotional material highlighting the health benefits of walking and cycling as well as details of essential contact addresses, telephone numbers and websites administered by the local authority and transport providers as well as details of local business offering home delivery services. The HTP will also provide details of local car clubs and car share schemes.
- Travel vouchers to be redeemed against a 4-week adult travel pass on bus services in the St Albans / Watford area as well as for the purchase of e-bikes, standard cycles, accessories and maintenance and repair services.
- Promotional material to highlight the personal health benefits of walking by encouraging households to participate in national travel awareness events including ‘Walk-to-Work’ and ‘Walk to School’ Week.
- Secure and covered cycle parking facilities provided with each residential unit
- The establishment of a Bicycle User Group (“BUG”) that will meet regularly to discuss issues related to cycling both on site and within the surrounding area.
- Notice boards displaying sustainable travel initiatives and events, public transport service details, operator websites and the ticket types available.
- Requisite broadband infrastructure to enable future households to work from home as well as gain access to various goods and services online (e.g. shopping and banking) thereby reducing the demand for travel. Further, future households would also be able to gain access to websites administered by public transport operators, the Local Authority, local taxi companies and local cycle shops etc.
- Personalised Travel Planning provided by the TPC.

5.5 To ensure the effectiveness of the RTP in achieving set aims / objectives and mode share targets, it is agreed with HCC as Highway Authority that the applicant will appoint a Travel Plan Co-ordinator (“TPC”) to manage the implementation of the RTP and be in post for a 5-year period. Once appointed, the contact details of the TPC would be issued to HCC’s Travel Plan Officer.

5.6 The responsibilities of the TPC are to:

- [Oversee the development and implementation of the RTP;](#)
- [Set-up, administer and service the RTP steering group / committee and provide effective communication at all levels;](#)
- [Raise awareness of the RTP through the implementation and promotion of effective marketing campaigns through a range of media including a community website and regular newsletters / leaflet drops etc.;](#)
- [Act as the point of contact for all residents on a day-to-day basis;](#)
- [Organise the necessary surveys or other data collection exercises required to develop / review the Travel Plan;](#)
- [Act as the point of liaison with external organisations such as HCC and public transport operators;](#)
- [Coordinate the monitoring programme for the RTP;](#)
- [Ensure survey results and monitoring are submitted to HCC Travel Plan Advisor in Years 1, 3 and 5 for approval; and](#)
- [Control the budget for the development of the RTP to ensure its efficient and effective use.](#)

5.7 The Applicant has agreed to pay the relevant Travel Plan Monitoring Fee to HCC, secured by way of S106 Agreement for a period of 5 years.

5.8 The RTP is a strategy that will evolve over time. Although the objectives of the Plan to 'educate' residents and to facilitate travel by sustainable modes will not change, it may be possible over time to define or re-define specific targets.

5.9 It is agreed with HCC as Highway Authority that the RTP will be the subject of a regular review process in order to measure its success or otherwise and to identify the potential for improvements to the physical and behavioural travel initiatives being offered.

5.10 In addition to carrying out the repeat household travel surveys annually, a full RTP review will be undertaken in Years 1, 3 and 5 and submitted to HCC. This will involve assessing the effectiveness of the sustainable travel initiatives put in place.

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- 5.11 It is agreed with HCC as Highway Authority that in order to determine the effectiveness of measures in accomplishing the RTP aims and objectives, mode targets will be based on the DfT's 'Specific, Measurable, Achievable, Realistic and Time-bound' (SMART) criteria.
- 5.12 In line with national and local planning objectives, it is agreed with HCC as Highway Authority that the main target of the RTP will be to achieve a 10% decrease in the proportion of future households travelling by private car with there being a corresponding increase in public transport and the 'active' modes of walking and cycling over a 5-year period.
- 5.13 An Action Plan within the RTP will be managed by the TPC to ensure that this main target can be achieved. The Action Plan will be reviewed by the TPC to check performance and to identify the need for any corrective actions that may need to be put in place.
- 5.14 It is agreed with HCC as Highway Authority that if targets are not met, the TPC will ensure that corrective measures are put in place in consultation with HCC's Travel Plan Officer. A review meeting with HCC's Travel Plan Officer will take place to determine what measures can be taken to further reduce travel-related impacts and achieve a greater take up / reinforcement of the measures and incentives included within the RTP.



## 6. Trip Generational Characteristics

### Person Trip Generation & Modal Split

6.1 HCC as Highway Authority agree to the industry standard methodology used to calculate trip generation arising from the residential development on the Appeal Site, i.e. the TRICS database.

6.2 The agreed weekday peak hourly and daily person trip rates per unit (by all modes) are as follows:

- AM Peak: 0.191 arrivals      0.705 departures      0.896 total two-way person trips
- PM Peak: 0.446 arrivals      0.287 departures      0.733 total two-way person trips
- Daily: 3.907 arrivals      3.922 Departures      7.829 total two-way person trips

6.3 Based on a development of 330 residential units on the Appeal Site, the resultant agreed weekday peak hourly and daily person trips (by all modes) are as follows:

- AM Peak: 63 arrivals      233 departures      296 total two-way person trips
- PM Peak: 147 arrivals      95 departures      242 total two-way person trips
- Daily: 1,290 arrivals      1,294 Departures      2,584 total two-way person trips

6.4 HCC as Highway Authority agree to the industry standard methodology used to calculate the baseline modal split of person trips for assessment purposes, based upon the application of ‘Method of Travel to Work’ data taken from the 2011 Census for the middle-level Super Output Area (MSOA) St Albans 020 within which the Appeal Site is located.

6.5 On this basis, it is agreed with HCC as Highway Authority that the baseline modal split used for assessment purposes is:

- Car Driver - 75%
- Car Passenger - 4%
- Public Transport - 13%
- Active Travel Modes (walking / cycling) - 6%

6.6 Applying these agreed baseline modal splits to the agreed person trips results in the following weekday AM peak, PM peak and daily car driver, public transport and active travel movements.

Car Driver Trips

- AM Peak: 48 arrivals 175 departures 223 total two-way trips
- PM Peak: 111 arrivals 71 departures 182 total two-way trips
- Daily: 972 arrivals 975 Departures 1,947 total two-way trips

Public Transport Trips

- AM Peak: 8 arrivals 30 departures 38 total two-way trips
- PM Peak: 19 arrivals 12 departures 31 total two-way trips
- Daily: 164 arrivals 165 Departures 329 total two-way trips

Active Travel (walking & cycling) Trips

- AM Peak: 4 arrivals 13 departures 17 total two-way trips
- PM Peak: 8 arrivals 6 departures 14 total two-way trips
- Daily: 74 arrivals 74 Departures 148 total two-way trips

**Trip Distribution**

6.7 HCC as Highway Authority agree to the industry standard methodology used to calculate the distribution of development-related car driver trips onto the surrounding highway network based upon the application of 'Location of Usual Residence and Place of Work by Method of Travel to Work' data taken from the 2011 Census for the St Albans 020 MSOA within which the Appeal Site is located.

6.8 On this basis, it is agreed that 96.8% of all car driver trips generated by the development will travel in an easterly direction along Chiswell Green Lane from the proposed primary access towards the double mini-roundabout junction with the B4630 Watford Road and Tippendell Lane. This equates to 218 total two-way vehicle trips in the weekday AM peak hour and 178 total two-way vehicle trips in the weekday PM peak hour.

- 6.9 Only 3.2% of all car driver trips generated by the development will travel in a westerly direction along Chiswell Green Lane from the proposed primary access, equating to 4 total two-way vehicle trips in both the weekday AM and PM peak hours. HCC as Highway Authority agree that such a small volume of additional vehicle trips on this rural section of Chiswell Green Lane will have no noticeable impact.
- 6.10 HCC as Highway Authority agree that at the B4630 Watford Road / Tippendell Lane / Chiswell Green Lane double mini roundabout approximately 23% of traffic will continue north towards St Albans on the B4630 Watford Road, 32% will continue south on the B4630 Watford Road towards the A405 North Orbital Road and M25 J21a and 43% will continue along Tippendell Lane towards the A405 North Orbital Road in the direction of Park Street and the A414.

## 7. Highway Capacity Impact

- 7.1 HCC routinely require any assessment of Highway Capacity Impacts to be based upon a future horizon of 5-years post the submission of any planning application. The adopted future assessment year of 2026, based on a 2021 submission of this planning application, is therefore agreed with HCC as Highway Authority.
- 7.2 HCC as Highway Authority agree to the industry standard methodology and parameters used for the calculation of future year (2026) baseline background traffic flows on the surrounding highway network using the Trip End Model Program (TEMPro). On this basis, the agreed 2021 – 2026 weekday AM and PM peak hour growth rates are as follows:
- AM Peak: 1.0663
  - PM Peak: 1.0672
- 7.3 Through the Pre-Application process, agreement is reached with HCC as Highway Authority that traffic generated by key committed developments in the vicinity of the Appeal Site also needs to be taken account of, in addition to the TEMPro growth rates.
- 7.4 On this basis, the future year (2026) baseline background weekday AM and PM peak traffic flows for assessment also include traffic generated by the Radlett Freight Terminal (LPA Ref. 5/09/0708) and the proposed hotel development to the south of the Noke Roundabout (LPA Ref. 5/2015/0722).
- 7.5 HCC as Highway Authority have agreed that the scope of junctions to be assessed is limited to the proposed primary access to the Appeal Site and the B4630 Watford Road / Tippendell Lane / Chiswell Green Lane double mini-roundabout.
- 7.6 HCC as Highway Authority have agreed that there is no requirement to assess any other junction along the B4630 Watford Road corridor, including the Noke Roundabout (junction with the A405 North Orbital Road), as any increase in baseline background traffic flows attributed to the development on the Appeal Site is less than 5%.
- 7.7 Specifically with regard to the Noke Roundabout, HCC as Highway Authority acknowledge that congestion at this junction is largely associated with tailback caused by the M25 at J21a.

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- 7.8 HCC as Highway Authority agree that the proposed primary access to the Appeal Site will operate well within operational capacity with minimal queues and delays during both the future year (2026) weekday AM and PM peak hourly periods.
- 7.9 HCC as Highway Authority acknowledge that there is a reduction in the operational performance of the B4630 Watford Road / Tippendell Lane / Chiswell Green Lane double mini-roundabout under future year (2026) weekday AM and PM peak hour periods as a consequence of both the growth in baseline background traffic flows / committed developments combined with the additional traffic demand generated by the Appeal Site.
- 7.10 HCC as Highway Authority also acknowledge that there is limited opportunity within land classified as public highway to enhance the performance of the B4630 Watford Road / Tippendell Lane / Chiswell Green Lane double mini-roundabout through increased entry width or effective flare lengths.
- 7.11 HCC as Highway Authority do however agree that creating additional highway capacity is not 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).
- 7.12 HCC agree 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.

## 8. Proximity of Local Amenities

- 8.1 It is agreed with HCC as Highway Authority that there is a wide range local amenities covering a wide range of journey purposes for future households within the Appeal Site that are within the widely regarded industry standard thresholds for maximum travel distances by foot (2.0 kilometres) and cycle (5.0 kilometres) as identified by the Chartered Institute of Highways & Transportation (“CIHT”).
- 8.2 It is also agreed with HCC as Highway Authority that in accordance with the National Travel Survey (“NTS”) up to 80% of all journeys under 1.0 mile, or 1.6 kilometres, are undertaken by foot. Even for journeys of 1.0 – 2.0 miles (1.6 – 3.2 kilometres) walking accounts for circa. 31% of all journeys.
- 8.3 The list of agreed local amenities, distances and journey times by foot and cycle are shown overleaf.
- 8.4 To access these local amenities, it is agreed with HCC as Highway Authority that there are a considerable number of local roads that are identified as quieter routes, with some busy sections, for cycle journeys within the St Albans City & District Cycle Route Plan including Chiswell Green Lane, Stanley Avenue, Ragged Hall Lane, Allandale, Crossfields, Westfields, Abbey Avenue, Robert Avenue, Vesta Avenue, Tavistock Avenue, Abbots Avenue West and Berners Drive.
- 8.5 In addition, Robert Avenue, Vesta Avenue, Tavistock Avenue, Abbots Avenue West and Berners Drive form part of the signed National Cycle Network (NCN) Route 6 which also connects with NCN61 The Alban Way.

Type of Amenity	Destination	Distance (Kilometres)	Walk Journey Time /mins	Cycle Journey Time /mins
Convenience	Co-op Foodstore	0.6	7	3
	Simmons Bakers	0.7	9	3
	Watford Rd Post Office	0.8	9	3
Education	Killigrew Primary and Nursery School	1.3	16	5
	How Wood Primary	2.1	24	8
	St Colomba's College	2.4	30	8
	The Marlborough Science Academy	2.7	34	10
Employment	St Albans City Centre	4.0	-	15
Faith	Homewood United Reformed Church	1.0	13	4
	St Stephens Church	2.3	29	8
Healthcare	Globe Pharmacy	0.65	8	3
	Midway Surgery	1.3	16	5
Leisure and Fitness	Chiswell Green Livery & Riding School	0.2	2	1
	Greenwood Park & Lawn Tennis Club	1.2	15	4
	Westminster Lodge Leisure Centre	2.8	35	9
	Abbey Theatre	2.8	35	9
Retail	Abbey View Retail Park	3.1	-	10
	St Albans City Centre	4.0	-	15

## 9. Access to Bus Services

- 9.1 It is agreed with HCC as Highway Authority that the nearest bus stops to the Appeal Site are located on either side the B4630 Watford Road, near and opposite the Three Hammers Public House with both northbound and southbound bus stops benefiting from sheltered seating, flagpoles, accessible raised kerbs and timetable information. In addition there are bus stops further north on the B4630 Watford Road at West Avenue and bus stops on Tippetdell Lane to the east of the double mini roundabout junction with the B4630 Watford Road.
- 9.2 It is agreed with HCC as Highway Authority that whilst each of these bus stops are beyond the recommended maximum walk distances as set out in the CIHT 'Buses in Urban Environments (2018)' publication, the choice of future households to use bus services are likely to be influenced by other factors such as the topography, quality and safety of the walking route to the bus stops as well as distance.
- 9.3 It is agreed with HCC as Highway Authority that all bus stops are within 10 minutes' walk time of the centre of the Appeal Site and that the routes used to access these bus stops already benefit from being level, lit and overlooked by existing residential properties and will further benefit greatly from the significant investment of off-site active travel infrastructure upgrades to be delivered by the development.
- 9.4 In addition, it is agreed with HCC as Highway Authority that should permission be granted, the Applicant will deliver a substantial contribution towards upgrading and enhancing the frequency of the local bus route 321 to the sum of £975,000 in total (£195,000 over 5 years), at the request of HCC's Passenger Transport Team.



## 10. Summary & Policy Compliance

- 10.1 It is agreed with HCC as Highway Authority that, based on the thorough assessment of impacts as well as the comprehensive and significant package of off-site infrastructure improvements, the proposed development on the Appeal Site complies with LTP4 Policy 1 (Transport User Hierarchy) and Policy 5 (Development Management).
- 10.2 In the context of Para, 111 of the NPPF it is agreed with HCC as Highway Authority that as a consequence of the comprehensive of off-site infrastructure improvements there is not an unacceptable impact on highway safety, and, furthermore, the residual cumulative impacts on the road network are not considered severe.

## Appendix A

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

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

Director of Planning	District ref.	5/2021/3194
St Albans and City District Council	HCC ref.	
Civic Centre	HCC received:	
St Peter's Street	Area manager:	James Dale
Hertfordshire	Case officer:	James Dale
AL1 3JE		

**Location**

St Stephens Green Farm Chiswell Green Lane St Albans Hertfordshire

**Application Type**

Outline Application

**Application Details**

Outline application (access sought) for demolition of existing buildings, and the building of up to 330 discounted affordable homes for Key Workers, including military personnel, the creation of open space and the construction of new accesses

**Decision**

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority recommend this planning application is **refused** for the following reason:

The proposal fails to comply with Hertfordshire County Council's Local Transport Plan policies relating to sustainable development (Policies, 1. Transport User Hierarchy, 5. Development Management). Specifically, further explanation regarding bus services and access to bus services is required and further investigation into cycling infrastructure beyond Chiswell Green local shops.

**Description of the Proposal**

This application is for the development of St Stephens Green Farm (including the demolition of the existing buildings within the site) and the construction of 330 residential units. The proposed development site is located to the east of Chiswell Green adjacent to the northern side of Chiswell Green Lane.

A Transport Assessment (TA), which includes a Travel Plan has been submitted with this application.

**Primary Vehicular Access**

The site has two opportunities to connect to routes classified as public highway in Chiswell Green Lane and The Croft. The development proposal includes a main vehicle access to Chiswell Green and a secondary access restricted to emergency/cycling/walking to The

Croft. In addition, the development proposes to utilise upgraded rights of way adjacent to the site (although it is not clear what the extent of the way upgrade consists).

The primary access vehicular, pedestrian and cycle access to the proposed development would be achieved by the creation of a priority give-way junction located off the northern side of Chiswell Green Lane

As shown on Drawing No. 21-086 / 001 Rev B, the geometric design of the access would take the form of a simple junction with 6.0-metre kerb radii and a 5.5-metre-wide access road, sufficient to accommodate the simultaneous entry and exit movements of various sized vehicles.

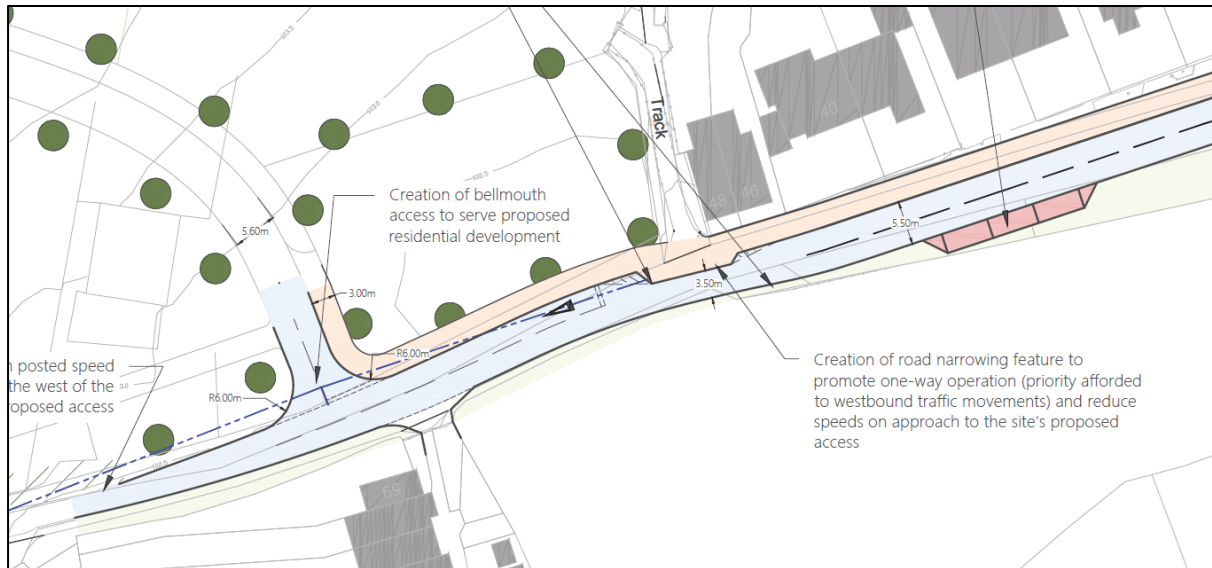


Fig 1 Extract from Drawing No. 21-086 / 001 Rev B (Proposed Access Arrangement)

As part of the proposed access design, a short section of the carriageway of Chiswell Green Lane to the east of the site's access would be narrowed to 3.5-metres in width, to promote one-way operation (priority afforded to westbound traffic movements). As stated by the applicant, this feature would influence motorised users to travel at low speeds (i.e. sub-30-mph) in both an east and westbound direction. To be clear, the narrowing also conveniently overcomes the lack of available lane in the area. I assume the narrowing would not be included if it's primary function to create more space for the cycling facility was not necessary. However, I agree it is a useful addition in this situation because with greater attention to detail/design it can/should also make a feature of the right of way (St Stephen 082) which must also be upgraded to form a main pedestrian access to the development. However, further detail is required to ensure footpath 082 is upgraded to reflect the most direct route for cyclists and pedestrians accessing the development.

The applicant suggests that the extent of the existing 30mph speed limit would also be extended to a point beyond the west of the site's proposed access to ensure car drivers are afforded sufficient inter-visibility with other motorised and non-motorised users. As stated in HCC's Strategy a speed limit in isolation will not necessarily influence all driver's behaviour. We agree a minor shift in location of the terminal signs will suit the proposed layout and is likely to align with HCC speed limit requirements. However, Automatic Traffic Counter (ATC) survey demonstrate that the speed limit change is a supported complimentary measure, not a requirement to make the access acceptable.

As discussed at the pre application stage, the section of Chiswell Green Lane to the west would remain unchanged/maintained as a quiet rural lane. This is intentional. The quiet,

narrow rural nature of the western section provides a natural deterrent which discourages 'rat running'. This view is supported by traffic surveys which indicate relatively minor use of the route which aligns with the general lack of clear destinations that would lead to rat running traffic. It is noted that there are a several properties within the first section of Chiswell Green Lane which are not currently fully operational, the additional traffic generated that may be generated by these land uses is not consider sufficient to lead to a severe impact on the route.

The design of the proposed access would require the full utilisation of land classified as public highway (see Fig 2), and result in the displacement of parked vehicles, likely to be in association with property in Chiswell Green Lane. To compensate for the loss of off-street parking, the design includes the provision of 3 parallel parking bays within a section of the public highway located off the southern side of the carriageway. The planning authority are alerted the requirement to remove two mature trees to provide these spaces in this location. Judging by the condition of the verge in this location the area appears to be used by more than three vehicles. We are concerned that three spaces will be an under provision leading to displaced parking becoming a nuisance. Either additional parking spaces or greater parking control will be necessary.

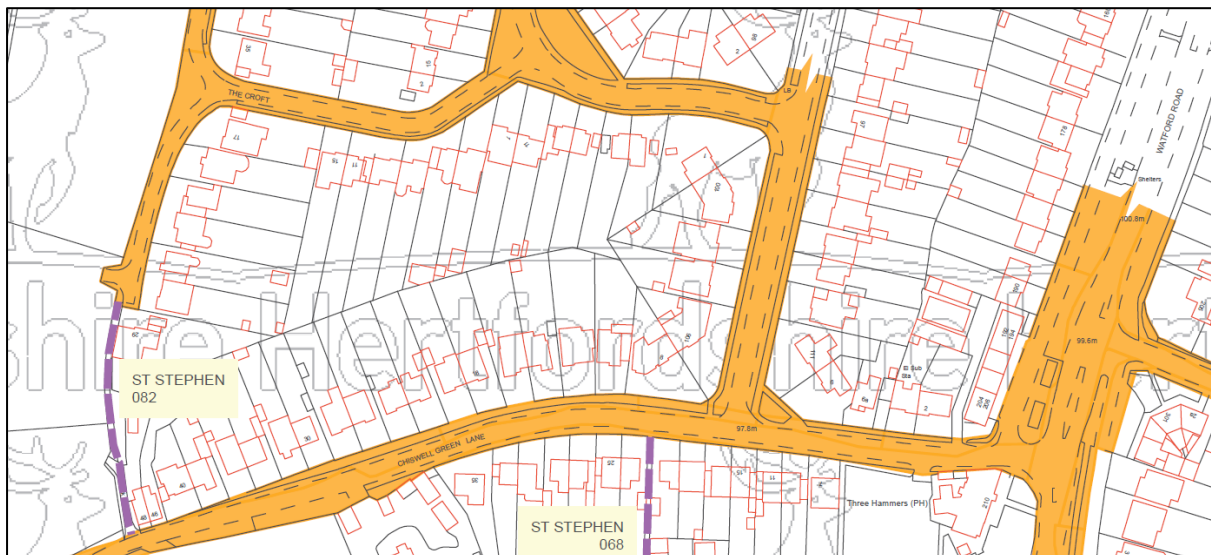


Fig 2 Extract from plan showing land classified as public highway

To inform the design and optimum position of the access, the 85th percentile speeds from the ATC survey in Chiswell Green Lane, was used to calculate the required visibility splays based on the stopping sight distance formula, as set out in the DfT's 'Manual for Streets 1' (MfS1) publication.

The applicant has shown that the design of the proposed access can achieve visibility splays in excess of the observed speeds and the stopping distance parameters set out in the DfT's MfS1 publication, it is considered that car drivers would be afforded sufficient inter-visibility with other road users, thereby enabling safe manoeuvres to be undertaken at the two-way priority junction with Chiswell Green Lane.

### Shared Foot / Cycleway

The design of the proposed main access would also incorporate a shared foot / cycleway measuring 3.0 metres in width on the eastern side of the proposed access road (See Fig 1). This would connect to a new shared foot/cycleway running in an easterly direction along the full length of the northern side of Chiswell Green Lane and tie into existing infrastructure

either side of the double mini-roundabout junction of the B4630 Watford Road/Tippendell Lane (see Fig 3). The improvements at the double mini roundabout are shown 'in principle', further extensive work will need to be carried out to ensure attractive enhanced environment is delivered.

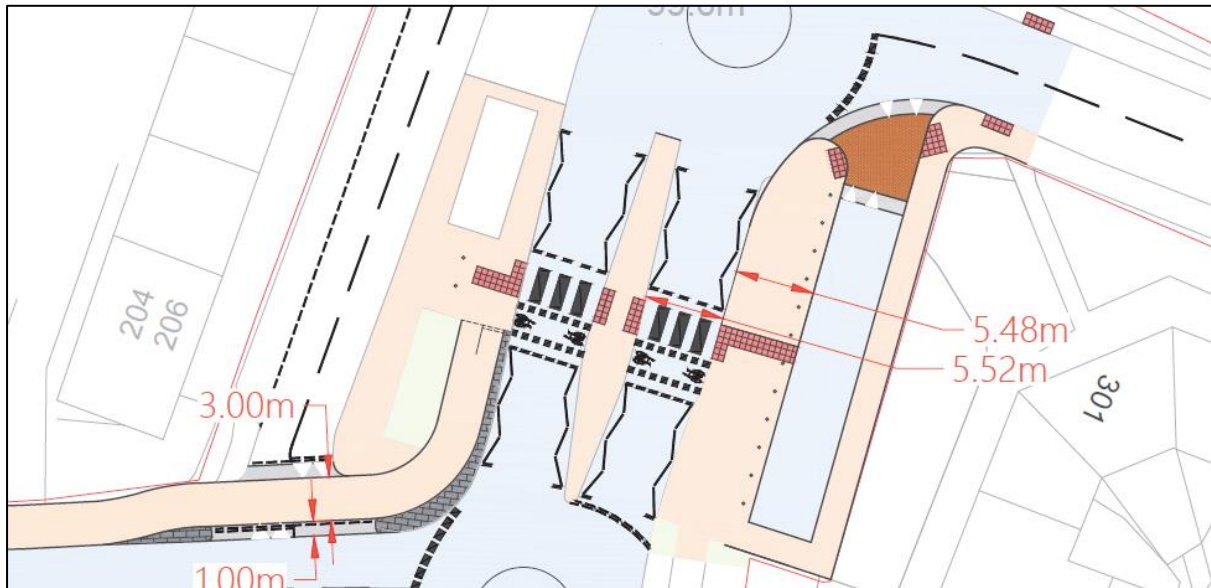


Fig 3 Extract from Drawing 21086 002 (Proposed Highway Amendments)

As shown on Drawing No. 21-086 / 002, the width of the carriageway way of Chiswell Green Lane would be reduced to 5.5-metres, to accommodate a raised table feature at the intersection with Stanley Avenue (Fig 4) and allow priority to be afforded to pedestrians and cyclists over motorised users. Further it would enable existing trees and a telegraph pole currently located in the highway verge to be retained. The provision of this feature would also arguably discourage future households from 'rat-running' via Stanley Avenue, in attempting to gain access to the B4630 Watford Road through bypassing the double mini-roundabout junctions.

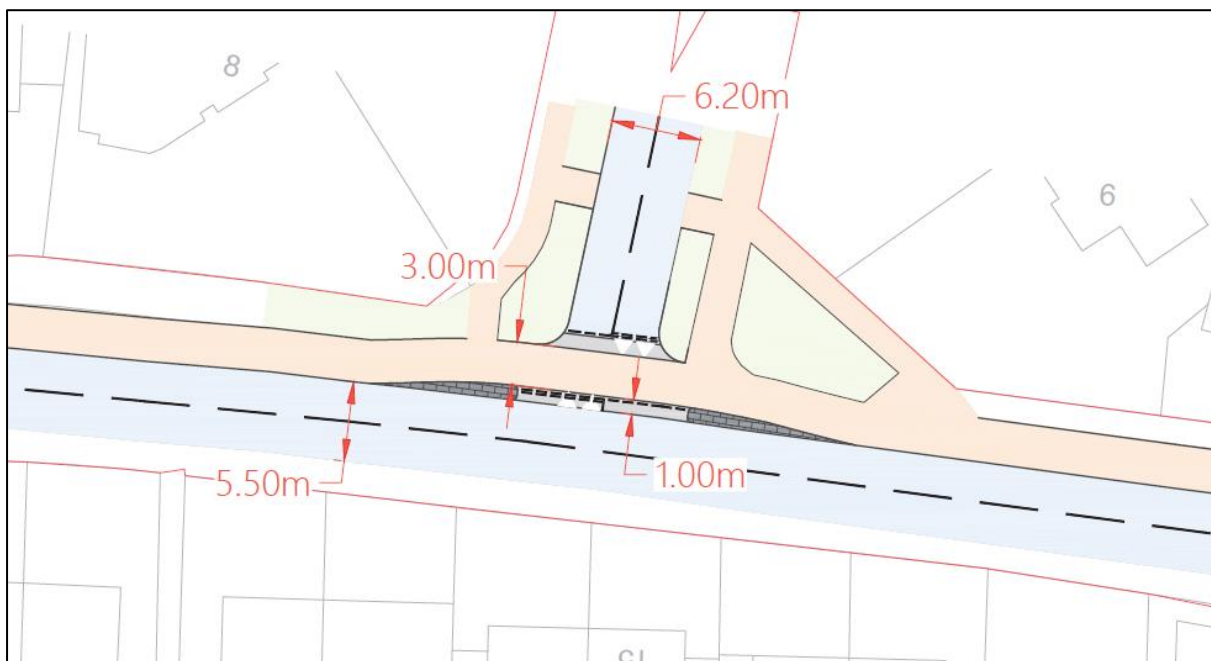


Fig 4 Extract taken from Drawing 21086 002 (Proposed Foot/Cycle Enhancements (Sheet 1 - Stanley Ave)

## **Watford Road junction with Chiswell Green Lane and Tippendell Lane**

A similar raised table feature would be provided at the junction of Chiswell Green Lane and Watford Road (Minor), the latter providing direct access to the parade of shops located off the western side of the B4630 Watford Road. It is proposed that the shared foot/cycleway would extend around the northwestern corner of the mini-roundabout junction of the B4630 Watford Road/Chiswell Green Lane, prior to adjoining an upgraded Zebra Crossing positioned on a raised table.

The footway located along the eastern side of the Zebra Crossing would be upgraded to a shared foot/cycleway and widened to circa 5.5-metres in width. This would continue in a north-easterly direction to a shared space raised table at the junction of Tippendell Lane and access road serving the parade of shops situated off the eastern side of the B4630 Watford Road. Bollards would be installed at the back edge of the shared foot/cycleway to prevent encroachment from motorised users accessing the local shops.

The footway along the eastern side of the access road serving the local shops would comprise of dropped kerbs to enable vehicles to enter and exit the area of hardstanding that is used for parking, adjacent to the main entrances.

It is agreed that the provision of this new infrastructure would enhancement the area and provide a convenient, safe walking and cycling route to public transport infrastructure/services as well as a range of amenities available in Chiswell Green village centre and a good starting point to longer journeys.

The concern is that the applicant has not taken the process further, at the pre application stage we asked the question, what are the typical/routine destinations residents need to reach and why? How can the proportion of car journeys used to make those journeys be replaced by walking, cycling and public transport? The applicant has made a connection to the neighborhood centre, we would require consideration of other destinations slightly further afield and fully understand and where necessary overcome the barriers deterring active or public transport as a first choice.

## **Secondary Access**

A secondary emergency vehicle access measuring circa 5 metres in width would be located off the western side of The Croft. The applicant states that pedestrians and cyclists would be prohibited from using the emergency vehicle access. It is not made clear why this access includes this restriction and it is difficult to understand how in practice this will work. The LHA would encourage all developments of this nature to maximise permeability to help fully integrate development to the adjacent network.

It is assumed the route will be constructed using tarmacadam or similar. However, the appearance/junction/boundary treatment are not made clear.

## **Internal Layout**

It is noted that the application is for outline planning permission. Although an indicative layout is included in our experience subsequent revisions are likely to lead to different layout and unit mix. As the applicant states, it's reasonable to assume the internal layout will be subject to further master planning and no doubt the final layout can reflect the principles of MfS1 and Policy 1 of HCC's LTP4. Ultimately good design will create a layout with safe routes for vehicular traffic, but which ultimately promotes the interests of residents as pedestrians and cyclists, providing optimal access to local amenities and sustainable

transport connections. Naturally, the aim is to encourage the use of walking and cycling within the proposed development and to surrounding amenities. Ideally, this will be achieved by combining the provision of new and improved infrastructure and with the implementation of a Residential Travel Plan.

## **Parking**

In general terms, the LHA does not apply detailed parking policy at a parking ratio level. In line with the theme of HCC's Local Transport Plan we acknowledge the relationship between parking provision and car ownership and would therefore support low parking ratios if underpinned with sustainable location and genuine opportunity of sustainable transport choices.

Clearly, cycle parking ratios should exceed ratios. In addition, storage facilities for cycles must be a key consideration of subsequent detailed revisions.

## **Trip Generation**

The applicant has used TRICS database to establish the predicted person/multi-modal trip generation. The results show that the development proposals would have the potential to generate in the order of 2,584 two-way person trips over the course of a typical weekday including 296 and 242 during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively.

The assessment goes on to establish that approximately three quarters (75%) of all households living within the area surrounding the site are dependent on travelling by private car for their journey to/from various workplace destinations, 13% regularly travel by public transport. Approximately 6% travel by the 'active' modes (walking and cycling).

Normally, an assessment of the impact of development on the local road network is carried out against the morning/evening peak hours. In this case, the development proposals is predicted to generate in the region of 296 and 242 two-way person trip movements during the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods respectively. Of these, approximately 223 and 182 would comprise private car trips, 38 and 31 by public transport and 17 and 14 by the 'active' modes of walking and cycling.

## **Trip Distribution**

The predicted distribution of vehicular traffic movements likely to be generated by the development proposals has been based on origin-destination dataset 'Location of Usual Residence and Place of Work from the 2011 Census.

Firstly, it is evident that the majority (96.8%) of vehicular traffic generated by the development would travel in an easterly direction along Chiswell Green Lane towards the double mini-roundabout junctions with the B4630 Watford Road/Tippendell Lane. This would equate to a total of 218 and 178 two-way vehicular movements during the weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hour periods, respectively. Only a small proportion (3.2%) of vehicular traffic, equating to 4 two-way movements would travel to/from the proposed development via the western/rural section of Chiswell Green Lane.

Beyond the mini-roundabout junction of the B4630 Watford Road/Chiswell Green Lane, approximately 66% of vehicular traffic would head in a northerly direction. On reaching the mini-roundabout junction of B4630 Watford Road/Tippendell Lane, approximately 43% of vehicular traffic would turn right and head in a south-easterly direction along Tippendell Lane



and the A405 North Orbital Road. A total of 23% of vehicular traffic would head in a northerly direction along the B4630 Watford Road.

Approximately 32% of vehicular traffic (equivalent to 71 and 58 two-way movements) would head in a north/southbound direction along the B4630 Watford Road to/from The Noke Roundabout junction.

### **Highway Capacity Impact**

Assessing the impact of the development on the capacity of the network is routinely set against five years post application (2026), taking into account background traffic growth and any significant committed development. It is acknowledged that the local road network in the vicinity of the development the double mini roundabout junction is a busy junction and during peak times can suffer from a level of congestion. The results from the baseline model scenario demonstrates the area being close to normal operating capacity.

The development proposals are anticipated to generate in the order of 71 and 58 two-way vehicular movements along the B4630 Watford Road during the weekday AM (08:00 – 09:00) and PM (17:00 – 8:00) peak hour periods, respectively. In comparison with the observed baseline traffic flows, this equates to circa 5%. It was agreed with the applicant it is not considered necessary to assess the impact of the development proposals on the 4-arm Noke roundabout junction. It is noted that congestion at this junction is largely associated with tailbacks caused by M25(J21a).

Regarding Watford Road/Chiswell Green Lane/Tippendell Lane double mini-roundabout junction within the future 2026 scenario, there is a predicted a material worsening on the operational performance of all arms of the junction during the weekday AM (07:45 – 08:45) and PM (17:15 – 18:15) peak hour periods, respectively.

It was acknowledged during the pre-application discussions with the applicant, due to the lack of highway boundary available on either side of the double mini-roundabout junctions, there is little or no scope to enhance the performance of the double mini-roundabout junctions through increasing the entry width and effective flare length of several of the approach arms.

Notwithstanding this, the applicant points out that development proposals would deliver substantial enhancements to the walking and cycling environment in Chiswell Green village centre. The theory being that the provision of pedestrian and cycle infrastructural measures would provide a more balanced travel demand for future households and visitors to the proposed development, in accordance with the main aspirations of national, regional, and local planning policy, most notably the NPPF and Policy 1 of the HCC's LTP4). We would agree with this approach and in many cases, creating additional highway capacity is not necessarily the long-term solution in supporting growth in sustainable transport.

With regard to person trip movements undertaken on-foot, It is noted that the applicant commits to enhanced pedestrian and cyclist routes through the provision of a shared foot/cycleway along the full length of the northern side of Chiswell Green Lane, which would provide convenient, direct, and safe access on-foot and by cycle to local public transport infrastructure/services and range of amenities situated in Chiswell Green village centre.

The applicant claims the development is within walking distance of bus stops located either side of the B4630 Watford Road and Tippendell Lane which are served by frequent bus services to a host of local and regional destinations. However, in support of the overarching need to increase bus patronage to reduce car use, access to bus routes is a key consideration. HCC's highway design guide states that '...bus stops should be located so

that the maximum walking distance from any dwelling is 400m'. Although at this stage the internal layout is only indicative clearly the distance between bus stops in Watford Road is greater than 400m. The applicant reiterates predicted patronage to be in the region of 37 and 30 two way movements by public transport during the AM (08:00 – 09:0) and PM (17:00 – 18:00) peak hour periods, it is considered that this demand can be easily accommodated on existing bus routes (based on the existing resident's modal split). We would not disagree with this assessment, but we should not lose sight on the fact that we are seeking to improve the existing situation by increasing the proportion of residents using bus services. The applicant's Travel Plan predicts the new residents will increase their bus use by 4% over the first five years. By retaining the current level of bus service and expecting a new community (which are potentially a greater distance from the services compared with existing residents) suggests we are going to fail to achieve this objective. Further investigation into how access to bus services, and bus services will be improved in support of this proposal.

### **Mitigation Summary**

Clearly the applicant has considered the hierarchical approach of LTP4 Policy 1 as a key feature of the proposal ensuring that priority is given to more sustainable forms of transport and opportunities to reduce demand to use private cars.

The applicant claims to have '...set out a package of measures in the form of a Movement & Access Strategy that is a series of tailored transport solutions to ensure that places of residence, work and leisure within the site are fully accessible but also ensures efficient, reliable, and legible travel connections to existing settlements and transport hubs, encouraging sustainable travel choices and removing physical and psychological barriers to movement.' Unfortunately, we have not arrived at the same conclusion.

The submission goes on to state that '...the Movement & Access Strategy delivers a package of mitigation that combines hard interventions (infrastructure such as improved footways, cycleways and crossing facilities) and soft interventions (travel planning, promotions, and marketing) to achieve meaningful changes in travel behaviour and an ambitious shift in modal share targets.', a position we would also like to reach but at this stage it is a statement that we cannot agree with.

Throughout pre-application discussions we acknowledged the difficulty in increasing capacity at the Watford Road double mini roundabout junction, and, in any case, in line with our policies we suggested the applicant should concentrate on reducing the reliance on private car. As a result, off-site works are proposed to enhance the pedestrian and cycling environment around the double mini-roundabout junction.

As acknowledged by Table 3.2 (Transport Assessment) the applicant highlights the relationship between Chiswell Green and the St Albans City. The applicant lists secondary education, leisure and retail all beyond normal walking distances but well within cycling and bus (journey to work census suggests in the region of 20% of new residents will travel in this direction).

It is noted that the applicant has considered a link to local facilities, but it will be necessary to investigate routes beyond junction with Watford Road. National planning policy states that we should ensure that, '...appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and it's location' (NPPF, 110 a)). Accepting the clear links with St Albans City we would expect an investigation into the links between city and the site, what barriers exist, in particularly to cycling, and how can they be overcome?

## **Planning Obligations**

As you are aware HCC have recently published our 'Guide to Developer Infrastructure Contributions', the Transport section includes the consideration of our two strand approach to securing appropriate supporting infrastructure. At this stage this policy has not been considered by the applicant and is integral to the discussion relating to sustainability.

## **Conclusion**

At this stage the local highway authority recommends the planning application is refused for the following reason:

The proposal fails to comply with Hertfordshire County Council's Local Transport Plan policies relating to sustainable development (Policies, 1. Transport User Hierarchy, 5. Development Management), specifically, further explanation regarding bus services and access to bus services is required and further investigation into cycling infrastructure beyond Chiswell Green local shops.

## **Signed**

James Dale  
February 2022

---

**From:** James Dale [mailto:James.Dale@hertfordshire.gov.uk]  
**Sent:** 16 August 2022 16:37  
**To:** Andrew Wright <Andrew.Wright@stalbans.gov.uk>  
**Cc:** Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>  
**Subject:** RE: 5/2021/3194 - St Stephens Green Farm - 330 houses

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Andrew

Thank you for forwarding the relevant information. You may be aware that since my initial response to the above planning application (5/2021/3194 - St Stephens Green Farm - 330 houses) which included the following reason for refusal, we have been in dialogue with the applicant.

*The proposal fails to comply with Hertfordshire County Council's Local Transport Plan policies relating to sustainable development (Policies, 1. Transport User Hierarchy, 5. Development Management). Specifically, further explanation regarding bus services and access to bus services is required and further investigation into cycling infrastructure beyond Chiswell Green local shops.*

In response, the applicant produced a Transport Assessment Addendum to supplement the original submission. The addendum includes additional clarification and supporting measures which overcome the points I have previously raised. Therefore, I confirm the local highway authority wishes to remove the previous recommendation for refusal.

Naturally, the applicant's supporting infrastructure and financial contributions need to be matters covered in detail within a s106 agreement. The assumption is HCC, as local highway authority, will be a party involved in the preparation of the document should the planning application progress. In addition, should the planning application be considered for grant of planning permission the local highway authority will provide a series of planning conditions.



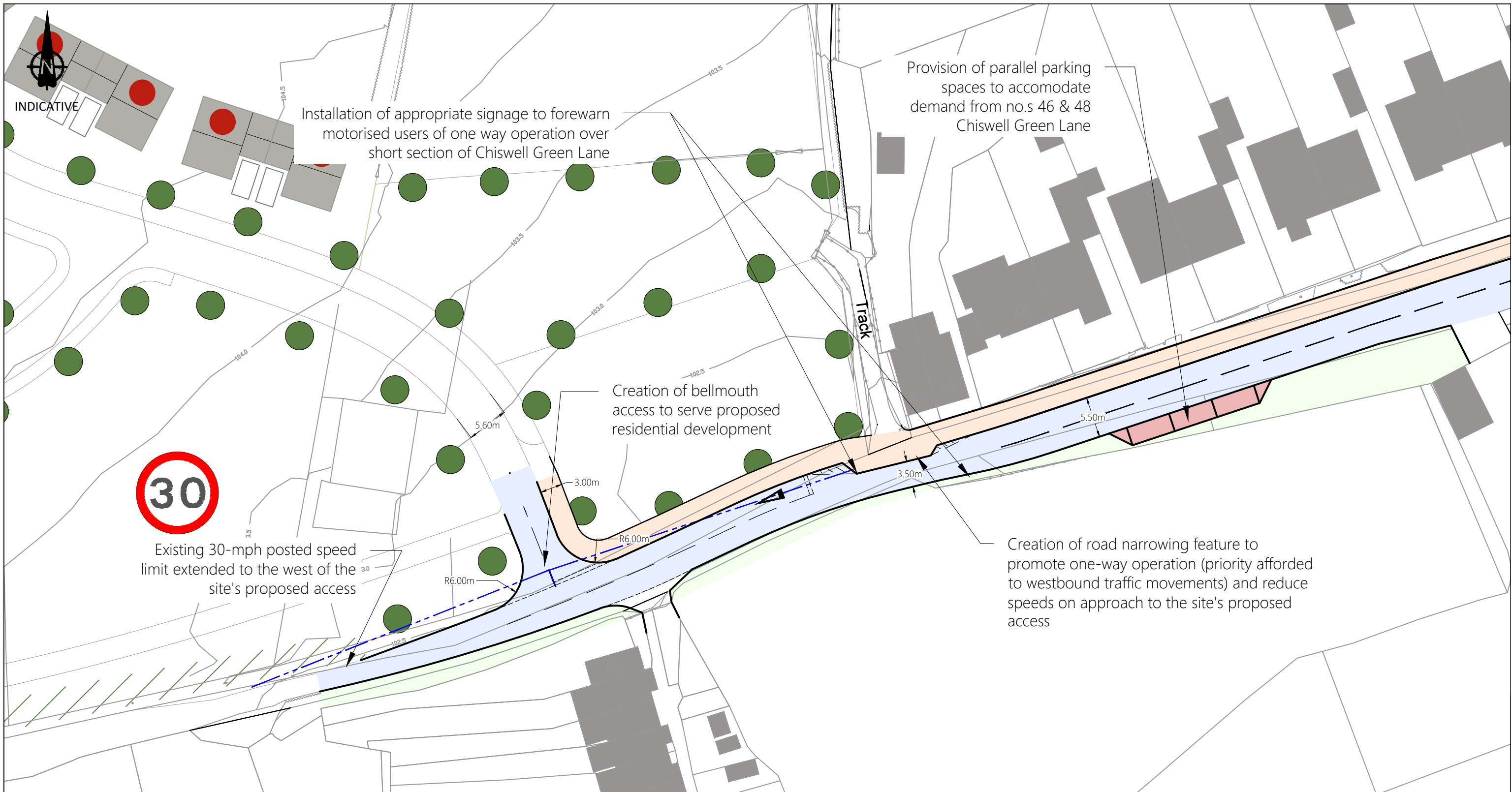
**James Dale**  
**Development Management**  
**Environment & Transport**  
**Hertfordshire County Council**  
County Hall, Pegs Lane, Hertford, SG13 8DE, Postal Point:ch0242  
T: 01992 556120  
E: james.dale@hertfordshire.gov.uk









For service information relating to Coronavirus please visit  
[www.hertfordshire.gov.uk/covid19](http://www.hertfordshire.gov.uk/covid19)



## Appendix B



**Notes**  
Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.

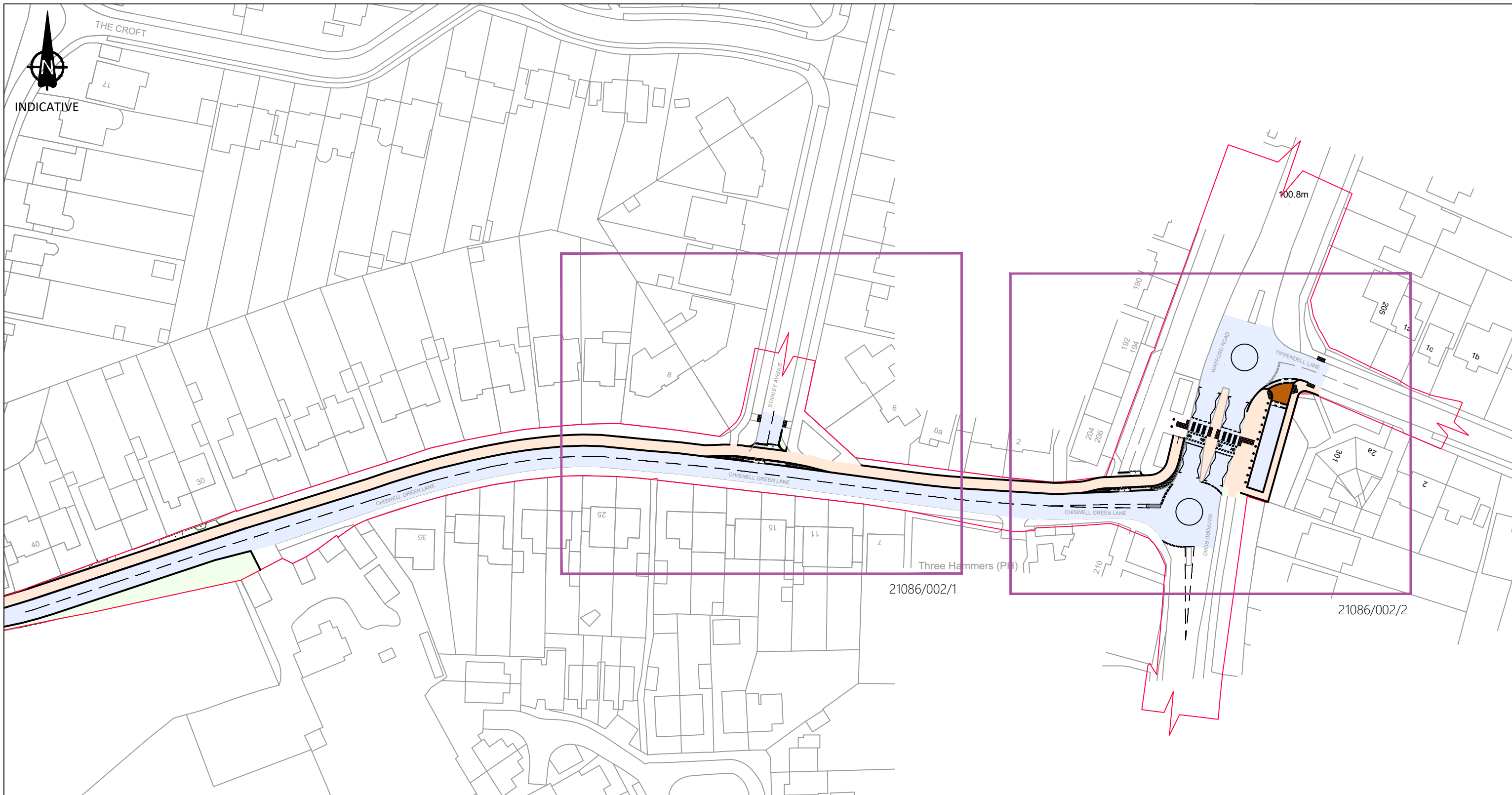
 Proposed Shared Foot/Cycleway	 Proposed Parking Spaces	 Visibility Splay (2.4-metres x 43-metres)
 Proposed Realigned Carriageway	 Highway Boundary Extent	
 Highway Verge		

Drawing Revisions			
Rev.	Drn.	Date:	Details
-	OH	20/04/2021	First issue
A	EH	27/07/2017	Updated Layout w/ Topo Survey Base
B	EH	11/11/2021	Updated Layout Plan





<b>Client</b>	
Headlands Way Limited	
<b>Project</b>	
Land North of Chiswell Green Lane, Chiswell Green, Hertfordshire, AL2 3AJ	

<b>Title</b>	
Proposed Access Arrangements	
<b>MILESTONE</b> <small>TRANSPORT PLANNING</small>	
<small>Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA Tel: 01483 397888 Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN Tel: 0191 338 7220</small>	
<b>Drawing Number:</b>	<b>Scale:</b>
21086 001	1:500 @ A3
	<b>Revision:</b>
	B



**Notes**

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon OS Mapping. Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

	Proposed Shared Foot/Cycle Path
	Proposed Realigned Carriageway
	Highway Verge
	Highway Boundary Extent

Drawing Revisions				Chk:
Rev.	Drn:	Date:	Details	TW
-	EH	10/05/2022	First issue	

**Client**  
Headlands Way Limited

**Project**  
Land North of Chiswell Green Lane, Chiswell Green, St Albans

**Title**  
Proposed Foot/Cycle Amendments - Chiswell Green Lane, Stanley Avenue, Watford Road

**MILESTONE**  
TRANSPORT PLANNING  
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
Tel: 01483 397888  
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
Tel: 0191 338 7220

**Drawing Number:**  
21086/002

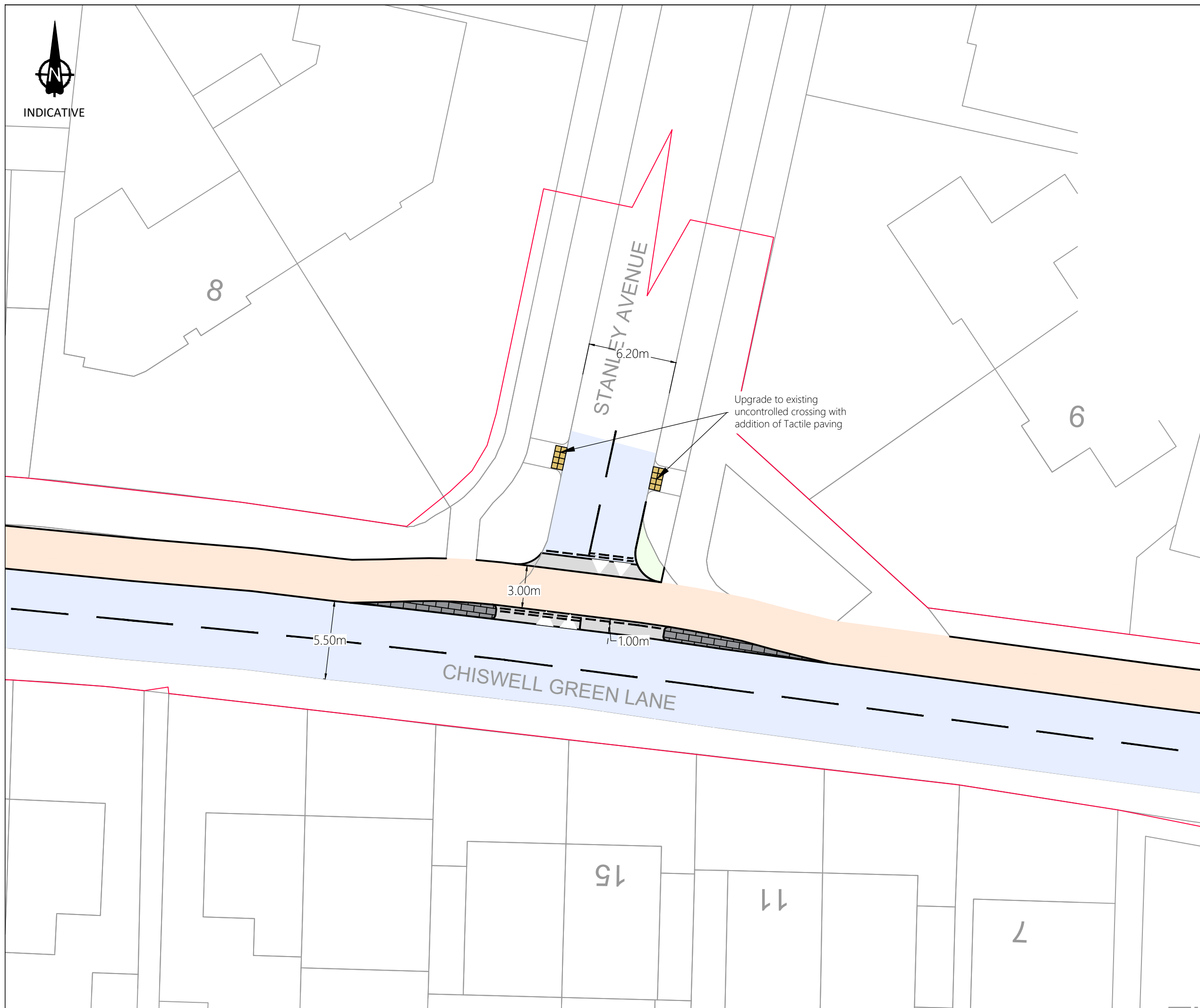
**Scale:**  
1:1000 @ A3

**Revision:**  
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INDICATIVE



Notes  
Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.

- Proposed Shared Foot/Cycle Path
- Proposed Realigned Carriageway
- Highway Verge
- Highway Boundary Extent

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev.	Dwn.	Date:	Details	Chk:
-	EH	10/05/2022	First issue	TW

Client

Headlands Way Limited

Project

Land North of Chiswell Green Lane, Chiswell Green, Hertfordshire, AL2 3AJ

Title

Proposed Foot/Cycle Enhancements (Stanley Avenue)

**MILESTONE**  
TRANSPORT PLANNING

Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
Tel: 01483 397888  
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
Tel: 0191 338 7220  
web: www.milestonetp.co.uk

Drawing Number:

21086/002/1

Scale:

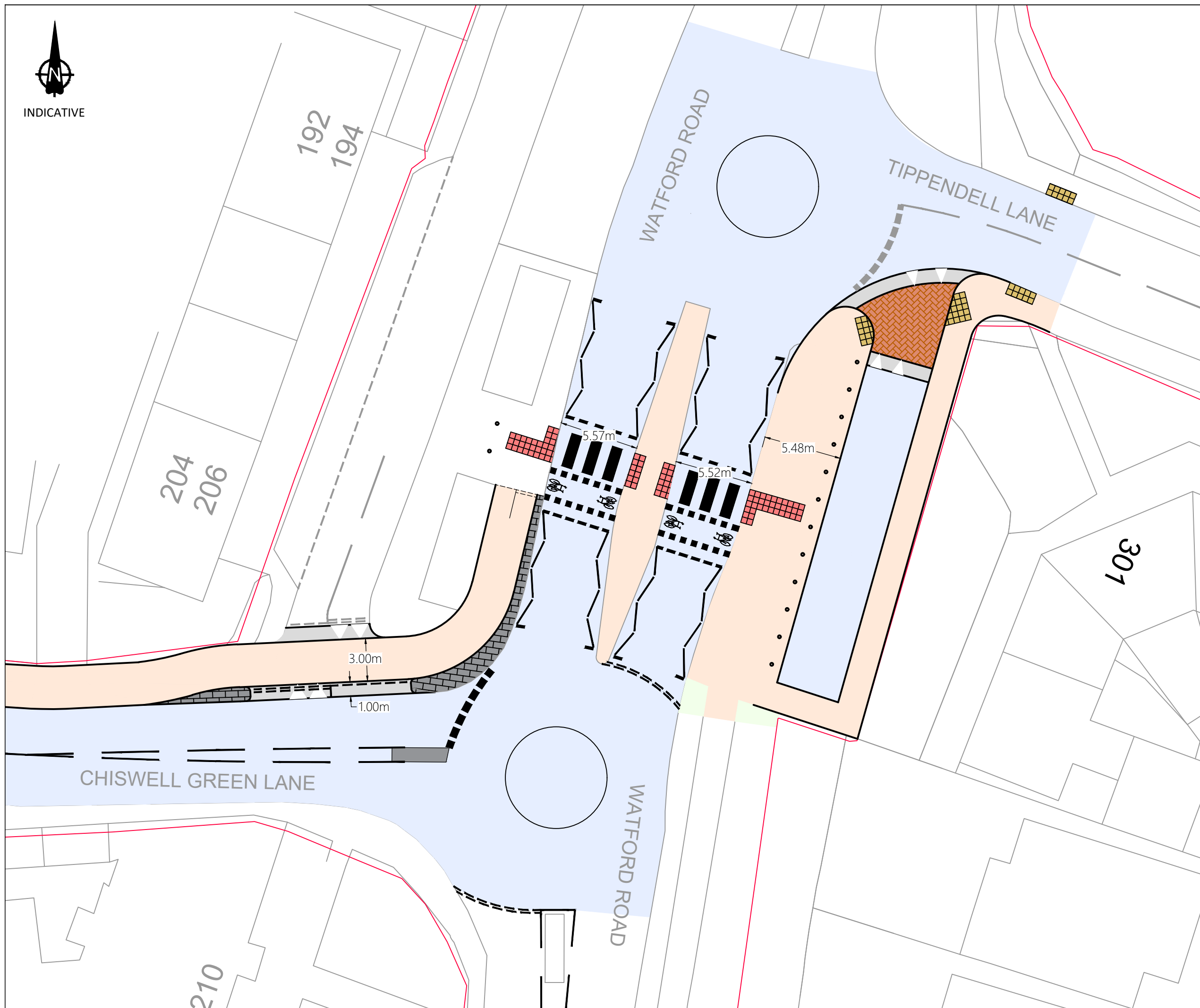
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Revision:







-



INDICATIVE



Notes  
Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.

-  Proposed Shared Foot/Cycle Path
-  Proposed Realigned Carriageway
-  Proposed Highway Verge
-  Highway Boundary Extent
-  Shared Space Raised Table
-  Tactile Paving

Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev:	Drn:	Date:	Details:	Chk:
-	EH	10/05/2022	First issue	TW

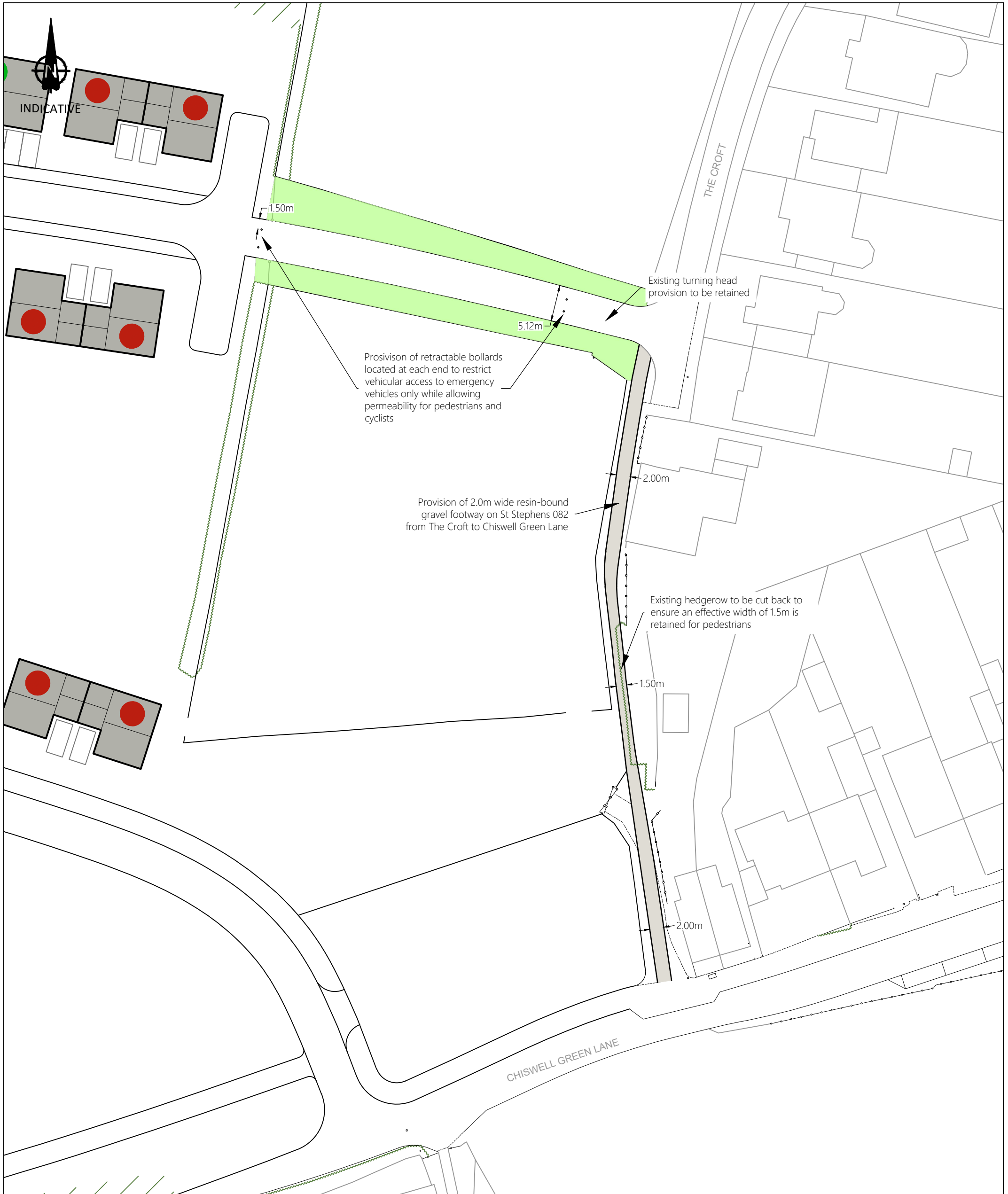
Client  
Headlands Way Limited

Project  
Land North of Chiswell Green Lane, Chiswell Green, Hertfordshire, AL2 3AJ

Title  
Proposed Foot/Cycle Amendments - Watford Road



**MILESTONE**  
TRANSPORT PLANNING  
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
Tel: 01483 397888  
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
Tel: 0191 338 7220  
web: www.milestonetp.co.uk

Drawing Number:	Scale:
21086/002/2	1:250 @ A3
Revision:	-



**Notes**

- Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
- This drawing has been based upon topographical survey information. Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

	Resin-Bound Gravel Footway
	Soft Landscaping

Drawing Revisions				Chk:
Rev:	Drm:	Date:	Details	TW
-	EH	31/03/2022	First issue	

**Client**  
Headlands Way Limited

**Project**  
Land North of Chiswell Green Lane, Chiswell Green

**Title**  
Proposed PRoW Improvements (St Stephens 082)

**MILESTONE**  
TRANSPORT PLANNING

Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
Tel: 01483 397888  
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
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web: www.milestonetp.co.uk

**Drawing Number:**  
21086/003

**Scale:**  
1:500 @ A3

**Revision:**  
-



INDICATIVE



Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information. Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

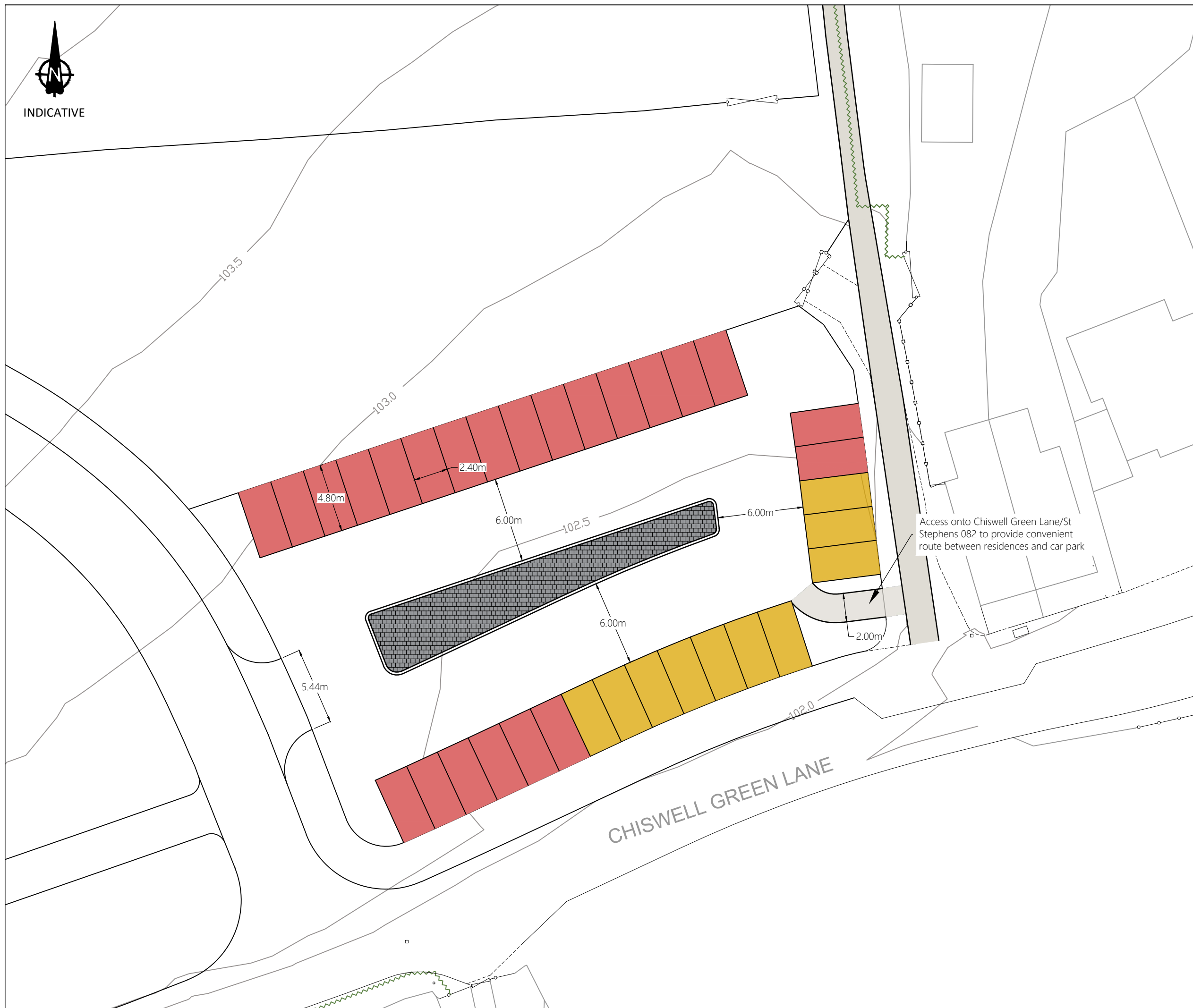
Ordnance Survey Licence number: 100057360

Drawing Revisions				Chk:
Rev:	Drm:	Date:	Details	TW
-	EH	31/03/2022	First issue	
Client				
Headlands Way Limited				
Project				
Land North of Chiswell Green Lane, Chiswell Green				

Title	
Proposed PRoW Upgrades (St Stephens FP080)	
<small>Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA Tel: 01483 397888 Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN Tel: 0191 338 7220</small>	
Drawing Number:	Scale:
21086/004	1:500 @ A3
Revision:	
-	



INDICATIVE



Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information. Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

- Spaces allocated to residents of Chiswell Green Lane
- Spaces for visitors to Memorial Park

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	EH	21/04/2022	First issue	TW

Client

Headlands Way Limited

Project

Land North of Chiswell Green Lane, Chiswell Green

Title

Proposed Memorial Car Parking Allocation



Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
 Tel: 01483 397888  
 Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
 Tel: 0191 338 7220  
 web: www.milestonetp.co.uk

Drawing Number:

21086/005

Scale:

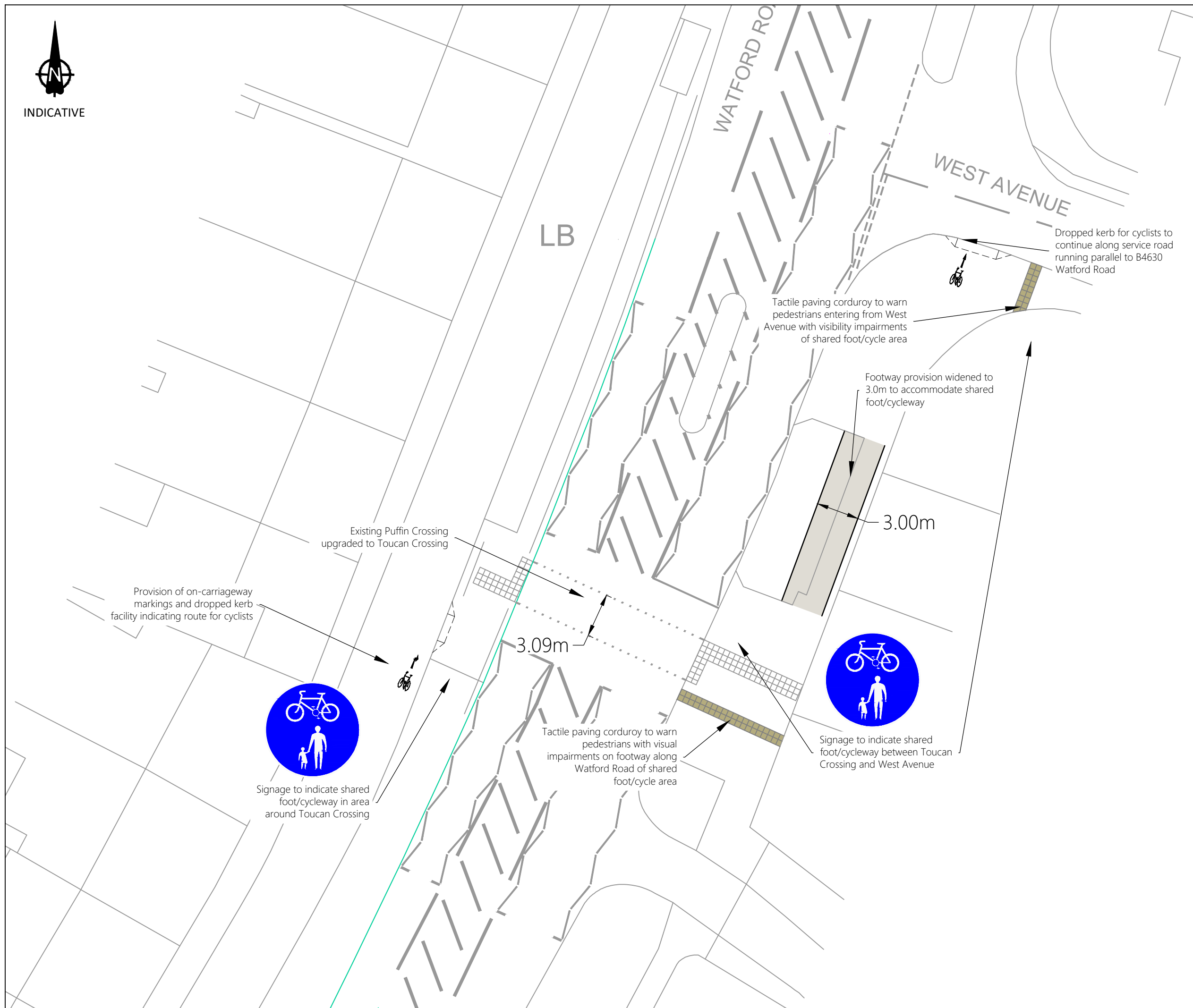
1:250 @ A3

Revision:

-



INDICATIVE



- Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
  2. This drawing has been based upon OS Mapping. Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev.	Drn:	Date:	Details	Chk:
-	EH	22/04/2022	First issue	TW

Client  
 Headlands Way Limited

Project  
 Land North of Chiswell Green Lane, Chiswell Green

Title  
 Proposed Pedestrian/Cycling Upgrades - Toucan Crossing

**MILESTONE**  
 TRANSPORT PLANNING  
 Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA  
 Tel: 01483 397888  
 Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
 Tel: 0191 338 7220  
 web: www.milestonetp.co.uk

Drawing Number: <b>21086/006</b>	Scale: 1:250 @ A3
Revision: -	

## Appendix C



INDICATIVE



**Notes**

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information. Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Ordnance Survey Licence number: 100057360

Drawing Revisions				Chk:
Rev:	Drm:	Date:	Details	TW
-	EH	31/03/2022	First issue	MS
A	JB	16/03/2023	Revised layout	
<b>Client</b>				
Headlands Way Limited				
<b>Project</b>				
Land North of Chiswell Green Lane, Chiswell Green				

**Title**

Proposed PRow Upgrades  
(St Stephens FP080)

**MILESTONE**  
TRANSPORT PLANNING

7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY  
Tel: 01483 397 888  
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
Tel: 0191 338 7220

**Drawing Number:**  
22185/004

**Scale:**  
1:1000 @ A3

**Revision:**  
A





INDICATIVE



- Notes
1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
  2. This drawing has been based upon topographical survey information. Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

- Spaces allocated to residents of Chiswell Green Lane
- Spaces for visitors to Memorial Park

Ordnance Survey Licence number: 100057360

Drawing Revisions				
Rev:	Drn:	Date:	Details	Chk:
-	EH	21/04/2022	First issue	TW
A	JB	16/03/2023	Revised Layout	MS
B	JB	17/03/2023	Revised Layout	TG

Client  
Headlands Way Limited

Project  
Land North of Chiswell Green Lane, Chiswell Green

Title  
Proposed Memorial Car Parking Allocation

**MILESTONE**  
TRANSPORT PLANNING  
7 Ancells Court, Rye Close, Fleet, Hampshire, GU51 2UY  
Tel: 01483 397888  
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN  
Tel: 0191 338 7220  
web: www.milestonetp.co.uk

Drawing Number: <b>22185/005</b>	Scale: 1:250 @ A3
	Revision: <b>B</b>