

Anthony Jones (Glanville)
Matthew Stevens (Milestone)
Planning Inquiry
Sites North and South Chiswell
Green Lane, St Albans

Environment and Transport
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Date: 25 April 2023

Dear Sirs

Land North of Chiswell Green Lane, Chiswell Green Lane, St Albans, Hertfordshire
Appeal Reference: APP/B1930/W/22/3312277 Planning Application Reference:
5/2021/3194

Land South of Chiswell Green Lane, Chiswell Green, St Albans, Hertfordshire
Appeal Reference: APP/B1930/W/22/3313110 Planning Application Reference: 5/2022/0927

Hertfordshire County Council in our role as local highway authority has assessed both development proposals north and south of Chiswell Green Lane via the normal planning application process. Our assessment considered each in isolation and subject to mitigation covered by planning conditions and obligations we did not raise an objection. This position reflected by both statements of common ground with HCC highways.

The main road junction, Chiswell Green Lane with B4630 Watford Road was considered by both transport assessments. The result of individual assessment was the current double roundabout junction would remain but with supporting measures in the form of major environmental style improvements to improve pedestrian and cycling infrastructure. Although each development would increase congestion the impact was not considered to be severe.

It is understood the current public inquiry also considers the combined impact of both proposals. Prior to the appeals, combined impact of proposals on highway capacity had not been assessed.

The appellants have worked together to predict combined trip generation and distribution from both sites. The combined impact led to a predicted unacceptable level of congestion at the existing Chiswell Green Lane, B4630 Watford Road junction. Therefore, in addition to environmental style improvements, further mitigation is required. To accommodate the additional demand on the junction the proposal is to 'upgrade' to a fully signalised junction.

The signalised junction design is supported with a full modelling report which demonstrates the junction can operate within capacity. At this stage the design concentrates on vehicle capacity. If appeals are successful, the likelihood is the design will be amended/enhanced to further prioritise walking and cycling. The local highway authority recognises that these matters can be dealt with through the detailed design process following the grant of outline planning permission.

Predicted occasional peak hour additional congestion at the B4630 Watford Road junction will also lead to greater pressure on the surrounding network. We have raised concerns that Stanley Avenue provides an alternative bypass of the junction. Alongside the signalised junction upgrade it will be necessary to introduce environmental style improvements to Stanley Avenue (and Watford Road Service Road) to discourage through traffic. At this stage it is difficult to accurately predict what measures will be appropriate. The likelihood is an effective scheme may include raised junction table style enhancements at each junction to discourage through traffic and improve the local network for pedestrians and cycling. The local highway authority recognises that the appellants have amended the s.106 agreements to make provision for these matters.

In summary, the local highway authority supports the principle of the signalised junction as mitigation for the combined proposal. Subject to the detailed design process, the local highways authority considers that it is appropriate mitigation for cumulative effects. The design is likely to be amended to enhance pedestrian and cycling measures through a detailed design process to integrate into the wider improvements across this area. However, in addition, to mitigate demand at the junction during peak periods, further improvements will be required to Stanley Avenue to discourage drivers using the route to avoid the junction. The local highways authority does not object to either of the proposed development on the basis of cumulative (or individual) impacts.

Yours faithfully

James Dale
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