

1.0 Introduction

- 1.1 Following submission of planning application 5/2022/0599 to St Albans District Council, Hertfordshire County Council ("HCC") as Local Highway Authority ("LHA") submitted their consultation response dated 17th March 2022, within which a number of points were raised.
- 1.2 The development proposals comprise of up to 45 dwellings.
- 1.3 Discussions have been held with HCC highway authority regarding the comments relating to pedestrian access, vehicular access design and parking. This note therefore provides one single response to the consultation response and discussions with HCC to date. For ease, the comments of HCC are presented in *italicised blue text*.
- 1.4 The consultation response is attached in **Appendix A**. An updated access plan is attached at **Appendix B**.

2.0 Pedestrian Access Concerns

The Highway Authority are concerned the footway network to the east of the site is unsuitable to support the proposed development. The proposed development is expected to result in an increase in vehicular trips, with all vehicles routing on the High Street, and therefore increasing the number of potential conflicts and severance for pedestrians whilst reducing the level of pedestrian comfort and attractiveness of walking.

The access bellmouths for both the High Street 96-106 and Park Lane are unnecessarily wide and represent a risk to pedestrian safety as the width allows vehicles to enter and exit at high speeds. Additionally, there is no formal pedestrian crossing on the High Street that falls on a pedestrian desire line to serve pedestrian trips which route to/from the east of the private access drive and wish to access the primary school entrance on the private access.

To make the planning application acceptable in-line with HCC Local Transport Plan Policies 1,2,5 and NPPF paragraphs 110(a, b) & 112 (a,b,c), the applicant must provide pedestrian infrastructure improvements to the off-site pedestrian network that resolve the above concerns.

- 2.1 It is proposed to improve the footway to the east of the site access by widening to 2.0m wide and provide dropped kerbing with tactile paving near the junction of Park Lane. This is shown on **Drawing 23356-04b**.
- 2.2 It is proposed to reduce the bellmouths for Park Lane and High Street 96-106. Dropped kerbing with tactile paving will also be provided at High Street 96-106 to facilitate pedestrian desire lines. This is shown on **Drawing 23356-04b**.

3.0 Vehicular Access Design

In order to provide a proposed access in line with HCC LTP Policy 1, the access arrangement must be updated to provide a continuous footway crossover instead of the currently proposed bellmouth arrangement.

The Highway Authority note that the 85th percentile recorded speeds slightly exceed the 30mph speed limit and therefore the (y) visibility splays must be updated based on MfS calculations.

It is noted that no Swept Path Drawings have been submitted at the access. A swept path drawing that shows a large car stationary at the give way line whilst a large car manoeuvres a left turn & right turn into the access must be submitted.

- 3.1 The proposed site access drawing has been updated to provide a continuous footway crossover. This is shown on **Drawing 23356-04b**.
- 3.2 An automatic traffic count (ATC) was undertaken on the High Street from Monday 6th September to Sunday 12th September 2021. The recorded dry weather speed was 30.5mph southeast bound and 31.6mph northwest bound and this equates to a splay of 39.0m and 41.1m respectively. The visibility splays have now been amended on the assumption that the recorded speeds are considered wet weather speeds. This relates to a splay of 44m and 46m respectively and this is shown on **Drawing 23356-04b**.
- 3.3 Swept path tracking has also been undertaken to show a large car stationary at the give way line whilst a large car manoeuvres a left turn and right turn into the access. This is shown on **Drawing 23356-04b**.

4.0 Parking

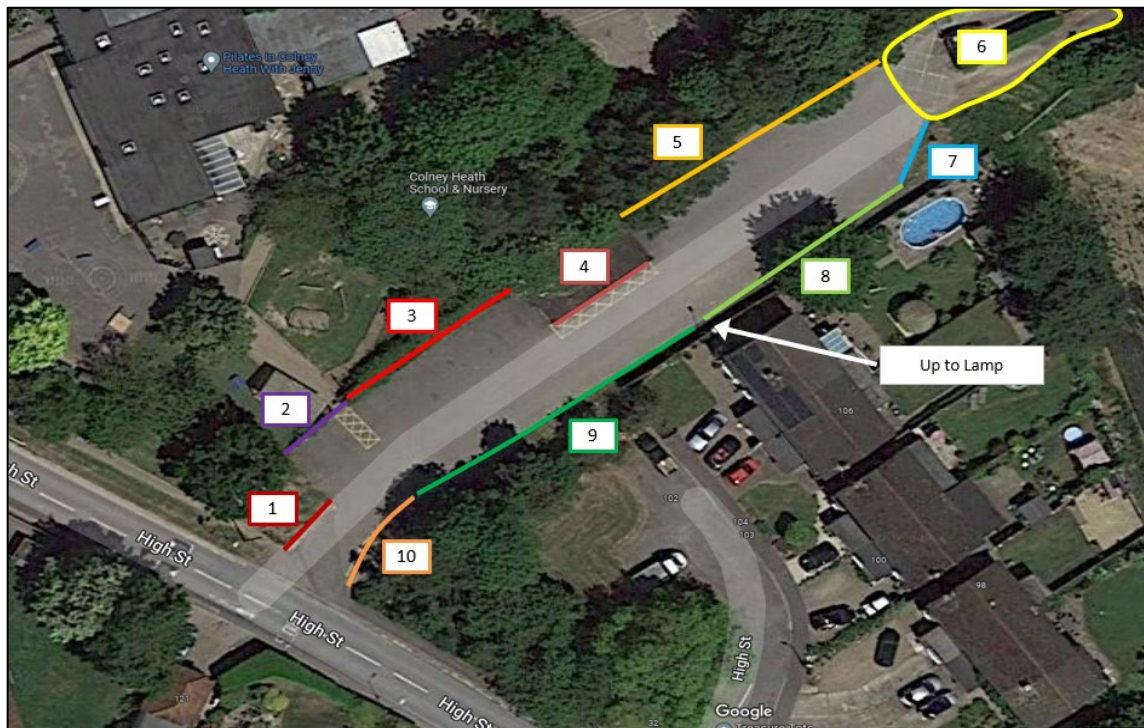
The Highway Authority are concerned the proposed changes to the private access road will lead to a displacement of 'unofficial' parking for Colney Heath School & Nursery and football club. No details of current usage have been provided and therefore the Highway Authority are concerned the displacement of parking may result in inappropriate and unsafe parking occurring on sections of the surrounding highway and footway network.

The applicant must submit additional details, including a parking survey during peak school times, that demonstrates the loss of potential parking area will have a negligible impact to safety.

Once these issues have been suitably resolved, the Highway Authority will be in a position to raise no objection subject to planning conditions and obligations.

- 4.1 A car parking beat survey was undertaken on the site access road on Thursday 28th April 2022 during school drop off/ pick up. The survey was undertaken for a 12-hour period from 07:00 to 19:00. A copy of the survey data is attached at **Appendix C**. The area surveyed is shown below.

Figure 1 – Area of Car Parking Beat Survey



4.2 The area surveyed had a total of 37 car parking spaces.

4.3 The results of the survey showed that peak parking demand in the morning occurred between 08:50 and 09:00 where there was a total of 34 cars parked at 08:50 and 32 cars parked at 09:00. In the afternoon peak parking demand occurred between 15:00 and 15:20 where there was a total of 24 cars parked at 15:00 and 34 cars parked at 15:10 and 15:20. It is noted that during these times parking was almost or at capacity.

4.4 The survey also recorded vehicles parked in the football club car park for drop off/pick up. The following observations were made:

- 08:50 – 22 cars
- 09:00 – 19 cars
- 09:10 – 5 cars
- 15:10 – 22 cars
- 15:20 – 30 cars
- 15:30 – 8 cars

- 4.5 The proposals for the scheme will result in the loss of parking areas 7 – 10 as shown on **Figure 1** above which equates to around 17 'spaces'. The parking areas in Zone 1-6 to the west of the access are under the ownership and control of the Parish Council and therefore no changes will be made to the existing parking arrangement at those locations.
- 4.6 The Applicant has been in discussions with the football club with regards to the use of the football club car park for 'unofficial' school drop off and pick up parking. A letter from the football club is attached at **Appendix D** which confirms that they have no objection to Colney Heath Primary School and Nursery using the football club car park for parents dropping off/ picking up children.

5.0 Summary and Conclusions

- 5.1 This note has set out responses to the initial concerns raised by Hertfordshire County Council as Local Highway Authority.
- 5.2 Those matters relating to pedestrian access, vehicular access design and parking have been responded to and it can be seen that the impact of the development would not materially affect the operation of the local and wider highway network.
- 5.3 The development would not result in a severe impact on highway safety or capacity and would therefore, not be contrary to para 111 of the NPPF in relation to capacity and safety.

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

St Albans City & District Council
St Peters Street
St Albans
Hertfordshire
AL1 3JE

District ref: 5/2022/0599
HCC ref: SA/11502/2022
HCC received: 17 March 2022
Area manager: Mark Youngman
Case officer: Samuel Tearle

Location

Land To Rear Of 96 To 106 High Street Colney Heath Hertfordshire

Application type

Full Application

Proposal

Outline application (means of access sought) for up to 45 dwellings including new affordable homes, with areas of landscaping and public open space, including points of access, and associated infrastructure works

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 recommends that permission be refused for the following reasons:

- **Pedestrian Access Concerns**

The Highway Authority are concerned the footway network to the east of the site is unsuitable to support the proposed development. The proposed development is expected to result in an increase in vehicular trips, with all vehicles routing on the High Street, and therefore increasing the number of potential conflicts and severance for pedestrians whilst reducing the level of pedestrian comfort and attractiveness of walking.

The access bellmouths for both the High Street 96-106 and Park Lane are unnecessarily wide and represent a risk to pedestrian safety as the width allows vehicles to enter and exit and high speeds. Additionally, there is no formal pedestrian crossing on the High Street that falls on a pedestrian desire line to serve pedestrian trips which route to/from the east of the private access drive and wish to access the primary school entrance on the private access.

To make the planning application acceptable in-line with HCC Local Transport Plan Policies 1,2,5 and NPPF paragraphs 110(a, b) & 112 (a,b,c), the applicant must provide pedestrian infrastructure improvements to the off-site pedestrian network that resolve the above concerns.

- Vehicular Access Design

In order to provide a proposed access in line with HCC LTP Policy 1, the access arrangement must be updated to provide a continuous footway crossover instead of the currently proposed bellmouth arrangement.

The Highway Authority note that the 85th percentile recorded speeds slightly exceed the 30mph speed limit and therefore the (y) visibility splays must be updated based on MfS calculations.

It is noted that no Swept Path Drawings have been submitted at the access. A swept path drawing that shows a large car stationary at the give way line whilst a large car manoeuvres a left turn & right turn into the access must be submitted.

- Parking

The Highway Authority are concerned the proposed changes to the private access road will lead to a displacement of 'unofficial' parking for Colney Heath School & Nursery and football club. No details of current usage have been provided and therefore the Highway Authority are concerned the displacement of parking may result in inappropriate and unsafe parking occurring on sections of the surrounding highway and footway network.

The applicant must submit additional details, including a parking survey during peak school times, that demonstrates the loss of potential parking area will have a negligible impact to safety.

Once these issues have been suitably resolved, the Highway Authority will be in a position to raise no objection subject to planning conditions and obligations.

COMMENTS / ANALYSIS:

Description of Proposal

An outline planning application with access sought has been submitted for a proposed development consisting of 45 dwellings on land to the rear of 96-106 High Street in Colney Heath.

The proposals include changes at the private access road, including the provision of 2m footways on both sides.

Site Description

It is understood the site is currently used as agricultural land. The site is bound to the north by a path and Colney Heath Football Club, to the east by agricultural land, to the south by Public Right of Way 'Colney Heath 041', and to the west by residential property No.s 96-106 High Street.

Vehicular access is via a gate leading to a private access drive and parking area for the recreation ground and football club. The private drive joins the High Street via a footway crossover arrangement.

The private access drive also provides pedestrian access to Colney Heath Junior Mixed Infant and Nursery School.

The section of the High Street which the private access drive joins is subject to a 30mph speed limit, and is a unnumbered classified 'C' highway and falls within an 'L1 Local Distributor' category for HCC's Highways Hierarchy.

Traffic Impact

Trip Generation

The Transport Assessment has included a predicted vehicular trip generation and distribution. The Highway Authority are satisfied with the accuracy of the trip rates used and assignment methodology.

Junction Assessment

The applicant has undertaken a capacity assessment using LinSig of the High Street / A414 North Orbital signal-controlled junction.

The results have shown the impact of the proposed development will not have a nil-detriment effect and will worsen the degree of saturation, queues, and practical reserve capacity which are already approaching / exceeding theoretical capacity. To mitigate these impacts and encourage active travel trips, improvements are sought under subheading 'Pedestrian Access' and 'Planning Obligations'.

Highway Safety

The Transport Assessment has included a review of personal injury collisions over a five-year period. The results showed a high number of collisions had been recorded in the study area, and therefore to mitigate any potential impact, improvements are sought - details can be found under subheading 'Pedestrian Access' and 'Planning Obligations'.

Design Considerations

Vehicular Access

The proposals include the redesign of the existing private access drive and junction with the High Street, as shown on Drawing No. 23356-03 Rev B.

In order to provide an access in line with HCC LTP Policy 1, the access arrangement must be updated to provide a continuous footway crossover instead of the currently proposed bellmouth arrangement.

The Highway Authority note that the 85th percentile recorded speeds slightly exceed the 30mph speed limit and therefore the (y) visibility splays must be updated based on MfS calculations.

It is noted that no Swept Path Drawings have been submitted at the access. A swept path drawing that shows a large car stationary at the give way line whilst a large car undertakes a left turn & right turn into the access must be submitted.

As part of the S278 delivery, any faded lining ('slow' markings / Double Yellow Lines / line markings) and missing signing at the section of the High Street that approaches and fronts the access must be reinstated / or added.

Pedestrian Access

The Highway Authority are concerned the footway network to the east of the site is unsuitable to support the proposed development. The proposed development is expected to result in an increase in vehicular trips, with all vehicles routing on the High Street, and therefore increasing the number of potential conflicts and severance for pedestrians whilst reducing the level of pedestrian comfort and attractiveness of walking.

The access bellmouths for both the High Street 96-106 and Park Lane are unnecessarily wide and represent a risk to pedestrian safety as the width allows vehicles to enter and exit at high speeds.

Additionally, there is no formal pedestrian crossing on the High Street that falls on a pedestrian desire line to serve pedestrian trips which route to/from the east of the private access drive and wish to access the primary school entrance on the private access.

To make the planning application acceptable in-line with HCC Local Transport Plan Policies 1,2,5 and NPPF paragraphs 110(a, b) & 112 (a,b,c), the applicant must provide pedestrian infrastructure improvements to the off-site pedestrian network that resolve the above concerns. Once these improvements are submitted and found to be satisfactory, the Highway Authority will be in a position to raise no objection subject to planning conditions and obligations.

Additionally, it is noted that the 85th percentile speeds on the High Street exceed the stated 30mph speed limit and therefore improved pedestrian crossings on the section of High Street to the east of the site will informally act as a traffic calming measure.

Internal Pedestrian Access

The proposals as shown on Drawing No. 23356-03 Rev B include the provision of 2m wide footways leading from the site access and existing footway network into the site. The Highway Authority are satisfied with the private drive pedestrian infrastructure provision.

Refuse / Servicing / Emergency Access

A set of swept path analysis drawings must be submitted at the reserved matters stage once the layout has been fixed. The swept paths must demonstrate:

- An 11.2m length refuse collection vehicle can enter the site, manoeuvre within a 20m bin drag distance, and exit in a forward gear without having to reverse excessive distance at turning points.
- An fire appliance of 10.1m entering the site, accessing within 45m of all residential units, and exiting in a forward gear.

On-site Parking

The Transport Assessment States Car and Cycle Parking will be provided in accordance with local standards.

Once the above issues have been rectified, the Highway Authority will request that each dwelling is served by an active EV charging unit.

The Highway Authority will also request that each dwelling includes a space that is secure and covered for two cycles.

Parking Concerns

The Highway Authority are concerned the proposed changes to the access road will lead to a displacement of 'unofficial' parking for Colney Heath School & Nursery and football club. No details of current usage have been provided and therefore the Highway Authority are concerned the displacement of parking may result in inappropriate and unsafe parking occurring on sections of the surrounding highway and footway network.

The applicant must submit additional details, including a parking survey during peak school times that demonstrates the loss of potential parking area will have a negligible impact to safety.

Sustainability

The Highway Authority are concerned the site is in a location that is car dependent due to limited number of local amenities, employment opportunities, and public transport (rail) in close proximity.

It is noted in the Transport Assessment that the nearest doctor's surgery, secondary school, dental practice and employment opportunities are all 2km-5km from the site.

Therefore, to make the site acceptable in planning terms, mitigation through enhanced pedestrian improvements outlined under the 'pedestrian access' subheading is sought as this will help encourage trips by active travel modes. In addition to this, to help mitigate the impact of the development, S106 Sustainable Transport planning obligations are sought as set out below.

Planning Obligations

In line with HCC Local Transport Plan, a sustainable transport contribution (via a S106 agreement) is sought in order to mitigate the future impact of the site in terms of vehicle traffic and additional pressures to the active travel and public transport networks. The mitigation will focus on the enhancing and encouraging active travel and public transport use by improving facilities, walking and cycling environments, and improving the safety of trips.

In the absence of Community Infrastructure Levy (CIL) developer contribution are sought via S106 agreement/s using the HCC's Planning Obligations Guide (2021). HCC's Planning Obligation Guidance implements a two-strand approach to planning obligations in order to address the immediate impacts of the new development (first strand), and the cumulative impacts of all development on non-car networks (second strand).

In accordance with the HCC Planning Obligations Guidance (2021), second strand sustainable transport contributions are sought for residential developments on a unit rate basis of £6,826 per dwelling.

The total S106 sustainable transport contribution sought is £307,170. (note: this contribution may be reduced subject the level of requested improved off-site works detailed under subheading 'pedestrian access').

The Highway Authority will distribute the contributions to the associated schemes to mitigate the impact of the development, typically through schemes identified in the HCC's Local Transport Plan (LTP) and its supporting documents, South-Central Hertfordshire Growth and Transport Plan.

Mitigation to offset the highway and sustainable impact of the site will be sought from Package 30 of the South-Central Hertfordshire Growth and Transport Plan. Package 30 includes the following measures:

- Improving the A414 cycleway between London Colney and Hatfield to facilitate cycle journeys.
[Improve the existing footway alongside the A414 to accommodate pedestrians and cyclists between the London Colney Roundabout and the A1001 Comet Way in Hatfield].
- A414 Colney Heath Longabout Improvements.
[A safety and capacity related improvement to the existing longabout junction which includes introducing a signal-controlled right turn 'cut through' for traffic exiting from High Street towards A414 East].

CTMP

If the application is permitted planning permission, the Highway Authority request by way of planning condition that a Construction Traffic Management Plan is submitted prior to construction. Due to the sensitive location of the development site, a CTMP is needed to mitigate any adverse impact from the development on the operation and safety of the local highway network.

Conclusion

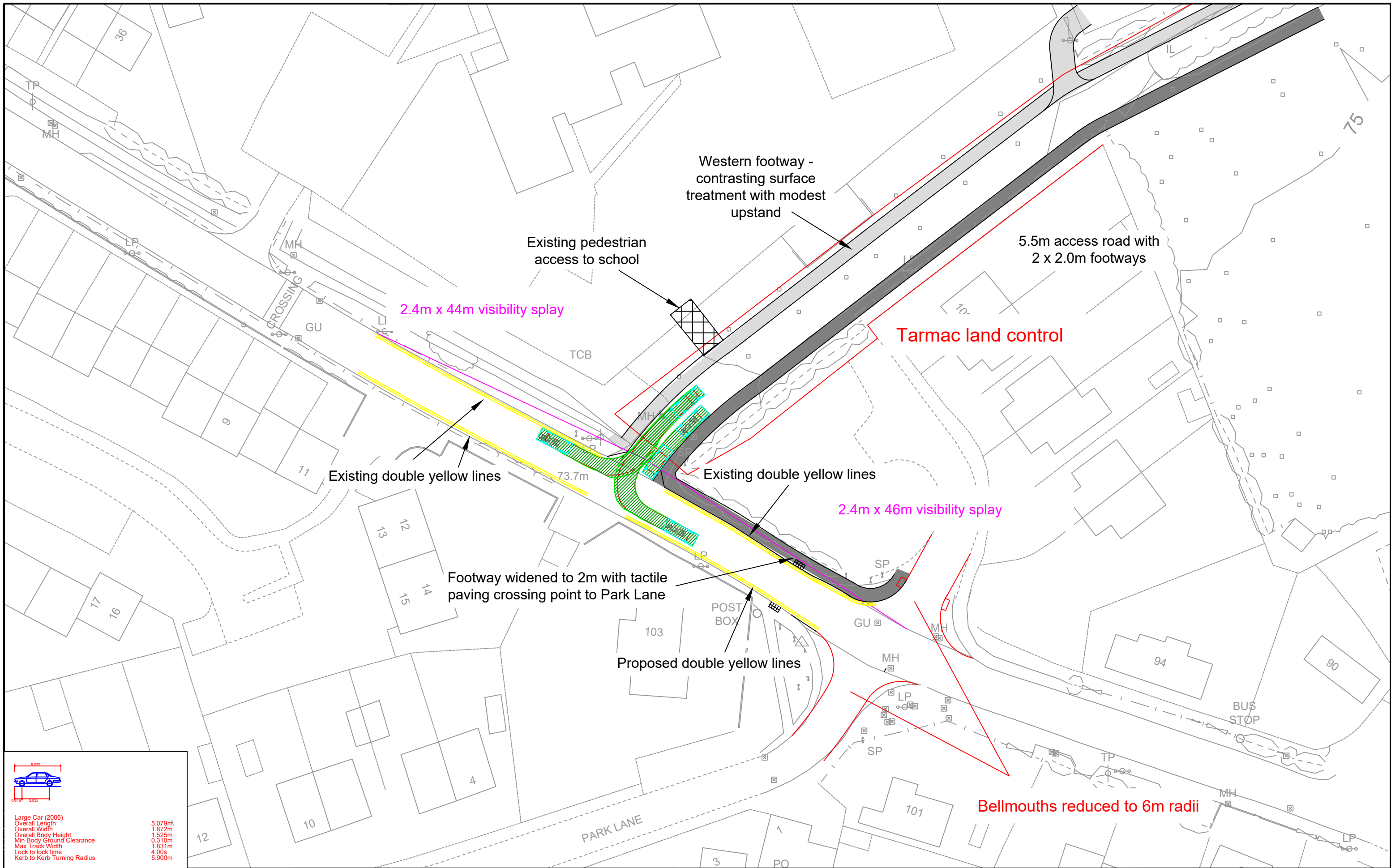
The Highway Authority have reviewed the development proposals and wishes to raise an objection. Once the issues outlined in this response have been suitable resolved, the Highway Authority will be in a position to raise no objection subject to conditions and obligations.

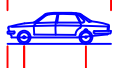
Signed

Samuel Tearle

11 April 2022

Appendix B



	Large Car (2006)	5.079m
	Overall Length	1.872m
	Overall Width	1.525m
	Min Body Ground Clearance	0.310m
	Max Track Width	1.831m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	5.900m

Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



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JOB TITLE		Land at Colney Heath		CLIENT		Tarmac	
DRAWING TITLE							
Proposed Site Access							
SCALE	DRAWN BY	DATE	DRAWING No	REVISION			
1/500@A3	BP	July 2022	23356-04	B			

Appendix C

SITE NOTES



The enumerator observed that during the school pick up / drop off times vehicles were also parking in the football club car park, and counted these as follows:

08:50 =	22 cars
09:00 =	19 cars
09:10 =	5 cars
15:10 =	22 cars
15:20 =	30 cars
15:30 =	8 cars

In Zones 2, 3, 5 and 8 vehicles park 'nose to kerb' and the data highlighted yellow represents where parking was at capacity.

SITE: 1

LOCATION:

CAR PARK

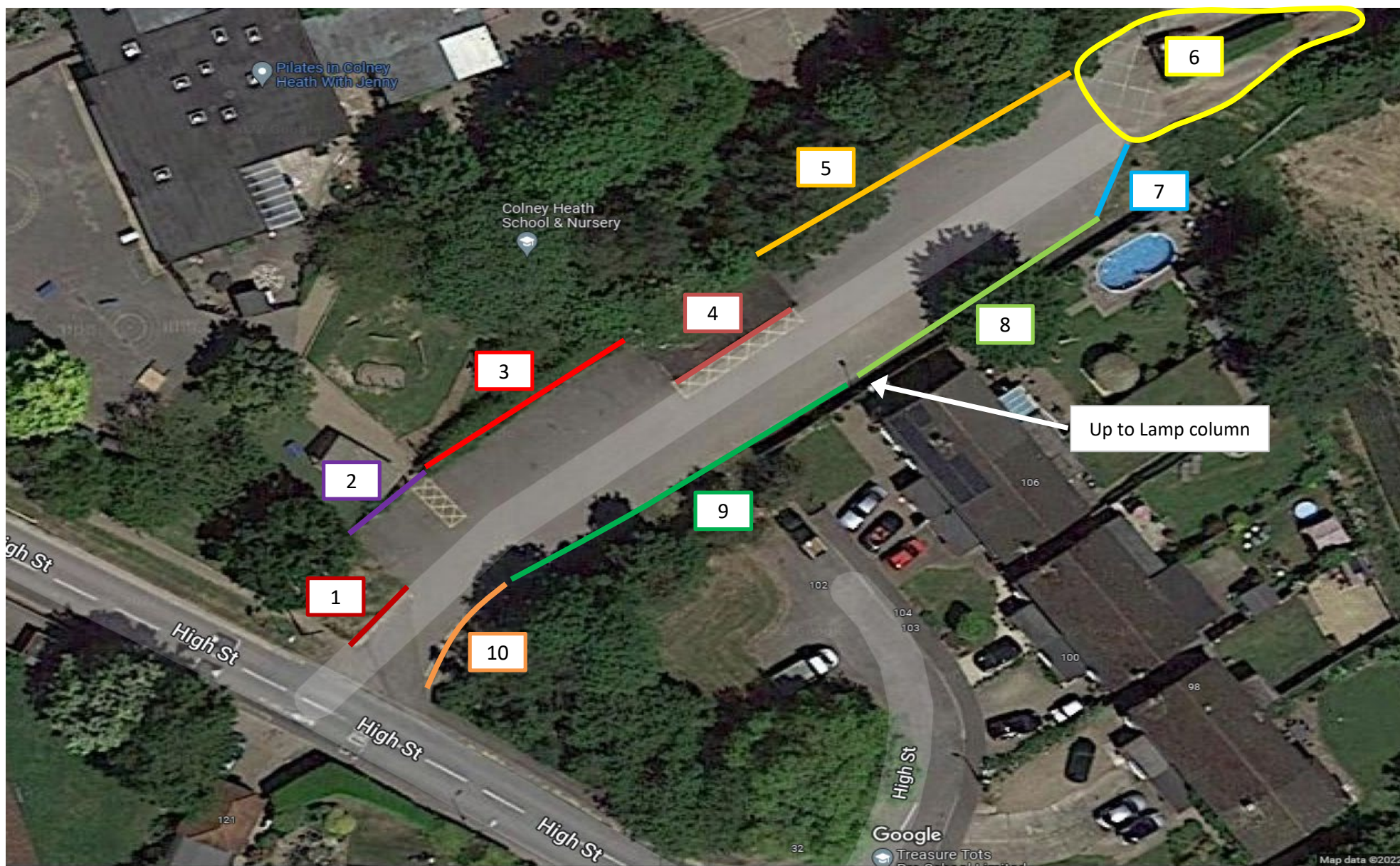


DATE:

28TH APRIL 2022

DAY:

THURSDAY



Appendix D

30 Fellowes Lane,
Colney Heath,
St Albans,
AL4 0QA



Samantha Brooman
Tarmac

1st August 2022

Dear Samantha,

RE: Colney Heath Football Club car park

Further to our discussions regarding your proposed plans regarding the football club car park, I can confirm that we currently consent to the football club car park being used by parents whilst dropping off children at the Colney Heath School and Nursery. We have no formal arrangement with the school in this respect but have never had any objection to its use and are content that such use has no adverse impact on our own parking requirements which are generally in the evenings and at weekends. We have been provided with a copy of the proposals made by Tarmac for the new access road to serve their proposed development and understand that this will result in the removal of some parking areas currently used on the access road. While this will lead to fewer spaces for spectators in the immediate vicinity of the ground on match days, we have no objection to permitting any school drop off parking that is displaced because of these changes.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Richard Smith'.

Richard Smith
Colney Heath FC