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

Director of Planning
East Herts District Council
Wallfields
Pegs Lane
Hertford
Hertfordshire
SG13 8EQ

District ref: 3/23/1447/OUT
HCC ref: EH/17740/2023
HCC received: 5 October 2023
Area manager: James Dale
Case officer: Adrian McHale

Location

Land East Of The A10, Buntingford, Hertfordshire

Application type

Outline

Proposal

AMENDED PROPOSAL

Outline planning for the development of 350 dwellings, with up to 4,400 sqm of commercial and services floorspace (Use Class E and B8) and up to 500 sqm of retail floorspace (Use Classes E) and other associated works including drainage, access into the site from the A10 and Luynes Rise (but not access within the site), allotments, public open space and landscaping

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject further to the establishment of a suitable bus service, the agreement of suitable S106 contributions of £2,432,988 and the following conditions:

CONDITIONS

- 1) No development shall commence until full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:
 - i) Roads, footways.
 - ii) Cycleways.
 - iii) Foul and surface water drainage.
 - iv) Visibility splays

v) Access arrangements

vi) Parking provision in accordance with adopted standard.

vii) Loading areas.

viii) Turning areas.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

2) Prior to the first occupation of the development hereby permitted the vehicular access shall be completed and thereafter retained as shown on drawing number (7498-GA-0 Rev H) in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

3) Surface Water: Prior to the first use of the development hereby permitted, arrangement shall be made for surface water from the proposed development to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To avoid the carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

4) Residential Electric Vehicle (EV) Charging Point

Prior to the first occupation of the development hereby permitted, each residential dwelling shall be provided with an active (ready to use) EV charging point which shall thereafter be provided and permanently retained.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

5) Employment Electric Vehicle (EV) Charging Points as % of total car parking spaces

Prior to the first occupation / use of the development hereby permitted, provision shall be made for 20% of the car parking spaces to have active provision for EV charging and 50% of the car parking spaces to have passive provision for EV charging.

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

6) Cycle Parking – Not shown on plan but achievable

Prior to the first commencement of the development hereby permitted, a scheme for the parking of cycles including details of the design, level and siting shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan

(adopted 2018)

7) Construction Management Plan

No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- k. Phasing Plan.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

8) Rights of Way

A) Design Approval

Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence on site unless otherwise agreed in writing until a Rights of Way Improvement Plan for the off-site and on-site Rights of Way improvement works has/have been submitted to and approved in writing by the Local Planning Authority.

B) Implementation / Construction

Prior to the first occupation/use of the development hereby permitted the off-site and on-site Rights of Way improvement plan works (including any associated highway works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

9 Highway Improvements – Offsite Active Travel Route between the site and the London Road ATF Scheme

A) Design Approval

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the off-site highway improvement works to establish an active travel corridor between the site and the London Road Active Travel have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to the first use of the development hereby permitted, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

10) Residential Travel Plan – Requested Prior to Use

At least 3 months prior to the first occupation of the approved development a detailed Residential Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. The approved Travel Plan shall be implemented in accordance with the timetable and target contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

11) Workplace Travel Plan – Requested Prior to Use

At least 3 months prior to the first occupation / use of the approved development a detailed Workplace Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. The approved Travel Plan Statement shall be implemented in accordance with the timetable and target contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

APPROPRIATE INFORMATIVES

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN1) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website:

www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx

AN2) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a

highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN4) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN5) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

AN8) Roads to remain private: The applicant is advised that all new roads marked on the submitted plans associated with this development currently will remain unadopted (and shall not be maintained at public expense by the highway authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.

AN7) Estate road adoption (section 38): The applicant is advised that if it is the intention to request that Hertfordshire County Council as Highway Authority adopt any of the highways included as part of this application as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways, together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. The applicant is further advised that the County Council will only consider roads for adoption where a wider public benefit can be demonstrated. The extent of adoption as public highway must be clearly illustrated on a plan. Further information is available via the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN8) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:

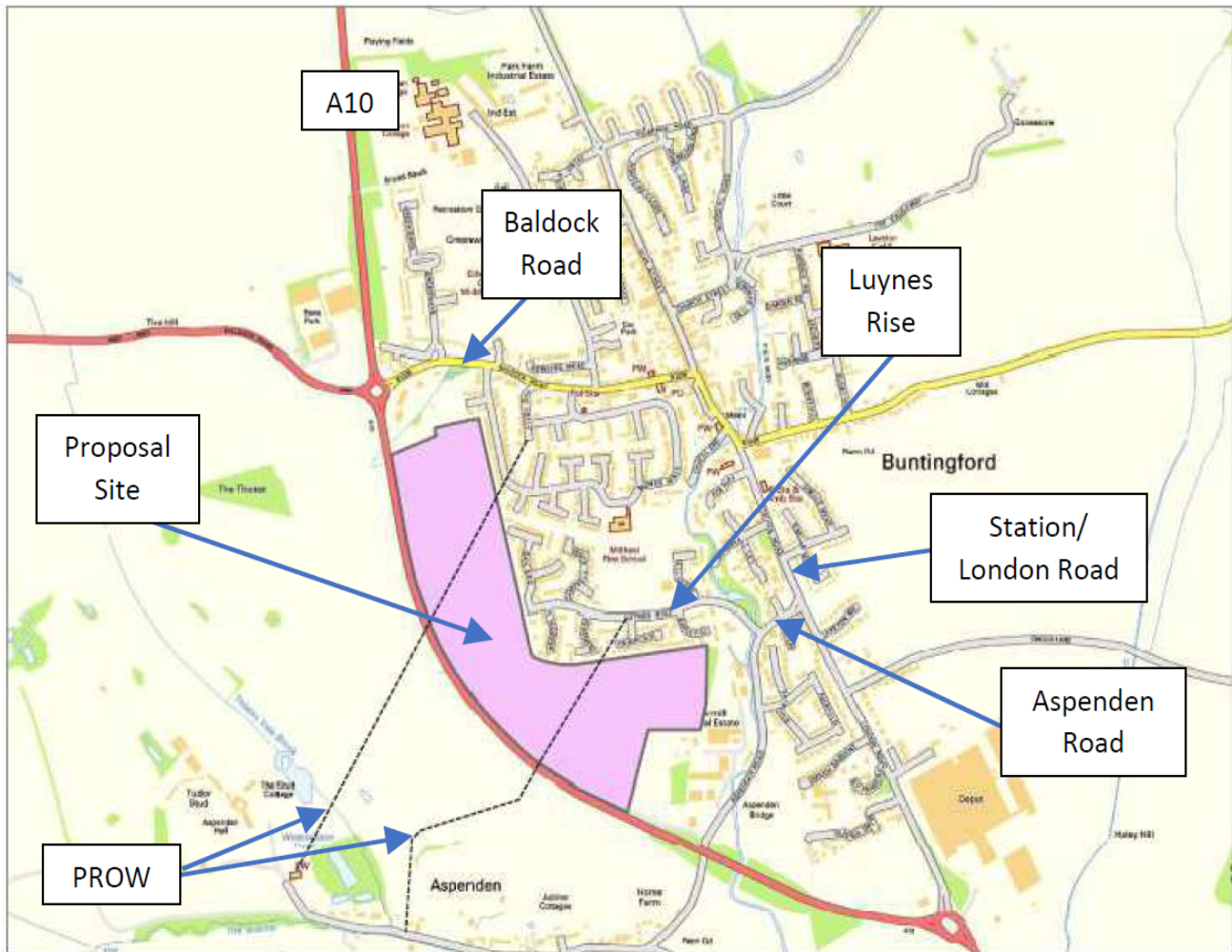
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN9) Abnormal loads and importation of construction equipment (i.e. large loads with: a width greater than 2.9m; rigid length of more than 18.65m or weight of 44,000kg - commonly applicable to cranes, piling machines etc.): The applicant is directed to ensure that operators conform to the provisions of The Road Vehicles (Authorisation of Special Types) (General) Order 2003 in ensuring that the Highway Authority is provided with notice of such movements, and that appropriate indemnity is offered to the Highway Authority. Further information is available via the Government website www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms or by telephoning 0300 1234047.

AN10) Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> OR by emailing travelplans@hertfordshire.gov.uk

COMMENTS

The proposal site (Land East Of The A10, Buntingford, Hertfordshire, 3/23/1447/OUT) has previously been the subject of two previous applications for a larger 400 homes development. The first application which included a first school being withdrawn by the proposed developer (3/14/2304/OP, 2014) and the 2nd application which replaced the school with an additional 2Ha of employment land having refused by East Herts District Council (EHDC, 3/17/1811/OUT, 2017). The currently proposed application is for 350homes plus 4,400sqm of commercial floor apace and 500sqm of retail floor space.



The site is currently bound to its east by the existing residential area of Buntingford west of Station Road/ London Road and predominantly by the residential area that surrounds Luynes Rise. To the south of Luynes Rise and also bounding the east side of the proposal site is the existing Aspenden Road commercial area and water treatment works. The southern and western sides of the development site being bound by the A10. The northernmost area of the site is bound by the existing Longmead residential area to the south of Baldock Road. The site is bisected by two Public Rights of Way (PROWs), foot paths BUNTINGFORD 29 and BUNTINGFORD 26 respectively.

Sustainable Transport Access

In line with the Policies of LTP4, particularly Policies 1 (the Transport User Hierarchy) and 5 (Development Management) it is essential given the declared climate emergency that this is considered first to unlock a site sustainably.

The site is currently circa 500m-800m (6-10mins) walk via PROW 29 to Bus Stops on Baldock Road and via Luynes Rise is 850m-1km (10-12mins) walk from bus stops on Station/ London Road. Bus services to these stops though are limited, with the hourly number 331 service being the most frequent and no services operating on a Sunday. The Buntingford CoOp is circa 1.2km (15mins) walk from the site and the town centre circa 1.6km (20mins) walk from the site. Current education facilities are available at the Millfields First School (circa 400m-500m 5-6mins walk), the Edwinstree Middle School (900m-1.2km, 10-15mins walk) and the Freman College (1.2km- 1.5km, 15-18mins walk).

Whilst it is proposed to have a bollard-controlled bus gate and a 3.5m shared walking/cycling route connecting Luynes Rise to the development, general motor vehicle will be restricted to the A10 vehicle access only. This means that these facilities will generally be quicker and more reliably accessed by foot or cycle than by private car, especially when possible congesting and car parking are considered.

This will be augmented by a 3.0m wide shared walking and cycling facility will connect Luynes Rise via a mobility hub to PROW Buntingford 26 and via a crossing of the A10 to the PROW Aspenden 2 and subsequently the Bridleway Aspenden 11. After discussions with HCC Highways however it was determined that all walking / cycle routes will require to be 3.5m wide This will establish an east west connection through the site and a direct link to the active travel route <https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/hertfordshire-place-and-movement-planning-design-guide.aspx> on London Road / Station Roadx. It is however, vital that a complete route to the ATF is developed and delivered via S278 prior to the occupation of the development.

Furthermore the footpath PROW Buntingford 29 via the A10 footbridge will be upgraded to enhance the northern connection of the site. (This is labelled PROW 26 in the applicants TA but only PROW 29 goes via the A10 footbridge).

HCC Highways had originally requested upgrade of the bridleway to Aspenden in the light of the originally proposed on to the A10 (signalised access June 2022). However, HCC's Strategic Transport Infrastructure Board (STIB) determined that a signalised access was unsuitable for this location. WSP have also undertaken a further review of the Aspenden route. Therefore HCC Highways agrees that upgrade of the bridleway to Aspenden should not be pursued at this time.

These arrangements (general motor vehicle access onto the A10 only and direct sustainable transport access into central Buntingford) begin to unlock the site sustainably and also encourages motor vehicle traffic to not add to any congestion within Buntingford itself.

However, it is considered by HCC Highways that the frequency and proximity of bus services do not fully unlock the site.

Within the applicants TA indicates that they will provide an active travel hub within the site, which will accommodate a pick up point for the Herts Lynx bus service, and are willing to contribute via S106 to the service.

However, as per HCC's previous response (30 August 2022) HCC's public transport team have indicated that contributions to the HertzLynx service is not appropriate at this time.

The applicant has also suggested that the existing bus services on the A10 could be diverted into the site and this was discussed at a 22nd November 2022 meeting between the applicants transport consultant (WSP) and HCC Highways. WSP agreed that a traditional bus service diversion into the site will be more beneficial as HertzLynx is designed for specific travel. It was noted that the bus operator is ready to divert from the A10 into the Redrow scheme to the north of the site. HCC requires that this is secured prior to occupation on the site in order to fully unlock the site sustainably. It was also noted that cumulative developments will likely see an improvement to bus services in Buntingford. However, this non committed possibility will come to late to support the required mode shift for this development and a diverted bus service must be delivered by the proposal site prior to occupation.

The establishment of a Mobility Hub on site as promoted by WSP within their TA is still considered

appropriate. The proposed active travel hub will in addition to providing a covered bus waiting area with seating will also provide: wayfinding points, electric vehicle rapid charging point and community lockable storage;

The development is based around a '20 minutes' principle (where most major facilities are accessible on foot within 20mins) and thus the site will include a local centre potentially comprising of a GP surgery, retail space, and employment land uses including E(G) and B8 uses to compliment the 350 homes which is likely to lead to a degree of internalisation of trips reducing the need to travel off site.

HCC Highways consider that a S106 contribution of £800 is appropriate, however it is vital that an improved bus service is in place prior to the occupation of the development in order to encourage sustainable modal shift from the outset. If a bus service is not there people will get into the habit of travelling unsustainably and it will be nigh impossible to encourage them to do so down the line.

General Vehicle Access

As mentioned previously the general vehicle access to the development will be via a new roundabout onto the A10, Buntingford Bypass. As default HCC Highways resists access on to a principal road unless special circumstances can be demonstrated. The access has been subject to the scrutiny of a Road Safety Audit (RSA) which identified no major safety concerns and through correspondence with HCC Highways most minor problems raised have been addressed and it is agreed any remaining issues will be addressed post planning through the detailed design process. HCC Highways also consider in that allowing this site to be developed sustainably, without impacting substantially upon existing residents that this access is preferable and thus special circumstances have been demonstrated. Therefore, subject to detailed design HCC Highways accepts the principle of the proposed A10 access.

Parking

Residential Cycle Parking

The applicant intends not to provide additional resident cycle parking in line with EHDC Vehicle Parking Standards as each dwelling will comprise either a garage and/or shed. Whilst this is provisionally acceptable to HCC, a scheme must be developed to ensure that cycle parking is provided for each dwelling.

Commercial Cycle Parking

As presented in the applicants TA (tables 4.5 & 4.6) cycle parking within the commercial areas of the development according to the EHDC Vehicle Parking Standards. HCC Highways agrees with this provision but in detailed design post planning a scheme will need to be developed to ensure cycle parking is located in the correct area and is of the correct standard to encourage its use.

Disabled Car Parking

Tables 4.5-4.6 of the TA details that Disabled Car Parking will be provided to the EHDC standards and HCC Highways agrees with this provision.

Residential Electric Vehicle (EV) Charging

Whilst the TA indicates that EV charging will be provided according to the LPA standards, the EHDC standards do not specifically reference EV parking. The 2021 approved version of the 2010 Building Regulations, part S1 however, requires that:

Requirement

The erection of new residential buildings

- S1.** (1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).
- (2) The number of associated parking spaces which have access to electric vehicle charge points must be—
- (a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or
 - (b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.
- (3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where—
- (a) a new residential building has more than 10 associated parking spaces; and
 - (b) there are more associated parking spaces than there are dwellings contained in the residential building.

New dwellings

- 1.1** Where associated parking spaces are provided for a new residential building, the number of associated parking spaces that have access to an electric vehicle charge point must be a minimum of either of the following.
- a. The number of associated parking spaces.
 - b. The number of dwellings that the car park serves.

See paragraphs 1.4 to 1.7 for the application of these requirements.

NOTE: Where no associated parking spaces are provided, there is no requirement to install an electric vehicle charge point.

https://assets.publishing.service.gov.uk/media/6218c5d38fa8f54911e22263/AD_S.pdf

HCC Highways agrees with the governments standards for EV parking at new residential developments.

Commercial Electric Vehicle (EV) Charging

S5 of the Building Regulations require that for non mixed use commercial buildings EV charging points are provided as:

Requirement

Buildings undergoing major renovation which are not residential buildings or mixed-use buildings

- S5.** Where a building undergoing major renovation, which is not a residential building or a mixed-use building, will have more than 10 parking spaces after the major renovation is completed—
- (a) one of those parking spaces must have access to one electric vehicle charge point; and
 - (b) cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces.

Where buildings are mixed use (Residential/ Commercial) EV parking should be provided as per S1 or S5 depending on the mix.

Given the applicant is promoting sustainable development HCC Highways considers the development should go slightly above the minimum requirement S5 with regards to 'passive provision' and 50% of the car parking provision should have the appropriate ducting.

Residential Car Parking

The applicants TA indicates that Residential Car Parking will also be provided as per the EHDC Vehicle Parking Standards which is zonal based and recommends 75-100% of the standard in Buntingford. At the proposed site it is proposed to provide residential car parking at approximately 79% of the standard. In line with proposal to establish a sustainable site HCC Highways consider that this is an appropriate level for residential car parking.

Commercial Car Parking

For the commercial car parking element of the site, the TA has examined the car arrival and departure profiles predicted by the TRICS database considering where demand for individual commercial land uses overlap. Which suggest up to 61 car parking spaces are required, however considering potential trip linking, and internalisation of trips the TA suggests that 46 (75%) of these car parking spaces will be appropriate as a 'hard measure' to encourage modeshift. In line with proposal to establish a sustainable site HCC Highways consider that this is an appropriate level for commercial car parking.

Road Safety

The Personal Injury Collision (PIC) Plot presented in the TA is not presented in the correct order and the base map is completely reversed however, HCC Highways has reviewed it against the data the Highways Authority holds, the PIC data and the analysis in the main TA and consider that the reported PIC's do not constitute a pattern that indicate a problem that would be negatively influenced by the development proposals. WSP have subsequently sent to HCC corrected appendices.

Travel Plans

Residential Travel Plan (RTP)

Whilst HCC Highways Travel Plan team consider the presented Residential Travel Plan (RTP) is acceptable at this stage in the planning process, they indicate post planning it will need further work before the associated planning condition can be discharged.

- Clarity over targets, monitoring frequency and duration of plan will be required and the document will require to be consistent (ie currently paragraph 5.3.1 talks about 56% car mode share, whilst 8.1.2 talks about 63% car mode share, and paragraph 1.3.1 talks about first survey at 50% occupation, then years 3 and 5, paragraph 7.5.1 states annual monitoring. HCC will require annual monitoring.);
- Travel Plan Co-Ordinator details along with those of a secondary contact should be provided on appointment;
- A statement as to management commitment to the plan and potential remedial measures will be required;
- Details of a steering group and management of the plan will be required;
- Discussions will be required with HCC's Integrated Transport Team with regards to the proposed DRT (Herts Lynx) taster tickets;
- Evaluation and support fee as mentioned, of £1200 per year for a plan to run to 5 years post full occupation (assuming targets are met) should be sought.

Furthermore, there may be occasions when it appropriate to consider the RTP in conjunction with the Commercial/ Workplace Travel Plan (WTP) in order to deliver economies of scale to deliver more successful travel planning scheme and events.

Commercial Travel Plan

Whilst HCC Highways Travel Plan team consider the presented Workplace Travel Plan (WTP) is acceptable at this stage in the planning process, they indicate post planning, similar to the RTP that it will need further work before the associated planning condition can be discharged.

- Clarity over targets, monitoring frequency and duration of plan will be required and the document will require to be consistent (ie currently paragraph 5.3.1 talks about 56% car mode share, whilst 8.1.2 talks about 63% car mode share, and paragraph 1.3.1 talks about first survey at 50% occupation, then years 3 and 5, paragraph 7.5.1 states annual monitoring. HCC will require annual monitoring.);
- Travel Plan Co-Ordinator details along with those of a secondary contact should be provided on appointment;
- A statement as to management commitment to the plan and potential remedial measures will be required;
- Details of a steering group and management of the plan will be required;
- Discussions will be required with HCC's Integrated Transport Team with regards to the proposed DRT (Herts Lynx) taster tickets;
- Evaluation and support fee as mentioned, of £1200 per year for a plan to run to 5 years post full occupation (assuming targets are met) should be sought.

Furthermore, as with the RTP, there may be occasions when it appropriate to consider the WTP in conjunction with the Residential Travel Plan (RTP) in order to deliver economies of scale to deliver more successful travel planning scheme and events.

Road Traffic Analysis

Trip Generation

As recommended in the pre application advice from HCC Highways a person trip analysis has been undertaken initially to estimate the number of trips that would be generated by/ attracted to main areas of the proposed development. Trips associated with the retail area of the local centre are assumed to be internalised and trips to vehicle trips to the potential GP surgery have been extracted directly from the TRICs database. HCC Highways considers this approach acceptable.

Mode Split

Subsequently, the resultant people trips have been assigned to transportation modes using the patterns observed in the 2011 Census. Residential trips have been assigned to transportation modes, according to a weighted average of the Journey to Work (jtW) data for existing residents of the super output areas East Hertfordshire 001D and 001B, in which the proposed development is located. Commercial trips have been assigned to transportation modes as per those recorded for employment trips originating within Buntingford. Whilst this is slightly dated it is considered the best information on available mode choice within a specific location currently and therefore, HCC Highways considers it acceptable.

Distribution and Assignment

The initial distribution of vehicle trips has been estimated as per the Origin Destination data for Buntingford that is reported in the 2011 census. The residential vehicle trips having been distributed as per the vehicle trips originating in the town and employment vehicle trips have been distributed as per the vehicle trips that have destinations in Buntingford. Subsequently, vehicle trips have been assigned to the specific local road network as follows:

Residential Trip Assignment

Route	% Assigned
A10 (N)	8.5%
A10 (S)	59.9%
A507 Baldock Road	22.8%
B1038 Hare Street Road (E)	2.1%
High Street	6.9%
Total	100%

Employment Trip Assignment

Route	% Assigned
A10N	16.1%
A10S	33.8%
B1038	15.1%
High Street	10.8%
A507	24.1%
Total	100.0%

HCC Highways considered that this is a reasonable estimate for the distribution and assignment of vehicle trips.

Base Traffic Data

The TA indicates that Base traffic data was collected in January 2022 and April 2023. WSP subsequently confirmed to HCC Highways, that traffic turning counts were undertaken on Tuesday 18th January 2022 and Tuesday 26th April 2022 and Automatic Traffic Counters (ATC) were in place between, and including, Tuesday 18th January and Monday 24th January 2022 as per below (Blue circled data being collected in January 2022, red circled data being collected in April 2022 and Purple ATC data having been collected for a week in January 2022):



The ATC data suggests that within reason a Tuesday is a typical weekday and the selected peak hours of 08:00-09:00 and 17:00-18:00 used in the subsequent traffic analysis are reasonable too.

Analysis Years/ Growth

The TA has grown the observed background traffic to a predicted interim analysis year of 2024 using the UK governments TEMPRO database (v 7.2) which contains the government's predicted level growth across the UK prior to more recent events. Subsequent to initial pre application discussions between HCC Highways and WSP, the UK government has subsequently released version 8 of the Temprom database which more accurately reflects current growth predictions and generally results in slightly lower growth predictions. However, as pre application discussions were prior to this event, HCC Highways consider it is appropriate to use v7.2 in this analysis.

Beyond 2024 WSP have also included specific committed growth which will affect specific road links within Buntingford and have carried out a full analysis for the peak hours of 2029. The committed developments include 3/18/2457/FUL (Land To The East Of Aspenden Road Buntingford Hertfordshire - 65 Homes) and the now withdrawn 3/21/1576/OUT - Expansion of Silkmead Farm.

HCC Highways are content that this will give us an insight into the future and are content for it to be used in analysis.

The A10 / A507 / B1038 Roundabout

The A10 / A507 / B1038 roundabout has been modelled in the latest available Junctions 10 software and HCC Highway consider its use appropriate for the prediction of the performance of the A10 / A507 / B1038 roundabout.

The analysis shows that the junction operates currently with minimal queuing however that does reflect the observed queuing during the traffic surveys, particularly on the A10 approach where queues which are operating constantly with a queue that is 2-5x larger than modelled in the AM peak on the northern A10 approach. During the PM peak the model however, predicts a fairer representation of the observed queues on the A10 and other approaches.

The transport model predicts the A10 / A507 / B1038 roundabout remains within ideal operational capacity during the Peaks to 2029 without development on most approaches with RFC < 0.85. However, it is noted that the A507 approach whilst currently within ideal operating capacity in 2022 (RFC of 0.75) during the AM peak hour with growth to alone to 2024 it goes above this to a RFC of 0.89. At this point cognisance of queuing is required. The model predicts a queue of 7 vehicles on the A507 approach in 2024 prior to development. With further growth alone to 2029 the situation deteriorates slightly however the approach is still within absolute capacity with an RFC of 0.93. The queue in 2029 with growth alone is 10 vehicles. However, when the proposed development is added the approach goes significantly over absolute capacity to a RFC of 1.11 and the resultant queue rises nearly 5 fold to 48. HCC Highways considers this severe and requires it to be mitigated with the sustainable transport measures proposed.

The impact on the roundabout during the PM peak however, could not be considered severe with the maximum RFC post development only rising to 0.69 on the A507 approach.

Whilst the initial assessment within the TA included a Covid factor which raised the base flows by 10%, the results without this Covid factor whilst less severe than the reported AM peak results HCC Highway still considers the impact at the roundabout to be severe. Without the 'Covid Factor' the A507 remains comfortably within operational capacity to 2029 without development (with an RFC of 0.82) but following the development the RFC rises nearly to absolute capacity (RFC = 0.98) and the queue rises 4 fold to 16 vehicles. Therefore, in addition to the policy requirement for the proposed sustainable transport measures, there is a clear need to mitigate the situation through their provision.

High Street/ Station Road/ B1038 roundabout

Firstly this is labelled incorrectly in the TA as 'STATION ROAD / B1038A10'. That aside however, the 2022 base analysis shows that the utilised model is reasonable representation of the current operation of the High Street/ Station Road/ B1038 roundabout and therefore, is suitable for use in further analysis.

Ultimately the future analysis demonstrates that the development may add a single vehicle to an approach in 2029 and all those approaches remain with the ideal operational capacity threshold (RFC = 0.85). The maximum RFC when traffic due to the proposed development is added is 0.73 on the Station Road approach during the peak. Therefore, HCC Highways do not consider that the impact upon the High Street/ Station Road/ B1038 roundabout is significant.

Luynes Rise/ Aspenden Road Priority Junction

Whilst the now proposed A10 motor vehicle access arrangements will mean that the impact on this junction the TA has carried out an analysis of it. The analysis shows that the junction will continue to

operate with minimum delays. The maximum RFC post development (unchanged from pre development) is a negligible 0.16 during the PM peak on the right turn into Luyne Rise.

Aspenden Road/ London Road/ Station Road Priority Junction

The 2022 base analysis shows that the utilised model is reasonable representation of the current operation of the Aspenden Road/ London Road/ Station Road priority junction and therefore, is suitable for use in further analysis.

As you would anticipated with the majority of development traffic being directed directly onto the A10 Buntingford Bypass the impact of the development upon the Aspenden Road/ London Road/ Station Road priority junction is negligible. The maximum RFC increases to a negligible 0.64 during the 2029 peak hour with the limited development traffic that enters the town. However the road access arrangement will hopefully deter any vehicles from doing so. The RAC's Annual Report on Motoring 2023 indicates that a fifth (20%) of drivers "have attempted to replace vehicle journeys with cycling or walking where possible".

London Road/ A10 Roundabout

The base traffic surveys for the London Road/ A10 roundabout indicate that currently during the AM peak there London Road experiences a large degree of queuing and the model reflects this to a reasonable degree with an RFC of 0.98 and a queue of 15 vehicles. The model also reflects the PM period where the roundabout is relatively free flowing. Therefore, HCC Highways considers it is appropriate to utilise this model in further analysis.

Growth alone to 2029 makes the situation worse as the RFC of the London Road approach rises to 1.29 and the predicted corresponding queue is 92. At this level where a junction approach is over absolute capacity however, queue predictions become unrealistic and the impact of a development becomes unclear. The model predicts that with the introduction of the development the London Road approach in the AM rises to an RFC of 1.34 and the queue to 119 vehicles. Whilst it is clear that mitigation is needed it is unclear to what degree and HCC Highways considers that the proposed sustainable transport mitigation measures aimed at encouraging modal shift are appropriate.

High Street/ B1038 Baldock Road/ B1038 High Street Priority Junction

The base model of the High Street/ B1038 Baldock Road/ B1038 High Street priority junction appears to underestimate the level of queuing witnessed during the period of the survey and therefore there the model may underestimate the impact of the development. However, as previously discussed it is expected that due to the motor vehicle access arrangements (A10 only) it is not envisaged that there will be a significant impact on junctions within the town. If HCC Highways had considered that WSP would have been asked to remodel this junction.

Contribution

As indicated in scoping HCC Highways operate two levels of S106 agreements, with items directly mitigating the impact of a development agreed through Strand 1 S106 agreement and those items mitigating the wider cumulative impact of development on non car networks being addressed in a Strand 2 S106 agreement.

In the first instance (Strand 1) HCC would envisage that agreed improvements and the travel plan support and monitoring fees (£1,200pa for 5 years, indexed via the RPI from May 2014) are delivered via a Strand 1 S106 agreement.

In the second instance (Strand 2) HCC calculate an appropriate headline figure based on the findings of HCC's adopted Developers Planning Obligation Toolkit. For 350 residential units the Appendix 1 of the toolkit suggests a headline figure of £2,389,100. For the commercial element of the site the TRICS database estimates that circa 104 employees would be on site which suggests that a contribution of up to £43,888 would be expected. Both of which in accordance with the Toolkit would be index linked to SPONS Jan 2019.

WSP indicated in their 21 June 23 response (appended to Appendix A of the TA) that their client is willing to accept the level of contribution indicated by HCC's developers toolkit.

Signed

Adrian McHale

27 October 2023