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

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

District ref: 3/18/2253/OUT
HCC ref: EH/870/2018
HCC received: 22/10/2018
Area manager: Roger Taylor
Case officer: Lindsay McCauley

Location

Land at Bishop Stortford South off Whittington Way
Bishops Stortford

Application type

Outline application

Proposal

Hybrid Planning application comprising: (i) A full application for 142 dwellings (class C3) including affordable homes, plus associated accesses, landscaping, open space and infrastructure works (development zone A) , and a north/south primary route; and (ii) An outline application, with all matters reserved except access, for approximately 608 (Class C3) including affordable homes, a care home (Class C2) , up to 4 hectares of employment land (classes B1, B2, B8 sui Generis (car showroom)), a local centre including up to 1000 sq m for retail (Class A1), and up to 2200 sq m for other uses (Classes A2, A3, A4, A5 and D1), a primary school (Class D1) up to 3 forms of entry and including early years facilities, a secondary school (Class D1) up to 8 forms of entry, open space including equipped areas for play, sustainable drainage systems, landscaping and all associated infrastructure and development.

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 does not wish to restrict the grant of permission subject to the following conditions:

Hertfordshire County Council (HCC) as Highway Authority wish to recommend permitting the proposed development, subject to suitable conditions being applied, the proposed mitigation measures discussed herein and Section 106 contributions to local schemes. The following conditions are recommended by HCC as Highway Authority:

1) Infrastructure

Prior to the first use of either school hereby permitted, the following transport infrastructure shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in consultation with the Highway Authority:

- New roundabout upon A1184 with main distributor spine road to school vehicular entrances with adequate turning head;
- 4-metre-wide cycleway from school entrances to formal crossing points of Whittington Way to Thorley Lane and Villiers-Sur-Marne Avenue;
- 4-metre-wide cycleway from school entrances to crossing point of Obrey Way; and,
- A scheme of cycle signing to Bishop's Stortford Town Centre, Bus Station and Railway Station.

2) 20mph Speed Restriction Zone

Prior to occupation of the primary and secondary schools, best endeavours should be made for the promotion and implementation of a 20mph zone within 50m of any highway entrance / egress.

Reason: to improve safety for children attending these schools.

3) Detailed Plans

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).

4) Construction Traffic Management Plan

No development shall commence until a Construction Traffic 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 Traffic 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.

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).

5) Servicing and Delivery Plan

Prior to commencement of the development, the applicant shall submit a Servicing and Delivery Plan. This plan is to be submitted and approved in writing by the Local Planning Authority. The Servicing and Delivery Plan shall contain the delivery and servicing requirements (refuse collection has been agreed) for the proposed use, a scheme for coordinating deliveries and servicing for the proposed development, areas within the development site that will be used for loading and manoeuvring of delivery and servicing vehicles, and access to / from the site for delivery and servicing vehicles.

Reason: In the interest of maintaining highway efficiency and safety.

6) Public Transport Infrastructure

The provision of infrastructure both within the development site and on the wider routes that the proposed public transport services will travel to facilitate delivery of the strategy. This infrastructure shall comprise of but is not limited to the following:

- High quality bus stop facilities to include raised height kerbs and shelters
- Real time information signs at key stops
- Bus priority measures where appropriate to ensure that the proposed services avoid congested areas of the network

Note: The future locations of all bus stops within the development should be determined prior to commencement of works and clearly marked on site during construction of the internal roads to ensure visibility for perspective purchasers.

Reason: To ensure proper management of the revised layout in the interests of highway safety and efficiency.

7) Bus Season Tickets for New Residents

Upon first occupation of each dwelling, the provision of two vouchers per dwelling entitling the residents to 12 months free bus travel within the area covered by the Bishop's Stortford PlusBus season ticket. The vouchers are to be valid for exchange during the first 6 months following the occupation of the respective dwelling unit.

Reason: To ensure propose management of modal shift and encourage use of sustainable transport modes to travel within Bishop's Stortford and inclusive areas.

8) Cycle Routes

Provision of a network of off carriageway cycle routes linking all areas of the development with the Rail Station, Bishop's Stortford town centre, development sites to the north and south, existing cycle infrastructure (including National Cycle Routes 11 and 16) and crossing points along London Road. These routes shall be appropriately hard surfaced, illuminated and with a minimum width of 3 metres where they are independent of a footway or 4 metres overall where there is a shared use provision with a footway.

Reason: To ensure proper management of modal shift and encourage use of sustainable transport modes to travel within Bishop's Stortford and surrounding areas.

9) Walking Routes

Provision of a network of footways linking all areas of the development with the Rail Station, Bishops Stortford Town Centre, development sites to the north and south of the site, and crossing points along London Road, Whittington Way and Obrey Way. These routes shall be appropriately hard surfaced, illuminated and with a minimum width of 2 metres where they are independent of a cycleway or 4 metres overall where there is a shared use provision with a cycleway.

Reason: To ensure proper management of modal shift and encourage use of sustainable transport modes to travel within Bishops Stortford and surrounding areas.

10). No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

11) Prior to the occupation of the development, visibility splays measuring 2.4m x 43m shall be provided to each side of each access where it meets the highway and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety. To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

12). Prior to commencement of the development hereby permitted, the vehicular accesses shall be provided and thereafter retained at the position shown on the approved in principle drawing number GA1 revision 21. With the access roads provided 5.5 metres wide for at least the first 20 metres complete with 8.0 metres radius kerbs thereafter the access roads shall be provided at least 5.0 metres wide to the current specification of Hertfordshire County Council and to the local Planning Authority's satisfaction. Arrangement shall be made for surface water drainage 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.

13) Prior to commencement of each phase of the development, details of all materials to be used for hard surfaced areas within the site, including roads, drainage details, driveways and car parking areas shall be submitted to the Local Planning Authority for approval in writing.

Reason: To ensure that internal roads, drainage and parking areas are built to Highway Authority standards and requirements.

14) Prior to commencement of any development the submission and agreement of a mechanism of continual review of the transport impacts of the development to include (but not be restricted to) the

installation of traffic counters upon each access, travel plan monitoring and regular dialogue between Developer, Local Planning Authority and Highway Authority. The findings of this work shall be shared between all interested parties with a view to remedying any problems arising directly from the construction or occupation of the development.

Reason:

To ensure that the development is appropriately mitigated against to ensure impacts are no worse at any time during the construction phase and on completion of the development.

Mitigation

Should the LPA permit the development, HCC would appreciate the opportunity to negotiate the following mitigation:

- (i) Any capacity benefits unlocked within the London Road corridor are locked in for sustainable transport (inclusive of buses).
- (ii) Measures to discourage rat-running use of Pigs Lane for traffic travelling from the site to/from the airport and/or to access the M11.
- (iii) Additional measures to reduce severance between the site and the town centre.
- (iv) Measures to improve the operation of the London Road/Whittington Way and London Road and Thorley Hill junctions - including bus priority which would be linked through the corridor.

HIGHWAY INFORMATIVES:

HCC recommends inclusion of the following Advisory Notes (ANs) to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes.

AN1) 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 website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN2) Obstruction of public highway land: 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 website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN3) Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and 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 are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website:

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

AN4) Section 106 Agreement. A Section 106 agreement will be required for the following:

- A charge for Residential Development based on the HCC Planning Obligation Guidance (2008) for schemes in the local area that accord with the three tests; and
- An approved Travel Plan, with monitoring fees, in accordance with the current HCC Travel Plan Guidance for Business and Residential Development. The above contributions will come under the auspices of the Planning Obligations Guidance Toolkit for Hertfordshire (2008).

AN5) Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 38 and Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website noted below:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN6) The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges.

If the above conditions cannot reasonably be achieved then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order. Further information on the rights of way network is available via the website. Please contact Rights of Way, Hertfordshire County Council on 0300 123 4047 for further information in relation to the works that are required along the route including any permissions that may be needed to carry out the works.
https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx#DynamicJumpMenuManager_1_Anchor_8

Section 278 Agreement

The applicant will be required to enter into a Section 278 to agree any alternations or improvements to the public highway. This includes the proposed new access arrangements and any off site works.

Description of the Proposal

The hybrid planning application is for a mixed-use development on greenfield land to the south of Whittington Way, Bishop's Stortford.

The full planning application is for the construction of 142 dwellings, with associated accesses, landscaping, open space and infrastructure works. A north - south primary route is also proposed as part of the full planning application.

The outline planning application is for the construction of 608 dwellings, a care home, up to four hectares of employment land (classes B1, B2, B8 sui Generis (car showroom)), a local centre with up

to 1000sqm retail floorspace (class A1) and up to 2200sqm for other uses (classes A2, A3, A4, A5 and D1), a three form of entry primary school, an eight form of entry secondary school and open space. All matters are reserved except for access.

Site Description

The development site is currently operating as greenfield land and is situated south of Whittington Way in Bishop's Stortford, East Hertfordshire. The site is bordered to the north by Whittington Way, to the east by Thorley Street, to the south by St James Way and to the west by Obrey Way.

Whittington Way is an unclassified L1 local distributor road, with a speed limit of 30mph. Thorley Street is a numbered classified B secondary distributor road, which is subject to a 30mph speed limit. St James Way is a Principal Road A - Primary Distributor, subject to the national speed limit of 60mph. Obrey Way is an unclassified local access road, subject to a 40mph speed limit from St James Way to just south of Thorley Lane East where it changes to a 30mph speed limit to Whittington Way.

History

Pre-application advice for the scheme in the form of meetings and written responses has been provided on several occasions from April 2017.

Analysis

As part of the planning application package, the applicant has provided a Transport Assessment (TA) to demonstrate the impact of the proposed development on the local highway network. Submission of a Transport Assessment is in line with the requirements set out in Roads in Hertfordshire: Highway Design Guide (3rd Edition).

A Design and Access Statement (DAS) is required for all planning applications that have an impact on the highway, as outlined in Roads in Hertfordshire: Highway Design Guide (3rd Edition). A DAS has been provided for the proposed development. This is considered appropriate for the purposes of this planning application.

Policy Review

The applicant has provided evidence of consideration of the following policy documents in their TA:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Taking;
- Hertfordshire County Council's (HCC) 'Local Transport Plan 3 2011 - 2031';
- East Herts District Council Local Plan; and
- Bishop's Stortford Town Council Neighbourhood Plan for All Saints, Central, South and part of Thorley.

The policy review is considered appropriate for the purposes of this planning application. However, it is noted that the Local Transport Plan 3 was out of date on submission and the applicant should have reviewed Local Transport Plan 4 which was

Residential Trip Generation and Distribution

Trip Generation

A trip generation profile for the existing site and the proposed changes are provided as part of the TA and are discussed in detail below. The trip generation and distribution was agreed at the pre-application stage.

Existing Situation

The site at the moment is greenfield land and stands vacant. Therefore, the trip generation for the current land use of the site is considered nil.

Proposed Development Situation

The applicant undertook extensive pre-application discussions with HCC as Highway Authority. Trip generation and distribution assumptions were reviewed and agreed through this process. All assumptions that were included in version 1.14 of the Transport Model provided by Mayer Brown. The following trip generations were agreed:

1) Trip generation for the 750 residential units per journey purpose is as follows:

Work

- AM Peak (08:00 - 09:00): 48 arrivals, 118 departures and 166 two-way trips
- PM Peak: (17:00) - 18:00): 126 arrivals, 77 departures and 203 two-way trips

Primary School

- AM Peak (08:00 - 09:00): 18 arrivals, 44 departures and 62 two-way trips
- PM Peak: (17:00) - 18:00): 3 arrivals, 2 departures and 5 two-way trips

Secondary School

- AM Peak (08:00 - 09:00): 12 arrivals, 29 departures and 41 two-way trips
- PM Peak: (17:00) - 18:00): 2 arrivals, 1 departures and 3 two-way trips

Leisure

- AM Peak (08:00 - 09:00): 4 arrivals, 9 departures and 13 two-way trips
- PM Peak: (17:00) - 18:00): 40 arrivals, 24 departures and 64 two-way trips

Shopping

- AM Peak (08:00 - 09:00): 6 arrivals, 14 departures and 20 two-way trips
- PM Peak: (17:00) - 18:00): 29 arrivals, 18 departures and 47 two-way trips

Other

- AM Peak (08:00 - 09:00): 26 arrivals, 65 departures and 91 two-way trips
- PM Peak: (17:00) - 18:00): 76 arrivals, 47 departures and 123 two-way trips

Total

- AM Peak (08:00 - 09:00): 113 arrivals, 278 departures and 391 two-way trips
- PM Peak: (17:00) - 18:00): 275 arrivals, 169 departures and 444 two-way trips

2) Trip generation with internalisation and the non-car modes adjustment is as follows:

- AM Peak (08:00 - 09:00): 79 arrivals, 196 departures and 277 two-way trips
- PM Peak (17:00 - 18:00): 220 arrivals, 135 departures and 355 two-way trips

3) As requested by HCC, for a sensitivity test, the applicant has also provided trip generation figures which factor in the internalisation adjustment but does not include an adjustment made for non-car modes. The trip generation profile is as follows:

- AM Peak (08:00 - 09:00): 94 departures, 233 arrivals and 327 two-way trips
- PM Peak (17:00 - 18:00): 255 departures, 156 arrivals and 411 two-way trips

4) Net arrival and departure trips for the primary and secondary school are as follows. The applicant has only provided trip generation figures for the AM Peak period as the PM peak period for a school is generally outside of the network peak.

Primary School

- Students: 47 arrivals, 26 departures and 73 two-way trips
- Staff: 26 arrivals, 1 departure and 27 two-way trips

Secondary School - Existing BSHS

- Students: 239 arrivals, 250 departures and 489 two-way trips
- Staff: 56 arrivals, 3 departures and 59 two-way trips

Secondary School - New Form of Entry

- Students: 41 departures, 23 arrivals and 64 two-way trips
- Staff: 19 departures, 1 arrival and 20 two-way trips

Total

- 428 arrivals, 304 departures and 732 two-way trips

5) The applicant has assumed that 42% of the four-hectare business park will be used for floor area, which equates to a GFA of 21,000sqm. The resultant trip generation is as follows:

- AM Peak (08:00 - 09:00): 212 arrivals, 39 departures and 251 two-way trips
- PM Peak (17:00 - 18:00): 22 arrivals, 170 departures and 192 two-way trips

6) Assumed that 15% of all jobs at the business park will be fulfilled by local residents. As a result, an internalisation adjustment of 15% has been added to the trip rates. The resultant trip generation is as follows:

- AM Peak (08:00 - 09:00): 180 arrivals, 33 departures and 214 two-way trips
- PM Peak (17:00 - 18:00): 19 arrivals, 145 departures and 164 two-way trips

7) The proposed development will have a local centre and other land uses, which may generate trips from outside of the site. The TA has not included these land uses in the trip generation assessment, as they will mainly serve the residents of the development.

8) Following the relocation of the high school, the site will be redeveloped to provide 140 residential dwellings. In the previous pre-application advice provided to the applicant, HCC requested that the trips generated by 150 dwellings are included in the Transport Assessment. The trip generation is presented below, which includes an allowance for non-car measures and an internalisation for the onsite Thorley Hill primary school.

AM Peak (08:00 - 09:00): 16 arrivals, 41 departures and 57 two-way trips
PM Peak (17:00 - 18:00): 48 arrivals, 29 departures and 77 two-way trips

Impact on the Highway Network Junction Assessments

Growth Factors

Growth factors and methodology was agreed as part of pre-application discussions. Growth was taken to 2027 horizon year.

Committed Developments

As part of the town centre TRANSYT Model, growth was considered to the year 2030 which accounts for much of the committed developments in the area.

Junction Modelling

The applicant's consultant has undertaken a series of junction modelling exercises for the proposed development. The following junction modelling was undertaken:

1. Town Centre impacts were considered using the HCC TRANSYT model.
2. Operation of London Road corridor was modelled using an update to the TRANSYT model
3. Standalone junction assessments were undertaken at the St James Way / Great Hadham Road and London Road / Station Road (Sawbridgeworth) junctions.

Junction modelling review was undertaken by AECOM - a consultant who works alongside and provides support to Hertfordshire County Council. AECOM provided initial comments in the form of a Technical Note on the junction modelling as part of pre-application discussions;

The applicant has provided a response and amendments in line with the issues raised in AECOM's Technical Note '1'. These changes and comments were reviewed by AECOM who have since provided a second Technical Note '2' for consideration by the applicant's team. HCC have received a response to the outstanding queries / issues highlighted in Technical Note '2'. Where a GPS-based selective vehicle detection system is to be proposed.

There are two Bus Activation devices required on the two signalised junctions toward the town centre and these need to be consistent with the traffic control arrangement such the GPS-based selective vehicle detection system being proposed along the London Road at the Goods Yard Development and these were in the order of £25, 000 each, the sum of £50, 000 would need to be inserted into the Section 106 agreement, the exact sum would need to be agreed at the time of drafting the Section 106. Due to the nature of Pig Lane, it is unlikely that traffic calming would be suitable or encouraged for this road.

Mitigation

In the TA, the applicant has provided a series of proposed mitigation measures, detailed as follows:

- Implementation of a Travel Plan and provision of incentives for the uptake of sustainable transport modes; and,
- Improvements to London Road / Thorley Hill signalised junction. Improvement suggestions include implementation of peak hour parking restrictions on London Road, and relocation of bus stop further north along London Road to a location where traffic is more free-flowing to minimize impact on the junction. Bus activation on the London Road corridor.

Highway Safety

As part of the TA, a review of 5 years of collision data (1st July 2012 - 30th June 2017) obtained from Hertfordshire County Council was provided. This is considered acceptable.

The analysis shows that 34 slight collisions have occurred, with four serious collisions and no fatal collisions. The majority of the collisions occurred on Thorley Street/London Road, while several collisions also occurred on St James Way and Villiers-Sur-Marne Avenue.

The collision data review established that the collisions were predominately due to driver or pedestrian error and that there are no inherent issues with the highway road layout. Therefore, it is considered that the development would not impact on the safety of the local highway network.

Highway Layout

Vehicle Access

It is proposed that three new vehicular access points are created. On Whittington Way, a new roundabout will be constructed which will have an adjacent toucan crossing for pedestrians and cyclists. A roundabout will also be created onto St James Way and there will be a priority junction with Obrey Way.

Internal Layout

As part of the planning submission, the applicant has included a General Arrangement drawing GA 1 revision P21 and this is to be considered in conjunction with the drawing E3796/790/K which has tested the access roads by applying a swept path analysis, these drawings demonstrate that large vehicles such as the large waste collection vehicle 12.2 metres long can enter the development and turn around within the internal access roads and egress in forward gear

Pedestrian Access

A toucan crossing will be proposed at the proposed roundabout on Whittington Way. In addition, five pedestrian and cycle crossings will be proposed on Whittington Way and Obrey Way.

A four-metre-wide footway will be provided within the site. The applicant is also proposing to fund the implementation of pedestrian and cycle signage, as well as an improvement strategy for routes throughout the site to key destinations in Bishop's Stortford.

The Hertfordshire Way, an existing Rights of Way route through the site, will be retained through the development; however, as the link road would sever the existing route, pedestrian crossings are to be provided at the location of the Hertfordshire Way to ensure safe crossing of its users.

Swept Path Analysis

The highway layout shown on the Master Plan drawing number 1484/P/01 has been tested with a swept path analysis for a large waste collection vehicle, shown on drawing numbers E3796/790/K the access to these areas and complies with the requirements for waste storage and collection contained in Manual for Streets.

The proposed offsets from the site access road can accommodate the large waste collection vehicles in current use, the manoeuvring space for waste collection and emergency vehicles meet the requirements contained in Manual for Streets.

Refuse and Service Delivery

A servicing and delivery plan will be required for the site to coordinate servicing, delivery and refuse collection for residential dwellings, schools and business elements of the scheme.

Road Safety Audit

The applicant will be required to provide a Stage 1/2 Road Safety Audit (RSA) to support the proposed accesses to the site. This would be required as part of the Section 278 Agreement stage.

Parking

Car Parking Provisions

The applicant has not provided any car parking provision details for the proposed residential development, as this is an outline application, this is considered acceptable. The car parking provisions should be in accordance with East Hertfordshire District Council's parking standards.

Cycle Parking Provisions

The applicant has not provided any cycle parking provision details for the proposed residential development, as this is an outline application, this is considered acceptable. The cycle parking provisions should be in accordance with East Hertfordshire District Council's parking standards.

Accessibility

Public Transport

The nearest bus stops to the site are located on Whittington Way to the north. The bus stops are served by route 306, which is operated by Trusty Bus. This is a school service which connects Wicken Bonhunt to St Mary's Catholic High School.

Bus stops are also located to the east of the site on London Road. Three services use the stops, all of which are operated by Arriva Bus. The services connect Harlow to Stanstead Airport. Each service follows a similar route at a frequency of one service every 10-15 minutes.

The nearest railway station is located approximately 1.5km north in Bishop's Stortford and can be accessed via London Road. The station is managed by Greater Anglia and is located on the West Anglia Mainline. Regular services are provided to London, Stratford, Cambridge and Stanstead Airport.

Due to the size of the development the Arriva 508/509/510 services would need to be diverted at a gross cost (before revenue) of £150,000 per additional vehicle required, per annum. To determine the amount time that funding support is required the developer should liaise with Arriva and Hertfordshire County Council.

To ensure that the bus provides an attractive opportunity bus priority should be implemented at the junction north of the site where London Road and Whittington Way in addition to the bus priority within the site. This junction experiences delays, therefore bus priority would allow the bus to avoid delays when turning right onto Whittington way and left onto London Road, promoting sustainable transport usage in line with Local Transport Plan 4 policy 1.

As part of the S278/38 agreement the developer should make provision for high quality bus stops in the proposed development to a specification agreed with Hertfordshire County Council. As appropriate real-time information facilities should be provided at key bus stops.

Bus stops must be located no more than 400m away from all areas of the development.

As part of the development, the applicant is proposed diversion of services 508, 509 and 510 through the site from London Road to make the use of bus as a means of transport more attractive to users of the site.

The site is 1.5 miles north of the proposed development, taking approximately 35 minutes to walk, with the nearest station being Bishops Stortford. The railway station currently has journeys to Cambridge, Cambridge North, London Liverpool Street, Stansted Airport and Stratford (London). All services operate at an off-peak frequency of 2 trains per hour and peak services ranging from 3 - 4 trains per hour.

Walking and Cycling

Footways are not provided along Whittington Way or St James Way. There are footways on both sides of the Thorley Street carriageway and on the north-east side of the Obrey Way.

There are no formal cycling facilities in the vicinity of the site. St James Way may not be suitable for cyclists as speed limit for the road is 60mph, however there are narrow shoulders on both sides of the carriageway.

It is vital for key walking and cycling links to be provided to connect the development and promote active travel in line with the county council's Local Transport Plan 4 with consideration to the transport user hierarchy. With the railway station located at a 35-minute walk, cycling and public transport should also be a focus for connectivity to the rail station and the town.

Travel Plan

The applicant has provided a draft Residential Travel Plan (TP) and Business Travel Plan for the proposed development. The following comments are required to be considered as part of any future submission:

As this development is a large mixed-use development with multiple occupants a Framework travel plan will be required. The Framework Travel Plan should set overall outcomes, targets and indicators for the entire site.

The housing development (C3) will require a full travel plan and £6,000 Evaluation and Support Fee should be secured by Section 106 agreement in accordance with Hertfordshire County Council's Travel Plan Guidance for Business and Residential Development. This should incorporate measures to promote sustainable transport, an appointed travel plan co-ordinator and an appropriate monitoring programme.

Full guidance is available at: www.hertfordshire.gov.uk/travelplans, or for more guidance contact: travelplan@hertfordshire.gov.uk

Once the size of each employment site, schools and care home is known, may also be required to submit Full Travel Plan or a Travel Plan Statement, subject to meeting Hertfordshire County Council thresholds. Each will require an accompanying travel plan (or statement) evaluation and support fee, as appropriate, in line with the guidance.

Travel plans that are created for schools are for nursery, primary, middle, secondary and independent schools. For further information on school travel plans please contact activeandsafertravel@hertfordshire.gov.uk.

A Travel Plan for the residential and business developments, consisting of a written agreement with the County Council setting out a scheme to encourage, regulate, and promote green travel measures for owners, occupiers, and visitors to the Development in accordance with the provisions of the County Council's 'Travel Plan Guidance for Business and Residential Development', which is subject to a sum of £6,000 per Travel Plan towards the County Council's costs of administrating and monitoring the objectives of the Travel Plan and engaging in any Travel Plan Review.

Construction

A Construction Traffic Management Plan would be required to ensure construction vehicles would not have a detrimental impact on the vicinity of the site and a condition would be required to provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to the highway safety. A Construction Traffic Management Plan would be required for all phases of the construction, including excavation and construction of all elements of the development. Due to the congestion surrounding the proposed development site, it would be expected that an assessment of

the impacts of construction traffic on the operation and safety of the local highway network is considered.

Planning Obligations / Community Infrastructure Levy (CIL)

Contributions will be sought via a Section 106 agreement using HCC's Planning Obligations Toolkit. Please refer to information sent on behalf of Hertfordshire County Council with regards to planning obligations.

A Section 106 contribution of £100, 000 would be sought towards the national cycle route to support improvements including:

- Project 1: Northern section of North/South route - mainly as approved in Waterside Stortford
- Enabling BS North, NW and NE to access town and station
 - Providing a key leisure facility for Health Walks, Park Run and enjoyment of green space

Contributions would also be sought toward the cost of diversion of bus routes through the site, as outline above. Further details of this are to be agreed with Arriva and Hertfordshire County Council.

Two Bus Activation devices required on the two signalised junctions toward the town centre and these need to be consistent with the traffic control arrangement such the GPS-based selective vehicle detection system being proposed along the London Road at the Goods Yard Development and these would be in the order of £25, 000 each, the sum of £50, 000 would need to be inserted into the Section 106 agreement, the exact sum would need to be agreed at the time of drafting the Section 106.

A Travel Plan for the residential and business developments, consisting of a written agreement with the County Council setting out a scheme to encourage, regulate, and promote green travel measures for owners, occupiers, and visitors to the Development in accordance with the provisions of the County Council's 'Travel Plan Guidance for Business and Residential Development', which is subject to a sum of £6,000 per Travel Plan towards the County Council's costs of administrating and monitoring the objectives of the Travel Plan and engaging in any Travel Plan Review.

Summary

HCC as highway authority has reviewed the application submission and wish to recommend permitting the proposed development subject to aforementioned planning conditions and the proposed mitigation measures and Section 106 Agreement contributions specified herein.

Signed

Date 01/03/2019