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Edward Keymer
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Dear Edward

Land North of Great Ashby GA 2

The Development of 700 Dwellings, a 4FE Secondary School and a 2FE Primary School on Land in Great Ashby: Transportation and Highways

Thank you for informing us that there will be further hearing sessions during March 2020 for the examination of the North Hertfordshire Local Plan. I hereby provide an update regarding the highway and transport assessment and requirements for the GA 2 site, north of Great Ashby.

We last provided an infrastructure Summary Note on 11th November 2017, ref 'E3257-GA-Examination Summary Note-111017'. Since this note was produced, in short, the assessment of the transport for the site is still current. A slight amendment has been made to the means of access design. However, this has undergone a road safety audit by Hertfordshire County Council (HCC) and the minor problems raised in it have been addressed to the satisfaction of HCC.

Highways

The impact that the proposed development at Great Ashby will have on the local highway network has been assessed.

A Traffic Impact Assessment was undertaken by WBPL, E3527-GA-acc-2ndtiareport-1115-rev1, December 2016 for the development of 700 dwellings and a 2FE primary school. This assessment, based on a traffic survey undertaken in October 2014, concluded that the local road network surrounding the Great Ashby Tile Kiln site has sufficient capacity to accommodate the development.

This assessment was reviewed by Hertfordshire County Council (HCC), who concluded that they have no objection to the principle of development on the site. Outstanding items referred to in the review, all minor in nature, will be addressed in the Transport Assessment when the planning application is made for the development.

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Traffic Survey Data Refreshed

The traffic survey data of the local network was refreshed in June 2017 in order to update the previous survey of October 2014. A comparison of the two surveys determined that there has been an overall decrease in traffic flows in the study area. Furthermore, the Department of Transport is now predicting that the rate of growth of traffic in the area will be less than the rate used in the original assessments. From the combination of the new traffic survey and these revised growth factors, lower traffic flows are predicted during most peak hours in 2031 than in the previous analysis. Therefore, this means that the results of the Traffic Impact Assessment previously undertaken by WBPL remain current and the conclusions are still applicable to the development of GA2.

Revised Scheme Including 4FE Secondary School

The Proposed Submission Local Plan 2011-2031 lists a potential development comprising of 600 residential dwellings, a 4FE Secondary School and a 2FE Primary School on the GA2 site. Consequently, a further assessment, E3257-GA-acc-note700-080817, was undertaken by WBPL on the impact that this development plus a further 100 dwellings will have on the local network.

This assessment concluded that all junctions in the local network, except for the roundabout of Martins Way/Canterbury Way/Grace Way Roundabout, have sufficient capacity for the proposed revised development. The roundabout of Martins Way/Canterbury Way/Grace Way Roundabout will require signalisation if more than 500 dwellings are to be built on site along with the 4FE Secondary School and 2FE Primary School (AECOM mitigation reference HM19).

WBPL analysed the signalisation of the roundabout and concluded that by increasing Canterbury Way's flare lane by approximately seven metres, widening the splitter islands of the Canterbury Way and Martin's Way West arms, the roundabout can operate effectively as a signalised roundabout and provide sufficient capacity for 700 dwellings and the schools.

These conclusions are in line with AECOM's assessment in Technical Note 60271338, based on the Welwyn Hatfield and Stevenage Hitchin and Baldock/Letchworth local model (WHaSH-BL), of the highway requirements for the GA2 allocation in the Proposed Submission Local Plan 2011-2031 that includes a 4FE secondary school.

Access

An access for all vehicles and pedestrians is proposed from Mendip Way in the form of two roundabouts; the first on Mendip Way and the second further into the site in an existing corridor for power pylons. In addition, an emergency access is proposed from Weston Road to the east of Tile Kiln Farm.

Since the Summary Note in 2017, the access was revised by re-locating the western roundabout slightly eastwards. This revision underwent a Stage 1 Road Safety Audit by HCC, DC7/544/2019 and the problems raised in it were addressed to HCC's satisfaction as confirmed in their letter of 29 January 2020. The current means of access drawing is E3257/700/G.

The DM Implementation Team of HCC stated that in principle the design of the proposed access from Mendip Way is feasible, subject to a more detailed review at the planning application stage.



Transportation

The sustainable transport systems available to the proposed development of GA2 were assessed by WBPL and reported on in E3257-GA-acc-sustareport-1116_rev1, November 2016. The assessment concluded that the site is sustainably located due to the close proximity of facilities and any development on the site would have available to it sufficient sustainable transport choices to reduce the dependence on single occupancy car use.

It is proposed that bus route SB7 is diverted from Great Ashby Way into the site. This proposal has agreement from HCC.

This therefore summarises the assessment of the transportation and highways that has been undertaken for the GA2 site north of Great Ashby for the North Hertfordshire Local Plan.

Yours sincerely



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