

Response to Questions Raised in the EDHC email dated 12th June 2014

1.0 INTRODUCTION

1.1 In terms of background both the Highway Authority and an Inspector appointed by the Secretary of State previously considered the Highways Implications of a large quantum of vehicles using this site and considered that with a suitable mitigation package that the quantum of vehicles could be accommodated. Therefore that seems to me an initial basis for considering the Transport Implications of an allocation of Land South of Whittington Way, in particular building upon the previous work in relation to improving the operation of London Road and for example the previous concerns in relation to the impacts on the narrow section of Obrey Way.

2.0 DETAILED RESPONSE TO QUESTIONS RAISED

Question 1/ A location plan (showing the location of the development and associated accesses)

2.1 Figure 1 shows the location of the development and associated accesses.

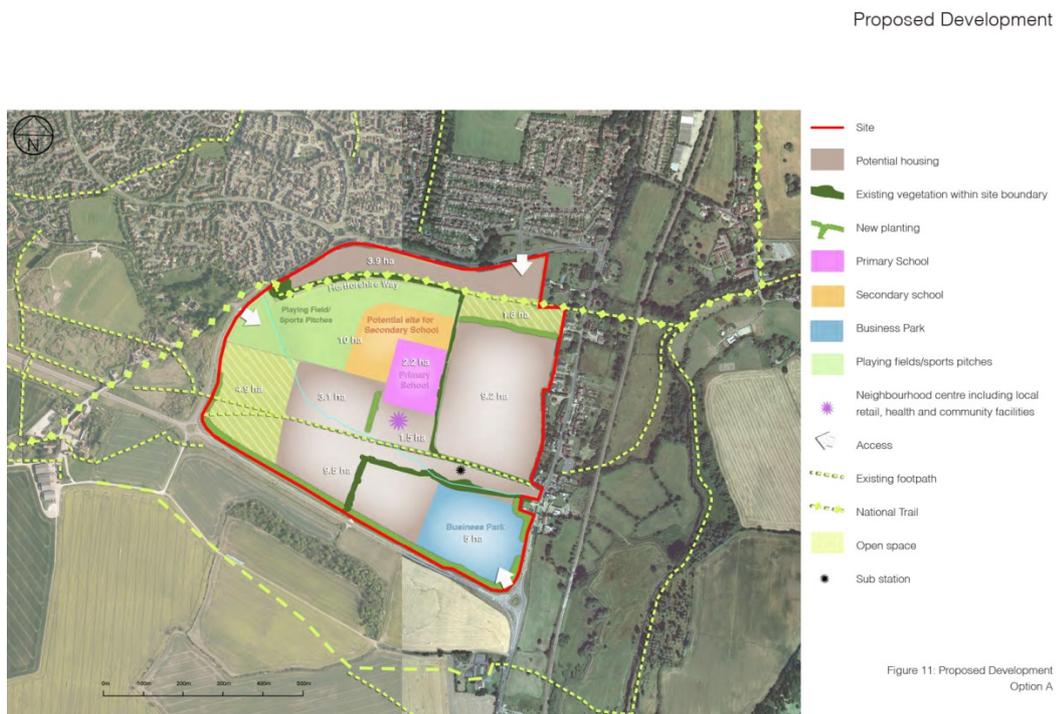


Figure 1: Development Location and Proposed Access Points

Question 2 Details of proposed access strategy (anticipated location and form of accesses including outline designs if available)

2.2 MB Response: From the previous examination of the School sites there was concern in relation to impacts on the narrow section of Obrey Way. Therefore as shown on plan 2014-05-21 Land South of Whittington Way – Access Options, it seems sensible that the access strategy involves;

(i) A new roundabout junction at the existing junction of Whittington Way with Bishop's Avenue

(ii) A roundabout junction located on Obrey Way at the junction with Thorley Lane.

(iii) Possibly an additional arm on the London Road Rdbt as shown in Plan Proposed Development Option A.

Question 3 Confirmation of scale of development (number / type of units and whether onsite facilities are likely to be provided e.g. schools)

2.3 MB Response: At present there are two options for the proposed development:

Option A

- 750 new homes, including affordable homes;
- a neighbourhood centre with local shops, health and community facilities;
- a primary school on site;
- land for a secondary school on-site;
- a 4-5 ha business park
- retention of the Hertfordshire Way and new formal public open space alongside its current route; and

Option B

- 1,000 new homes, including affordable homes;
- a neighbourhood centre with local shops, health and community facilities;
- a primary school on site;
- a 4-5 ha business park
- retention of the Hertfordshire Way and new formal public open space alongside its current route; and

For any modelling work, we would propose for the purpose of a rigorous assessment to test an amalgam of Option A and B including for 1000 Residential Units and a Secondary School.

Question 4: Trip generation rates (if available) - otherwise we will use standard trip rates

2.4 MB Response: For previous developments in Bishop's Stortford, trip rates that were agreed with Hertfordshire County Council for the purpose of testing the development impacts. However, as a number of mitigation measures are proposed, which I set out subsequently including bus and cycle strategies, travel plans for each of the uses on site and a smarter choices campaign, it would be proposed to reduce the previously agreed trip rates by 25%. The previously agreed and proposed trip rates are shown in Table 1.

Period	Previously Agreed Trip Rates		Proposed Trip Rates (25% reduction)	
	Arrivals	Departures	Arrivals	Departures
AM Peak	0.159	0.407	0.119	0.305
PM Peak	0.382	0.239	0.287	0.179

Table 1: Previously Agreed and Proposed Trip Rates

Question 5 Trip distribution (if available - otherwise we will base on the distribution of nearby existing areas)

2.5 MB Response: We would propose that trips are distributed by journey purpose as was agreed for ASR5, namely;

Work - Census

School - Proximity to Schools

Shopping - between town centre and local stores

Leisure - existing leisure facilities

We can supply a distribution for Secondary School trips based upon the previously agreed work.

Question 6: Any off site mitigation proposals inc both highway infrastructure improvements and measures aimed at supporting increased use of sustainable modes of transport

2.6 MB Response: These will need to be agreed, but we would anticipate these to involve;

- (i) The previously agreed package for the London Road corridor
- (ii) The previously agreed bus proposals involving improved frequency services to the town centre, railway station and Stansted plus the possible diversion of the Harlow to Sawbridgeworth service
- (iii) A cycle strategy which would provide cycle access to the development and potential enhancements to the cycle network to key destinations, for example improvements on Whittington Way.
- (iv) A Smarter Choices Campaign for the surrounding areas to encourage sustainable travel and reduce background traffic as has been agreed for the ASR's
- (v) A Travel Plan, which would include a number of marketing measures to encourage sustainable travel (Travel Packs, Community Travel Website etc) and would include a commitment to monitor the Travel Plan