

## Proposed Residential Allocation HERT4, Ware Park Estate

### Highways Technical Note

June 2014

#### Introduction

1. This note provides a response to a number of queries raised by Hertfordshire County Council (HCC) in relation to the proposed residential allocation to the immediate north of Bengoe, a residential suburb of Hertford. This response will inform HCC's response to East Herts District Council (EHDC) on the site 'template'.
2. The site has been identified by EHDC within the Draft District Plan – Preferred Options Consultation 2014 as one of five Strategic Sites around Hertford which might prove suitable for the future growth of the town. The development site is referred to as HERT4 within the preferred options document, which allocates the development of the site for 150 dwellings.
3. A Transport Strategy has been produced to support an additional 150 residential dwellings within the HERT4 allocation, and establish whether unacceptable harm would arise from increasing the level of development within HERT4 from 150 to 300 dwellings. Part of the overall 300 unit allocation is in separate ownership and is occupied by Bengoe Nurseries.
4. The Transport Strategy (dated May 2014) is attached to this note.

#### Response to Questions

5. The following paragraphs provide a direct response to each question or request for information. HCC has requested sight of:  
*"A location plan (showing the location of the development and associated accesses)."*
6. **Figures 1 and 2** appended to the May 2014 Transport Strategy for the HERT4 site (appended to this note) illustrate the site location in relation to the local area. The indicative site masterplan, shown within **Appendix B** of the Transport Strategy illustrates the location of the primary accesses and secondary (emergency only) access in relation to the surrounding road network.
7. HCC has requested:  
*"Details of proposed access strategy (anticipated location and form of accesses including outline designs if available)."*

8. Access to the Ware Park Trust part of the site is proposed via a roundabout junction onto Wadesmill Road. An indicative layout for the roundabout is shown on Drawing **131124-A-05**, attached as **Appendix A** to the aforementioned Transport Strategy. Access to the land in separate ownership and currently occupied by Bengoe Nurseries will be via Sacombe Road. This junction will be a simple priority junction. This type of junction is consistent with the existing access to the nursery and the recently consented access to the Fairview residential scheme on the opposite side of Sacombe Road. A plan of the design of the Sacombe Road junction will be submitted in due course.
9. HCC has requested:  
*“Confirmation of scale of development (number / type of units and whether onsite facilities are likely to be provided eg schools).”*
10. EHDC has proposed 150 units but the Ware Park Trust is proposing to increase this to a total of 300 residential dwellings. The breakdown of units has yet to be decided and will form part of any forthcoming planning application. No on-site facilities such as a school or ancillary retail facilities are proposed as there are nearby existing facilities that new residents could use. This assessment is therefore of residential units only and there is no reduction applied to trip generation rates to take account of onsite facilities.
11. HCC has requested:  
*“Trip generation rates (if available) - otherwise we will use standard trip rates.”*
12. Trip rates and the resultant traffic generation associated with an increase of 150 residential dwellings (above that currently allocated to HERT4) are set out within **Tables 5.1** and **5.2** of the aforementioned Transport Strategy. This is replicated below, along with the full proposed site (i.e. 150 units within the preferred options document plus the 150 units proposed as part of the Transport Strategy).

**Table 1a – Total Predicted Traffic Generation– 150 Units**

Time Period	Arrivals	Departures	Total
Morning Peak (08:00-09:00 Hours)	25	65	90
Evening Peak (17:00-18:00 Hours)	62	37	99

**Table 1b – Total Predicted Traffic Generation– 300 Units**

Time Period	Arrivals	Departures	Total
Morning Peak (08:00-09:00 Hours)	49	130	179
Evening Peak (17:00-18:00 Hours)	123	74	197

13. HCC has requested:

*“Trip distribution (if available - otherwise we will base on the distribution of nearby existing areas).”*

14. Trip distribution associated with the HERT4 site is described within **paragraphs 5.12-5.18** of the aforementioned Transport Strategy. This is based on the ‘journey to work’ census data for the ‘Hertford Bengeo’ ward and demonstrates that 40% of development traffic would route to the south. This will then disperse towards the town centre, A414 or west towards Welwyn Garden City. The trip distribution will not differ between 150 and 300 residential units.

15. HCC has requested sight of:

*“Any off site mitigation proposals inc both highway infrastructure improvements and measures aimed at supporting increased use of sustainable modes of transport.”*

16. Mitigation measures associated with the HERT4 allocation are set out within **Section 6** of the Transport Strategy and would be the same for 150 or 300 residential dwellings. These include:

- A Travel Plan;
- A network of routes for pedestrians and cyclists, providing connections to existing offsite routes including recreational routes to the west of Sacombe Road as well as onto Sacombe Road and Wadesmill Road to provide connections towards the town centre;
- Improvements to the existing bus service, which may include improved facilities or consideration of an extended route to serve the site; and
- Potential funding towards improvement works at the Old Cross Junction to the north of the town centre.

### **Response to A414 Impact Query**

17. An additional query has been raised by HCC in relation to the impact of development traffic on the A414 to the south. HCC state that:

*“The main concern of the highway authority in respect of road users is the effect on the A414 corridor, both from this individual development area and from other locations in the town.”*

18. The comment continues by stating that:

*“Clarification would be sought over numbers used in any future model run.”*

19. The level of traffic passing south towards the Old Cross Junction associated with the additional 150 residential units is set out within **Table 5.4** of the Transport Strategy. This is based on 40% of development traffic passing south from the development site as noted within paragraph 14 above.

20. From investigation of the census data contained within **Table 5.3** and **Appendix D** of the Transport Strategy, it is apparent that 15.2% of the above 40% of development traffic that would pass through the Old Cross Junction would not reach the A414. This includes traffic that would route past Hertford North railway station and onto the B1000 towards Welwyn

Garden City as well as 25% of traffic associated with the Hertford Castle ward, which is located both north and south of the A414. As such, 24.8% of development traffic will enter the A414. This distribution would be the same for 150 and 300 residential dwellings.

21. Based on either 150 or 300 residential units (set out in Tables 1a and 1b above) this would constitute the following level of traffic accessing the A414, as set out below.

**Table 2a – Total Predicted Traffic Generation– 150 Units**

Time Period	Arrivals	Departures	Total
Morning Peak (08:00-09:00 Hours)	6	16	22
Evening Peak (17:00-18:00 Hours)	16	9	25

**Table 2b – Total Predicted Traffic Generation– 300 Units**

Time Period	Arrivals	Departures	Total
Morning Peak (08:00-09:00 Hours)	12	32	44
Evening Peak (17:00-18:00 Hours)	31	18	49

22. This relates to less than 1 vehicle a minute in either direction during each peak hours when considering all 300 residential units. In terms of traffic entering the A414 (i.e. departing the site) this would be 32 movements (one every 2 minutes) during the morning peak hour and 18 movements (less than one every 3 minutes) during the evening peak hour.
23. This level of traffic is only 22 vehicles in the AM peak and 25 vehicles in the PM peak higher than the 150 unit scheme assumed within HERT4 and assumedly included within the modelling work undertaken to date. This translates to one vehicle every 2-3 minutes during each peak hour. In terms of traffic entering the A414 (i.e. departing the site) this would be 16 movements (one every 4 minutes) during the morning peak hour and 9 movements (less than one every 6 minutes) during the evening peak hour.
24. This traffic would enter the A414 via the roundabout with Parliament Square or Cross Lane depending on the direction the vehicles are travelling in and as such not all traffic will pass through the same junction.
25. Our view is that this level of traffic spread across the two roundabouts on the A414 will not have any material impact on the conclusions arising from the strategic modelling, whether considering 150 or 300 residential dwellings.

## **Summary**

26. The above note summarises those queries raised by HCC in relation to a proposed residential allocation to the immediate north of Bengeo, referred to as HERT4 within the East Herts Council Draft District Plan. For the sake of clarity, this note addresses the impacts of both a 150 dwelling scheme as proposed for HERT4 by EHDC and the expanded proposal for 300 residential dwellings put forward by the Ware Park Trust.
27. In answering these queries it provides references to the work already submitted and new information only where needed.