



Bengeo Nurseries, Sacombe Road, Hertford

Promotional Document – Transport Appraisal

March 2017

On behalf of



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Client Name: Kler Group
Document Reference: WIE12528-100-2-3-3-Transport Appraisal
Project Number: 12528

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2008, BS EN ISO 14001: 2004 and BS OHSAS 18001:2007)

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Comments

Issue 1 – Report issued to Client Team

Issue 2 – Report amended to reflect comments provided by East Herts Council

Issue 3 – Report amended to reflect comments provided by East Herts Council on 15 March 2017

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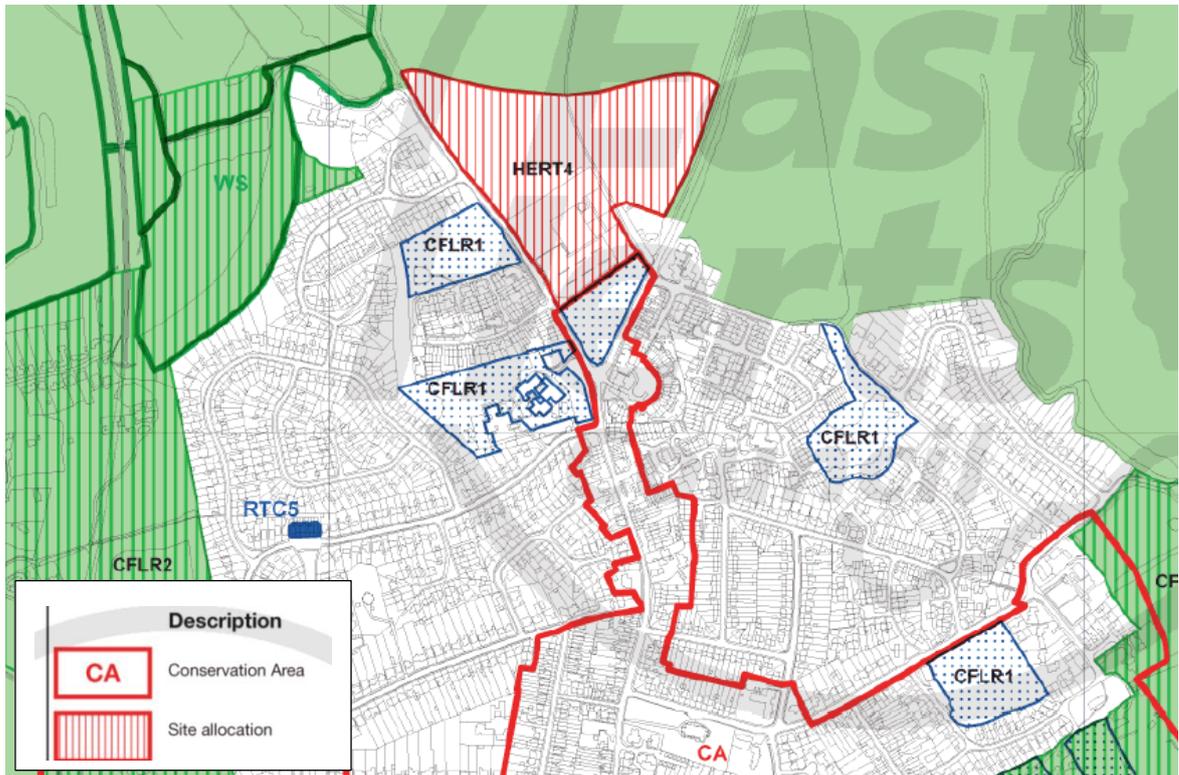


1. Introduction

Background

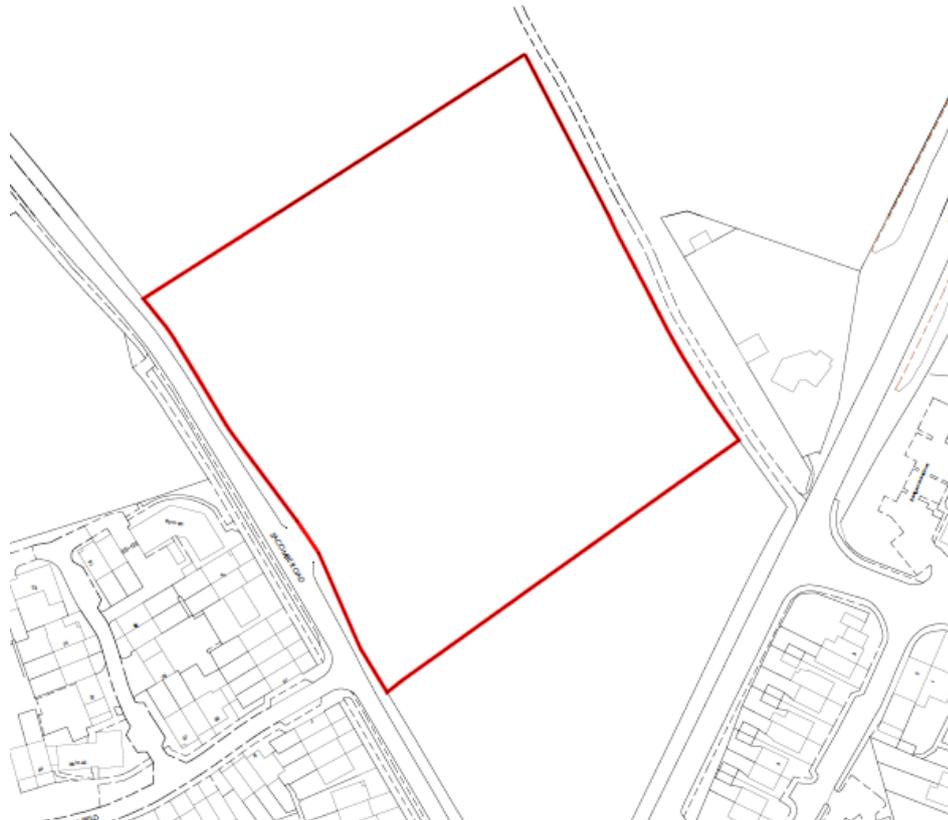
- 1.1. This report has been prepared by Waterman Infrastructure & Environment Ltd (Waterman) on behalf of the Kler Group to promote a 1.68ha site off Sacombe Road, Bengoe, Hertfordshire as an immediate and deliverable development opportunity which should be identified as a housing allocation.
- 1.2. The purpose of this report is to provide a strategic overview on accessibility to the site, in particular vehicular access and inform the production of a 'Site Promotional Document' and Statement of Common Ground, which will be submitted in support of emerging policy HERT4 in East Herts Council Pre-Submission District Plan. Consideration is given to the sustainability of the site by all modes of transport and accessibility to key services and facilities. An extract showing the site allocation (HERT4) is shown below in **Figure 1**.

Figure 1: East Herts Council District Plan - Policy Map North of Hertford



- 1.3. It is envisaged that the site would come forward in two phases, with the Kler Group (Phase 1 - the southern section of the site) to come forward for approximately 50 residential dwellings early in the plan period. The second phase would consist of approximately 100 dwellings located to the north of the site.
- 1.4. The site is considered to be sustainably located and the Client is unaware of any transport constraints preventing the site coming forward as a housing allocation. The extent of the site in control of the Kler Group is included in **Appendix A** and shown in **Figure 2** overleaf.

Figure 2: Site Location Plan



Source: Vista Architecture & Urban Design Ltd

- 1.5. Kler Group considers its land at Sacombe Road to be in a location which could be developed immediately if planning permission was sought and granted. This is supported by guidance contained in the National Planning Policy Framework (NPPF) which requires Local Planning Authorities (LPAs) to “significantly boost housing supply” and for these reasons the site is included in the Pre-Submission District Plan and included as emerging Policy HERT4 for the development of up to 150 residential dwellings, with 50 dwellings to be delivered before 2022. The Pre-Submission District Plan and emerging Policy HERT4 are discussed in greater detail in Section 5 of this report.
- 1.6. An indicative site Masterplan showing the broad principles of how the Bengoe Nursery site could be developed is contained at **Appendix B**.

Report Layout

- 1.7. Following this introductory section, the layout of the report is as follows:
 - Section 2 describes the local highway network and sustainable transport facilities;
 - Accessibility to / from the site is discussed in Section 3;
 - Section 4 outlines the development proposals;
 - Local Planning Policy is discussed in Section 5;
 - Section 6 the deliverability of the site in accordance with the National Planning Policy Framework; and
 - Section 7 summarises the report.

2. Location and Sustainable Transport

Site Location

- 2.1. The site is located at National Grid Reference 532320, 214260 on Sacombe Road, Bengoe, Hertfordshire and covers an area of 1.68ha. The Site is relatively flat, lying at between 65m AOD and 70m AOD.
- 2.2. The Site is currently used as a nursery and agricultural land.
- 2.3. Agricultural land marks the northern boundary of the site whilst an area of allotment gardens marks the southern boundary of the Site. The western boundary is bounded by Sacombe Road whilst the eastern periphery of the Site adjoins an adjacent track (PRoW) and Wadesmill Road.

Land Use and Settlement

- 2.4. Bengoe is a small village on the north west edge of Hertford in Hertfordshire. With a population of 644 according to the 2011 Census. Bengoe is 1.5km from Hertford town centre, which offers a variety of shopping facilities, restaurants and sporting facilities.
- 2.5. The settlement of Hertford is, as a principle settlement, dominated by urban development. Adjacent to Hertford is the town of Ware, located approximately 2km to the east of the Site. The village of Waterford is also located in close proximity, approximately 1km to the northwest in of the Site.
- 2.6. The nearest large settlements in the wider area include Watton-at Stone, 5km to the north, Welwyn Garden City, 6km to the west, Stevenage, 9km to the northwest and Harlow which is 11km to the southeast.
- 2.7. In stark contrast from the built up settlement areas, land use in the rural areas is characterised by large arable fields and parcels of woodland, some containing considerable areas of ancient and semi-natural woodland.

Local and Strategic Road Network

- 2.8. The B158 Wadesmill Road passes to the east of the Site and joins with Sacombe Road to the south of the allotment gardens. There are strategic roads in the local area that direct traffic to Bengoe Road and the wider highway network comprising the A414 to the south and the A602 to the east of the area. The A414, which runs east-west is located approximately 1.6km to the south of the site. The A414 connects to the A10, which is approximately 2km to the east of the Site and provides a connection to the M25 to the south.

Access

- 2.9. Access to the Site is via a gated access from Sacombe Road, leading to the current Bengoe Nursery car park. The car park is surfaced with loose gravel and a planted border around the east, south and western boundary. A photograph illustrating the existing access arrangement is provided overleaf in **Image 1**.

Image 1: Existing Site Access From Sacombe Road



Sacombe Road

- 2.10. Located to the west of the site Sacombe Road is a street lit single carriageway road which provides a link to the Bengeo Street / Wadesmill Road roundabout, located to the south of the site. The speed limit on Sacombe Road is 30mph. A footway is provided along the western side of Sacombe Road, with a further footway provided on the opposite side of the hedge, which serves the recently constructed housing development of 97 dwellings, accessed from Sacombe Road. **Image 2** and **3** illustrate existing conditions along Sacombe Road. **Image 2** is taken looking north whilst **Image 3** is taken looking south towards the Bengeo Street / Wadesmill Road roundabout.

Image 2: Sacombe Road (North)

Image 3: Sacombe Road (South)



Wadesmill Road

- 2.11. Located to the east of the site Wadesmill Road is an unlit single carriageway road which provides a link onto the Bengeo Street / Sacombe Road roundabout to the south of the site. The speed limit along Wadesmill Road is 30mph entering Bengeo, whilst the speed limit exiting Bengeo is the National Speed Limit (60mph). There are no footways present on Wadesmill Road, however to the south of Watermill Road North a footway is provided along the eastern side of the carriageway.

- 2.12. **Image 4** and **5** show the existing conditions along Wadesmill Road. **Image 4** is taken looking north whilst **Image 5** has been taken looking south towards the Bengoe Street / Sacombe Road roundabout.

Image 4: Wadesmill Road (North)

Image 5: Wadesmill Road (South)



Bengoe Street

- 2.13. Bengoe Street is an urban street lit single carriageway road which provides a link into Hertford, to the south. The speed limit along Bengoe Street is 30mph. Footways are provided either side of the carriageway. **Image 6** and **7** illustrate the existing conditions along Bengoe Street. **Image 6** is taken looking north whilst **Image 7** is taken looking south.

Image 6: Bengoe Street (North)

Image 7: Bengoe Street (South)



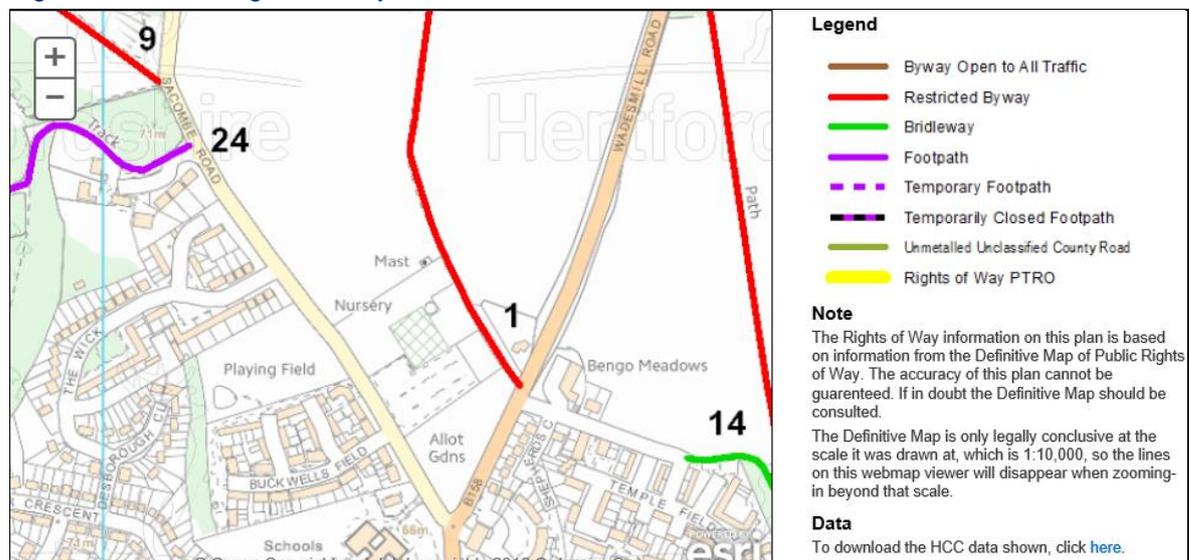
Sustainable Transport & Local Facilities

- 2.14. Current policy and guidance at national and local level seek to promote sustainable development, which is based around the promotion of alternative modes of transport and place less reliance on the private car. To minimise the impact of any development it is important that the site can be accessed via a range of sustainable travel options. The following paragraphs consider the sustainable transport and local facilities within the vicinity of the site.

Walking

- 2.15. With regards to pedestrian movement and to a lesser degree cycling, accessibility would be governed by available / proposed routes, trip length and topography. There is an extensive network of footways in the vicinity of the site which offer good pedestrian access into Bengoe and further afield to Hertford. Crossing facilities in the form of dropped kerbs and tactile paving are provided throughout the local area. Signalised crossing facilities are also provided, the closet being approximately 340m to the south of the site on Bengoe street, illustrated on **Image 7**.
- 2.16. Several Public Rights of Way (PRoW) are located within the local area as shown on **Figure 3**. A restricted byway, No.1, routes through the site in a north-south direction.
- 2.17. The surrounding countryside supports numerous footpaths and bridleways that cross the area. Rights of way extend to St. John's Wood to the north of the Site, Great Mole Wood to the west of the Site and to the town of Hertford to the south.

Figure 3: Public Rights of Way Plan



Source: [http://webmaps.hertfordshire.gov.uk/row/row.htm?layers=\[1:0,1,2,3\]](http://webmaps.hertfordshire.gov.uk/row/row.htm?layers=[1:0,1,2,3])

Cycling

- 2.18. There are no designated cycle routes in the immediate vicinity of the site. Nevertheless, cycling trips should still be encouraged to/from the site as a number of local roads are suitable for cycling due to reasonably low levels of vehicular traffic and wide street lit carriageways. A plan illustrating cycle routes further afield is provided overleaf on **Figure 4**.

Figure 4: Hertfordshire Cycle Map



Source: <http://www.hertfordshire.gov.uk/services/transstreets/hertscountstravsurv/travelwise/webcycle/cyclingroutes/>

Public Transport - Bus

- 2.19. The site is well located to utilise existing local bus services, with the nearest bus stop located on Bengoe Street, approximately 400m from the centre of the site. Bus stops are located both sides of Bengoe Street and are easily accessible using the network of footways on Sacombe Road and Bengoe Street.
- 2.20. The bus stops on Bengoe street are served by the '333 Centrebus South' bus service which operates a circular route within Bengoe and Hertford. The service provides a regular week day service to Hertford Bus Station. Journey times to/from Hertford bus station are approximately 8 minutes' from the Bengoe Street bus stops (adjacent / opposite the Greyhound Public House).
- 2.21. **Table 1**, provides a summary of the bus services operating within the local area,

Table 1: Bus Service Information

Service & Operator	Key Destinations	Monday to Saturday Frequency		Sunday Frequency
		Daytime	Evening	Daytime
333 Centrebus South	Hertford – Bengoe Circular	Every 30 minutes	Early Evening Only	Hourly Service

3. Accessibility

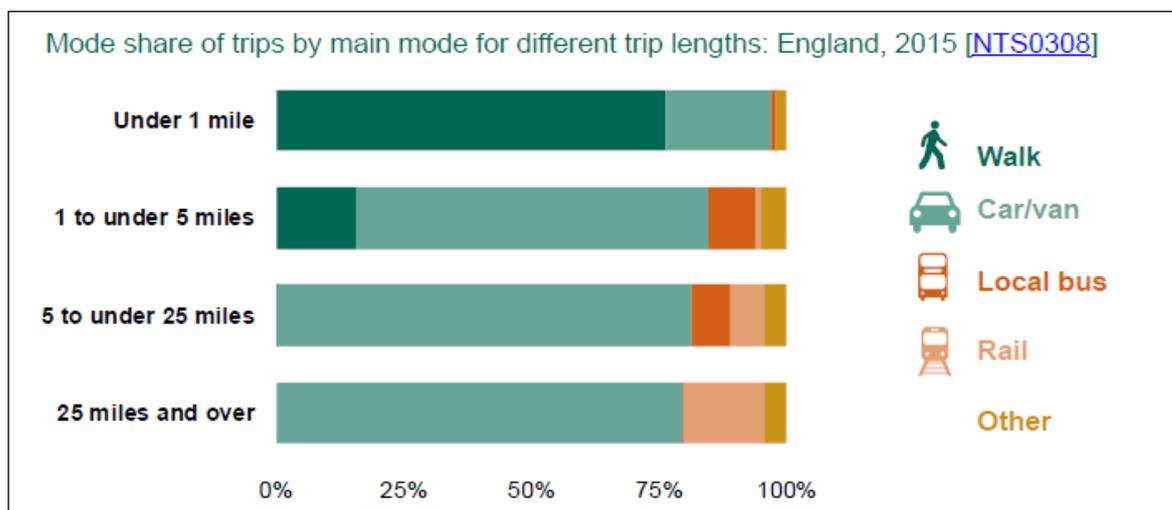
Introduction

- 3.1. Planning policy now highlights the need for sustainable developments to have good accessibility to education, health facilities, employment, leisure and retail. Paragraph 38 of the National Planning Policy Framework (NPPF) states:

“Where practical, particularly within large scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties”.

- 3.2. Of all trips less than one mile in length, 76% are walking trips (Source: Statistical Release – National Travel Survey 2015, page 12). Illustrated on **Figure 6** below. For all other distance bands, the car is the most frequent mode of travel. The bus is mainly used for medium length trips, between 1 and 25 miles. The share of rail trips increases with distance, reaching 16% of trips of 25 miles and over.

Figure 6: Mode Share - Average number of trips by main mode and distance



- 3.3. The National Travel Survey also shows how most trips are relatively short - in 2015, 19% of trips were under 1 mile, and 66% under 5 miles. This varies by mode of travel; nearly all walks are under 5 miles, compared with 55% of car driver trips and just 8% of trips by rail.
- 3.4. The National Travel Survey states that walking constitutes 22% of all journeys made in a year, on a national scale. Overall walking is the second most common mode for trips, but accounts for a small share of distance, as walking trips tend to be shorter than average.
- 3.5. To demonstrate the sustainability of the site, guidelines from the CIHT with regards to acceptable walking distances to services have been used. For a settlement such as Bengoe it is considered that a distance of 400m is desirable, 800m acceptable, with a maximum distance of 1.6km walking distance to local services.
- 3.6. This section therefore considers the accessibility from the development, by modes of sustainable transport to local facilities including education, health services, employment, leisure and retail. The location of local facilities in the vicinity of the site is illustrated in **Appendix C**.

Education

- 3.7. Accessibility to education from the site has been considered and schools located within the local area include the following (approximate distances to the site are provided);
- Bengoe Primary School (0.3km)
 - Duncombe School Preparatory School (1km)
 - Mill Mead Primary School (1.6km)
 - St Joseph's Catholic Primary School (2.2km)
 - Richard Hale School (2.4km)
 - Abel Smith Junior Mixed and Infant School (2.4km)
 - Simon Balle All-through School (2.9km)
 - Hertford St Andrew C of E Primary School (3.2km)
 - Hollybush Primary School (3.5km)
 - The Sele School Secondary and Sixth Form (3.5km)
 - Wheatcroft Primary School (5.3km)
- 3.8. A key objective of the development would be to encourage as many people (i.e. children and parents) as possible to walk / or cycle (where appropriate) to the existing and proposed schools.

Health Services

- 3.9. The developments most accessible primary health care facility is 'Hanscombe House Surgery' located in Hertford. The surgery is located approximately 1.65km from the centre of the site.

Employment

- 3.10. Accessibility to employment is a key consideration for housing allocation. In the local area there are limited employment opportunities within Bengoe, however Hertford offers many employment opportunities that can be easily accessed by cycling or public transport. In addition, London also offers major employment opportunities which can be accessed easily by rail from Hertford rail stations.

Local Facilities

- 3.11. Local facilities within and around Bengoe are focused in the town centre of Hertford with major high street brands and boutique shops present. There are also major high street supermarket stores including Waitrose, Marks & Spencer Food, Sainsbury's and Tesco.
- 3.12. The local facilities are shown in **Appendix C**

The site is well serviced by existing facilities and services in Bengoe and further afield in Hertford. Overall the site performs well in terms of proximity to existing services and facilities that help to support day-to-day living and less frequent needs. These services/facilities are also accessible via sustainable modes of transport.

4. Development Proposals

Development

- 4.1. The development would consist of approximately 50 new residential dwellings. A copy of the preliminary site layout plan which illustrates these proposals is included as **Appendix B**. The development would consist of two phases.
- 4.2. The first phase would comprise up to 50 dwellings on the Nursery site. The second phase would consist of up to 100 dwellings on agricultural land located directly to the north of the Nursery. A copy of the Masterplan for the wider site (Emerging Policy HERT4) can be seen in **Appendix D**.

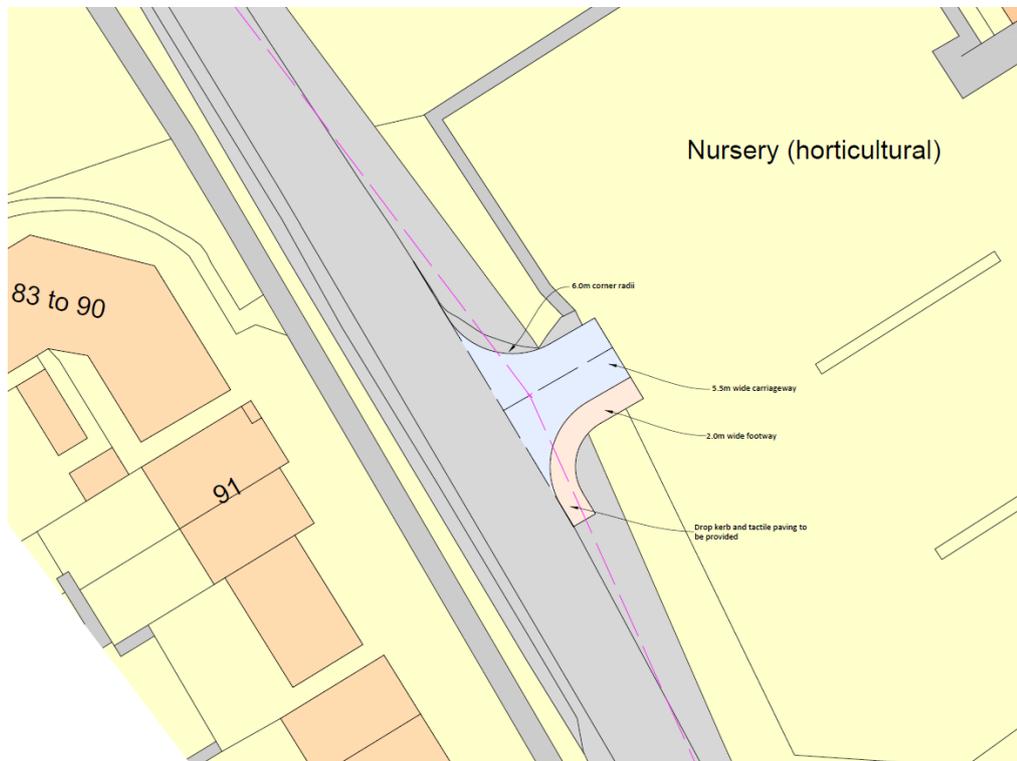
Planning History

- 4.3. A planning application for the construction of 58 residential dwellings was submitted to the Planning Authority in 2012 and subsequently refused in March 2013. The application was refused on the grounds of Green Belt as it was considered the scheme would prejudice the assessment process of the emerging East Herts District Plan.
- 4.4. Following submission of the planning application to East Herts District Council, Hertfordshire County Council as Local Highway Authority responded on the 29th January 2013. A copy of the consultation response can be seen in **Appendix E**.
- 4.5. Within the consultation response, the principal of development on the Garden Centre site was deemed to be acceptable in highways terms and in terms of the proposed access arrangement, the upgrading of the existing vehicular access on Sacombe Road was acceptable. The local highway authority also concluded that the additional trips generated by the development were not expected to have a significant impact on the operation of the local highway network.
- 4.6. Hertfordshire County Council confirmed that they did not wish to restrict the grant of consent subject to conditions and S106 legal agreements, which would cover sustainable transport contributions and upgrading of local bus stops.

Site Access

- 4.7. Access to the site would be provided in accordance with national and / or local guidance, including 'Manual for Streets'. The site access would utilise land either under the control of the Client or land which forms part of the adopted public highway. The site access upgrades the existing nursery access and is in line with the previous application submitted in 2012 regarding the redevelopment of the Garden Centre site.
- 4.8. It is proposed to access the Phase 1 site from Sacombe Road. A preliminary access design has been prepared and is provided below in **Figure 7** and in **Appendix F**.

Figure 7: Site Access Design



- 4.9. Within the site the access road would measure 5.5m wide. However, this would reduce to:
- 4.1m = for a private drives / shared surfaces; and
 - 4.8m = where the highway serves up to 50 dwellings.
- 4.10. The development would be designed in a manner to ensure that it is a well-connected area not dominated by the car. The area is to be designed so as it meets the needs of the people living there rather than the motorcar. Guiding principles for sustainable transport would be incorporated in the masterplan.
- 4.11. The technical detail of the site access junction would be confirmed at the detailed design stage and formally agreed through the technical approval/S278 process.
- 4.12. Access to the Phase 2 element of the emerging site allocation HERT4 would be taken from Wedesmill Road, as eluded to on the indicative masterplan included in **Appendix D**. A further secondary access could be provided between the Phase 1 and Phases 2 elements of the emerging allocation, as indicated on the masterplan, and this would be considered further in any technical work going forward to support a planning application.

A satisfactory site access arrangement can be provided into the Phase 1 site from Sacombe Road. The access would accord with the relevant design standards and is within land under control of the Client and/or adopted highway.

A site access from Wadesmill Road would be provided into the Phase 2 site, whilst a secondary access between the Phase 1 and 2 elements of the emerging allocation HERT4 would be investigated further.

5. Planning Policy

Pre-Submission District Plan – East Herts Council

- 5.1. East Herts Council has consulted on the latest version of the District Plan. The consultation closed on Thursday, 15th December 2016 and the responses received are currently being considered.
- 5.2. The Pre-Submission District Plan is divided into three parts:
- **Part 1: Development Strategy**
 - **Part 2: Development Management Policies**
 - **Part 3: Delivery and Monitoring**
- 5.3. The key policies set out in the Pre-Submission District Plan and considered relevant to the site and / or transportation or set out below. These would be considered as part of any technical work to support a future planning application:
- **Policy INT1 Presumption in Favour of Sustainable Development** states that East Herts Council will work with applicants jointly to find solutions which mean that proposals can be approved wherever possible and that where planning applications accord with the policies in the District Plan, these will be approved without delay.
 - **Policy DPS4 Infrastructure Requirements** includes improvements to the A414 which runs through Hertford and which the development proposals could possibly impact on. Further consideration would be given to this whilst preparing the technical work in support of a planning application
 - **Policy HERT4 North of Hertford**, is allocated as a residential development site to accommodate 150 homes, with 50 dwellings to be provided by 2022. The development would consider the following provisions and issues including (g) access arrangements and appropriate local highway mitigation measures, including possible contributions towards wider strategic improvements, (h) encouragement of sustainable transport measures and (i) protection of all Public Rights of Way and other public access routes that run through or along the boundaries of the site.
 - **Policy DES3 Design of Development**, the development will seek to accord with Policy DES3 such as the provision of garages and driveways that should be capable of accommodating family sized vehicles. The provision of electric charging points will also be made.
 - **Policy TRA1 Sustainable Transport**, through the implementation of a Travel Plan (which would be prepared to support a planning application), sustainable modes of transport would be promoted and where necessary improvements delivered to deliver a shift away from the use of the private car. The site layout would be designed with vulnerable users in mind i.e. pedestrians / cyclists and existing rights of way in the local area would be maintained and improved as appropriate.
 - **Policy TRA2 Safe and Suitable Highway Access Arrangements and Mitigation**, the development proposals would deliver a safe and suitable access for all. Consideration would also be given to the site specific impact and residual cumulative impact of the development proposals on the local area and suitable mitigation would be identified in order to make the development proposals acceptable in planning terms.

- **Policy TRA3 Vehicle Parking Provision**, vehicular and safe / secure cycle parking would be considered as set out in Policy TRA3. Reference to the adopted 'Vehicle Parking Provision at New Development' Supplementary Planning Document would also be made and adhered to.
- **Policy CFLR3 Public Rights of Way**, the development proposals would not seek to adversely affect any existing Public Rights of Way and where possible, measures to incorporate and enhance these routes would be considered as part of the planning application.

District Plan – Supporting Evidence

- 5.4. To support the policies set out above in the emerging plan a number of supporting technical studies have been undertaken and are discussed in the following paragraphs.

Infrastructure Delivery Plan (IDP)

- 5.5. In order to deliver the identified level of growth set out in the Pre-Submission District Plan, improvements to existing and new infrastructure may be required. The IDP identifies key infrastructure requirements needed to deliver the planned growth and improvements necessary for specific site allocation.
- 5.6. Three categories of infrastructure have been identified as set out below:
- **Site Specific Schemes:** Schemes required to directly support the development.
 - **Town Wide Schemes:** Schemes required to cater for cumulative impact from multiple sites.
 - **Strategic Schemes:** Schemes to support development over a large geographical area.
- 5.7. With regards the priority of delivering infrastructure schemes, the following categories have been set out:
- **Critical:** Scheme is essential and development could not take place without being delivered.
 - **Important:** Schemes needed to make the development acceptable.
 - **Place Shaping:** schemes required to improve the quality of specific developments.

Infrastructure Delivery Plan – Site Specific Infrastructure Requirements

- 5.8. Site specific requirements associated with the HERT4 site allocation are shown below in **Figure 8**. Specific to transportation requirements to upgrade existing pedestrian / cycle routes and passenger transport services would be considered as part of the technical transport work and agreed with the highway authority.
- 5.9. Improvements are also required at the Old Cross Junction, as indicated overleaf, and an appropriate contribution towards these improvements would be identified and agreed with the highway authority (to be secured as part of the S106 package).
- 5.10. Both improvements are classified as important and required to be delivered between 2017 – 2022.

Figure 8: Site Specific Infrastructure Requirements (HERT4)

HERT4: North of Hertford	Transport	Upgrades to pedestrian/cycle routes to town centre and enhanced passenger transport services	Developer/HCC	TBC	2017-2022	Important	S106/Standard Development Costs
	Transport	Old Cross junction improvements	HCC	£350,000	2017-2022	Important	S106/S278
	Green Infrastructure	Green Infrastructure, Play areas and public amenity green space.	Developer	TBC	2017-2022	Place-making Infrastructure	Standard Development Costs
	Utilities	Upgrades to the sewerage system	Thames Water	TBC	2017-2022	Critical	S106

Infrastructure Delivery Plan – Town Wide Infrastructure Requirements

- 5.11. Town wide improvements within Hertford are set out below in **Figure 9**. The requirement / appropriateness to contribute towards these schemes would be considered as part of the technical transport work and agreed with the highway authority. Any contributions would be sought through a Section 106 package.

Figure 9: Town Wide Infrastructure Requirements

Hertford							
	Infrastructure Requirement	Description	Lead Agencies	Estimated Cost	Programme/ Phasing	Delivery Priority	Potential Funding Sources
Town wide	Transport	Bus priority measures along the A119 and A414 - Following implementation of Hertford Strategic Solution.	HCC	£450,000	2027 onwards	Important	S106/S278
	Transport	Bus service frequency enhancement along North Road corridor	HCC	TBC	TBC	Important	S106
	Transport	Access improvements at Hertford North railway station to include a new bus interchange.	Network Rail	£100,000	TBC	Important	S106
	Education	Expansion of Hollybush Primary School	HCC	£3 - 3.5 million	2017-2022	Critical	S106

- 5.12. The town wide transport infrastructure requirements, detailed above focus primarily on the improvement of bus priority measures and service enhancements / accessibility. All three transport related requirements are identified as being important.

Infrastructure Delivery Plan – Strategic Infrastructure

- 5.13. A number of key strategic infrastructure improvements have been identified in the IDP. The majority of the improvements relate to key junctions on the Strategic Road Network, with reference to HERT4 however the Hertford Strategic Solution is specified.
- 5.14. The Hertford Strategic Solution would be delivered by Hertfordshire County Council from 2024 onwards. Funding would be secured through LEP and / or Government funding and through receipt of S106 contributions. The requirement for the applicant / promoter of HERT4 to contribute would be discussed and agreed with the highway authority. Given the quantum of development and the low levels of trips expected to be generated by the development, it is unlikely that contributions however would be appropriate from the HERT4 allocation. Further information on the Hertford Strategic Solution is provided in the Transport Vision 2050 section discussed later in this chapter of the report.

Summary

- 5.15. With reference to the Infrastructure Development Plan, due regard would be given to the site specific and town wide requirements identified and any mitigation necessary to support delivery of the development proposals would be discussed and agreed with the local highway authority.

A414 Corridor Study

- 5.16. To support the Pre-Submission District Plan, traffic modelling was undertaken to determine the extent to which traffic management options could relieve congestion along the A414 corridor between the junction with the A10 (Rush Green junction) and the junction with Thieves Lane. The study specifically focuses on the traffic flows and interactions along the A414 corridor and the junctions as shown in **Figure 10** overleaf.

Figure 10: A414 Corridor Study Associated Junctions



- 5.17. Of particular relevance to the HERT4 allocation site is the A414 Gascoyne Way / Hale Road / Parliament Square roundabout, referred to as Junction 4 in the A414 Corridor Study. This junction is located to the south of Hertford and would be the first point of contact with the A414 for those residents of the development.
- 5.18. Four option schemes were prepared for the A414 Gascoyne Way / Hale Road / Parliament Square roundabout and included increased circulatory capacity / part signalisation / full signalisation / conversion of the roundabout to a four arm traffic signal controlled junction. Following further package testing, it was concluded that further consideration is required regarding the A414 corridor and that additional capacity (created by the junction improvement) would likely be taken up by trips which are currently re-routing in order to avoid existing congestion.

- 5.19. Further consideration would be given to the impact of associated development traffic upon the A414 corridor, including the cumulative impact of development in Hertford and a suitable approach would be discussed and agreed with the highway authority.

Hertfordshire Local Transport Plan

Location Transport Plan 2011 - 2031

- 5.20. Hertfordshire County Council's Local Transport Plan was published in 2011 and provides a strategy for development of transport in the county for a 20-year period to 2031. The Local Transport Plans vision is:

"To provide a safe, efficient and resilient transport system that serves the needs of business and residents across Hertfordshire and minimises its impact on the environment."

- 5.21. The vision set out above is to be achieved by:

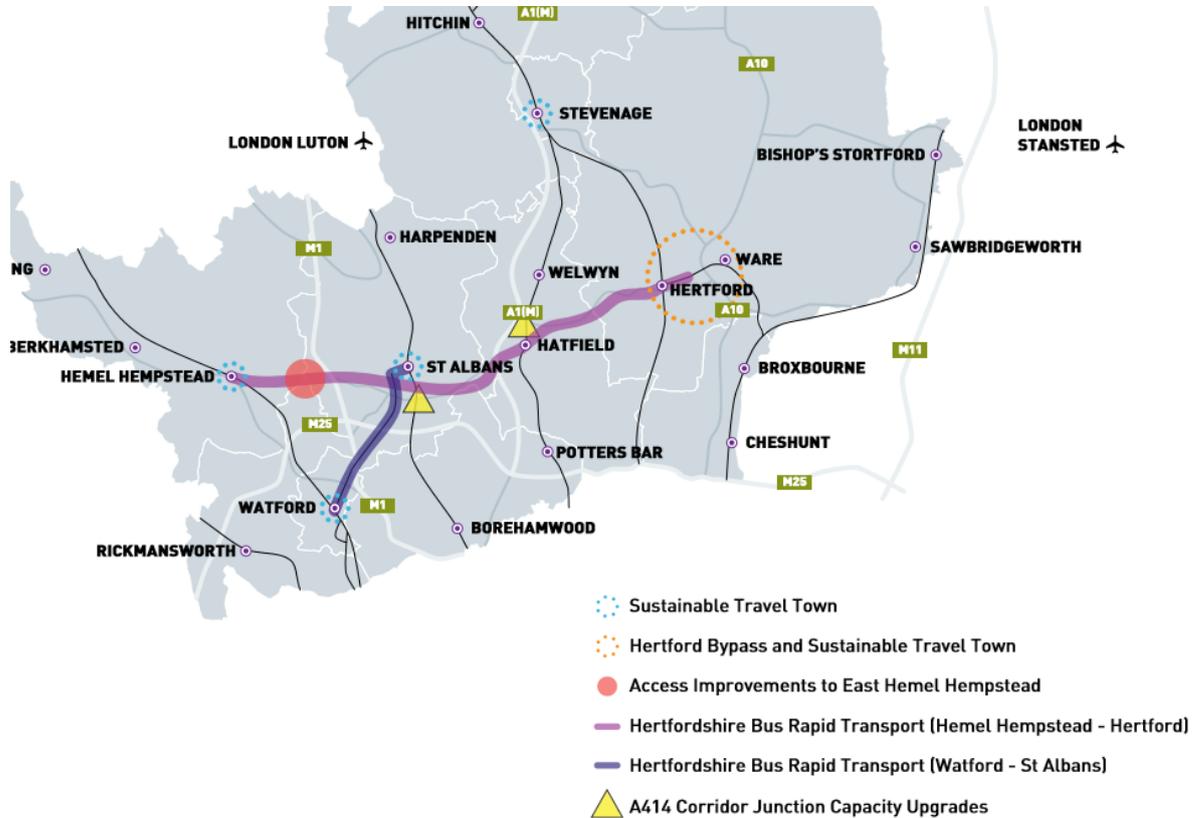
- Making best use of the existing network and introducing targeted schemes where improvements are required so as to deliver a reliable and readily usable transport network to benefit local business, encourage further economic growth and allow access for all to everyday facilities.
- Promoting and supporting sustainable travel to reduce growth in car traffic and contribute to improved health and quality of life for residents with a positive impact on the environment and on the wider challenge of reducing transport's contribution to climate change.

- 5.22. The Development proposals would seek to comply with the aims set out in the Local Transport Plan where applicable.

Transport Vision 2050 (Local Transport Plan 4)

- 5.23. There have been significant changes to the national and local planning and economic context since the development and adoption of Local Transport Plan. As a result of these changes, Hertfordshire County Council is updating the County's transport planning framework to ensure that the transport network is able to support sustainable growth. A fundamental aspect of this review is the development of a new Transport Vision for Hertfordshire to 2050 which will form the foundation of the case for major investment in Hertfordshire's transport infrastructure.
- 5.24. The development of the new Local Transport Plan for Hertfordshire has taken place over a 3 stage process. Stage 1 defined the challenges, issues and opportunities faced by the county, Stage 2 outlined some broad strategies and packages to support growth in the district whilst Stage 3 identified a preferred package of major transport schemes that could be delivered and would form part of the new Local Transport Plan.
- 5.25. The objectives and principals of future transport policies are to enhance three key aspects including increased prosperity within the district, vibrant, attractive and sustainable places to live and support people to live safe and healthy lives.
- 5.26. A preferred package of major schemes has been identified and the extent of the major scheme package can be seen overleaf in **Figure 11**.

Figure 11: Map of Major Schemes Options



- 5.27. Policy MS3 of the Hertfordshire Transport Vision 2050 refers specifically to a Bypass around Hertford. The route could be provided to the north or south of the town, however the preferred location is for the bypass to be provided to the south. The bypass would allow a single lane in each direction on the existing A414 to be reassigned for other modes including public transport, walking and cycling.
- 5.28. Although the schemes outlined in the Hertfordshire Transport Vision 2050 are at an early stage, due regard would be given to the proposals and these would be discussed with the highway authority and considered within the relevant supporting technical documents (where applicable).

6. Deliverability

NPPF Requirements

- 6.1. Paragraph 47 of the NPPF requires Local Planning Authorities to,
“...boost significantly the supply of housing.”
- 6.2. It states that evidence bases must ensure that Local Plans meets the full, objectively assessed needs for market and affordable housing in the housing market area.
- 6.3. It is incumbent on the Council to identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements.
- 6.4. To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable.
- **Be Available** – the site is available now and under the control of a major house builder. We are seeking to develop the site at the earliest opportunity.
 - **Be Suitable** – the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities.
 - **Be Achievable** – there is a strong prospect that housing will be delivered on the site within the first five years.

Available

- 6.5. The site (Phase 1) is promoted by the Kler Group and could be brought forward for development immediately. It therefore satisfies the requirements of the NPPF.

Suitable

- 6.6. This document demonstrates that the site is in a sustainable location and is appropriate for residential development. The site could provide a realistic opportunity to deliver up to 150 new homes, early in the Plan period as a housing allocation. It is considered that the existing highways infrastructure could accommodate the development of the site for housing. The site is in an excellent location for new residential development and there are no perceived physical or technical constraints that would prevent development. The site is therefore suitable in accordance with the NPPF.

Achievable

- 6.7. The site is considered suitable for residential allocation and can make a substantial contribution to meeting the housing needs of East Hertfordshire. The site is achievable with a realistic prospect that housing can be delivered within five years. As developers the Kler Group would be fully committed to the development of the site (Phase 1) and would continue to work extensively to deliver this site. In addition to the financial backing, the involvement of the Kler Group also brings vast experience and a solid track record of delivering strategically important housing developments.

In conclusion, we have demonstrated that the site is deliverable (i.e. it is achievable, suitable and available) in accordance with national planning guidance.

Site Technical Analysis

- 6.8. It is considered that the site is deliverable from a transport and highway perspective, for the following key reasons:
- Vehicular access can be provided, the design of which accords with the relevant design standards and is within land under the control of the landowner and/or adopted highway;
 - The site is located adjacent to a good quality bus route, and is within close walking distance of existing bus stops, providing frequent public transport links to Hertford (333 Circular Service operated by Centrebus South);
 - A range of local services are provided in both Bengoe and Hertford itself, all of which are within a reasonable walking distance from the proposed development and are supported by good pedestrian infrastructure. This includes local educational establishments;
 - The impact of development associated traffic can be adequately accommodated on the local highway network, and should have no adverse impact on the safe and free flow of traffic;
 - The proposals accord with both national and local transport policy. In particular, residents of the proposed development would be able to access local facilities, utilise existing bus services, and any additional vehicular traffic would not have a detrimental impact on the local road network.

There are no highways constraints preventing the site coming forward, however, if required off-site highway improvements would be undertaken in agreement with the Highways Authority.

7. Conclusion

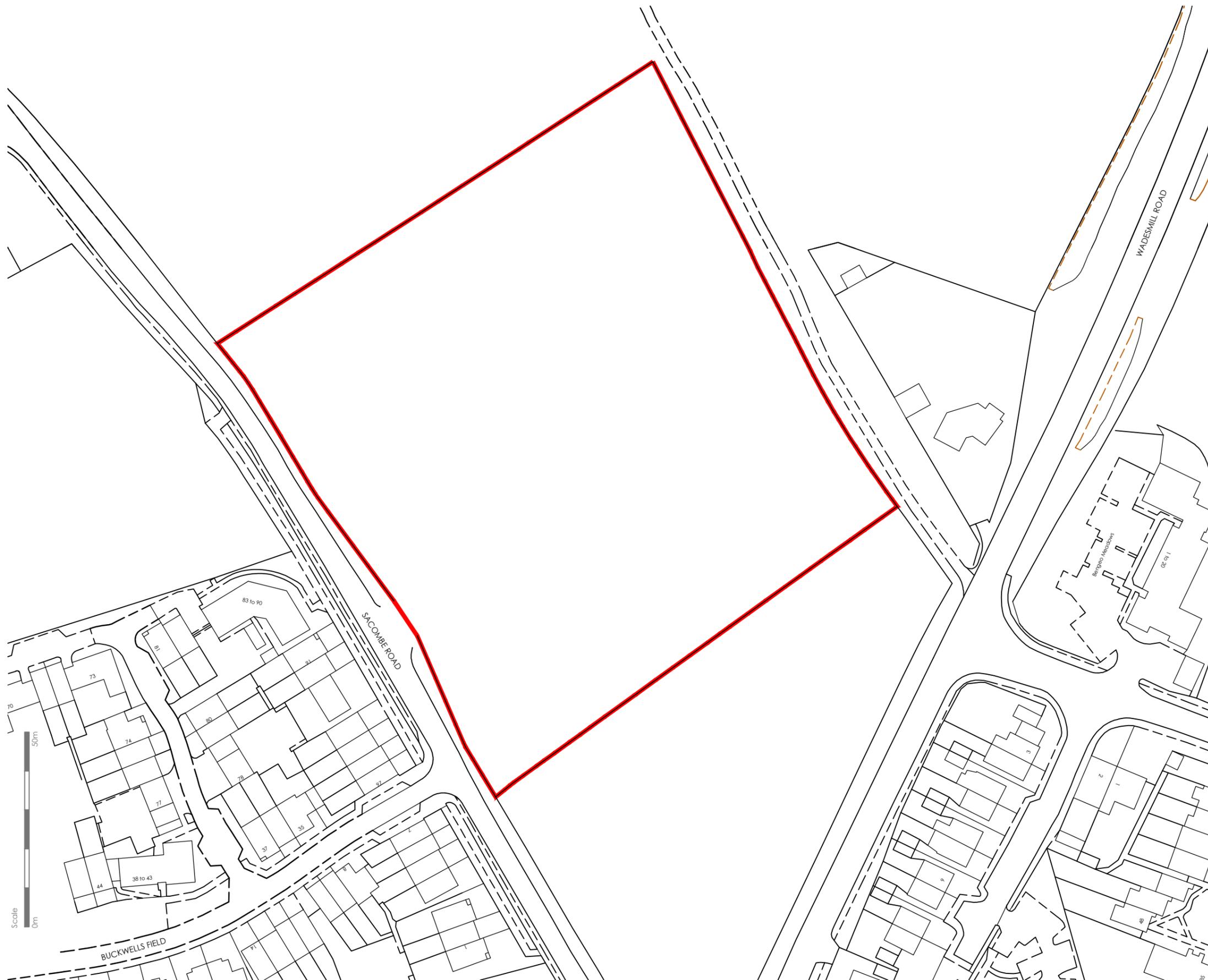
- 7.1. This report investigates the feasibility of delivering a parcel of land situated to the east of Sacombe Road in Bengoe.
- 7.2. The site is conveniently located for access to the local and wider highway networks. A high-level review of the recorded collisions on the local highway network has been undertaken and there are not considered to be any issues at existing junctions or on links that would be detrimental to highway safety were the site brought forward for development.
- 7.3. The site is well located on the edge of an existing residential area, close to existing sustainable transport infrastructure and would be accessible for cyclists, pedestrians and public transport users. The site is located in close proximity to Hertford town centre, where residents are likely to travel for health, leisure and retail purposes.
- 7.4. Given the location of the site, it is likely that the majority of residents would work within Bengoe or Hertford. Bus services 333 provide regular services into Hertford, whilst Hertford North & East Railway Station provides connections to frequent rail services to London and surrounding areas. It is considered that the local bus and rail services offer viable opportunities for sustainable travel.
- 7.5. Access to the site would likely be achieved Sacombe Road, with minimal disruption to vegetation along the site frontage.
- 7.6. With regards to future development proposals and submission of documents to support a planning application it is likely that a Transport Assessment and Framework Travel Plan would be required. The report would provide a comprehensive assessment of the impact of traffic generated by the development upon the highway network.
- 7.7. It can be concluded that the site would provide an extension to the existing residential area. Access can be taken from the existing local highway network and local facilities and sustainable infrastructure would provide residents with the necessary means to travel via sustainable modes, particularly to Hertford and London.
- 7.8. In accordance with NPPF, the impact of associated development traffic on the operation and safety of the local highway network is not considered to be 'severe'.
- 7.9. Overall in transportation terms, there are considered to be no overriding objections to the proposed development and that the development proposals accord well with planning policy set out in the National Planning Policy Framework. The proposed development is therefore considered to be suitable for approval by the Local Highway Authority, Hertfordshire County Council.



APPENDICES



A. Site Location Plan

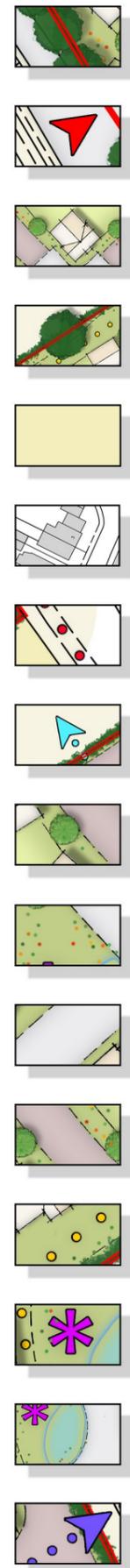


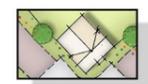
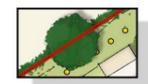
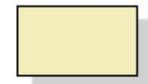
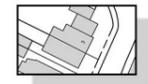
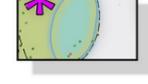
Sacombe Road Bengoe - Site Location Plan

dwg.no. 16-264-03 December 2016 scale 1-100@a3

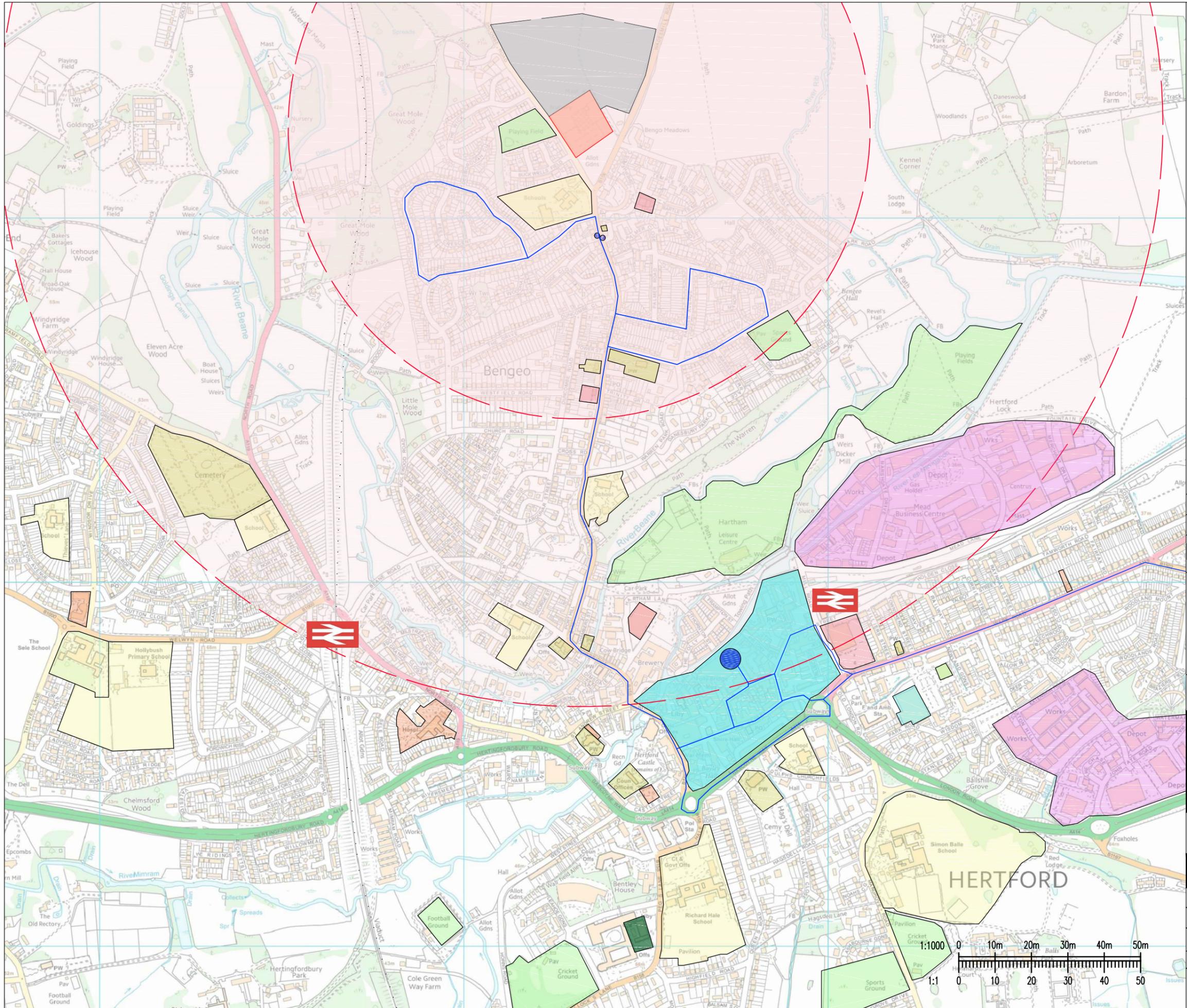


B. Site Masterplan (Bengeo Nursery Site)



-  Gross site area 1.68 Ha
-  Access into site from Sacombe Road
-  Proposed dwellings - up to 50
-  Existing trees and hedgerow to be retained
-  Existing allotments to southern boundary
-  Existing dwellings by site
-  Existing restricted byway by eastern boundary
-  Potential footpath/vehicular link to later development along northern boundary
-  Indicative soft landscaping
-  Potential public open space
-  Primary street
-  Secondary street
-  Private lane
-  Potential childrens play area
-  Indicative SUDS feature - size and location to be confirmed
-  Potential footpath link to restricted byway

C. Local Facilities / Accessibility Plan



- Site - Phase I
- Phase II Site
- Nearest Bus Stop & Station
- Town Centre & Retail
- Grocery Shops
- Education Provider
- Leisure Facility
- Community Facility
- Medical Facility
- Employment areas
- Library
- N Train Stations
- Rail Route
- No. 333 Bus Route
- 800m Walking Isochrone
- 1600m Walking Isochrone

Rev	Date	Description	By
Amendments			

Project Land at Sacombe Road, Bengeo, Hertford

Title Accessibility Plan

Client KLER GROUP



Halifax House Halifax Place The Lace Market Nottingham NG1 1QN
 t +44 115 9482612
 mail@watermangroup.com www.watermangroup.com

PRELIMINARY

Designed by	NF	Checked by	DMW
Drawn by	NF	Date	12-01-2017
Scales @ A3		1:1000	
work to figured dimensions only		Computer File No	
		Accessibility plan.dwg	

Publisher	Zone	Category	Number	Revision
WIE	HERT	006	001	

File Path: N:\Projects\WIE\12528 - Land at Sacombe Road, Bengeo, Hertford, East Herts\CAD

D. Site Masterplan (HERT4)



-  Gross site area 5.20 Ha
-  Access into site from Wadesmill Road
-  Proposed dwellings - up to 100
-  Existing trees and hedgerow to be retained
-  Existing dwellings by site
-  Existing restricted byway
-  Potential footpath link to phase 1
-  Indicative soft landscaping
-  Potential public open space
-  Primary street
-  Secondary street
-  Private lane
-  Courtyard parking
-  Potential childrens play area
-  Indicative SUDS feature - size and location to be confirmed
-  Potential footpath link to Sacombe Road
-  Potential footpath / cycle links through site

Scale
0m
50m

**E. Hertfordshire County Council Highways Response on Planning Application
3/12/2138/FP Dated January 2013**

TH

Eley Amanda

From vetti.vettivelu@hertscc.gov.uk
Sent 29 January 2013 15:23
To Planning
Subject Planning application 3/12/2138/FP - Bengoe Nursery

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 1995)

District ref: 3/12/2138/FP
HCC ref: EH/721/2012
HCC received: 20/12/2012
Area manager: Paul Chappell
Case officer: Vetti Vettivelu

Location

Bengoe Nursery
Sacombe Road
Bengoe
Hertford
SG14 3HG

Application type

Full application

Proposal

Erection of 58 dwellings with associated access, open space and landscaping

Decision

Notice is given under article 16 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions

Condition 1 Before any development commences on site details of all access and junction serving the development shall be submitted and approved by the planning and highway authority

Reason to ensure that the highway works are provided to the highway authority's current standards

Condition 2 Before first occupation of the approved development, all access and junction arrangement serving the development shall be completed in accordance with the approved in principle plans and constructed to the specification of the highway authority and satisfaction of the local planning authority

Reason To ensure that the access is constructed to the approved drawings and in the interest of the highway safety

Condition 3 Before first occupation of any new dwelling the access roads and parking areas as shown on the approved plan shall be provided and maintained thereafter free of obstruction

Reason To ensure development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use

30/01/2013

Condition 4 before premises are occupied all on site vehicular areas shall be surfaced in a manner to the local planning authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed off separately so that it does not discharge into the highway.

Reason in order to minimise danger, obstruction and inconvenience to users of the highway and of the premises.

Condition 5 prior to commencement of development an area for parking and storage and delivery of materials associated with the construction of this development shall be provided within the site in accordance with details to be submitted and approved by the local planning authority.

Reason In the interest of Highway safety and free and safe flow of traffic.

Condition 6 No development shall commence until a wheel cleaning facility has been provided at site exits in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaner shall be removed from the site once the necessary road works for the construction of the development have been completed to the satisfaction of the local Planning authority.

Reason In the interest of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.

Condition 7 construction of the development hereby approved shall not commence until details of construction vehicle movements are submitted to and approved by the Local Planning Authority.

Reason To ensure the impact of construction vehicles on the local road network is minimised.

Condition 8 two months prior to the first occupation of the development the applicant shall implement a Green Travel plan first submitted to and approved by the local planning authority.

reason To promote sustainable transport measures to the development.

Advisory Note 1

The applicant is advised that in order to comply with the conditions of this permission in relation to access/egress it will be necessary for the developer of the site to enter into s278 agreement of the Highway Act to complete the highway works. The applicant is advised to contact the highway authority prior to commencement of the development.

Advisory Note 2 planning permission to be granted subject to completion of a s106 agreement to secure an accessibility contribution of £65,000 and further £30,000 to construct the nearby two bus stops to DDA compliance. The £65,000 accessibility contribution to be index linked by SPON from March 2006, and the £30,000 to be index linked from the date of the planning permission. The contributions shall be payable upon commencement of the development.

Advisory Note 3 The applicant is advised that all construction vehicle movements must be routed to and from the B158. Any temporary modifications to the existing Traffic Regulation Order which prohibits HGV movement on the B158 must be in place before development begins.

Advisory Note 4 The applicant is advised that under the County Council's revised road adoption process the internal road layout will not be adopted by the highway authority and the applicant shall make adequate arrangements for long term maintenance of the un-adopted internal roads.

COMMENT

The planning application is to redevelop the Garden Centre site at Sacombe Road for a residential scheme comprising 58 dwellings. It is proposed that the site is to be served via upgrading the existing access/egress into the garden centre site with new footway to be provided on the eastern side of the road.

The site is located 2KM north of the Hertford Town Centre. The access is off Sacombe Road which is approximately 5.5m in width near the site and runs in a north to south direction. The speed limit of the road is 30mph and the road narrows down to 4.9m in areas towards Stapleford.

South of the site access Sacombe Road connects to a four arm mini roundabout. The roundabout connects to B158 Wades Mill Road which is a high quality road provides access to A602 and A10 in the opposite direction to gain access on to A414 and beyond is through the centre of Hertford and this is a potentially a congested route.

In terms of accessibility the site is linked by a footway on the South Western side and the applicant is proposing to provide footway on the eastern side. A signalised crossing exists in Bengeo Street approximately 110m from the site. There are no dedicated cycle facilities exist within the vicinity of the site the existing bus service is poor Monday to Friday peak hours bus service every 30mins and on the other times of the day every hour with evenings no provisions. Due to poor service provision in the area limited bus service are provided on Sundays through a S106 contribution paid by the Fairview Development located just opposite to the application site. Hertford East Railway Stations 1.2 miles from the site and the Hertford North station is 1.5 miles away from the site.

In terms of trip generation the 58 residential unit is expected to generate 66 two-way person trip in AM Peak(0800-0900) and 60 two-way person trip during PM Peak (1700-1800)hour. In terms of vehicle trip generation the development is expected to generate 35 two-way trips in AM Peak and 38 two-way trips during PM peak. The above trip generation from the development is not expected to have a significant impact on the local road network. The accident records show that there are no road safety issues associated with the development. The applicant has demonstrated that the access can be achieved to HCC standards by upgrading the existing access.

Heads of terms of the planning obligation shows that the applicant has agreed to contribute £65,000 towards sustainable transport measures. The money could be pooled with Fairview contribution towards improving and extending the local bus service. The Heads of Terms also indicates that the offer of £65,000 does not account for bus stops which will need further assessment through application process.

There are 2 bus stops existing within 400m of the site and are located on Bengeo Street. Neither of the bus stops have currently shelter or accessibility kerbing provision. These bus stops need to be improved to DDA compliant kerbing and shelter provision. In order to upgrade the bus stops to DDA compliant the cost is £30,000. The additional sum required to provide bus shelters would be funded through the Sanbury's Contribution.

The highway authority does not wish to restrict the grant of consent subject to conditions and s106 legal agreement to cover sustainable transport contribution and the money for upgrading the bus stops to DDA compliance.

Vetti Vettivelu

Date 29/01/2013

****Disclaimer****

30/01/2013

F. Site Access Design



Key

- Proposed Kerb line
- - - Proposed White Lining
- Proposed Carriageway
- Proposed Footway
- 2.4m x 43m Visibility Splay

Nursery (horticultural)

2.4m x 43m visibility splay

6.0m corner radii

5.5m wide carriageway

2.0m wide footway

Drop kerb and tactile paving to be provided

2.4m x 43m visibility splay

83 to 90

91

97

Rev	Date	Description	By
Amendments			

Project **BENGEO, HERTFORD**

Title **SITE ACCESS DESIGN**

Client **KLER GROUP**



Halifax House Halifax Place Nottingham NG1 1QN
 t: 0115 948 2612
 mail@watermangroup.com www.watermangroup.com

Drawing Status **PRELIMINARY**

Designed by	NF	Checked by	DMW	Project No	WIE10916
Drawn by	NF	Date	02.12.16		

Scales @ A3	1:300	Computer File No	WIE10916 SITE ACCESS DRAWING
work to figured dimensions only			

Publisher	Zone	Category	Number	Revision
WIE	HERT	006	001	