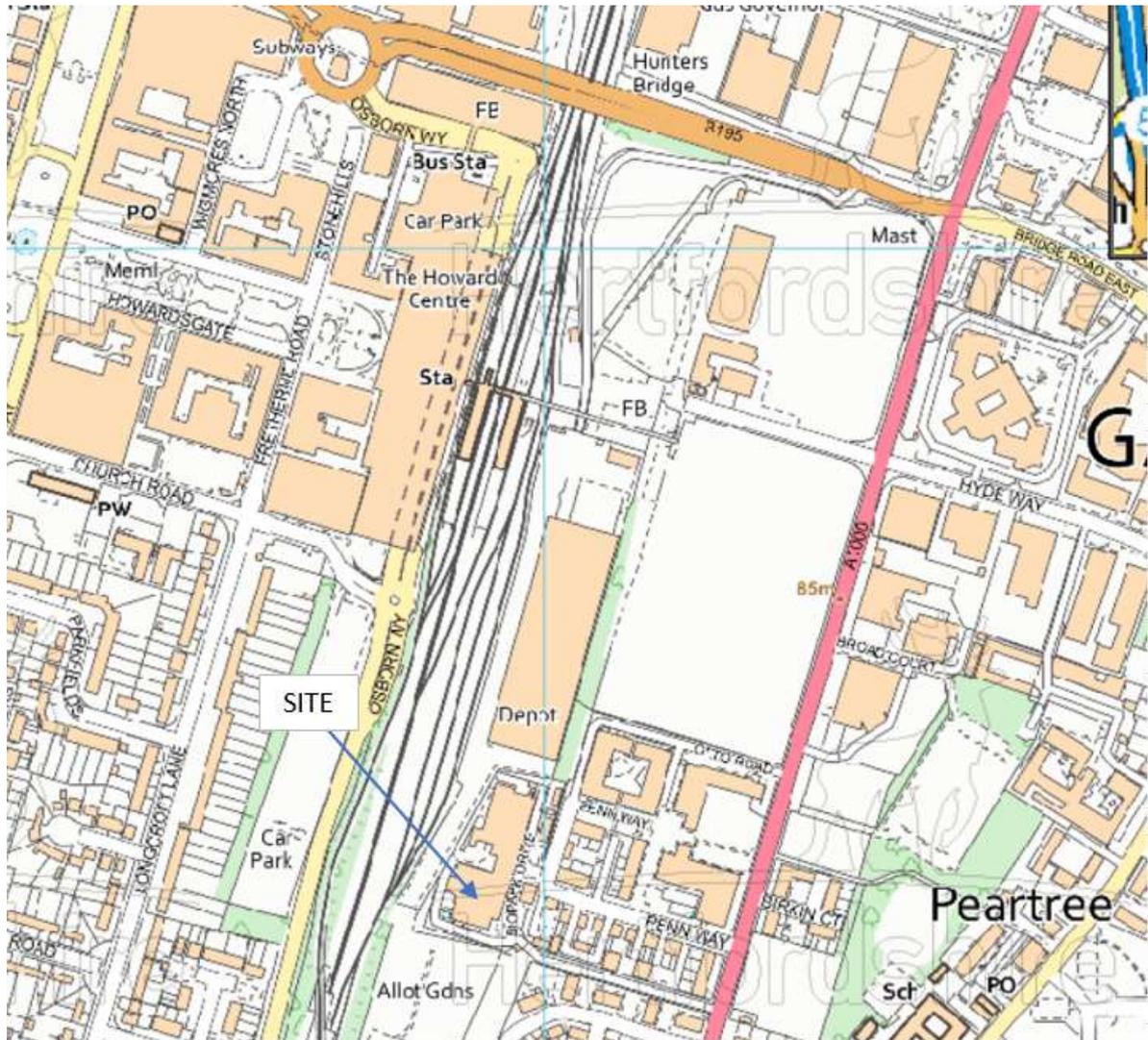


Land East of Southgate Road, Potters Bar WH/3117/2020

i-Transport LPP have submitted a Transport Assessment Scoping (TAS) note (NM/MD/AT/ITL16195-001A) for the proposed redevelopment of the Former Bio-park site in Welwyn Garden City (HCC Ref WH/3117/2020) for circa 300 residential units. The site in central Welwyn Garden City is bound to the south by the Corals Mead allotments, to the east by the relatively recently redeveloped Penn Way residential area, to the north by an existing distribution centre and to the west by the East Coast Main Rail Line. The proposal site is also located immediately to the south west of the ongoing residential led redevelopment of the Wheat Quarter. The Local Planning Authority (LPA) is Welwyn and Hatfield Borough Council (WHBC).



Location Plan

Policy

i-Transport propose to access the proposed development of the former Bio Park against:

- The National Planning Policy Framework (2019);
- WHBC Draft Local Plan Proposed Submission (2016);
- Welwyn Hatfield District Plan (2005);
- Welwyn Hatfield District Plan Review Supplementary Planning Guidance Parking Standards (2004);

- Broadwater Road West Supplementary Planning Document (2008);
- Hertfordshire Local Transport Plan 4 (2018); and
- Roads in Hertfordshire: A Design Guide (2011).

HCC Highways also consider that the site should be accessed in the context of the Housing and Economic Land Availability Assessment (HELAA) reports by WHBC; the emerging South Central Hertfordshire Growth and Transport Plan (GTP) from HCC; and Hertfordshire County Council's Hertfordshire Travel Plan Guidance.

It should also be noted that the Roads in Hertfordshire document is currently being updated.

HELAA

The 2019 addendum to the Housing and Economic Land Availability Assessment (HELAA) report by WHBC identifies the proposal site as Pea102 and following a Stage 2 assessment considers that the proposal site is suitable for 179 dwellings. The report identifies the length of the access road from Broadwater Road (circa 170m) as a constraint, although it also identifies an opportunity to co-locate access more appropriately to the adjacent pedestrian crossing.

Whilst HCC Highways had no concerns on the proposals for the Bio Park at that time, it must be noted that this was based upon the site being promoted for 200 residential units.

Road/ Sustainable Access/ Site layout (Tracking)

No specific details of the road access junction have been provided at this stage it is indicated that the to the proposal site will be via the existing BioPark Drive access; and the access will be for all modes including vehicular, pedestrian and cycle.



Source: Google Maps

Broadwater Road Access

Furthermore, the access will be improved to provide a wider shared footway/ cycleway on the northern side of the access road. This footway will connect with the existing infrastructure on Broadwater Road and will route directly into the site. HCC Highways will require to be provided with a detailed plan which demonstrates that there is available width for this.

Any alterations to the adopted highway network on Broadwater Road will be subject to a Stage 1 Road Safety Audit.

An access road through the site will provide access to a basement car park for the residential units as well as a delivery zone (for servicing and deliveries) and access to on-street car club spaces.

The proposal will also safeguard a potential pedestrian and cycle route to the north of the site to connect with the emerging Wheat Quarter development. This will provide future residents and visitors a more direct route towards Welwyn Garden City railway station and Welwyn town centre for access for additional services and facilities.

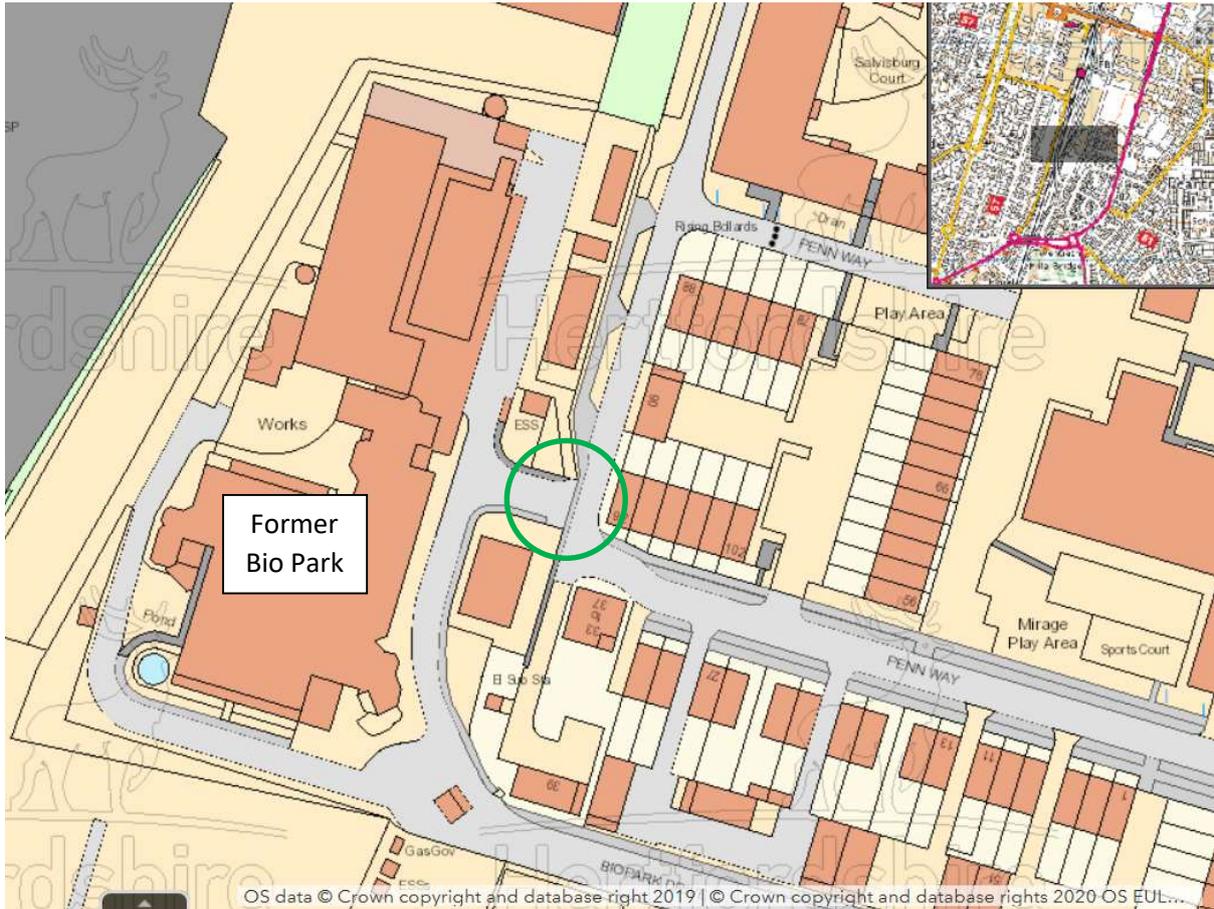
Whilst the original Roads in Hertfordshire (RiG) guidance indicated that, *'There will be a general presumption that not more than 300 dwellings (or equivalent size of development) should be served from a single point of access to the wider road network.'* Given the required length of access road (circa 160m) to serve the proposal site, the increased proposals (300 as oppose to 200 dwellings) and the policies promoted in LTP4 aimed at encouraging active travel and promoting developments that do so, it is considered by HCC Highways that a secondary sustainable/ emergency access, such as the connection to the Wheat Quarter, is essential.

Emerging HCC Highways guidance considers that:

- Any development of between 50 to 99 units **should** include provision for an emergency access;
- Any development above 100 units **shall** have a second emergency/sustainable access unless special circumstances are presented to justify its omission; and
- Additional road accesses will only be considered where the development can clearly demonstrate that after all the measures to support sustainability have been implemented an unacceptable impact still remains as a consequence of the residual vehicle-based trips. Congestion on its own will not be enough, indeed a certain level of congestion may be desirable to facilitate the desired mode share in favour of sustainable modes of transport. Furthermore, any additional accesses will also need to be provided on the basis that it is favourable to the sustainable modes.

There may also be an opportunity to establish a sustainable connection to Penn Way.

S



Possible Sustainable Access to Penn Way

At this stage no details of the internal site layout are available for the full TA this will be required and it will also be required that it can be demonstrated through vehicle tracking that a refuse vehicle, 7.5t delivery vehicle and a fire tender can efficiently access the site and exit in forward gear.

Public Rights of Way (PROW)

HCC Countryside and Rights of Way officers have confirmed that no rights of way are affected by the proposals. However, they do consider that access to the nearby Sustrans routes needs to be considered.

Accessibility

i-Transport indicate that the TA will provide a full review of sustainable travel opportunities for future residents of the development. This is welcomed by HCC Highways. The TA should consider walking and cycling routes to key destinations.

With regards to the sustainable transport infrastructure given the increased density of the current proposals (300 as oppose to 200 dwellings), the length of the access road (circa 160m) and the restrictive car parking proposed it is considered that a secondary sustainable access/connection to a neighbouring development is required.

The presence of the NCN in the vicinity of the proposal site is acknowledged. The Ayot Green Way, the Great North Way and the Cole Green Way for part of and Routes 12 and 61. There is also a developing signed network of advisory cycle routes to the north of the development as shown by:

<https://www.hertfordshire.gov.uk/media-library/documents/environment-and-planning/countryside-management-service/a-map-of-hertfordshires-cycle-routes.pdf>

More information on leisure cycling routes in Hertfordshire (including Cole Green Way and the Great North Way South) can be found at:

<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-management/walking-and-cycling-routes.aspx?searchInput=&page=1&resultsPerPage=10&view=card>

With regards to the facilities it should be recognised that walking and cycling routes are not always homogeneous. For instance, it can be faster for cyclists to take a longer route than dismount and walk through the Howard Shopping Centre.

That aside the walking times presented appear quite fast at over 1.4m/s this should be reduced to 1.33m/s to allow for crossing roads or other obstacles on route. The presented cycle speeds at circa 15km appear appropriate however.

Distances appear to be measured from the access road rather than the centre of the proposed development and seem generous the TA should consider actual routes from the centre of the site.

With regards to the distances to retail attractions it is unclear where the Little Orchards Green Grocers and google brings up an address in a small industrial estate and from the street view it doesn't appear to be there. There is however, a closer 'one stop' sub post office located on Peartree Lane between the surgery and school. The building also contains a pharmacy.

It is also considered that the TA should present other supermarket retail opportunities that are slightly closer or equidistant to Waitrose.

The TA should also consider potential employment destinations, Oaklands College and the railway station as key destinations and consider the routes to them by both modes (walking and cycling) where appropriate. For example:

- Burrowfield Business Park
- Bessemer Road Business Park
- Quadrant Park/ Mundells Employment Area
- Watchmead Industrial Estate
- Hatfield Business Park (5.5km, 20-25mins by bike)

Public Transport

This site is within HCC Highway's 400m walking criteria, bus stops are well improved and bus number 601 is serving the area. The proposal site is also located conveniently close to the Rail Station 900m (11minutes) walk (although this could substantially be reduced through the provision of a sustainable link to the Wheat Quarter). Therefore, in principal the site is considered accessible by public transport.

However, the number 601 is a contracted HCC service and due to lack of financial fund there is no evening or Sat/Sun bus service at the present time. Bus service contribution would be sought and this would enable HCC provide an extra 4 hours evening service and 12 hours Saturday/Sunday service. It is considered that this is vital to support a residential development.

Therefore, a bus service contribution (approx £100k just for 2 years) should be secured via S106 agreement.

Residential Travel Plan

The HCC Active & Safer Travel team consider that the development would require a Full Travel Plan secured via S106 with an evaluation and support fee contribution of £1,200 p.a calculated from first occupation to 5 years post full occupation (this is a one off payment, that has been calculated on estimated occupation rates).

Road Safety

HCC Highways welcomes that i-Transport will review the most recent 5 years of Personal Injury Accident (PIA) data. HCC Highways however, considers that the PIA study area requires to be extended to the south to include the priority junction of Hollywell Road and Broadwater Road and the roundabout junction of the A6129, Broadwater Road, Chequers. Road traffic accident data can be obtained from Anthea.Nott@hertfordshire.gov.uk .

Car/ Cycle Parking

i-Transport propose that in the first instance that residential parking standards for zones 1-2 set out in the Welwyn Hatfield District Local Plan Review – Car Parking Standard (2004) are used as a preliminary guideline.

		Car Parking Standards		Cycle Parking Standards
		Zones 1 and 2	Elsewhere	
Residential	1 bedroom dwellings	0.75 spaces per dwelling	1.25 spaces per dwelling	1 long term space per unit if no garage or shed provided.
	2 bedroom dwellings	1 space per dwelling	1.5 spaces per dwelling	
	3 bedroom dwellings	1.5 spaces per dwelling	2.25 spaces per dwelling	
	4 bedroom dwellings	2 spaces per dwelling	3 spaces per dwelling	

WHBC Parking Standards

Subsequently i-Transport propose due to the central location of the development to apply a 25-50% reduction to rates and as a result propose the following maximum number of parking spaces:

- 20-41 spaces for the 102 x 1 bed properties;
- 31-62 spaces for the 123 x 2 bed properties;
- 26-48 spaces for the 64 x 3 bed properties; and
- 4-8 spaces for the 8 x 4 bed properties.

A Total maximum of 81-159 spaces for the currently proposed 297 properties, circa 26-51% of the zone 1-2 standard (312 spaces). Whilst no further reduction to the WHBC parking standards should normally be applied to residential properties, reductions have been previously applied to major developments nearby. It is also considered by HCC Highways that due to the location of the site restrictive parking can help to achieve modal shift in line with LTP4. However, as previously stated by HCC Highways a secondary sustainable access is required to help facilitate this modal shift also. Furthermore, the applicant needs to strongly justify to WHBC why the reduced parking provision is acceptable.

It is acknowledged that the residents cycle parking will be provided according to the WHBC parking standards, these spaces will require to be covered and secure. In addition, 3 cycle spaces, in accordance with the WHBC standards are to be provided for the gym and coffee shop; it is required that these spaces are of the 'Sheffield stand' type.

Parking for bicycles should be in accordance with the HCC Cycle Parking Guide. At the time of writing the guide is still under preparation but when available it can be downloaded from www.hertsdirect.org/infobase/docs/pdfstore/cycleparkguide.pdf.

Traffic Data

Traffic data no more than 3 years old will be required by HCC Highways. If available, traffic data collected by HCC may be obtained from David.Hart@hertfordshire.gov.uk

Trip Generation, Mode Split, Distribution and Assignment

i-Transport detail the trip rates for the extant B1(b) use and use TRICS to estimate these based on an Office land use. Whilst HCC Highways acknowledges the existing use, it is considered that a Business Park land use is more appropriate, as business parks contain more elements of B1(b) use similar to the site as oppose to the pure B1(a) aspect of offices.

i-Transport also propose to use vehicle trip rates from TRICS Multi Modal survey sites. HCC Highways consider that people based trips from all Multi Modal sites located in England (Excluding Greater London) should be selected only and the 2011 census utilised. The method of travel to work by the workplace population of an average of Hatfield 006 and Hatfield 007 MSOA's should be used which will distribute the trips by mode bespoke to the travel opportunities which were available in Welwyn Garden City. It is noted by HCC Highways that the previous travel to work in central Welwyn Garden City was largely dominated by those driving a car or van (circa 70%) and the carpark capacity at the Bio Park was 160spaces and would have been at near capacity.

Similarly, HCC Highways whilst accepting of the TRICs multi modal generation for people trips attributed to private flats, it is considered that a people-based approach needs to be applied to determine the modal split. Method of journey to work data for the 2011 census super output area Welwyn 007A should be applied to the people generation. It is noted that residents of the area demonstrate reasonable sustainable travel patterns and only circa 54.4% of trips are by private car.

Currently no details of trip distribution and assignment are provided. HCC considers that Origin Destination data from the 2011 census can be utilised at the MSOA level which considers Method of Travel to Work. Traffic could subsequently be assigned to individual routes as suggested by an online route planner.

HCC's COMET Model and Traffic Growth

The HCC Transport Planning Data Team has confirmed that the traffic impacts of 179 units (as per the HELAA report, Pea102) has been assessed previously in HCC's strategic COMET model.

However, the current proposals for 300 units may require fresh analysis within the COMET, it is therefore recommended that contact is made with the HCC Transport Planning and Data Team and they are supplied initially with details of the proposed Trip Generation and Distribution.

Information on the COMET model, including contact data, can be found at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/transport-modelling/transport-modelling-in-hertfordshire.aspx#>

Committed Developments

Significant redevelopment of the Broadwater Road area of Welwyn Garden City is planned or is currently taking place.

The aforementioned Wheat Quarter (6/2018/0171/MAJ).

Planning Application No. 6/2018/0171/MAJ (Former Shredded Wheat Factory, Broadwater Road, Welwyn Garden City) for the creation of a mixed-use quarter comprising the erection of up to 1,340 residential dwellings including 414 (31%) affordable dwellings (Use Class C3); 114 extra care homes (Use Class C2); the erection of a civic building comprising 494 sq.m of health (Use Class D1), 494 sq.m of community use (Use Class D1), 1,232 sq.m of office (Use Class B1) and 646 sq.m of retail (Class A1/A2/A3/A4/A5); alterations, additions and change of use of Grade II Listed Building and retained Silos to provide 5,096 sq.m of flexible business floorspace (Use Class B1), 265 sq.m Combined Heat and Power (Sui Generis), 2,494 sq.m International Art Centre (Use Class D1), 1,226 sq.m Gymnasium (Use Class D2), 1,576 sq.m of restaurant/ coffee shop/bar (Use Class A1/A3/A4/A5), Creche/Day Nursery of 644 sq.m as well as a Network Rail TOC Building of 364 sq.m; plus associated car parking, access, landscaping, public art and other supporting infrastructure.

There is currently approval for construction of 72 home on a site to the east of the Broadwater Road access (29 Broadwater Road - 6/2019/0108/PN11). However, the Stage 2 review for the HELAA report considered the site (Pea103) suitable for 128 dwellings and a planning application is under way (6/2019/3024/MAJ). It is therefore considered that for the purpose of a TA that the 128 homes should be considered as committed.

Planning Application No. 6/2019/3024/MAJ (29 Broadwater Road Welwyn Garden City AL7 3BQ) Demolition of office building and erection of 128 flats with associated car parking, landscaping, amenity space, bin and cycle storage, with alterations to existing and formation of new access on Broadwater Road and alterations to the existing access on Broad Court.

Planning permission has been granted for a 104 unit care home (91 x bed care home with 13 x care suites) on the former office site at 45 Broadwater Road (6/2018/3292/MAJ). However, HCC Highways found the net impact of the care home less than the previous office use. Therefore, the care home site would not have to be considered in detail.

Planning permission for Construction of new build of 22 x 2 Bedroom and 2 x 3 Bedroom residential apartments with balconies and a roof garden was granted for a site at 37 Broadwater Road (6/2018/2387/MAJ). An almost identical application (6/2016/2497/MAJ) was also approved by HCC Highways. Whilst as with the previous application HCC Highways considered that the scale of the development is sufficiently minor that it is not considered a Transport Statement (TS) was necessary as part of a formal application for planning consent, the sites cumulative impact should be considered in the TA for the former Bio Park site.

Planning permission was also granted for the Change of use from B1(a) office to C3 residential, construction of roof and side extensions, creation of 43 residential apartments and cycle storage compound on the site of Mercury House, 1 Broadway Road (6/2016/2624/FULL). As of July 2018 the construction was underway. HCC Highways considered however that the change of use will not result in a net impact upon the public highway. Therefore, the impact of the redevelopment of Mercury House would not have to be considered in detail.

An application was permitted for the change of use of former Roche Products Factory (Class B offices, research and manufacturing) to provide 34 residential units (Class C3) across basement, ground and first to third floors (6/2016/1882/FULL). As of July 1018, the construction was underway. HCC Highways considered however that the change of use will not result in a net impact upon the public highway. Therefore, the impact of the redevelopment of the former Roche Products Factory would not have to be considered in detail.

Junction Impacts

Whilst the overall strategic impact of the development could be modelled with the COMET model local impacts would need to be considered at:

- Site Access onto Broadwater Road;
- Broadwater Road/ Bridge Road Traffic Signals/ Proposed Octabout (Wheat Quarter);
- Holywell Road/ Broadwater Road priority junction; and
- A6129, Broadwater Road, Chequers Roundabout.

S278

The Highway Authority will seek, wherever possible, to secure highway works via planning Condition and s278 agreement. This includes the site access junction on to the A1000 Broadwater Road, other possible connections and off-site works.

S106/CIL (Developer Contributions)

Package 14 of the emerging South Central Hertfordshire Growth and Transport Plan (GTP) identifies improvements to Bridge Street and Broadwater Road to create a sustainable spine that will facilitate development and reduce the dominance of motorised vehicles, the negative externalities of which are restricting growth. Contributions to this specific package may be requested.

PK14 - Bridge Road Transformation - Welwyn Garden City		
ID	Name	Description
SM93	Bridge Road Boulevard (Broadwater Road West proposal)	Reduce Bridge Road to one lane of traffic in each direction to redistribute roadspace to cycleway/footway, improved bus stops and additional greenery and landscaping- in line with the Broadwater Road West proposals.
PR97	Broadwater Road/Bridge Road Junction Improvement	Improvement/reconfiguration of the Broadwater Road/Bridge Road junction as part of the Broadwater Road West development proposals)
Indicative cost range estimates and timescales for these interventions are contained in Appendix B		

Contribution to the other packages further afield promoted within the GTP may also be warranted.

WHBC are currently in the process of finalising its Community Infrastructure Levy (CIL) and in the absence of this developer contributions would be sought via S106 agreement/s using the HCC’s Planning Obligations Toolkit. HCC’s Planning Obligation Guidance (2008) implements a two-strand

approach to planning obligations in order to address the immediate impacts of the new development (first strand), and the cumulative impacts of all development on non-car networks (second strand).

In accordance with the HCC Planning Obligations Guidance, contributions are sought on a unit rate basis and are pooled where appropriate. For residential use the charge is based on the number of bedrooms. This is calculated based on the site’s accessibility zone.

Table 1: Sustainable Transport Second Strand Approach: Standard Charges for Residential Developments:

Location	second strand charge per dwelling (£)			
	number of bedrooms			
	1	2	3	4+
Town centre zones 1&2	£375	£500	£750	£1000
Elsewhere zones 3&4	£625	£750	£1125	£1500

Given the current emerging proposals for a mix of 1-3 bedroom units (102 x 1 bed, 123 x 2 bed, 64 x 3 bed) and eight 4 bedroom town houses with less than 100 sqm of commercial use (anticipated to be occupied by a resident’s gym and coffee shop). The preliminary calculation in 2006 prices is calculated. Currently the SPONS pricing index (43.13%) suggests a contribution of £222,924.98 in today’s prices.

Summary

Given the increased level of development proposed in the HELAA plan which HCC Highways previously assessed and approved (300 homes currently as oppose to 200homes), the length of the required access road (circa 160m) and the restrictive parking proposed (which is welcomed) HCC Highways considers a secondary sustainable access will be require to support the current proposals. It is also recommended that the HCC Transport Planning and Data Team are contacted ASAP to determine whether the increased proposals need to be reassessed in HCC’s COMET model. To facilitate this, details of the Trip Generation and Distribution will be required.

Information on the COMET model, including contact data, can be found at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/transport-modelling/transport-modelling-in-hertfordshire.aspx#>