



# Wormald Burrows Partnership Limited

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E3257-GA-Examination Summary Note-111017

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## Land North of Great Ashby

### The Development of 700 Dwellings, a 4FE Secondary School and a 2FE Primary School on Land in Great Ashby.

#### Introduction

The Proposed Submission Local Plan 2011-2031 for North Hertfordshire has allocated for the land GA2 a development of 600 residential dwellings plus up to four hectares of land for education purposes, including at minimum a 2FE Primary school.

Wormald Burrows Partnership Limited (WBPL) on behalf of Picture has undertaken an assessment of the infrastructure requirements for a development on GA2 of this composition plus an additional 100 dwellings. The full preliminary assessments, for the various topics of Highways, Sustainable Transport and Drainage, were submitted in the context of the Local Plan consultation in November 2016.

This note now provides an update to the submitted assessments to report on additional analysis undertaken and evidence received, and to confirm that it is possible to also incorporate a 4FE secondary school on the site.

#### Drainage

A Flood Risk Assessment of the development at Great Ashby, E3257-FRA-1116-Rev 0, November 2016, has been undertaken by WBPL.

Surface water runoff flows will be attenuated before being discharged at greenfield rates to the existing watercourse at the south-east corner of the site.

With respect to foul water flows, as part of the examination of their Local Plan, Stevenage Borough Council produced a document 'ED168 - Updated Stevenage Infrastructure Delivery Plan, March 2017'. Clauses in this document cover the provision of sufficient capacity at the Rye Meads Treatment Works and sewer connections for any development on the GA2 site. This information had also been previously summarised in the 'Infrastructure Delivery Plan to support the North Hertfordshire Local Plan 2011 – 2031', September 2016.

The 2015 Rye Meads Water Cycle Strategy Review concluded that Rye Meads Wastewater Treatment works should now have capacity to treat all wastewater arising from within its

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catchment over the period to 2026 (CI 8.13) and that Thames Water have confirmed that physical capacity at Rye Meads is to be increased during the AMP6 period (2015-2020) while their current consent would be sufficient to accommodate future growth beyond 2026 (CI 8.16).

Furthermore, Thames Water have stated that they do not consider the funding and delivery of any particular solutions for the sewerage network in and around Stevenage to be an issue that needs to impinge upon the local plan. Thames Water will deliver necessary strategic upgrades through the AMP process, subject to there being sufficient certainty and clarity over the delivery of new development (CI 8.19).

The requirement to ensure sufficient capacity of the sewerage network from the site to the sewage treatment works will be agreed directly between Picture and Thames Water (CI 8.20). Thames Water has a statutory obligation to provide a drainage connection on request and their expectations are that drainage solutions for individual sites will be identified as part of the (pre-)application process and funded and delivered through agreement with Picture (CI 8.22).

## Highways

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

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

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

### **Traffic Survey Data Refreshed**

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

### **Revised Scheme Including 4FE Secondary School**

WBPL has been instructed by Picture to verify whether the local road network is able to support the traffic generated from the revised scheme comprising of 700 dwellings, a 4FE

secondary school and a 2FE Primary School

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

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

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

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

### **Access**

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

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

### **Transportation**

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

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

## **Conclusion**

A development of 700 residential dwellings, a 4FE Secondary School and a 2FE Primary School can be accommodated on GA2 in Great Ashby in terms of surface water runoff, foul water capacity of the Thames Water system, highway capacity and the local transportation systems.