



Daley Wilson  
St Albans City and District Council  
Planning Department  
Civic Centre  
St Peters Street  
St Albans  
Hertfordshire  
AL1 3JE

16 April 2018

Dear Mr Wilson

**Re:** Planning conditions imposed in relation to 5/2018/0368 for the construction of two semi-detached houses on the garages site at the end of College Place, approved by Appeal Decision App/B1930/W/17/3174698.

I write following a conversation you had recently with our committee member Kate Buckley over concerns raised directly by individual members of the Abbey Precincts Residents Association and in our own objection to the original application. The ongoing impact of this development on the road and residents of College Place cannot be understated. We ask you to address the following points in relation to planning condition 9 in HM Inspector's Schedule of Conditions, which leaves the detail of the traffic management plans during the construction works to the Council's discretion.

1. College Place is a narrow cul-de-sac with the development occurring at the very far end.
2. CPZ parking provided for residents along one side of the street – Zone B parking spaces are always in high demand and construction activity should not impact these.
3. College Place has 30 small houses with around 70 residents, and so is one of the most densely populated areas in the city. Access is required at all times of day: any obstruction in the street (even on a temporary basis) quickly leads to inconvenience to the residents.
4. Front doors open directly onto very narrow pavements, so any vehicular movements in the street create a significant health and safety risk for pedestrians and householders entering and leaving their homes, especially for the young families living on the street. Due to the narrowness of the available roadway and adverse camber large vehicles literally pass within inches of the front doors.
5. Access to College Place is exceptionally narrow, completely unsuited to the heavy goods vehicles typically associated with construction works. Vehicles accessing College Place also present a significant hazard to pedestrians and vehicle traffic on Lower Dagnall Street. HGVs invariably have to ride the kerbs to access and pass along the street. As well as being illegal and representing a considerable health and safety concern, such activity has already damaged the kerbs, pavements and road surface. Recent years have seen flooding of part of the street due to blocked and overflowing sewers and broken water mains. Photographs taken whilst the applicant was carrying out renovation works during 2016 and 2017 are included as Appendix I.

We consider that the traffic management plan submitted by the applicant in response to planning condition 9 is too loose and falls well short of best practice for the control of vehicle movements to and from a tightly constrained construction site. It fails to respect the well-being of residents and the integrity of the Conservation Area.

Hertfordshire County Council Highways initially objected to a proposed development on the neighbouring cul-de-sac of Temperance Street (5/2017/3655, see Section 6.3 of Lee Stannard's report to Planning Committee 16/04/18) on the basis that it "could have implications on **highway safety and convenience**". Objection was only withdrawn after submission of a detailed management plan: the summary of conditions to be applied is included as Appendix II below. The single house build in Temperance Street is close to the entry on Lower Dagnall Street, so that adherence to similar conditions is even more crucial in the case of the build of *two* houses at the far end of College Place. We respectfully suggest that the following conditions be adopted:

1. Banksmen (front and rear) should be utilised to help guide all construction traffic (especially HGV traffic) when accessing, traversing and exiting College Place (not just reversing as is currently proposed).
2. Restrictions should be considered on the largest of HGVs so these do not enter College Place (largely to avoid illegally and dangerously riding the kerbs. Residents are also worried that HGVs may accidentally damage parked cars and property).
3. Construction traffic must not be allowed to obstruct the street during the works.
4. The number of CPZ parking spaces should not be reduced during construction work.
5. Traffic routing should be defined and limited to non-peak hours, to minimise impact on residents seeking needing to get to work/school etc.
6. All vehicles seeking access to the site should be marshalled at an offsite location and only permitted to access College Place (and preferably the narrow streets of the conservation area) one at a time - to avoid unnecessary congestion and inconvenience to other road users – particularly on Lower Dagnall Street and College Place, but also along the access routes.
7. There is no room on the site to allow the largest HGV's to turn around. Access to the site must be limited to one vehicle at a time.
8. Engines should be switched off once vehicles are stationary to reduce noise and pollution.
9. Suitable measures should be employed to reduce mud and soil spreading from the site
10. All necessary repairs and making good to road, pavements and property in College Place must respect the fact that this is in St Albans Conservation Area,

Should you wish to discuss any of these issues further, please do not hesitate to contact us.

Yours sincerely  
Robert Pankhurst  
Secretary, for and on behalf of APRA  
13 College Street AL3 4PW  
[secretary@aprastalbans.org](mailto:secretary@aprastalbans.org) tel: 01727569574

## Appendix 1 - Restricted site access





## **Appendix II – Temperance Street Construction Management Plan conditions**

### **Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)**

**District ref:** 5/2017/3655

**HCC ref:** SA/50/2018 (Amended)

**HCC received:** 02/03/2018

**Area manager:** Manjinder Sehmi

**Case officer:** David Bottoms

#### **Location**

Car Parking Opposite 9 To 13 Temperance Street

St Albans

#### **Application type**

Full application

#### **Proposal**

One, three bedroom detached dwelling with associated landscaping and parking

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Construction of the development hereby approved shall not commence until a Construction Management Plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

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Therefore a Construction Management Plan is recommended as a condition of any grant of permission that the LPA may be minded to give and shall include details of:-

- a. Construction vehicle numbers, type, routing;
- b. Traffic management requirements;
- c. Construction and storage compounds (including areas designated for car parking);
- d. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities to avoid school pick up/drop off times;
- h. The management of crossings of the public highway and other public rights of way;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway.