

# Strategic Local Plan 2011-2031

Draft for Consultation

September 2014



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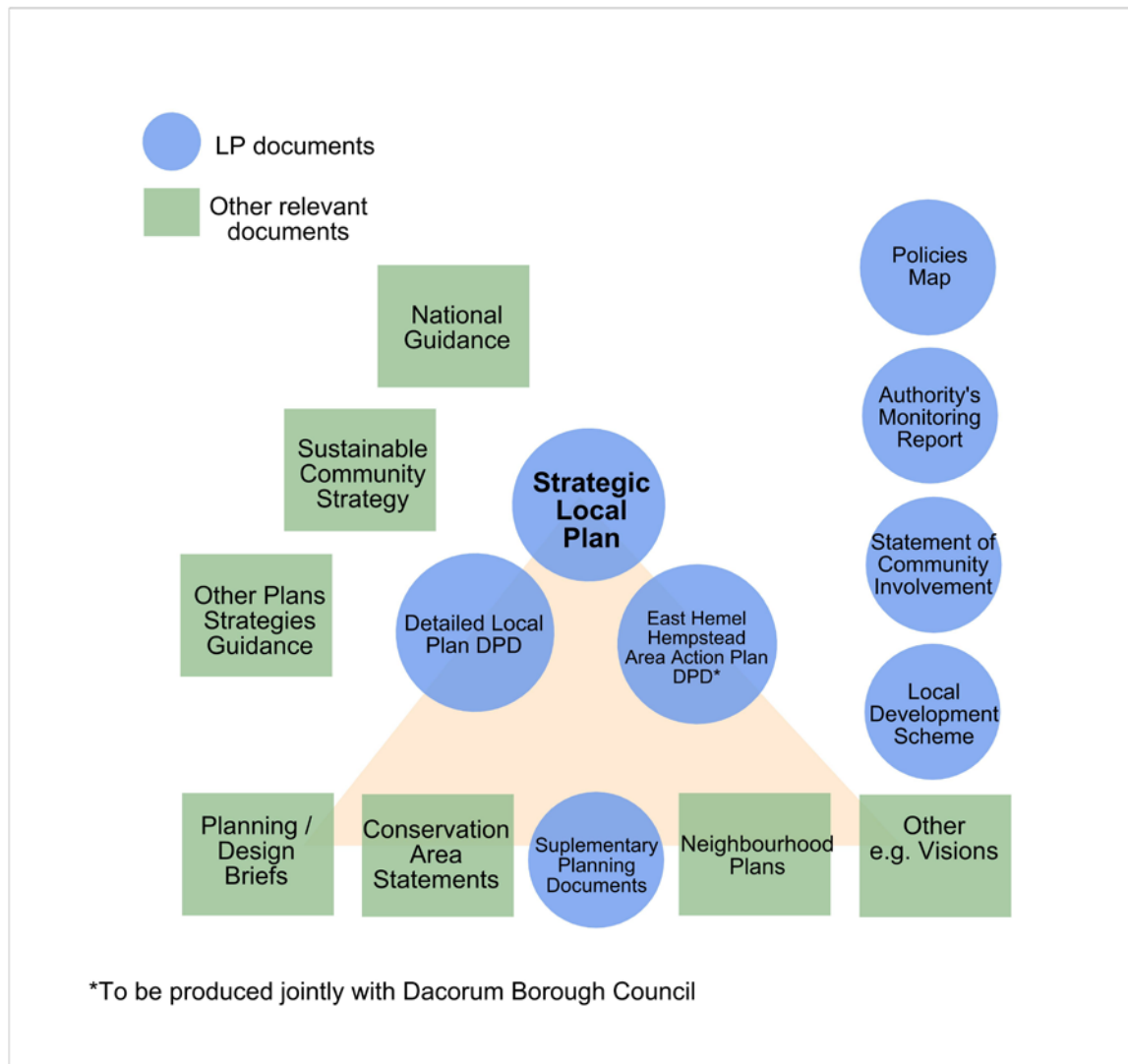
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**Note: This document contains some technical terms which have a specific meaning and usage in planning law and practice. General readers will be assisted if they refer to the Glossary at Appendix 3**

# 1. Introduction

- 1.1 The Local Plan (LP) will consist of a suite of local development documents. These documents will set out the planning policies and proposals for the future development of the City and District of St Albans. The Strategic Local Plan (SLP) is the principal Development Plan Document (DPD) and establishes the Council's long term spatial planning strategy for delivering development and infrastructure from 2011 to 2031.
- 1.2 The LP is based on its community's vision contained in the Sustainable Community Strategies for St Albans and Hertfordshire. It must also comply with other legal requirements, including the need to have regard to the Government's national planning policy, including the National Planning Policy Framework (NPPF) and to be based on proportionate and justifiable evidence.
- 1.3 Within the LP, the most important documents are called Development Plan Documents (DPDs). Together with the Hertfordshire Minerals and Waste Framework, the DPDs will form the new statutory planning documents for the district.
- 1.4 A timetable for preparation of the LP is contained in the Local Development Scheme (LDS). Currently it is proposed to produce the following DPDs:
  - Strategic Local Plan DPD (SLP)
  - Detailed Local Plan DPD (DLP)
  - East Hemel Hempstead Area action Plan DPD (jointly with Dacorum Borough Council)
- 1.5 The Council has made significant progress on the Strategic Local Plan (formerly known as the Core Strategy) and is seeking to adopt it at the earliest opportunity. Work on the Detailed Local Plan (formerly known as Site Allocations and Development Management Policies) is at a relatively early stage, but will also be taken forward as soon as possible. This approach will make sure that new policies are in place as soon as reasonably possible, which is important given the current Plan dates from 1994. This approach accords with the NPPF which highlights that "It is highly desirable that local planning authorities should have an up-to-date plan in place"
- 1.6 The various components of the LP are highlighted by the yellow triangle shown in Figure 1.
- 1.7 The SLP has been prepared following consultations on Issues and Options documents in 2006 and 2007, the Emerging Plan in 2009 and on the Strategy for Locating Future Development in the District in 2010/2011.
- 1.8 The SLP must be considered in planning terms to have been prepared in accordance with the Duty to Cooperate, legal and procedural requirements and to be 'sound'. In essence, to be found 'sound' it must be considered during an Examination In Public by an independent planning inspector to have been; positively prepared; justified; effective and consistent with national policy.

**Figure 1: St Albans City & District Local Plan**



1.9 Once the SLP is adopted, it will supersede some of the policies in the saved St Albans Local Plan Review 1994, as shown in Appendix 1. Once the subsequent DLP is adopted, the St Albans Local Plan Review 1994 will be wholly superseded.

## Key Influences on the Strategic Local Plan

### Evidence Base

- 1.10 The Council has built a wide-ranging evidence base for the SLP. This is listed on the Council website and is updated on an ongoing basis

### National Planning Policy Framework (NPPF)

- 1.11 The NPPF specifies that Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. All plans should be based upon and reflect the “presumption in favour of sustainable development”, with clear policies that will guide how the presumption should be applied locally.

- 1.12 The NPPF (<http://www.communities.gov.uk>) has been considered as a whole and the SLP is consistent with it. Of particular significance is paragraph 14:

*At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that:*

- *Local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
  - *specific policies in this Framework indicate development should be restricted.*

- 1.13 The NPPF advises that the purpose of the planning system is to contribute to the achievement of sustainable development. The policies in paragraphs 18 to 219 of the NPPF, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice for the planning system.

- 1.14 The NPPF follows the longstanding approach to planning in setting out that there are three dimensions to sustainable development: economic, social and environmental. These roles should not be undertaken in isolation, because they are mutually dependent.

- 1.15 The NPPF at Paragraph 17 identifies twelve core planning principles which should underpin plan-making. These have been considered throughout the SLP. The plan positively seeks to meet the development needs of the area, within the context of the district and the interaction between the economic, social and environmental roles. This is set out in this SLP and forthcoming DLP as a whole, with key strategic choices set out in chapter 4.

### The Presumption in Favour of Sustainable Development

1.16 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

### **Presumption in Favour of Sustainable Development**

Planning applications that accord with the policies in this Strategic Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted<sup>1</sup>.

### **Sustainable Community Strategy for St Albans City and District**

1.17 All local authorities have to prepare a Sustainable Community Strategy (SCS) with local partners as required by Section 4 Local Government Act 2000. The SCS sets the overall strategic direction and long term vision for the economic, social and environmental wellbeing of a local area, in a way that contributes to sustainable development. It seeks to improve the quality of life and services in the local area. Its vision and objectives need to be backed by clear evidence and analysis and supported by targeted and co-ordinated action. The SCS can be modified and updated by the LPA as it chooses.

1.18 An update of the SCS for the District was approved in June 2009 and covers the period to 2021. The SCS contains the following vision for the District:

“A progressive, unique and vibrant district, which values its environment, heritage and culture, and cares for the future: an outstanding place to live where everyone can flourish.”

1.19 The SCS identifies four key priorities for the District:

- Ensuring the District is a great place to be.
- Creating a diverse and sustainable economy for the 21st century.
- Keeping the district healthy.
- Supporting an active community that has pride in itself and cares for its future.

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<sup>1</sup> For example, those policies relating to sites protected under the Birds and Habitats Directives and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space or within designated heritage assets; and locations at risk of flooding.

1.20 The SCS also highlights specific areas of work that need to be addressed to achieve the key priorities. The LP is the spatial expression of the SCS (see paragraph 2.18).

### **Hertfordshire Sustainable Community Strategy**

1.21 Hertfordshire 2021: A Brighter Future is the county-wide SCS, prepared jointly by Hertfordshire County Council and Hertfordshire Forward, a partnership which brings together all the key agencies in the county. The Hertfordshire SCS has identified 9 key areas of concern and sets out long term objectives and short term improvements to address them:

- Jobs, prosperity and skills.
- Safer and stronger communities.
- Children and young people.
- An ageing population.
- Health and wellbeing.
- Housing, affordable housing and quality neighbourhoods.
- Transport and access.
- Sustaining Hertfordshire's unique character and quality of life.
- Promoting sustainable development.

### **Responses to Previous Community and Stakeholder Consultations**

1.22 Views expressed by the community and stakeholders in response to the SLP (then termed Core Strategy) consultation documents in 2006, 2007, 2009, and 2010/2011 form part of the evidence base for the LP. Representations made during these public consultations from residents, businesses, organisations, elected representatives and other stakeholders have been key in shaping this document.

### **Sustainability Appraisal**

1.23 The SLP must be subject to a Sustainability Appraisal/ Strategic Environmental Assessment. The Council's Sustainability Appraisal consultants have assessed this document against the Sustainability Appraisal framework for the district and have produced a Sustainability Appraisal Report. This assessment and previous Sustainability Appraisal working notes have been important influences on the SLP policies and proposals.

### **Collaborative Planning**

1.24 The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities. Public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities. Local planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination.

1.25 Co-operation is a longstanding approach taken extremely seriously by this Council since well before the NPPF requirement. The Council has longstanding bilateral and

multilateral working arrangements with Hertfordshire authorities and others in the sub regional area. A very brief summary of joint working includes:

- Quarterly officer meetings of Hertfordshire Planning Group (HPG) – including all Herts authorities and HCC
- Quarterly officer meetings of HPG Development Plans - including all Herts authorities and HCC
- Regular meetings of Hertfordshire Infrastructure Planning Partnership (HIPP) – Portfolio Holders of all Herts authorities and HCC. HIPP works closely on liaison with the Local Enterprise Partnership (LEP) in preparing its Strategic Economic Plan (SEP).
- Meetings at officer, Councillor and joint meetings with adjoining and nearby authorities
- Very considerable joint work on Evidence Bases, including in areas such as Employment, Housing, Green Infrastructure, Green Belt Review, Sustainable Building and Community Infrastructure Levy (CIL)
- Joint work with Dacorum on the East Hemel Hempstead Area Action Plan

## **Neighbourhood Planning**

- 1.26 Neighbourhood plans have been introduced by The Localism Act 2011 and enable local communities to shape and direct sustainable development in their area. These are plans produced by a parish council or a neighbourhood forum. Neighbourhood plans need to be considered at an independent examination in public before a referendum can take place. Where there is a conflict between the non-strategic policies in the Local Plan and the Neighbourhood Plan, the policies the Neighbourhood Plan contains will take precedence for that neighbourhood.
- 1.27 The Council is committed to neighbourhood planning as a process, in order to deliver the neighbourhood level aspirations of communities. There are a number of mechanisms to deliver these aspirations, including ongoing engagement with Parish and Town councils, work through a City Neighbourhoods Committee and the Look St Albans community design initiative for the un-parished area of St Albans City, planning application consultations and the forthcoming DLP, as well as Neighbourhood Plans. As community-led initiatives, the role of the Council is not to create Neighbourhood Plans, but to assist communities in developing them themselves.



## 2. The St Albans City and District Context

### Introduction

- 2.1 The City and District of St Albans has a very special character, with a blend of City, towns, villages and Green Belt countryside. It has a population of 143,000 (the second highest in Hertfordshire) and covers an area of 63 square miles (161 sq km). The district is located in central Hertfordshire, within the Metropolitan Green Belt, 20 miles (30 km) north of London. Hertfordshire's towns are strongly influenced by London. These towns are close to each other with complex spatial relationships between them for shopping, leisure, employment, education and other purposes.
- 2.2 The historic cathedral City of St Albans (approximately 69,000 population) is the largest settlement in the district. It is Hertfordshire's oldest town. In Roman times, when it was called Verulamium, it was the third largest town in Roman Britain, after London and Colchester. A strong medieval heritage is still evident within the City core and with each successive historic period further architectural richness and variety has been added to create a City of superb townscape quality and character.
- 2.3 The residential commuter town of Harpenden is the second largest settlement in the District with a population of almost 30,000. Harpenden grew slowly as a settlement from the early 13<sup>th</sup> century, only experiencing major growth from 1860 with the arrival of the railway. Harpenden is located in the north of the district on a dip-slope of the Chiltern Hills. The town has an impressive range of historic buildings and open spaces, including the Green Flag award winning Harpenden Common. It is home to the world renowned agricultural research centre of Rothamsted Research.
- 2.4 St Albans and Harpenden are prosperous and popular towns, primarily due to their high quality environment, excellent schools and transport links to London and the rest of the country. They are the main focus for commercial and leisure activity. Each has a thriving centre providing a variety of retail, leisure, community and cultural facilities and also employment opportunities.
- 2.5 London Colney is the next largest settlement in the District and has the most urban character. It contains employment areas and the large Colney Fields retail park, but lacks some of the facilities of a traditional town centre. The River Colne flows through the south of the town providing an attractive setting rich in biodiversity.
- 2.6 Other settlements in the District excluded from the Green Belt are Bricket Wood, Chiswell Green, How Wood, Park Street/Frogmore, Redbourn and Wheathampstead. All provide some job opportunities, together with essential health, education and community facilities. Redbourn and Wheathampstead have village centres and each settlement has its own local identity.
- 2.7 There are a number of smaller settlements within the Green Belt, including Kinsbourne Green, Colney Heath, Folly Fields, Gustard Wood, Sandridge, Sleafshyde and Smallford.
- 2.8 Throughout the District, development pressure is intense, house prices have greatly

increased in recent times but are now flattening out and the need for affordable housing is high. There is a strong trend towards urban intensification, loss of employment use to residential and a high level of house extensions. The Green Belt is under particular pressure from major development proposals attracted by the strong transport links, especially in the south of the District.

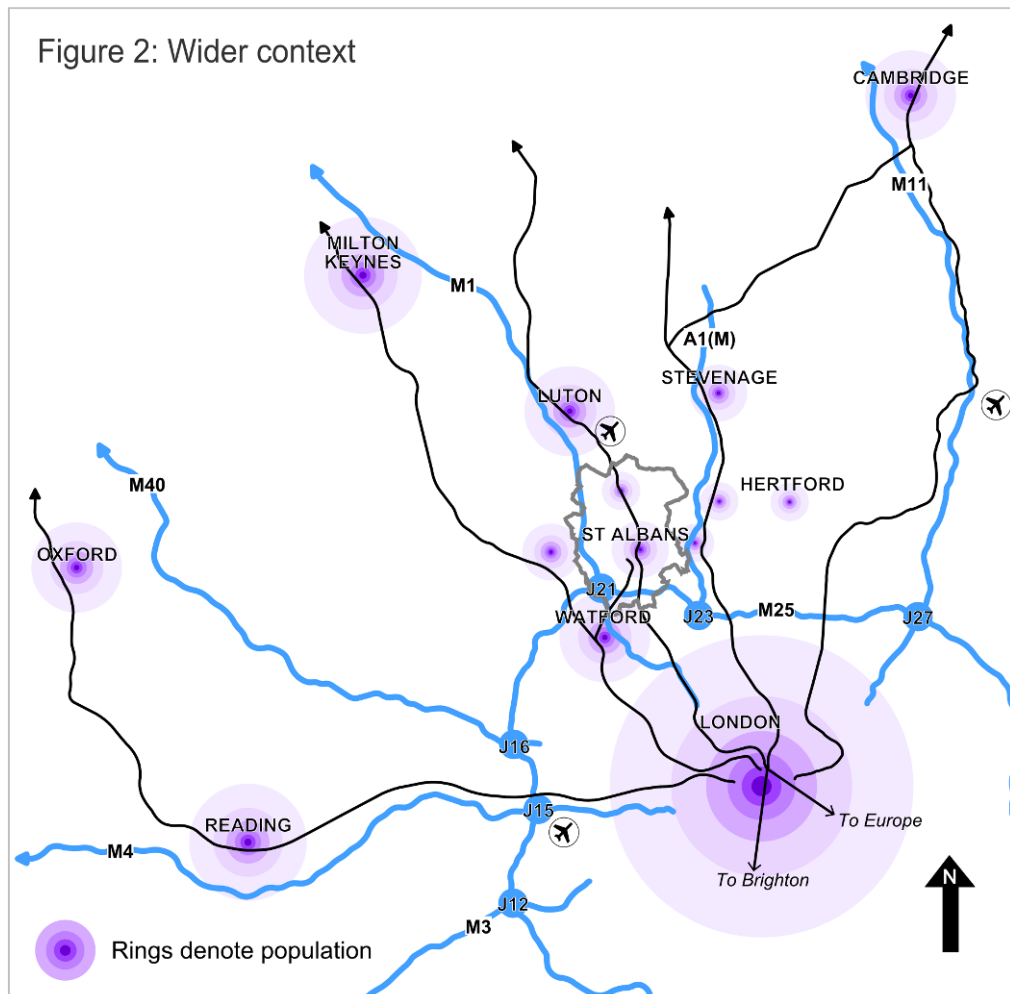
## **The Sub Regional Context**

- 2.9 The District has a primary spatial relationship with London, a city which strongly influences local patterns of employment, travel, retail and leisure. It also has strong spatial relationships with neighbouring towns, particularly Hemel Hempstead, Welwyn Garden City, Hatfield, Watford and Luton. These towns offer alternative and sometimes competing employment, retail and leisure opportunities. The District benefits from close links with the University of Hertfordshire in Hatfield. Oaklands Community College in St Albans is the District's sole further and higher education provider and plays a key role in skills development, training and lifetime learning opportunities at a sub-regional level. Key sub-regional employers include the world renowned institutions / centres of excellence; the Building Research Establishment (BRE) at Bricket Wood and Rothamsted Research in Harpenden.
- 2.10 Nationally and regionally important transport routes pass through or close to the District, which is exceptionally well located in regard to strategic transport networks. These include the M1, A1 (M) and M25 motorways, the A414, the Midlands Mainline railway to the East Midlands, the Thameslink railway into St Pancras International and through Eurostar to Europe. The East Coast mainline through Hatfield and the West Coast mainline through Hemel Hempstead reinforce the strong London focus in public transport. The rail links provide direct and easy access to Gatwick and Luton Airports. East-west travel is catered for by the M25 and the A414, although at the District and county level, traffic movement east-west is poor and congestion is a major problem, with high levels of car use, limited bus routes and frequencies and a large rural hinterland. International links are provided for through London Luton Airport which lies 6 miles north of Harpenden. Heathrow, Gatwick and Stansted are also readily accessible via the M25.
- 2.11 The District has two distinct countryside character areas - the Northern Thames Basin and the Chilterns. Generally, the natural environment is of good quality and includes some very attractive countryside. There are two designated Sites of Special Scientific Interest (SSSIs) and many other sites of nature conservation importance. However, there are areas which need enhancement, including some areas to the south of the District in the Watling Chase Community Forest.

## **Local Population**

- 2.12 The District has a slightly younger population than the national average and residents generally have high educational attainment. St Albans City and District is one of the least deprived parts of the country, with very high average income levels and relatively low unemployment. There is good quality housing and very high house prices. However, there are pockets of relative deprivation, for example in Batchwood, Sopwell, Cunningham and Park Street wards, where the level of deprivation is above the national average.

2.13 The ethnic diversity of the district is about the same as the UK average and around 10% of the local population come from minority ethnic communities.



## Employment Characteristics

- 2.14 The local economy is largely made up of employment in financial and business services, research and development, retail and educational sectors. The visitor economy is an increasingly important local economic driver.
- 2.15 Nearly half of local residents of working age have a degree qualification or above and within the working population the majority of residents are employed in professional and managerial occupations, a considerably higher rate than at the county or national level. The local economy is driven by a large number of small businesses, including freelance and consultancy and has a vibrant entrepreneurial culture.
- 2.16 The District experiences considerable flows of both in and out commuting. Overall there is significant net out commuting to high paying jobs outside the district, primarily in London but also in other nearby towns. Most of the District's young and mature students achieve very high educational attainment, but not all of them. Key areas for intervention include training for young people, developing social enterprise

and self reliance, working with local employers on skills development and the development of new economic clusters.

## **Key Issues and Challenges Facing the District**

- 2.17 Over 90% of residents are very or fairly satisfied with the District as a place to live and only 4% are dissatisfied, but the district still faces some considerable key issues and challenges, as well as wishing to meet the highest of aspirations.
- 2.18 The SCS has identified the key issues and challenges for the District as:
- Affordable housing.
  - Providing accessible facilities and activities for young people.
  - Encouraging a diverse and sustainable economy and increasing participation in education and skills development at all ages.
  - Tackling traffic congestion.
  - Reducing health inequalities.
  - Supporting older people.
  - Reducing pockets of social and economic inequality within the district where individuals and groups are not enjoying the same high quality of life.
  - Protecting the environment for the future.
  - Encouraging community engagement and participation - especially groups who have been less involved in the past.
- 2.19 Related key issues have also been identified through the Hertfordshire Compact. This is an agreement between the Statutory, Voluntary & Community Sectors in Hertfordshire, working together in partnership.
- 2.20 In preparing the following Vision and Strategic Objectives, a thorough analysis of the district's context, assets, resources, aspirations, issues and challenges has been undertaken. This has created a unique strategy which responds to a unique place with the key aim of ensuring it remains special now and in the future, whilst addressing issues of concern.
- 2.21 The Council has objectively assessed and reviewed development need and demand; and balanced these against other factors and material considerations as set out in the NPPF. The District's communities and the NPPF greatly value the fundamental aim of the retention of the openness of the Green Belt. This openness plays many important roles; including preserving the setting, special character and historic nature of the district's settlements as well as providing accessible high quality open areas for London. This overriding value of openness is clearly recognised by the NPPF as development in Green Belt is specifically excluded from the presumption in favour of sustainable development.
- 2.22 In order to develop an appropriate evidence base and inform decision making, SADC commissioned some innovative work looking at the Environmental Capacity of the District. This work was commissioned and started before the final NPPF, but finalised immediately post the NPPF publication. This District is believed to be the first in the UK to have commissioned such work, including utilising 'Ecosystems

Services' information and approaches. This approach has now been supported by the NPPF (at paragraph 109). Key highlights include:

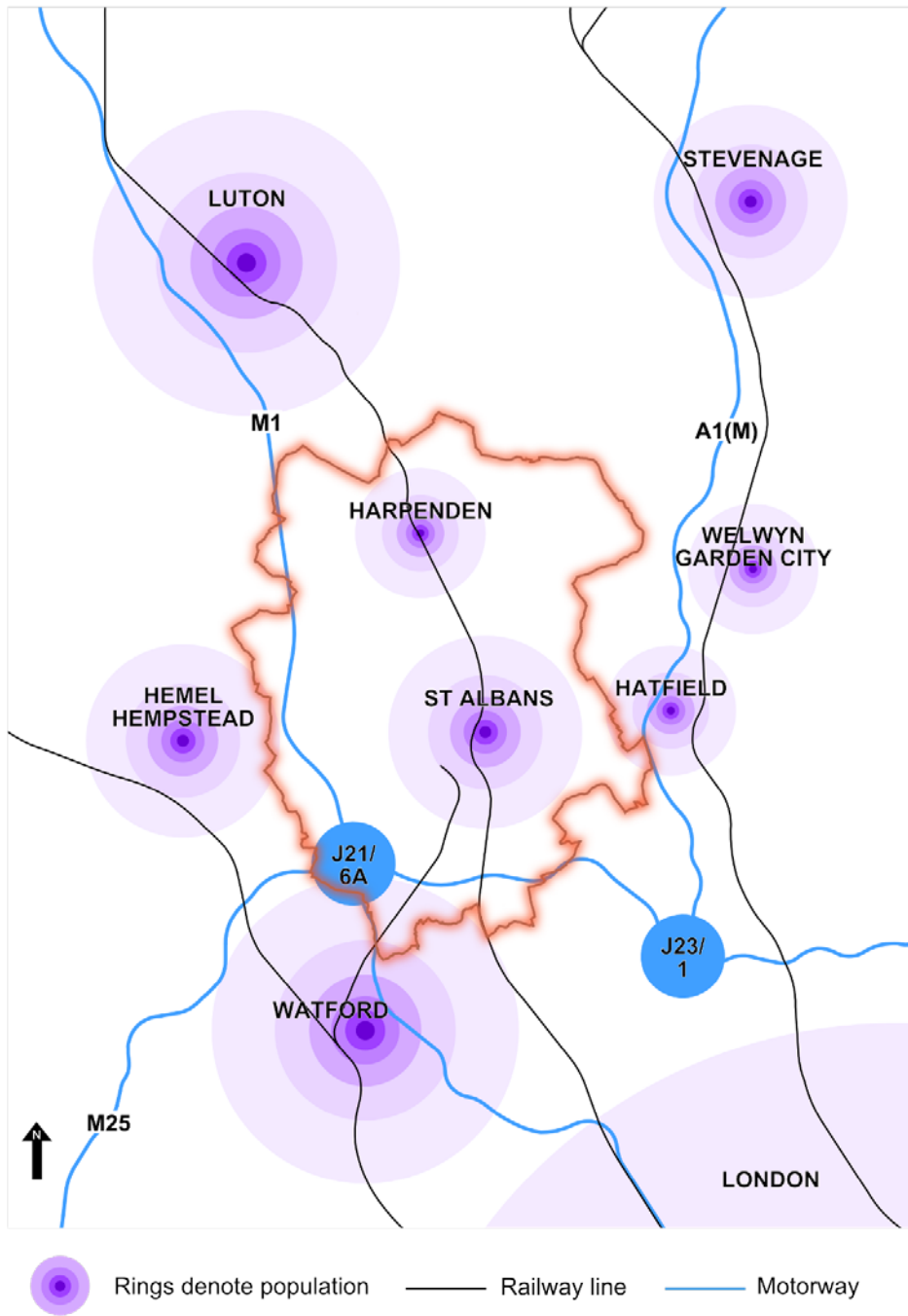
- The ecological footprint of the District reveals an unsustainable pattern of consumption: An area of biologically productive land fifty times the size of the District is required to sustain its current population (approximately equivalent to Hertfordshire, Bedfordshire, Buckinghamshire and Essex combined).
- An area of land eleven times the size of the District is required to sustain the District's current food consumption and to produce sufficient domestic energy to support the local population would require an area of short-rotation coppice 1.7 times the area of the district.
- The District's non-urban areas will become even more important in terms of the district's ability to respond to energy and resource scarcity and climate change. Water resources are under immense pressure and over abstraction has resulted in biodiversity damage, including to local chalk streams.
- The retention and enhancement of the District's non-urban areas should be a key part of the local economic development strategy, due to its array of economic benefits (see Policy SLP15).
- The Green Belt has worked successfully for more than 60 years in controlling the growth of Greater London. This has proven to be valuable for all Londoners in the sense that they all continue to live within a relatively short distance of the countryside. In St Albans City and District the Green Belt has also served local people well, ensuring that the majority of residents live and work within close proximity to accessible and attractive countryside. The Green Belt has also helped the District's settlements to maintain their own individual special character. These themes were picked up in the subsequent Green Belt Review

2.23 In view of these factors and trends, the observations made regarding the various global and local ecosystems and the services they provide and the fact that we are already exceeding the capacity of the environment to support us, the study concludes that it would be unwise to permit further urban development in the District on undeveloped land. Where development is permitted a Compact City<sup>2</sup> approach is recommended. This work highlights the difficulties in reconciling growing development pressure with the imperative of environmental protection. The application of Green Belt Policy and the Compact City approach in the light of assessed development needs is the central issue for the Plan.

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<sup>2</sup> Compact City is urban development which involves mixed-use settlements within urban areas, which make effective use of public transport and encourage walking and cycling.

Figure 3: St Albans City & District Context



## 3. Vision and Objectives

### The Local Plan Vision for 2031

- 3.1 This chapter sets out a vision for how the District will be in 2031, explaining how the policies in the Local Plan have shaped places in the district. It also includes a list of objectives which will help to achieve this vision. Through the Local Plan we will have successfully shaped delivery so that in 2031:
- 3.2 St Albans City and District's outstanding built and natural environment has been retained and enhanced. This includes the historic Cathedral City of St Albans; the vibrant and charming town of Harpenden; London Colney with its diverse and exciting character; and the range of villages and hamlets, all with their individual character. The natural and man-made landscapes and woodlands within the extensive Green Belt have been proactively managed, to conserve the District's heritage, maintain its existing high quality of life and retain the sense of rurality.
- 3.3 In maintaining this high quality of life, truly sustainable development and the diminution of the district's environmental footprint have been the principles underpinning all growth and development proposals. The aim is to ensure a better balance is achieved between built form and the natural environment, with natural processes and assets properly valued and preserved. This will ensure that the district has halted further increases in its environmental footprint and is reducing its impact within the wider sub region.
- 3.4 The District's prosperous economy, based primarily on high levels of knowledge and skills has provided a robust and flexible base from which to respond to future challenges. Existing key employers, Rothamsted Research and the BRE have redeveloped and expanded, creating new highly skilled jobs and increasingly aim to fulfil their potential as Green Technology business incubators. New business start ups and entrepreneurial activity have increased throughout the District, supported by the provision of affordable and flexible business space, high speed broadband and next generation telecommunications. The visitor economy has become increasingly important to the local economy. The unique and exceptional quality of the built and natural environment continues to be very important in supporting the prosperous local economy and providing a range of jobs for all.
- 3.5 St Albans City centre has retained and expanded its diverse range of independent shops and services and these have been complemented by a broad mix of High Street multiples which satisfy the majority of residents' weekly shopping needs. Redevelopment of City centre sites has helped to attract visitors from surrounding areas seeking both a comprehensive shopping offer as well as a unique and attractive environment. St Albans Charter (street) Market has continued to add considerable value through its diverse mix of stalls with a strong emphasis on quality goods and local produce. Harpenden has remained a diverse and appealing place to shop with a thriving mix of independent retailers, as local shopping expenditure is anchored by expanded central supermarkets. London Colney's retail offer has improved through public realm enhancements in its High Street and development at Colney Fields. In villages, the social and economic value that local shops, services

and open spaces add to the community and quality of life has been recognised with support and protection given.

- 3.6 A mixture of quality new homes including affordable houses and housing for families, the elderly, disabled, key workers and young people have been built. Limited change to Green Belt boundaries has allowed the needs of a growing population to be addressed and also facilitated essential economic development for the sub region and new job creation. A Compact City approach combined with a priority for green field Green Belt protection has enabled the delivery of an appropriate level of housing whilst respecting the ability of the District's environment to enable future generations to meet their own needs. Residential and other new buildings are flexible and adaptable, with many being designed to high environmental performance and user standards. This has helped to build more mixed and balanced communities, increased the vitality of urban and village living and helped with the retention and viability of local services. As far as possible the gaps between settlements have been preserved in order to ensure that their individual character is maintained, including in the pressured south of the district.
- 3.7 A partnership approach between education providers, local businesses and organisations is helping to deliver a highly skilled and flexible workforce. This has helped to tackle pockets of skill deficit, low employment and through the University of Hertfordshire in Hatfield has enabled lifetime learning. The District has started to benefit from a period of strong local economic growth and job creation focussed on the M1 corridor and planned expansion and regeneration of East Hemel Hempstead. Key research and development businesses in the district have also enhanced their roles and reputations, including as part of the Green Triangle. Government and business support for this growth has been evident in associated infrastructure investment. New schools, health facilities and other community infrastructure have been provided alongside development. Oaklands College has modern, fit-for-purpose, buildings that enable high quality further and higher education. The facilities assist the College to excel in work with the learning disabled and support extensive community use of shared facilities and open space.
- 3.8 The delivery of the highest quality of architectural and urban design has seen a step change in the built form of the District; St Albans is now known as an example of contemporary design in a historic setting. All settlements have also benefited from a comprehensive range of streetscape and public realm improvements, with St Albans specifically improved by the creation of new and improved public spaces; a variety of City centre interlinked pedestrian-friendly routes; public art and a vibrant mix of cafes, restaurants and street entertainment. Harpenden's unique and tranquil atmosphere has been retained and its excellent array of green spaces and character buildings conserved. The public realm in London Colney, particularly along the High Street, has been significantly improved.
- 3.9 A network of green and blue corridors has been created which link key open spaces and wildlife habitats. The improved Verulamium Park and new 'green rings' around the periphery of St Albans city centre and other settlements have been integrated into the broader surrounding footpaths and cyclepaths, and routes linking out to the countryside. The District has seen a substantial increase in woodland with the establishment of Heartwood Forest and a renewed emphasis upon the delivery of



Watling Chase Community Forest. The District's superb commons and open spaces have continued to be valued and the important role that agriculture plays in shaping the character of the District has been recognised and the production of local food and products is encouraged.

- 3.10 The challenge of balancing the conservation of its historic environment with the integration of green and renewable technologies has been embraced, including responding to the challenges of climate change. Many homes and buildings are highly energy efficient and use low levels of water, including in challenging places such as conservation areas and listed buildings.
- 3.11 The District's Green Belt and non-urban areas have been protected as far as possible and proactively managed, helping to ensure the long-term sustainability of the District and allow future generations to meet their own needs. In general, the location of new development helps to reduce the need to travel. The District's carbon footprint and congestion levels have been managed by creating new and improving existing cycling and walking routes and via traffic management improvements, including pedestrian enhancements in St Peter's Street, St Albans and increased use of low emission buses. Accessibility in rural areas has been improved through a significant increase in bus and cycle travel. The Thameslink Programme has increased the frequency and length of trains to London, easing overcrowding, whilst access and facilities at Harpenden train station have been considerably improved. The Abbey Railway Line has been improved as to provide a more frequent and reliable link to Watford, which coupled with the public realm improvements to St Albans City centre, has greatly increased sustainable transport options.
- 3.12 St Albans' role as an important cultural hub has been underpinned by improved theatre accommodation, a range of internal and external flexible performance spaces and improved museum and more use of the Cathedral's facilities. These new facilities have greatly helped in the communication, publicity and interpretation of the City's previously underexploited but exceptional roman and medieval heritage, as well as meeting broader educational, training and leisure needs. The City's important ecclesiastical past, present and future has been highlighted in the new Cathedral Quarter. (See policy SLP 22)
- 3.13 Harpenden's vibrant cultural and community life has benefited from improved cultural and leisure provision including a museum facility; leisure centre improvements and other initiatives developed in liaison with the Town Council and other community stakeholders. London Colney and the villages and hamlets in the district have been supported in their ambitions for improved cultural and community facilities.

## **Core Strategic Objectives**

3.14 The SLP has two underlying objectives derived from the NPPF:

- to seek to meet development needs;
- (but only) in so as far as is consistent with sustainable development,

including maintaining effective Green Belt policy

The Core Strategic Objectives distil these underlying objectives and the Local Plan Vision into the key structuring elements of the SLP.

*Strategic Objective 1: Our Special Character*

- 3.15 Safeguarding and enhancing the District's special character arising from its rural heritage and its resulting legacy of extensive Green Belt, with the network of Cathedral City, towns and villages. The District's striking and attractive historic built environment will be conserved and enhanced with new high quality development, designed to the highest standards, which positively contributes to existing identity and character and incorporates opportunities for contemporary design.

*Strategic Objective 2: Mixed and balanced / sustainable communities*

- 3.16 Promoting balanced, mixed and sustainable communities through the provision of new housing and in particular addressing the need for affordable housing, all with appropriate community infrastructure. New development must seek to ensure a safe, secure and inclusive environment which addresses the needs of all, particularly the young, people with special needs and the ageing population.

*Strategic Objective 3: A thriving economy*

- 3.17 Ensuring that the District becomes even more economically vibrant, reinforcing existing economic strengths in the higher level knowledge and skills sectors. The District will offer employers a highly skilled and flexible workforce and individuals the very best opportunities to learn, train, start businesses and improve their employability.

*Strategic Objective 4: Celebration of our Culture*

- 3.18 Recognising and promoting the Visitor Economy, culture and leisure as an economic driver throughout the District. The key cultural assets of museums, Cathedral and theatres will be managed and promoted as a coherent visitor offer and for the benefits they bring to quality of life, supplemented by new diverse proposals which add value to the District's existing character and identity.

*Strategic Objective 5: A connected district with ease of movement*

- 3.19 Providing a sustainable movement network which encourages the use of public transport, walking and cycling and which improves access to services, jobs and facilities, particularly for rural settlements and those without the use of private vehicles. Traffic congestion will be managed to an acceptable level while parking will be appropriately priced and located. Improvements will be made to air quality and reductions made in carbon emissions.

*Strategic Objective 6: A healthy and sustainable environment for a healthy population*

- 3.20 Identifying, protecting and managing an integrated and cohesive network of green and blue open spaces and routes to increase biodiversity, help mitigate and adapt to climate change and encourage active and healthy lifestyles. The District's non-urban areas will be protected and enhanced in order to help bring built development and natural land into greater environmental balance.

*Strategic Objective 7: Delivering Infrastructure*

- 3.21 The Council will take appropriate measures throughout the Plan period to ensure that an historic infrastructure Deficit is addressed and that new development fully addresses current and future physical, social and green infrastructure needs.

## 4. Strategy

### Introduction

- 4.1 The Sustainable Community Strategy vision is for the district to be progressive, unique and vibrant, valuing its environment, heritage and culture. The Local Plan Vision and Strategic Objectives take forward this vision spatially i.e. geographically on the ground. The *SLP Spatial Strategy* defines what role the City, towns, villages and small settlements will play in maintaining and improving quality of life and building a more sustainable District for all residents, businesses and stakeholders, now and in the future. It also shows how they will accommodate further development. The *SLP Development Strategy* identifies broad locations for new major green field Green Belt development.
- 4.2 The general distribution of new development and the provision of major green infrastructure are outlined here.

### The General Distribution of Development

- 4.3 National planning policy and local evidence collected for the SLP suggest a continued general approach of support for development in urban areas and restraint on green field Green Belt land. This evidence includes particularly studies of development need, environmental capacity, urban development potential and a comprehensive Green Belt Review. Sustainability Appraisal work and responses to public consultation have also provided support for this approach. The SLP response to local development pressures is therefore as follows:
- Maximising development opportunities in existing urban areas, where consistent with good design and employment/economic development needs
  - Containing the spread of urban development by continued application of Green Belt policy to keep green field land permanently open
  - Prioritising development opportunities that give the greatest economic, social and environmental benefits overall ('sustainable development' as defined in the NPPF).
  - Minimising the changes to Green Belt boundaries necessary to achieve an appropriate balance between seeking to meet development need and consistency with achieving overall sustainable development
- 4.4 The SLP sets a Spatial Strategy that determines the general distribution of development. Under this Strategy the urban areas of St Albans, Harpenden and London Colney are the main foci for new development. This is because they provide access to a wide range of services, facilities and employment opportunities and also the best transport options. They are therefore the most 'sustainable' locations. The Spatial Strategy will be supported by relatively constraining levels of development in the villages excluded from the Green Belt and more so in the Green Belt settlements, as they provide lower levels of services, facilities and employment opportunities and also present a lesser range of transport options. The Plan does however anticipate some significant redevelopment of previously developed land in

the Green Belt in accordance with national planning policy; these are necessary exceptions to the Spatial Strategy.

- 4.5 The SLP therefore also includes a specific Development Strategy that identifies a series of Broad Locations for significant new areas of development that fit within the Spatial Strategy. This development requires areas of green field land to be excluded from the Green Belt. The areas are sub divided into Broad Locations for either Mixed Use or Housing. This subdivision reflects the site specific opportunities and constraints the individual areas present. Broad Locations are identified in the Key Diagram and Spatial Diagrams below. Detailed boundaries for these areas, including revisions to the Green Belt boundary, will be defined in the DLP. An important part of the Development Strategy is mixed use development at Broad Locations to the east of Hemel Hempstead. These Broad Locations are planned to allow for long term expansion of Hemel Hempstead and are conceived in a sub regional planning context. Due to the close proximity of Hemel Hempstead to the District and the potential for local home and job linkages, development needs arising in the District can readily be met in this location. Hemel Hempstead is a major town with commensurate services and facilities.
- 4.6 The implementation of the spatial strategy will assist the District to positively evolve over time. Each settlement will retain its essential identity and character and benefit from some growth to deliver wider community benefits. High quality design will play a key role in ensuring that the highly valued individual character of all settlements is preserved and enhanced.
- 4.7 All proposals for development are to be seen in the context of the district-wide Spatial Strategy as shown on the Key Diagram. The Key Diagram sets out the Council's vision for sustainable development in the District up to 2031 and integrates the necessary infrastructure for delivering development, whilst safeguarding and enhancing key existing environmental, social and economic assets and resources.
- 4.8 Housing, employment, retail, leisure and all other built development will be prioritised within urban areas, and on all forms of Previously Developed Land (PDL), including PDL in the Green Belt, This will ensure efficient use of land and minimise changes to the extent and openness of the Green Belt. All types of development will make the best use of previously developed land (PDL) and buildings. New housing will be built in sustainable locations and aid in securing appropriate infrastructure provision and overall community benefits for the district as a whole.
- 4.9 This SLP is specifically limited to the fundamental principles or key proposals that are necessary to deliver the overall Vision. The subsequent DLP will provide guidance on policy detail and proposals at a more local scale. Where communities wish to have them, Neighbourhood Plans will be supported by the Council, which may also provide further fine grained detailed planning guidance at a more localised level.

### **St Albans City**

- 4.10 The historic City of St Albans functions very well in general as a major town. However, whilst the City centre is healthy and vibrant it does not cater for

everyone's full shopping needs. Its general retail offer has become more limited and retail market share in the County has been declining over recent years. Often residents commute out of the district for their shopping needs, particularly for bulky goods. The St Albans urban area has the district's widest range of services, facilities and employment opportunities available, with a good range of transport options to access them, making it the most sustainable location for development.

- 4.11 The surrounding Green Belt maintains the separation of St Albans from nearby settlements, including Chiswell Green, How Wood and Park Street & Frogmore, retaining the separate identity of individual communities.

### **Harpenden**

- 4.12 Harpenden functions very well as a small town and has a thriving vibrant high street for a town of its size. However there is need for some small scale housing, employment, cultural, retail related development and redevelopment and improvements to the railway station to ensure that the settlement continues to prosper. It has a good range of services, facilities and employment opportunities available, with a good range of transport options to access them, making it the second most sustainable location for development.

### **London Colney**

- 4.13 London Colney is the third largest settlement in the District and has grown substantially in recent years. The former hospital site at Napsbury has been redeveloped into a substantial new residential community, although there is a poor interface between this development and the rest of London Colney. There has been redevelopment of several employment sites for housing and the London Colney Retail Park (Colney Fields) has grown significantly. Parts of London Colney suffer from relatively high levels of deprivation and some areas of poor environment. It does not have as wide a range of services, facilities, employment opportunities or as good a range of transport options as Harpenden or St Albans. It is the third most sustainable location for development and in order to provide the best opportunity to generate the new services and opportunities that the settlement needs, London Colney is re-classified as a town.

**Other settlements excluded from the Green Belt** - Bricket Wood, Chiswell Green, How Wood, Park Street and Frogmore, Redbourn, Wheathampstead

- 4.14 The District contains a diverse range of villages and settlements excluded from the Green Belt that have a more limited range of services than the towns, but still offer a range of facilities to meet the day-to-day needs of their communities. The overall amount of development that will be acceptable in these settlements will generally be less than in the towns, due to their more limited range of services and reduced accessibility, which renders them less sustainable locations for meeting the development needs of the District as a whole. In addition, the smaller size of the settlements means that the physical scope for larger scale development consistent with maintaining their character and identity is less.

- 4.15 The continued sustainability of these settlements as places to live and work is dependent on the retention and expansion of local services that meet community needs, coupled with improved transport services enabling access to larger centres for those services that are not available locally. The Council will work with service providers to support the retention and where possible improvement of transport services that provide an essential link between smaller settlements and the towns, both in the District and in adjoining districts.

**Green Belt Settlements** – Annables and Kinsbourne Green, Colney Heath (three parts), Folly Fields, Gustard Wood, Lea Valley Estate, Radlett Road (Frogmore), Sandridge, Sleafshyde, Smallford

- 4.16 There are a range of smaller settlements in the District that have a more limited range of services than the villages excluded from the Green Belt. The overall amount of development that will be acceptable in these settlements will generally be less than in the villages excluded from the Green Belt, due to their more limited range of services and reduced accessibility, which renders them less sustainable locations for meeting the development needs of the District as a whole. The small size of the settlements means that the physical scope for larger scale development consistent with maintaining their character and identity is very limited.
- 4.17 In a similar way to the settlements excluded from the Green Belt, the continued sustainability of these places to live and work is dependent on the retention and expansion of local services that meet community needs, coupled with adequate transport services enabling access to larger centres, which will be supported by the Council.

### **Wider Spatial Planning**

- 4.18 The Council continues to fully engage and co-operate with all adjoining and nearby Local Authorities; particularly Dacorum, Welwyn and Hatfield, Luton, Central Bedfordshire, Watford, Hertsmere, Three Rivers and Hertfordshire County Council, in order to appropriately address sub-regional and regional strategic spatial planning issues. The Council is also very aware of the strategic importance of its Green Belt to the wider economic, social and environmental sustainability of London. It is because of the good transport connections between St Albans and London that many of the District's residents commute to London for employment and this is particularly true for higher paid jobs.
- 4.19 The SLP Development Strategy includes providing for the District's future development needs partly through a major eastern expansion of Hemel Hempstead (Broad Locations – Mixed Use (East Hemel Hempstead North and South)). This is an appropriate strategy because Hemel Hempstead has Town status and is recognised as a potential growth and regeneration location in the M1 corridor in the Local Enterprise Partnership's (LEP) Strategic Economic Plan (SEP) and the Dacorum Local Plan. Joint working with the LEP and Dacorum Borough Council on detailed plans for the expansion of Hemel Hempstead is envisaged. It is intended to prepare an East Hemel Hempstead Area Action Plan (AAP). The SLP sets an overall direction and the Council will consult with Dacorum Borough on the most appropriate AAP boundary and the range and scale of uses to be provided for in the

AAP. The interaction between the currently intended AAP and the SLP Broad Locations will evolve over time.

<b>Policy SLP1 – Spatial Strategy and Development Strategy</b>		
<b>a) Spatial Strategy</b>		
All development will make efficient use of land and take a sequential approach that gives priority to urban locations. The majority of new development will be concentrated in existing settlements, in the following priority:		
<b>Category</b>	<b>Settlements</b>	<b>Broad policy approach</b>
<b>City, Towns - Main urban settlements excluded from the Green Belt</b>	<i>St Albans Harpenden London Colney  (Hemel Hempstead – within Dacorum Borough; but expansion into district planned)</i>	These are the most sustainable locations for development, as the widest range of services and facilities are accessible. To preserve the Green Belt, higher density developments will be encouraged, but will need to respect local character.
<b>Villages - Other settlements excluded from the Green Belt</b>	<i>Bricket Wood Chiswell Green How Wood Park Street and Frogmore Redbourn Wheathampstead</i>	The scale and density of development will generally be lower than in the main urban settlements, in order to retain their particular character.
<b>Green Belt Settlements</b>	<i>Annables and Kinsbourne Green Colney Heath (three parts) Folly Fields Gustard Wood Lea Valley Estate Radlett Road (Frogmore) Sandridge Sleapshyde Smallford</i>	Development will be limited to small scale infilling and redevelopment of previously developed land that reflects the character of the settlement. Boundaries for the settlement areas where small scale infilling will be permitted are to be defined in the DLP. The Key Diagram is indicative rather than definitive.
<b>Rest of Green Belt</b>		Standard Green Belt policy will apply (NPPF, SLP2 and policies to be set out in DLP).
Further detail will be provided in the DLP, including defining the approach to “small scale infilling and redevelopment of previously developed land that reflects the character of the settlement” in Green Belt settlements. Any proposals in advance of the definition will not be acceptable.		



## **b) Development Strategy**

The following Broad Locations for greenfield Green Belt development indicated in the Key Diagram are the main locations where future development needs that cannot be accommodated within existing urban areas and other previously developed land will be met.

### Broad Location - Mixed Use (to be excluded from Green Belt)

- East Hemel Hempstead (North)
- East Hemel Hempstead (South)

Up to 2,500 dwellings within the Plan period, with employment / leisure space, education and community infrastructure land.

Part of the land excluded from the Green Belt in this location will be reserved land retained to meet longer term development needs, potentially beyond the Plan period. Boundaries of areas for immediate development and reservation will be defined in the DLP.

Development phasing will be detailed in the DLP or East Hemel Hempstead Area Action Plan. Decisions on release of reserved land will be made through future plan review.

### Broad Location – Principally Housing (to be excluded from Green Belt)

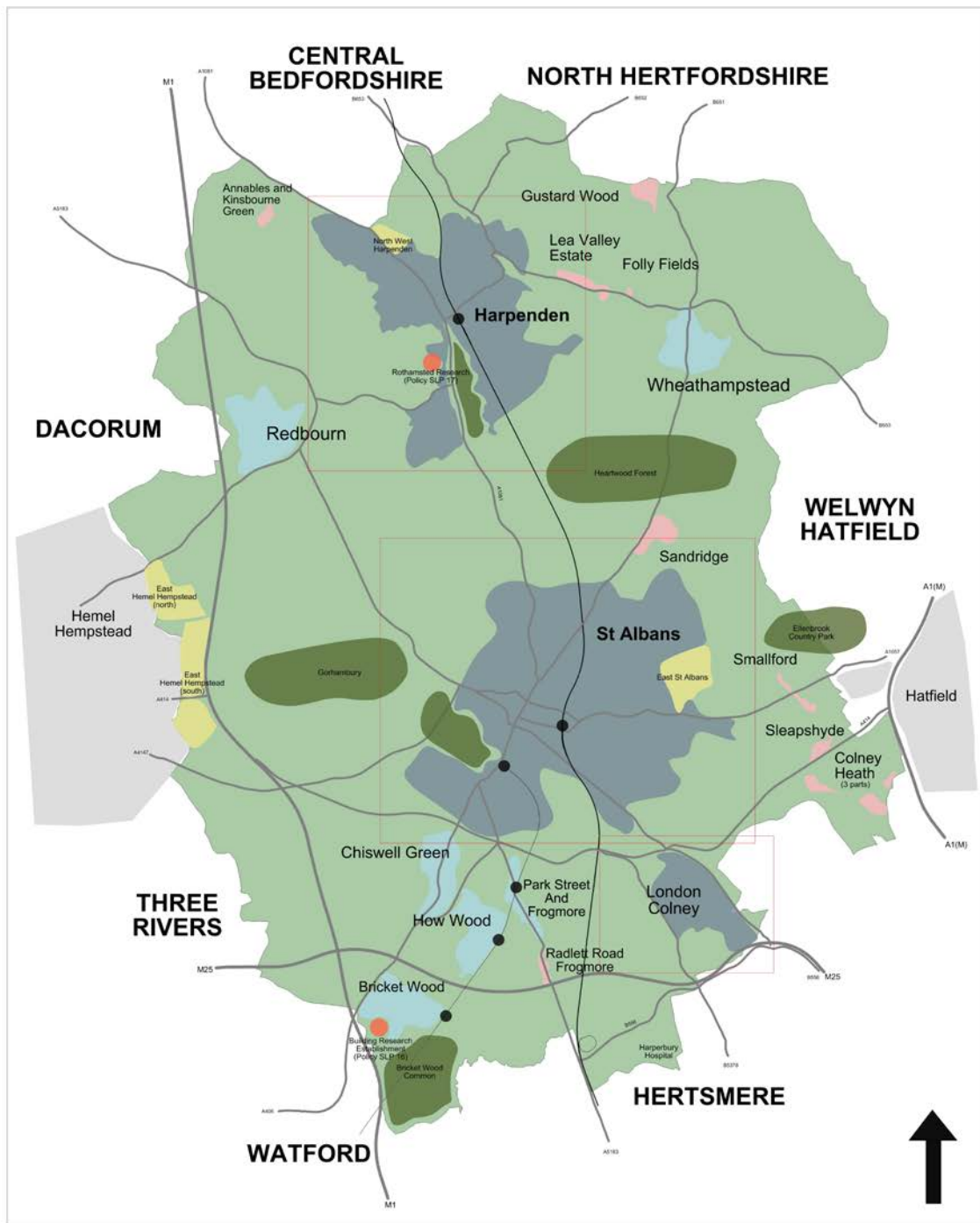
- North West Harpenden 500 dwellings
- East St Albans (Oaklands) 1,000 dwellings

# Key and Spatial Diagrams

Note:

The features shown below on the key diagram and insets are for illustration purposes only and do not represent precise locations, sites or extents

Figure 4: Key Diagram

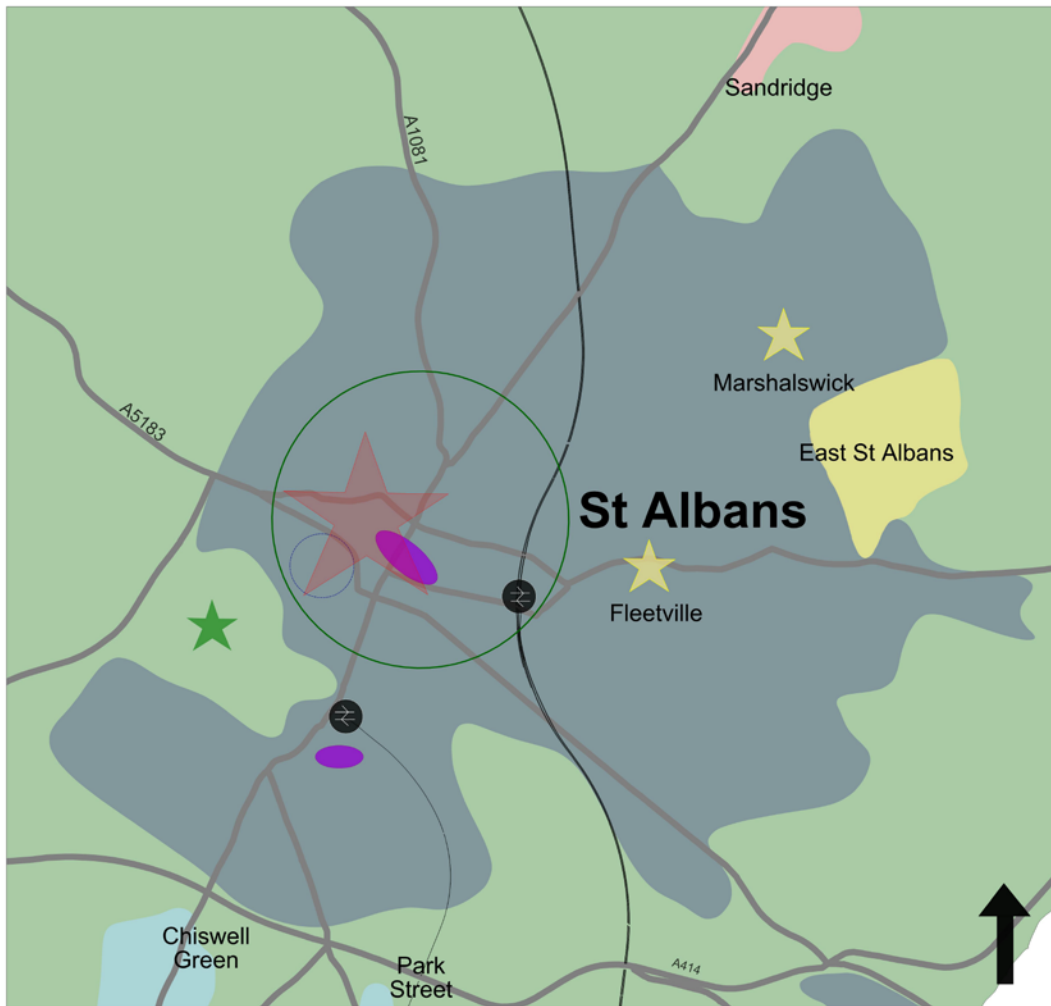


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- Towns
- Large Villages
- Green Belt Settlements
- Metropolitan Green Belt
- Locations (for mixed use or principally housing as identified in policies)



**Figure 5: St Albans Spatial Diagram**

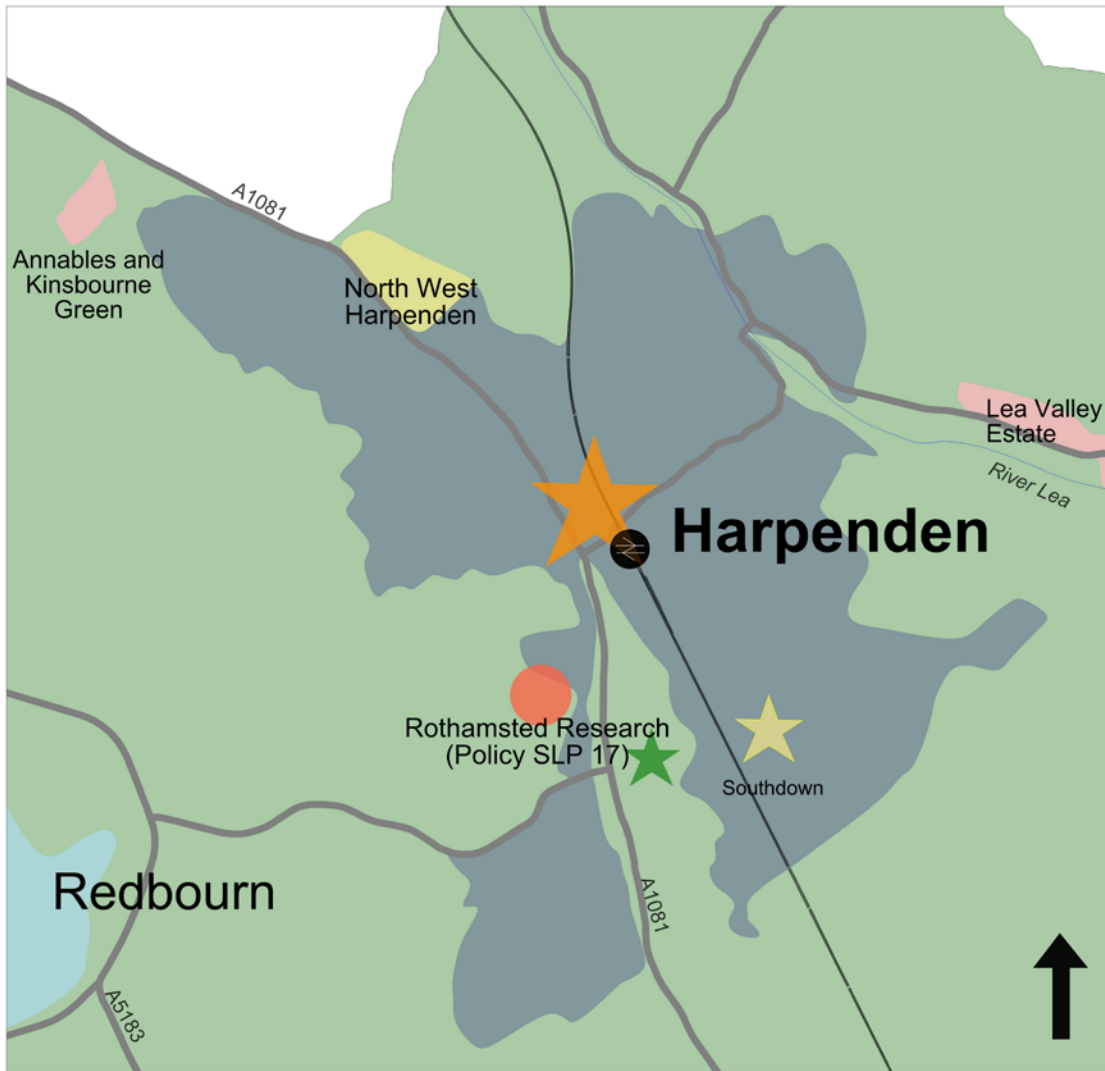


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- |   |  |
|---|--|
|  Major Town Centre<br>(Policy SLP18)                         |  Broad Location<br>(Policy SLP13)           |
|  District Centres<br>(Policy SLP18)                          |  City Green Ring<br>(Policy SLP27)          |
|  Verulamium Park<br>Enhancements<br>(Policy SLP27 and SLP25) |  Cathedral Quarter<br>(Policy SLP22)        |
|   |  Major retail development<br>(Policy SLP19) |




**Figure 6: Harpenden Spatial Diagram**




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 Town Centre  
(Policy SLP18)

 Rothamsted Research  
Redevelopment  
(Policy SLP17)

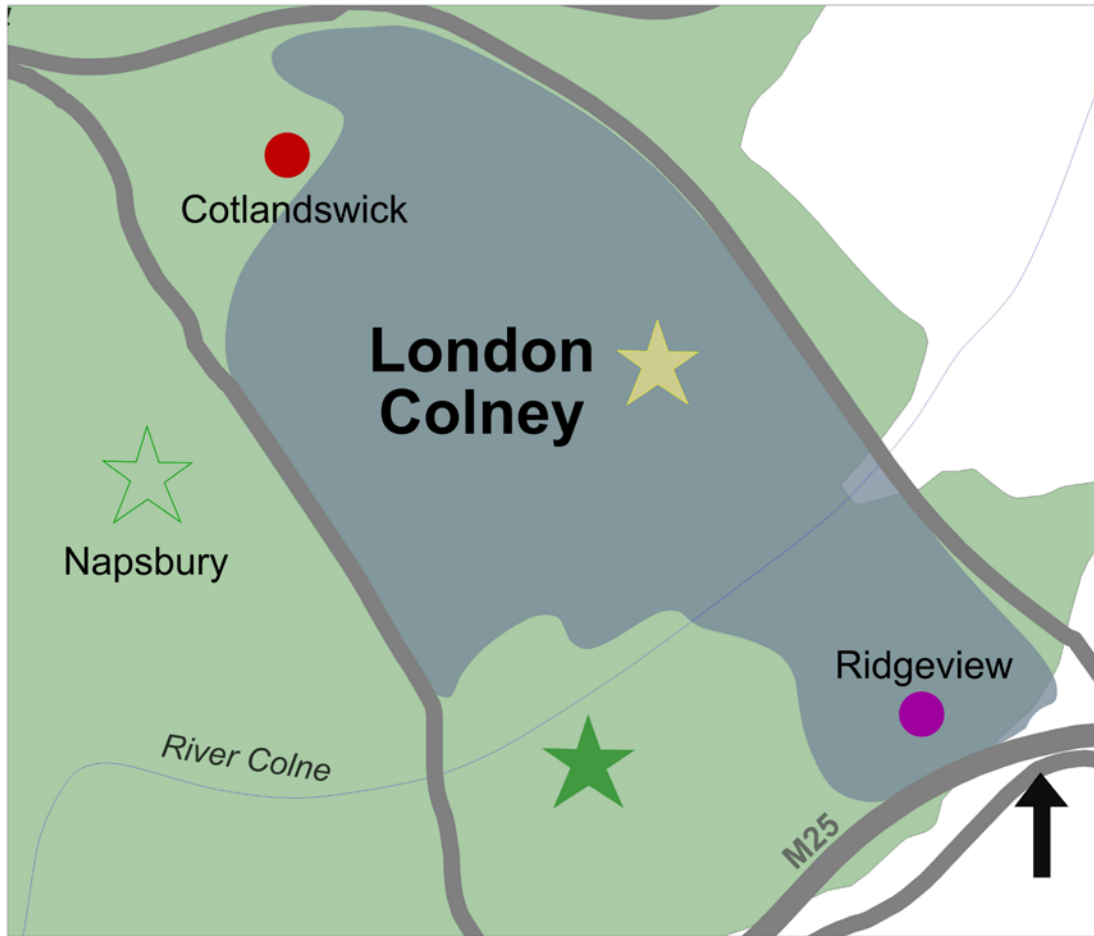


 District Centre  
(Policy SLP18)

 Broad Location






 Harpenden Common  
(Policy SLP27)

**Figure 7: London Colney Spatial Diagram**



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-  District Centre (Policy SLP18)
-  Cotlandswick Leisure Development (Policy SLP7)
-  London Colney Nature Reserve (Policy SLP26 and SLP27)
-  Major Retail Development (Policy SLP19)
-  Napsbury Historic Park and Garden (Policy SLP26 and SLP27)

## 5. Our Special Character

### **Strategic Objective 1 - Our Special Character**

*Safeguarding and enhancing the District's special character arising from its rich heritage and its legacy of extensive Green Belt, with its network of Cathedral City, towns and villages dating back to Roman and pre-Roman times. The District's striking and attractive historic built environment will be conserved and enhanced with new high quality development which complements local character and distinctiveness.*

### **Introduction**

- 5.1 The City and District of St Albans has a unique character. It is close to and has significant interactions with London, but is also very clearly separate from and different to London. This character has been shaped by a long and eventful history with many of the settlements having been of importance since Roman, Saxon and Mediaeval times. Today, the District's rich heritage is preserved by 19 Conservation Areas; nearly 900 statutorily Listed Buildings; 3 Registered Historic Parks and Gardens (HPGs); and 18 Scheduled Ancient Monuments (SAMs), including St Albans Abbey and Verulamium Roman Town.
- 5.2 St Albans City functions as a thriving market town and retail centre with a magnificent history. Harpenden is a charming town with a thriving town centre and range of historic buildings and high quality open spaces, with the extensive Common a particular feature and the River Lea flowing to the east. London Colney has a varied character with historic elements at Napsbury and adjacent to the River Colne, intertwined with more modern elements including the Colney Fields retail centre. The villages in the District all have a rich history and a unique character including both the larger villages excluded from the Green Belt and the smaller ones washed over by it.
- 5.3 The character of the District has also been shaped by the Green Belt, which is particularly valued by residents, businesses and visitors. Historically the Green Belt has helped preserve the individual identity of the district's settlements and has provided residents with important access to the countryside and high quality agricultural land. These functions are still of vital importance, however the future role of land within the Green Belt needs to be recognised as being far more complex and multi faceted. It is an economic, social and environmental asset which is integral to the delivery of a wide range of natural ecosystem services. These are the multitude of resources and processes that are supplied by the natural environment.
- 5.4 The Council is keen to ensure that new development acknowledges the rich cultural and natural heritage present in the District, whilst delivering high quality contemporary architecture, where appropriate, which contributes to local distinctiveness and maximises sustainable development principles and technology. The unique and exceptional quality of the built and natural environment is very important in supporting the prosperous local economy and providing a range of jobs for all. Key local employers and entrepreneurs agree that St Albans is a good place to locate business and to do business and have expressed the vital role that quality

of life factors play in supporting the local intellectual capital economy. The District is economically thriving precisely because of these factors, a key element of which is the retention of the Green Belt.

## **Proactive Management of the Green Belt**

- 5.5 The Green Belt covers over 81% of the District and is of critical importance in preventing urban sprawl and neighbouring towns and other settlements merging into one another. The Green Belt is also of great importance in safeguarding the countryside from encroachment; preserving the setting and special character of the District's historic settlements and assisting in urban regeneration, by encouraging the recycling of derelict and other urban land. Inappropriate development in the Green Belt would harm the District's high quality environment and further erode areas particularly within the south of the district where the Green Belt is already fragmented by infrastructure and development. The SLP Development Strategy is designed to minimise damage in respect of these attributes of the District's Green Belt.
- 5.6 Ecosystem services are particularly important in the District's Green Belt. This includes provisioning services (crops, livestock, fish, trees, standing vegetation, and water supply), cultural services (local, landscapes) and regulating services (climate, hazard, disease and pests, pollination, noise, water quality, soil quality and air quality). When combined with the significant social and economic benefits the Green Belt provides it is vital that the Council protects it over the long term.
- 5.7 The limited gaps between settlements both within the District and with those outside of it highlight the vital role that the Green Belt plays in preserving character and individual identity. The gaps between settlements in the south of the District are particularly small and development pressure is particularly high here for a number of reasons, including the close proximity to the M25. Therefore, it is of even greater strategic significance that the openness of the Green Belt in these areas is maintained.
- 5.8 The Council does not view the Green Belt as simply a constraint or defensive barrier, but rather as an asset that should be protected and proactively managed. This management seeks to optimise the Green Belt's potential to contribute to creating a sustainable district for existing and future generations. The District's Green Belt is more formally referred to as Metropolitan Green Belt, due to its role in containing the urban sprawl of London and protecting the merging together of smaller satellite settlements. This well founded and long established strategic planning policy has helped to preserve the individual character and identity of settlements and drive urban regeneration, whilst providing an extremely valuable environmental and recreational resource of regional, sub-regional, district and local importance.

### **Policy SLP2 - Metropolitan Green Belt**

The Council attaches great importance to the Metropolitan Green Belt, which will be protected from inappropriate development. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics



of the Green Belt are its openness and permanence.

Consistent with its purposes and objectives, Green Belt land will be proactively managed and provision made to:

- create attractive landscapes and countryside;
- promote healthy ecosystem services;
- support productive and sustainable farming and forestry;
- provide space for local and wider recreational needs; and
- meet important challenges including mitigation and adaptation to climate change.

Green Belt boundary changes will be made as a result of the SLP Development Strategy. Detailed boundaries in the four 'Broad Locations' (identified in SLP Policy 1) will be defined on a new Policies Map prepared with the Detailed Local Plan (DLP). Some further minor amendments to the Green Belt boundary may also be made through the DLP

Revised Green Belt boundaries for the Broad Locations at east Hemel Hempstead will be defined on the basis of the possible need for expansion of Hemel Hempstead beyond the plan period (post 2031), as well as for development needs in the Plan period (to 2031). Areas excluded from the Green Belt for possible longer term development will be reserved and only released for development through a review of the SLP. In other Broad Locations all land excluded from the Green Belt and identified for development in the DLP will be available to meet development needs within the Plan period.

## **A Rich Historic Environment**

- 5.9 The intrinsic value of the District's unique, high quality historic environment is one of its greatest assets. To continue to successfully attract people and investment, this environment must be respected and, where appropriate, developed sensitively. Any change should not detract from the existing qualities of the environment, which makes the District such an attractive and valued location for residents, businesses and visitors.
- 5.10 The historic environment comprises designated and undesignated historic assets and their settings. It includes both known and potential historic assets, below and above ground archaeology and historic landscapes.
- 5.11 Conservation Area Character Statements provide further detail, describing what is important in terms of the character and appearance of each conservation area, and identifying assets which contribute to the special architectural or historic interest of the area. These will be kept under regular review. Further detail may be provided through Neighbourhood Plans.
- 5.12 The District has an excellent array of historic landmark buildings. It is important that new development integrates well and enhances the existing high-quality townscapes present in the district. Landmark buildings of particular note include St Albans Cathedral, St Albans Clock Tower and St Peter's Church. In a number of locations important views create distinctive approaches to settlements.

### **Policy SLP3 - Historic Environment and Townscape Character**

The unique character of the District's historic environment, which greatly contributes to a distinctive local 'sense of place' and a high quality of life for residents, businesses and stakeholders, will be conserved, enhanced and enjoyed. This includes both designated and undesignated heritage assets which all contribute to this unique character.

Heritage assets will be conserved in a manner appropriate to their significance. Great weight will be given to the conservation of the District's designated heritage assets, which include Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas. Heritage assets also include the District's high level of above and below ground archaeology, locally listed buildings; and locally listed historic parks and gardens.

Intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. Wherever possible, heritage assets will be put to an appropriate and viable use that is consistent with their conservation as long as this would not be in direct conflict with other policies in the Local Plan and/or national guidance/legislation.

New development must respect important views of the District's built heritage and landscapes and enhance townscape character.

### **Design for the 21st Century**

- 5.13 Historic buildings are central to defining a sense of place, establishing local distinctiveness and playing a positive role in place shaping. New development needs to preserve or enhance this historic character. However, where appropriate, innovation and artistic expression will be encouraged. Modern architecture can help to provide new interest and character in the townscape.
- 5.14 The quality of the built environment in the district is generally high. The Council wants to secure high quality contemporary architecture and urban design to further enhance the attractiveness of the district and respond to modern day commercial and consumer needs. St Albans City and District requires a special approach to architecture and urban design in order to deliver the Council's spatial vision which seeks to value the past and embrace the future.
- 5.15 New development can help enhance the built environment by redeveloping unattractive buildings, introducing appropriate sustainable design elements and supporting improvements to the local public realm, including public art.
- 5.16 Thoughtful and flexible design can help to increase the lifetime of buildings by enabling future adaptation and reuse, thereby reducing the need for redevelopment. Buildings should seek to be adaptable as the wants and needs of residents, businesses and stakeholders change.
- 5.17 New development must take opportunities for improving the character, distinctiveness and quality of places to create areas that are safe, well connected and legible and that are coherent with the surrounding built form.

- 5.18 The quality and success of new places are ultimately judged by how enjoyable they are to use or visit, how safe and secure they feel, how the buildings and adjacent spaces relate to each other and how attractive they look as a whole.
- 5.19 Development proposals should be informed by the latest national policy and guidance on sustainable building design and the thinking in the Hertfordshire Guide to Growth—2021'. In line with these influences the Council seeks a high level of environmental performance in new building design
- 5.20 To assist developers on how to make new development more sustainable and of a higher quality in design terms, local authorities in Hertfordshire have produced Building Futures. This is an evolving web-based guide covering topics such as waste, water, energy, air, noise and design and the efficient use of land, building and materials.
- 5.21 Where appropriate, proposals will be sent to the local design review panel for the provision of assessment and support to ensure high standards. Early engagement is encouraged to help ensure high quality design and successful outcomes.
- 5.22 The Building Research Establishment (BRE) is one of the District's key employers. The BRE is the leading organisation on innovation in sustainable building design. The Council will seek to work more closely with the BRE in order to share knowledge and experience and use the district as a showcase for innovative design. In doing so the principles embodied in the standards they have devised, but that are no longer applicable in national policy, (Code for Sustainable Homes and BRE Environmental Assessment Methodology) remain relevant.
- 5.23 Preserving and enhancing the historic environment whilst encouraging and guiding modern sustainable and expressive urban design and architecture will ensure that the District retains its unique sense of place in the years to come.

#### **Policy SLP4 - Urban Design**

All new development must be based on a thorough site appraisal of opportunities and constraints, respond positively to its context, and be efficient in its use of land.

The Council will require the layout and design of all new development to create attractive and successful places, where people enjoy living and working. Particular consideration will be given to:

- Creating a clear distinction between private and public realm and the creation of active frontages and safe, vibrant environments.
- Ensuring new development integrates with existing development, including by responding to the existing urban grain and linking with existing routes and creating legible / easily navigated layouts.
- Creating safe and accessible environments which address community safety and crime prevention issues.
- Ensuring that where possible new development is adaptable to changes in use and occupier need, to allow the local planning authority to respond to changing economic and/or social circumstances

- Ensuring that new development maximises opportunities for sustainability, in terms of layout, orientation and the application of technologies (also see Policy SLP28 and SLP29).
- The delivery of high quality architecture and landscaping. Innovative and outstanding design will be encouraged, including contemporary architecture.

Public realm enhancements will be encouraged, including the creation of public art in appropriate locations.

Detailed design policies will be set out in the DLP.

## 6. Mixed and Balanced Communities

### **Strategic Objective 2 - Mixed and sustainable communities**

*Promoting balanced, mixed and sustainable communities through the provision of new housing and in particular addressing the need for affordable housing, all with appropriate community infrastructure. New development must seek to ensure a safe, secure and inclusive environment which addresses the needs of all, particularly the young, people with special needs and the ageing population.*

### **Balanced Communities**

- 6.1 The District is a relatively affluent area; however, the Government's Index of Multiple Deprivation (IMD) has identified neighbourhoods where deprivation is above the national average. The IMD includes information on deprivation in terms of income, employment, health and disability, education, skills and training, barriers to housing services and crime.
- 6.2 The neighbourhoods where deprivation is above the national average are in the wards of Batchwood, Sopwell, Cunningham and Park Street. Parts of other wards in the district including London Colney, St Peter's and Harpenden East are also close to this level. This pattern of deprivation, within a larger prosperous whole, means the district is usually excluded from central regeneration funding.
- 6.3 The Inclusion and Inequalities Partnership, which is a sub group of the St Albans Strategic Partnership, works to address deprivation, inequalities, diversity and social inclusion across the District. This work involves public, private, voluntary and community sector organisations working together to ensure that all neighbourhoods have access to the same high quality services and facilities.

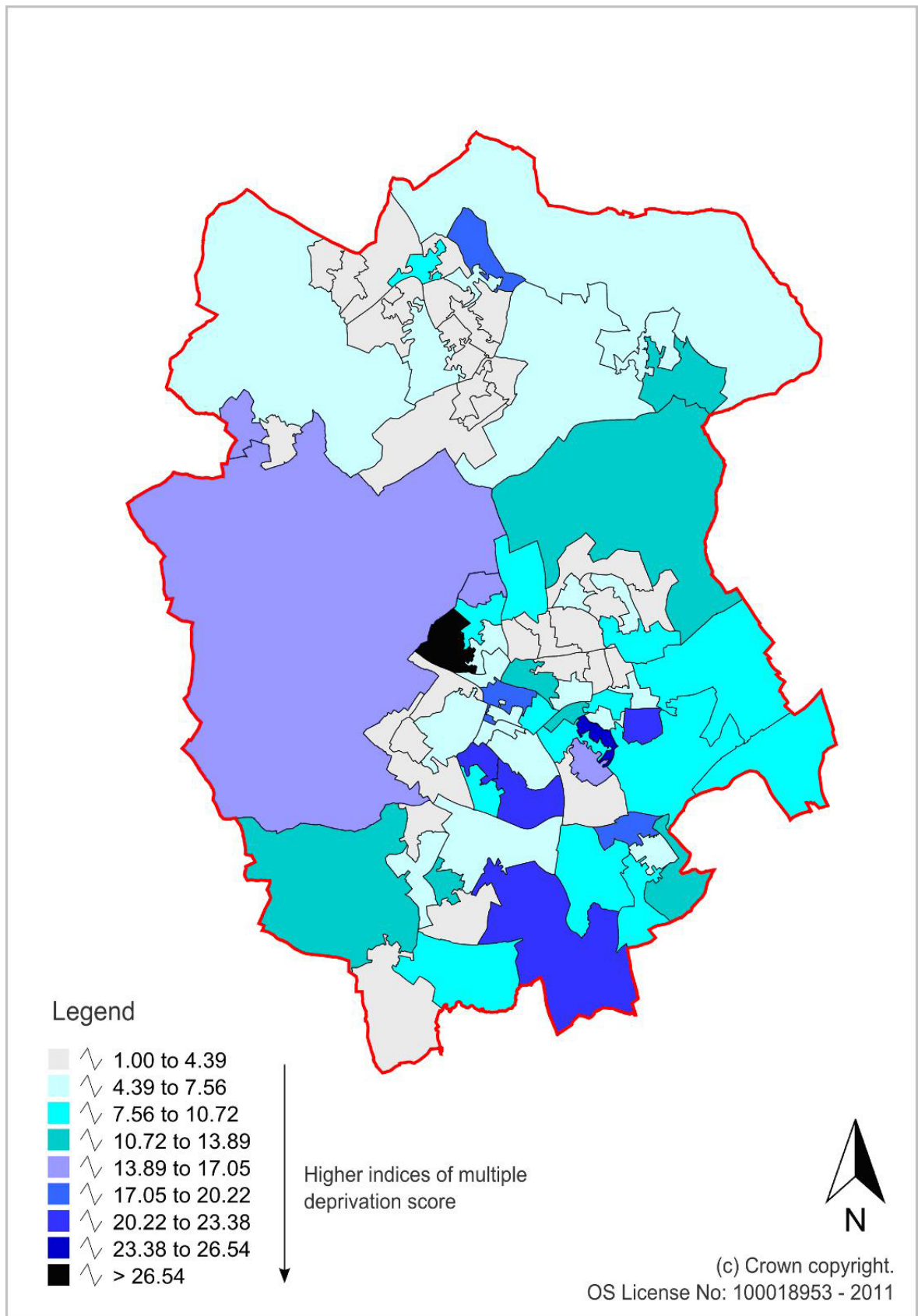
### **Mixed Communities**

- 6.4 The District's proportion of ethnic minority residents is similar to the national average of 10% and is slowly growing. This adds to the diversity of the area and highlights the need to maintain and build community cohesion.

### **Cohesive Communities**

- 6.5 Safe, inclusive and cohesive communities, with a tolerance and understanding for different cultures and lifestyles are important in maintaining and enhancing the quality of life for all. The provision of community facilities and places for communities to meet, interact and identify with, can encourage the development of such communities. Key to this is the continued establishment of a vibrant voluntary and community sector, which promotes a sense of belonging and pride in our places, underpinned by diverse cultural activity. The Council supports the vital role of carers in supporting individuals and groups and facilitating their full engagement in communities.

Figure 8: Indices of Multiple Deprivation Score 2010 Lower Super Output Areas



## **Policy SLP5 - Mixed and Sustainable Communities**

The Council is seeking to promote communities which are inclusive, healthy, safe and crime free, whilst respecting the diverse needs of communities and the special needs of particular sectors of the community and their carers.

Proposals which improve equality of opportunity and equality of access for all to homes, jobs, key services and community facilities such as education and healthcare, recreation and green spaces, and cultural facilities, will be supported, subject to meeting the criteria set out in other relevant policies.

Measures which help create a socially inclusive and adaptable environment will be supported. Particular account will be taken to address the requirements of:

- Young people.
- An ageing population.
- People with special needs.

The Council, in partnership with other stakeholders, will seek to reduce levels of social and economic deprivation and inequalities within the District by coordinating planning and other strategies to ensure that improved services, community facilities and infrastructure are provided, particularly in those areas where indices of deprivation require targeted improvements.

## **Educational Facilities**

6.6 Education is generally of a very high standard within the District, but there are some pockets of deprivation and other areas where educational attainment is lower than average. The provision of high quality educational facilities can help reduce inequalities and promote social inclusion.

6.7 The most pressing educational planning issue in the District is the need for additional school places. The attraction of high quality schooling in the district to parents of school aged children, the high birth rate and changes in living patterns have led to a shortage of school places. HCC, as the Local Education Authority with a duty to plan for school places, have identified the key requirements for education. These are set out below:

- Provisional requirements for new or expanded primary schools: estimated at up to 16 Forms of Entry (FE) plus additional reserve site capacity in the district to 2026.
- Requirements for new or expanded secondary schools: 12-14 FE in the District to 2021. Secondary school place planning beyond 2021 has not yet been undertaken since forecasts beyond this period are based on births which have not yet taken place.
- A specific requirement for a new secondary school in the north of the District

6.8 The Council supports the expansion of existing schools in principle due to the following benefits:

- They can be provided relatively quickly.
- It is cost effective.

- They can serve existing communities.
- They can reduce need for new schools in Green Belt locations.

6.9 The Council also supports the provision of new school buildings at existing schools in Green Belt locations and the provision of detached playing fields, where appropriate.

6.10 Given the potential planning and highway constraints and the requirement for agreement with schools, delivery of expansion cannot be guaranteed on existing sites. Therefore reserve education locations for new HCC schools will also be needed and such sites are likely to be located on Green Belt sites. Such locations are likely to be supported by this Council if all other expansion possibilities have been exhausted. A provisional site for a new secondary school to meet future needs in the north of the District has been identified by the Local Education Authority. Specific Plans for new school development and expansion of existing facilities will be included in the DLP. The DLP will also identify appropriate opportunities arising from development at the Broad Locations identified in the SLP.

6.11 Oaklands College at Smallford is the main provider of Further Education and lifelong learning in the district and at a sub regional level. The need to modernise and expand the facilities of the College has been identified. Phase 1 proposals have permission and works are underway. The key requirement is now for Oaklands College proposals to deliver further high quality flexible learning facilities and recreational facilities, accessible to the community as well as to learners.

### **Policy SLP6 - Educational Facilities**

The Council will support new or expanded educational facilities in appropriate and sustainable locations, including at Broad Locations and in the Green Belt if all other expansion possibilities have been exhausted, to meet the needs of residents of the District, subject to meeting other planning policies.

#### Primary Schools

To meet the forecast requirements for primary schools places in the District to 2026 and to provide a framework beyond that time, the following shall apply:

The expansion of existing primary schools shall be supported to provide additional school places subject to meeting planning, infrastructure and sustainability policies and requirements. Expansion of some existing schools is likely to be required in:

- St Albans City.
- Chiswell Green or Park Street.
- Bricket Wood.
- Wheathampstead.
- Harpenden.
- Redbourn.

A more detailed policy approach shall be adopted in the DLP to provide an element of flexibility to assist expansion of existing primary schools located in the Green Belt.

Reserve sites for possible new primary schools are required in the settlements listed



below and sites shall be identified in the DLP:

- St Albans City (two schools, one east of the City and one west).
- Harpenden.
- London Colney
- East Hemel Hempstead: new schools associated with the development of Spencer's Park development and east Hemel Hempstead.

### Secondary Schools

To meet the additional requirements for secondary schools places in the District to 2021 and to provide a framework beyond that time the following shall apply:

The expansion of existing secondary schools shall be supported in principle, subject to meeting planning, infrastructure and sustainability policies and requirements.

A suitable more detailed policy approach shall be adopted in the DLP to provide an element of flexibility to assist the expansion of existing secondary schools located in the Green Belt.

Reserve education locations to provide detached playing fields will be identified in the DLP if required to enable expansion of existing schools.

Reserve education locations, including in the Green Belt, will be identified in the DLP to provide new secondary schools if required in the following settlements:

- St Albans.
- Harpenden
- East Hemel Hempstead

### Oaklands College

Redevelopment at Oaklands College, Smallford Campus to provide new or expanded facilities is supported in principle. The Campus is within the East St Albans (Oaklands) Broad Location – Principally Housing where land will be excluded from the Green Belt. Expansion should be master planned alongside housing development plans, school facility provision, new access arrangements and strategic open space provision.

## **Community, Sport and Recreational Facilities**

6.12 It is important to retain sites currently or last used for community uses. Local community facilities can make a significant contribution to:

- Improving quality of life and social cohesion.
- Tackling deprivation.
- Reducing the need to travel.

6.13 Many voluntary sector organisations rely on community accommodation to provide their services in local areas. A range of uses provide community functions and the importance of a specific facility depends partly on the availability of alternative choices for a particular community. The preferred format for provision is multi functional community spaces that can be used by a wide cross section of the community. For the purposes of this policy the most common examples of community uses include:

- Dental practices / doctors' surgeries / medical centres.
- Public halls (including community / youth centres, village halls, church halls).
- Places of worship.
- Libraries.
- Day nurseries/crèches.
- Indoor and outdoor sports and recreation facilities (including children's play areas).
- Public Houses.
- Town halls, parish offices and parish centres.
- Children's centres and family centres.
- Public Open Spaces.
- Post Offices
- Hospitals

6.14 In recent years many pubs have been lost to alternative uses, most commonly for residential development or conversion to restaurants. The council is seeking to retain the valued assets that pubs provide. Public houses can play an important social role in enabling local community interaction and activities to help maintain sustainable neighbourhoods; an economic role in supporting the vibrancy and vitality of shopping and commercial areas and in terms of tourism; and an environmental role in terms of their contribution to the cultural and historic heritage of local areas. This is reflected by the NPPF, which encourages a positive approach towards the delivery and "use of community facilities (such as local shops, meeting places, ..., public houses and places of worship) ... to enhance the sustainability of communities and residential environments;"

6.15 The policy also relates to the need for new cemeteries if evidence suggests there is inadequate provision to meet the need of the community.

6.16 Health provision is an important contributory element of social sustainability, ensuring that a district can meet the needs of residents throughout their lifetimes. The Council has a key role in delivering and facilitating the infrastructure which allows residents to live healthy lifestyles, such as programmes to get children engaged in sports activities and provision of high quality places for people of all ages to take exercise, and or experience the natural environment, tied in with strategies to encourage sustainable transport.

6.17 Well utilised youth groups and youth organisations are one of the District's strengths, but there is a significant need to improve the buildings that they use. Excellent youth spaces and facilities, including re-provision of the Pioneer Youth Centre and Indoor Skate Board facility in St Albans and the Harpenden Youth Centre, are a priority. The Council supports community/parish initiatives for the provision of youth cafes and clubs within villages to improve community cohesion.

6.18 The Council's Sport and Recreation Facilities Strategy reflects significant deficiencies in existing provision. New modern sport and recreational facilities, catering for a wide range of activities and users, will therefore be supported in principle by this Council, together with improvements to existing indoor leisure centres. The current priority is to improve facilities at London Colney

(Cotlandswick). Any proposals that emerge for new community swimming pool facilities in suitable locations in the south of the District will be supported in principle. Future details may be given in the DLP.

### **Policy SLP7 - Community, Sport and Recreational Facilities**

The provision of new community facilities will be concentrated mainly in the following locations:

- Broad Locations for development and other major developments.
- Sites allocated for such purposes, or as part of a mixed use allocation.
- In town centres, district centres or local centres, subject to the detailed policies in other development plan documents.
- In identified areas of deprivation where the facility would contribute towards addressing that deprivation.

Provision shall include:

- Improved healthcare facilities at St Albans City Hospital, Harperbury Hospital, Harpenden Memorial Hospital and GP surgeries.
- Replacement of the existing police station in St Albans by new facilities in a central location.
- Harpenden Library relocation and the replacement of Redbourn Library on the existing site.
- Re-provision of the Pioneer Youth Centre and Indoor Skate Board facility in St Albans; and the re-provision of Harpenden Youth Centre.
- Local Services Hub in central St Albans
- Local Community Hub (community building including youth facilities) in Sopwell

The Council will support new and enhanced sport and recreational facilities in appropriate and sustainable locations

The Council will support the retention of community facilities and development will not be permitted which would lead to the loss of premises used, or last used, for community purposes, unless suitably re-provided elsewhere or unless it can be clearly demonstrated that it is no longer required.

The Council seeks to retain the valued assets that public houses provide. Applications which involve the change of use or demolition of a pub will not be supported unless they provide the following evidence:

- the business is unviable;
- marketing of the premises as a pub has been unsuccessful over a substantial period of time;
- initiatives have been undertaken to boost viability, including consideration of alternative business models;
- there is adequate provision of reasonable alternatives in the area to ensure the community's ability to meet its day to day needs.

Where a pub plays a significant social role in a local community, and adequate provision

of reasonable alternatives in the area cannot be demonstrated, alternative uses of community value must be thoroughly explored with an aim to retain a community use on, or near, the site.

## Housing

6.19 New housing should be built in sustainable locations and aid in securing appropriate infrastructure provision and overall community benefits for the District as a whole. There is a need to increase the supply of housing and in particular affordable homes and to support a diverse housing market, which provides access to high quality housing for the District's residents, now and in the future.

6.20 In accordance with the SLP Spatial Strategy and Development Strategy new housing will be located either:

- Within urban areas, in order to provide housing in locations readily accessible to a wide range of services, to protect the countryside, the Green Belt and to stimulate regeneration, or;
- at 'Broad Locations' where land will be removed from the Green Belt. Broad Locations have been selected as locations where development will cause least damage to Green Belt purposes and on the basis that new housing is well located for ready access to services and also best able to support economic development objectives (this accords with the SLP Spatial Strategy). Broad Locations have been identified through a comprehensive Green Belt Review and detailed evaluation of alternative locations in accordance with the Plan Sustainability Appraisal Framework and the SLP Spatial Strategy .

6.21 In accordance with the NPPF the Council has reviewed housing growth needs locally, from the bottom up, to establish appropriate local targets. The Government's 'localism' approach not only gives the Council the freedom, but also the significant responsibility, of deciding what level of new housing should be planned for.

6.22 In brief, the following key factors have therefore been taken into account in determining the most appropriate level of housing growth in the district:

- A. Our strategic objectives for the district, as expressed in the Sustainable Community Strategy
- B. The Sustainability Appraisal process
- C. The authority's contribution to the overall vision for the sub-region
- D. The views of our communities determined through extensive public consultation
- E. Local economy
- F. Infrastructure deficit
- G. Evidence of past completions
- H. Detailed technical evidence about the impact of further growth on the environment of the District, environmental capacity issues and the best way to accommodate development on green field Green Belt sites
- I. Technical assessment of population growth and housing need (Assessment of Housing Needs and Strategic Housing Market Assessment – SHMA)
- J. Evaluations of the impacts of alternative future housing targets, tenures and sizes

K. Recent changes in national policy – the localism agenda and the NPPF priority for boosting housing supply

6.23 The approach taken also acknowledges and balances the benefits and costs relatively higher or lower levels of housing provision. Based on the SA and evidence base, in relation to higher and lower theoretical options for setting a housing targets /requirements, the relative costs and benefits could briefly include:

<b>Costs</b>	<b>Benefits</b>
<b>Relatively Higher Housing Targets / Requirements</b>	
More development on green field Green Belt land and subsequent permanent loss of openness	More homes for existing residents, workers and incomers
Urban sprawl and possibly coalescence of settlements	More affordable homes provided
Greater impact on existing infrastructure, including transport, healthcare and education	More opportunity for general public sector funding (e.g. New homes Bonus and Business Rate Retention)
Potentially worsen quality of life and therefore affect local intellectual capital economy	More infrastructure funding (Planning Obligation and Community Infrastructure Levy receipts)
Misalignment against majority of local public opinion	Possibly more economic growth
Worsen in-commuting/out-commuting number balance	Possibly higher local retail expenditure growth
Loss of biodiversity and natural environment	
Higher increase in greenhouse gas emissions	
Worsen reliance on external food and energy resources	
<b>Relatively Lower Housing Targets / Requirements</b>	
Fewer homes for existing residents, workers and incomers	Minimal development of green field Green Belt land preserving its openness for future generations
Fewer affordable homes provided	Protection against urban sprawl and enabling individual settlements to retain their own unique character and identity
Less opportunity for general public sector funding (e.g. New homes Bonus and Business Rate Retention)	Lesser impact on existing infrastructure, including transport, healthcare and education
Less infrastructure funding (Planning Obligation and Community Infrastructure Levy receipts)	Supporting the local intellectual capital economy, linked to quality of life factors
Possibly less economic growth	Localism in action – a clear alignment with locally expressed objectives
Possibly lower local retail expenditure growth	Improved in-commuting/out-commuting number balance
	Preserving the built and natural environment

	for current and future generations
	Lower increase in greenhouse gas emissions
	More land available for local food and energy production

6.24 It is considered that the most appropriate start point for setting the level of housing provision for the plan period is the level of housing need as examined in detail in evidence work (Assessment of Housing Needs and Strategic Housing Market Assessment – SHMA); balanced against the importance of securing appropriate and long term sustainable development, again as examined in detail in the evidence work (particularly environmental capacity assessment and Green Belt Review).

6.25 As supported by the NPPF overall, (especially at Para 14), the Sustainability Appraisal, the community response to consultation and the factors briefly outlined above, the principles behind the SLP Spatial and Development Strategies are:

- Maximising development opportunities in existing urban areas, where consistent with good design and employment/economic development needs
- Containing the spread of urban development by continued application of Green Belt policy to keep green field land permanently open
- Prioritising development opportunities that give the greatest economic, social and environmental benefits overall ('sustainable development' as defined in the NPPF).
- Minimising the changes to Green Belt boundaries necessary to achieve an appropriate balance between seeking to meet development need and consistency with achieving overall sustainable development

6.26 The Spatial and Development Strategies are based on a compact city approach, delivered through continued urban containment. This gives high priority to Green Belt policy. The approach is designed to encourage the market to meet future requirements by developing within existing settlements, particularly the City and towns, in order to minimise loss of undeveloped / green-field land outside. This depends on using available sites within urban areas to their full potential, consistent with high quality design and balancing economic, social and environmental factors. Using land efficiently is also important as it means that for each site development is optimised and less land in total is needed as a consequence, with beneficial effects for protection of the countryside.

6.27 It is clear that housing should not be considered in isolation. It should take into account other land uses needed to achieve sustainable communities, such as employment, retail, transport & community uses. The SLP therefore considers sustainable development in the round. It ensures that the approach to maximising opportunities for residential development on urban land or previously developed land in the Green Belt does not compromise the Spatial Strategy as a whole, including alternative desirable land uses in these areas. For example, the retention of appropriate existing employment sites to provide local jobs and opportunities for businesses to deliver growth is also of great importance and has been appropriately considered. The Broad Locations – Mixed Use are another example. Here the SLP provides for a holistic approach to development in areas

with significant opportunity for employment uses, including development of some areas in Green Belt to provide significant community benefits.

6.28 Within the principles set out above, the SLP makes limited provision for Green Belt boundary change to allow building on green field Green Belt land. This is necessary to meet growing population and demographic pressures and consequent development needs. The SLP includes a specific Development Strategy, in accordance with the overall Spatial Strategy, to meet these development needs. The SLP Development Strategy results from a full assessment of reasonable choices in selecting development strategy and site options within the Sustainability Framework. The Strategy will meet development needs with minimum impact on the Green Belt and best prospects for delivery of appropriate social, economic and environmental objectives and specific community benefits.

6.29 The Development Strategy consists of a series of Broad Locations which can accommodate substantial housing development. There are two main types of Broad Location:

Broad Location - Mixed Use (to be excluded from Green Belt)

- East Hemel Hempstead (North)
- East Hemel Hempstead (South)

6.30 The SLP Development Strategy is centred on a major expansion of Hemel Hempstead that will meet a wide range of local development needs for the district and sub-region over the plan period and beyond. This requires a significant loss of land from the Green Belt. This development will be planned in detail in a joint East Hemel Hempstead Area Action Plan (AAP). Because of the lead time involved in planning a major urban extension, residential completions are likely to start from approximately 2019 onwards.

Broad Location – Principally Housing (to be excluded from Green Belt)

- North West Harpenden
- East St Albans (Oaklands)

6.31 The plan includes these two Broad Locations principally to meet housing development needs in the first half of the Plan period (to 2021). The Broad Locations are selected to minimise adverse impact on Green Belt purposes. The two sites allow for some housing development in each of the main settlements in the District. The East St Albans (Oaklands) Broad Location also offers unique community benefits through enabling (financial and physical) improvements to education facilities. Though identified as a Broad Location – Housing, housing development will be planned around retained and / or re-provided and improved education facilities.

6.32 The development strategy also assumes some small scale green field Green Belt residential developments where directly supported by local communities to deliver significant community benefits. These will be proposed in detail through the DLP,

which will review and define detailed Green Belt boundaries. Also, where there is an established local need, some land adjoining or within villages may be developed to provide affordable housing where it is supported by the local community. Such small-scale 'rural exception' sites will help address the needs of lower-income households with a close family or employment connection to that settlement. These small scale Green Belt boundary changes and intentions for negotiation of rural exception sites may be identified through the Neighbourhood Planning process, if Town and Parish councils chose to progress such Plans.

### Local Housing Target / Requirement

6.33 Taking the approach set out above and looking at recent trends, the most up to date information on housing land supply has been analysed to give confidence of housing delivery. The table below indicates land supply sources & approximate proportion of planned supply:

<b><u>Source (whole Plan period)</u></b>	<b><u>Dwelling Numbers</u></b>	<b><u>Percentage of Overall Delivery (rounded)</u></b>
Completions from 1 April 2011 (base date for Plan period) to 1 April 2014	1,075 (actual)	11.8%
Urban/Non-Green Belt Capacity (identified)	Minimum of 1,750 (estimated)	19.2%
Urban/Non-Green Belt Capacity (windfall)	Minimum of 1,800 (estimated)	19.7%
Large scale greenfield Green Belt Broad Locations (residual development requirement affecting land currently designated as Green Belt)  Includes potential for flexibility in scale and timing of development at these locations – especially East Hemel Hempstead.	Up to 4,000 (estimated)	43.8%
Small scale greenfield Green Belt supported by local communities through DLP, or Neighbourhood Plan process, including exceptions policies for affordable housing	500 (estimated)	5.5%



Total projected supply	Up to 9,125	100% (on 9,125 base)
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6.34 National planning policy requires the SLP and DLP to ensure that the housing target can be delivered with confidence and to provide for contingency. An up-to-date Housing Trajectory outlining the current housing land supply position against the locally derived housing target / requirement is set out annually in the Authority's Monitoring Report<sup>3</sup>. A notional trajectory based on the draft SLP and the current land supply position (April 2014 base date) is set out at Appendix 2. This trajectory and the table above illustrates that it is reasonable to assume that the Plan proposals can deliver approximately 9,000 dwellings in the period to 2031. This is a cautious assumption and builds in a considerable degree of contingency/flexibility, as required by the NPPF.

6.35 The trajectory illustrates the realistic potential to achieve a relatively even level of housing delivery over the Plan period. However it is important to acknowledge that delivery issues are complicated and will be dependent on general and site specific market conditions through the Plan period

6.36 Taking account of all relevant aspects, including market factors and allowing for contingency, the approach supports the following approach to a local housing target / requirement:

#### **Policy SLP8 – Local Housing Requirement /Target and Provision**

Additional Homes 2011 - 2031 = 8,720 = average 436 per annum across the plan period.

Sites currently permitted or available for development together with the Development Strategy (set out in Policy SLP1) will deliver the land required to meet this Local Housing Requirement / Target in general accordance with the Spatial Strategy (again as set out in policy SLP1).

Further policies and detailed site allocations to support delivery of the Housing Target will be set out in the DLP. These will include making provision for older persons housing of all forms. Where such provision is made the supply of new homes will be taken as contributing to meeting the local housing requirement / target.

6.37 The Council's Local Housing Requirement / Target is set at 436 dwellings per annum on the basis of the best evidence available on the need for new housing development in the District and a Plan that sets out to meet reasonable long term estimations of need in full. Housing needs research suggests that, using a demographic projection of future household growth and taking account of longer term estimates of migration (ten year projection period), an annual average provision of 436 new dwellings would meet full need. This estimate of need has been used directly as the Plan housing requirement/target. It is acknowledged that other calculations of need currently exist and new calculations of need will be made over time. Unless there is a highly significant change in future long term estimations of

<sup>3</sup> Authority Monitoring Reports are published annually in December.

need, the 436 target/requirement is considered not be affected by current or future alternative projections.

## **Affordable Housing**

- 6.38 The District's house prices are amongst the highest in Hertfordshire and the whole country and as a result local people on lower level incomes, especially younger people and key workers, often find themselves priced out of the market. This is also reflected by the number of people on the Council Housing register which suggests that there is a high need for affordable housing in the district.
- 6.39 The Council has long had a corporate priority to provide an appropriate amount of affordable homes. This priority has been considered as one of many factors in deciding the right amount of overall housing in the District.
- 6.40 The planning system has an important part to play in providing affordable housing for those unable to access the housing market. The need to provide affordable housing is important for two main reasons: firstly to enable people who cannot afford to rent or buy on the open market to live in a home that is suitable for their needs and that they can afford; and secondly to provide housing for people working in different aspects of the local economy, thus underpinning economic activity.
- 6.41 Housing needs and viability research has been undertaken to establish the realistic level at which affordable housing can be delivered as a percentage of private housing in the district and provides strong evidence to increase the percentage target and reduce the development size threshold for affordable housing provision in new developments. In view of this evidence, the Council will be seeking 40% affordable housing on all housing development sites to assist in addressing the shortfall in affordable housing.
- 6.42 Affordable housing includes social rented, the new government model of 'affordable rent' and intermediate housing. This includes key worker housing for teachers, nurses, care workers etc and shared ownership homes. The balance between affordable and market housing and the size mix of affordable units is a key component of achieving a well balanced community.
- 6.43 The District requires more smaller market units and a range of small to medium sized affordable units. The Local Housing Requirement / Target (Policy SLP 8) allows for a balance in providing market and affordable housing and provides enough cross subsidy to fund new affordable housing.
- 6.44 Affordable homes are mostly delivered by developers as a percentage of private housing developments. It is important to make clear that Affordable Housing relates to specific definitions primarily relating to tenure and ownership (permanently retained social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market), which is distinct from common understanding of what may constitute relatively affordably priced market housing.

- 6.45 The tenure mix of affordable housing should reflect what people in housing need require in the District. Based on the Council's Housing Register and other housing evidence, affordable housing provision with a tenure mix different from 60% social rented (or 'affordable rent') and 40% intermediate will only be acceptable where robust justification is provided. This must demonstrate that provision at the standard requirement would make the development economically unviable; or that the resultant tenure mix would be detrimental to delivering sustainable mixed communities; or due to specific circumstances, the explicit agreement of the Council's Housing Department.
- 6.46 Viability evidence including the St Albans Affordable Housing Viability Study 2010 considered that in relation to the size of sites coming forward based on planning application and Strategic Housing Land Availability Assessment data, that there is a strong case to reduce the site size threshold to allow affordable housing to be sought from all new residential development.
- 6.47 Past and planned future patterns of house building in the District show that a significant part of housing land supply will be in the form of smaller sites below the current affordable housing provision policy threshold of 15. The high level of housing need and reliance on smaller sites justifies lowering the threshold for securing affordable provision, without inhibiting development or prejudicing the overall supply of new housing.
- 6.48 Because of these circumstances, the Council's view is that it is appropriate and necessary for smaller housing schemes to make a reasonable contribution towards the provision of affordable housing and play their role in delivering sustainable mixed communities.
- 6.49 The Council will seek on-site provision for schemes of 5 or more dwellings. On smaller sites there may be occasions where on-site delivery is impractical. Therefore on small sites providing 4 or fewer dwellings the Council will accept commuted sums or off-site provision elsewhere in the District (providing that the provision elsewhere contributes to creating mixed and sustainable communities) in lieu of on-site provision.
- 6.50 There will on occasion be circumstances where affordable housing provision may affect overall development viability. In these cases the applicant will be required to provide the Council with an open book assessment of viability to justify a lower level of provision or financial contribution. Further guidance on affordable housing provision and commuted sums will be included in the DLP.
- 6.51 As a strict exception to normal Green Belt policy, and where there is an established local need, some land adjoining or within villages may be developed to provide affordable housing for the community. These small-scale 'rural exception' sites will help address the needs of lower-income households with a close family or employment connection to that settlement. Such sites will remain in the Green Belt and the housing must remain affordable in perpetuity. The Council has an active programme of developing redundant garage land to assist delivery of affordable housing, including some schemes of this type in Green Belt settlements.

<b>Policy SLP9 – Affordable Housing</b>	
The Council will seek affordable housing contributions from all new residential development.	
Percentage target – per overall site	40% affordable homes as a proportion of the overall development unless it is clearly demonstrated that this is not economically viable. In these circumstances affordable housing provision at a level which allows the scheme to be viable may be negotiated by the Council.
Targets for social rented/affordable rent and intermediate housing	Of the affordable housing percentage target approximately 60% should be social rented/ affordable rent and 40% intermediate housing to meet needs of residents in the district and the most vulnerable.
Threshold for provision of affordable housing	The Council will seek affordable housing provision from schemes for 1 (gross) or more dwellings.
Developer contributions on small sites	Affordable housing should be provided on-site. However, for schemes of 4 homes or fewer where there is sound planning or other reasons, and the developer and Council agree, a financial contribution (or off-site provision) in lieu of on-site provision may be acceptable.  The affordable housing contribution will be calculated using the Council’s affordable housing toolkit and will be based on the equivalent of delivering affordable housing on-site. The sum may vary depending on site circumstances and viability.
Affordable housing in Green Belt Settlements (Rural Exception sites)	Small scale 100% affordable housing schemes within rural parishes will be supported in principle for people with strong local connections, where there is demonstrable local need for such dwellings and local community support.  Such sites will remain in the Green Belt and the housing must remain affordable in perpetuity. Detailed criteria for rural exception sites will be included in the DLP.
The exact amount of affordable housing, or financial contribution, to be delivered from any specific scheme will be determined by economic viability, having regard to individual site circumstances and market conditions. Further guidance will be provided in the DLP and/or within Supplementary Planning Documents or guidance.	

## **Housing Type/Mix**

- 6.52 There is a need to provide for the full range of housing types for a diverse population, including all demographic groups.
- 6.53 The proportion of older people in the population is forecast to continue to rise. While health improvements mean that older people are remaining active for longer, an increase in the number of frail elderly is expected. This means providing new

homes that enable people to continue to live independently even though their mobility may be reduced.

- 6.54 While most older people prefer to remain in their own homes, some increased provision will be needed of housing specifically designed for older people, including those with special needs.
- 6.55 People with learning and physical disabilities also need homes that can be adapted to meet their needs. The Council will seek an increased proportion of housing designed to a standard that can be readily adapted to meet the needs of older people and people with disabilities.

## **Housing Size**

- 6.56 The SHMA and other evidence show that the District has a high proportion of large dwellings in its housing stock. Longstanding trends and population forecasts show smaller average household size, including an increasing proportion of single person households. While the size profile of new dwellings will only lead to gradual change in the make up of the overall housing stock, increasing the proportion of small and small-medium sized units in new development will over time lead to a better balance between the housing stock and the size of dwellings needed.
- 6.57 The low proportion of smaller units in the housing stock also contributes to the very high average price of housing in the District. More small and small-medium sized units would lead to an increase in the proportion of relatively low cost market housing available to buy, assisting those who are just able to afford to buy on the open market. As well as single person households, this is particularly the case for small-medium sized family housing. This includes one and two bedroom flats and particularly 2 bedroom houses.
- 6.58 For individual development schemes, the Council will take into account the range of dwelling sizes of market and social housing in the local area and of site specific factors, in considering the appropriate mix of dwelling sizes.

### **Policy SLP10 - Housing Size, Type and Mix**

All new housing development will contribute to a mix of different housing types in residential areas, taking into account the existing pattern of housing in the area, evidence of local need and site specific factors. It will in particular require the inclusion of more small and small to medium-sized housing, including one and two bedroom flats and two and three bedroom houses, in new development schemes in suitable locations, to increase the proportion of such sized units in the district housing stock, to widen choice and to provide more relatively low cost market housing available to buy. Floorspace, as well as room numbers and bedroom numbers, will be considered in judgments of relatively low cost market housing.

The Council requires the affordable housing size, type, and mix to broadly reflect that being provided for the market element of all development.

The Council seeks the provision of a reasonable proportion of housing designed to a

standard that can be readily adapted to meet the needs of older people and people with disabilities.

Sheltered housing and extra care housing for older people and those with special needs will be encouraged on suitable sites in areas close to a range of services.

Further detail on requirements for appropriate housing size, type, mix and proportion of lifetime homes will be given in the DLP.

## **Housing Density**

- 6.59 The SLP Development Strategy is based on a compact city approach through meeting future requirements by developing within existing settlements, particularly the City and towns, rather than extending into the Green Belt. This approach depends on using available sites within urban areas to their full potential, consistent with high quality design and environmental factors. Using land efficiently means that for each site development is optimised and less land in total is needed as a consequence to meet the District's development requirements, with beneficial effects for protection of the countryside.
- 6.60 Higher density development will only be appropriate in relatively accessible locations where residents will have good access to services.
- 6.61 In all cases, development will only be acceptable where schemes are well-designed and do not compromise the overall character of the area. The appropriate density for individual schemes will also be informed by taking account of the strengths, opportunities and constraints of the development site, including the characteristics of the surrounding area.

### **Policy SLP11 - Density of Housing Development**

All new housing will be developed at a density that is consistent with achieving high quality, sustainable design and which does not compromise the distinctive character of the area in which it is situated. Higher density development in accessible urban locations with good access to services will be supported.

The priority accorded to maximising urban capacity (SLP1) means that development of garden land may be acceptable subject to detailed site planning, design and environmental policy considerations (SLP 3, 26). Local land availability assumptions will reflect this approach.

Development proposals that fail to make efficient use of land for housing, having appropriate regard to local character and site specific factors, will be refused permission.

In Broad Locations a minimum average net density of 40 dwellings per hectare should be achieved. Higher densities in the order of 50 dwellings per hectare should be achieved where consistent with the general terms of this policy.

## **Gypsies and Travellers**

- 6.62 Policy SLP12 seeks to establish a positive framework for how provision for Gypsies and Travellers will be made in the district. This will help to prevent unauthorised sites, help guide development to more sustainable parts of the district, provide enhanced quality of life benefits for the Gypsy and Traveller community and ensure that environmental concerns, impact on the Green Belt and community cohesion are proactively addressed.
- 6.63 A local evidence base will be produced using the principles of the new Government guidance on Planning Policy for Traveller Sites, including consideration of existing locations. This will establish the local level of need for traveller accommodation, in the context of local historic provision, provision by neighboring authorities and inform policy in the DLP.

### **Policy SLP12 - Gypsies, Travellers and Travelling Show People**

Sites will be identified, allocated and safeguarded by means of allocations in the DLP to meet a locally derived target. In identifying sites and considering proposals for accommodation, the Council will have regard to the following:

1. The provisions of SLP Policies 1-4 and 26-29.
2. The potential and suitability of extending existing sites.
3. The suitability of sites with temporary permissions.
4. The suitability and potential of new sites as part of Broad Locations for development (SLP13).
5. That development should be in general accordance with the Spatial Strategy for the district, as set out in Chapter 4 of this SLP and criteria contained in Government guidance on Planning Policy for Traveller Sites.

Further detail on the level of provision and locally specific locational criteria may also be included in the DLP.

Appropriate provision will be specifically required as part of the development of east Hemel Hempstead Broad Locations. Proposals will be detailed in the DLP and / or East Hemel Hempstead Area Action Plan.

## **Broad Locations for Development**

- 6.64 The SLP Development Strategy identifies a series of “Broad Locations” for development to contribute to meeting housing and other development needs over the plan period. The locations are classified as follows:
- Broad Location - Mixed Use (to be excluded from Green Belt)
  - Broad Location – Principally Housing (to be excluded from Green Belt)
- 6.65 Broad Locations are identified in indicative form on the Key Diagram.

- 6.66 Broad Locations - Mixed Use (to be excluded from the Green Belt) are identified for large urban extensions that will accommodate new housing and a range of other uses. Green Belt boundaries will be changed to accommodate new development areas. Detailed boundaries for the development sites and revised Green Belt and any detailed site development requirements will be set out in the DLP and its Policy Map.
- 6.67 Broad Locations – Principally Housing (to be excluded from the Green Belt) are identified for urban extensions that will primarily accommodate new housing development. Green Belt boundaries will be changed to accommodate new development areas. Detailed boundaries for the development sites and revised Green Belt and any detailed site development requirements will be set out in the DLP and its Policy Map.
- 6.68 Policies for each Broad Location are set out below.

## **East Hemel Hempstead (North) Broad Location - Mixed Use**

### **Background**

- 6.69 East Hemel Hempstead (North) Broad Location forms part of the Gorhambury Estate (Crown Estate). It will accommodate a major urban extension of Hemel Hempstead. The location lies within the St Albans Housing Market Area and is also well related to the urban area of Hemel Hempstead. Whilst the Broad Location is quite extensive it would not over dominate the town or the nearest urban areas, or significantly alter the settlement hierarchy of Dacorum and St Albans. It would form an urban extension which would integrate well with the proposed Spencer’s Park development, Maylands Business Park and Woodhall Farm neighbourhood. Development at the broad location will support local economic and employment growth aspirations for Maylands Business Park. This would provide employment opportunities for St Albans City and District and Dacorum Borough residents and wider benefits for economic development in the sub region.
- 6.70 Whilst there is a good range of services and facilities with easy access from the Broad Location, the proposed development is of a scale to deliver significant additional services for both existing and new communities in the area.

### **Policy SLP 13 a) - East Hemel Hempstead (North) Broad Location - Mixed Use**

#### **Objective**

To provide a major urban extension of Hemel Hempstead to meet the needs of the St Albans housing market area and sub regional economic development objectives for growth in the M1 corridor.

#### **Site Constraints**

Relationship of development to neighbourhood structure of Hemel Hempstead and need for integration  
 Highway access and improvement strategy and transport approach  
 Relationship with oil depot and pipelines, including health and safety constraints  
 Electricity transmission line  
 Retention of important trees and landscape features



## **Proposals**

The development will be required to deliver:

- Master planned development led by the council in collaboration with communities, landowners and other stakeholders
- A substantial urban extension – minimum capacity circa 1,500 dwellings
- Overall net density 40 dwellings per hectare
- Housing densities and size mixes that make best use of the land available and respond to evidence of need for smaller dwellings
- Strategic and local public open space
- A 2FE primary school to serve the new community
- A secondary school to serve the new and existing communities; to be located either here or in East Hemel Hempstead (South) Broad Location
- A range of employment premises provision
- Gypsy and traveller accommodation
- Transport network and public transport services upgrades/improvements.
- Opportunities for self build housing
- New neighbourhood and local centres
- Recreation space
- Other community facilities
- Excellence in design, energy efficiency and water management
- Appropriate renewable energy production and supply mechanisms

Part of site to be a reserve for long term housing development (area to be defined – with earliest release post 2026, to be assessed through Plan review)

## **Infrastructure**

An East Hemel Hempstead Area Action (Local) Plan (AAP) will be prepared to guide the development of this area including details of infrastructure required. It will be the subject of joint work with Dacorum Borough Council, Hertfordshire County Council and the Local Enterprise Partnership (or any relevant successor bodies) to ensure that development is planned to achieve essential integration with wider plans for the future of Hemel Hempstead as a growth location (within Dacorum Borough). A series of detailed Planning Briefs / Masterplans will also be required and the specification for these will be detailed in the AAP, or separately. Landowners will be expected to commit to cooperative working and to contribute to the preparation of these Briefs and Masterplans.

## **East Hemel Hempstead (South) Broad Location - Mixed Use**

### **Background**

6.71 East Hemel Hempstead (South) Broad Location forms part of the Gorhambury Estate (Crown Estate). It is proposed for a major urban extension of Hemel Hempstead and shares many similarities with the East Hemel Hempstead (North) in respect of its relationship with Maylands Business Park and access to services and facilities. The location lies within the St Albans Housing Market Area and is also well related to the urban area of Hemel Hempstead. Whilst the broad location

is quite extensive it would not over dominate the town or the nearest urban areas, or significantly alter the settlement hierarchy of Dacorum and St Albans. The Broad Location relates very well to the town of Hemel Hempstead (and town centre) and integrates particularly well with the existing nearby neighbourhood within Hemel Hempstead urban area; Leverstock Green. The scale of development proposed will deliver significant additional new services and facilities.

### **Policy SLP 13 b) - East Hemel Hempstead (South) Broad Location - Mixed Use**

#### **Objective**

To provide a major urban extension of Hemel Hempstead to meet the needs of the St Alban's housing market area. Potential for inclusion of other land uses as required to support the development of Hemel Hempstead.

#### **Site Constraints**

Relationship of development to neighbourhood structure of Hemel Hempstead and need for integration

Highway access and improvement strategy and transport approach

Retention of important trees and landscape features

#### **Proposals**

The development will be required to deliver:

- Master planned development lead by the council in collaboration with communities, landowners and other stakeholders
- A substantial urban extension – minimum capacity circa 1,000 dwellings
- Overall net density 40 dwellings per hectare
- Housing densities and size mixes that make best use of the land available and fulfil the evidence of need for smaller dwellings
- Strategic and local public open space
- A 2FE primary school to serve the new community
- A secondary school to serve the new and existing communities; to be located either here or in East Hemel Hempstead North Broad Location)
- Gypsy and traveller accommodation
- Transport network and public transport services upgrades/improvements.
- Opportunities for self build housing
- New or improved existing neighbourhood and local centres - linked to Leverstock Green neighbourhood
- Recreation space
- Other community facilities
- Excellence in design, energy efficiency and water management
- Appropriate renewable energy production and supply mechanisms

Potentially this area will include provision of reserve land for long term housing development post 2031. (area to be defined – with earliest release post 2026, to be assessed through Plan review)

#### **Infrastructure**

An East Hemel Hempstead Area Action (Local) Plan (AAP) will be prepared to guide the development of this area including details of infrastructure required. It will be the subject

of joint work with Dacorum Borough Council, Hertfordshire County Council and the Local Enterprise Partnership (or any relevant successor bodies) to ensure that development is planned to achieve essential integration with wider plans for the future of Hemel Hempstead as a growth location (within Dacorum Borough). A series of detailed Planning Briefs / Masterplans will also be required and the specification for these will be detailed in the AAP, or separately. Landowners will be expected to commit to cooperative working and to contribute to the preparation of these Briefs and Masterplans.

## **North West Harpenden Broad Location – Principally Housing**

### **Background**

- 6.72 North West Harpenden Broad Location is proposed for primarily housing development. This location is well related to the existing town of Harpenden which is the second largest urban settlement in the district. The main urban settlements are the most sustainable locations for development, as the widest range of services and facilities are accessible. The site has potential to provide housing in a sustainable location close to existing communities and facilities.
- 6.73 A wide range of facilities including those in the town centre are accessible within walking and cycling distance. Topography is favourable for walking and cycling. Education capacity issues exist but are capable of resolution. It is considered that satisfactory vehicular access can be provided and that traffic impact is likely to be acceptable. There is potential for range of measures to promote sustainable transport.
- 6.74 Site constraints such as listed buildings on-site and off-site, TPO woodland, potential for integration with the existing urban area, retention of existing landscape features can be successfully addressed with sensitive, high quality design and layout.
- 6.75 The extent of this site will be determined with reference to the potential of Cooters End Lane to serve as a clear and defensible Green Belt boundary.

### **Policy SLP 13 c – North West Harpenden Broad Location – Principally Housing**

#### **Objective**

To provide an urban extension primarily for housing in a sustainable location close to existing communities and facilities in Harpenden

#### **Site Constraints**

Listed buildings at Cooters End Farm on / adjoining site and The Old Bell PH offsite  
Retention of existing landscape features, including hedgerows - small remnant woodland subject to TPO in the east corner of the site which must be retained and incorporated within a new development scheme; with appropriate measure to protect trees during construction works

Relationship with existing adjacent housing and interface between fronts and backs of existing and new housing

Relationship to existing strategic road network (A1081 Junction requirement) and residential road network

Relationship with wider countryside to the north – screen landscaping potential.

### **Proposals**

The development will be required to deliver:

- Master planned development lead by the council in collaboration with communities, landowners and other stakeholders
- An urban extension primarily for housing – capacity circa 500 dwellings
- Overall net density 40 dwellings per hectare
- Housing densities and size mixes that make best use of the land available and fulfil the evidence of need for smaller dwellings
- Potential for self build opportunities
- Recreation space and public open space
- Other community facilities or contributions to existing community facilities
- Excellence in design, energy efficiency and water management
- Transport network and public transport services upgrades/improvements

### **Infrastructure**

Possible requirement for a related 2 FE 2.5 ha primary school site

A Planning Brief/Masterplan will be detailed in the DLP or separately.

## **East St Albans (Oaklands) Broad Location – Principally Housing**

### **Background**

6.76 This Broad Location encompasses an area dominated by existing educational uses; principally Oaklands College and also Beaumont and Verulam secondary school facilities. Oaklands College has long been the main provider of Further Education in the district, with an historic specialism in land based provision, including Agriculture, Horticulture, Greenkeeping, Equine studies, Animal Management and Floristry. As a result its estate includes substantial areas of agricultural and horticultural land. In recent years the College has been implementing a plan to rationalise its various sites and buildings by establishing a main campus at the Oaklands Estate, Hatfield Road site. New and improved buildings have been provided on the site, but there are plans for further development. The College is now one of the country's largest Further Education Colleges, with over 800 staff and 3,000 full time and 8,000 part time learners, the majority of which are based at the Smallford Campus. The curriculum also offers adult and community learning, art, business, construction, engineering, health and social care, hospitality and catering, public services, IT, media and performing arts, science and maths, sport and specialist programmes for learners with learning difficulties and disabilities. The College also has 14-19 and 16-19 year old consortium arrangements with local secondary schools.

6.77 The College has a vital role to play in meeting the vocational and academic training and education needs of the district and sub-regional area. The future success of the College and the local economy are closely linked and the education and training provided offers the greatest opportunity to tackle the pockets of deprivation that exist.

6.78 Many of the current facilities are clearly not fit for purpose and many of the buildings are dilapidated. The Council gave planning permission for a new bespoke College Hub which was intended to be in place by 2012. The College Hub was unable to be delivered following the loss of substantial grant funding from the Learning and Skills Council in 2009.

6.79 This location can accommodate major housing development which is well located for access to services and facilities and can be integrated with the urban edge of St Albans with minimum impact on Green Belt purposes. The overall aim is to assist continued educational and training provision and development in this location and to enable further improvements in association with major housing development. This will provide substantial new housing to meet local need. Oaklands College will be able to deliver a step change in its quality of facilities and an outstanding offer of education and training for all. This will help to tackle deprivation and provide a significant boost to the local economy. New community use and sports facilities, with significantly improved public access to the countryside, will perform a role in further integrating the College with the wider community.

### **Policy SLP13 d - East St Albans (Oaklands) Broad Location – Principally Housing**

#### **Objective**

To provide for substantial housing development alongside retention and improvement of essential education and training facilities. Housing development on land owned by the College will be subject to appropriate planning agreements that ensure that the College is able to deliver a step change in its quality of facilities and an outstanding offer of education and training for all. At the same time the improved College facilities can provide community use and sports facilities with significantly improved public access to the countryside, to further integrate the College with the wider community.

#### **Site Constraints**

Highway capacity and access design in relation to Hatfield Road and Sandpit Lane.

Retention of important trees, including extensive TPOs and Ancient Woodland.

Retention (or in appropriate cases re-provision) of education facilities, sports pitches

Provision of open space.

Retention of Mansion House and historic walled garden with appropriate setting.

#### **Proposals**

The development will be required to deliver:

- Master planned development lead by the council in collaboration with communities, landowners and other stakeholders
- A substantial urban extension – minimum capacity circa 1,000 dwellings
- Overall net density 40 dwellings per hectare
- Housing densities and size mixes that make best use of the land available and fulfil the evidence of need for smaller dwellings
- Strategic and local public open space
- 2FE primary school to serve the new community
- Potential expansion of existing schools or school facilities
- Improved education and training provision and facilities at Oaklands College; including but not exclusively:

new and improved facilities for general teaching, science, plumbing, plastering and tiling workshops, a student centre, student accommodation, a sports pavilion, nursery, equestrian centre and land based studies.

- Retain, repair and make fit for purpose the Mansion House building
- Substantial Green Infrastructure provision, including shared use of refurbished historic walled garden, new landscaping and woodland planting, extensively improved and new public footpaths, cycleways and bridleways.
- Community access to sports facilities and parkland area.
- Transport network and public transport services upgrades/improvements.
- Potential for self build opportunities
- Recreation space
- Other community facilities
- Excellence in design, energy efficiency and water management

#### **Infrastructure**

Provision of improvements to the accesses to Hatfield Road and Sandpit Lane.

A Planning Brief/Masterplan will be detailed in the DLP or separately. This will identify specific areas to be retained for education uses and community use (including playing fields and open space)

### **Strategic Rail Freight Interchange**

6.80 The SLP and its Development Strategy for the Broad Locations identified above has been prepared taking account of the possibility of a major development for a Strategic Rail Freight Interchange (SRFI) in the Green Belt at the former Radlett Airfield site. This development is not proposed in the SLP and has been opposed by the Council. However, it was permitted by the Secretary of State in July 2014 on the basis of National need. If the Interchange is built, the degree of land use change and impacts in the area will be significant.

#### **Policy SLP 14 - Strategic Rail Freight Interchange (SRFI)**

Following any possible completion of development of the proposed SRFI, the Council will consider undertaking a partial review of the SLP (and DLP) to investigate appropriate long term Green Belt boundaries in the area and to set out policies for any other development opportunities and mitigations that may arise.

## 7. A Thriving Economy

### **Strategic Objective 3 - A thriving economy**

*Ensuring that the district becomes even more economically vibrant, reinforcing existing economic strengths in the higher level knowledge and skills sectors. The District will offer employers a highly skilled and flexible workforce and individuals the very best opportunities to learn, train, start businesses and improve their employability.*

### **Economic Prosperity and Employment**

- 7.1 The unique and exceptional quality of the built and natural environment is very important in supporting the prosperous local economy and providing a range of jobs for all. The District has a strong economy, a highly skilled workforce, is in an excellent location for rail, road and airports and is seen by many employers and employees as a desirable place to be. The Council considers a thriving local economy to be essential in supporting all its economic, social and environmental aspirations. Economic development is driven by active engagement with key partners, including the Council, St Albans and District Strategic Partnership (SP), Economic Sustainability Partnership, Hertfordshire's Local Enterprise Partnership (LEP), key local employers, St Albans District Chamber of Commerce and small business representatives.
- 7.2 There are two main economic aims:
- To foster a healthy, diverse and strong local economy, with a focus on knowledge industries, financial and business services, the rural economy, the green technology sector, creative industries and visitor economy.
  - To offer employers a highly skilled and flexible workforce and individuals the very best opportunities to learn, train, start businesses, develop entrepreneurial opportunities and improve their employability.
- 7.3 Most local employment is in the financial and business services, research and development, retail and educational sectors. However, St Albans is also a significant regional/sub-regional legal centre, with its Crown and Magistrates Courts. The visitor economy is also an increasingly important job sector. The Building Research Establishment (BRE) and Rothamsted Research are important employers in the district which are the subject of Broad Location policies. Nearly half of local residents of working age have a degree qualification or above and the majority of residents are employed in professional and managerial occupations. This is a considerably higher rate than at the county or national level.
- 7.4 The local economy is driven by a large number of small businesses, including freelance and consultancy and has a vibrant entrepreneurial culture. There are only a small number of employers who employ over 100 staff, but many of these larger employers are well known nationally and globally, especially within the management consultancy, business and financial sectors. The District also benefits from the proximity of the University of Hertfordshire, based at Hatfield, which is one of the country's leading business orientated universities.

- 7.5 The District experiences considerable flows of both in and out commuting. Overall there is significant net out commuting to higher paying jobs outside the district, primarily in London but also in other nearby towns. In net terms, the district is dependent on other places for its residents' jobs and incomes, especially for the better paid jobs and higher incomes, as people who work in the district earn significantly less on average than people who live here, but work elsewhere.
- 7.6 As set out by Hertfordshire Local Enterprise Partnership (LEP), compared to most areas of the UK, Hertfordshire is more prosperous and our residents have a better quality of life. The LEP believe that Hertfordshire has enormous economic potential. It is an attractive location for business given its proximity to London and its high quality of life. Herts LEP has produced a Strategic Economic Plan (SEP) which is seeking to build on existing economic attributes and assets. It seeks to tackle two principle constraints to economic growth: housing delivery and investment in infrastructure.
- 7.7 The SEP identifies potential for economic and urban regeneration and growth in the corridor of the M1 Motorway. In respect of the District specific opportunities for economic development and growth arise from Rothamsted Research, BRE and wider possibilities for environmental technologies within the "Green Triangle" (the green triangle is formed by the geography of the Rothamsted, BRE and University of Hertfordshire sites). SEP investment priorities include: Rothamsted Research and St Albans Butterfly World. The SEP also refers to Oaklands College's improvement programme. Hemel Hempstead is identified as a regeneration and growth priority area. The SLP Development strategy supports this. Hemel Hempstead is seen as having major, and largely untapped, opportunities for growth in and around the town. As one of Hertfordshire's new towns, it needs scope to grow if it is to achieve its full future potential.
- 7.8 In St Albans the unique and exceptional quality of the built and natural environment continues to be very important in supporting the prosperous local economy and providing a range of jobs for all. Key local employers and entrepreneurs agree that St Albans is a good place to locate business and to do business and that quality of life factors play a vital role in supporting the local intellectual capital economy. The district is economically thriving precisely because of these factors, an absolutely key element of which is the retention of the Green Belt.
- 7.9 Opportunities exist to encourage the development and growth of new and developing economic clusters e.g. at Rothamsted Research, at the BRE, and more widely in Green Technologies (as set out in the SEP) and in IT.
- 7.10 The District's job growth should therefore be concentrated primarily in offices, professional, managerial occupations and ancillary staff and knowledge based activities, to match this skills base, provide high paying jobs locally and to help mitigate out commuting.
- 7.11 The strategy for the District also seeks to recognise the need for a mix of employment accommodation and the need to safeguard and enhance existing employment sites to provide a variety and range of buildings and uses. The diversity of employment and entrepreneurial opportunities that such small and



medium-sized employment sites provide, including those in rural areas, are a crucial element of a flexible local economy.

- 7.12 Primarily because of very high alternative land values and Green Belt constraints, the district has had for some time little new employment development land. In addition, there is a considerable ongoing pressure for change of use of existing employment land and buildings to, primarily residential use, and also for other non employment generating uses. Considerable losses of employment land and buildings have been ongoing for several years and a critical juncture has been reached whereby substantial further losses may significantly undermine the local economic base and opportunities for entrepreneurs. Existing employment sites should therefore be retained in employment use, unless proven to be unsuitable and unviable for employment use, or if they are directly replaced by new sites. It is also recognised that there are levels of vacancy in some office sites and employment areas in some adjoining authorities. However, these provide a substantially different type of accommodation overall and are also clearly not as local or accessible. The SLP Development Strategy includes a strategic opportunity for future employment development at the East Hemel Hempstead Broad Locations - Mixed Use. This will provide a significant boost to sub-regional employment land supply.
- 7.13 In order to encourage the provision of modern and appropriate employment facilities, suitable for high quality and higher numbers of local jobs, the Council will support and encourage the redevelopment of existing employment generating sites for employment purposes, including for more intensive employment uses, taking into account the need to be compatible with local context, including design policies and impacts on residential amenity and highways.
- 7.14 Considerable job growth will be supported on sites and in areas not directly classed as traditional employment (B Class) uses. These are likely to provide more than 50% of the new jobs up to 2031. Economic sectors where such growth is expected include education, retailing, healthcare, the leisure/visitor/hospitality industries and working from home. In particular, it is anticipated that many high quality jobs will be provided by the significantly expanded and new educational facilities that will be provided. The additional educational facilities will be provided by HCC, Academies, Free Schools and fee-paying schools.
- 7.15 The already high local levels and increasing use of remote working and home working is an established and ever developing trend, both providing more jobs within the district and reducing the impacts on the local highway and rail network of the high levels of in and out commuting.
- 7.16 In order to support the thriving entrepreneurial, small business, self-employed and consultancy base, high speed broadband and next generation telecommunications will be supported, taking into account the need to be compatible with local context, including design policies. New developments should be future proofed to take account of digital infrastructure requirements.

**Policy SLP15 - Economic Prosperity and Employment**

Provision for new employment development will be made within the East Hemel

## Hempstead Broad Locations – Mixed Use

Existing employment sites should be retained in employment use, unless genuinely unsuitable and unviable for employment generating use, or if they are directly replaced by new sites. This includes all allocated employment sites (to be defined in the DLP) and both allocated and unallocated offices, research and development facilities, light industry, general industry, warehousing and other B Class uses. Any exceptions to this rule will be detailed in the DLP.

The Council will support and encourage the redevelopment of existing employment generating sites for evolving employment uses, including for more intensive employment uses or for the provision of flexible business space and incubator units, taking into account the need to be compatible with local context, including design policies and impacts on residential amenity and highways.

Overall, in all settlements across the District, the Council will seek provision of sufficient land and floorspace to cater for full employment and to provide for different kinds of employment use. The scale and nature of provision will be appropriate to the size, character and function of the settlement.

The District's strong rural economy will be supported including in relation to agricultural diversification and visitor economy, where consistent with NPPF and other Local Plan policies, including Metropolitan Green Belt (SLP2 and DLP policies). Local commercial uses, such as local shops and public houses will be protected in villages, due to their community value.

High speed broadband and next generation telecommunications will be supported, taking into account the need to be compatible with local context, including design policies and impacts on residential amenity and highways.

## Special Employment Locations

- 7.17 The District benefits substantially from two major world class centres of excellence specialising in research and development in the Green Technology sector.
- 7.18 The Building Research Establishment (BRE) in Bricket Wood is world-renowned for its expertise in sustainable construction, the built environment and associated industries and is pioneering some of the latest developments in areas such as energy efficiency.
- 7.19 As well as the BRE itself, the site hosts other sector-related companies and an Innovation Park, which acts as a demonstrator for green building technologies. Currently around thirty other companies are located at the site. These firms have a relationship with the built environment and benefit from being part of a green technologies cluster.
- 7.20 Rothamsted Research in Harpenden is the largest agricultural research centre in the UK and the oldest in the world. Over its 160 year history, it has built an enviable international reputation as a centre of excellence for science in support of

sustainable crop management and its environmental impact. Its scientific research ranges from studies of genetics, biochemistry, cell biology and soil processes to investigations at the ecosystem and landscape scale.

7.21 Both institutions have significant links to the Centre for Sustainable Communities at the University of Hertfordshire in Hatfield. Together they make a Green Technology Triangle, which this Council sees as a key driver of its economic development strategy and therefore will encourage and capitalise on opportunities to encourage the clustering and multiplier effect that these centres could create. The BRE site and the majority of the Rothamsted site are within the Green Belt. This means that there is a need to plan carefully for future change in the existing businesses, taking account of both economic and business needs and the impact of buildings and activities on the openness of the Green Belt.

### **Building Research Establishment (BRE), Bricket Wood**

7.22 The BRE at Bricket Wood has been a focus for building technology and related research and development since 1925. The BRE and associated companies employ about 800 staff at Bricket Wood, which is substantially less than at its peak of employment use in the 1970s. The BRE has a vital role to play in meeting the need for high quality and high skill employment in the District and also represents one of very few local opportunities to encourage green businesses supporting sustainable technologies.

7.23 The BRE wishes to consolidate its expertise into fewer but more modern buildings whilst providing better facilities for associated industries within the Innovation Park. Many of the buildings on site have not received significant investment since their construction, are substantially dilapidated and are not fit for purpose. The whole BRE site is within the Green Belt and it will remain so in the SLP. However, through use of previously developed land areas there is scope for future development and redevelopment without significantly increased impact on the Green Belt.

#### **Policy SLP16 - BRE, Bricket Wood**

Development and redevelopment of the BRE site to meet the organisation's operational and longer term expansion needs and to accommodate firms carrying out complementary knowledge-based research and development activities is supported in principle.

Impacts on the Green Belt will be managed according to policy in the NPPF; these will then be supplemented by detail to be provided in the DLP or separately.

### **Rothamsted Research Redevelopment**

7.24 Rothamsted was founded in 1843 by John Bennet Lawes who set up fields to study the chemical composition and manurial treatment of soils. Today, nearly 500 staff are based at Rothamsted, with the institution operating as a centre of excellence for science in support of sustainable crop management and its environmental impact. Rothamsted hosts major projects right across the 'Green Agenda' including in bio-fuels and bio-energy. The Rothamsted campus already hosts small companies

developing related scientific products and services and is keen to develop its role much further as an effective environment to encourage effective synergies, stimulate further innovations and provide a platform for entrepreneurial science.

### **Policy SLP17 – Rothamsted Research**

Redevelopment and possible extension of the Rothamsted Research site to meet Rothamsted's long term needs and to accommodate firms carrying out complementary knowledge-based research and development activities is supported in principle.

The Green Belt boundary may be adjusted to reflect the current development on the ground and to facilitate appropriate redevelopment and expansion, according to guidelines to be provided in the DLP or separately.

## **Retail**

- 7.25 The key retail factors relating to the District drawn from the Retail Capacity Study and monitoring reports can be summarised as follows:
- While St Albans has a healthy retail economy with a distinctive offer of shops and street market and services, the City's position within the regional retail hierarchy is challenged by competing centres. Market share has been declining in the City centre and there are significant net levels of leakage of expenditure to surrounding centres for shopping and leisure activities. The centre lacks a department store and a major foodstore and has a limited supply of larger shop units.
  - Harpenden has a vital and viable town centre and foodstore provision is strong, but non-food shopping is limited.
  - District centres generally have a good mix of shops and other facilities; local parades have an important retail and service role.
  - London Colney's retail vitality and viability has the potential to improve with significant enhancements to the public realm along the High Street. This will be complemented by the very different retail offer at Colney Fields, which will be enhanced by expansion at Ridgeview.
  - There is a need for village high streets to have and maintain a good mix of shops for local needs.
  - There is good provision of out-of-centre foodstores and retail warehouses, particularly in the south of the district and in neighbouring districts.
  - There is a need for additional food and non-food retailing in the district.
  - There is a need for additional retail warehouse provision for bulky goods.
- 7.26 In addition to the above factors, the City Vision and Rural vision form important parts of the Retail evidence base. The City Vision developed a Master Plan which covered retail and all other land use needs in St Albans City centre, to be implemented during the plan period. The Rural Vision showed the need to protect community and village amenities such as small shops, services and facilities.

### **Retail Hierarchy of Centres**

- 7.27 The Council has defined a retail hierarchy as follows:

- Major town centre (St Albans)
- Town centre (Harpenden)
- District centres (London Colney, Fleetville, Marshalswick, Southdown)
- Local centres (to be defined in the DLP)

7.28 Policy SLP18 sets out the hierarchy of centres in the district and identifies the role of each centre and what level of development is appropriate. Unless they are identified as centres in Local Plans, planning authorities should not regard existing out-of-centre development as centres, as defined in the National Planning Policy Framework. There are three retail parks in the district which are not identified as centres:

- Alban Park, Hatfield Road, St Albans – primarily bulky household goods and car showrooms.
- Colney Fields, London Colney – mixed convenience and comparison retail.
- Griffiths Way, St Albans – mixed convenience, comparison retail and bulky goods.

### **Policy SLP18 – Retail Hierarchy of Centres**

The hierarchy of centres is set out below. The vitality and viability of town, district and local centres will be enhanced and protected. Proposals for uses that need to be located in such areas to ensure accessibility to all sections of the community will be directed to the appropriate level in the hierarchy according to the scale and function of the use:

1) Major Town Centre – St Albans City centre should:

Serve the district as a whole, being the main comparison shopping destination, and the main focus for leisure, cultural and civic activities.

The main location for major retail developments, large scale leisure, cultural and civic uses, and other uses that attract large numbers of people.

2) Town Centre – Harpenden Town Centre should be:

An important centre serving the northern part of the district. It provides food and grocery shopping and a diverse mix of independent retailers, supported by good provision of cafes and restaurants, leisure, cultural and other uses. These serve the town and more widely people from the northern part of the district.

3) District Centres – London Colney, Fleetville, Marshalswick and Southdown centres should:

Provide food and grocery shopping facilities, supported by a limited range of other shops and non-retail services situated within and serving their local communities.

4) Local Centres – Local centres should:

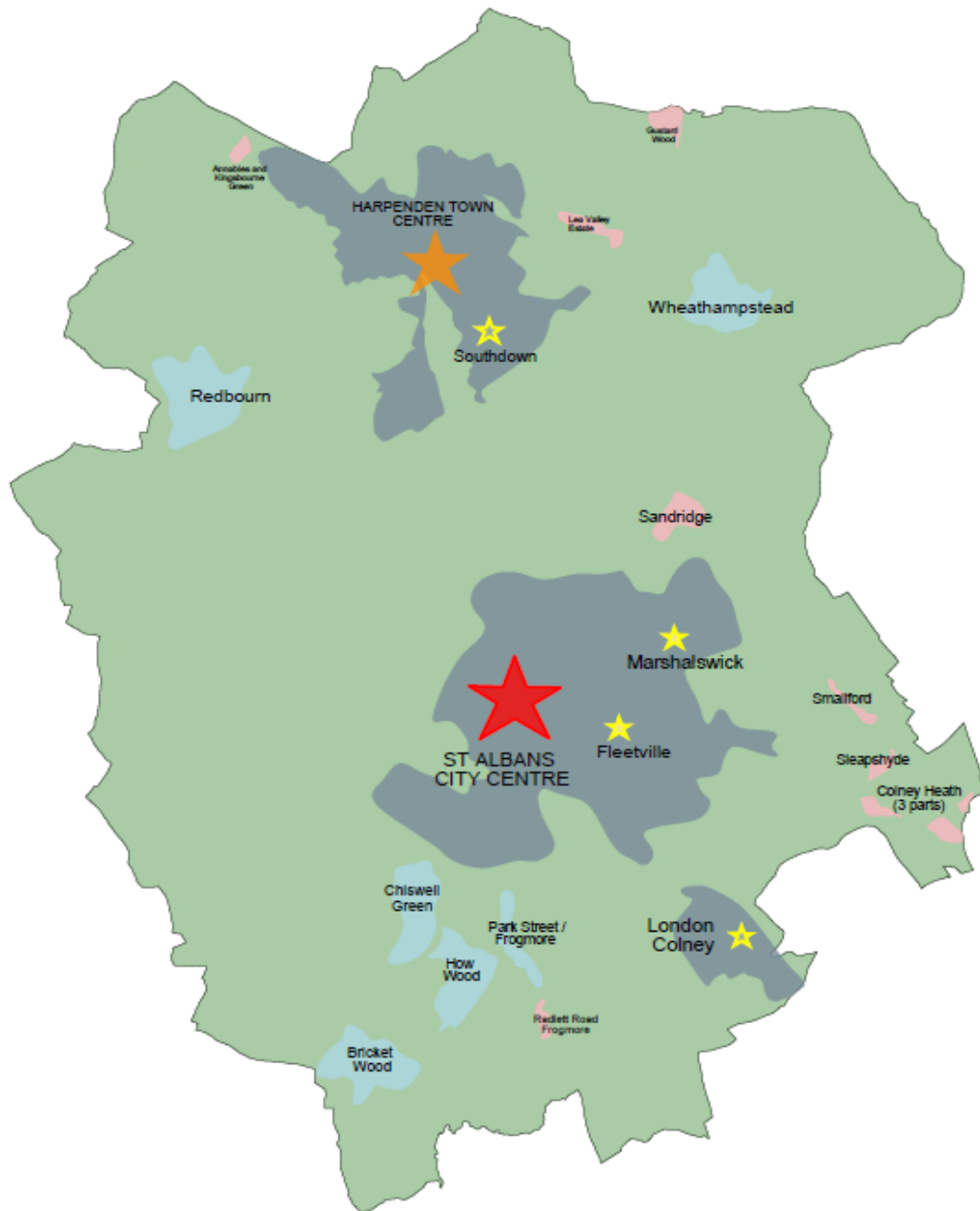
Provide a basic range of small shops and services of a local nature and serve their predominantly local catchment within walking distance of the centre. Some Local Centres are in villages, where they serve a somewhat wider catchment area. (Local centres will be defined in the DLP)

Planning applications involving the loss of retail units that perform an important community role will be permitted only if they do not conflict with other policies in the

Local Plan and it can be clearly demonstrated that they are no longer required.

Policies for management of retail and service use change within identified centres (including definition of the extent of centres and of primary and secondary frontages within them) will be included in the DLP.

Figure 9: Retail Hierarchy of Centres



Major Town Centre

Town Centre

District Centre

N.B. Local Centres to be defined in the DLP

## **Major Retail and Town Centre Development**

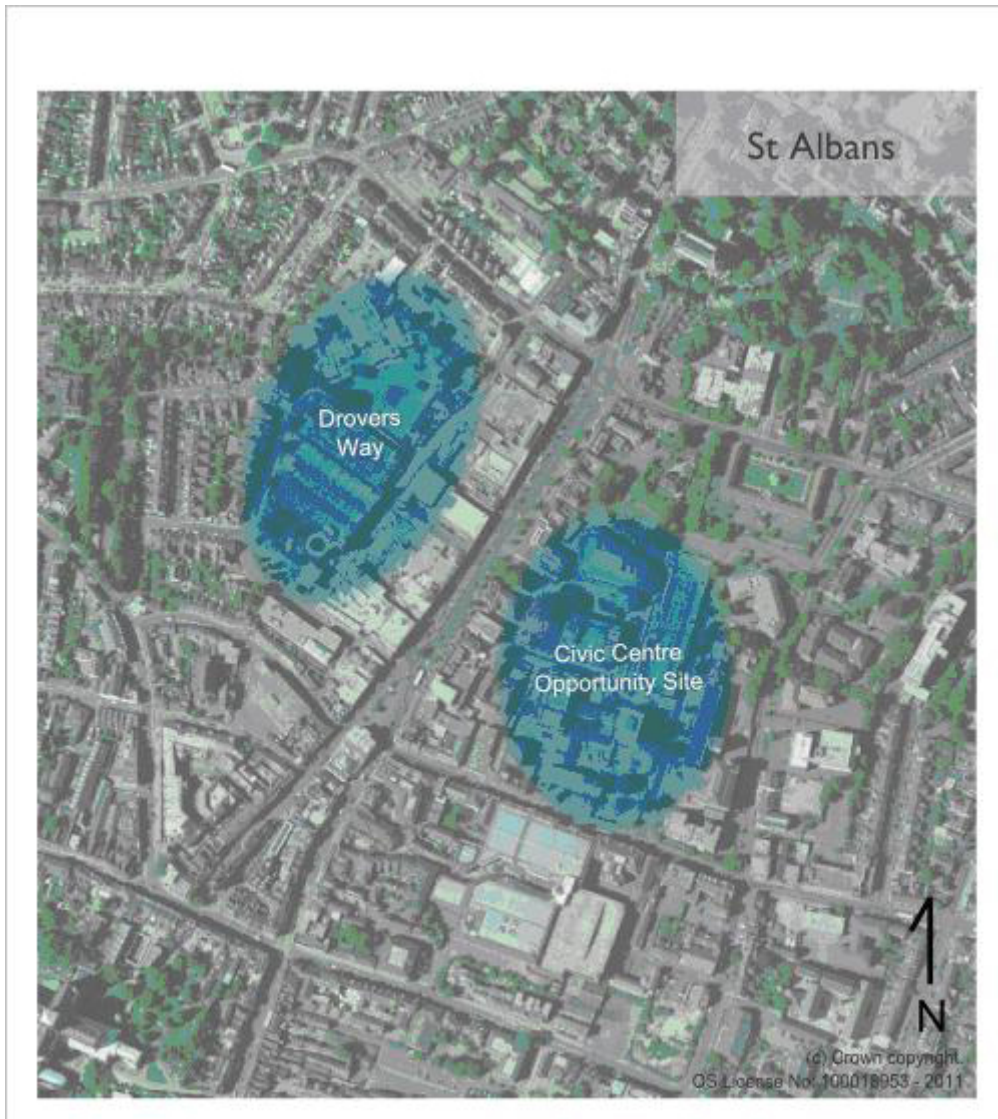
- 7.29 Evidence including the City Vision has highlighted that St Albans has great potential for a stronger City centre environment to draw greater numbers of visitors and shoppers, given its excellent historic setting, and variety of independent retailers. The market is an important asset within this draw, which animates the centre and strengthens its appeal. Supported by public realm improvements and selective redevelopment, it could offer an exceptional City centre shopping and cultural experience.
- 7.30 In recent years general retail market share (as opposed to food and drink use market growth) has been declining in St Albans City centre. However, proven demand for greater retail provision along with the emergence of centrally located opportunity sites in the City provides an opportunity to turn this situation around. With a City Centre Partnership growing in strength, and an expanded cluster of independent and specialist shops, alongside a greater number of national retailers, including a possible department store, St Albans would retain its role as a major town centre within the region and should stabilise and strengthen its place within the retail hierarchy. However, in the immediate term there is limited City centre capacity for major new retail development, although in the longer term, there are opportunities to make St Albans City centre significantly more economically self-contained for retailing.
- 7.31 Through providing a greater range and quality of town centre uses in the centre of the City, including at the Civic Centre and Drovers Way sites, St Albans could become a more vibrant place with a greatly enhanced townscape which better meets the needs and aspirations of St Albans' residents and visitors from the surrounding area.
- 7.32 The Civic Centre location is anticipated to come forward in the short term and may accommodate mixed uses including some A1/A3 uses, but a major retail scheme is unlikely to be viable in this location. The Council have produced a Development Brief for the Civic Centre area of the City. The Development Brief was adopted as a Supplementary Planning Document (SPD) in July 2012.
- 7.33 The Drovers Way location is considered to have potential for a major retail scheme but it is not available in the short/medium term.
- 7.34 There is a leakage from the district of shoppers and expenditure on specific types of bulky goods. This demonstrates a qualitative gap in the district's bulky goods offer in particular categories. By increasing retention of certain shopping trips and clawing back a proportion of shoppers who currently travel out of the district for their bulky goods purchases, the provision of additional bulky goods retailing will have a positive impact on shopping patterns and expenditure flows across the district.
- 7.35 Sequentially, any new retail floorspace should be directed to the City/town centre first. However, St Albans does not have any substantial appropriate sites in central or edge of centre locations for bulky goods retail warehouses (BGRW). The next sequentially preferable location for BGRW would be in Griffiths Way South, an existing retail destination south of the City centre. It is considered that BGRW at this location could complement the City Centre offer. Some BGRW floorspace may be



accommodated in Griffiths Way on the existing Abbey View retail park. BGRW could also be accommodated on the gas holders site, in Griffiths Way, as part of a mixed use scheme. In any scheme at these sites, significant public realm and sustainable transport improvements would be required to increase linked trips to the City centre.

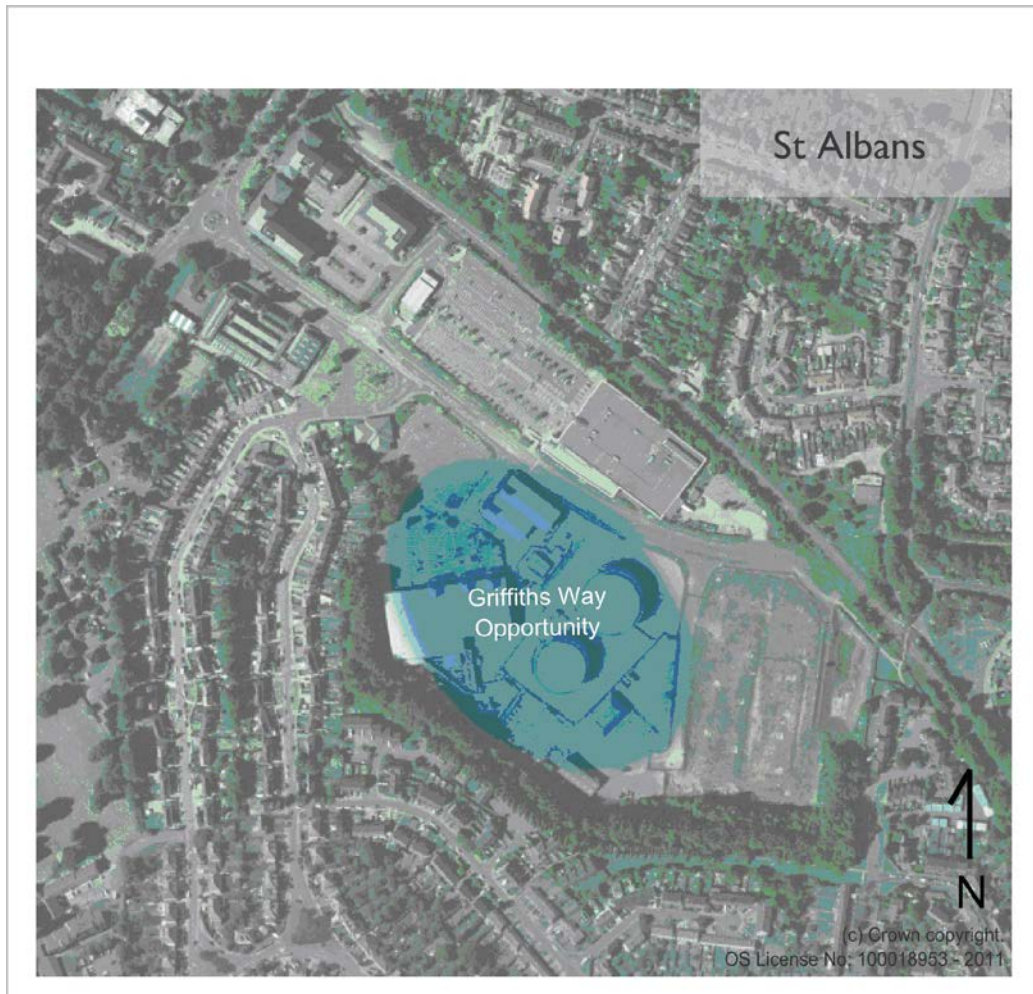
### **S1 St Peter's Street west (Drovers Way) and east (Civic Centre), St Albans City Centre**

**Figure 10: City centre redevelopment opportunities**



## S2 Griffiths Way South

Figure 11: Griffiths Way



## S3 Colney Fields/ Ridgeview

7.36 As indicated above, there is a lack of city centre or edge of centre sites in St Albans which are suitable, viable and available for major retail development to meet retail need in the early part of the plan period. Therefore there is likely to be a shortfall in supply of new retail floorspace over this period. In this context, a retail study has been carried out to appraise the potential impact of retail development at Ridgeview, which is located next to an existing retail park at Colney Fields. It was concluded that a relatively small quantum of additional retail floorspace at Ridgeview would be acceptable, forming a logical extension to Colney Fields. A summary of key points from the Study is set out below.

- Although the City Centre has experienced a fall in its market share of comparison goods shopping since 2005, it is apparent from the regular health checks carried out in the centre over a number of years that it remains vital and viable, with limited vacancies and a good choice of multiple and independent shops. The evidence also shows that Colney Fields Shopping Park provides a different and

complementary retail offer to the City Centre, serving a much wider catchment and shoppers who do not visit the City Centre.

- A significant proportion of the identified market demand for St Albans City Centre is from specialist and niche operators. The scale and type of retail floorspace identified for the Ridgeview site would not match their requirements.
- The impact from the limited amount of additional floorspace on the City Centre's turnover and that of other centres both within and outside of the District would only be modest. However, this modest impact is outweighed by the need to meet retail need in the early part of the plan period. The relatively modest retail floorspace proposed would not jeopardise the emerging development/investment proposals identified for the City Centre.
- The provision of limited new retail floorspace at Ridgeview to help meet the identified need for new comparison goods retailing in the District over the short term will have a more limited impact on the City Centre than if it was allocated on other out-of-centre sites. This is because Ridgeview would form a natural extension to Colney Fields Shopping Park and the evidence shows that this existing retail facility has very different trading characteristics to the City Centre (and other shopping parks in the district) due to its close proximity and easy access to the M25 (Junction 22), as well as its good links with the M1.
- As a result of the above matters, the limited extension of Colney Fields is part of the Council's strategy to meet retail demand in the early part of the plan period. In line with local and national retail policy, these special and site specific circumstances would not justify other out of centre proposals.

**Figure 12: Ridgeview**



**Policy SLP19 – Major Retail Development and Retail Development Considerations**

Major retail development is proposed at the following locations:

- S1 St Peter's Street west (Drovers Way) and east (Civic Centre) - Additional retail

floorspace within St Albans City centre to be focused mainly at site S1 and should include a supermarket, space for larger chain stores, smaller specialist retailers and possibly a department store.

- S2 Griffiths Way South (St Albans) – retail warehouses for bulky goods.
- S3 Colney Fields (London Colney) – extension onto the Ridgeview site to provide retail floorspace.

The Council will enable the enhancement of consumer choice and strengthening of the vitality, viability and accessibility of the City, town, district and local centres by supporting new retail development which:

- Supports the delivery of the spatial planning vision and strategy as set out in this Strategic Local Plan.
- Is appropriate in scale and function to its location.
- Is fully integrated with the existing shopping area.
- Complies with the sequential approach to site selection, which prioritises development in existing centres, then edge-of-centre sites, and only then out-of-centre sites which are accessible by a choice of means of transport.
- Meets a proven need in relation to development at edge of district centres or local centres, or out-of-centre locations.
- Will not have an unacceptable adverse impact, including cumulative impact, on the vitality and viability of the City Centre and surrounding town, district and local centres.
- Will not have an unacceptable adverse impact on existing, committed or planned public and private investment in a centre in the catchment area.
- Helps maintain and develop the range of shops to meet the needs of the local community within the centre.
- Retains and enhances existing street markets.

## 8. Celebration of Our Culture

### **Strategic Objective 4 - Celebration of our culture**

*Recognising and promoting the Visitor Economy, culture and leisure as an economic driver throughout the district. The key cultural assets of museums, Cathedral and theatres will be managed and promoted as a coherent visitor offer and for the benefits they bring to the quality of life, supplemented by new diverse proposals which add value to the District's existing character and identity.*

### **Creating Attractive and Vibrant Centres**

- 8.1 The Council recognises and promotes the visitor economy and culture as increasingly important economic drivers throughout the District. The community's active cultural life will be enhanced and diversified to help meet the needs of residents and visitors as lifestyles shift and priorities change, establishing St Albans City and District as a cultural hub within the region.
- 8.2 The District has a strong base from which to provide an engaging and inclusive cultural and leisure offer for residents and visitors alike. The Council wishes to promote cultural activity in the district's centres by supporting their attractiveness and vibrancy. This will encourage cultural activities which are a focus of community activity and pride, and will in turn strengthen the district's role as a cultural hub.
- 8.3 The District's centres and their role in the retail hierarchy are identified in policy SLP18, except for local centres which shall be identified in the DLP.
- 8.4 The District has a recognised need for some new and improved facilities, including:
  - A cultural hub providing a focused centre for the arts
  - A new cinema to replace the one that closed in 1995
  - Improvements to the museums and some other venues
  - Improved tourist facilities
  - Increased hotel and other overnight accommodation capacity.

### **Policy SLP20 - Creating Attractive and Vibrant Centres**

City, town and village centres within the District will be enhanced and managed to create attractive and vibrant centres to encourage cultural activities which are a focus of community activity and pride. The Council will seek to encourage activities which celebrate the district's culture, community and history.

Enhancements may involve:

- Public realm improvements.
- Public art.
- Landscaping.
- Mixed use development.
- Lighting.

## **Provision and Retention of Cultural Facilities**

- 8.5 There is great potential for the District to thrive as a regional cultural centre which can provide an engaging cultural life for residents and attract visitors from the local area, London and further afield. By providing focused investment in key areas, with ambitious physical proposals, and coordinated partnership working, this potential can be brought to fruition.
- 8.6 The District's rich heritage as a centre for governance, theatre and worship gives the district a unique identity and high profile within the region. The cultural services offered in the District include theatres, museums, live music performance, strong Roman and Medieval heritage, and libraries and arts organisations. The District's existing cultural offer will need to be retained, improved and promoted while the addition of new facilities will add diversity.
- 8.7 St Albans City is the main focus for enhancing the District's visitor economy and cultural role in the future. The City's key character areas which give the City its unique identity were identified in the City Vision 2009. It is expected that these character areas be respected and enhanced to improve the legibility of the City at a City-wide scale and to improve its cultural role.
- 8.8 There are opportunities for visitor economy and cultural enhancement in other towns, villages and rural locations where proposals meet criteria including sustainability and accessibility. Examples include the Heartwood Forest project, although the Council largely views this project as providing for low key, quiet, countryside recreation. 'Future Gardens', the Gardens of the Rose and 'Butterfly World' are key attractions which also raise the district's profile.
- 8.9 Museum proposals include expansion of Verulamium Museum, linked to developing the heritage of Verulamium Park as set out in the park's Masterplan. Within St Albans City Centre this would be supported by the creation of the cultural cluster, which may include improved facilities for cinema, museum and theatre. The existing Museum of St Albans and its functions may be relocated. The Council is undertaking a project to relocate MOSTA to the old Town Hall. This may involve the creation of a new basement area and galleries so that the City's post-Roman history can be fully displayed. The development of smaller scale museums and development of individual heritage projects, such as the Wheathampstead railway station platform and the St Albans signal box shall be supported. Improved facilities for theatre and cinema are encouraged, including delivery of a new cinema at the former Odeon building on London Road.
- 8.10 The importance of the street markets is recognised in enhancing the attractiveness and unique character of the District as a retail and cultural destination. The District has a rich market heritage with regular Wednesday and Saturday street markets in St Albans and the farmers' markets in St Albans, Harpenden and Wheathampstead, together with the occasional French, Italian and German markets. St Albans street market is one of the most visited and valued attractions in the District and the Council wishes to retain and support it.

## **Policy SLP21 - Provision and Retention of Cultural Facilities**

The Council will support the creation and improvement of a diverse range of cultural and entertainment facilities in accessible and sustainable locations within the District. Existing cultural and entertainment facilities will be retained unless alternative provision of an equivalent or greater community value and accessibility is provided and it can be clearly demonstrated that they are no longer required.

In particular the Council will support the delivery of:

- A cultural cluster in St Albans City centre, which may include improved facilities for cinema, museum and theatre
- St Albans street market improvements
- Redevelopment of Harpenden Public Halls and/or other appropriate sites for improved cultural facilities, including a museum, as well as improved leisure provision and other initiatives developed by the Town Council in partnership with community stakeholders.
- Butterfly World, Chiswell Green.

### **Cathedral Quarter**

- 8.11 St Albans Abbey Cathedral is integral to the identity of the City, placing it in a select number of 'cathedral cities' in the country which enjoy a strong national profile. The Abbey is a popular pilgrimage destination, attracting more than 200,000 visitors and pilgrims a year and remains a proud reminder of St Albans' rich religious and community heritage, having been a site of Christian worship for over 1,700 years.
- 8.12 The national profile of the Cathedral is matched by active engagement with the local community, with the largest active congregation of any cathedral in Britain and an award winning heritage education programme, which benefits over 16,000 school children a year.
- 8.13 The Abbey and its grounds provide a unique environment which is considered to be one of St Albans' key assets. Attractive public green spaces are provided through the Orchard and Vintry Gardens. They are extremely popular in the summer and courtyard areas provide further potential as key public spaces for events.
- 8.14 However, despite the Abbey's national and local profile and physical size, it remains relatively hidden within the City, due to topography and nearby buildings. Opportunity exists, therefore to integrate the cathedral with the City centre more effectively – both physically and psychologically. The Council has been working closely with the Dean and Chapter and a number of suggested proposals were identified in the City Vision 2009 which would enhance the Abbey's national and local profile, expand and improve its education and outreach work, and enhance its facilities to fulfil its role as a centre of community activity. These include:
- An enhanced education programme at the Abbey, including in principle the re-establishment of a cloisters space and the development of a second chapter house to accommodate a new educational facility.

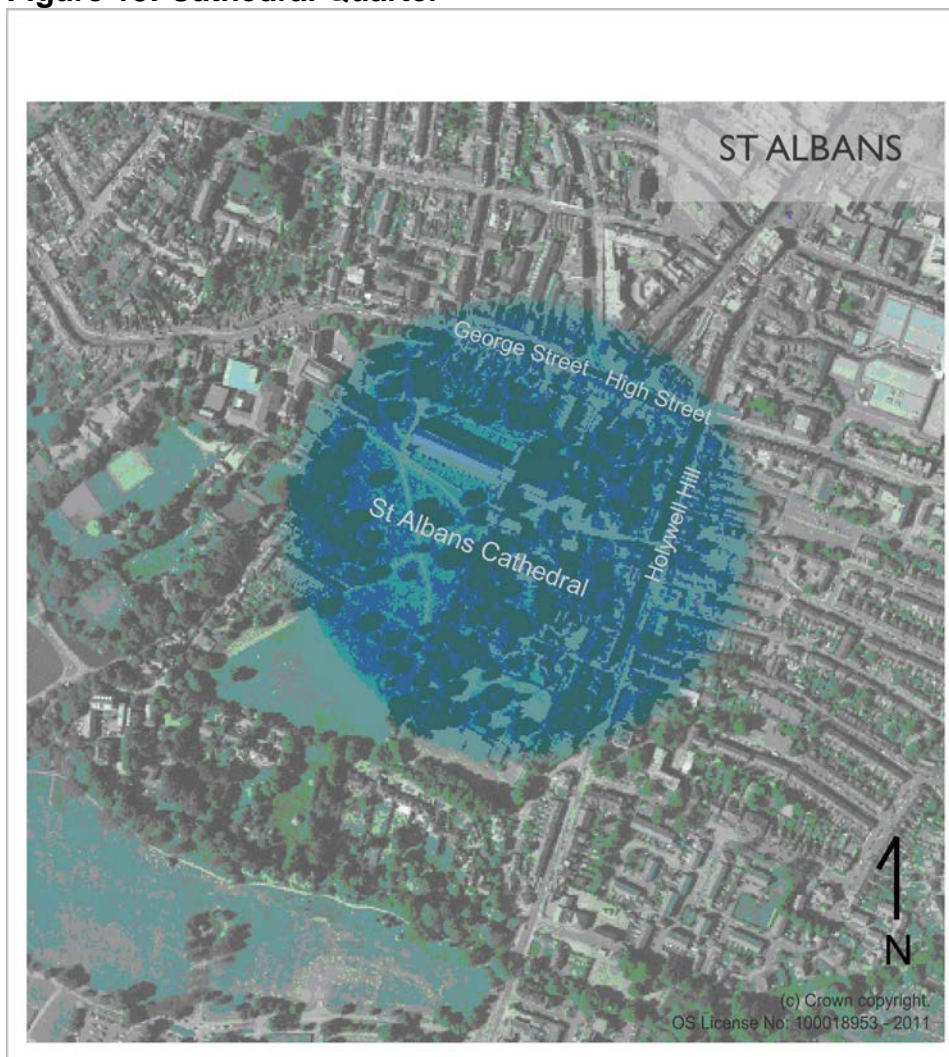
- More effective integration of the Cathedral with the City centre, including using signage to the Cathedral Quarter as an important wayfinding tool from other parts of the city.

### Policy SLP22 - Cathedral Quarter

St Albans Cathedral is a key asset in the District and integral to the identity of the district. The Cathedral Quarter has been identified to emphasise the unique character of the Abbey and its setting. Within the Cathedral Quarter the Council will support proposals which:

- Raise the profile of the Cathedral both locally and nationally
- Integrate the Cathedral with the City centre more effectively
- Enhance the visitor interpretation experience of the Cathedral Quarter and develop heritage trails
- Develop and improve the educational facilities
- Enhance facilities for community activity
- Enhance the public realm, green spaces and Abbey setting

**Figure 13: Cathedral Quarter**





## The Visitor Economy

8.15 The Visitor Economy will be a significant economic driver for the District, with the exceptional Roman remains, medieval Cathedral and historic built environment of St Albans as key components of the offer. This historic environment provides a unique setting for a lively mix of markets, independent and specialist retailers and diverse cafe and restaurant offer. The District's attractive countryside and rural settlements also offer opportunities to greatly expand and diversify the experience, bringing employment, health and recreation opportunities for residents and visitors alike. A St Albans Visitor Partnership has been established to promote the visitor economy. Key aims are:

- To enhance the current reasons for visiting St Albans City and District, improve the quality of the visit for the tourist and increase the number of attractions for potential visitors to the district.
- Growing visitor economy businesses – through various measures such as developing and improving visitor attractions, and developing high quality accommodation and value for money facilities of all types.
- Maximising the visitor economy market – partly by developing proactive and effective marketing of the district as a premier tourist destination including the development of the recently launched dedicated visitor website.
- Improving the visit – by improving transport infrastructure to allow visitors better access throughout the district, including developing coach management initiatives.

8.16 The Council has developed a Visitor Economic Strategy to improve the management and promotion of the visitor offer by the council and key partners. It sets out the overarching strategic aim “To deliver significant growth in the St Albans visitor economy (by 2018)”. The strategy will be delivered through four linked objectives:

1. Raise the profile of St Albans as a quality visitor destination
2. Deliver an exceptional visitor experience
3. Continual improvement of the visitor product
4. Develop and maintain improved planning and communication

8.17 The Council fully supports and is actively engaged in developing and managing a vibrant tourist economy and enticing visitor offer throughout the District. The term ‘visitor economy’ covers a range of activities including day trips, weekend visits and longer stays for business and domestic purposes as well as for holidays and leisure pursuits. Overnight hotel/bed and breakfast accommodation in the District provides over 900 bedrooms but there are still deficiencies in certain sectors and locations to address. Visitor economy has the potential to be an even stronger economic driver for the district but needs to balance the sometimes competing needs, demands and aspirations of visitors and local residents.

8.18 Within a sensitive historic location such as St Albans, visitor management and the provision of tourist facilities and services is important; an over stimulation of demand can, if not carefully controlled, lead to adverse impacts on local communities and the natural and historic environment leading to a negative effect on the very attractions that visitors come to see. Nevertheless, there is scope to boost the local visitor

economy by the provision of high quality overnight accommodation in accessible locations.

### **Policy SLP23 – Visitor Economy**

The Council will support initiatives which:

- balance the needs of the visitor economy, the community and visitors;
- increase the visitor economy;
- promote St Albans City and District as a quality visitor destination;

The Council supports the retention and enhancement of existing visitor economy facilities and encourages the growth of a sustainable local visitor economy sector. The Council will ensure that for any proposal there is no significant adverse impact on local communities, heritage assets or the natural or built environment.

### **Hotels and Overnight Accommodation**

8.19 The number of hotel rooms in St Albans City centre is relatively low. Over the medium to long term there is a need for more hotel bed provision, especially one with conference facilities, as the economy improves and vacancy levels fall. Existing and potential B&B/budget accommodation and modern boutique hotels in existing built up areas in village locations are particularly supported, as they add to village vibrancy and their important localised tourist economies.

8.20 Hotel occupancy rates in the District fell in the recent recession, but over the medium and long term have been above the regional average. St Albans has long been one of the most sought after locations in the East of England for hotel development.

8.21 The preferred location for budget and boutique hotels is within existing built up areas, with priority being in or near the City centre. The preferred location for a four star hotel with conference facilities is also within existing built up areas, with priority being in or near the City centre, but such a development requires a substantial area of land and it may not be possible for a suitable urban site to be found. As there is no short term need, the DLP process will examine need, suitability and deliverability, with the key locational consideration being proximity to and positive interaction with the City centre.

### **Policy SLP24 - Visitors, Hotels and Overnight Accommodation**

The Council supports the provision of a range of quality overnight accommodation including:

- Budget and boutique hotels in the existing built up areas across the District, with priority being in or near the City centre.
- Four star hotel with conference facilities. The DLP process will examine need, suitability and deliverability, with the key locational consideration being close proximity to and positive interaction with the City centre of St Albans

## 9. A Connected District with Ease of Movement for All

### **Strategic Objective 5 - A connected district with ease of movement**

*Providing a sustainable movement network which encourages the use of public transport, walking and cycling and which improves access to services, jobs and facilities, particularly for rural settlements and those without the use of private vehicles. Traffic congestion will be managed to an acceptable level while parking will be appropriately priced and located. Improvements will be made to air quality and reductions made in carbon emissions.*

### **Introduction**

9.1 Hertfordshire County Council (HCC), as the Transport Authority, is a key partner in the provision of a sustainable movement network across the district and therefore most schemes are reliant on HCC funding. The Infrastructure Delivery Plan identifies specific transport schemes that will contribute to meeting transport needs and the sustainability of the District, including transport infrastructure necessary to deliver the levels of growth required in the District.

9.2 The third Hertfordshire Local Transport Plan (LTP3) is a statutory document which sets the County-wide framework for achieving the vision of a better transport system for all. It provides the framework for transport's support of the economic, environmental and social development of Hertfordshire over the period to 2031. LTP3 contains the following vision statement:

“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.”

9.3 The County Council aims to achieve this vision 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.

9.4 LTP3 includes the following commitment statement by the District Council:

“The City and District is committed to the development and implementation of sustainable transport and development policies and strategies to promote the economic, social, historic and general environment of the district. St Albans is an historic city and the policies and strategies have to be sympathetic to the conservation of the historic environment as well as promoting the economic, social and general wellbeing of the district.”

9.5 As well as LTP3, the main documents addressing transport planning issues in the District include:

- Inter-urban Route Strategy
- Urban transport plan (UTP) for St Albans.
- UTP for Southern St Albans (covering the villages south of the City).
- UTP for Harpenden.
- St Albans City Vision.
- St Albans Rural Vision.
- St Albans Park and Ride Initial Scoping Study.
- City and District of St Albans Walking Strategy.
- City and District of St Albans Cycling Strategy.
- St Albans Traffic Modelling Study.

9.6 Further UTPs and area plans are being considered for other parts of the District, covering more of the village areas.

### **Key issues**

9.7 In the light of the evidence in the documents mentioned above and the results of previous public consultation on the SLP, a number of key issues are identified below.

- Location of new development
- Trains
- Buses and community transport
- Walking and Cycling
- Roads
- Traffic Congestion
- Park and Ride
- Car Parking
- Travel Plans
- Air Quality
- Luton Airport

### **Location of new development**

9.8 New development should be concentrated in accessible locations, which reduce the need to travel, encourage walking and cycling and where good public transport services exist or can be provided to St Albans City centre, Harpenden or London Colney town centres, and the railway stations and the main employment areas. This applies equally in respect of the Broad Locations for development at East Hemel Hempstead.

### **Trains**

9.9 First Capital Connect carried out improvements to St Albans City Station and introduced the first 12-coach services to run on the Thameslink route in December

2011. The 'Thameslink Programme' will greatly improve train travel to and from London and beyond with direct links to Gatwick, Brighton and Eurostar at St Pancras International. The programme will improve train capacity as follows:

- 3,200 extra seats in the peak (Bedford to Brighton and Sutton Loop combined)
- 1,200 off-peak weekday seats (between London St Pancras International and Bedford)
- almost 3,900 more Saturday seats (between London St Pancras International and Bedford)

## **Buses and Community Transport**

9.10 A 'Quality Network Partnership' (QNP) branded as 'Network St Albans' has been set up by St Albans Council, Hertfordshire County Council and local bus and train operators. This unique and innovative partnership is an exemplar of multi-agency / stakeholder working. It aims to improve transport usage and quality and to reduce congestion in and around St Albans and forms a major strand of the District and County's sustainable transport strategy. Successes of the QNP include securing Department for Transport funding for many projects, including providing new hybrid, low emission buses and significant improvements in bus service frequency and reliability. The Memorandum of Understanding states:

*"The QNP aims to provide residents of and visitors to St Albans with a real and attractive alternative for many of the journeys currently made by private car. This will help St Albans City and District Council to cut traffic related road congestion, air and noise pollution, help businesses in the city recruit and retain staff, and maintain the city's position as an attractive visitor destination".*

9.11 There is a need for improved bus links from the rural areas to the towns and City. Existing bus services are sometimes expensive, unreliable, infrequent and do not sufficiently provide an effective alternative to the car. Diversity of bus service provision, including minibuses, community transport and shuttle buses, is encouraged. In particular bus services connecting broad locations to existing town/local centres will be sought.

9.12 The delivery of the proposals and opportunities identified in all current and future UTPs will be supported. At present, the most significant proposal is the Harpenden Urban Transport Plan proposal for accessibility improvements to and at Harpenden railway station. This includes improved road access, additional car parking and improved facilities for pedestrians, cyclists and buses.

## **Walking and Cycling**

9.13 The Plans referred to at 9.2 and 9.5 above contain various measures to encourage walking and cycling. Key actions in the Council's Walking Strategy include encouraging walking to school and work, promoting walking as a leisure activity, improving rights of way, addressing the needs of disabled people and designing new development to encourage walking. Policy SLP27 on Green Infrastructure also includes proposals which will help to facilitate increased levels of walking and cycling.

- 9.14 Key priorities in the Council's Cycling Strategy include new cycle routes, secure cycle parking (e.g. at stations) and other facilities, such as shared use of paths in public parks. One stretch of the National Cycleway Network is still to be constructed; part of Route 57 between Harpenden and Wheathampstead. A new link is intended between Route 6 and Route 57 in Harpenden, where there is currently no direct link.
- 9.15 A key project is the Green Ring around St Albans. This is an orbital route around the City, connected by spokes to the centre. Further connections will be sought to assist in the comprehensive coverage of the district.

## **Roads**

- 9.16 The District has very high levels of car ownership, but most of the road network has a relatively low capacity. Due to the narrow and complicated layout of the historic streets of the City centre, towns and villages, bottlenecks occur at peak hours causing serious traffic congestion with accompanying air quality problems.
- 9.17 The SLP Development Strategy, plus continued urban development in accordance with the Spatial Strategy and anticipated growth in background traffic levels (including the impact from growth in adjoining local authority areas and impact from the possible increased operations at Luton Airport) is expected to result in increased pressure on the local highway network. However, the evidence included in the Urban Transport Plans indicates that traffic levels will not necessitate the provision of major new transport infrastructure, when considered at a national scale. The rising trend towards more home-working, both full and part time, the rising trend in fuel prices and the significant extra capacity on the rail network to be delivered through the Thameslink Programme may additionally ameliorate impacts on the road network.
- 9.18 Nevertheless, there is expected to be increased stress on the highway network, particularly in St Albans City centre, at key junctions on the main roads into St Albans and in Harpenden town centre. Therefore some road improvement measures, such as junction improvements, will be required. These will be complemented by a range of sustainable movement and public realm enhancements and traffic management measures.
- 9.19 HCC has prepared a county-wide Inter Urban Route Strategy. This will cover all modes of travel, not just travel by road. The Inter Urban Route Strategy identifies a set of corridors to capture the main inter urban transport network connecting the urban centres in Hertfordshire and includes advice on whether major improvements should be made to the inter-urban road network. St Albans is within Corridor 2: Watford – St Albans – Luton. The corridor runs north south through the district and cover the entire width of the District. There are thirteen measures in this corridor covering a variety of modes. The candidate major transport schemes for this area include:
1. Bus priority along Hatfield Road A1057 between Hatfield, St Albans City Station and St Albans Abbey Station
  2. St Albans Quality Network Partnership

3. Maylands Business transport hub serving the Business Park, Hemel Hempstead town centre and St Albans city centre and stations in both towns.
4. Transport hub at junction of M1 Junction 10A / A1081
5. Parallel walking and cycling route along all bus ways, including investigation of potential for linked routes near Abbey Line between St Albans and Watford

- 9.20 Expansion of Hemel Hempstead through development at East Hemel Hempstead will necessitate major road network improvements. Over the medium to long term, there is a need to complete the Hemel Hempstead North-East Relief Road, to relieve congestion in and around the Maylands Business Park and facilitate development in east Hemel Hempstead (in Dacorum Borough and St Albans District) and on the Spencers Park site, both within this district and in Dacorum. Whilst most of the relief road is within Dacorum Borough, the final section of this road is likely to involve land in St Albans District, north of the Buncefield Oil Depot. These issues will be addressed as part of joint working with Dacorum, including joint working on the East Hemel Hempstead AAP.
- 9.21 In addition LTP3 includes policies to develop and maintain strategies for roads within the urban and inter urban network which relate to the different hierarchy levels so that a road's character is developed to best suit the function which it has to fulfil. In this way the large volume of through traffic, particularly heavy goods vehicles, are concentrated on the main roads and are kept away from local roads. The local roads can then be developed to give greater priority and safety to pedestrians, cyclists, shoppers and residents. It also aims to ensure that freight is able to move quickly and efficiently through the county without compromising the natural environment, the economy, or affecting the quality of life for residents.
- 9.22 Two policy areas have been highlighted which: seek to prevent direct access on the primary routes from new development and; in relation to heavy goods movements, seek to reduce impact on the environment and congestion in both town centres and rural areas. These reflect local priorities and have been included in Policy 25 below.

### **Traffic Congestion**

- 9.23 Traffic congestion and its consequent impact on the amenity of residents is a serious issue across the district and will be addressed in all settlements. One of the Council's main transport aims is to improve conditions in the City centre, in order to upgrade the environment for shopping, working, living, leisure and cultural activities. Within the City centre, there is a need to manage traffic, ease congestion, enhance the public realm and improve conditions for buses, cyclists and pedestrians. Coach management initiatives will be explored.

### **Park and Ride**

- 9.24 The St Albans Park and Ride Initial Scoping Study has concluded that large scale park and ride would be unlikely to be successful in St Albans. Mini park and ride car parks on sites close to the edge of the City could be considered. There would however be no dedicated bus services. Instead car parks would have to be served by existing bus routes, which may run more frequently.

## **Car Parking**

- 9.25 The Council's parking strategy will sets out to manage public parking across the District and will be updated as required. The DLP will contain a policy setting out levels of parking for broad classes of development. This policy will be based on a zonal approach which reflects the character and accessibility of different parts of the district. The parking strategy referred to above will also be taken into account.

## **Travel Plans**

- 9.26 Travel plans attached to approved development schemes can have an important part to play in encouraging the use of sustainable forms of transport, particularly for journeys to work and school. The council will expect travel plans to be submitted with all major residential and non-residential developments and other non-major developments, where appropriate.

## **Air Quality**

- 9.27 Congestion and heavy traffic flows are responsible for poor air quality in parts of the district. Three Air Quality Management Areas (AQMAs) have been declared at the Peahen Junction, St Albans; at Hemel Hempstead Road, St Albans and adjacent to M1 junction 7 and at M25 near Radlett Road and Frogmore. The Council is investigating measures to improve the air quality at these locations with other key stakeholders, including the Highways Agency, to enable the AQMA designations to be removed or mitigated. Such measures include provision of low emission buses, traffic management, provision of cycling and walking infrastructure and urban greening being delivered through Policy SLP27 on Green Infrastructure, including measures such as tree planting, green roofs and green walls.

## **Luton Airport**

- 9.28 Luton airport is located approximately 5 miles to the north of Harpenden. Its current operations impacts on the wider district, but more intensively on the northern part of the district. The impacts include noise disturbance under the flight paths especially at night and traffic congestion along the A1081, A5183 and B653. Of key importance in regard to Luton Airport operations and proposals are: the potential to bring economic benefits to the area and to widen consumer choice; whilst also appropriately addressing any potential detrimental impacts on this District such as on noise levels, road traffic, rail capacity and the environment.

### **Policy SLP25 – Transport Strategy**

The Council supports measures which ensure the free flow of traffic, reduce traffic congestion and encourage more sustainable travel, by public transport, walking and cycling, including:

#### **New Development**

- New development should be concentrated in accessible locations which will reduce



the need to travel, encourage walking and cycling and where good public transport services can be provided or which connect into, maintain and improve the existing transport infrastructure and hierarchy. Appropriate transport and road access improvements will be required as part of the development at Broad Locations. Significant highway improvements will be required to facilitate large scale development at East Hemel Hempstead.

### **Public Transport**

- Conversion of the Abbey Line to light rail operation, with increased frequency of services and possible extension of services to St Albans City centre
- Accessibility improvements to and at Harpenden railway station
- Improved bus services, particularly in St Albans and from the villages to St Albans, Harpenden, London Colney and adjoining districts
- Additional bus routes / services to ensure connectivity with development at Broad Locations
- The introduction of hybrid and other low emission buses

### **Walking and Cycling**

Proposals to increase walking and cycling; including completion of National Cycleway Route 57 between Harpenden and Wheathampstead; and the Green Ring around St Albans.

### **Roads**

- Road improvements, such as junction improvements, to secure environmental and transportation benefits, particularly in St Albans City centre, at key junctions on the main roads into St Albans and in Harpenden town centre
- Completion of the Hemel Hempstead North-East Relief Road, partly through St Albans District
- On primary routes, direct access for new or existing development shall not be permitted except where special circumstances can be demonstrated. This should include consideration of alternative options and viability assessment.
- To reduce impact on the environment and congestion in both town centres and rural area, Heavy Goods Vehicles shall be encouraged to use the primary route network by means of signing and traffic management measures shall be introduced, where appropriate, to restrict inappropriate heavy goods movements on certain other routes, where problems persist.

### **Car Parking**

Car parking standards will be based on a zonal approach and set out in the DLP

### **Travel plans**

Travel plans are required for all major residential and non-residential developments and other developments, where appropriate. Such plans will set out measures to encourage people to use alternative modes of travel to the single occupancy car. Detailed guidance will be included in the DLP.

### **Air quality**

Measures to improve air quality along major roads, including enabling the removal or mitigation of the Air Quality Management Area (AQMA) designations.

## 10. A Healthy and Sustainable Environment

### **Strategic Objective 6 – A healthy and sustainable environment for a healthy population**

*Identifying, protecting and managing an integrated and cohesive network of green and blue open spaces and routes to increase biodiversity, help mitigate and adapt to climate change and encourage active and healthy lifestyles. The District's non-urban areas will be protected and enhanced in order to help bring built development and natural land into greater environmental balance.*

- 10.1 Detailed work on the environmental capacity of the District has been undertaken. This has reached a number of conclusions, including that the ecological footprint of the District reveals an unsustainable pattern of consumption and that ecosystem services are under increased pressure. It is vital that policies on the natural environment and Green Infrastructure set out a strong framework which helps conserve and promote enhancements to the local environment over the plan period.

### **Natural Environment**

- 10.2 The District has a rich natural environment, with attractive landscapes and many environmental assets, including habitats of high biodiversity value. It is important that these habitats and the species which inhabit them are conserved and where possible enhanced.
- 10.3 At a broad scale the District's landscape can be divided between that of a Chilterns character to the north west and that of a Northern Thames Basin character to the south east. It is a diverse landscape with a series of broad valleys containing the Rivers Ver, Colne and Lea, with ridges and plateau between including areas of broadleaved woodlands, commons and arable farmland.
- 10.4 At the District scale, Landscape Character Assessment (LCA) has led to the definition of 26 Landscape Character Areas wholly or partly in the District. For each character area, the LCA includes a strategy and specific guidelines for managing change. Landscapes to the north of the District are generally of a better condition and strength of character than those to the south, some of which have been harmed by minerals extraction and disrupted by major transport corridors.
- 10.5 Areas of landscape importance within the District are defined as 'Landscape Conservation Areas'. Much of the Upper Lea Valley, north east of Harpenden together with land around Wheathampstead and a tract between St Albans and Harpenden, is currently defined as a Landscape Conservation Area. Further work will be undertaken to review the boundaries to respect the Landscape Character Areas and clearly define areas of intrinsic character and beauty for the DLP.
- 10.6 Biodiversity is the variety of life on earth or in a specified region or area. The District contains two Sites of Special Scientific Interest (SSSI), 6 Local Nature Reserves and 197 County Wildlife Sites (including over 40 areas of Ancient Woodland). In addition, the District also has a number of veteran trees and many ancient hedgerows as well as chalk streams, wetlands, woodlands, heathlands and grassland habitats.

Waterways are particularly important in terms of their biodiversity value in the District. The District also contains some areas of geological importance, including a SSSI at Moor Mill Quarry West, which is designated for its Earth Heritage importance.

- 10.7 The District contains large areas of grades 2 and 3 agricultural land (grades 1, 2 and 3a are classified as the best and most versatile). Agricultural land in the District is of great importance in ensuring a sustainable place to live for current and future generations. The Council is keen to encourage local food production schemes and initiatives, which help to reduce the District's carbon footprint and maximise its self-sufficiency.
- 10.8 The Hertfordshire Biodiversity Action Plan (BAP) and the Habitat Survey for St Albans City and District form the main local sources of information and guidance on biodiversity and nature conservation sites. The BAP includes a series of action plans to protect and enhance key habitats and species across the county. Four Key Biodiversity Areas or 'Living Landscapes' are identified in the District: the Upper Lea Valley and River Ver/Gorhambury in the north and the Upper Colne Valley and Bricket Wood/Moor Mill in the south.
- 10.9 Many species have statutory protection and the Hertfordshire Biological Records Centre (HBRC) maintains an important database which includes records of such species.
- 10.10 Residential gardens are often a rich source of biodiversity, the value of which has been highlighted through the Environmental Capacity work. Residential gardens also play an important role in slowing down the flow of water, reducing flood risk and reducing the urban heat island effect. Close proximity to green space also has many social benefits including physical and psychological health benefits, social inclusion, education and sense of place. At the same time it is acknowledged that residential gardens have formed a significant part of the Council's housing land supply for a long period of time. SLP policies favour a "compact city" and Green Belt protection approach and this means that some continued loss of garden land is expected in the future. However the overall loss of garden land to development needs to be carefully considered in terms of the harm to amenity, character or the environment that may arise in some specific circumstances. Assessed against the policies in the Local Plan as a whole, proposals for the development of residential garden land that would cause significant harm to the environmental quality, character of the local area or residential amenity will therefore be refused.
- 10.11 A Strategic Flood Risk Assessment (SFRA) covering St Albans and three neighbouring local planning authorities (LPAs) has been produced. Large scale flood risk is not a significant constraint (when considered at a national scale); however, some parts of the District are susceptible to small scale flooding from various sources. The risk of flooding is also expected to increase with climate change. Therefore, it is important that appropriate planning control and management is achieved in the wider river basins in order to help reduce this risk.
- 10.12 Sustainable Urban Drainage Systems (SUDS) is an approach which can help to reduce the risk of flooding by slowing the speed at which water reaches the river

channel or other discharge point. SUDS also have the potential to be integral to landscape proposals and to help enhance amenity space and biodiversity. Techniques to achieve this can range in scale from the creation of balancing ponds and swales to the use of permeable paving and green roofs. Hertfordshire County Council are the SUDS Advisory Body (SAB) for the District and will be producing guidance on the national requirements SUDS schemes need to meet for approval and adoption.

### **Policy SLP26 - Natural Environment**

The condition and strength of character of the District's landscapes will be conserved, managed, and where appropriate enhanced, with reference to Landscape Character Assessment (LCA), Historic Landscape Characterisation (HLC) and Heritage Partnership Agreements.

The Council will seek across the District a net gain in biodiversity to be achieved or the replacement with a habitat of a higher quality than that lost through development. Designated sites of importance for biodiversity and sites of local importance will be conserved, enhanced and managed with opportunities to link or reconnect wildlife habitats taken. The objectives of Hertfordshire wide and local habitat and biodiversity studies and strategies will be implemented. Areas of importance for geodiversity in the District will be conserved and managed.

When considered against policies in the Local Plan as a whole, where development of residential garden land would cause significant harm to environmental quality, the character of the local area or residential amenity, it will be refused.

Where development on agricultural land is proposed a detailed survey (approved by the Department for Environment, Food and Rural Affairs (DEFRA) or an independent expert) should be submitted which includes an assessment of grading. Development resulting in the loss of the most versatile agricultural land (grades 1, 2 or 3a) will normally be refused. An exception may be made where it can be evidenced that there is an overriding need for the development and there is no alternative land of lower quality which could be reasonably used.

Watercourses and their settings will be conserved for their biodiversity value and to improve water quality to meet the standards set out in River Basin Management Plans. The Council will seek to avoid development in areas at risk from flooding in accordance with national policy and ensure that water and flood risk are fully addressed by new development. Sustainable Urban Drainage Systems (SUDS) should be incorporated in new development schemes, including flood storage areas if and when necessary. River restoration, including naturalisation and the removal of culverts, is encouraged.

## **Green Infrastructure**

10.13 Green Infrastructure is “a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities” (NPPF). The population of the District is set to increase over the next 15 years and it is vital that existing and new communities are healthy, with sufficient accessible Green Infrastructure.

10.14 There are many benefits of Green Infrastructure, including social, environmental and economic ones and it is central to ensuring that communities are sustainable. Social benefits include physical and psychological health benefits, social inclusion, education and sense of place. Environmental benefits can include enhancing biodiversity, ecosystem services and adaptation to and mitigation of climate change. Economic benefits include encouraging investment and creating an attractive place to live, work and shop.

10.15 The strong economic benefits of the exceptional overall quality of the environment in the District are particularly recognised in the role played by Green Infrastructure in supporting the highly entrepreneurial culture and well educated workforce.

10.16 St Albans District has a number of existing high quality areas of Green Infrastructure. These include:

- The substantial and very well used Commons namely Bernards Heath, Bricket Wood, Colney Heath, Gustard Wood, Harpenden, Kinsbourne Green, Nomansland and Redbourn. These are attractive and popular green spaces and are important for recreation and wildlife. Many of the Commons provide important green links from the centre of settlements to the open countryside. The Council actively works with the Town and Parish Councils and other stakeholders to maintain and facilitate public access to these Commons.
- Local green spaces, playing pitches and parks including Rothamsted Park, Verulamium Park and Clarence Park.
- The Council's Tree Strategy is an important document in the protection, enhancement and maintenance of the District's tree stock. There are over 600 TPOs, some with woodland designation within the District, as well as trees protected within conservation areas.
- The many valued heaths and grasslands, in Wheathampstead, Sandridge, Park Street and Chiswell Green.
- The watercourses and green corridors, of the Rivers Ver, Lea and Colne, the Nickey Line, Upper Lea Valley Walk and Alban Way. These are important corridors for both recreation and biodiversity and have potential for further enhancement.
- Areas of woodland (including over 40 areas of ancient woodland). These are important areas for wildlife and in some cases recreation.
- Registered and Locally Listed Historic Parks and Gardens, such as Gorhambury and Napsbury.
- Private garden land in both urban and rural areas.

10.17 There are also a number of ongoing Green Infrastructure projects which will significantly improve the District's Green Infrastructure network:

- Watling Chase Community Forest is one of 12 national community forests. It covers an area of over 70 square miles (181 sq. km) to the north of London, including the southern part of St Albans District. The vision in the Watling Chase Plan aims to achieve widespread landscape improvement with woodland planting and increased opportunities for nature conservation, leisure and recreational access.

- In 2008 the Woodland Trust announced plans to create Heartwood Forest, a 340 hectare wood on land between Sandridge and Wheathampstead. Planting began in 2009 and when fully planted, will be the largest new native forest in England. This is an exciting opportunity for the District, which will become an important area for wildlife, low intensity recreation and quiet enjoyment of the countryside.
- Ellenbrook is a new country park being created on part of the former de Havilland aerodrome site east of Smallford, near Hatfield. The country park was devised and is being delivered through cross-boundary co-operation between this Council and Welwyn & Hatfield Council, primarily through a Section 106 agreement. The plans for the country park include hay meadows, woodland, cattle grazing, footpaths and a bridleway.
- The St Albans 'Green Ring' will connect inwards to make the City centre more accessible, encourage park and walk schemes, cycling and connect around to link spaces, such as the Alban Way, creating more opportunities for recreation. Connecting outwards, the Green Ring will use routes such as the River Ver and Hertfordshire Way to make better connections with the countryside.
- Improvements to Verulamium Park in accordance with the approved Masterplan.

- 10.18 A key feature of the District is its rich heritage and archaeology. The sensitive incorporation of heritage and archaeological features into Green Infrastructure projects such as the St Albans Green Ring will be positive in strengthening local identity and facilitating interpretation of the past.
- 10.19 A green urban environment is of vital importance to ensuring an attractive and pleasant place to live, work and shop. Trees and vegetation in an urban setting can help improve the local microclimate; help wildlife to thrive in urban habitats; and provide health and wellbeing benefits.
- 10.20 The proposed Green Infrastructure Network for the District is shown in Figure 14. This has been taken from the St Albans District Green Infrastructure Plan, which is an important document in guiding Green Infrastructure improvements over the plan period. It incorporates existing Green Infrastructure assets, ongoing projects and proposed new projects and opportunity zones. There are some areas with a deficiency in Green Space in the District and areas where upgrading or improved management of existing green spaces is needed. The Council's evolving Green Spaces Strategy is also important in guiding improvements in this regard.
- 10.21 Sport is integral to the health and quality of life of sustainable communities. The ongoing maintenance of existing and the provision of new high quality facilities for outdoor sport and recreation across the District, ranging from playing pitches and pavilions to outdoor pools, parks and open spaces, is essential.

## **Policy SLP27 - Green Infrastructure**

The Council will actively support the creation, enhancement and conservation of and access to the District's Green Infrastructure network.

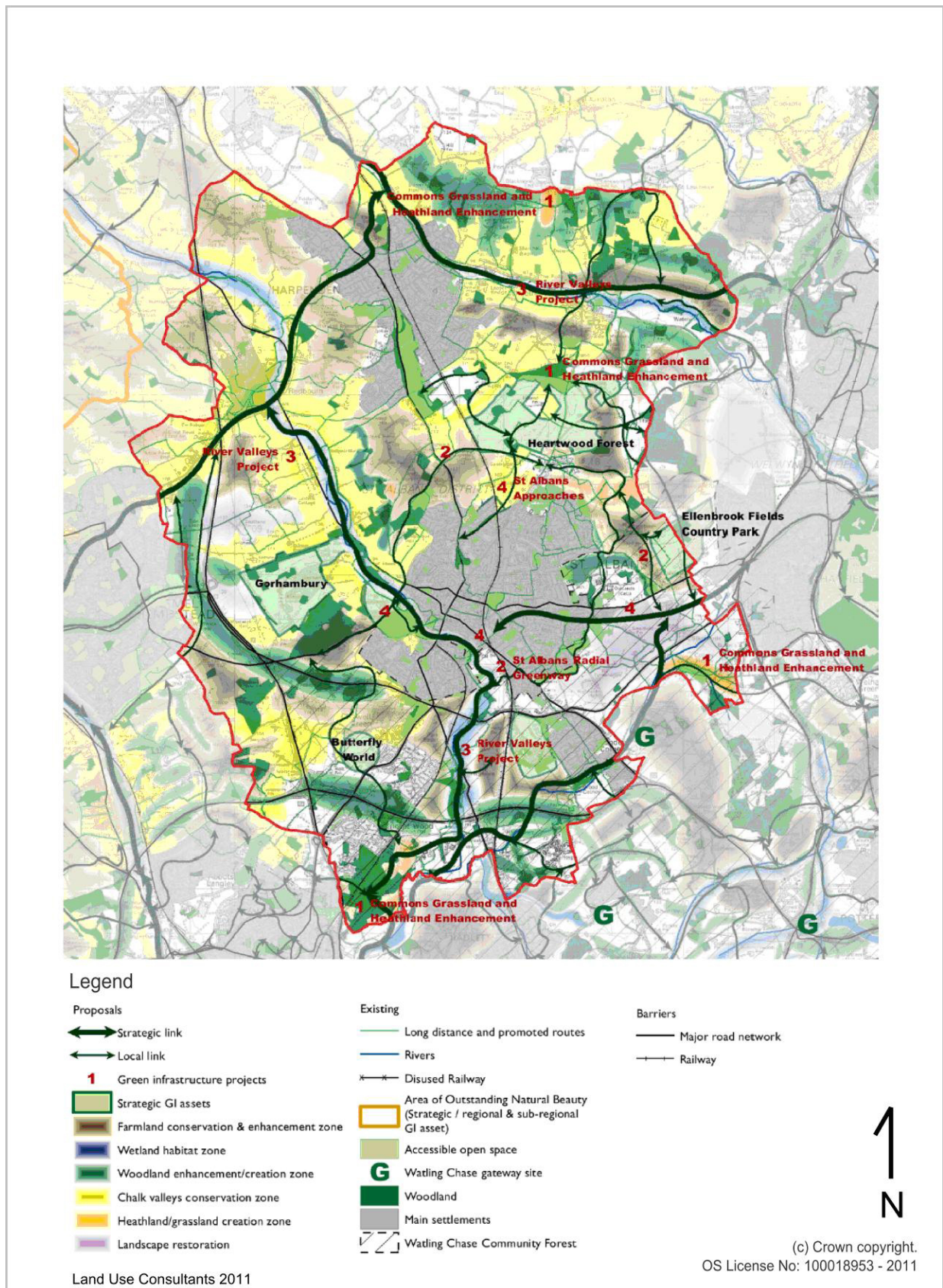
The Council will refuse proposals for development on existing green space or recreational land unless it can be clearly demonstrated that it is no longer required or that the proposal provides at least equal or better replacement facilities that are convenient for users. The Green Spaces Strategy and Playing Pitch Strategy will help inform the Council's decision on availability, quality, need and utility.

Opportunities to deliver the creation and enhancement of Green Infrastructure should be taken with reference to the Strategic and District Green Infrastructure Plans. New development should refer to these documents when preparing proposals and plan positively for provision across boundaries (particularly in terms of Green Infrastructure connections and need).

The Council encourages:

- Implementation of the Watling Chase Community Forest Plan.
- Establishment of Heartwood Forest in accordance with the Environmental Statement as approved by the Forestry Commission.
- The creation and promotion of the St Albans 'Green Ring' route as set out in the City Vision.
- The creation and promotion of other 'Green Ring' routes in other settlements.
- Improvements to the green spaces throughout the District.
- The enhancement of Verulamium Park in accordance with the approved Conservation Management Plan and Park Development Plan.
- The creation of new green recreation and/or wildlife routes at all scales.
- Greening of the urban environment, including tree planting, green roofs and green walls.

Figure 14: St Albans District Green Infrastructure Plan



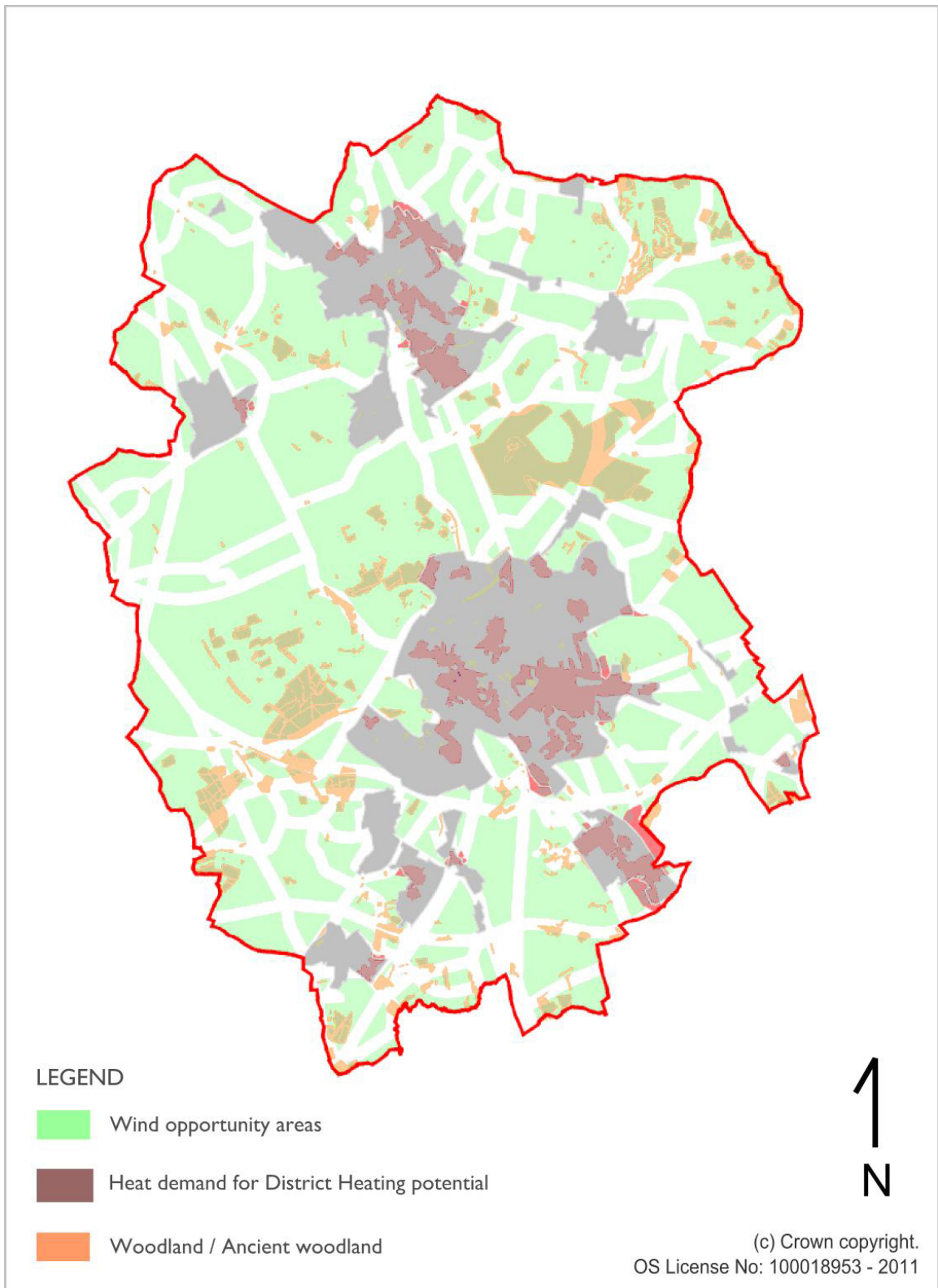


## Renewable and Low Carbon Energy

- 10.22 One of the key priorities is to reduce the impact of the District's population on the environment. Two important methods are to encourage green sustainable travel and work towards carbon neutral status. In providing new homes, jobs and infrastructure there is a need to reduce the District's carbon footprint. A target of 3% reduction in carbon dioxide emissions year on year from 2006 to achieve a 60% reduction by 2025 is set out in the Nottingham Declaration on Climate Change. The Council is seeking energy efficient buildings with low running costs across all types of development, including homes, businesses, leisure, retail and infrastructure.
- 10.23 The overall approach to renewable energy and to sustainable construction will be to support renewable energy infrastructure and to ensure that development is designed and built as energy efficiently as possible, before considering renewable energy use (Figure 16 The Energy Hierarchy).
- 10.24 There are a number of energy opportunities which exist in the District (see energy opportunities plan below). The technologies with the greatest potential in the District are wind, district heating and micro generation. There is also significant potential for the District to utilise its parks and woodlands, including Heartwood Forest, as a fuel source for district heating (DH)/combined heat and power (CHP).
- 10.25 Areas with high energy demand and carbon dioxide emissions from existing buildings are concentrated in the higher density urban areas. These are considered as feasible locations for decentralised low carbon energy infrastructure. Energy opportunities, particularly district heating to serve existing and new development, will need to be considered by developers when bringing forward development sites. Given the comprehensive redevelopment opportunities that exist in the City centre, there is potential opportunity to deliver CHP in this location
- 10.26 There are significant opportunities to deliver DH or CHP through large scale development. Therefore, any such developments, including those proposed in the SLP and DLP, will have to maximise realistic opportunities for delivering decentralised energy technology.
- 10.27 Opportunities for wind energy have also been identified on the Energy Opportunities Plan. As these are all in the Green Belt, any proposals would require clear justification to be taken forward by demonstrating very special circumstances. This may include the wider environmental benefits associated with increased production of energy from renewable sources.
- 10.28 The potential benefits of proposals for new renewable energy facilities, whether small scale, large scale, standalone or as part of a development package, will be assessed against all potential environmental and other disbenefits, including noise, vibration and impact on landscape and historic character.
- 10.29 Standalone energy schemes are normally considered suitable where there is already an existing mix of land uses or where a mix of land uses will be created through future development, which will benefit from energy from a renewable or

low carbon energy source. Existing heat and electricity demand maps can be viewed in the Hertfordshire Renewable and Low Carbon Energy Study.

**Figure 15: Energy Opportunities Plan**



## **Policy SLP28 - Renewable and Low Carbon Energy**

### *Development related renewable energy proposals*

All major new development should provide opportunities to deliver renewable and low carbon energy supply to nearby existing development and planned new development. Planning applications should explain the energy strategy for the development. All development proposals must demonstrate how they have considered and maximised opportunities identified on the energy opportunities plan (Figure 15) and that they have made best use of the most appropriate design and technology.

Development at the east Hemel Hempstead Broad Locations will be expected to deliver substantial energy efficiency benefits for the development itself and the wider area.

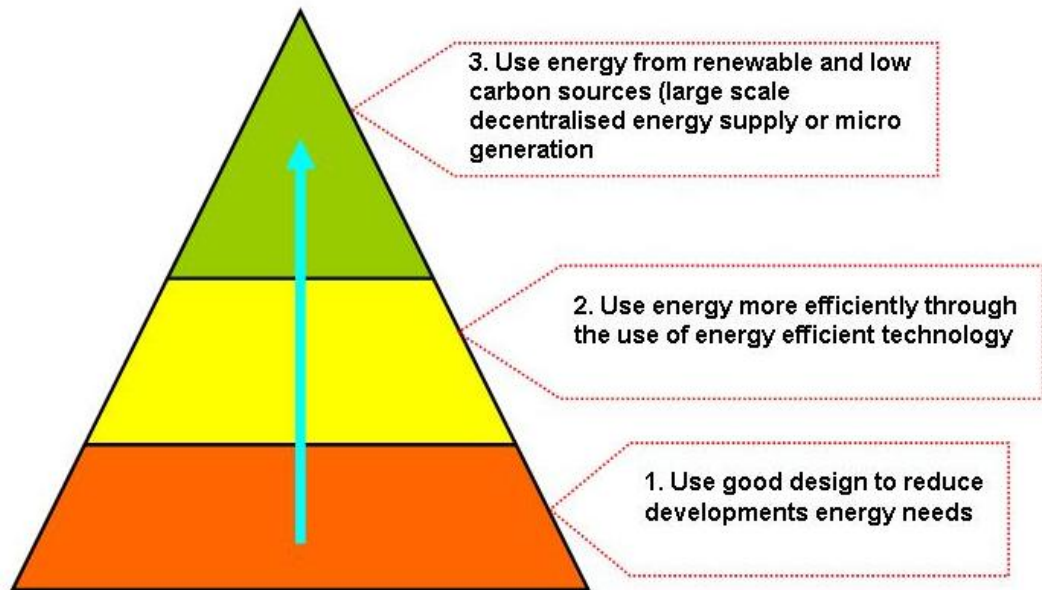
### *Standalone renewable energy proposals*

Such proposals will be supported in or close to locations where there is sufficient demand arising from a mixture of land uses (existing and planned). If such proposals would have substantial disbenefits, the Council will consider whether any environmental or other harm is clearly outweighed by the benefits, including those arising from increasing renewable energy supply and reducing carbon dioxide and other emissions.

- 10.30 There are a number of other associated benefits of reducing carbon emissions. These include: reducing the use of natural resources, including finite fossil fuels; supporting the local economy through promoting the use of locally sourced materials; reducing susceptibility to rises in energy prices; and ensuring that buildings have a prolonged, adaptable and flexible life span. Energy efficient design can often be linked to measures to mitigate and adapt development for climate change.
- 10.31 The Government's target is for all new homes to be zero carbon by 2016 and all new non residential development to be zero carbon by 2019. The zero carbon targets will be achieved through new national standards enforced through Building Regulations and 'allowable solutions' (a form of off scheme mitigation – which allows compensating investment in energy efficiency of the existing building stock). This approach replaces the previous national policy approach for residential development which referred to various standards (which specified performance levels). The standards were sometimes used as a basis for local policy discretion on enforcement of high levels of energy and environmental performance in new housing development. Similar method has been applied in respect of non residential buildings, using the Building Research Establishment Environmental Assessment Method (BREEAM). Local policies that seek to enforce higher than national standards are not permissible under the new National system.

10.32 In achieving the targets the first priority is to work through the energy hierarchy and improve the efficiency of the buildings, prior to the use of renewables. This will ensure the most efficient use of renewable technology to meet a development's energy needs. Following the Energy Hierarchy will ensure that through design and build there will be less energy demand and less demand for the amount of renewable energy infrastructure required to meet the energy needs of a development. This will assist in cost effective solutions to be used in achieving requirements of Policy SLP28.

**Figure 16: The Energy Hierarchy**



10.33 The Hertfordshire Low and Zero Carbon Study assessed the application of different code for sustainable homes level targets to residential development. Given the energy and heat demands and the energy opportunities available in the District, encouraging high levels of performance in new development is desirable. Furthermore, the St Albans Development Economics Study found that achieving the standard set by the former Code for Sustainable Homes Level 4 would not hinder site viability. For non residential development it is desirable to encourage developers to achieve the equivalent BREEAM rating.

10.34 Planned changes to the building regulations reflect only the energy and water conservation aspects of previous standards. There are number of other ways in which development can contribute to environmental sustainability. These include, implementing green roofs to reduce water run off, increasing carbon recycling, water cycle management and retaining and enhancing biodiversity, thus delivering ecological benefits. The Council therefore sees benefits in encouraging developers to consider all aspects of environmental performance. There will therefore be continued benefits in use of wider ranging assessment systems.

10.35 The Hertfordshire local authorities have produced the 'Building Futures' guide. This provides practical guidance for developers in preparing development proposals and for planning officers in assessing proposals on how to make new development more sustainable. Topics include water, waste, energy, air, noise, design and the efficient use of land, climate change adaptation and materials. The guide is updated on an ongoing basis with additional modules continually added. The guide is offered as an advisory tool only. However all developers will be encouraged to apply the principles it sets out as a way of improving on national standards and requirements.

### **Policy SLP29 – Sustainable Design and Construction**

Commitment to achieving best practice solutions in sustainable design and construction, in accordance with principles and methods set out in the Hertfordshire Building Futures Guide, should be an integral part of all planning applications.

For major developments a sustainability checklist based statement (demonstrating how sustainable design and construction has been fully considered in the location, design, construction and future use of the development), will be requested as part of pre planning application procedures and the community consultation process. Assessment and proposals arising from this process should be incorporated in Planning Application Design and Access Statements. Developers will be encouraged to innovate and commit to proposals that exceed the baseline requirements in national standards. In particular they should address the need to introduce building in use energy strategies for both new and converted buildings (this includes considering occupant usage issues). This will be negotiated as part of the planning application process.

Major development should take into account the potential to incorporate renewable energy technologies and have the ability to be connected to a decentralised renewable or low carbon energy supply in the future.

For the purposes of this policy major development will be 50 or more dwellings or 1000 sq m of non residential floorspace.

Commitment to an energy strategy that includes specific measures to provide for renewable or low carbon energy generation and supply will be expected for developments at the East Hemel Hempstead Broad Locations.

# 11. Infrastructure

## **Strategic Objective 7 – Delivering Infrastructure**

*The Council will take appropriate measures throughout the plan period to ensure that an historic infrastructure deficit is redressed and that new development fully addresses current and future physical, social and green infrastructure needs.*

- 11.1 The prosperous and sustainable future for the District outlined in previous chapters depends on the delivery of new infrastructure and the enhancement of existing infrastructure to support communities. This infrastructure provision encompasses green, physical, social and community networks, facilities and services which are delivered by public, private and voluntary/charity sector suppliers.
- 11.2 An infrastructure deficit has grown in the District through a variety of factors including the lack of infrastructure funding secured alongside development in the past. A result of this is that some key infrastructure and services within the district are stretched through the cumulative impact of development.

## **Infrastructure Delivery Plan and Schedule**

- 11.3 In order to ensure that appropriate infrastructure is provided and that this deficit does not worsen, the Council is producing an Infrastructure Delivery Plan (IDP). The IDP sits alongside the SLP and analyses the spatial strategy and what the impacts on networks, facilities and service needs will be. A key output of this plan is the Infrastructure Delivery Schedule (IDS), included at Appendix 5, which comprises of a list of infrastructure projects essential to the delivery of the SLP policies over the plan period. The IDP has identified that there are no “showstopper” items of infrastructure essential to deliver any one specific element of the SLP strategy. Instead it is the cumulative and interconnected impacts of the strategy that will require maintained, enhanced and new infrastructure. The Hertfordshire Infrastructure Investment Strategy (HIIS) identified that Hertfordshire has a measurable infrastructure deficit totalling over £2.4bn. This is the financial shortage against standards required for infrastructure and what is currently provided. The majority of this comes from highways and education infrastructure need.
- 11.4 The IDS reflects both current priorities and planned delivery over time. The schedule is based upon up to date information and is not intended to be exhaustive. Delivery in the earlier years of the strategy is more detailed and is based on capital programmes and the infrastructure requirements of the broad locations. As the process of implementation will constantly be responding to local circumstances and utilising new avenues and drivers to prioritise spend over the life of the SLP, the IDS will be updated on a regular basis and will be web based. Where the delivery of infrastructure requires the provision of sites this will be set out in the forthcoming DLP. The IDS includes the following details of each of the principal infrastructure projects:
- Infrastructure Type/Project
  - Description, Purpose and Location of Project
  - Lead Delivery Body/Delivery Mechanism in LDF

- Phasing and Timing
- Estimated Costs and Funding arrangements
- Risk and Contingencies

## **Planning Obligations and the Community Infrastructure Levy (CIL)**

11.5 On site works and developer obligations, either in kind works or financial contributions, are required. They will provide and enhance infrastructure, services and facilities that support sustainable development, mitigate the impact of development and make development acceptable in planning terms. Currently these obligations are secured through section 106 (S106) agreements.

11.6 As a two tier authority area, obligations essential to support development are sought from developments by both Hertfordshire County Council (strategic infrastructure) and St Albans District Council (local level). These are set out below.

Hertfordshire County Council:

- Highways
- Passenger Transport
- Education (nursery, primary and secondary)
- Fire and Rescue
- Libraries
- Youth Facilities
- Child and Adult care including Special Needs
- Waste and Utilities
- Green Infrastructure
- Health Facilities

St Albans District Council:

- Affordable Housing
- Child Play Areas
- Open Space Improvements
- Sports, Leisure and Recreation Facilities
- Community Safety
- Site Specifics including some Utilities.

11.7 The Council already has in place comprehensive measures to ensure that S106 contributions are fully accounted for as part of a transparent process. It is necessary to ensure that agreements include a sum to cover the cost of negotiation, delivery and monitoring. This will be essential as contributions are extended to include lower thresholds for intervention on affordable housing. It is important to consider that for some developments there may be viability constraints such that there may be a degree of trade-off between different priorities, such as between maximising levels of Affordable Housing and maximising levels of provision of social or community infrastructure.

11.8 In relation to housing and commercial growth-related infrastructure, utility providers will be required to demonstrate that adequate provision is available and/or additional

capacity will be met through the development at no cost or detriment to existing local occupiers.

- 11.9 The Hertfordshire Infrastructure and Investment Strategy (HIIS) investigated the Community Infrastructure Levy (CIL) model at some length. CIL became law under the 2008 Planning Act. The only authorities that may charge under the Act are local planning authorities. The Council supports and is involved with a Partnership Model approach. This approach looks at the delivery of Strategic Infrastructure elements across the county. This Partnership Model is between all the district / borough authorities in Hertfordshire and the County Council.
- 11.10 A greater proportion of development will be required to make CIL contributions than under the existing planning obligations system. The aim is that the cumulative impacts of large and small developments are mitigated. When setting a CIL level and charging schedule the Council will balance: the requirements of infrastructure need arising from development; affordable housing; securing site specific obligations; and development viability.
- 11.11 The use of planning obligations and S106 agreements is likely to continue to be an important element in infrastructure provision in the short term until a CIL is adopted (likely late 2016). After this planning obligations will still be used for site specific mitigations and for non-infrastructure requirements.
- 11.12 The Council may continue to utilise its own capital funds to meet identified local infrastructure needs and will actively explore opportunities to forward fund important new developments through appropriate mechanisms. Such mechanisms could include the Local Enterprise Partnership (LEP), Business Improvement Districts (BIDs), Local Asset Backed Vehicles (LABVs) and the use of the New Homes Bonus.

### **Policy SLP30 - Delivery of Infrastructure**

The Council supports the programmed delivery of a wide range of infrastructure and related facilities within the district to meet identified needs arising from new development and to address the infrastructure deficit. This will be set out in the Infrastructure Delivery Plan and Schedule which will be updated through the plan period.

Where new development or redevelopment creates a need for new or improved physical, social or green infrastructure, the Council will require financial or in kind contributions to enable the provision of the additional and improved infrastructure. Obligations and contributions will be sought through S106 agreements and, in future, through a combination of S106 agreements and CIL.

Developers with the Council and partners will explore reasonable opportunities to address any historical infrastructure deficit.

Where piecemeal development forms part of larger development areas they will be treated as part of the wider area and expected to make infrastructure contributions as part of the wider development.



## 12. Plan Delivery

12.1 The Council will not deliver all the elements of the Strategic Local Plan itself. The Council will work with partners and investors and require interventions to ensure that elements of the Local Plan are delivered over the plan period. One of the strengths of the Local Plan lies in the additional benefits gained from the inter-relationships with other plans, policies and programmes created and delivered by and with partners. For minerals and waste planning, Hertfordshire County Council is the planning authority. The District Council will work with HCC on such issues that affect the district, including waste developments and minerals extraction, where it is the upper tier authority with planning powers. Key delivery partners include the following:

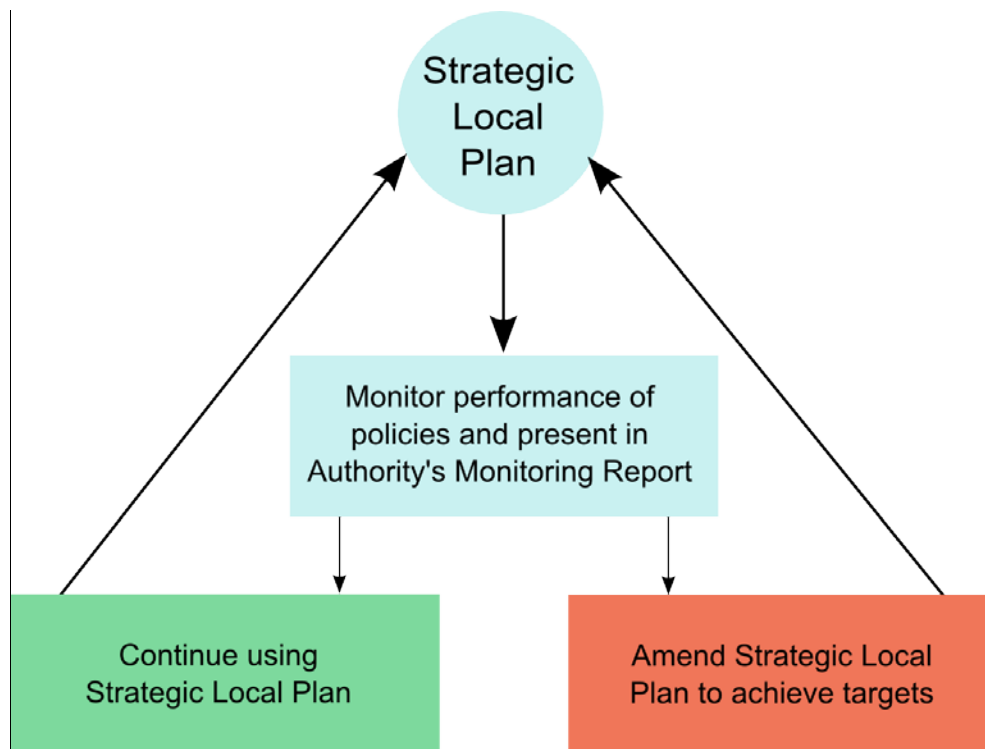
- St Albans Strategic Partnership
- Hertfordshire County Council and other Hertfordshire District Councils
- Town and Parish Councils
- The Hertfordshire Local Enterprise Partnership
- Local and Regional Infrastructure Providers
- Developers, Landowners and Consultants
- Businesses and retailers
- Charities and Community Groups
- Hertfordshire Local Nature Partnership

12.2 It is very important that the objectives, milestones and policies contained in the Local Plan are able to be monitored. Monitoring allows the effectiveness of the Local Plan to be measured and allows the Council to react to changing circumstances.

12.3 Appendix 4 sets out the monitoring framework for measuring the effectiveness of the SLP policies and whether the plan objectives are being met. This progress will be set out in the annually produced Authority's Monitoring Report (AMR). It will present an analysis of the effectiveness of the policies in the SLP and identify relevant actions to be taken where policies and targets are not being met. The AMR will also report on infrastructure delivery as set out in the Infrastructure Schedule.

12.4 The monitoring arrangements will allow the Council to react to changing circumstances. The SLP is a flexible document and following a Plan-Monitor-Manage approach the AMR will help identify any areas for review or where further work is required, as indicated in the diagram below.

**Figure 17: SLP Monitoring and Review Process**



- 12.5 A full review or amendment of the SLP is only one of the potential actions that can be taken if the Plan is not being implemented as intended. Other actions that can be taken include the preparation of Supplementary Planning Documents and re-prioritising infrastructure and plans to deliver development.
- 12.6 As well as monitoring targets, it is important to set out key milestones to be achieved by the delivery of the plan, across the plan period. They have been developed to help monitor the delivery progress of the SLP along its critical path up to 2031. The plan period and milestones have been broken down into three 5 year phases, as set out in Appendix 5.
- 12.7 The housing trajectory will be a key item in the AMR which will be used to monitor progress against the Local Plan housing requirement of 436 dwellings per annum and will demonstrate a land supply to meet this going forward. The most recent AMR contains the up-to-date housing trajectory.

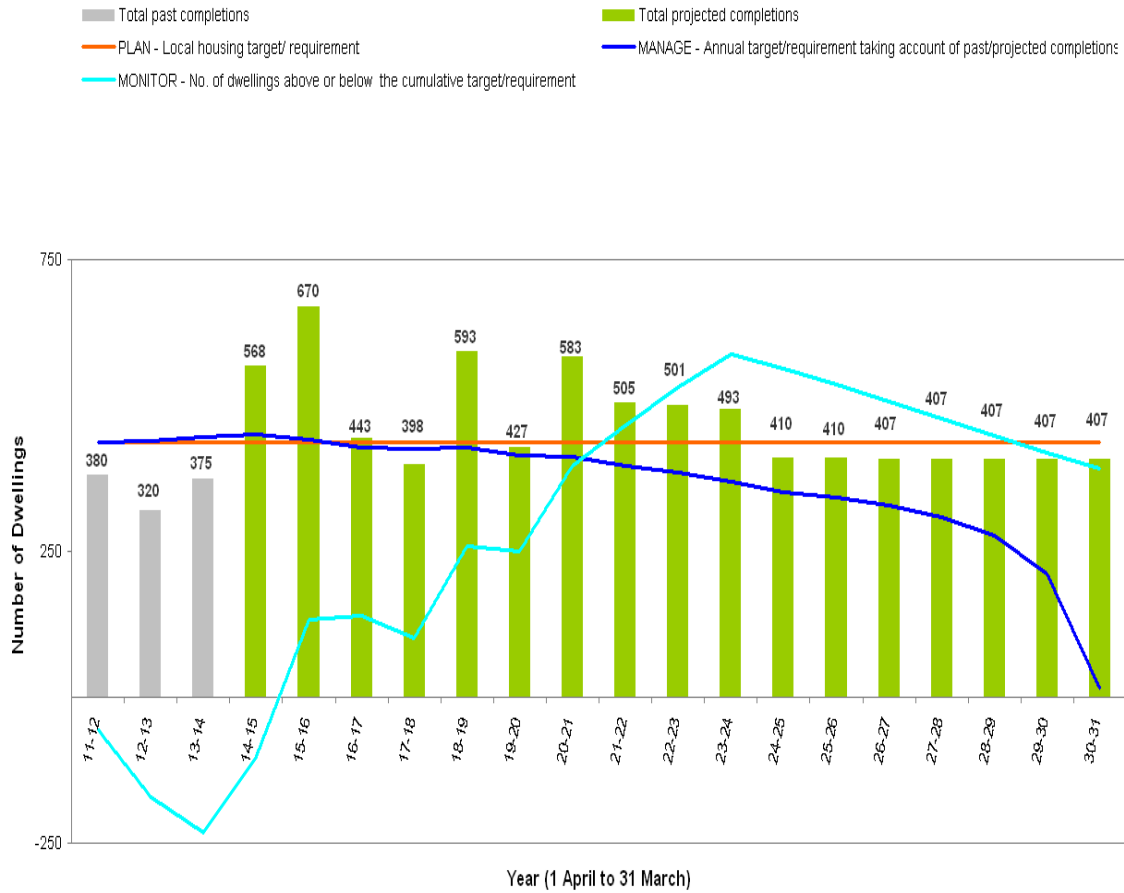
# Appendix 1: Schedule of 1994 Local Plan Review Policies Superseded by Strategic Local Plan Policies

The District Local Plan Review policies listed here are being replaced by the corresponding Strategic Local Plan (SLP) policy. The saved 1994 District Local Plan review policies not listed here will remain part of the statutory development plan for St Albans. Their replacement or saved status will be examined in the preparation of site allocations and development management policies to be contained in the forthcoming Detailed Local Plan. When the SLP is adopted an updated list of saved 1994 District Local Plan policies will be published.

District Local Plan Review Policies	Replacement Strategic Local Plan Policy
2 Settlement Strategy	SLP1 The Spatial Strategy and Development Strategy
7A Affordable Housing in Towns and Specified Settlements	SLP9 Affordable Housing
19 Overall Employment Strategy	SLP15 Economic Prosperity and Employment
33 Hemel Hempstead North East Relief Road	SLP25 Transport Strategy
51 Shopping and Service Uses, Overall Strategy parts (i) a) and b) only	SLP18 Retail Hierarchy of Centres
60A Hospital Services	SLP7 Community, Sport & Recreational Facilities
65 Education Facilities	SLP6 Educational Facilities
67 Public Meeting Rooms and Facilities	SLP7 Community, Sport & Recreational Facilities
92 New Indoor Sports Facilities	SLP7 Community, Sport & Recreational Facilities
102 Loss of Agricultural Land	SLP26 Natural Environment
113 St Albans City Centre, Environmental Enhancement Measures	SLP25 Transport Strategy
143B Implementation	SLP30 Delivery of Infrastructure

# Appendix 2: Housing Trajectory

## St Albans District Council Housing Trajectory



	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Current known/expected delivery	568	670	443	398	433	267	196	118	114	106	106	106	103	103	103	103	103	<b>4040</b>
EHH North							136	136	136	136	136	136	136	136	136	136	136	1496
EHH South							91	91	91	91	91	91	91	91	91	91	91	1001
NW Harpenden					83	83	83	83	83	83								498
East SA					77	77	77	77	77	77	77	77	77	77	77	77	77	1001
Total	568	670	443	398	593	427	583	505	501	493	410	410	407	407	407	407	407	<b>8036</b>
Completions during plan period (up to 1/04/14) *see note below																		1075
Total including above completions																		<b>9111</b>

\*Note: The completions figure in the table above is for total past completions from 1 April 2011 to 31 March 2014. This figure amounts to 1,075. The table at paragraph 6.30 above shows the sources of housing land supply included under current known / expected delivery. It should be noted that there are minor differences in the totals in this table from those in the trajectory. This is due to rounding of year by year allocation of expected completions.

## Appendix 3: Glossary of Terms

The Glossary has status only as a guide to planning terminology used in the Strategic Local Plan and should not be used as a source for statutory definitions.

### **Affordable Housing**

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

### **Affordable Rented Housing**

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

### **Air Quality Management Area (AQMA)**

Since 1997 local planning authorities have been carrying out a review and assessment of air quality on their area. The aim of the review is to assist authorities in carrying out their statutory duty to work towards meeting the national air quality objectives. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there.

### **Authorities Monitoring Report (AMR)**

An annually produced document which assesses the implementation of planning documents. It also measures the extent to which policies in the local plan are being successfully implemented.

### **Biodiversity**

A measure of the variety of, and number of individuals, within different species of plants, animals and other life forms that are present in a defined area.

### **Combined Heat & Power:**

Combined heat and power (CHP) integrates the production of usable heat and power (electricity), in one single, highly efficient process. CHP generates electricity whilst also capturing usable heat that is produced in this process. This contrasts with conventional ways of generating electricity where vast amounts of heat are simply wasted.

### **Community Infrastructure Levy**

The Community Infrastructure Levy (CIL) will be a new charge which local authorities in England and Wales will be empowered, but not required, to charge on most types of new development in their area. CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. The proceeds of the levy will be spent on local and sub-regional infrastructure to support the development of the area.

### **Conservation Areas**

Areas of special architectural or historical interest, where development is more tightly restricted than elsewhere in order to preserve and enhance their special character and qualities. These areas are designated by the Local Planning Authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which gives them statutory recognition and protection.

### **Development Plan**

This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Former Regional strategies were part of the development plan until they are abolished by Order using powers taken in the Localism Act).

### **Density**

A measure of the intensity of development of a plot of land.

### **Development Management**

The process whereby a local planning authority receives and considers the merits of a planning application and whether it should be given permission, having regard to the development plan and all other material considerations.

### **District Heating:**

A district heating scheme comprises a network of insulated pipes used to deliver heat, in the form of hot water or steam, from the point of generation to an end user.

### **District Local Plan Review 1994**

The previous development plan for the Council. It still contains policies saved under the 2004 Planning & Compulsory Purchase Act that are used to guide and assess development proposals. These will be partially replaced by the policies in this Strategic Local Plan (see Appendix 1)

### **Economic Development**

Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

### **Equality Impact Assessment**

An Equality Impact Assessment examines a proposed or existing policy, plan, strategy or project to identify what effect its implementation may have on different groups in the community. It can anticipate and recommend ways to avoid any discriminatory or negative consequences for a particular group, and it also enables demonstration of the potential benefits for equality target groups arising from the proposed policy or project.

### **Evidence Base**

The information and data gathered by a local authority to demonstrate the soundness of the policy approach set out in local development documents, and including assessment of the physical, economic, and social characteristics of an area.

### **Green Belt**

Areas of land where there is a strong presumption against development except that which falls into certain limited categories. The purposes of Green Belts are to check the unrestricted sprawl of urban areas, stop the joining of neighbouring towns, safeguard the surrounding countryside, preserve the special character of the area, assist in urban regeneration and to serve as a recreational resource.

### **Green and Blue Corridors**

Green corridors are linear routes that can encourage sustainable transport modes such as walking and cycling and provide important links for nature helping to increase biodiversity. Blue corridors include rivers, streams, canals and other waterways and can provide similar benefits to green corridors, such as providing sustainable transport routes and benefits to biodiversity. With careful management they can both also help to reduce flood risk.

### **Greenfield**

Land which has not been developed before, other than for agriculture or forestry buildings or buildings associated with parks, recreation grounds and allotments.

### **Green Infrastructure**

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.



**Gypsies and Travellers**

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.

**Historic Parks and Gardens**

A park or garden of special historic interest. Graded I (highest quality), II\* or II. Designated by English Heritage.

**Housing Association**

A not-for-profit body offering for rent independent homes owned by registered social landlords.

**Housing Trajectory**

This provides a position statement comparing past performance on housing supply with anticipated future rates of housing development. The trajectory is updated each year as part of the Annual Monitoring Report.

**Infrastructure**

A collective term which relates to all forms of essential services like electricity, water, and road and rail provision. It also includes social and green infrastructure.

**Intermediate Housing**

Homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

**Key Diagram**

A diagram (not on an Ordnance Survey base map) to show the general location of key elements of the Strategic Local Plan; this would include, for example, the broad locations for key development in the area.

**Lifetime Homes**

Homes which are built to a set of standards that make housing more functional for everyone including families, disabled people and older people. They also include future-proofing features that enable cheaper, simpler adaptations to be made when needed.

**Listed Building**

A building of special architectural or historic interest. Listed buildings are graded I, II\* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. wells within its curtilage). Designated by English Heritage.

**Local Enterprise Partnership:**

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Local Planning Authority**

The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

**Local Plan**

The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law, this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act. In St Albans District, a new Local Plan will be made up of the Strategic Local Plan and the forthcoming Detailed Local Plan.

**Open Space and Recreational Land**

All open space of public value, including not just land (green space), but also areas of water (such as rivers, canals, lakes and reservoirs) (blue space) which offer important opportunities for sport and recreation and can act as a visual amenity. Includes village greens, allotments, children's playgrounds, sports pitches and municipal parks.

**Planning Obligation**

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Previously Developed Land (PDL)**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

### **Policies Map**

A map on an Ordnance Survey base map which shows where policies in the Local Plan apply.

### **Registered Social Landlord (RSL) (or also now known as Registered Provider - RP)**

Not-for-profit bodies that provide low-cost housing for people in housing need and are registered with the Housing Corporation under the 1996 Housing Act.

### **Renewable Energy**

Renewable energy covers those energy flows that occur naturally and repeatedly in the environment e.g. solar and wind.

### **Settlement Hierarchy**

Settlements are categorised into a hierarchy based on the range of facilities, services and employment opportunities available, plus the ability to access other higher ranking settlements by public transport.

### **Site of Special Scientific Interest**

A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (e.g. plants, animals, and natural features relating to the Earth's structure).

### **Social Rented Housing**

Rented housing owned by local authorities and private registered providers for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency

### **Statement of Community Involvement (SCI)**

The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all Local Plan documents and development control decisions. It is an essential part of the Local Plan.

### **Strategic Flood Risk Assessment (SFRA)**

This report provides an overview of the methodology, assumptions, uncertainties, tasks undertaken and the links to the wider sustainability appraisal process. It provides policy recommendations and guidance for the application of the Sequential Test, the preparation of flood risk assessments and the use of sustainable drainage systems, within the Council's administrative boundary.

### **Strategic Housing Land Availability Assessment (SHLAA)**

A Strategic Housing Land Availability Assessment should:

- Assess the likely level of housing that could be provided if unimplemented planning permissions were brought into development.
- Assess land availability by identifying buildings or areas of land (including previously developed land and Greenfield) that have development potential for housing, including within mixed use developments.
- Assess the potential level of housing that can be provided on identified land.
- Where appropriate, evaluate past trends in windfall land coming forward for development and estimate the likely future implementation rate.
- Identify constraints that might make a particular site unavailable and/or unviable for development.
- Identify sustainability issues and physical constraints that might make a site unsuitable for development.
- Identify what action could be taken to overcome constraints on particular sites.

### **Strategic Housing Market Assessment (SHMA)**

A Strategic Housing Market Assessment should:

- Estimate housing need and demand in terms of affordable and market housing.
- Determine how the distribution of need and demand varies across the plan area, for example, as between the urban and rural areas.
- Consider future demographic trends and identify the accommodation requirements of specific groups such as, homeless households, Black and Minority Ethnic groups, first time buyers, disabled people, older people, Gypsies and Travellers and occupational groups such as key workers, students and operational defence personnel.

### **Supplementary Planning Document (SPD)**

Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

### **Sustainability Appraisal (SA)**

Assessment of the social, economic, and environmental impacts of the policies and proposals contained within the Local Development Framework.

### **Sustainable Community Strategy**

A strategy document required by the Local Government Act 2000 to be prepared and implemented by a local planning authority with the aim of improving the social, environmental and economic well being of its area by co-ordinating the actions of local public, private, voluntary and community sectors. Responsibility for producing a community strategy may be passed to a strategic partnership, which includes local authority representatives. Also known as a Sustainable Community Strategy.

### **Sustainable Urban Drainage System (SUDS)**

An alternative approach to the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

### **Travel Plan**

A long-term management strategy for an organisation or site. It seeks to deliver sustainable transport objectives through identified actions and is set out in a document that is regularly reviewed.

### **Windfall Site**

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

## Appendix 4: Monitoring Framework

Policy	Associated Strategic Objective	Measurable action / indicators to measure performance	Target
SLP1 The Spatial Strategy and Development Strategy	1	Proportion of housing development delivered in Broad locations, Towns, Villages, Green Belt Settlements and the Rest of the Green Belt	Monitor trend
		Proportion of employment development delivered in Broad Locations, Towns, Villages, Green Belt Settlements and the Rest of the Green Belt	Monitor trend
SLP2 Metropolitan Green Belt	1	Area of Green Belt land	No net loss of Green Belt other than proposed changes to the detailed boundary at local level (DLP)
		New dwellings in the Green Belt	Monitor trend
		New employment floorspace in the Green Belt	Monitor trend
SLP3 Historic Environment and Townscape Character	1	Number of buildings considered “at risk”	No “at risk” grade I or II* listed buildings
		Completion of Conservation Area Statements	Increase number of completed statements over plan period
SLP4 Urban Design	1	Building for Life score for new dwellings	Requirement to be set in a new DLP policy
SLP5 Mixed and Sustainable Communities	2	Index of Multiple Deprivation	Monitor number of St Albans District lower super output areas in the bottom 30% nationally and within Hertfordshire
		District crime statistics	Report crime statistics in AMR
		New community facilities & infrastructure in more deprived wards	Monitor trend
SLP6 Educational Facilities	2	Net gain of primary and secondary forms of entry	Monitor delivery of additional places against need
SLP7 Community, Sport and Recreational Facilities	2, 6	Delivery of new community and leisure facilities as set out in infrastructure delivery schedule	Monitor delivery of new facilities against planned timescales
		Loss of community facilities through new development	No loss of facilities unless re-provision elsewhere

Policy	Associated Strategic Objective	Measurable action / indicators to measure performance	Target
SLP8 Local Housing Target/Requirement and Provision	2	Net additional dwellings	8720,net additional dwellings built between 2011 and 2031 (436 per annum)
		Five year land supply	Maintain a five year supply of deliverable sites
		New dwellings on previously developed land	Target to be developed alongside site allocations in the DLP. Monitor trend in interim period.
SLP9 Affordable Housing	2	Percentage of gross annual completions that are affordable	40% of new dwellings to be affordable
		Tenure mix of affordable housing completions	60% affordable/social rent and 40% intermediate (except where agreed)
		Percentage of residential applications contributing to affordable housing	100%
SLP10 Housing Size, Type and Mix	2	Dwelling size (no. of beds) for market / social rented housing	Analyse trends against need and requirements of DLP policies
		Housing meeting Lifetimes Homes standards	Specific target to be set out in DLP policy
		Proportion of new dwellings that are apartments or houses	Monitor trend
SLP11 Density of Housing Development	2	Housing density of sites given planning permission	Target to be based on DLP policies. Monitor trend in interim.
SLP12 Gypsies, Travellers and Travelling Show People	2	Net additional pitches for gypsies, travellers and travelling show people	To be delivered through the DLP and informed by assessment of needs.
SLP13 Broad Locations	2	Adoption of Detailed Local Plan and/or Planning Brief and development trajectory progress	As Local Development Scheme
SLP14 Strategic Rail Freight Interchange	2	Appropriate SLP and DLP review progress	As Local Development Scheme
SLP15 Economic	3	Total amount of completed employment floorspace	Monitor trend

Policy	Associated Strategic Objective	Measurable action / indicators to measure performance	Target
Prosperity and Employment		Total amount of new employment floorspace on PDL	Target to be developed alongside site allocations in the DLP. Monitor trend in interim period
		Loss of employment floorspace on allocated employment sites to non-employment uses	No allocated employment floorspace lost to non-employment uses
		Employment land available – by type	Monitor trend
		Unemployment levels	Monitor trend
		Average weekly wage of St Albans workers	Monitor trend against St Albans residents
		Qualification levels	Monitor percentage of residents with low level or no qualifications
SLP16 BRE, Bricket Wood	3	Adoption of Detailed Local Plan and/or Planning Brief	2014/15
SLP17 Rothamsted Research Redevelopment	3	Adoption of Detailed Local Plan	2014/15
SLP18 Retail Hierarchy of Centres	3, 4	Town centres use floorspace completed in town centres	Monitor trend & list by centre
SLP19 Major Retail Development & Town Centre Development	3, 4	Adoption of Civic Centre Opportunity Site Development Brief	2012
		Amount of retail floorspace on major sites	Monitor trend
SLP20 Creating Attractive and Vibrant Centres	4	Delivery of new and enhanced public realm and public art projects as set out in infrastructure delivery schedule	Monitor against planned timescales
SLP21 Provision and Retention of Cultural Facilities	4	Delivery of new and enhanced cultural facilities as set out in infrastructure delivery schedule	Monitor against planned timescales
SLP22 Cathedral Quarter	4	Delivery of new and enhanced Cathedral Quarter related facilities	Monitor delivery
SLP23 Visitor Economy	4	Delivery of Visitor Economy related programmes, events and developments	Targets to be identified in forthcoming Visitor Economy Strategy



Policy	Associated Strategic Objective	Measurable action / indicators to measure performance	Target
SLP24 Visitors, Hotels and Overnight Accommodation	4	New hotel developments and proposals in the District	No specific target
SLP25 Transport Strategy	5	Breakdown of journeys to work by modal choice	Reduce proportion of journeys by car
		Delivery and implementation of travel plans and transport assessments	Monitor delivery of travel plans
		Delivery of transport infrastructure set out in the infrastructure delivery schedule	Monitor against planned timescales
		Air Quality Management Areas (AQMA) within the district	Reduction in number and size of AQMAs
		Average NO2 and PM10 levels (mg/M3)	Reducing trend
		Hertfordshire CC Local Transport Plan 3 targets and indicators	Monitor trends
		Adoption of the East Hemel AAP	By 2016
		District transport CO2 emissions per capita	Monitor per capita emissions
SLP26 Natural Environment	6	Number of planning permissions granted contrary to the advice of the Environment Agency on flood and water quality grounds	None
		Sustainable drainage measures incorporated into new developments	Monitor delivery where they are required
		Chemical and biological quality of the district's rivers	Increasing quality. No worsening as a minimum
		Change in areas of biodiversity importance	Increase in area. No net loss as a minimum
		Condition of Sites of Special Scientific Interest	Improve condition. No worsening as a minimum
SLP27 Green Infrastructure	6	Quantity of open space (by type)	No net loss of protected open space due to new development.
		Delivery of green infrastructure projects as set out in infrastructure delivery schedule	Monitor delivery against planned timescales
SLP28 Renewable	6	Installation of new renewable energy capacity	Monitor installations

Policy	Associated Strategic Objective	Measurable action / indicators to measure performance	Target
and Low Carbon Energy		District per capita reduction in carbon dioxide emissions	3% year on year reduction
SLP29 Sustainable Design and Construction	6	Percentage of renewable energy generation in new dwellings	10% from renewable sources
		Code for Sustainable Homes rating for new dwellings	All new dwellings to meet Code Level 3. Required standards will rise over the plan period to Code Level 6 by 2016..
SLP30 Delivery of Infrastructure	7	Delivery of infrastructure against timescales as set out in the schedule	No overall target. Monitor against planned timescales.
		Financial contributions received through development	No specific target as dependant on site specific circumstances.
		Adoption of a Community Infrastructure Levy Charging Schedule	Adopt by April 2014

# Appendix 5: St Albans City & District Council Infrastructure Delivery Schedule

## Planning for the delivery of infrastructure to support the Strategic Local Plan

Good infrastructure planning considers the infrastructure required to support new development alongside the associated costs, funding arrangements and timescales for. This allows for the identified infrastructure to be prioritised in discussions with key local partners. This schedule supports the Infrastructure Delivery Plan by setting out both the currently identified and predicted infrastructure requirements required to support the sustainable delivery of the Strategic Local Plan. Its content has been drawn from responses and negotiations with service providers, public bodies, potential funding sources and by other studies contributing to the evidence base for the Strategic Local Plan (SLP).

The schedule is based upon the best information available at this current time and is not intended to be exhaustive. The process of implementation will constantly be responding to local circumstances and utilising new avenues and drivers to prioritise spending over the life of the Strategic Local Plan. Therefore, the Schedule will be updated on a regular basis alongside the Infrastructure Delivery Plan. Strategic Local Plan policies which support and will help deliver the infrastructure projects have been indicated.

It is expected that the information contained in this schedule will partner the Infrastructure Delivery Plan to support the preparation of a Charging Schedule to collect contributions under the Community Infrastructure Levy (CIL). Further work will involve on the consideration of priorities, a study of development viability and developing a detailed understanding of cost estimates and funding sources.

Infrastructure Type/Project	Project Description, Purpose and Location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative Phasing	Costs and Financing	Land Requirement, Risk and Contingencies
<b>Social &amp; Community Infrastructure</b>					
Health Infrastructure					
GP Facilities	Housing growth over the plan period is theoretically estimated to require the provision of additional full time GPs and additional GP surgery floorspace. The need for new or expanded GP facilities across the district will be kept under review and will depend on the location of development and the capacity of nearby facilities.	NHS bodies for Hertfordshire  <b>Policy SLP7 – Community, Sport and Recreational Facilities</b>	Over the plan period	NHS resources / developer contributions under planning obligations/CIL  The estimated cost is currently unknown	New surgery floorspace could be delivered as part of development at broad locations; particularly the larger development

Infrastructure Type/Project	Project Description, Purpose and Location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative Phasing	Costs and Financing	Land Requirement, Risk and Contingencies
					areas
Health & Community Services	<p>Health and Community Services are focused on providing levels of care for people in their own homes rather than moving people into care homes. However, there still will need to be a level of new places over the plan period.</p> <p>The growth requirement estimates for the types of Health and Community Services places to 2030 in the district are set below:</p> <p>Funded Older People Residential – 40 places  Funded Older People Nursing – 175 places  Flexicare (high needs) – 36 places  Learning Disability Supported Living – 87 places  Physical Disability Residential and Nursing – 19 places</p>	<p>Health &amp; Community Services</p> <p>Hertfordshire County Council (HCC)</p>	Over the plan period	<p>Hertfordshire County Council budgets</p> <p>Cost and funding amounts currently unknown</p> <p>Flexicare services will be delivered by the private and voluntary/charity sector</p>	Facilities could be incorporated as part of broad locations
Mental Health Care	Provision of 60 to 80 additional spaces as part of the redevelopment of Harperbury Hospital, Harperbury	<p>Hertfordshire Partnership Foundation Trust</p> <p><b>Policy SLP7 – Community, Sport and Recreational Facilities</b></p>	Medium term 2017 onwards	Part funded and delivered by residential development at Harperbury Hospital and Hertfordshire Partnership Foundation Trust	Land at Harperbury Hospital
St Albans City	Potential for improved healthcare facilities,	West Hertfordshire	Current	Funded by	There are

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Hospital	services and additional outpatient department capacity. Further studies to be carried out	Hospital Trust (WHHT)  <b>Policy SLP7 – Community, Sport and Recreational Facilities</b>	delivery period is unknown. No works are currently planned	Hertfordshire NHS & WHHT  Potential funding from under planning obligations/CIL  Cost and funding amount unknown	pressures on health spending which may limit improvements .
Harpenden Memorial Hospital	The hospital is in need of modernisation	WHHT Herts Community Trust GP Consortiums  <b>Policy SLP7 – Community, Sport and Recreational Facilities</b>	Current delivery period is unknown. No works are currently planned	Improvements could be funded by Hertfordshire NHS, West Hertfordshire Hospitals Trust & GP Consortia  Potential funding from under planning obligations/CIL  Cost and funding amount unknown	There are pressures on health spending which may limit improvements .
Watford General Hospital	Replacement of the existing Watford General Hospital with a new 600 bed “Major Acute” hospital, primary care and health clinic	WHHT  <b>Policy SLP7 – Community, Sport and Recreational Facilities</b>	Construction in phases up to 2018	Part funded by on site hotel, housing and business uses	Land at Watford General Hospital
<b>Education Infrastructure</b>					
Primary Education	It is estimated that proposed SLP housing growth of 450 dwellings per annum would require between an additional 11 to 18	HCC  Sites for new	Over the plan period	Government Grant Funding	Due to site constraints it may be

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	<p>forms of entry (FE) to be delivered over the plan period. This will depend on the capacity of schools in the location of new development. Further work will be carried out alongside the DLP. This will need to be delivered alongside the estimated additional 8 FE required from pupil projections arising from the current housing stock</p> <p>Need from new development could be met by the expansion of some primary schools in:</p> <ul style="list-style-type: none"> <li>• St Albans City</li> <li>• Chiswell Green</li> <li>• Bricket Wood</li> <li>• Wheathampstead</li> <li>• Harpenden</li> </ul> <p>However the Broad Locations will be required to deliver:</p> <ul style="list-style-type: none"> <li>- At least 2 no. 2FE primary schools as part of East Hemel Hempstead (North and South combined)</li> <li>- Between 1 and 2 no. 2FE primary school and the replacement of playing fields for Verulam School as part of East St Albans.</li> <li>- 1 no. 2FE primary school to the north west of Harpenden</li> </ul> <p>Reserve sites for possible new primary</p>	<p>schools will be allocated in the Detailed Local Plan</p> <p><b>Policy SLP6 – Educational Facilities</b></p>		<p>Developer contributions under planning obligations/CIL</p> <p>Cost will be dependent on the size, scale and locational factors of each school extension or new school. It is estimated that a new two FE primary school would approximately cost £8M (not including land purchase costs)</p>	<p>difficult to expand existing schools</p> <p>Sites for new schools outside of the broad locations will need to be identified</p>

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	<p>schools are required in the settlements listed below and sites shall be identified in the Detailed Local Plan:</p> <ul style="list-style-type: none"> <li>• St Albans City (two schools, one east of the city and one west)</li> <li>• Harpenden</li> <li>• London Colney</li> <li>• Hemel Hempstead: new school in the Spencer's Park development, either in Dacorum Borough or St Albans District</li> </ul>				
Secondary Education	<p>It is projected that an additional 12-14 FE are required from pupil projections arising from the current housing stock and from sites identified in the current housing trajectory. Further work will be carried out alongside the DLP.</p> <p>There is potential to expand some existing secondary schools in the district.</p> <p>It is proposed that the Detailed Local Plan will allocate reserve school sites in St Albans and Harpenden</p> <p>A minimum of one secondary school is required as part of East Hemel Hempstead (North and South combined)</p>	<p>HCC</p> <p>Sites for new schools will be allocated in the Detailed Local Plan</p> <p><b>Policy SLP6 - Educational Facilities</b></p>	Over the plan period	<p>Government Grant Funding</p> <p>Developer contributions under planning obligations/CIL</p> <p>Cost will be dependent on the size, scale and locational factors of each school extension or new school. It is estimated that a new 6 FE secondary school would approximately cost £19M (not including land purchase costs)</p>	Due to site constraints it may be difficult to expand existing schools
Oaklands College	Rrefurbish or rebuild all teaching and associated accommodation at the Smallford Campus as it is currently not fit	<p>Oaklands College</p> <p><b>Policy CS6 –</b></p>	Alongside delivery of East St	All funds raised via residential sales at East St Albans Broad	Land at Oaklands Smallford

Infrastructure Type/Project	Project Description, Purpose and Location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative Phasing	Costs and Financing	Land Requirement, Risk and Contingencies
	for purpose	Educational Facilities  <b>Policy SLP13 – Oaklands Mixed Use Broad Location</b>	Albans Broad Location	Location will be used to develop the Oaklands Campus	Campus located in the Green Belt
<b>Emergency Services</b>					
Various needs to be further defined	Specific provision may be required as part of the developments at East Hemel Hempstead	Emergency services	Latter part of Plan period	Cost and funding unknown	
<b>Leisure and Cultural Facilities</b>					
Leisure Centre Facilities	Further improvements to leisure facilities in District and in Hemel Hempstead	SADC / Dacorum BC.  <b>Policy SLP7 – Community, Sport and Recreational Facilities</b>	Throughout Plan period	Cost and funding unknown	
Sports pavilions / community halls	There are seven sports pavilions at playing fields across the district. Many will be reaching their natural refurbishment/replacement points across the plan period. Surveys will be carried out to identify priority works  Multi use community halls are required in some locations. Existing community halls are in need of improvement and replacement	Project will be led by SADC with support from community users and town / parish councils  <b>Policy SLP7 – Community, Sport and Recreational Facilities</b>	Medium to long term, 2017 onwards	Cost estimates will be known once surveys have been undertaken.  Funding to be sought from multiple sources including developer contributions under planning obligations/CIL	Existing facilities will be refurbished or replaced on the same site



Infrastructure Type/Project	Project Description, Purpose and Location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative Phasing	Costs and Financing	Land Requirement, Risk and Contingencies
	New provision will be required with sports use open space within East Hemel Hempstead developments				
Museum and Gallery Improvements	<p>Conversion of the Town Hall to support the presentation of the post Roman heritage of the city and contemporary arts</p> <p>Development of Museums to provide a state of the art facilities to present the pre-Roman and natural heritage of the district in partnership with the Herts Wildlife Trust</p>	<p>SADC</p> <p><b>Policy SLP5</b> - Mixed and Sustainable Communities</p> <p><b>Policy SLP21</b> – Provision and Retention of Cultural Facilities</p>	Short to medium term 2013 - 2023	<p>Estimated £5M cost for the Town Hall</p> <p>Estimated £7M cost for Verulamium Museum</p> <p>Funding will be sought from the Heritage Lottery Fund and other sources. The council will work in partnership with the St Albans Museum and Gallery Trust to secure funding from the fullest range of possible sources including individual donors, trusts and charities as well as fund-raising events</p>	Funding has yet to be fully secured
Alban Arena and Maltings Theatre	<p>There are aspirations to improve the Alban Arena through refurbishment (or possibly redevelopment) as part of the Civic Centre redevelopment. Further detail is available in the Civic Centre Opportunity Site SPD</p> <p>The Maltings Theatre is currently located</p>	<p>SADC</p> <p><b>Policy SLP5</b> - Mixed and Sustainable Communities</p>	Medium to Long Term 2017 onwards	Costs and funding are currently being investigated. It is likely to involve enabling development on Civic Centre land	<p>Risk of insufficient funding to carry out works</p> <p>Redevelopme</p>

Infrastructure Type/Project	Project Description, Purpose and Location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative Phasing	Costs and Financing	Land Requirement, Risk and Contingencies
	within the Maltings retail complex. The future use has recently been reviewed and the existing operators lease will continue up to 2014/15. The annual revenue cost of the theatre is currently subsidised	<b>Policy SLP21</b> – Provision and Retention of Cultural Facilities			nt costs of the Alban Arena will be significant.
Harpenden Public Halls	Harpenden Public Halls has a theatre and smaller performance space. They are used for a variety of live performances, film, workshops and local youth theatre  In the medium to long terms there is the potential for refurbishing or redevelopment of the public halls. Feasibility studies will be undertaken	SADC  The Harpenden Public Hall  Third sector and private enterprise partners Bodies  <b>Policy SLP21</b> – Provision and Retention of Cultural Facilities	Medium to long term 2017 onwards	Current costs and funding sources are unknown  Development and developer contributions under planning obligations/CIL could provide some funding	Risk of insufficient funding to carry out works
Cathedral Quarter	Public realm and signage improvements  Also relates to improving cathedral education facilities	SADC  Cathedral  English Heritage  <b>Policy SLP22</b> – Cathedral Quarter	2015 onwards	Heritage lottery fund support potential  Cost and funding amount unknown - Partly delivered through Public Realm Projects (below)	
Public Realm	To improve the quality of environment in St Albans city centre by enhancing public realm, providing public art, landscaping and planting	SADC  <b>Policy SLP4</b> – Urban Design	Projects will be delivered in phases over the plan	Estimated costs are set out in the PRDS. Whole strategy implementation	Funding to be secured

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	A Public Realm Delivery Strategy (PRDS) has been prepared with recommended improvement projects, with estimated costs, priorities and phasing. The vision and principles contained in the strategy will also help shape improvements	<b>Policy SLP20</b> – Creating Attractive and Vibrant Centres	period as funding permits	requires significant funding  Funded partly through developer contributions and delivered as part of city centre redevelopment	
Public Realm – spaces projects	Stemming directly from the Public Realm Delivery Strategy. A series of projects aimed at improving public spaces in St Albans city centre  15 year priorities: - Market Place (Space) - Clock Tower (Connection) - City Station – Western Forecourt (Gateway) - Old Town Hall Square (Space)	SADC  <b>Policy SLP4</b> – Urban Design  <b>Policy SLP20</b> – Creating Attractive and Vibrant Centres	Projects will be delivered in phases over the plan period as funding permits	Market Place (Space) £25k - £50k  Clock Tower (Connection) £500k - £1m  City Station – Western Forecourt (Gateway)  Old Town Hall Square (Space) £200k - £500k	Funding to be secured
Public Realm - routes	Stemming directly from the Public Realm Delivery Strategy. A series of projects aimed at improving public routes in St Albans city centre.  5 year priorities: - Victoria Street (Corridor) - City Legibility – currently being delivered - Verulamium Park Cycle Routes	SADC  <b>Policy SLP4</b> – Urban Design  <b>Policy SLP20</b> – Creating Attractive and Vibrant Centres	Projects will be delivered in phases over the plan period as funding permits  City Legibility	Victoria Street (Corridor) £500 - £1m  City Legibility £200k - £500k  City Core Traffic Management	Funding to be secured

Infrastructure Type/Project	Project Description, Purpose and Location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative Phasing	Costs and Financing	Land Requirement, Risk and Contingencies
	<ul style="list-style-type: none"> <li>- Green Ring – Currently being delivered</li> </ul> <p>15 year priorities:</p> <ul style="list-style-type: none"> <li>- City Core Traffic Management</li> <li>- St Peters Junction (Connection)</li> <li>- George Street</li> <li>- Holywell Hill (Gateway)</li> <li>- Drovers Alley (Connection)</li> </ul>		and Wayfinding projects and Green Ring are currently being delivered in stages.	<p>£100k</p> <p>St Peters Junction (Connection) £300k - £700k</p> <p>George Street £200k - £500k</p> <p>Drovers Alley (Connection) £50k - £100k</p>	
Public Realm - environment	<p>Stemming directly from the Public Realm Delivery Strategy. A series of projects aimed at improving public environment in St Albans city centre.</p> <p>15 year priorities:</p> <ul style="list-style-type: none"> <li>- 100 Trees</li> <li>- 100 Benches</li> </ul>	<p>SADC</p> <p><b>Policy SLP4</b> – Urban Design</p> <p><b>Policy SLP19</b> - Major Retail Development and Retail Development Considerations</p> <p><b>Policy SLP20</b> – Creating Attractive and Vibrant Centres</p>	Projects will be delivered in phases over the plan period as funding permits	<p>100 Trees £250k</p> <p>100 Benches £200k - £500k</p>	Funding to be secured
Libraries	Various library improvements	<p>HCC</p> <p><b>Policy SLP7</b> – Community, Sport</p>	2013/14	HCC budgets and developer contributions	

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		and Recreational Facilities			
Pioneer Youth Centre	Re-provision of Pioneer Youth Centre, St Albans to facilitate development of existing site and provide better quality facilities. Further examination of options is required, however new provision will involve a consolidation with other youth services, such as connexions	HCC SADC <b>Policy SLP7 – Community, Sport and Recreational Facilities</b>	Medium to long term	Funded by HCC with potential for development contributions  Projects costs depend of options chosen.	Facility could be replaced on site or relocated to another site in St Albans
<b>Green Infrastructure</b>					
Strategic Green Infrastructure					
Watling Chase Community Forest (WCCF)	<p>Watling Chase Community Forest is part of the national programme of 12 community forests. It covers an area of 72 square miles to the north of London, including land in the southern part of the district. The vision in the Watling Chase Plan aims to achieve widespread landscape improvement, tree planting and increased opportunities for nature conservation, leisure and recreational access via positive and appropriate management. Implementation is made up of area wide and individual projects, as set out below</p> <p>Rights of Way Improvement Plan</p> <ul style="list-style-type: none"> <li>• severance repair</li> <li>• upgrade routes</li> <li>• links to neighbouring districts</li> </ul>	<p>Herts Countryside Management Service overall lead for WCCF</p> <p>Herts CC lead for rights of way improvements and restoration</p> <p>Herts Groundwork leads for TAP and small projects.</p> <p>HMWT for some nature reserves</p> <p>SADC</p> <p><b>Policy SLP2 –</b></p>	<p>Over the plan period</p> <p>Individual projects will have individual time-scales depending on development</p>	<p>Developer contributions</p> <p>Where land acquisition is required it is estimated to cost £12,500-£36,000 per hectare</p> <p>Where right of way connections of sites are required, costs are estimated at £9-25 per metre for land acquisition and £15 per metre for construction</p>	<p>Complex arrangement of landholdings.</p> <p>Strategic Rail Freight Interchange permission affects and mineral extraction restoration issues affect delivery of the projects in a significant area in the south of the district</p>

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	<p>The restoration of derelict or contaminated land and sites formerly used for mineral extraction</p> <p>An aim to increase woodland cover to 30% by 2030, schemes to link and expand areas of native woodland and create new wet woodland to meet Biodiversity Action Plan (BAP) targets</p> <p>Trees against pollution TAP project</p>	<p>Metropolitan Green Belt</p> <p><b>Policy SLP26 – Natural Environment</b></p> <p><b>Policy SLP27 – Green Infrastructure</b></p>			
Heartwood Forest	<p>A new native woodland being created between Sandridge and Wheathampstead to cover 347 hectares of land and incorporates 600,000 new trees that will create the largest new native woodland in England and an important wildlife site. The woodland will become a major new recreation facility for the area and by attracting visitors it should boost the local economy</p>	<p>Woodland Trust</p> <p><b>Policy SLP26 – Natural Environment</b></p> <p><b>Policy SLP27 – Green Infrastructure</b></p>	2008 to 2020	<p>Total project cost is 10.4M. This will primarily come through Woodland Trust funds and fundraising.</p> <p>Possibility of using developer contributions through planning obligations /CIL.</p>	Funding shortage may prevent completion of the forest.
River Corridors	<p>The projects aim to enhance the riparian character and wetland habitat connections whilst forming attractive, usable green links, along the district's river valleys (Ver, Lea and Colne)</p> <p>Proposals include:</p> <ul style="list-style-type: none"> <li>• Conservation &amp; enhancement of the distinctive wetland environment;</li> <li>• Positive approaches to St Albans &amp; Harpenden (vantage points to</li> </ul>	<p>Countryside Management Service</p> <p>Herts &amp; Middlesex Wildlife Trust</p> <p>Colne Catchment Group</p> <p>SADC</p>	<p>No specific timescale identified.</p> <p>Projects will likely be delivered over the plan period.</p>	Costs are estimated to be between £500,000 and £2,000,000	Funding sources have not been fully identified for projects

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	<p>appreciate cultural heritage);</p> <ul style="list-style-type: none"> <li>• Significant opportunity to enhance wetland character near pinch points (Harpenden &amp; Wheathampstead);</li> <li>• Potential to create multi-functional spaces serving a multitude of purposes including accessible open space, habitat links, recreational corridors &amp; climate change &amp; flood mitigation functions;</li> <li>• Sustainably managed biomass/wet woodland creation</li> </ul>	<p>Landowners</p> <p><b>Policy SLP26 – Natural Environment</b></p> <p><b>Policy SLP27 – Green Infrastructure</b></p>			
<b>Local Green Infrastructure</b>					
Green Spaces Strategy	<p>A Green Spaces Strategy will be developed through the DLP. It will assess the existing quality and quantity of green space provision in the district. It will also identify deficiencies and suggest areas for improvements</p>	<p>SADC</p> <p><b>Policy SLP26 – Natural Environment</b></p> <p><b>Policy SLP27 – Green Infrastructure</b></p>	<p>Linked to new development and will be delivered over the plan period</p>	<p>Developer contributions through planning obligations and CIL.</p> <p>Council funding</p> <p>Grants and awards</p>	<p>Need to ensure that there is sufficient funding to maintain green spaces.</p>
Broad locations	<p>New green space will be required in development of the broad locations. Indicative standards for new development are :</p> <ul style="list-style-type: none"> <li>• Allotments – 4 sqm/person;</li> <li>• Amenity green spaces – 15 sqm/person;</li> <li>• Children and young people 2 sqm/person;</li> <li>• Urban natural and semi natural green spaces – 5 sqm/person;</li> </ul>	<p>Developer / SADC</p> <p><b>Policy SLP27 – Green Infrastructure</b></p> <p><b>Policy SLP13 – Broad Locations</b></p>	<p>Linked to new development and will be delivered over the plan period</p>	<p>Developer contributions through planning obligations and CIL.</p> <p>Council funding</p> <p>Grants and awards</p>	<p>Need to ensure that there is sufficient funding to maintain green spaces.</p>

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	<ul style="list-style-type: none"> <li>• District wide natural green spaces – 22 sqm/person;</li> <li>• District Park – 2.2 sqm/person;</li> <li>• Local parks – 8.2 sqm/person</li> </ul> <p>Significant new provision, including appropriate sports pitch provision will be required as part of development at the broad locations. Shared use, including with education facilities to be investigated</p> <p>Strategic Green infrastructure provision will be required as part of the East Hemel Hempstead broad location</p>				
<b>Physical Infrastructure</b>					
Strategic Transport					
Strategic road network	Potential further motorway improvements (A1M Works)	Highways Agency <b>Policy SLP25 – Transport Strategy</b>	To be programmed	Costs unknown	
Thameslink Programme	Government-funded £6bn programme of work to introduce new and improved stations, new track, new cross-London routes and new longer and more frequent trains with the express purpose of reducing overcrowding. It will transform the Thameslink route. Further information is available at <a href="http://www.thameslinkprogramme.co.uk/cms/pages/home">http://www.thameslinkprogramme.co.uk/cms/pages/home</a>	Network Rail First Capital Connect <b>Policy SLP25 – Transport Strategy</b>	First phases completed.  Estimated final completion in 2018	Funding is secured.	Potential delay in delivery extending disruption for passengers.



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	Potential further improvements to stations in district, including car parking				
Park and Ride	<p>Potential for small park and ride schemes on the main routes into St Albans that will not require dedicated bus services. This will help relieve congestion in St Albans city centre</p> <p>Further examination required</p>	<p>Private sector led in partnership with SADC.</p> <p>Network St Albans (Quality Network Partnership)</p> <p>Bus operators</p> <p><b>Policy SLP25 – Transport Strategy</b></p>	No current delivery plans. Medium to long term post 2016.	Currently unknown until further feasibility work is undertaken.	Sites will have to be identified to provide car parking on key routes into the city.
Inter Urban Route Strategy	<p>The Inter Urban Route Strategy identifies the A405/A1081 Watford-St Albans-Harpenden-Luton and A414 Hemel Hempstead to Harlow as key routes that will require interventions to address current and forecasted congestion issues. Further investigations and prioritisation of interventions will be undertaken</p> <p>Consideration required in context of major development at East Hemel Hempstead and planned work to build Hemel Hempstead NE relief road (see below)</p> <p>Potential impacts of permitted strategic Rail Freight Interchange to be considered</p>	<p>Herts CC - Inter Urban Route Strategy</p> <p>SADC</p> <p><b>Policy SLP25 – Transport Strategy</b></p>	Over the plan period	Currently unknown until further investigation and prioritisation is undertaken	Priorities have yet to be identified. Funding has yet to be secured

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Hemel Hempstead North-East relief road	<p>Completion of the existing relief road to relieve congestion and support new development in Maylands area of Hemel Hempstead. This will involve expanding an existing road on the edge of St Albans District and will be planned in context of plans for development at the East Hemel Hempstead (north) broad location</p> <p>Detailed transport studies required</p>	<p>HCC</p> <p>Dacorum Borough Council</p> <p>SADC</p> <p>LEP</p> <p><b>Policy SLP25 – Transport Strategy</b></p> <p>Forthcoming East Hemel Hempstead Area Action Plan</p>	Medium term 2016-2021	<p>Developer contributions from planning obligations/ CIL</p> <p>Dacorum Borough Council and HCC</p> <p>Possibly LEP</p>	Some land required is within the district.
<b>Local Transport</b>					
City Centre Public Realm Enhancements and Traffic Management	Traffic restraint and improved conditions for pedestrian, buses and cyclists in St Peter's Street and surrounding streets. Part of package to improve public realm in city centre	<p>HCC</p> <p>SADC</p> <p>Network St Albans (Quality Network Partnerships)</p> <p><b>Policy SLP4 – Urban Design</b></p> <p><b>Policy SLP25 – Transport Strategy</b></p>	Over the Plan period	<p>Costs for individual projects are set out in Urban Transport Plans</p> <p>Developer Contributions/CIL</p> <p>Growth Area Funding</p> <p>Government LTP Capital Funding</p> <p>HCC Funding</p>	

Infrastructure Type/Project	Project Description, Purpose and Location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative Phasing	Costs and Financing	Land Requirement, Risk and Contingencies
				Third Party Funding	
Intelligent Transport Systems	Use of Intelligent Transport Systems to maximise the efficient use of the highway network and provide Real Time Passenger Information for public transport services	HCC SADC Network St Albans <b>Policy SLP25 – Transport Strategy</b>	Over the plan period	Each Real Time Passenger Information Screen cost £10k.	Funding to be secured  Risk that not all services and locations will have Real Time Passenger Information services
Urban Transport Plan Projects	There are Urban Transport Plans (UTPs) in place for Harpenden, St Albans and South St Albans and Hemel Hempstead. These set out the specific transport issues in each area and, where possible, the potential solutions and improvements to address them. Many of the solutions are focussed on sustainable transport modes and improving highway safety  Plans will be subject to review on the basis of SLP / DLP proposals and the possibility of development of a strategic railfreight interchange south of St Albans	HCC SADC / Dacorum BC	Delivery over the plan period	Costs have yet to be identified for all projects. Estimated costs (lower range) in the Harpenden UTP total £10.1M  Possibility of using developer contributions from planning obligations / CIL where related to new development	Not all projects have secured funding or are phased for delivery
Harper Lane Junction improvements with Watling Street	Junction improvements required to allow for anticipated residential and other redevelopment of previously developed land at Harperbury Hospital/Kingsley Green	<b>Policy SLP25 – Transport Strategy</b>	Depends on timing of Harperbury Mixed Use Development	Cost currently unknown  Developer to fund costs linked to development	Need to ensure funding is provided early to allow

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			. Likely to be 2016-2021		improvement to be implemented alongside development
New bus routes or enhanced services to Broad Locations	Creation of new bus routes or improved services on existing routes to and from main centres to the broad locations identified in the Strategic Local Plan Further information and requirements will be set out as part of the site allocations in the Detailed Local Plan.	HCC SADC / Dacorum BC Network St Albans Developers <b>Policy SLP13 – Broad Locations</b>	Expected to be delivered over the plan period	Cost and funding amount unknown Developer contributions	Delivery will be dependent on timing of development  Need to ensure services are in operation for first residential completions to encourage the use of the services
St Albans Green Ring including Verulamium cycle paths	A cycle and footpath route around the city connecting Clarence Park, Verulamium Park, Bernards Heath and the Abbey and City Centre stations  The green ring will also use radial routes to connect to the city centre and to the wider countryside as part of Green Infrastructure improvements	SADC <b>Policy SLP25 – Transport Strategy</b>  <b>Policy SLP27 – Green Infrastructure</b>	To 2016	Developer contributions through planning obligations / CIL  Funding through HCC Local Sustainable Transport Fund award	
National Cycleway	Part of the section of National Cycleway Route 57 between Harpenden and	Herts CC	Medium Term 5 to 10	Current cost information is not	

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Routes 57 and 6	Wheathampstead needs to be completed  A new link should be provided to connect Routes 6 and 57 in Harpenden	SADC  <b>Policy SLP25 – Transport Strategy</b>	years	available	
Francis Bacon Cycle Link – A4147	New cycle route to be provided from King Harry Lane, St Albans to Leverstock Green	Herts County Council  Herts Inter Urban Route Strategy  <b>Policy SLP25 – Transport Strategy</b>	Unknown	£500k estimate. No funding currently allocated	Land alongside A4147
Transport Network Improvements linked to development at broad locations	Transport network (junction and road) improvements will be required associated with all broad locations  Further detailed investigations required	Herts CC  Developers  SADC  <b>Policy SLP25 – Transport Strategy</b>	As broad locations are delivered	Costs unknown  Developer contributions	Unknown at this stage
<b>Utilities</b>					
Water Supply	St Albans District is in a water scarce area and groundwater is over abstracted at present. New dwellings will be required to meet Code for Sustainable Homes water usage efficiency targets  The water provider has a duty to supply water to all development	Veolia Water	Over the plan period	Supply infrastructure and connections are funding by the developer in the form of a connection charge	
Water	Capacity improvements to both Maple	Thames Water	Over the plan	Developer funded	Works will

Infrastructure Type/Project	Project Description, Purpose and Location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative Phasing	Costs and Financing	Land Requirement, Risk and Contingencies
Drainage/Sewerage	<p>Lodge and Blackbirds Wastewater Treatment Works (WwTW) to accommodate the increase in wastewater from development in the district to 2031</p> <p>Treatment and network capacity to serve new development will need to be further investigated by Thames Water taking into account detail on the location, scale and phasing of proposed development.</p>		<p>period</p> <p>To be determined by Thames Water through the approved Business Plan.</p>	<p>impact studies and developer contributions to infrastructure upgrades may be required</p>	<p>take place at existing facilities</p>
Electricity Distribution	<p>Upgrades will be required at the Central Harpenden, Adelaide Street and Hatfield Primary Substations in order to accommodate the level of growth set out in the Strategic Local Plan</p>	<p>UK Power Networks</p> <p>National Grid</p>	<p>Over the plan period</p>	<p>The three potential reinforcements will be estimated to have a total cost of £5M</p>	
Digital Infrastructure	<p>Programme to roll out superfast broadband (30mb) to cover 90% of properties in Hertfordshire. Hard to reach properties will receive minimum speeds of 2mb.</p> <p>The District Council is working to develop a free outdoor wi-fi network for St Albans city centre, with the potential to extend to other parts of the district.</p>	<p>Hertfordshire Broadband Board</p> <p>HCC</p> <p>Hertfordshire Local Enterprise Partnership</p>	<p>Delivery from 2013 to 2015.</p>	<p>£3M government grant for rollout across Buckinghamshire and Hertfordshire. This will be match funded by the two local authorities and the winning internet infrastructure provider. No developer contributions are required</p>	

**For clarity and to assist in working up detailed proposals the likely Infrastructure requirements associated with specific developments at the broad locations are summarised geographically below.**

Broad Location	Infrastructure Type Project Purpose, Description and location	Lead Delivery Body and Strategic Local Plan Delivery Policies	Indicative phasing	Costs and Financing	Land requirement. Risk and Contingencies
East Hemel Hempstead (North)	<p>Further education capacity (through provision of new facility and additional capacity at existing schools) The exact additional requirement will be established through detailed discussions with HCC once precise details of the development are known</p> <p>At least 2 2FE Primary School (possibly 3 at higher end of development size) on site</p> <p>8FE Secondary School on site (possible alternative to include in South area)</p> <p>Provision of on site public open space, recreation and sport facilities, allotments and play area</p> <p>Access and upgrading to Nickey Line</p> <p>Neighbourhood centre to serve to the new community</p> <p>Local Medical Facilities (e.g. GP surgery, dental practices)</p> <p>Strategic road improvements for overall access – North East Hemel Hempstead Relief Road and other junction improvements (to be established through detailed transport modelling work)</p> <p>Internal road network</p>	Unknown at this stage	Unknown at this stage	Unknown at this stage	<p>5 ha primary education land</p> <p>12 ha secondary education land</p>

	<p>Bus service connections to St Albans, general improved frequency of existing services</p> <p>Footpath and cycle network links</p> <p>Upgrading of Punchbowl Lane</p> <p>Provision of onsite renewable and low carbon energy to supply new development and potentially to supply nearby existing development</p>				
East Hemel Hempstead (South)	<p>Further education capacity (through provision of new facility and additional capacity at existing schools) The exact additional requirement will be established through detailed discussions with HCC once precise details of the development are known</p> <p>3FE primary school on site</p> <p>Reserve secondary school site (or alternative north area location)</p> <p>Additional public open space</p> <p>New neighbourhood or local centres (New neighbourhood social and community facilities)</p> <p>Local Medical Facilities (e.g. GP surgery, dental practices)</p> <p>Strategic road improvements for overall</p>	Unknown at this stage	Unknown at this stage	Unknown at this stage	3Ha primary education land



	<p>access – access would need to be achieved with connections to the A414 / A147 and Green Lane and / or Westwick Row. Significant road network improvements will be required</p> <p>Internal road network</p> <p>Additional footpath and cycle network links</p> <p>Public transport links, particularly between St Albans and the broad location to connect to new community to St Albans</p> <p>Provision of onsite renewable and low carbon energy to supply new development and potentially to supply nearby existing development.</p>				
East St Albans (Oaklands)	<p>Road network improvements (Hatfield Road and Sandpit Lane)</p> <p>Healthcare provision (local GP's, dental practices etc)</p> <p>Between 1 and 2no. 2FE primary school site and additional education allocations. Contributions to assist in delivering existing school expansion</p> <p>Replacement or improvement of Verulam and Beaumont school Playing Fields</p> <p>Footpath and cycle route connections to the Alban Way</p>	Unknown at this stage	Unknown at this stage	Unknown at this stage	Up to 5 ha primary education land and education playing fields

	Public open space provision  Small scale renewable energy production to supply the college and new development				
North West Harpenden	2FE primary School  Transport network / junction improvements along Luton Road	Unknown at this stage	Unknown at this stage	Unknown at this stage	2.5 ha education land

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St Peters Street, St Albans, AL1 3JE**



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