

Local Plan Technical Report

2018/2019 Infrastructure Delivery Plan Appendices

Part 26: Green Infrastructure

Appendices 89 to 92

Appendix 89: Green Infrastructure Extract of North West Harpenden
Landowner/Developer Representations Regulation 19 Consultation (October 2018)

17 October 2018
L&G-Covering letter-17.10.18



St Albans Local Plan Consultation
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Dear Sir or Madam,

REPRESENTATIONS ON BEHALF OF LEGAL & GENERAL

ST ALBANS LOCAL PLAN 2020-2036 - REGULATION 19 CONSULTATION

Introduction

The following representations are submitted on behalf of Legal & General (L&G) in respect of their land interests at north west of Harpenden, which forms part of the 'North West Harpenden Broad Location' ('The NWHBL').

L&G control the land to the north west of Cooters End Lane and are working collaboratively with Commercial Estates Group (CEG) who are promoting land south east of Cooters End Lane. Representatives from L&G and CEG presented jointly to the Evaluation Validation Panel on 24 May 2018, and both parties submitted representations to the Council's St Albans Local Plan 2020-2036 Regulation 18 Consultation (February 2018) including a jointly produced site specific Vision Document and indicative masterplan.

L&G are keen to work with St Albans City and District Council (SACDC) to support the plan making process and ensure the range of benefits set to arise from this development are realised through direct delivery via Legal & General Homes Communities, the housebuilding arm of the Legal & General Group.

The North West Harpenden Broad Location

The NWHBL represents an inherently sustainable development well integrated within approximately 1.2km of Harpenden town centre and adjacent to the existing settlement boundary. It is a unique opportunity in a location with access to a wide range of services, facilities and employment opportunities as well as sustainable transport options. Development here offers opportunities to support a shift towards sustainable travel alongside mitigating any impacts of the development on the transport network.

It is also considered to represent an exciting opportunity to deliver a high quality, integrated and inclusive new community which respects its landscape setting, provides new homes to meet the varied needs of the community, includes education and open space facilities, and offers routes to encourage walking, cycling and the use of public transport.

Representations

Overall, L&G welcomes the direction of the emerging Local Plan and considers that this emerging document represents a positive step for planning in St Albans. In particular L&G strongly supports the identification of North West Harpenden as a Broad Location for a housing led development for early delivery in the plan period, based on its ability to promote and deliver homes in a sustainable location, as well as community provision and wider benefits.



Subsequent to the presentation to the Evaluation Validation Panel on 24 May 2018, L&G and CEG completed a proforma confirming to SADC the details of our proposals, including the ability to meet emerging Local Plan policy requirements. Our observations and comments are provided within this context, which include the identification of some areas of the emerging Plan that we suggest should be amended to ensure that the emerging Plan is found sound at Examination.

Our specific responses to each policy are set out on the enclosed representations response forms and cover the following matters:

- Paragraph 1.9 / Evidence Base.
- S1 – Spatial Strategy and Settlement hierarchy.
- S2 – Development.
- S3 – Green Belt.
- S4 - Housing Strategy and Housing Requirement/Target.
- S6 - Broad Locations for Development.
- S6 viii) - North West Harpenden.
- L1 - Housing Size, Type, Mix and Density.
- L3 – Provision of and financial contributions to affordable housing.
- L17 – Infrastructure.
- L18 – Transport Strategy.
- L19 – Highways/Access considerations for new development.
- L20 – New development parking standards and guidance.
- L21 – Education.
- L23 – Urban design and layout of new development.
- L30 – Historic Environment.

We would also add, in general, that throughout the Draft Local Plan there is a need to distinguish between each policy and its reasoned justification through appropriate formatting and wording.

L&G also notes that some background evidence documents have not yet been published, and it might be that we will have further representations once these documents become available. However, it is clear from the discussions at Planning Policy Committee meetings that work is underway and that these documents will be published prior to the submission of the emerging Plan. L&G appreciates that the Council is working to get an up-to-date plan in place as soon as possible and agrees that it is important that this is achieved, given the age of the existing development plan and the scale of need in the area.

We would welcome the opportunity to continue the process of engagement with the Council and to appear at the Examination to inform the Inspector's consideration of the plan.

Yours sincerely



Andrew Fido
Associate Director

cc: Sophie Groves/Lauren Aitchison, LGC
Enc: Completed representation forms
Land at NW Harpenden: Transport Position Statement' (25 September 2017)
North West Harpenden Vision Document (February 2018)
Presentation to SADC Evaluation Panel (May 2018)



NORTH WEST HARPENDEN

VISION DOCUMENT | FEBRUARY 2018

INTRODUCTION

CEG and Legal & General (L&G) have been working with St Albans City & District Council for a number of years to help address the challenges arising from the significant housing need across the District. In 2016, NW Harpenden was found as one of eight broad locations considered to perform least well against the purposes of the Green Belt and was subsequently recognised by St Albans City & District Council as one of four broad locations for strategic greenbelt release in its draft Strategic Local Plan for housing led development.

The latest context for the St Albans Local Plan 2020-2036 is one of increasing housing need, potentially requiring additional strategic Green Belt releases beyond those set out in the draft Strategic Local Plan. CEG and L&G remain committed to delivering new homes in Harpenden by creating a new neighbourhood at North West Harpenden which integrates with the existing community to provide new homes for families, downsizers and first time buyers alongside green infrastructure and community facilities. A 2.5ha school site has been identified as part of the Illustrative Masterplan. CEG and L&G are willing to discuss the most appropriate means for delivery of the school with the local education authority.

OUR SHARED VISION

“
To work with the Council, stakeholders and local residents to plan and deliver a high quality, integrated and inclusive new community in a sustainable location in Harpenden which respects its landscape setting, provides new homes to meet the varied needs of the community, includes education and open space facilities, and offers routes to encourage walking, cycling and the use of public transport.
”

This Vision Document is an exploration of the opportunity, its context, the site's current features and form and local design cues. The document demonstrates the application of those principles through the development of an illustrative masterplan that confirms site capacity for circa 545 new homes. It is intended to stimulate a discussion about what this site will do for Harpenden and the quality of design and community commitment that should be expected of any developer in such an interesting location.

The land to the north and south of Cooters End Lane is controlled by L&G and CEG respectively, as demonstrated by the graphic below.



INDICATIVE VIEW OF CENTRAL GREEN

CONSTRAINTS

Understanding the constraints of a location and its context are central to informing and producing a successful masterplan. Key issues considered at this stage include movement routes, access, existing open space, landscape, existing views, land use and planning designations. The key considerations are summarised below:

- The existing trees, woodland and hedgerows on and in the vicinity of the site;
- The topography of the site, which slopes down towards Luton Road in a generally south westerly direction;
- The proximity to the Harpenden Conservation Area;
- Areas of the site that are more visible in the surrounding landscape due to limited intervening vegetation or elevation on valley slope.
- Boundaries that are sensitive to existing development including; The King's School, Cooters End Farm and the houses on Bloomfield Road;
- The Grade II Listed buildings Cooters End Farm and The Old Bell public house;
- The existing infrastructure in the area, including roads, railways and walking/cycling routes; and
- The narrow lanes adjacent to the site, namely Cooters End Lane and Ambrose Lane.



COOTERS END FARM



THE SITE SLOPES DOWN TOWARDS LUTON ROAD



AMBROSE LANE















COOTERS END LANE



OPPORTUNITIES

Following extensive layering of constraints and the identification of key issues, the design team identified opportunities which would underpin and shape the proposals. These opportunities have helped to form the envelope of the developable area and have been an important element of the design process. A number of the opportunities are set out below and illustrated on the adjacent plan:

-  Provide a mix of new homes of different sizes and tenures to meet local need.
-  Provide a 2.5 ha school site.
-  Provide denser residential development on the most enclosed and contained parts of the site to the south and east.
-  Provide amenity spaces towards the edges of the site forming a long-term and robust settlement boundaries.
-  Respect the setting of the listed buildings by pulling development back away from these edges of the site.
-  Provide vehicular access points off Luton Road, Cooters End Lane and Ambrose Lane.
-  Retain and enhance the existing hedgerows, mature trees and woodland within the site.
-  Create gateway spaces at key locations to welcome visitors and integrate the site with its surroundings.
-  Provide attractive open spaces including a large Central Green that forms part of a network of community facilities including play areas, allotments and orchards.
-  Utilise sustainable drainage solutions that are integrated with open spaces.
-  Create strong green infrastructure routes and strategic pedestrian footpaths which connect with the existing public rights of way and cycle network.
-  Enhance the existing Chiltern Way National Trail route running along Cooters End Lane by providing a dedicated off road footpath.

DESIGN CONCEPT

The developable area has been determined by the constraints analysis and the identification of key opportunities.

The concept has been formed around the desire to create a positive new residential gateway to Harpenden along Luton Road, a main approach into the town. The concept looks to create a great place for people that respects its landscape and heritage assets and is well connected with the town. Key features of the design concept include:

- A new frontage to Luton Road with views of buildings set behind existing trees and formally landscaped green corridor;
- Sensitive treatment of Cooters End Farm, Cooters End Lane and Ambrose Lane with green corridors;
- Varied and multifunctional open spaces forming part of a green infrastructure network linking to the school and wider footway/road network;
- Western edge of site provides an opportunity to reinstate an historic hedgerow, which along with additional tree planting will soften the appearance of the proposed development. This also provides a defensible edge to the new Green Belt boundary;
- Buffer planting to the south eastern boundary that is shared with residents on Bloomfield Road;
- Routes cross steep slopes rather than running straight up them, thus retaining the natural topography and reducing the level of engineering required;
- Open space west of Cooters End Farm reinterprets the historic land use to create a community orchard whilst also respecting the setting of the listed farm building.



ILLUSTRATIVE LAYOUT

The masterplan is developed as an appropriate response to the factors that have influenced the design process.

Above all the design process has focused on creating a place which people will be proud of, a place that will become a community which engenders a sense of civic pride. Paramount in achieving this has been a consideration of how the public realm will be experienced by residents and visitors alike, and how the context of existing landscape and new open spaces will complement the built environment.

The new community is also within walking and cycling distance of a range of facilities and amenity areas. The masterplan has been designed to be highly permeable to afford ample opportunity to walk and cycle along direct routes through the settlement to the wider footpath and road network.

The masterplan demonstrates how the development will provide homes for a wide range of occupiers, from first time buyers and young families through to downsizers. The proposal responds to the variety of local housing needs identified by recent Council studies with a mix of homes, 40% of which will be affordable.

To better understand how the masterplan will deliver the new community, the principal elements are explained below:

- A hierarchy of building types ranging from tall mansion blocks of apartments, to terraces of two and three bed houses and some larger detached dwellings.
- Built form which relates to street types, creating an appropriate form of scale and enclosure, such as two storey terraces in mews, formal semi-detached villas facing entrance streets and larger mansion blocks of apartments enclosing larger spaces and functioning as landmark buildings.
- Streets following the natural contours of the land. Where streets have to cross the contours they have been oriented to positively reduce the requirement for complex road and building design.
- A hierarchy of street types from formal tree-lined entrance avenues, to tertiary streets, mews, formal squares (designed as multi-functional spaces), courtyards and shared surfaces, together with formal and informal edge treatments.
- Street pattern designed to calm traffic naturally with minimal reliance of vertical calming measures.
- A collection of housing typologies reflecting traditional forms through height, massing, fenestration, vertical emphasis, rhythm and architectural detail (either traditional or a modern interpretation).
- Use of key groupings and landmark buildings to create gateways, enclose spaces and aid wayfinding through cognitive recognition.
- Building form enclosing a series of green corridors and streets linking key gateways into the site and through to the proposed new school.
- Open spaces provided around sensitive areas such as Cooters End Farm and Ambrose Lane, creating an appropriate transition to the countryside.
- Provision of amenity areas for community use in the form of green spaces and links, orchard and allotments.



GREEN INFRASTRUCTURE

North West Harpenden sits on a valley slope with an existing residential area of the town rising up the valley side opposite. Consequently the site is physically and visually connected with Harpenden due to this valley landform, contrasting with the surrounding land which sits upon a flat raised plateau. The proposed Green Infrastructure within North West Harpenden will enrich the visual and physical connection with the town, as well as using the underlying landform and associated vegetation to inspire different activities and habitats within the development.

The landscape concept opposite illustrates the following key features:

- Green Streets that link key gateways into the site from Harpenden to Cooters End Lane, the proposed primary school site and the wider countryside footpath network.
- Development set back along rural lanes to maintain their character and create green corridors through the site for people and wildlife.
- Open space provided around listed Cooters End Farm to preserve its immediate setting, as well as providing a gradual transition from open countryside into North West Harpenden.
- Key open spaces with play areas located along Green Streets.
- Woodland and tree planting along periphery of the site adjacent to open countryside that screens the proposed development from sensitive views in landscape to the north and west.
- Wetlands located at the bottom of the valley providing surface water attenuation and valuable habitat for the development.
- Committing orchards and allotments to biodiversity.



SUSTAINABLE DRAINAGE

FLOOD RISK

The Environment Agency Flood Zone Map shows that the site predominantly lies within an area with a Low Probability of flooding. The southern strip of development land lies within surface water flood risk zones. The masterplan has been carefully arranged with this constraint in mind. Environment Agency guidance confirms that storm water management through Sustainable Drainage Systems (SuDS) can be placed within these flood risk zones.

DRAINAGE

The strategy for storm water proposes the use of attenuation basins at the low points of the site along Luton Road.

It is anticipated that the basins will be utilised and designed to primarily be dry with permanently wet low flow channels to convey run-off in periods of low rainfall, which will in turn provide the passive treatment benefits offered within the remainder of the surface water management network.

The primary aims of the basins will therefore be:

- Final flow and water quality conditioning
- Provide landscaping, amenity and ecological benefits





NORTH WEST HARPENDEN

MAY 2018

OUR SHARED VISION

To work with the Council, stakeholders and local residents to plan and deliver a high quality, integrated and inclusive new community in a sustainable location in Harpenden which respects its landscape setting, provides new homes to meet the varied needs of the community, includes education and open space facilities, and offers routes to encourage walking, cycling and the use of public transport.








ILLUSTRATIVE MASTERPLAN



- 1** 545 homes in a range of types and sizes including mansion block apartments, terraces of two and three bed houses and some larger detached dwellings.
- 2** Green corridors and streets linking key gateways and the proposed new primary school.
- 3** Traffic calming by street pattern design.
- 4** Amenity areas for community use.
- 5** Open spaces and lower density edges to create transition to the countryside.
- 6** 2.5ha primary school site.

BENEFITS

-  Mix of new homes to meet local needs.
-  40% affordable homes, including for key workers.
-  High quality design and sustainable construction.
-  Strong green infrastructure network, including existing features, open spaces, boundary and woodland planting.
-  2.5ha site and support for provision of new primary school places.
-  Sports pitches for school and community use.
-  Open space, orchard and allotments.
-  Contribution to a community building or service hub.
-  Contributions to public transport improvements.
-  Contributions to highway improvements at “Ancient Briton”, Luton Road/Park Hill, and other local junctions.
-  Enhanced cycle and pedestrian routes to key local destinations.
-  Improved access to the surrounding countryside.

PLACEMAKING

1. High quality design, which respects landscape and heritage assets and reflects the character of Harpenden.
2. Landscaped green corridor on Luton Road, with new homes set behind existing trees.
3. Varied and multifunctional open spaces as part of a strong green infrastructure network.
4. Retention and enhancement of existing hedgerows, mature trees and woodland.
5. Sustainable drainage with basins providing landscaping, amenity, and ecological benefits.



INDICATIVE VIEW OF CENTRAL GREEN

Appendix 90: Green Infrastructure Extract of West of London Colney
Landowner/Developer Representations Regulation 19 Consultation (October 2018)

Representations

On behalf of
Hertfordshire County Council

October 2018

Prepared by
Vincent and Gorbings



3.0 MASTERPLAN

- 3.1 This section of the representation sets out the masterplan for the site which takes account of the various technical and environmental investigations which have been undertaken for the site outlined in section three. The masterplan illustrates possible design approaches to developing the sites.

Education brief

- 3.2 Policy **Broad Location Policy S6ix)** requires the provision of,

“9. A site for and appropriate contributions towards an 8FE secondary and 2FE primary all through school, including early years provision”

- 3.3 Discussions with Hertfordshire County Council Children’s Services has resulted in the following brief:

- The provision of a land allocation for education facilities to meet potential education needs of London Colney (existing and future residents) is supported by Hertfordshire County Council
- An all through school would not create a flexible approach to the future planning of education for London Colney and as such it is proposed that two adjacent sites be identified within the masterplan – one for a 6-8FE secondary school and one for a 2FE primary school to enable a phased approach to meeting education needs since the primary school could be required to come forward for development in advance of a secondary school
- A 6-8FE secondary school site would require a minimum site area of 12ha to meet BB103 standards to include additional contingency area to allow for abnormal site conditions at the point of preparing and submitting a planning application (this site area has been utilised in local plan preparation elsewhere in Hertfordshire), and the 12ha should comprise a building zone of 4ha (including car parking hard surfaces, hard play areas) and 8ha playing fields (grassed)
- A 2FE primary school site would require a minimum site area of 2ha to allow for abnormal site conditions at the point of preparing and submitting a planning application (this site area has been utilised in local plan preparation and new primary school planning elsewhere in Hertfordshire)

Adult care services brief

- 3.4 Policy **Broad Location Policy S6ix)** requires the provision of,

“3. The 440 dwelling figure above includes one 50+ home Flexi-care scheme and 10 units to provide special needs accommodation, in accordance with Policy L2”

- 3.5 Discussions with Hertfordshire County Council Adult Care Services has resulted in the following brief for the preparation of the masterplan:

- The provision of a land allocation to meet the potential care needs for older people (extra care housing) and people with disabilities (special needs housing) is supported by Hertfordshire County Council
- The provision of a flexi-care scheme (50 units) and 12 units for special needs accommodation (for people with either learning, physical or mental health difficulties) is

supported by Hertfordshire County Council (3 x 4 special needs dwellings being more appropriate for management than 10 units)

- Detailed specifications for the land use requirements for extra care housing schemes have not yet been developed by Hertfordshire County Council and at this preliminary stage of master planning it is reasonable to utilise site areas based on experience elsewhere
- A site area for the extra care housing requirement has been developed through site area analysis of Park Side View, Chiltern Road St Albans (35 flat extra care housing scheme built in 2012 and managed by North Hertfordshire Homes); the estimated site area requirement for a 50 flat extra care housing scheme on the BL site would be approximately 0.64ha (which could accommodate lightly more extra care dwellings if this was required by ACS at the point of detailed master plan or a planning application)
- Special needs housing would need to be pepper potted throughout the development in groups of 4 dwellings and therefore 12 dwellings are proposed

Design Principles

3.6 The following design principles have been incorporated into the preparation of the masterplan:

- Creating an attractive, high quality development which is well integrated into its surroundings with variable density levels to accommodate a minimum 440 dwellings, extra care housing and special needs accommodation within the housing allocation
- Retaining existing trees, hedgerows and other landscape features where possible and the group of pine trees fronting Shenley Lane and the hedgerow running north/south through the site that is part of the Registered Park and Garden designation
- Creating a legible layout which maximises the opportunities for linkages to the surrounding areas to maximise the opportunities for integration with existing communities with pedestrian, foot/cycleway networks maximizing the opportunity for sustainable transport
- Ensuring a satisfactory relationship to adjoining properties both to the north and to the east of the BL allocation
- Retention of important vistas from Napsbury Park through to Shenley Lane, land to the south and beyond
- Proposing new landscaping and a new Country Park to avoid harsh edges to the proposed development and to create a defensible Green Belt boundary to the south of the development
- Creating an education campus which will enable the provision of a 2FE primary school and 8FE secondary school in accordance with BB103 standards and in accordance with CS brief
- Providing a site for extra care housing

Design features

3.7 The masterplan 5241/504/A illustrates a proposal which meets the requirements of Policy Broad Location Policy S6ix).

3.8 The masterplan illustrates the following design features:

- Retention of existing farm track running north- south creating footpath/cycleway through site to ensure retention of connection to bridleway running along southern site boundary and to Napsbury Park and to retain an essential part of the Historic Park and Garden designation
- Perimeter informal woodland structural planting (including some evergreen planting) in groups around all site boundaries to ensure filtered views of built development
- Tree planting along the western boundary of the school building zone together with tree planting to the west which will frame, protect and enhance the views out to Shenley Hospital which are to be respected and protected as part of the setting of the Conservation Area and Registered Park and Garden
- Structural green corridors with formal planting running east-west through the development providing footpath/cycleway network linking all areas of the development to Shenley Lane and links to the north-south footpath/cycleway and to the east-west bridleway along the southern site boundary.
- Smaller green corridors with formal planting (10m in width) running along all the road corridors through the site framing and reducing the impact of the roads through the development
- Open space on northern site boundary at junction of vistas to break the line of development along the northern boundary
- Retention of existing hedges running along Shenley Lane (eastern site boundary); north south along existing farm track/footpath and east west in the north western corner of the site
- Roundabout from Shenley Lane serving an appropriate class of access to the development which is positioned midway between Telford Road (to the north) and Walsingham Way (to the south)
- Internal roundabout to serve larger parcels of residential development
- Residential development will be orientated towards the public realm and focused on landscaped areas and the supervision of public footpaths and cycleways
- Residential density areas establishing those parts of the site that can be developed at a higher density (where landscape impact is less sensitive) and those parts of the site that need to be developed at a lower density (where landscape impact is more sensitive)
- Larger built forms (extra care housing and secondary school) closer to the existing larger buildings of Napsbury Hospital
- Smaller built forms (primary school) closer to the urban edge and country park to reduce impact on the landscape
- Integration of Sustainable Urban Drainage systems and the provision of a balancing pond to the south to provide surface water attenuation (swales and other measures can be introduced at the detailed design stage)

Residential development

3.9 The masterplan (5341/504/A) illustrates a development comprising:

- High density residential development area (175 dwellings)

- Medium density residential development area (193 dwellings)
 - Low density residential development area (32 dwellings)
 - Extra care housing (50 dwellings)
- 3.10 The overall housing allocation (based on the masterplan as shown) can accommodate 450 dwellings. Special needs housing (12 units) would be accommodated in groups of four units (throughout the development). The exact location of the special needs housing would be determined at the detailed planning application stage depending on the dwelling typology.
- 3.11 Overall it is concluded that the housing allocation (440 dwellings) can be delivered if the masterplan density approaches are adopted.
- 3.12 Structural landscaping along all the site boundaries should be established during the construction of the early phases of development to reduce the visual impact of the second phase and to protect the residential amenity of adjoining residential development.

Education and community facilities

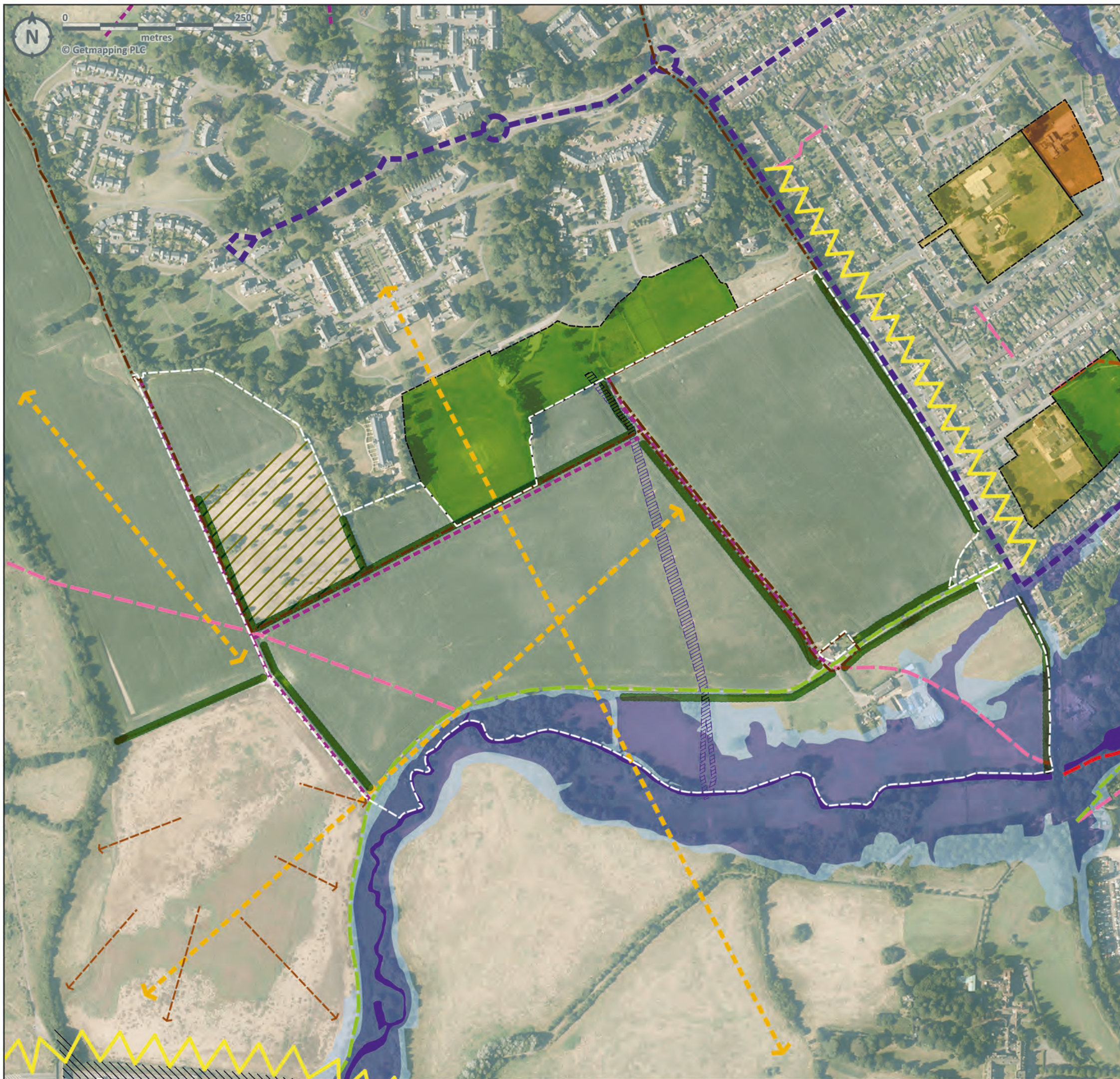
- 3.13 The masterplan illustrates the provision of:
- Land for a 8FE secondary school (building zone 4.65ha and playing fields 9.18ha) with the secondary school allocation being located in the proposed education zone with the total area of 13.83ha (due to site configuration) which is acceptably just over the 12ha threshold used for local plan allocations
 - Land for a 2FE primary school (building zone 1.30ha and playing fields 0.78ha) which is 2.08ha (due to site configuration) which is acceptably just over the 2ha threshold used for local plan allocations
 - Community playing fields (2.53ha) located adjacent to Shenley Lane to enable access for all residents (including existing London Colney residents)
 - Children's play areas (which would be overlooked by the extra care scheme and residential development to the south)



















Napsbury Country Park, open spaces and woodland

- 3.14 The BL site offers the opportunity to create a new riverside country park along the River Colne corridor on land owned by the County Council which could provide:
- Improvements to existing rights of way, signing, crossings and stiles to provide linkages to the London Colney Nature reserve and car park to the east of Shenley Lane
 - Riverside open space, wildflower meadows, scattered trees and mown grass paths on land adjoining the River
 - The addition of new woodlands as part of the community forest to create a more defensible Green Belt boundary to the west of the development and to create informal recreation opportunities to the south of the bridleway
- 3.15 This Country Park would provide the opportunity for increased accessibility for both informal and formal recreation whilst providing a strong and defensible green belt boundary as well as respecting and enhancing the setting of the Napsbury Park Conservation Area, Registered Park and Garden.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 Land west of London Colney has been identified as a Broad Location (BL) for development in the St Albans City and District Draft Local Plan for Publication (Regulation 19 stage).
- 4.2 The majority (aside of some private dwellings) of the BL site allocated land is in the ownership of Hertfordshire County Council.
- 4.3 A number of technical and environmental studies were commissioned to support the preparation of a preliminary masterplan to test deliverability and developability of the land allocation:
- Archaeological desk-based Assessment
 - Air Quality Assessment
 - Preliminary Ecological Assessment
 - Flood Risk Statement
 - Heritage Assessment
 - Landscape and Visual Assessment
 - Noise and Vibration Assessment
 - Transport Appraisal
 - Services Investigation Report
- 4.4 The technical and environmental studies conclude that there are no significant impediments to development. The studies did identify site constraints which have been considered in the preparation of the preliminary masterplan for the site.
- 4.5 The preliminary masterplan indicates the 450 dwellings can be accommodated (with variable density levels) within the housing allocation (including 12 special needs dwellings and 50 extra care housing dwellings). It has been demonstrated that the area identified in the Publication Draft Plan is of sufficient size to accommodate the number of dwellings identified in the policy with no boundary amendments required.
- 4.6 The preliminary masterplan indicates that a site can be identified for an 8FE secondary school and a 2FE primary school. It has been demonstrated that the area identified in the Publication Draft Plan is of sufficient size to accommodate the required site areas for the educational uses with no boundary amendments required.
- 4.7 The preliminary masterplan indicates that open spaces and woodland can be accommodated within the BL areas retained in the Green Belt with a potential extension to the existing woodland in the north-west corner of the BL land allocation with no boundary amendments required.
- 4.8 In order to accommodate the community playing fields (if these were to be accessible to existing London Colney residents as well as new residents) and a country park it is likely that the boundary of the land allocation needs to be extended to the south to include the areas identified on the masterplan.
- 4.9 It is concluded that, subject to detailed design, the uses listed in the Broad Location Policy S6ix) can be accommodated within the proposed allocation with no serious impediments to development. It is recommended that the southern site boundary is extended to accommodate the country park and community playing fields as proposed on the masterplan.



-  SITE BOUNDARY
49.95ha
-  SIGNIFICANT HEDGEROWS
-  NEWLY PLANTED NATIVE WOODLAND
-  COMMUNITY BUILDINGS
-  OPEN SPACE
-  EDUCATIONAL FACILITIES
-  HISTORIC PARK & GARDEN
-  BUND AREAS
-  FLOOD ZONE 3
-  FLOOD ZONE 2
-  EASEMENT
-  NOISE SOURCES
-  VISIBILITY LINES
-  SLOPE
-  RESTRICTED BYWAY
-  BRIDLEWAY
-  PUBLIC FOOTPATH
-  INFORMAL PATH
-  BUS ROUTES

LAND WEST OF LONDON COLNEY BROAD LOCATION

Site constraints

PROJECT NO	DRAWING NO	REV
5241	502	
DRAWN	DATE	SCALE
HNA	OCTOBER 2018	1:5000

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-  SITE BOUNDARY
49.95ha
-  RESIDENTIAL
(HIGH DENSITY: 50dph = 175 DWELLINGS)
-  RESIDENTIAL
(MEDIUM DENSITY: 40dph = 193 DWELLINGS)
-  RESIDENTIAL
(LOW DENSITY: 30dph = 32 DWELLINGS)
-  EXTRA CARE HOUSING
(50 DWELLINGS 0.64ha)
-  SECONDARY SCHOOL BUILDING ZONE
(4.65ha)
-  SCHOOL PLAYING FIELDS
(SECONDARY SCH: 9.18ha PRIMARY SCH: 0.78ha)
-  PRIMARY SCHOOL BUILDING ZONE
(1.30ha)
-  SCHOOL BUILDING LOCATIONS
-  SCHOOL PARKING AREAS
-  ALL WEATHER PITCHES
-  ACCESS ROADS
-  FOOTPATH/CYCLEWAYS
-  EASEMENT
-  CHILDREN'S PLAY AREAS
-  SURFACE WATER ATTENUATION
(0.76ha)

REVISION A:
Care home and special needs housing site combined to extra care housing
HNA/11-10-2018

LAND WEST OF LONDON COLNEY BROAD LOCATION

Preliminary masterplan

PROJECT NO	DRAWING NO	REV
5241	504	A
DRAWN	DATE	SCALE
HNA	OCTOBER 2018	1:5000

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Appendix 91: Green Infrastructure Extract of West of Chiswell Green
Landowner/Developer Representations Regulation 19 Consultation (October 2018)

Land to the west of Chiswell Green

St Albans City & District Local Plan 2020-2036 Publication Draft (Regulation 19)

10/18

Joint Representations prepared by JB Planning Associates and Adrian Irving (Trustee) on behalf of Alban Developments Ltd and Adrian Irving (Trustee)



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ALBAN
DEVELOPMENTS LTD.

Adrian Irving
(Trustee)

Land to the west of Chiswell
Broad Location, St Albans (Policy S6x)
Illustrative Design Brochure

October 2018

**BARTON
WILLMORE**

1 INTRODUCTION

This document sets out the design principles supporting the proposed framework masterplan for the land to the west of Chiswell Green, St Albans (Policy S6x).

The document includes a contextual analysis of Chiswell Green that demonstrates the sustainable credentials of the Site's location close to the heart of the settlement. This is followed by an analysis of the opportunities and constraints afforded by the Site itself, followed by

a concept for the layout and an illustrative framework masterplan.

Finally, a montage of architectural and landscape precedents gives an indication of the high quality approach to the design that is envisaged in order to make best possible use of the opportunities presented by the site.




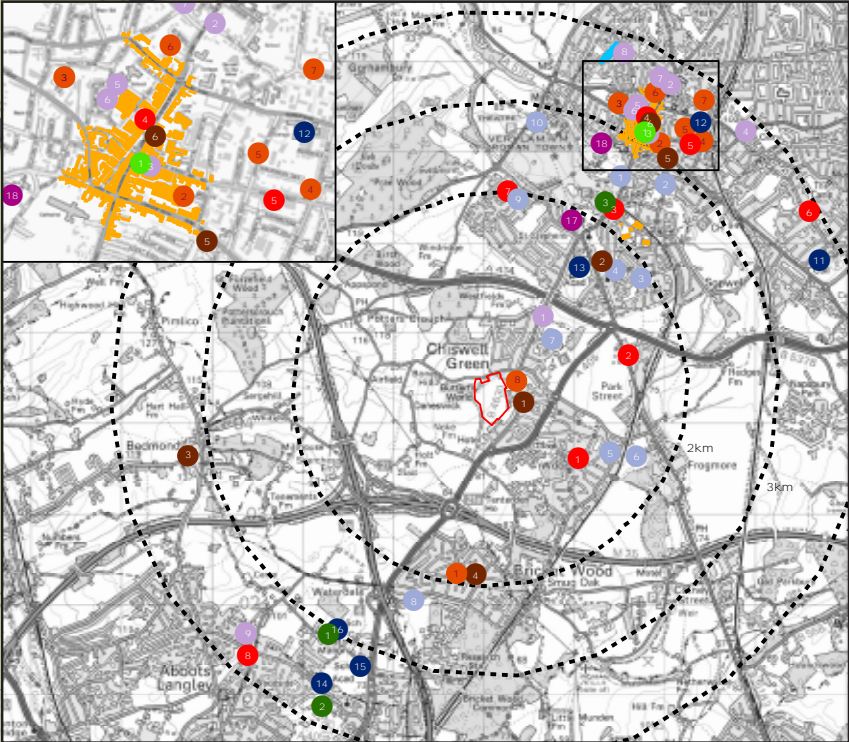
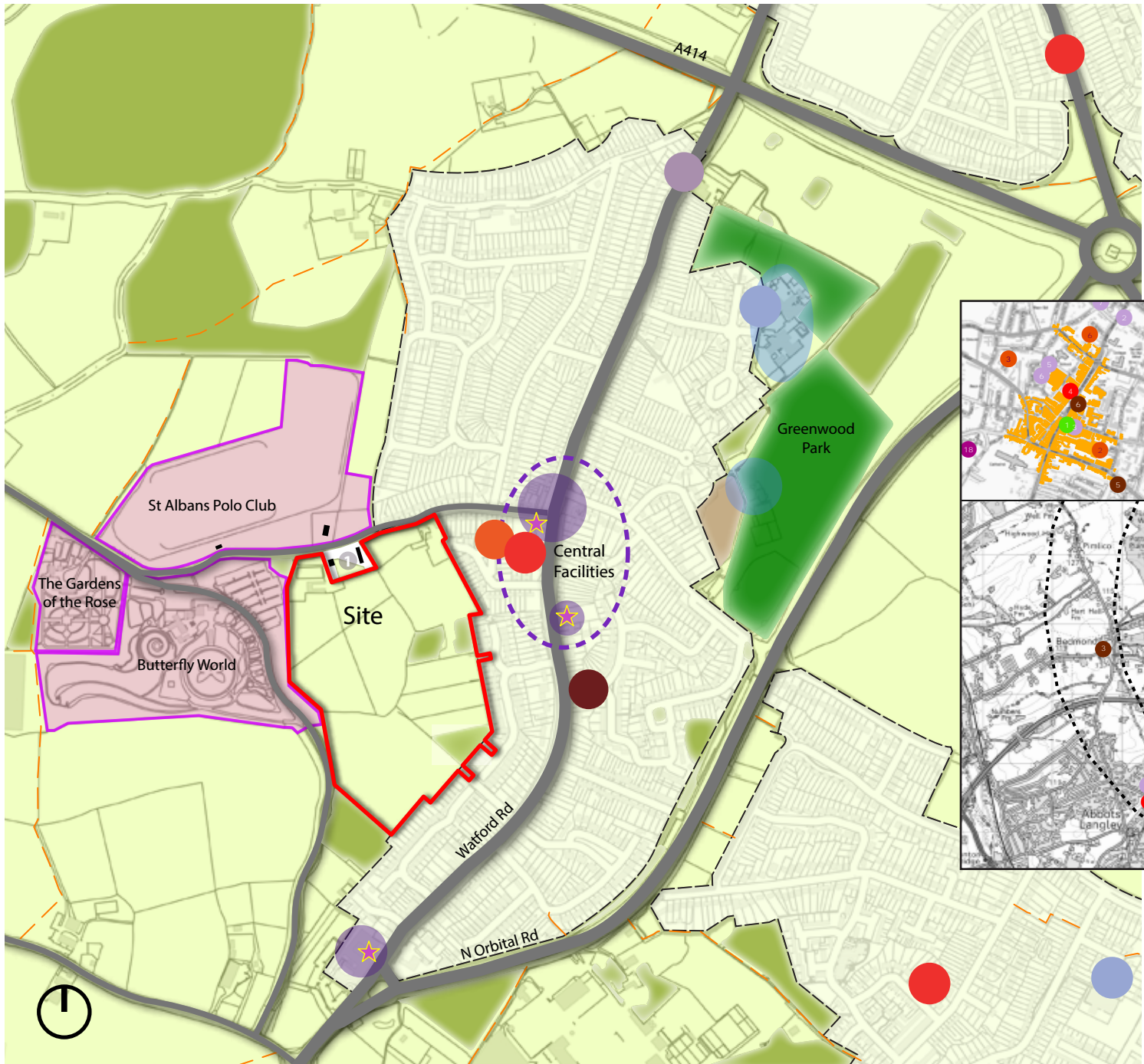
Existing settlement boundary.

2 A SUSTAINABLE LOCATION

The diagram opposite shows the Site's close relationship to the heart of Chiswell Green. Facilities include a Post Office, convenience, other retail and food outlets, a public house and bus routes.

Whilst the land is designated as Green Belt it takes the form of a well-defined parcel that sits between existing residential development and land that is currently occupied by the recently closed "Butterfly World", the Gardens of the Rose, and St Albans Polo Club. St Albans city centre is approximately 3km to the north of the site.

-  Proposed Allocation
 -  Existing Settlement Boundary
 -  Main existing roads
 -  Existing Public Rights of Way
 -  Existing woodland and tree belts
 -  Greenwood Park
 -  Green Belt
 -  Existing Facilities
- includes: Co-op, Dental Practices, Food Stores, Post Offices, GP Practices and Primary Schools.
 -  Existing schools and community halls
 -  Other uses as labelled
 -  Allotments
 -  1 Adjacent cottages and other residential
 -  Primary Schools
 -  Secondary Schools
 -  Independent Schools
 -  GP Practices
 -  Dental Practices
 -  Library
 -  Post Office
 -  Sports Centre
 -  Main Foodstores
 -  Primary Shopping & Retail Park
 -  St Albans City Hospital
- NB: Locations are indicative and may have been spread to avoid overlapping



Extract from Barton Willmore Facilities Assessment (Feb 2016)



Site Context Plan. Not to Scale.

3 SITE OPPORTUNITIES & CONSTRAINTS

The site itself is well-defined by field boundaries that would be retained and enhanced in any future development. Existing planting within the site can also be retained and enhanced as part of a generous landscape strategy. Within the gently rolling landscape, a comprehensive Landscape and Visual Impact Assessment has identified areas suitable for 2 to 2.5 storey development and 2.5 to 3 storey development as shown.

Potential vehicular access points are also shown with potential access points from Chiswell Green Lane, Long Fallow and Forge End.

The Site's proximity to centre of Chiswell Green renders the north-west corner particularly suited to a community function. Opportunity for a serviced site for a new primary school is available and will be delivered subject to the requirements of the education authority.

-  Opportunity for new school relating to Chiswell Green centre.
-  Existing Cottages. Frontages to be respected.
-  Existing blocks close to boundary. Adequate overlooking distances to be maintained
-  Existing woodland
-  Existing Tree Belts/ Groups of trees to be retained
-  Existing Group of trees. To be retained where possible
-  Western Boundary enhanced with woodland/ tree planting to create robust boundary to Settlement Edge
-  Treatment of boundary vegetation to achieve appropriate edge condition to adjacent property
-  Existing off-site landscape framework
-  Boundary suited to frontage
-  Boundary suited to backing onto
-  Proposed Allocation
-  Settlement Boundary
-  Main existing roads
-  Existing Public Right of Way
-  Open green spaces
-  Green Belt
-  Existing Facilities
-  Area considered suitable for 2.5-3 storey development
-  Area considered suitable for 2-2.5 storey development
-  Opportunity for pedestrian/cycle/ vehicle access to Butterfly World, subject to land owners agreement.
-  Opportunity for vehicle/pedestrian/cycle link through site
-  Previously developed land within the site



Constraints & Opportunities Plan. Not to scale.

4 DESIGN CONCEPT

The Design Concept opposite has emerged from the analysis on the preceding pages of this document. It shows a development that is fronted by a serviced site for a potential new primary school site, with residential areas identified as a set of parcels defined by retained and enhanced hedgerows that act as a linking green network through the site. Larger parcels are provided with their own neighbourhood open spaces in addition to the wider network.

Access points at Chiswell Green Lane, Long Fallow and Forge End are utilised.

-  Proposed Allocation
-  Existing Settlement Boundary
-  Main existing roads
-  Potential cycling and pedestrian links
-  Vehicular/cycle/pedestrian access
-  Existing Public Rights of Way
-  Open Spaces
-  Woodland
-  Tree Belts
-  Butterfly World
-  Existing facilities
-  Approx. area of 2.5-3 storey development
-  Approx. area of 2-2.5 storey development





Concept Diagram.

5 FRAMEWORK PLAN

The Framework Plan gives an illustrative vision of how the Design Concept could be realised. The green network and public open spaces provide a range of recreational and amenity spaces along with enhanced habitat that do not rely on private woodland. A proposed ecological link bisects the site using existing woodland & proposed enhanced planting. Surface water management is incorporated into the landscape structure through a network of infiltration basins.

Development is envisaged as a range of terraced homes with garden area contained to the rear, plus some detached and semi-detached dwellings and clusters of apartments. This represents an efficient use of land whilst respecting the semi-rural character of Chiswell Green. It is proposed to be realised with innovative and bespoke architectural solutions. Development will take the form of perimeter blocks with rear gardens facing onto one another. The architectural language would be designed to harmonise with the appearance of the adjacent local neighbourhoods.

The total proposed site allocation measures 14.66 ha. Within this, 8.40 ha comprises the net residential area that would have a density of 44.0 dwellings per hectare. The serviced site for the Primary School occupies 2 ha, including an associated playing field, in accordance with Department of Education standards. Areas of open space amounting to 4.26 ha make up the remainder of the proposed allocation.

In addition to general housing needs, a serviced site for a Primary School has been reserved adjacent to Chiswell Green Lane. The playing field for this will

provide an attractive entrance to the development as well as a green buffer to the street scene. A non residential facility is proposed adjacent to the school, and key worker housing is proposed at key strategic points throughout the site. Overall the layout is characterised by a high degree of pedestrian permeability between the proposed development and the existing community, opening up connections along green routes from Chiswell Green Lane, Long Fallow and Forge End. We have also suggested the possibility of a pedestrian or vehicular connection to the "Butterfly World" and "The Gardens of the Rose" sites, subject to a suitable access agreement with the neighbouring private landowners.

Note: Housing mix has been devised to reflect Appendix 6 of the St Albans City and District Local Plan 2020-2036 Publication Draft (2018)

Tenure	1 Bed	2 Bed	3 Bed	4+ Bed	Total
Affordable Rent	6 (14%)	10 (22%)	25 (57%)	3 (7%)	44
Social Rent	6 (14%)	10 (22%)	25 (57%)	3 (7%)	44
Subsidised Home Ownership	8 (14%)	13 (22%)	33 (57%)	4 (7%)	58
Market Housing	31 (14%)	48 (22%)	125 (57%)	15 (7%)	219 (inc. 7 (3%) self-build homes)
All sectors	51 (14%)	80 (22%)	208 (57%)	26 (7%)	365

	CHL/ADL proposed site allocation boundary		Self build plots		Recreation field
	Boundary to proposed school site		Key worker units		LEAP
	Vehicular site access points		Non Residential Use		Existing trees and structural planting
	Principal pedestrian and cycle connections		School building		Ecological Link
	Pedestrian, cycle & emergency access only		School playing field		Woodland walk
	Possible connection to Butterfly World and Rose Gardens		Private gardens		Proposed trees
	Shared surface		Public open space		Infiltration Basins
	Area to be developed at 2 storeys		Pedestrian priority public space		Village centre/Local shops
	Area to be developed at 2-3 storeys		Parks and amenity green space		



Proposed Framework Plan. Not to scale.

Appendix 92: Green Infrastructure Extract of Park Street Garden Village
Landowner/Developer Representations Regulation 19 Consultation (October 2018)

VINCENT+GORBING

**Park Street Garden Village
Broad Location**

Representations

On behalf of
Hertfordshire County Council

October 2018

Prepared by
Vincent and Gorbings

A large teal graphic occupies the bottom half of the page. It features a diagonal split from the top-left corner to the bottom-right corner. The area to the left of this diagonal is a lighter shade of teal, while the rest is a darker teal. In the bottom right corner of this graphic, the letters 'VG' are printed in a large, white, sans-serif font.

VG

3.0 HIGH LEVEL MASTERPLAN

- 3.1 This section of the representation sets out the high-level masterplan presented to SADC in May 2018. The masterplan illustrates possible design approaches to developing the site.

Design Parameters

- 3.2 The Former Radlett Aerodrome site has not been subject of any significant previous masterplan preparation by HCC (although layouts were prepared in draft by housebuilders and sent to SADC in 2016). HCC has recently been advised that Taylor Wimpey (TW) has produced a Garden Village masterplan for the site. It is not known whether the recent TW masterplan has been informed by technical or environmental studies accompanied those plans.
- 3.3 To inform the preparation of this high-level masterplan the Strategic Rail Freight Terminal (SRFT) planning application has been used to:
- Identify development limits of the garden village (given that this developable area has been the subject of an EIA)
 - Position the SRFT by-pass which has been retained at this stage but to be informed by further highway capacity appraisal
 - Position the access to the development onto the A414 which has been retained at this stage but to be informed by further access appraisal
 - Position the access to the development onto the A5183 which has been retained at this stage but to be informed by further access appraisal
 - Retain the Country Park proposals as far as possible in keeping with the SRFT proposals
- 3.4 It is acknowledged that these parameters require land outside HCC control in the ownership of the Gorehambury Estate. Technical work on the access arrangements (to either the A414 or A5183) would need to be undertaken to inform the masterplan preparation process and to define the level of development that could be served by one or both of the access points. This work will take some months to complete.
- 3.5 HCC have cited the following site area requirements for secondary and primary schools:
- Secondary School: minimum 12ha to provide for a BB103 (area guidelines for mainstream schools) compliant school and to allow for any abnormals that might emerge following technical and environmental investigations during a detailed site and building design
 - Primary School: minimum 2.0ha to provide for a BB103 (area guidelines for mainstream schools) compliant school and to allow for any abnormals that might emerge following technical and environmental investigations during a detailed site and building design
- 3.6 Similarly, the secondary and primary education uses therefore require a total area of 14ha which might be reduced depending on abnormals or the delivery of an all through school, but it should not be assumed at the local plan preparation stage that areas can be significantly reduced.

High level masterplan

3.7 The high-level masterplan (Plan 5241/602) for the Former Radlett Aerodrome proposes:

- Residential development in 6 parcels providing 1530 units at 30dph and 2040 units at 40dph which exceeds the minimum 500 dwelling requirement for strategic scale sites and enables flexibility in density levels
- Development form reflecting the orientation of the former aerodrome runway pattern to provide a continuous historic reference and Garden City planning principles (green link running through the development formed by tree lined boulevard referencing Parkway (Welwyn Garden City), and a central green core with water feature referencing Kennedy Gardens (Letchworth)
- Landscaped entrance to the south to improve environmental conditions and providing a woodland setting adjacent to existing residential development along Park Street
- Vehicular access to the site from North Orbital (point fixed by previous SRFT appraisals) linked to a by-pass around the development (which may or may not be required depending on further technical work) and through routes into the development for the Garden Village traffic
- Country Park on land to the north-west of the site (replicating SFRT Country Park) and creating a permeable pedestrian/cycle link through to Park Street (which would need to be improved) and to the north and north-east linking to a retained Wrights Farm (Community Food Zone)
- Segregation of pedestrian and vehicular traffic flows and the retention of existing rights of way and informal footpaths with potential pedestrian links to the Land west of London Colney (north and south of Napsbury) development
- New woodland planting in the Country Park, extensions to the existing native woodland and new formal planting patterns to way mark streets and pedestrian links replicating existing way marking and creating new rights of way networks to the north, east, west and south
- Village centre (mixed use retail/community and residential) which is located close to northern entrance to the development and adjoins park and ride/rail to encourage passing trade as well as meeting the needs of the development (concentrates traffic flows associated with this use close to the A414 whilst still being accessible to residential areas)
- Potential new station on the Midland Mainline (former station location) and car park for station use only (further technical work required on need and viability particularly given enhanced links to Park Street (Abbey Line) station)
- Potential site area for secondary school located in the heart of the residential development (13ha) but substitution of RA2 could lead to a loss of 520 dwellings (with a new secondary school on land west of London Colney there may not be a requirement for a second secondary school on land at Park Street Garden Village if sustainable transport links (cycling/walking) can be established under the Midland Mainline Railway to create good accessibility)
- Primary school (3ha) enough for 2fe site which could possibly be extended to create 3fe primary school (area adjustments to RA2)

Compliance with proposed policy

- 3.8 The high-level masterplan complies with the proposed land allocation as follows noting that some matters will need to be dealt with at the preliminary masterplan stage informed by additional technical and environmental studies:

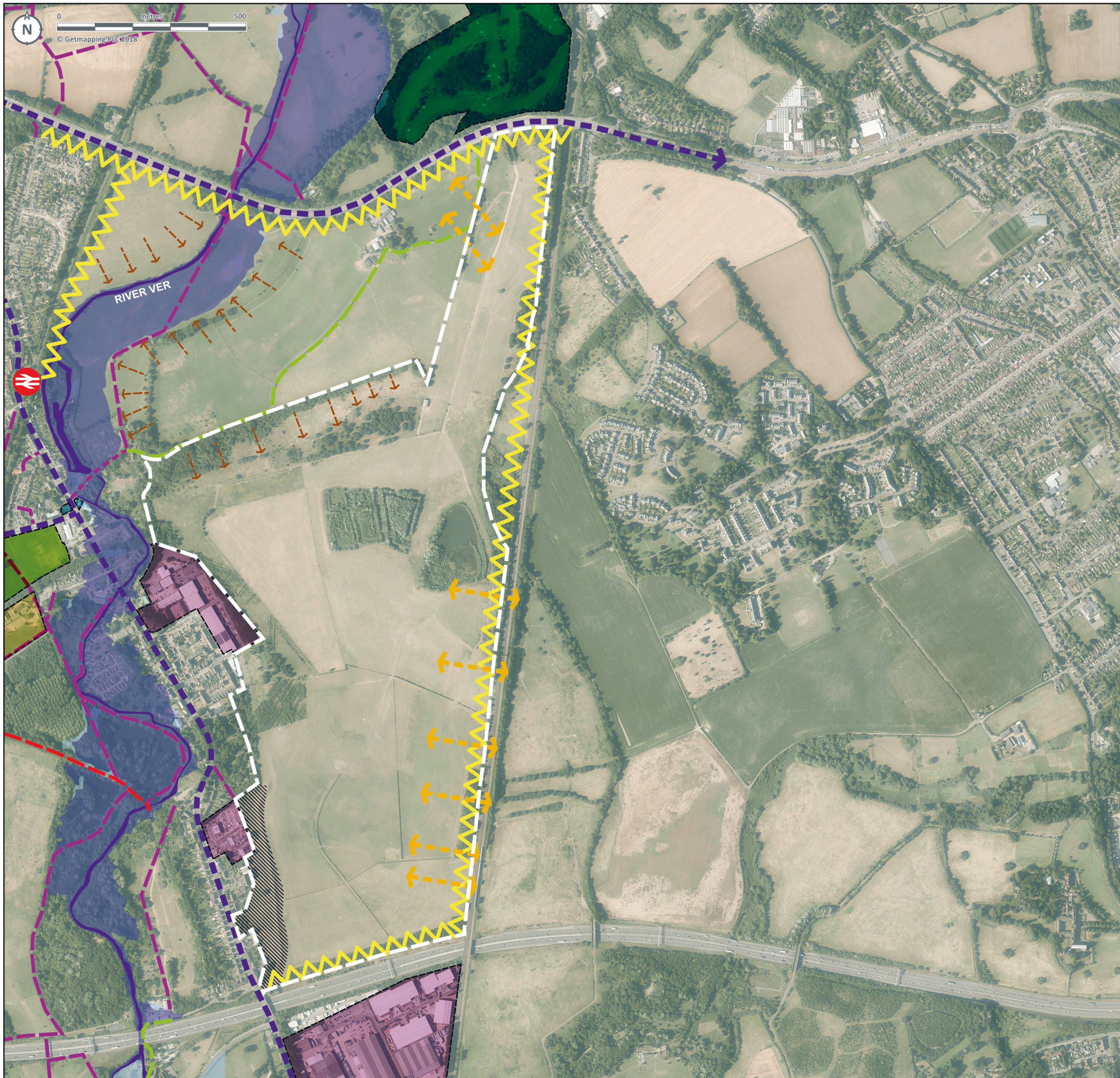
Table One: Proposed policy compliance	
Minimum capacity 2,300 dwellings	High level masterplan response: 1530-2040 units which is currently below the target for the site but could be increased with density approaches to existing parcels, by stretching the definition of parcels and by a mixed-use approach to the village centre
The 2,300 dwelling figure above includes one 50+ bed C2 Residential or Nursing care home, at least one 50+ home Flexi-care scheme and 20 units to provide special needs accommodation, in accordance with Policy L2	High level masterplan response: 1530-2040 units can include at least one 50+ bed C2 Residential or nursing care home and at least one 50+ C3 Flexi-care scheme These uses can be identified at the preliminary masterplan stage.
Minimum 40% Affordable Housing in accordance with Policy L3	HCC would ensure compliance at any detailed planning application stage Phasing and design
Minimum overall net density 40 dwellings per hectare	Preliminary masterplan stage Phasing and design at planning application stage.
Housing size, type and mix as set out in Policy L1 and Appendix 6	HCC would ensure compliance at any detailed planning application stage Phasing and design
Strategic and local open space, including managed woodland and ecological network links	High level masterplan response: new country park is proposed and woodland areas along site boundaries with links to Country Park areas to the east of the site (under pass the railway) and north of the site into existing rights of way networks
Countryside access links including off road paths (rights of way) and links to a community food zone retained in the Green Belt	High level masterplan response: development links directly into off road paths and links to the community food zone (Hedges Farm) which is proposed for retention
A substantial new Country Park providing facilities for new and existing communities	High level masterplan response: this is proposed (northwest of the site) as part of the development
Retention of important trees and landscape features	High level masterplan response: trees on site boundaries are proposed for



	retention and enhancement – further work will be required at later stages to determine the impact on other landscape features in more central areas of the site
One 3FE and one 2FE primary schools, including early years provision to serve the new community	High level masterplan response: primary school site (3ha) has been identified which could be extended to provide 3fe but a second primary school site has not yet been identified and further work will be required at the preliminary masterplan stage
An 8FE secondary school to serve new and existing communities	High level masterplan response: secondary school site has currently been identified at the expense of residential development parcel RA2 leading to a loss of 520 dwellings but further work at the detailed feasibility stage could address this requirement more fully and there maybe the option of creating provision at Land west of London Colney to serve both Broad Locations.
Transport Network (including walking and cycling links) and public transport services upgrade/improvements, including a local bypass route for Park Street and improvements to the A414 as a strategic route for the wider area	High level masterplan response: segregated walking and cycling links have been created through the development and linked to adjoining existing rights of way and informal footpaths and into adjoining land
New park and rail facility on the Abbey Railway line south of the A414	Preliminary masterplan stage – major transport infrastructure study required to assess potential
15-20-minute peak period service on the Abbey railway line from date of first occupation. This will likely require a new passing loop on the Abbey Railway line, either on site or delivered elsewhere	Preliminary masterplan stage – major transport infrastructure study to assess potential
3% of homes provided to be self-build housing	Detailed planning application stage: Phasing and design
New neighbourhood and local centres, including commercial development opportunities	Detailed planning application stage: Phasing and design
Recreation space and other community facilities, including health provision	High level masterplan response: village centre shown on masterplan which can include all these uses
3% homes to be self-build housing	Deed planning application stage: Phasing and design

Community Management Organisation with sufficient assets to provide sustainable management of community facilities, open spaces and parklands	Detailed planning application stage: S106 agreement
Excellence in design, energy efficiency and water management	Detailed planning application stage: Phasing and design
Appropriate renewable energy production and supply mechanisms	Detailed planning application stage: Phasing and design
Two 15 pitch Gypsy and Traveller sites	Preliminary masterplan stage
Full exploration of possibilities for direct services to Euston via Watford and/or links to a future Metropolitan Line extension in Watford	Preliminary masterplan stage
Full exploration of possibilities for an Abbey Line stop or active travel routes/measures serving the BRE	Preliminary masterplan stage
Full exploration of possibilities for an additional station on the Midland Mainline	Preliminary masterplan stage

4.0 SUMMARY AND CONCLUSIONS

- 4.1 The Former Radlett Aerodrome site has been identified as a Broad Location (BL) site for development in the St Albans City and District Draft Local Plan for Publication (Regulation 19 Stage).
- 4.2 The majority of the BL site allocates land which is in the ownership of Hertfordshire County Council.
- 4.3 The BL site is currently the subject of a planning permission for a Strategic Rail Freight Terminal (SRFT) which was granted outline planning consent in July 2014. Subsequent reserved matters applications were granted planning consent in May 2018.
- 4.4 Following a request from SADC, HCC commissioned the preparation of a High-Level masterplan, for the BL allocation, informed by the development parameters from the SRFT application. This masterplan is submitted as part of this representation. Further technical and environmental studies will be required to develop a preliminary masterplan which will confirm that all the requirements in Policy S6xi can be addressed. Consequently, the enclosed high-level masterplan could significantly change.
- 4.5 Further technical and environmental studies would be required to verify and develop the masterplan to ensure the policy is deliverable and developable.
- 4.6 It is recommended that the work required to support a preliminary masterplan should be undertaken if the SRFT planning consent is, for whatever reason, not implemented.



-  SITE BOUNDARY
-  EMPLOYMENT SITES
-  RETAIL FACILITIES
-  LEISURE FACILITIES
-  OPEN SPACE
-  EDUCATIONAL FACILITIES
-  EXISTING RAILWAY STATION
-  BUND AREAS
-  FLOOD ZONE 3
-  FLOOD ZONE 2
-  NOISE SOURCES
-  VISIBILITY LINES
-  SLOPE
-  RESTRICTED BYWAY
-  BRIDLEWAY
-  PUBLIC FOOTPATH
-  INFORMAL PATH
-  BUS ROUTES

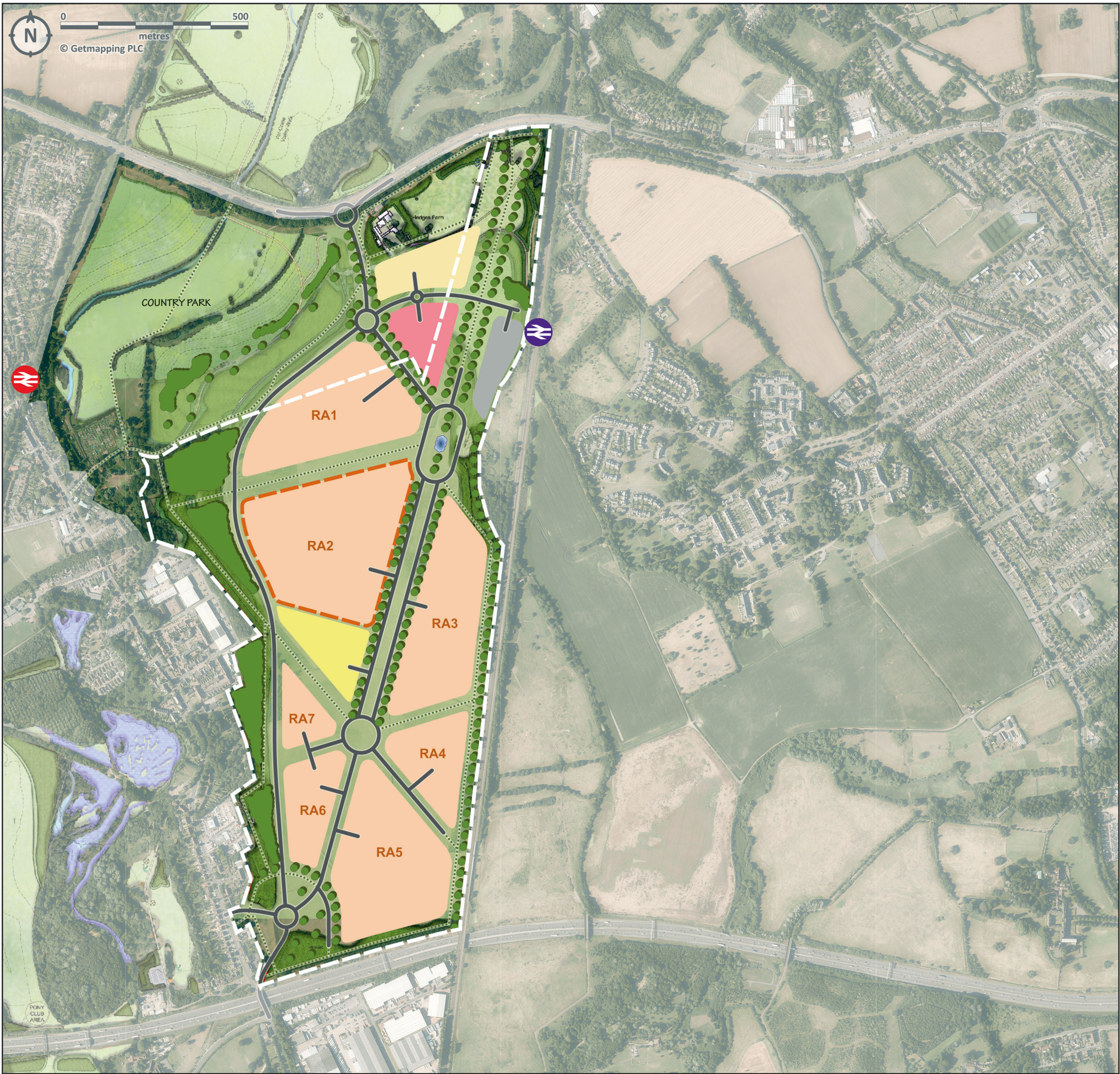
PARK STREET GARDEN VILLAGE BROAD LOCATION

Site constraints

PROJECT NO	DRAWING NO	REV
5241	601	
DRAWN	DATE	SCALE
HNA	OCTOBER 2018	1:10000

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- RESIDENTIAL
- PRIMARY SCHOOL
- SECONDARY SCHOOL: POTENTIAL SITE
- VILLAGE CENTRE
- PARK AND RIDE
- ⚡ EXISTING STATION
- ⚡ PROPOSED STATION
- STATION CAR PARK
- MAIN ACCESS ROADS
- FOOTPATHS/CYCLEWAYS

LAND USE SCHEDULE

RESIDENTIAL PARCEL AREA	AREA	UNITS	
		(30dph)	(40dph)
RA1	9.50	285	380
RA2	13.00	390	520
RA3	9.00	270	360
RA4	4.00	120	160
RA5	10.00	300	400
RA6	3.50	105	140
RA7	2.00	60	80
TOTAL	51.00	1530	2040
PRIMARY SCHOOL	3.00		
VILLAGE CENTRE	2.50		
PARK & RIDE	3.00		
STATION CAR PARK	1.75		

PARK STREET GARDEN VILLAGE BROAD LOCATION

High level masterplan

PROJECT NO	DRAWING NO	REV
5241	602	
DRAWN	DATE	SCALE
HNA	OCTOBER 2018	1:10000

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