

Local Plan Technical Report

2018/2019 Infrastructure Delivery Plan Appendices

Part 8: Transport – Park Street Garden Village

Appendix 29

Appendix 29: Transport 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 written in a large, white, sans-serif font.

VG

2.0 SITE ASSESSMENT

Site location

- 2.1 The Broad Location (BL) site (as identified in the Draft Local Plan) is located east of Park Street (Plan 5241/600). The area shown on plan 5241/600 is 119.08ha.

Land ownership

- 2.2 The area shown on Plan 5241/600 (which is the majority of the BL allocation) is in the ownership of the County Council. There are some small parcels of the BL site not in HCC ownership, namely; the area hatched as part of the transport strategy policy L18 and part of the housing allocation outside the northern boundary of HCC land ownership.

Buildings and uses

- 2.3 Based on preliminary boundary site inspection there would appear to be no buildings in the BL allocation although a full access site visit has not yet been undertaken.

Vegetation

- 2.4 There are existing well established areas of woodland on the site along the north-western boundary of the site, eastern boundary to the railway line, and isolated plantations around the site. No tree survey has been undertaken on any part of the BL site. This would be required at the detailed masterplan and application stages.
- 2.5 There are a number of hedgerows on the site along existing field boundaries apparent from the aerial photograph (Plan 5241/602).

Landscape and visual assessment

- 2.6 The south-western part of the site is bunded and the majority of the site is at a lower level, due to former gravel extraction, than the adjoining areas. There are views of the site from the railway and from existing rights of way outside of the site to the north-west of the site. There is a right of way extending into Park Street which is heavily sloped but links into the public right of way along the northern boundary. A landscape and visual assessment has not been undertaken.

Site constraints

- 2.7 The major site constraints that affect high level master planning are set out below.
- Visibility: there are views across the site from the railway line
 - Access: the optimal location (to be proven by technical assessment) for access is likely to be from the A414 (outside the ownership of the County Council) in the same position as proposed for the SRFT as the County Council's land ownership lies adjacent to the A414 where visibility is poor and Park Street to the south, thus enabling a through route by-pass
 - Noise: noise levels from the A414 and M25 may influence the location and capacity of the site for any development
 - Vegetation: maintaining tree belts and hedgerows to contain any development on the site

- 2.8 There may be other site constraints which can only be identified at the next stage of technical and environmental capacity assessment. At this stage, as this is a high-level exercise, the EIA for the SRFT application (which would set out environmental constraints) has not been reviewed.

Technical studies

- 2.9 A range of technical and environmental studies was undertaken as part of the EIA for the SRFT application. No studies have been undertaken that specifically relate to the use of the site for residential development. However, it has been assumed that a residential use of the site may be less intensive than a SRFT use. As such there should be few impediments to a residential development allocation.

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:

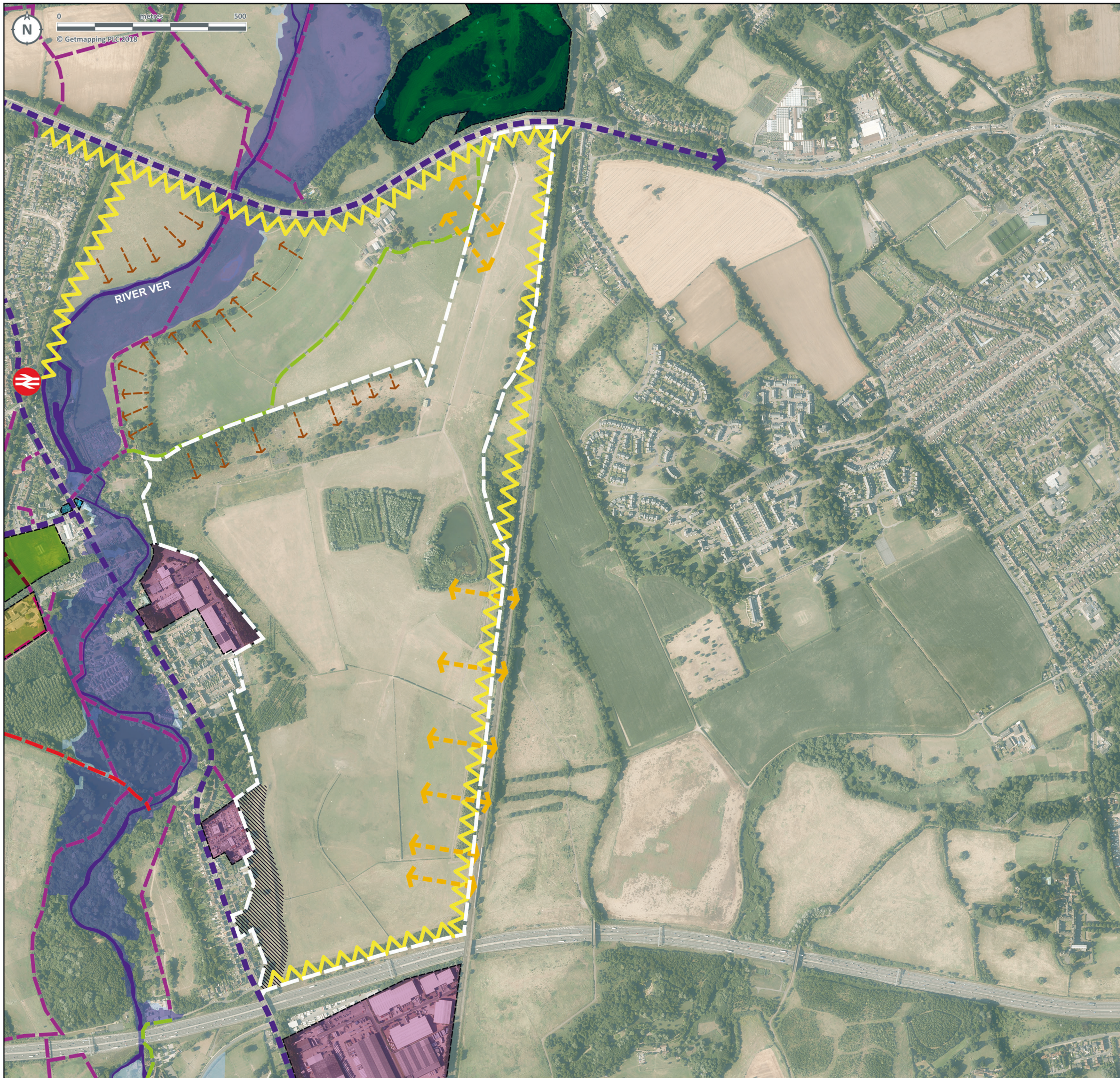
Table One: Proposed policy compliance	
Minimum capacity 2,300 dwellings	High level masterplan response: 1530-2040 units which is currently below the target for the site but could be increased with density approaches to existing parcels, by stretching the definition of parcels and by a mixed-use approach 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

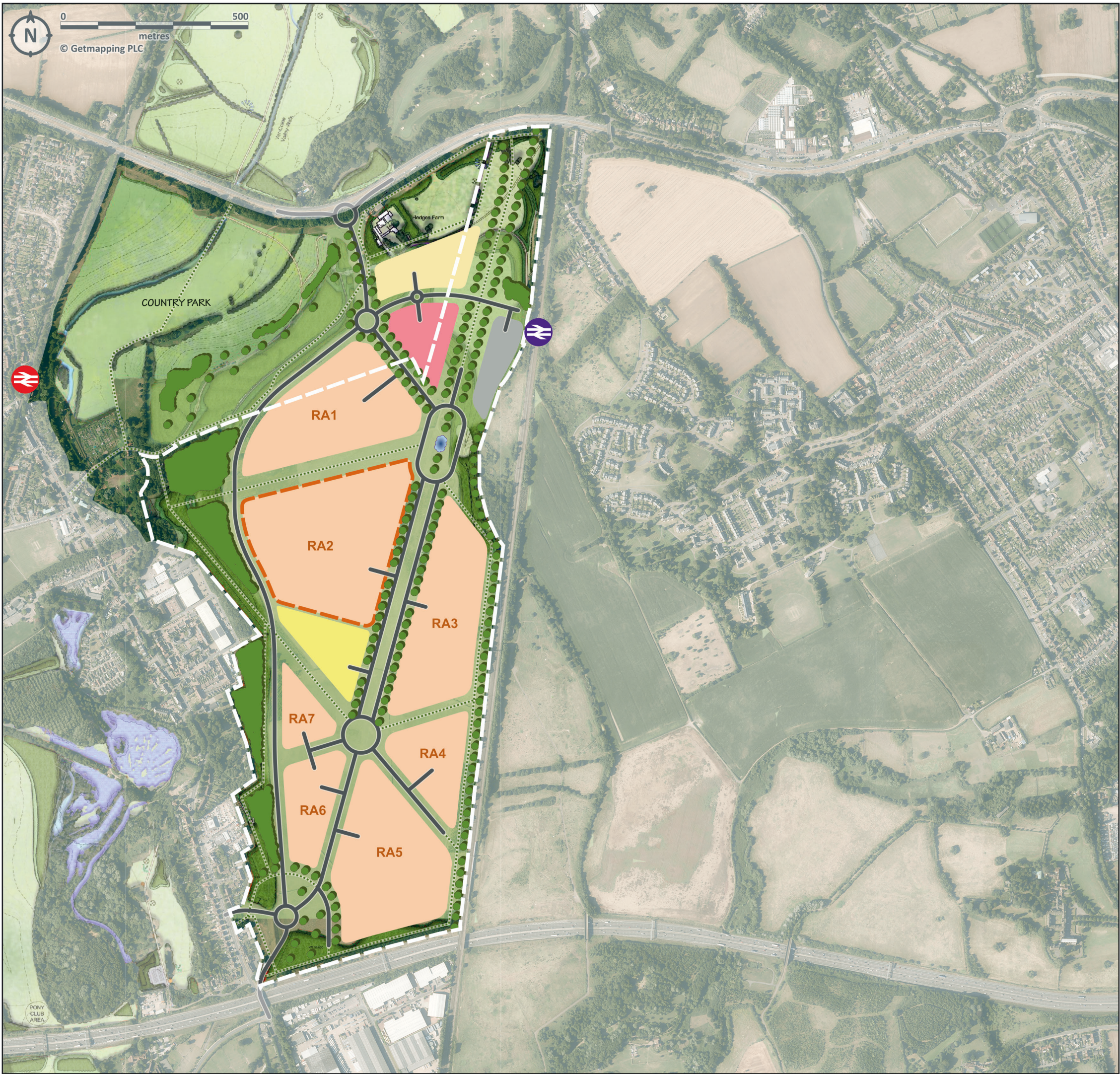
PARK STREET GARDEN VILLAGE BROAD LOCATION

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		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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