

6.0 CONCLUSIONS

- 6.1 The Council acknowledges that the scale of housing need is higher than has previously been planned for and is higher than can be accommodated within the built-up area. 8 Broad Locations have been identified by the Council's Green Belt consultants as capable of being released without harming Green Belt purposes. The Cooters End Farm site falls within the north-west Harpenden Broad Location and as such is sequentially preferable to other potential development sites not within an identified Broad Location.
- 6.2 The site lies adjacent to a larger area of land, also identified by the Council's Green Belt consultants, and now being promoted by L&G and CEG as an urban extension to Harpenden. The Cooters End Farm site could either be developed as part of the wider site or by a separate housebuilder but consistent with the surrounding development.
- 6.3 Highways technical work demonstrates that the access arrangements are suitable for the report site, notwithstanding any proposals for development on surrounding land.
- 6.4 The site is unconstrained (apart from the Green Belt) and could be delivered quickly to meet identified housing need. The fact that it is in separate ownership from the wider site means it could be delivered more quickly and start to meet the urgent housing need in the local area.
- 6.5 The Cooters End Farm site is consistent with the Council's emerging strategy, which focuses initially on the 8 Broad Locations identified in the Green Belt Review. On this basis, the site should be included in the next iteration of the Local Plan when it is published for consultation.

APPENDIX A

TRANSPORT & HIGHWAYS TECHNICAL NOTE

Project: Cooters End Farm, Cooters End Lane
 Prepared by: Andrew Hughes/Mark Fitzgerald
 Approved by: Phil Bell
 Date: 21/02/2018

84 North Street
 Guildford
 Surrey
 GU1 4AU

Tel: 01483 531300
 www.motion.co.uk

1.0 Introduction

- 1.1 Motion has been appointed by Gordon Pearce to provide transport and highways advice with regard to Cooters End Farm, Cooters End Lane, Harpenden, AL5 3NP (herein referred to as "the site").
- 1.2 The site is located to the north-east of the A1081 Luton Road and to the west of Cooters End Lane and Ambrose Lane. Within the context of the wider area the site is positioned to the east of the M1 and 2km north of Harpenden, within the administrative boundaries of Harpenden Town Council (HTC), St. Albans District Council (SADC) and Hertfordshire County Council (HCC).
- 1.3 SADC is currently consulting on its 'Call for Sites 2018' as a result of the Government stating that they should be building circa 9,000 to 10,000 homes a year in the St Albans District.
- 1.4 There is potential to redevelop the site to provide up to 31 dwellings, with access from Cooters End Lane and associated highway improvements.
- 1.5 A site visit was undertaken on 10th January to understand the prevailing conditions at the site and the surrounding area. A site location plan is shown in Figure 1.1 below:



Figure 1.1 Site Location Plan

2.0 Redevelopment to Provide 31 Dwellings

- 2.1 This section sets out an assessment of the redevelopment of the site to provide up to 31 residential units, with access taken from a new priority junction along Cooters End Lane.
- Site Location**
- 2.2 The site is accessed from Cooters End Lane, a single-track road routing between the A1081 Luton Road and Thrales End Road, prior to the junction with the B653 Lower Harpenden Road. Cooters End Lane is subject to a national speed limit, with passing places present along its length. In the vicinity of the site, Ambrose Lane forms a priority junction with Cooters End Lane and provides a link east towards residential areas of Harpenden.

Accessibility by Non-Car Modes of Transport and Proximity to Local Amenities

2.3 Harpenden is served by two National Cycle Network Routes (NCR), namely routes 57 and 6. Both routes provide a connection to / from Harpenden, including the railway station, as shown in Figure 2.1 below. As well as National Cycle Routes, there are off-street routes for cyclists to the south of Harpenden through Rothamsted Park.

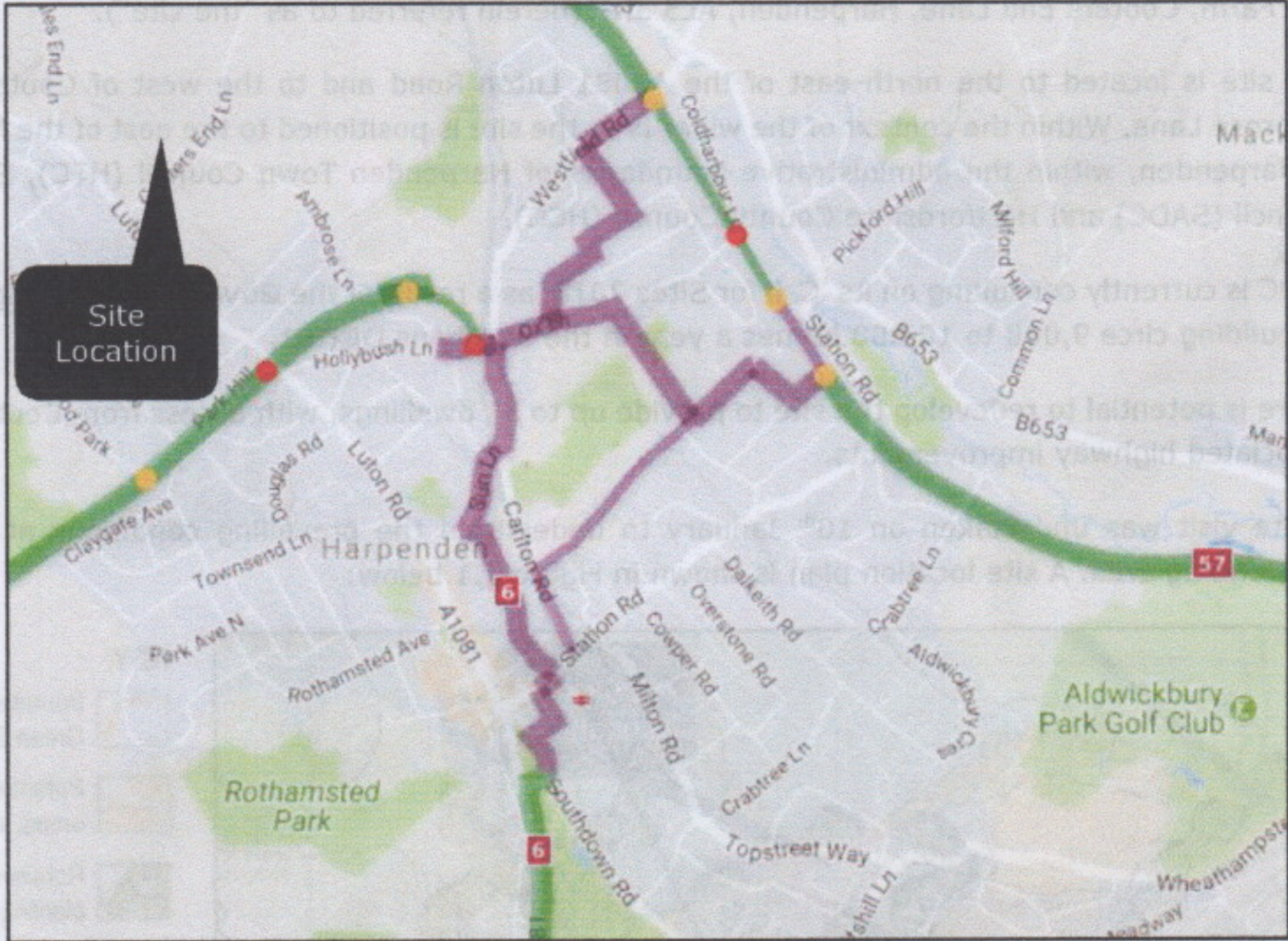


Figure 2.1 NCR 57 and 6

- 2.4 The closest bus stops are located approximately 300 metres south-west of the site, on Luton Road. These stops provide services to Luton, Harpenden Station, Hatfield Business Park, University of Hertfordshire, Hatfield, Welham Green, Potters Bar, Enfield Town and Watford. There is no footway on the northern side of the Luton Road carriageway and access to this stop is considered inadequate.
- 2.5 Harpenden is the closest rail station, located approximately 2.3 kilometres south east of the site. Train services at the station call at locations such as Luton, Bedford, Central London, East Croydon, Gatwick, Brighton, Sutton, Bromley South and Sevenoaks. In total, there are approximately 12 trains per hour departing the station.
- 2.6 The site is located within reasonable walking / cycling distances (i.e. 2km or less) of a range of amenities including primary schools, secondary schools, a doctor surgery, food retail and a leisure facility.

Site Access Proposals

2.7 It is proposed that a new priority junction to the north of the site, towards Ambrose Lane, would provide access to the site. Drawing 1801005 SK01A (attached) shows an indicative access design, with appropriate visibility splays for that section of Cooters End Lane, deliverable within the Applicant's land and / or the public highway. This is also shown in Figure 2.2 below:

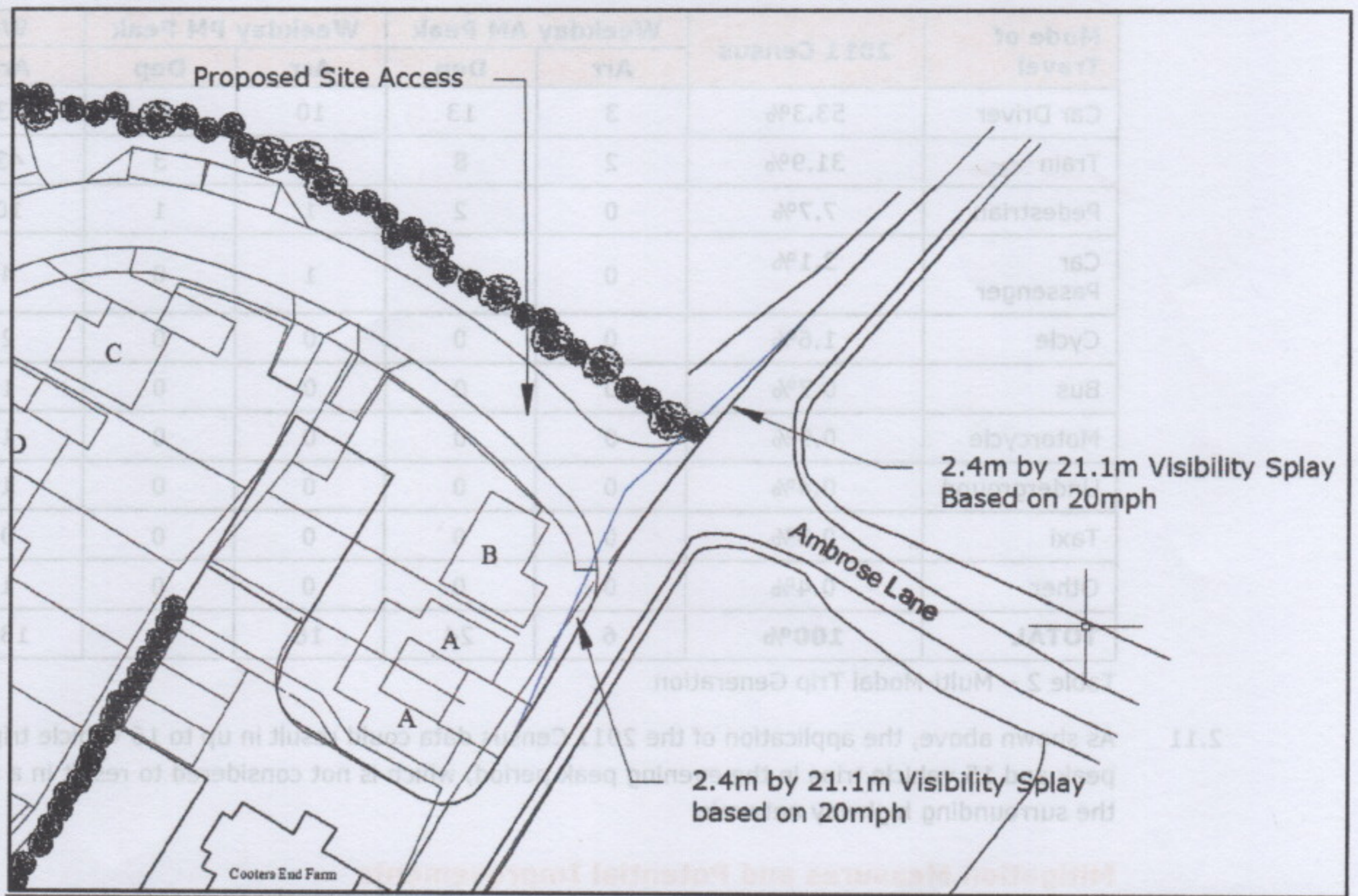


Figure 2.2 Proposed Access and Visibility Splays

Multi-Modal Trip Generation

2.8 The TRICS database has been interrogated for Houses Privately Owned, in England, Outside Greater London, in suburban areas, for sites with up to 50 dwellings. The resultant person trip rates for the uplift of 31 dwellings are set out in Table 1 below:

Peak Period	Person Trip Rate		Total Person Trips	
	Arrival	Departure	Arrival	Departure
AM Peak (08:00 - 09:00)	0.205	0.768	6	24
PM Peak (08:00 - 09:00)	0.584	0.295	18	9
Daily (00:00 - 00:00)	4.399	4.545	136	140

Table 1 - Total Person Trip Rates and Trip Generation

2.9 As shown above, the development of 31 units could result in up to 30 two-way person trips during the morning peak, 27 during the evening peak and 276 over an entire day.

2.10 To assess the assignment of trips by mode of travel, typical travel modes for the existing resident population have been established with reference to Census data for 'Method of Travel to Work' for the resident population (2011 output) for the Super Output Area 'St Albans 001A'.

Mode of Travel	2011 Census	Weekday AM Peak		Weekday PM Peak		Weekday Daily	
		Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	53.3%	3	13	10	5	73	75
Train	31.9%	2	8	6	3	43	45
Pedestrian	7.7%	0	2	1	1	10	11
Car Passenger	3.1%	0	1	1	0	4	4
Cycle	1.6%	0	0	0	0	2	2
Bus	0.7%	0	0	0	0	1	1
Motorcycle	0.9%	0	0	0	0	1	1
Underground	0.4%	0	0	0	0	1	1
Taxi	0.3%	0	0	0	0	0	0
Other	0.4%	0	0	0	0	1	1
TOTAL	100%	6	24	18	9	136	141

Table 2 – Multi-Modal Trip Generation

2.11 As shown above, the application of the 2011 Census data could result in up to 16 vehicle trips in the morning peak and 15 vehicle trips in the evening peak period, which is not considered to result in a severe impact on the surrounding highway network.

Mitigation Measures and Potential Improvements

2.12 During the site visit, it was evident that although Cooters End Lane is lightly trafficked, the existing passing places have deteriorated over time and are over-grown, muddy and contain changes in gradient, making it difficult for two vehicles to pass.

2.13 In addition to this, it was also evident that the more heavily trafficked Luton Road provides inadequate pedestrian access to the bus stop on the northern side of the carriageway.

Formalised Passing Places on Cooters End Lane

2.14 As shown in Figure 2.3 below, the existing passing places along Cooters End Lane are informal / inadequate and would make it difficult for two vehicles to pass satisfactorily, as previously mentioned.

2.15 On review of the highway boundary plan (attached) obtained from the HCC, it is our view that at these, or other locations, the carriageway could be widened, to provide formalised and much-improved places to pass, providing a significant benefit to all users of Cooters End Lane.



Figure 2.3 Existing Passing Places

Footway on Luton Road (Northern Side) and Pedestrian Considerations

- 2.16 On review of the highway boundary plan (attached), it is evident that an additional 2.0m footway is achievable within the public highway, as shown in Drawing 1801005 SK01A and Figure 2.4 below, providing much-improved access to / from the bus stop on Luton Road. Considering that Luton Road is a more heavily trafficked road, this is seen as a significant improvement.
- 2.17 Taking into consideration the aforementioned formalisation / improvements of passing places along Cooters End Lane, this would also provide pedestrians with more space / protection from vehicles (in accordance with MfS guidance), and would be considered more than appropriate for the number of additional pedestrian trips generated by the development in peak hours (i.e. those trips to / from the bus stop and the site).



Figure 2.4 Potential Footway (Northern Side of Luton Road)

3.0 Summary

- 3.1 The following summary can be made with regards to the proposed 31 dwelling scheme:
- ▶ Access would be taken from Cooters End Lane, with an improved access arrangement provided with relevant visibility splays. This access arrangement is achievable / deliverable in isolation of neighbouring sites, with no ransom from adjacent landowners;
 - ▶ A 31-dwelling development could generate 16 two-way vehicular trips in the weekday morning peak hour and 15 two-way vehicular trips in the weekday evening peak hour, which is not considered to represent a severe impact on the local highway network;
 - ▶ To mitigate the development, widening could be undertaken along Cooters End Lane within the highway boundary to formalise passing places, which would improve the carriageway for all users; and
 - ▶ A two-metre footway can be provided along the northern side of the A1081 Luton Road, to improve the pedestrian accessibility to the local bus stops.

1801002

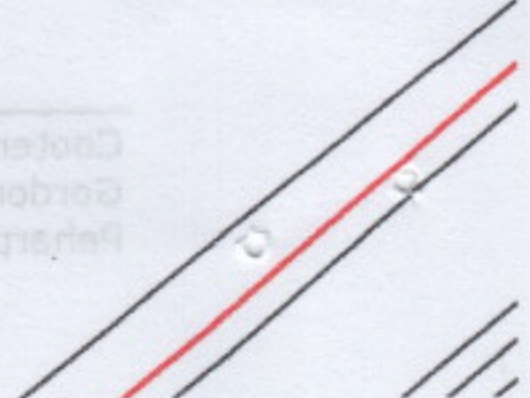


1801002

Coopers End Lane, Coopers End Lane, Harpenden - February 2018

ip Locations

Proposed 2m wide footway



A two-metre footway can be provided along the northern side of the A1081 Luton Road, to improve the pedestrian accessibility to the local bus stops.

To mitigate the development, widening could be undertaken along Coopers End Lane within the highway boundary to formalise passing places, which would improve the carriageway for all users; and

A 31-dwelling development could generate 16 two-way vehicular trips in the weekday morning peak hour and 15 two-way vehicular trips in the weekday evening peak hour, which is not considered to represent a severe impact on the local highway network;

Access would be taken from Coopers End Lane, with an improved access arrangement to be agreed with relevant visibility splays. This access arrangement is achievable / deliverable in relation to neighbouring sites, with no impact from adjacent landowners;

The following summary can be made with regards to the proposed 31 dwelling development:

Figure 3: Potential Footway (Northern Side of Luton Road)

Potential Widening Location

Hertfordshire

Hertfordshire

Cooters End Farm



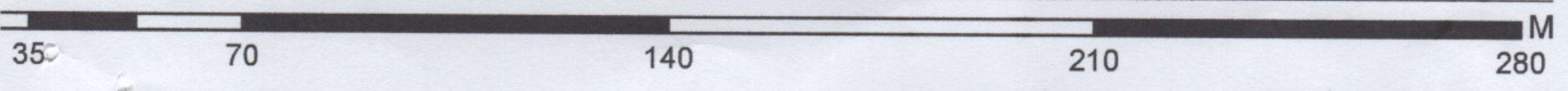
120.7m

COOTERS END LANE

110.0m

LUTON ROAD

109.4m



N

For reference
No further copies

25 January to 5pm 8 March 2021
'Call for Sites 2021' Site Identification Form

St Albans City and District Council is in the process of preparing a new Local Plan 2020-2038. The 'Call for Sites' is an early opportunity for individuals, landowners and developers to suggest sites within the District for development over the next 15-20 years. The site suggestions received by us will be used to inform the preparation of the new Local Plan 2020-2038.

You are invited to put forward any new sites that you would like the Council to consider in its Housing Economic Land Availability Assessment (HELAA). These should be capable of delivering 5 or more dwellings, or economic development on sites of 0.25 hectares or more (or 500 square metres of floor space or more). The Council will take account of the Strategic Housing Land Availability Assessment (SHLAA) submissions previously received since 2009 and therefore there is no need to resubmit these unless circumstances have changed. Sites from previous SHLAAs will form part of the Council's assessment. Proposed land uses can include:

- Housing
- Gypsy & Traveller Housing
- Mixed Use
- Employment
- Renewable and low carbon energy and heat
- Biodiversity Improvement / Offsetting
- Green Belt Compensatory Land
- Land for Tree Planting
- Other

To enable sites to be mapped digitally, please provide GIS shapefiles of your site, where possible.

The consultation period runs for six weeks between Monday 25 January to 5pm on Monday 8 March 2021.

Unfortunately, we cannot treat any of the information you provide as confidential.

It is important to note that not all sites received through the 'Call for Sites' will be appropriate for consideration as part of the Housing Economic Land Availability Assessment (HELAA). As a general rule:

We encourage you to submit sites that are likely to become available for development or redevelopment between now and 2038.

Please do not submit sites that:

- Are already included as a housing allocation in the St Albans District Local Plan Review (November 1994) – i.e. sites that are listed in 'saved' Policies 4 and 5.

- Have already been submitted to the Council for consideration via previous 'Call for Sites' and Strategic Housing Land Availability Assessment (SHLAA) processes (unless information is updated/changed).
- Already have planning permission for development, unless a new and different proposal is likely in the future; or
- Are situated outside St Albans City and District's administrative area.

If you wish to update information about a site previously submitted please complete the form below.

Please return the **form and site location plan** to the Spatial Planning and Design Team. We strongly encourage digital submissions via our online portal.



By online consultation portal:

<http://stalbans-consult.limehouse.co.uk/portal/>

By e-mail to: planning.policy@stalbans.gov.uk

By post to: St Albans Council Offices, St Peters Street, St Albans, Hertfordshire, AL1 3JE

Due to COVID-19; offices being shut and officers working from home; submissions by post are discouraged.

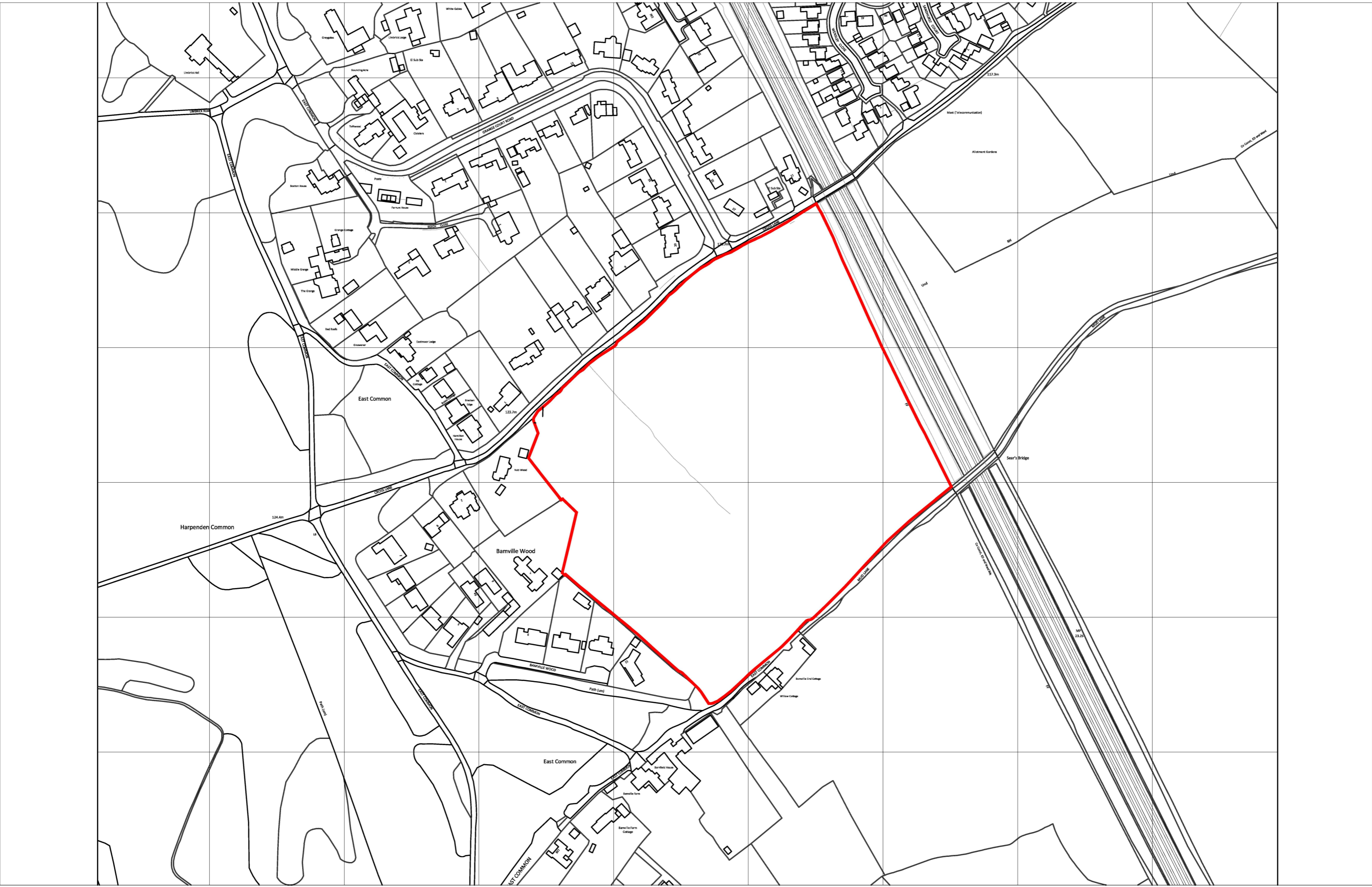
Your Details	
Name	Mark Aylward
Company/Organisation	Aylward Town Planning Ltd (working with King & Co)
Address	Unit 16 Tamewater Court Dobcross Oldham
Postcode	OL3 5GD
Telephone	
Email	
Your interest	<input type="checkbox"/> Site Owner <input checked="" type="checkbox"/> Planning Consultant <input type="checkbox"/> Registered Social Landlord <input type="checkbox"/> Local Resident <input type="checkbox"/> Developer <input type="checkbox"/> Community <input type="checkbox"/> Other

Site Details			
Requirements:			
<ul style="list-style-type: none"> • Delivers 5 or more dwellings or; • Provides economic development on sites of 0.25 hectares or more (or 500 square metres of floor space or more) 			
Site address/location (Please provide a map showing the site boundary)	LAND OFF CROSS LANE HARPENDEN AL5 1BT		
Site area (in hectares)	6.60 hectares		
Coordinates	Easting	514483	Northing 212318
Site Location Plan Attached	Yes		
GIS mapping shapefile attached (in .shp file format)	No		
Landownership (please include contact details if known)	Land in single freehold ownership. [REDACTED]		
Current land use	Low level agricultural use		
Condition of current use (e.g. vacant, derelict)	As above, low level agricultural use. Substantial hedgerow boundaries.		
Suggested land use	Housing		
Reasons for suggested development / land use	Contribution to housing supply on well-screened site contiguous with development limit. Walkable links to public transport, schools, employment and shops		
Likely timescale for delivery of suggested development / land use	1-5 Years		

Site Constraints	Contamination/pollution issues (previous hazardous land uses)	No
	Environmental issues (e.g. Tree Protection Orders; SSSIs)	There are TPO trees on northern boundary but these would be retained and unaffected.
	Flood Risk	No. Flood zone 1.

	Topography affecting site (land levels, slopes, ground conditions)	No
	Utility Services (access to mains electricity, gas, water, drainage etc.)	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Legal issues (For example, restrictive covenants or ownership titles affecting the site)	No
	Access. Is the site accessible from a public highway without the need to cross land in a different ownership to the site?	Yes. Access can be provided from Cross Lane and Mud Lane

	Other constraints affecting the site	<p>Policy constraints comprise:</p> <ul style="list-style-type: none"> • Green Belt, • Landscape Character Area, and Area of Special Control for Advertisements <p>Site is well screened and contribution to landscape character and Green Belt openness is limited.</p>
Planning Status	<p>Planning Permission Not Sought by Current Owner</p> <p>Historic reference to application for housing in 1979 by third party. Refused Feb 1980.</p> <p>Please include details of the above choice below (for example planning reference numbers and site history)</p> <p>5/1086/79</p>	
Other comments	<p>Please see attached document.</p> <p>Indicative yield of 85-120 dwellings assuming substantial buffer landscaping and retention of all trees on-site as a positive addition to the design approach.</p> <p>This anticipates delivery of policy compliant affordable housing, sustainable drainage and provision for biodiversity net gain.</p> <p>Access can be provided from Cross Lane and Mud Lane and improvement works can be delivered as needed.</p>	



© Copyright
 ALL DIMENSIONS TO BE CHECKED ON SITE AND ANY DISCREPANCIES TO BE NOTIFIED TO THE ARCHITECT FOR FURTHER INSTRUCTIONS.
 DO NOT SCALE FROM DRAWING. USE FIGURED DIMENSIONS ONLY AFTER CHECKING. IF IN DOUBT ASK.
 REPORT ANY DISCREPANCIES OR OMISSIONS TO ARCHITECT BEFORE ORDERING MATERIALS OR PUTTING WORK IN HAND.
 THIS DRAWING IS FOR USE AS DESCRIBED IN THE STATUS.
 THIS DRAWING IS PREPARED SOLELY FOR THE USE OF THE CLIENT STATED, AND IS NOT TO BE COPIED, LENT OR USED BY ANY THIRD PARTY WITHOUT WRITTEN PERMISSION

Rev	Notes	dd.mm.vv	By	Auth
-	Notes	dd.mm.yy	By	Auth



EASTING 514483
 NORTHING 212318

KING & CO
 PROPERTY DEVELOPMENT & INVESTMENT
 EST. 1918

Date: Feb 2018
 Drawn by: TA
 Checked by:
 Scale @A1: 1:1250
 Scale @A3: 1:2500
 CAD File No:

CROSS LANE, HARPENDEN
 Site Plan

REPS
 1723 SK-05



An aerial photograph of a residential area. On the left, there is a cluster of houses with dark roofs and some trees. A road runs vertically through the center. To the right of the road, there are large, open fields with some faint lines, possibly indicating a planned layout or agricultural fields. The overall scene is in grayscale.

A VISION STATEMENT FOR THE
LAND TO THE SOUTH OF CROSS LANE, HARPENDEN

As representations to:
ST ALBANS CITY AND DISTRICT COUNCIL

In response to:
ST ALBANS LOCAL PLAN CALL FOR SITES FOR HOUSING AND ECONOMIC LAND
AVAILABILITY ASSESSMENT

By:
KING & CO

1.0 INTRODUCTION

1.1 This document has been prepared to respond to the call for sites for the review of St Albans' Housing and Economic Land Availability Assessment

1.2 King & Co. is acting on behalf of and in full agreement with the landowner of the subject site.

The Project Team

1.3 The Statement has been coordinated by Aylward Town Planning (ATP) and has consideration of the Council's own evidence and conclusions, and also presents the results of feasibility undertaken to inform the assessment which has been carried out by a competent and skilled project team. The project team is listed in the table below along with their respective disciplines and contributions to the Statement.

1.4 The structure and order of the Statement is as follows:

- **Section 2** describes the location of the subject site;
- **Section 3** identifies local features and landmarks to provide a clear context for the assessment of the site;
- **Section 4** describes the site
- **Section 5** covers the planning context;
- **Section 6** considers transport and access issues;
- **Section 7** considers foul and surface water drainage, and ground conditions;

Team member	Discipline	Contribution
King & Co	Design and Development	All
Aylward Town Planning Ltd	Town Planning	All
Pinnacle Consulting Engineers	Ground Conditions, Drainage & Flood Risk	7
Transport Planning Associates	Transport, Noise and Air Quality	6

- **Section 8** considers ecological matters
- **Section 9** looks at precedent studies
- **Section 10** covers deliverability
- **Section 11** provides general conclusions



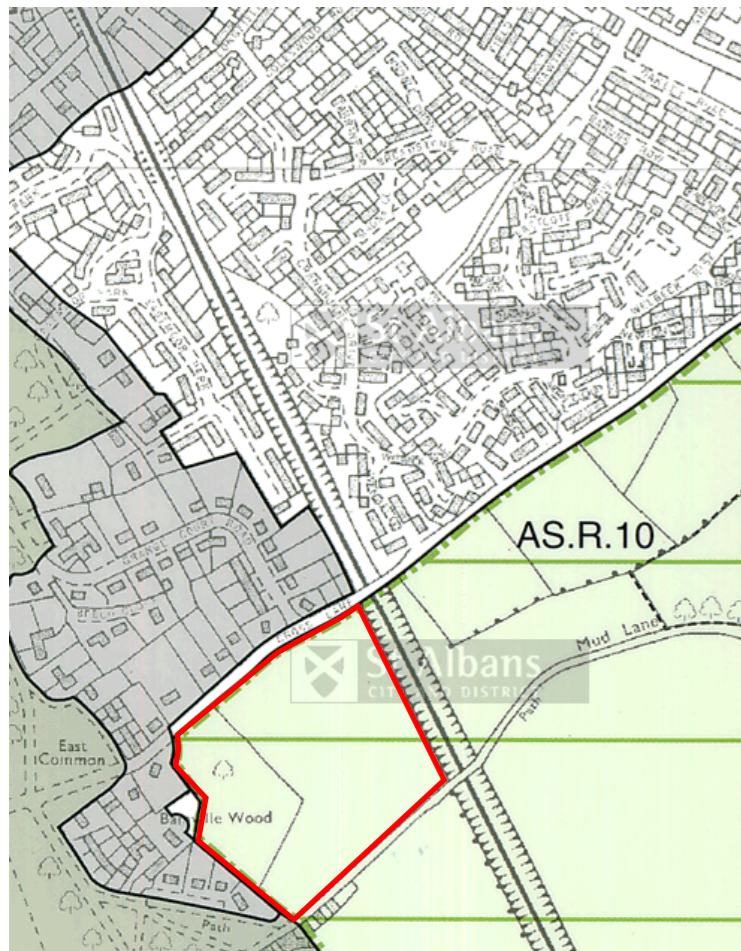
2.0 SITE LOCATION

The site, which is approximately 6.6ha (16.3 acres) is located south of Cross Lane, Harpenden, AL5 and to the west of the railway line.

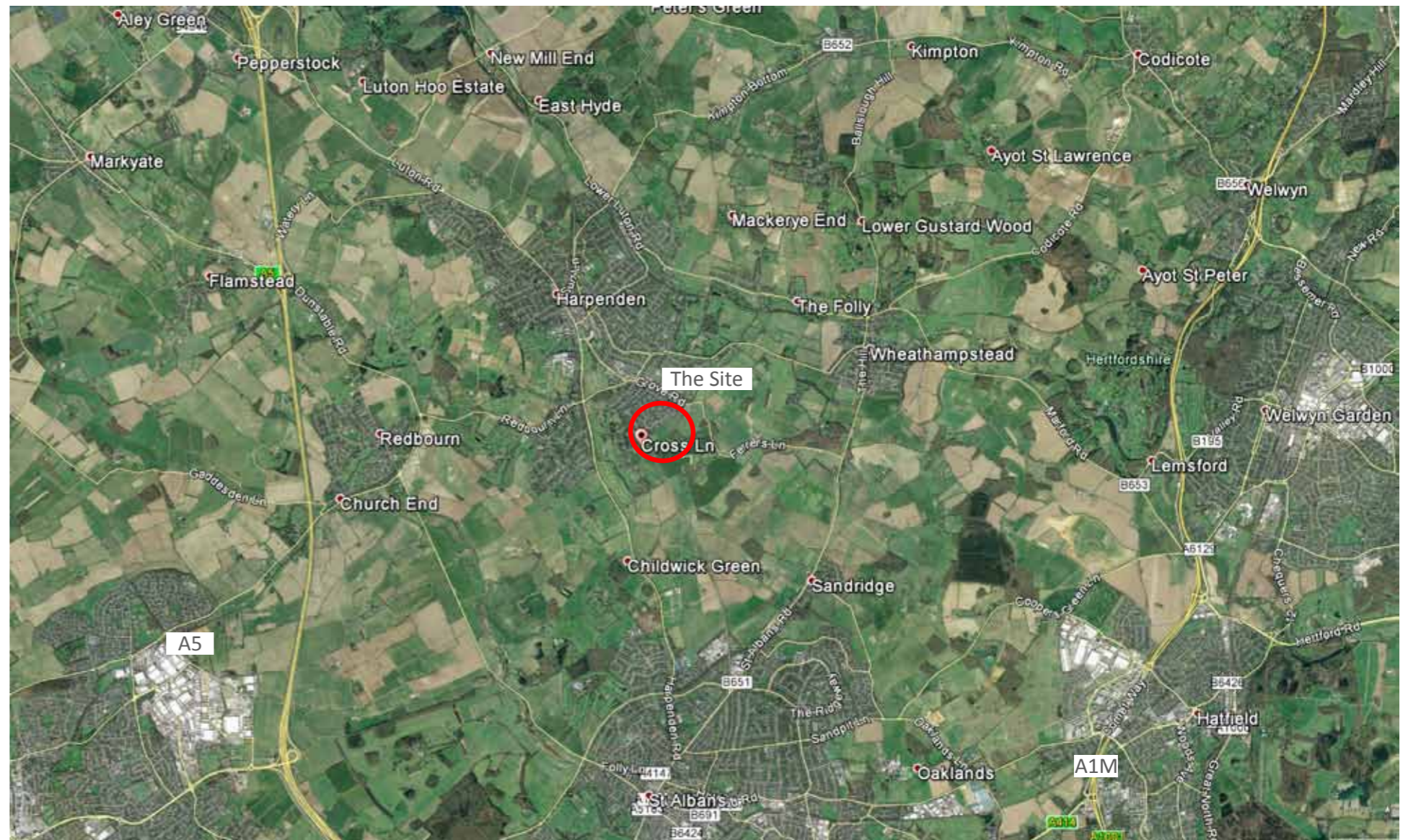
It is bounded by Cross Lane to the north, the railway line to the west, Mud Lane to the south and the rear of residential properties to the west.

The site is currently in Metropolitan Green Belt as shown in the Local Plan extract below. It is currently used for agricultural purposes and is flanked by residential areas to the north and west and would represent a sustainable extension of the residential neighbourhood around Grange Court Road.

The residential areas to the north and west are part of the Harpenden Conservation Area and consists of detached houses that range in size from cottages to substantial Victorian residences with a mix of inter-war and post war detached houses.



Extract of Policies Map of the Local Plan



3.0 CONTEXTUAL PHOTOS

