



- Site Boundary - 32.75 ha
- Local Authority Boundary
- 1 Primary Access
- 2 Secondary Access
- Public Right of Way
- Proposed Pedestrian Connections
- Residential - 18.79 ha
- Local Centre - 0.30 ha
- 2FE Primary School - 2.25 ha
- Open Space - 11.41 ha
- Indicative attenuation features
- Indicative Woodland and Tree Planting
- Indicative Allotment Provision
- Indicative Neighbourhood Equipped Area of Play (NEAP)
- Indicative Pitch Provision



	Site Boundary
	Administrative Boundary Line
	Public Rights of Way
	Bridleway
	Bus Stops
	Existing Water Course
	Flood Zone 2
	Flood Zone 3
	Grade I Listed Buildings
	Grade II Listed Buildings
	Local Woodland
	County Wildlife Sites
	Wildlife Trust Site
	Scheduled Monuments
	Conservation Area

NOTE:  
 The site is situated within the Green Belt  
 The site has areas of historic land fill

05 March 2021  
**Delivered by email**

Mrs Tracey Harvey  
Head of Planning and Building Control  
St Albans City and District Council  
Civic Centre  
St Peters Street  
St Albans  
AL1 3JE

Ref: TARC3000

Dear Mrs Harvey

**ST ALBAN'S DRAFT LOCAL PLAN 2020-2038: CALL FOR POTENTIAL DEVELOPMENT SITES 2021  
SITE SUBMISSIONS ON BEHALF OF TARMAC.**

We are instructed by our clients: Tarmac, to submit various site submissions in connection with the above consultation, in respect of the following four promoted development sites in St Albans District, all of which, are within the freehold ownership of Tarmac.

The four promoted sites contained within these call for sites submissions are:

- **Land South of London Colney**
- **Land at Colney Heath**
- **Land at Moor Mill North**
- **Land at Tyttenhanger**

Tarmac is an established land promotion and development company with a significant portfolio of freehold and other commercial land interests in St Albans District. Tarmac is also a major national employer with nationwide experience of bringing forward strategic development sites of all scales for new residential, mixed-use and commercial and industrial development.

Tarmac is promoting four of its numerous freehold sites in the south of the St Albans District in the A414 and M25 corridors for potential residential, employment and other related development, including new transport infrastructure and contributions to the public realm. Turley has been instructed to prepare four separate site submissions in relation to each of these promoted site locations which are attached to this correspondence. The main attributes of the four promoted Tarmac sites are set out in the following overarching summary:

Our complete submissions comprise this overarching summary and four individual written site evaluations. Each site evaluation also has three related drawing Appendices (a red line plan, a constraints plan and a Framework Masterplan). Our overall site submissions on behalf of Tarmac comprises 17 items in total.

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## Land South of London Colney

This promoted site, comprises 32.75 hectares of previously used land located to the south of London Colney immediately to the north of the M25 and south of the River Colne, as shown on the red line plan at **Appendix 1** of the attached South London Colney site evaluation.

The Framework Masterplan proposals set out at **Appendix 3** of the South London Colney site evaluation illustrate a viable scheme for circa 750 new market and affordable homes, set over 18.79 hectares, a new two-form entry Primary School, located on a 2.25 hectare site and a new Local Centre occupying 0.30 hectares. The broad concept of the proposal is to provide a new Garden Suburb to South London Colney in the area between the existing Colney Fields Retail Park and Shenley Lane, with the area to the south bounded by the M25. A further 11.41 hectares (35%) of the site will comprise formal public open space, children's play provision, semi-natural green spaces, incidental open green areas and structural landscaping. Vehicular access to the site will be via Shenley Lane to the west (B5378) with further pedestrian and cycle connections to London Colney High Street.

The development proposed on this site is in a highly sustainable, well connected and self-contained, location. The promoted site lies adjacent to major existing retail facilities and close to the historic village core. The Site also lies within a strategic Sub-Area previously identified in the 2014 St Albans Green Belt Review as one of the Sub-Areas contributing least to the purposes of the Green Belt. Therefore this site serves little or no existing Green Belt function and can make a strong sustainable contribution to future housing land supply in St Albans District. As such, the site is highly suitable for detailed consideration for sustainable new development.

The South London Colney site has been previously worked for minerals and landfilled and so consequently has little in the way of existing landscape character. In addition, two of its boundaries are set in an urban context as the site is located directly adjacent to existing major retail facilities and close to national transport infrastructure. South London Colney can therefore be brought forward in the new Local Plan as a residential site to create a cohesively located, sustainable new Garden Suburb, to which it is well suited. The development of the South London Colney site for mixed-use purposes would also be a more efficient and sustainable use of land in this urban fringe location. This development of this previously used site could also help to reduce development pressures on other, more functional and visually sensitive areas, of the Green Belt, within St Albans District.

A comprehensive Vision Document is currently in preparation for this site, in lieu of the consultation stages of the emerging Draft Local Plan, which will provide additional technical details.

## Land at Colney Heath

The promoted site at Colney Heath comprises 43.58 hectares of open grassland, local woodland and a lake adjacent to the southwest boundary, located to the south east of the A414, between the villages of Colney Heath and Sleafshyde, as shown on the red line plan at **Appendix 1** of the Colney Heath site evaluation.

The hybrid development proposals at Colney Heath, are primarily intended to serve as a new Country Park, which would occupy circa 89% of the total site area. The residual 11% of the Colney Heath site is proposed to accommodate employment and a small scale residential use together with new public transport infrastructure provided in the form of an MRT interchange, to deliver sustainable growth within the A414 corridor on the most unconstrained areas of the site.

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The Framework Masterplan proposals set out at **Appendix 3** of the Colney Heath site evaluation illustrate a viable scheme for an employment-led, hybrid development, comprising 3.70 hectares of employment land, approximately 30 new homes adjoining the existing village envelope on a small, one hectare, site and a transport interchange connected to the A414 and a new 33 ha Country Park. The Framework Masterplan also proposes a further 5.66 hectares of formal and informal public open space associated with the new built development.

The Tarmac proposals at Colney Heath meet the core objectives of the NPPF in that there is an opportunity to establish a diverse, high quality, County Park for the long term benefit of all residents of St Albans District, facilitating the release of a further area of Tarmac land for employment, residential and transport infrastructure purposes, in accordance with a sustainable pattern of development. The scale of the residential component is also in accordance with the 10% target set by Paragraph 68(a) of the NPPF.

## Land at Moor Mill North

The promoted site at Moor Mill North comprises 12.26 hectares of open grassland with local woodland located in the western area of the site, adjacent to the River Ver, which forms the western boundary. The site is located on the western edge of Frogmore Village and adjoins the extensive rear gardens of the residential properties which front Radlett Road, as shown on the red line plan at **Appendix 1** of the Moor Mill North site evaluation.

The Framework Masterplan proposals set out at **Appendix 3** of the site evaluation illustrate a viable scheme for a landscape-led, residential development of approximately 5.88 hectares, comprising up to 180 new market and affordable homes. The Framework Masterplan proposes a further 6.38 hectares of natural greenspace in the form of a new Community Woodland and public open space associated with the new residential development.

One of the main considerations in the Framework Masterplan is to provide an integrated and sympathetic extension to the existing village envelope, which will provide new homes and assist with community cohesion. As such, the site is promoted as a small garden village suburb of Frogmore, with a strong semi-rural character. This is reflected in the proposed low ratio of built form to useable natural greenspace.

This promoted site forms part of a much larger Tarmac land holding at Moor Mill. The wider Tarmac owned land parcel in question at Moor Mill North is roughly triangular in form and is enclosed by the settlement boundary of Frogmore to the east, the How Wood Railway Line to the west and the M25 corridor to the south. The overall scale of the Tarmac land holding in this area is circa 90+ hectares. In this regard, the built form of the proposed development at Frogmore equates to no more than 5.88 hectares. This therefore represents less than 7% of the overall site area within Tarmac's total land ownership at Moor Mill North.

## Land at Tyttenhanger

The promoted site at Tyttenhanger comprises two separate land parcels, which are bisected by a shared private access road. The north eastern land parcel is 18.07 ha in area and this comprises an active Tarmac operational unit (Tyttenhanger) with associated buildings. The land parcel to the south west is 13.07 ha in area and is broadly triangular in shape. This adjacent site has also been previously used for mineral extraction and has been restored to open pasture fronting the A414, which forms the northern boundary. The latter site is immediately available as a development opportunity now, save for an initial period for site preparation, given its historic use.

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The remaining two boundaries comprise the access road to the north east and a wooded tree belt to the south, which separates this parcel from a nature reserve further south (Willows Lakes). The northern apex of the lower site adjoins a petrol filling station which fronts the A414 and which has a local waste management operator located behind the petrol station premises within the same general curtilage. The overall combined site is circa 31.14 ha in area and is promoted for a broad range of uses, comprising employment, commercial, leisure and residential. However given the current operational activity on the upper site, the timing of when each parcel can come forward will be at different points in the plan period.

As such, the upper site is not being promoted at this time for general residential use, although Tarmac reserve judgement on this position in the medium term, given that a large new settlement is also being promoted in close proximity to Tarmac's promoted site on other neighbouring land in Tyttenhanger, in Hertsmere District. This authority is currently in the process of finalising their Draft Local Plan for examination.

The Framework Masterplan proposals set out at **Appendix 3** of the site evaluation illustrate a viable scheme for an employment-led, hybrid development, comprising 4.66 ha of employment land in the upper site parcel and 7.33 ha of developable land, for a broader range of uses, in the lower site parcel. The lower site parcel is also suitable for potential residential use, as a large new settlement is being actively promoted in Hertsmere District, on an adjacent site in Tyttenhanger, which presents key opportunities under the Duty to Cooperate.

Given its A414 frontage location, the Tarmac site at Tyttenhanger has the potential to host an MRT stopping point and a new transport interchange, which could be of mutual benefit to the Tarmac site proposal and the adjoining potential new settlement. The remaining undeveloped 60% of the Tarmac site at Tyttenhanger would also help to offset the built form of the development by improving the environmental quality, accessibility and biodiversity of the site. The proposals are therefore in accordance with the aims and objectives of the NPPF.

In conclusion, the attached four site submissions and their appendices identify four sustainable Tarmac owned sites for development and set out a summary case for their future allocation for the range of uses described. With regard to the largest of these proposals, at South London Colney, these submissions are made in lieu of additional forthcoming technical submissions, which will be set out in a Vision Document in production.

Further technical details of the other promoted Tarmac sites will also follow these site submissions in lieu of future Local Plan consultations. However in the interim, should St Albans Council require any additional information on any specific site, Tarmac and its consultant team will be able to address any technical queries on request and welcome the opportunity to further engage with the Council.

Yours sincerely

Steven Kosky  
**Director**

**On behalf of Tarmac**

Enc.

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**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](mailto: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.

<b>Your Details</b>	
Name	John Ferguson
Company/Organisation	Collective Planning
Address	1 Long Lane
Postcode	SE1 4PG
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



<b>Site Details</b>					
<b>Requirements:</b> <ul style="list-style-type: none"> <li>• Delivers 5 or more dwellings or;</li> <li>• Provides economic development on sites of 0.25 hectares or more (or 500 square metres of floor space or more)</li> </ul>					
Site address/location (Please provide a map showing the site boundary)	Wellington Roof, London Colney				
Site area (in hectares)	3,500m <sup>2</sup>				
Coordinates	<table border="1"> <tr> <td>Easting</td> <td></td> <td>Northing</td> <td></td> </tr> </table>	Easting		Northing	
Easting		Northing			
Site Location Plan Attached	Yes				
GIS mapping shapefile attached (in .shp file format)	No				
Landownership (please include contact details if known)	Impex Russell Ltd				
Current land use	Office/ warehouse				
Condition of current use (e.g. vacant, derelict)	occupied				
Suggested land use	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Gypsy & Travellers <input type="checkbox"/> Mixed Use (please specify) <input checked="" type="checkbox"/> Employment <input type="checkbox"/> Renewable and low carbon energy and heat <input type="checkbox"/> Biodiversity Improvement / Offsetting <input type="checkbox"/> Green Belt Compensatory Land <input type="checkbox"/> Land for Tree Planting <input type="checkbox"/> Other (please specify)				
Reasons for suggested development / land use	See letter				

Likely timescale for delivery of suggested development / land use	<input checked="" type="checkbox"/> 1-5 Years <input type="checkbox"/> 6-10 Years <input type="checkbox"/> 11-15 Years <input type="checkbox"/> 15+ Years
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Site Constraints	Contamination/pollution issues (previous hazardous land uses)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown
	Environmental issues (e.g. Tree Preservation Orders; SSSIs)	No
	Flood Risk	No
	Topography affecting site (land levels, slopes, ground conditions)	No
	Utility Services (access to mains electricity, gas, water, drainage etc.)	Yes
	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).

	Other constraints affecting the site	<input type="checkbox"/> Yes (If yes, please specify) <input type="checkbox"/> No
Planning Status	<input type="checkbox"/> Planning Permission Granted <input type="checkbox"/> Planning Permission Refused <input type="checkbox"/> Pending Decision <input type="checkbox"/> Application Withdrawn <input type="checkbox"/> Planning Permission Lapsed <input type="checkbox"/> Pre-Application Advice <input checked="" type="checkbox"/> Planning Permission Not Sought <input type="checkbox"/> Other	
Other comments	Please include details of the above choice below (for example planning reference numbers and site history)  See accompanying letter	

Spatial Planning Team  
St Albans City and District Council  
Civic Centre  
St Peters Street  
St Albans  
Hertfordshire AL1 3JE

8<sup>th</sup> March 2021  
Reference JF/0292

Dear Sir/Madam,

**ST ALBANS CALL FOR SITES CONSULTATION  
LAND SOUTH SIDE OF WELLINGTON ROAD, LONDON COLNEY**

**Introduction**

I write on behalf of our client, I & H Property Management, the freehold owner of Impex House, land to the south side of Wellington Road, London Colney, to promote their site for residential led redevelopment. The site is available, suitable and viable for redevelopment, and we request the site is considered for inclusion as a housing site within the New Local Plan.

**Site Description**

The site is approximately 3,500 m<sup>2</sup> in size and comprises Impex House, a 2 storey office building with a large single storey warehouse to the rear (site map at **Appendix 1**). The building is in use by Impex Russell, a lighting company. The site comprises a large yard and parking area to the front.

**Site Location**

The site is located to the south side of Wellington Road, within the Wellington Road employment area, in London Colney.

The site is in a sustainable location, just off the High Street, that comprises a mix of residential and commercial uses. There are bus stops located within a very short walk of the site on the High Street.

The site is bound to the south by the back gardens of residential properties fronting Floral Drive. To the west is a parking area. To the east is a MOT garage that is subject to a planning application for redevelopment. Planning application ref 5/2020/2147 was submitted on 17.9.20 for “*Demolition of existing buildings and structures and construction of seven, two bedroom and three, one bedroom flats with associated parking and landscaping*”. The decision is pending.

**Assessment for Inclusion as a Site for Housing**

The NPPF requires policy making authorities to identify a sufficient supply of sites taking into

account their availability, suitability and likely economic viability.

The site is available, suitable and viable for inclusion within the New Local Plan for Housing, as set out below.

### ***Availability***

The site is available for redevelopment for housing. I & H Property Management are the freehold owner of the site and there are no leaseholders. Covid19 has had an impact on the commercial sector and therefore the site is now available for inclusion as a housing site.

### ***Suitability***

The site is a brownfield site in a sustainable location in London Colney. It is large enough to make a considerable contribution to meeting the local housing need.

### ***Compatibility with Surrounding Uses***

The site comprises the major part of the southern side of the Wellington Road employment area. The area is surrounded by residential to the north, west, east and immediate south. In addition the MOT site bordering the east of the site currently has a planning application pending for residential redevelopment. When this is approved the immediate neighbours to the site will be residential. Therefore, inclusion of this site for residential would be more compatible with the surrounding uses of the site.

### ***Sustainable Location***

The site is in a sustainable location in the centre of London Colney. Located off the High Street the site has a number of local facilities within close proximity including a GP surgery, nursery, schools, shops, offices and other High Street uses.

The site has good public transport accessibility and is close to a number of bus stops on the High Street, that provide good connectivity with St Albans and the wider area.

### ***Viability***

The site can viably come forward for housing development. The existing buildings are dated and suitable for redevelopment. A housing scheme will provide a viable use for the site.

Expansion of the current premises for employment use has been considered unviable and additionally the site is constrained for further employment uses given the proximity of the surrounding residential uses. This was proven through a refused planning application (ref 5/2014/2731) on 16.12.14 and subsequent dismissed appeal on 10.12.15 for “*Demolition of part of existing warehouse and erection of larger warehouse with mezzanine floor*”, for its impact on neighbouring residential amenity.

## **Conclusion**

Land south of Wellington Road is available, suitable and viable for inclusion as a housing site in the new Local Plan. The site is a brownfield site in a sustainable location surrounded by residential uses. It can therefore make a positive contribution to meeting the local housing need.

Please do not hesitate to contact me if you would like to discuss further.

Yours faithfully,

John Ferguson BSc (Hons), PG Dip TP, MRTPI

Director

T  
M

## Appendix 1 – Site Plan



## St Albans Call for Sites 2021 - Site Identification Form

<b>Your Details</b>	
<b>Name</b> Suzi Green	
<b>Company/Organisation</b> Bidwells	
<b>Address</b> John Ormond House 899 Silbury Boulevard Central Milton Keynes	
<b>Postcode</b> MK9 3XJ	
<b>Telephone</b>	
<b>Email</b>	
<b>Your interest</b>	
Site Owner	
Planning Consultant	<b>X</b>
Registered Social Landlord	
Local Resident	
Developer	
Community	
Other	
<b>Site address/location (Please provide a map showing the site boundary)</b> Land to the south west of London Colney Allotments High Street London Colney Hertfordshire	
<b>Site area (in hectares)</b> 0.726ha	

<b>Coordinates</b>
<b>Easting</b> 518074
<b>Northing</b>



203976

**Site Location Plan Attached**

Yes ✓

No

**GIS mapping shapefile attached (in .shp file format)**

Yes

No ✓

**Land ownership (please include contact details if known)**

The St Albans Diocesan Board of Finance

**Current land use**

Scrub land

**Suggested land use**

- Housing ✓
- Gypsies & Travellers
- Mixed Use (please specify)
- Employment ✓
- Renewable and low carbon energy and heat
- Biodiversity Improvement / Offsetting
- Green Belt Compensatory Land
- Land for Tree Planting
- Other (please specify)

**Reasons for suggested development / land use**

The site is suitable for a range of uses.

The site is suitable for employment use. This was established in the 1994 Local Plan Review where the site is allocated as employment land (EMP.16). This established the principle of development on the site.

However, it is noted that the site may be more suited to alternative uses.

For example, the site is suitable for housing development. The parcel is located within the existing urban area of London Colney and is near to existing residential homes; the site would therefore make an appropriate setting for new dwellings. Residential use on this site would be ideal given the proximity of the site to local services and sustainable transport options. The site is relatively unconstrained on matters such as ecology, landscape and Green Belt given its urban setting.

The landowner has also recently been approached by a care home provider in relation to the site and this type of residential development would also be ideal for this central, sustainable location.

**Likely timescale for delivery of suggested development / land use**

- 1-5 Years ✓
- 6-10 Years
- 11-15 Years
- 15+ Years

### Site Constraints

#### Contamination/pollution issues (previous hazardous land uses)

Yes  
No ✓

#### Environmental issues (e.g. Tree Presentation Orders; SSSIs)

Yes  
No ✓

#### Flood Risk

Yes  
No ✓

#### Topography affecting site (land levels, slopes, ground conditions)

Yes  
No ✓

#### Utility Services (access to mains electricity, gas, water, drainage ect.)

Yes ✓  
No

#### Legal issues (For example, restrictive covenants or ownership titles affecting the site)

Yes  
No ✓

#### Access. Is the site accessible from a public highway without the need to cross land in a different ownership to the site?

Yes  
No ✓

#### Other constraints affecting the site

Yes - (If yes, please specify)  
No ✓

### Planning Status

- Planning Permission Granted
- Planning Permission Refused
- Pending Decision
- Application Withdrawn
- Planning Permission Lapsed
- Pre-Application Advice
- Planning Permission Not Sought

- Other ✓

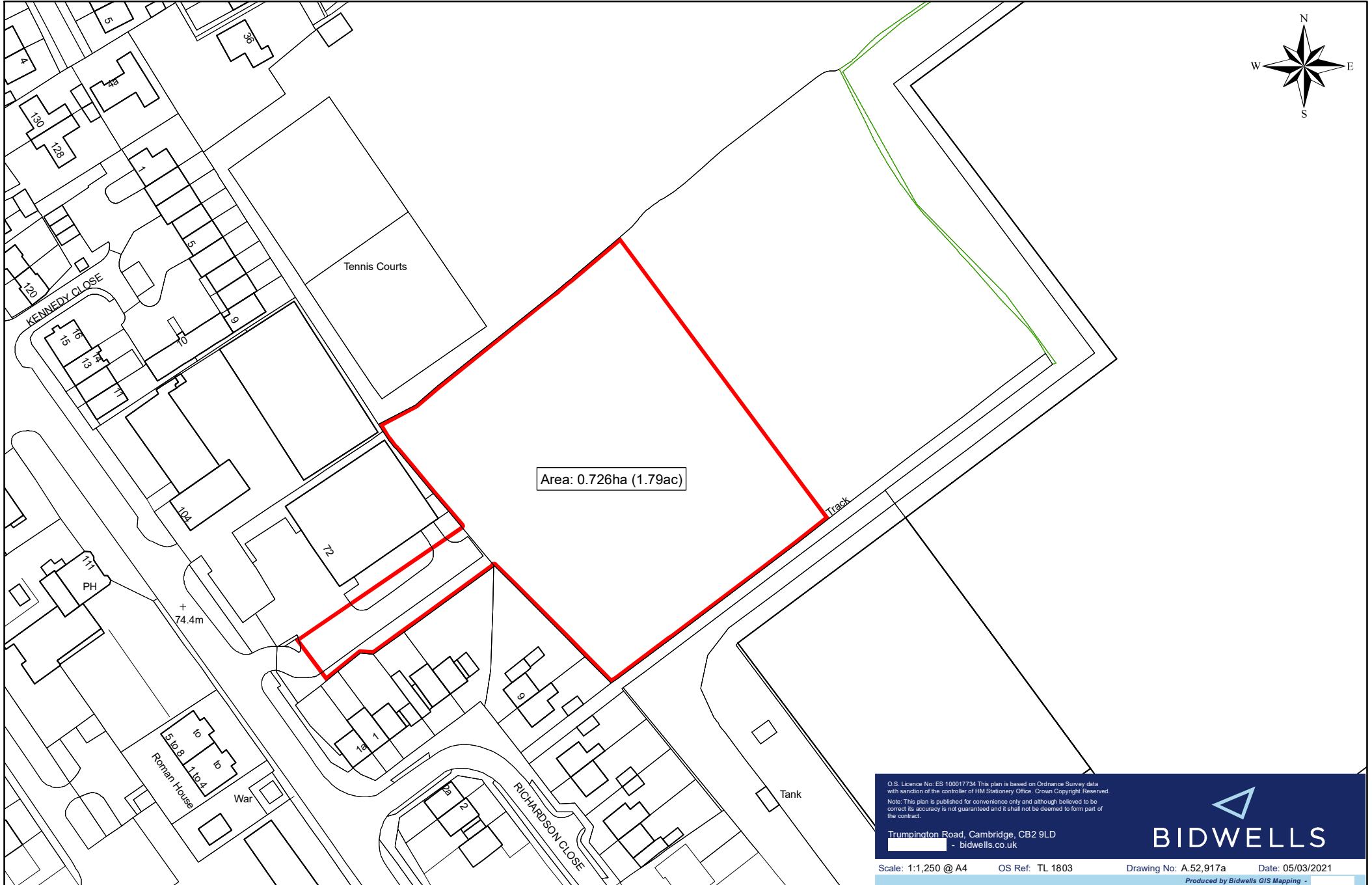
**Please include details of the above choice below (for example planning reference numbers and site history)**

The site was allocated as employment land (EMP.16) in the 1994 Local Plan Review

**Other comments**

See submitted covering letter.

# Land Adjacent to 72 High Street, London Colney



Area: 0.726ha (1.79ac)

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Note: This plan is published for convenience only and although believed to be correct its accuracy is not guaranteed and it shall not be deemed to form part of the contract.

Trumpington Road, Cambridge, CB2 9LD  
- bidwells.co.uk



Scale: 1:1,250 @ A4 OS Ref: TL 1803 Drawing No: A.52,917a Date: 05/03/2021

Produced by Bidwells GIS Mapping

Your ref:  
Our ref: JB62944  
DD: 07976711995  
E:  
Date: 08/03/2021

St Albans City and District Council  
Planning Policy  
Civic Centre  
St Peters Street  
St Albans  
AL1 3JE

Sent via Email Only:  
[planning.policy@stalbans.gov.uk](mailto:planning.policy@stalbans.gov.uk)

Dear Sir/Madam,

**LAND TO THE SOUTH WEST OF LONDON COLNEY ALLOTMENTS  
CALL FOR SITES  
SUBMISSION ON BEHALF OF ST ALBANS DIOCESAN BOARD OF FINANCE**

On behalf of my client, the St Albans Diocesan Board of Finance ("the Board") I am delighted to submit this site for the St Albans City and District ("SADC") Call for Sites.

As required, a call for sites form has been prepared detailing the basic information requested by the Council to enable consideration of the site. This letter sets out in a little more detail why the site is suitable for development and should form part of the development strategy within the new Local Plan.

The site is suitable for residential development, forms part of the existing urban area and is located in a sustainable location in close proximity to existing services and facilities. The site should therefore be allocated for residential development.

**Site Description**

The site is located within the large village of London Colney, St Albans. A Site Location Plan is enclosed.

The site is approximately 0.726ha in size. The site is located within the existing urban area of London Colney and is therefore located in a highly sustainable location.

The site comprises a patch of undeveloped grass land, currently allocated for employment on the Local Plan Proposals Map. The site is bound by tennis courts to the north-west, allotments to the north, a garden furniture shop and existing properties to the south and a distribution centre to the east (on the other side of a tree lined boundary).

A branch of land connects the site to London Colney High Street. The majority of this is in the ownership of the Board and my client is to enter into discussions with the owner of a small area of land at the front of this route in order to secure this access.

There are a number of existing trees and hedging located within and along the boundaries of the site which will be retained where possible.

Bidwells, John Ormond House, 899 Silbury Boulevard, Central Milton Keynes MK9 3XJ  
T: E: W: [bidwells.co.uk](http://bidwells.co.uk)

### **Access to Services and Facilities**

London Colney is a large village located to the south-east of St Albans.

The site is well located to the existing services and facilities within London Colney. Within London Colney there are supermarkets, restaurants/pubs/takeaways, dog groomers, car garage, a nursery, retail shops, a hotel, a church, three primary schools, two medical centres, sports/leisure clubs, a leisure centre and a number of employment uses.

There are bus stops in close proximity to the site. War Memorial bus stops are located at the access point to the site. The bus stops provide connections on the 84 bus route to St Albans and 602 to Hatfield in one way and in the opposite direction this route provides connections to New Barnet and Watford. Bus stops on St Anne's Road serve the 357 route to Harpenden/Borehamwood.

The site is located in close proximity to train services. Park Street, St Albans Abbey, St Albans City and How Wood train stations are all located a short drive/cycle away from the site and are well served by the different bus routes servicing London Colney. Both stations have links to the wider train network.

### **Planning Policy Considerations**

The new emerging Local Plan was recently withdrawn following it being found unsound due to the failure over the duty to cooperate. The Development Plan therefore comprises of the saved policies of the 1994 St Albans District Local Plan Review.

The Authority is currently facing a significant lack of supply of housing with the last published statement claiming a 1.9 years supply. As such, the Council cannot demonstrate a robust five-year housing land supply. It is therefore vital that smaller, more deliverable sites, particularly within the boundaries of settlements, are identified to deliver much needed homes in the short-term.

Additional supplementary planning guidance of relevance comprise the following:

- Revised Parking Policies and Standards (2002)
- Roads in Hertfordshire Design Guide 3rd Edition
- Affordable Housing Supplementary Planning Guidance (2004)
- Design Advice Leaflet No. 1 'Design and Layout of New Housing'

Saved Policy 5 of the 1994 Local Plan Review considers new housing in specified settlements. Within specified settlements new housing is supported provided it meets the other policies in the plan.

It is also notable that paragraph 188 of the National Planning Policy Framework (NPPF) states that '*Planning policies and decisions should: ...d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively*'.

The Board's land is an under-utilised piece of land in the centre of an existing settlement where housing can be planned in a way which is in keeping with surrounding uses and densities. The existing site allocation for employment use establishes the development potential of the site. Despite the allocation, employment use has not been realised on the site, and it is considered residential development would be more a more appropriate use, enabling efficient use to be made of land in a highly sustainable location.

### **Neighbourhood Plan**

A Neighbourhood Plan area was designated for London Colney in April 2019, however there is currently no made Neighbourhood Plan for London Colney.

A Neighbourhood Plan is currently being progressed. A residents meeting was held in February 2021 to discuss what the focus of the plan should be and two surveys are running in relation to general opinions and local green spaces respectively.

However, given the progress on the plan to date, it should not be attributed any weight in the planning process.

**Conclusion**

My client's site should be allocated for residential development. The site offers a sustainable and suitable site that is considered capable of delivering new dwellings in the short-term. The site is located within the existing urban area and integrates well with the existing built form of London Colney.

The site is capable of meeting the required policy standards and can be developed in a way which will not result in any harm by way of highway safety, neighbour amenity, impact on services and facilities, landscaping, etc.

My client welcomes the opportunity to promote this site through the Call for Sites. Should you have any questions or comments, please do not hesitate to contact myself or my colleague Alex Porter.

Kind regards

**Suzi Green, MRTPI**

Senior Planner

**Enclosures**    Site Location Plan

Call for Sites Form

**Copy**            Alex Porter – Bidwells

**HERTFORDSHIRE COUNTY COUNCIL  
PROPERTY (PROPERTY PLANNING TEAM)**

**ST ALBANS CITY AND DISTRICT COUNCIL**

**SUBMISSION TO CALL FOR SITES CONSULTATION**

**ON BEHALF AS HERTFORDSHIRE COUNTY COUNCIL AS  
LANDOWNER**

**March 2021**



## **1.0 Introduction**

1.1 This document is submitted by Hertfordshire County Council (HCC) Property (Property Planning Team) in response to the St Albans City and District Council Call for Sites consultation.

## **2.0 Identified Sites in HCC Ownership**

2.1 A total of 10 sites in the ownership of the County Council have been identified for submission to the District Council's Call for Sites. These are:

- Rural Estate land south of Napsbury (Land West of London Colney)
- Rural Estate land north of Napsbury
- Land East of Kay Walk, St Albans
- Land at Stephens Way and Flamsteadbury Lane Redbourn
- Rural Estate land at Waterdell, adj to Mount Pleasant JMI
- Rural estate land at Highfield Farm, Tyttenhanger
- Carpenter's Nursery, Sandridge
- Former Radlett Aerodrome, Radlett
- Smallford Farm and Smallford Pit, Smallford
- Former Ariston Works, Harpenden Road, St Albans

2.2 The forms previously submitted in September 2017 have been updated with an additional form included for the former Ariston Site.

## **2.0 Conclusion**

3.1 HCC Property welcomes the opportunity to participate in the Call for Sites consultation. Further information can be provided on any of the submitted sites by contacting the Property Planning Team.

## Rural Estate land south of Napsbury

**Site address:** Please provide a brief description e.g. land to the south west of (settlement), between the A500 and railway.

Rural Estate land south of Napsbury (Land West of London Colney)

**Ownership details:** Please indicate whether freehold or leasehold and length of lease (it is possible that a site may be in multiple ownership).

Freehold

**Area of site** (hectares)

86.2ha

**Current use(s)**

Agricultural - Arable

**Are there any factors that could make the site unavailable for development?** (Please provide any details in the boxes labelled a to d below)

**a. Ownership Constraints** (e.g. multiple ownerships, ransom strips, tenancies, operational requirements)

The site is part of the HCC Rural Estate and is currently leased to tenants.

**b. Awaiting relocation of current use**

n/a

**c. Level of developer interest** (i.e. low, medium, high)

n/a

**d. Likely timeframe for development (i.e. completion).** Please indicate if you anticipate that development may be split over different time periods.

**Likely timescale for delivery of suggested development / land use**

1-10 years

**Are you aware of any particular constraints that might make the site unsuitable for development?** (Please provide any details in the boxes labelled a to d below)

**a. Environmental Constraints** e.g. floodplain, Sites of Special Scientific Interest (SSSIs) or Local Nature Reserve, sites of geological importance.

Ancient Monuments and Archaeological Site subject to recording conditions can be found within the proposed site.

Part of the site falls within Floodzone 2/3.

**b. Other Designations** e.g. Conservation Area, Listed Buildings, Archaeological Sites.

Close proximity to Conservation Area, Historic Parks

**c. Physical Constraints** e.g. poor access, steep slopes, uneven terrain, ground contamination, Tree Preservation Orders

N/A

**d. Policy Constraints** e.g. Green Belt, Landscape Character Area, high quality agricultural land, designated employment area, public or private green space, site with social or community value.

Green Belt, Landscape Development Area

**If any constraints have been identified above, do you think that they could be overcome? If so, how?**

Only part of the site is subject to environmental constraints. These can be mitigated by good design and layout with development avoiding the protected areas and flood zone.

**What is the estimated number of dwellings that could be provided on the site?**

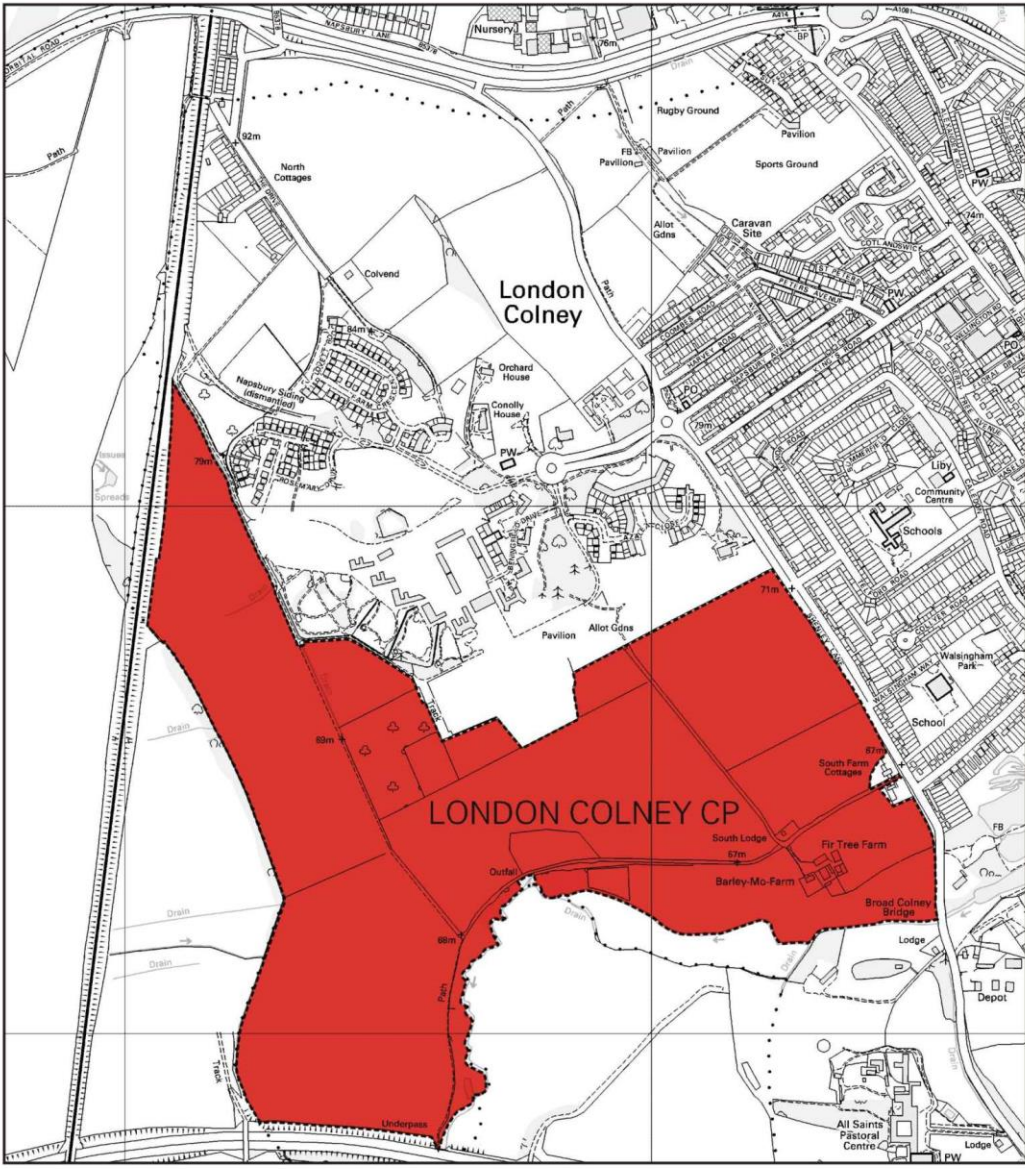
Previous feasibility work has identified that this site could accommodate 440 dwellings.

**Sketch scheme** (submitted for information if necessary)

Yes / ~~No~~

**Is there any other information that you would like to provide in relation to your proposed site?**  
If yes, please give details below (and attach if necessary)

This site was included as broad location Land West of London Colney in the withdrawn local plan for 440 dwellings (to include flexicare and special needs accommodation); sites for an 8FE secondary and 2FE primary schools; and recreation and public open space. A copy of the masterplan is attached.



PROJECT TITLE  
**Napsbury Rural Estate**  
**NAPSURY**

DRAWING TITLE  
**Site location plan**

SCALE	DATE	CHECKED
1:10000	AUGUST 2007	
	DRAWN	DATE
	HP	
PROJECT No.	<div style="display: flex; align-items: center; justify-content: center;"> <div style="font-size: 2em; margin-right: 10px;">4695</div> <div style="text-align: center; margin-right: 10px;"> <span style="font-size: 1.5em;">▲</span>  <b>N</b> </div> <div style="font-size: 2em; margin-left: 10px;">050</div> </div>	
<b>VINCENT AND GORBING</b> <b>CHARTERED ARCHITECTS AND TOWN PLANNERS</b> STERLING COURT NORTON ROAD STEVENAGE HERTS TELEPHONE: 01438 316331 FAX: 01438 722035		

**Representations**

On behalf of  
Hertfordshire County Council

October 2018

Prepared by  
Vincent and Gorbings



# Representations to the St Albans City and District Draft Local Plan for Publication

## Contents

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## Representation report drawings

5241/500	Site location plan
5241/501	Site identification plan
5241/502	Site constraints plan
5241/503	Local plan policies (Publication Draft)
5241/504A	Preliminary master plan

## Acknowledgements

VG wish to acknowledge and thank the following for technical and environmental studies that have supported the preparation of this submission:

Archaeological desk-based assessment (October 2018)	Orion Consulting Ltd
Air Quality Assessment (October 2018)	Resound Environment Ltd
Preliminary Ecological Assessment (September 2018)	ELMAW Ltd
Flood Risk Statement (September 2018)	Stomor Ltd
Heritage Assessment (October 2018)	Orion Consulting Ltd
Landscape and Visual Assessment (October 2018)	Jon Etchells Consulting Ltd
Noise and Vibration Assessment (October 2018)	Resound Acoustics Ltd
Transport Appraisal (October 2018)	Stomor Ltd
Services Investigation Report (October 2018)	Stomor Ltd

These reports are submitted with the submission as evidence to support the deliverability and developability of the land allocation.

## 1.0 INTRODUCTION

1.1 Vincent and Gorbing (VG) have been commissioned by Hertfordshire County Council (HCC) to prepare representations in respect of the land West of London Colney identified as a **Broad Location Policy S6ix** in the Draft Local plan for publication (Regulation 19 Stage) (Draft Local Plan) and to submit such representations to St Albans City and District Council (SADC) in response to the public consultation.

1.2 The Draft Local Plan identifies the following the following objective for the west of London Colney Broad Location:

*“To provide an urban extension of London Colney and a new secondary school to enhance the sustainability of London Colney as a small town”.*

1.3 In order to satisfy this objective, the plan sets out proposals to secure this delivery:

*“1. Masterplanned development led by the Council in collaboration with local communities, landowners and other stakeholders*

*2. Minimum capacity 440 dwellings*

*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*

*4. Minimum 40% Affordable Housing in accordance with Policy L3*

*5. Minimum overall net density 40 dwellings per hectare*

*6. Housing size, type and mix as set out in Policy L1 and Appendix 6*

*7. Retention of important trees and landscape features*

*8. Recreation space and public open space*

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

*10. Transport network (including walking and cycling links) and public transport services upgrades/improvements*

*11. 3% homes to be self-build housing*

*12. Sufficient assets to provide sustainable management of community facilities, open spaces and parklands*

*13. Excellence in design, energy efficiency and water management*

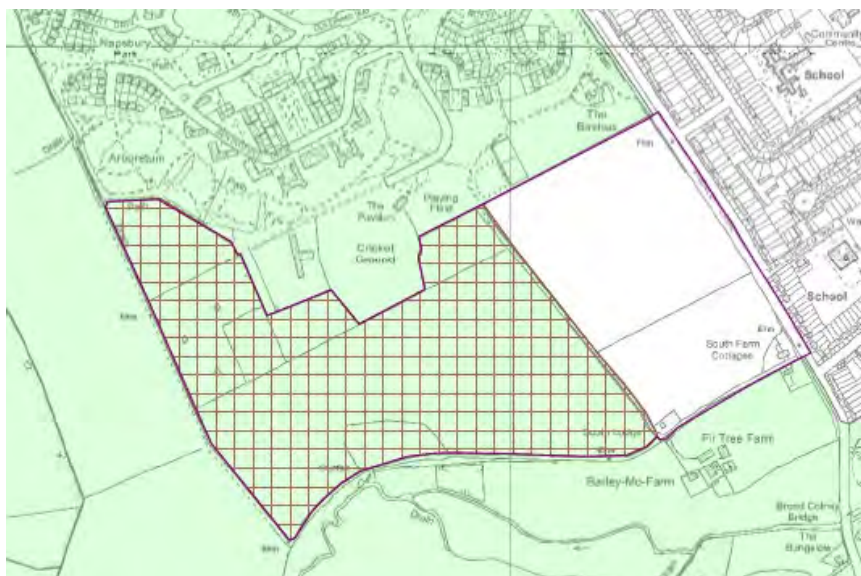
*14 Appropriate renewable energy production and supply mechanisms*

1.4 The Draft Local Plan establishes a Broad location for the development in the Key Diagram.





- 1.5 The Draft Local Plan establishes the boundaries of the Broad Location on Policy Map 4.



- 1.6 The area identified for housing development (area in white) is 14.27ha and the area identified for education use in the Green Belt (area hatched) is 24.45ha.

- 1.7 It is acknowledged that **Policy S6 – Broad locations for development** establishes a process for developing a masterplan to be approved by the Council namely,

*“Planning applications for development at the Broad Locations must materially accord with Masterplans which have been approved by the Council following consultation with local communities and stakeholders.”*

- 1.8 The County Council fully acknowledges the requirement for this process. However, in order to ensure that the proposed housing allocation is deliverable (NPPF 2018, p66) and developable (NPPF 2018, p66) the County Council has initiated the process of preliminary masterplan preparation for this Broad Location. A number of technical and environmental investigations have been carried out to inform the preliminary masterplan to ensure matters of deliverability and developable are robustly addressed. The details of these studies are reported in the site assessment (section two of this representation).

- 1.9 Section three of this representation sets out the preliminary masterplan, design parameters and the layout for the uses set out in **Broad Location Policy S6ix**).

- 1.10 Section four of this representation comprises the summary and conclusions.

## 2.0 SITE ASSESSMENT

### Site location

- 2.1 The Broad Location (BL) site (as identified in the Draft Local Plan) is located south of Napsbury and to the west of London Colney (Plan 5241/500). The area shown on plan 5241/500 and 5241/501 is slightly larger than the allocation defined on Policy Map 4. The area proposed in this representation includes land south of the proposed allocation to ensure that sufficient land can be made available for other uses (Country Park and community playing fields) and to ensure that there is sufficient land for surface water attenuation to meet the needs of the housing allocation.

### Land ownership

- 2.2 The BL site (including the additional land to the south) is largely in the ownership of the County Council (Plan 5241/501) amounting to 49.95ha. There are some small parcels of the BL site not in HCC ownership, namely South Farm Cottages on the south-western boundary of the site and South Lodge. These areas are shown as excluded from the site location and site identification plans. They are also excluded from the masterplan. The removal of these areas leads to a slight reduction in the area of land available for the housing allocation.
- 2.3 The BL site is currently held under agricultural tenancies which can be terminated if the County Council wishes to use the land for another use other than agriculture for which planning consent has been obtained.

### Buildings and uses

- 2.4 The only buildings on the BL site comprise South Farm Cottages (outside the ownership of the County Council), and South Lodge (outside the ownership of the County Council). Barley Mo Farm and Fir Tree Farm lie on the land south of the BL site.

### Vegetation

- 2.5 The BL site has some trees along the boundary of the site in the north-eastern corner abutting Shenley Lane with isolated trees in other locations on the site. There is an area of recently planted block woodland in a parcel on the western site boundary.
- 2.6 No tree survey has been undertaken on any part of the BL site. This would be required at the detailed masterplan and application stages.
- 2.7 There are a number of hedgerows on the site along existing field boundaries, along rights of way and informal footpaths and on the eastern boundary to Shenley Lane.

### Rights of Way and informal footpaths

- 2.8 There is a bridleway along the agricultural access track which curves through the southern part of the site and forms the southern boundary to the BL site. This route runs from Shenley Lane through the site and then turns south to pass beneath the M25. A public footpath diverges from the bridleway in the south western corner of the site and runs to the west to the railway line. A further short public footpath runs across the south eastern corner of the site, from Shenley Lane at the point where the road crosses the River Colne, to the north west to connect with the bridleway near South Lodge. There is also some informal use of the agricultural tracks and field edges for dog walking. These are shown on Plan 5241/502.

## Landscape and visual assessment

- 2.9 A landscape and visual assessment (October 2018) has been undertaken by Jon Etchells Consulting Ltd. The assessment has concluded that the BL site is of generally low to medium landscape quality and value, and medium sensitivity to development of the type proposed.
- 2.10 The landscape of the site is presently open and undeveloped, with some positive aspects including views of Napsbury Park to the north, but also some negative aspects including the adjacent urban edge to the east, the degraded field boundaries and the presence of the M25 to the south.
- 2.11 Development of the site in the form indicated on the Preliminary Masterplan (section 3) would be likely to result in initially slight to moderate adverse effects on local landscape character, which would decline over time to become slight adverse as the proposed structural landscaping becomes established. The development would also have some beneficial effects in terms of providing a more robust and greener western urban edge around the school playing fields (replacing the somewhat harsh existing urban edge along Shenley Lane), and the provision of new community playing fields and an area of Country Park in the southern part of the site alongside the river.
- 2.12 The detailed design and form of the development will need to respect the setting of the Napsbury Registered Historic Park and Garden and Conservation Area and retain and frame views of the taller buildings within Napsbury Park (see heritage assessment for further information).

## Preliminary ecological assessment

- 2.13 A preliminary ecological assessment (October 2018) has been undertaken by ELMAW Ltd. A desk study followed by a Field Survey has been undertaken.
- 2.14 The desk study revealed that the BL site is not designated as a statutory site of nature conservation importance. There are no statutorily protected sites within the 2km radius data search but there is a single Herts and Middlesex Wildlife Trust Nature reserve – Broad Colney Lakes adjacent to the south eastern corner of the BL site. There is a Local Wildlife site (LWS) (of County Importance) lying adjacent to the south-western BL boundary (field abutting M25 on its southern boundary) which derives its importance from a number of arable weeds. This is not in the BL site.
- 2.15 The field study revealed that arable fields (of negligible value) occupy the majority of the BL site. Species poor semi-improved grassland is present running alongside a number of arable fields which is of site level value only. Improved and modified grassland (of negligible value) is found within the horse pastures to the south of the proposed BL site around Barley-Mo and Fir Tree farms. The hedgerows on the BL site have been assessed as follows:
- H1 along the eastern boundary to Shenley Lane is intact but not species rich
  - H2 along the eastern boundary of the housing allocation contains sections that are intact and defunct dominated by hawthorn
  - H3 along the northern boundary to Napsbury is a short defunct hedgerow which does not maintain connectivity with other hedgerows in the site
  - H4 along the southern boundary of the recently planted woodland on the north west parcel of the site contains remnants of the former adjacent orchard
  - H5 along the footpath separating the BL allocation from the pasture land to the south is intact although in part defunct and comprises a mix of hawthorn, blackthorn, elm and field maple

- 2.16 None of the hedgerows are species rich but do provide foraging, sheltering and nesting habitat for wildlife around the BL site.
- 2.17 There is a small area of wet woodland (of site level value) in the south western corner of the BL site which is unlikely to be ancient and not considered priority habitat.
- 2.18 There is scrub and tall ruderal in various locations on the site which are all site level value and negligible value, respectively. The assessment also notes the trees on the site including the Scots Pine on north eastern corner of the site in Hedgerow 1. The trees are of site level value only.
- 2.19 At the time of the survey the River Colne running along the southern site boundary was found to be dry and of negligible value.
- 2.20 The buildings on the BL site could support roosting bats but these buildings would not be affected by the housing allocation as they are either not in the County Council's ownership and/or would be excluded from any development areas. The assessment recommends; bird breeding survey, wintering farmland bird survey, bat roosting surveys, otter and water vole surveys, and bat foraging surveys. These would be undertaken at the planning application stage.

### Watercourses

- 2.21 There is an Ordinary Watercourse drainage ditch running along the western side of Shenley Lane (in the vicinity of Telford Road) which flows in a southerly direction (about 25m south of Telford Road a headwall is in place, but the culvert pipes are not visible in this location).
- 2.22 A further drainage ditch, although not a designated Ordinary Watercourse, runs along the western side of Shenley Lane the upstream headwall of which is about 105m north of St Anne's Road; a 300mm diameter pipe is visible in this location with the ditch continuing southward down to its connection with the River Colne to the south via an 800mm diameter outfall.
- 2.23 This ditch and culvert systems would seem to cater for existing highway run off and outflows from public surface water sewers from the adjacent residential areas.

### Topography

- 2.24 A topographical survey was completed by Kempston Surveys in October 2009. The survey data has been used to identify trees and natural features of importance that may need to be retained.
- 2.25 The survey shows that the centre portion of the site from the east towards the south west is generally at a higher level, between 72.3m and 70.0m AOD but falls toward the southern boundary at the farm access track down to a level of 64.87AOD. To the east side of the site a shallow valley runs towards the southeast boundary at the farm access track with levels falling from 70.0m to 66.71AOD. To the west side of the site there is a further shallow valley which runs from the north to the southwest corner with levels falling from 71.0m to 64.85m AOD.
- 2.26 South of the southern boundary the ground generally falls away towards the River Colne. Levels south of Fir Tree Farm and Barley Mo Farm adjacent to the River Colne are in the region of 64m AOD.
- 2.27 The survey would need to be updated at the point of planning applications.

## Geo-environmental investigation

- 2.28 A Phase 1 desk study report (September 2018) has been undertaken by Southern Testing/ST Consult. The British Geological Survey Map No 239 indicates that the site geology consists of the Kesgrave Catchment Subgroup (sand and gravel) with the area along the River Colne consisting of Alluvium (clay, silt, sand and gravel).
- 2.29 As the site is known to have been an area of agricultural fields since at least 1818 there is risk of contamination by pesticides, herbicides, metals and PAH's although the risk is generally considered to be low at this stage There are localised sources of contamination identified where there may be more of a significant risk. Soil sampling and contamination testing will be necessary to identify and assess any contamination impact.
- 2.30 The report identifies a potential ordnance risk and recommends the completion of a UXO desk study to assess the risk before any intrusive investigation is undertaken.
- 2.31 The site is underlain by both a Secondary and Principal Aquifer and located in both a SPZII and III; a number of surface water receptors are located on the site boundary. As such any contamination on site poses a risk to the groundwater and surface water regime. Groundwater monitoring may be requested as part of any Phase II investigation at the detailed master plan or planning application stages.
- 2.32 The risk to future end users from land gas is considered to be moderate due to the risk from both the offsite infilled gravel pits and the numerous landfill sites identified in the desk study. Ground gas monitoring will be required to identify and assess any risk.

## Heritage Assets

- 2.33 An archaeological desk- based assessment (October 2018) has been undertaken by Orion Consulting. The desk based archaeological investigation identifies medium potential for prehistoric evidence and high potential for medieval -early post medieval occupation in the vicinity of Barley Mo Farm and Fir Tree Farm. It is recommended that any future planning applications are accompanied by a geo-physical survey which may result in further intrusive investigations being required. The playing fields proposed as part of the masterplan would need to be supported by such work.
- 2.34 A heritage assessment (October 2018) has been undertaken by Orion Consulting. The site lies immediately south of the Napsbury Conservation area (designated in 1996). The site contributes to the wider agricultural semi-rural context of the hospital and forms part of a key view from the main buildings looking south. The site contains no listed buildings and the nearest listed buildings do not lie adjacent to the site or have key views to/from the BL site. The grade II listed Registered Park and Garden – Napsbury Hospital falls partially within the site including South Lodge and the southern approach to the former hospital which survives as a path between the former agricultural fields. Three further parcels of former agricultural land form part of the designation. These are located in the area closest to the buildings in the north, immediately east and west of the former cricket ground and west of the former nurses' home. The delineation of the Registered Park and Garden is shown on Plan 5241/502. There is one locally listed building (the Birches) which lies 50m north of the BL site.

- 2.35 The heritage assessment concludes that the proposed BL masterplan development will result in a minor change (of less than substantial harm) to the agricultural setting of the Conservation Area. The retention of the central vista, sympathetic design and treatment of new build are important mitigation measures. There are no impacts on listed buildings. The interface between the Registered Park and Garden and the new development requires careful consideration and it is considered that the height of the new development along the north-eastern boundary should be as low as possible with effective boundary screening introduced to provide a visual barrier. Similarly, the height, materials palette and vegetation choice along the eastern edge of the development will require careful consideration. Subject to sympathetic design and placement, the report concludes that the proposal will not impact on the significance of the Registered Park and Garden and any impact on its setting will be minor. The edge of the masterplan development is 50m south of a locally listed building (The Birches) at Napsbury Park. The interface between the development and this locally listed building will require careful consideration with similar height and material palette considerations. It is recommended that the materials palette utilised resonates with those locally listed buildings in the vicinity. Careful consideration will need to be given to the height and density of the school building development to ensure the impact on setting is considered minor and therefore less than substantial.

### Sustainable access and highway capacity

- 2.36 A Transport Appraisal (October 2018) has been undertaken by Stomor Ltd. Following on from the initial means of access and sustainability appraisal in 2009, Stomor Ltd have undertaken a further appraisal of sustainable access opportunities and highway capacity on both the local and wider networks to fully investigate a proposed development of up to 500 dwellings, 2fe primary school and an 8fe secondary school.
- 2.37 The current appraisal has been undertaken in a significantly different policy context to the version undertaken in 2009, which can be summarised as follows:
- HCC Local Transport Plan 4 has recently been adopted by Hertfordshire County Council and it recognises that significant growth is expected in the county whilst also recognising that dependence on car use and building more roads to encourage more car use will result in serious consequences;
  - LTP 4 recognises that there is huge potential for travel by 'other modes' within towns and between adjacent towns. A user hierarchy is now set out by HCC which promotes access by sustainable modes as a priority.

#### Existing and future trip generation:

- 2.38 Census 2011 and research data from schools in Harpenden and St Albans indicate that there is likely to be significant trip generation by sustainable modes of transport to/from the site. Further Census 2011 data and consideration of the site's location in close proximity to a range of services/facilities and nearby towns suggests that there is significant potential for additional travel by sustainable modes to/from the site.
- 2.39 With regard to motor traffic, HCC have provided access to their area wide 'Comet' traffic model for St Albans district, including London Colney and the A414. This model tests the impact of the growth predicted in the current St Albans Local Plan (i.e. excluding the broad location site) between 2014 and 2031 and includes a range of committed development (including potential upgrades to the A414).
- 2.40 The Comet model has provided 'base year' and 'without development' link flow data for roads in the vicinity of the site as well as giving an indication of any capacity constraints in 2014 and 2031. Therefore, the Comet model confirms the significant growth expected in the area to 2031.

- 2.41 The Comet model also allows estimation of growth for each link. 2018 junction traffic counts have been undertaken in the AM, school PM and network PM peaks and the Comet derived growth used to factor the junction counts to 2031.
- 2.42 Trip generation forecasts have been undertaken on the basis of site proposals for residential development (up to 500 units) using the TRICS database, a 2fe primary school (using data gathered for a similar size school in St Albans) and an 8fe secondary school (using data gathered from town-wide research in Harpenden). A nominal amount of trip generation for all modes has been estimated for the potential care home development on the site. Potential development traffic has been assigned to the network based on the observed turning counts for housing and 2fe primary schools.
- 2.43 For the 8fe secondary school 50% of the proposed catchment is planned to come from London Colney and 50% from St Albans. The 50% London Colney catchment traffic has been assigned using turning count data. The 50% St Albans catchment traffic is assumed to travel to/from the north.

**Means of access – overview:**

- 2.44 There is currently no access to the site (apart from a farm track) and bridleway that runs along the southern edge of the site from Shenley Lane.
- 2.45 Accident data has been consulted to determine whether there are any specific issues regarding general highway safety relating to the geometry and visibility along Shenley Lane or wider area which might affect access options. The data indicates that there are no specific safety concerns in the vicinity or on the stretch of Shenley Lane likely to be required to access the site.
- 2.46 It is understood that a traffic calming scheme is proposed for Shenley Lane to help manage traffic speed. Implementation of this scheme is unlikely to materially affect the ability to access the site.
- 2.47 In order to demonstrate the site's sustainable location and access credentials, a means of access plan has been designed alongside the indicative masterplan to show how pedestrian and cycle access to/from and within the site will prioritise access on foot/by bicycle. Additional appraisal has been undertaken of the existing pedestrian and cycle infrastructure and journey times to/from the site from London Colney to underline its potential for access on foot/by bicycle.

**Pedestrian and cycle access:**

- 2.48 The means of access includes making use of the existing signalised crossing on Shenley Lane (north of the site) as well as providing a new signalised crossing (south of the site) for pedestrians/cyclists. Additional enhancements could include upgrading the footway on the east side of Shenley Lane to allow pedestrian and cycle access between crossings. This upgrade would also connect Kings Road to St Annes Road and, potentially the byway alongside the River Colne.
- 2.49 Potential upgrades to improve pedestrian/cycle access along Kings Road. St Annes Road and the byway adjacent to the River Colne would enable access to/from the site from London Colney on foot/by bicycle.

**Public Transport access:**

- 2.50 Bus services along Shenley Lane operate approximately hourly. It is unlikely that the capacity on an hourly service will be sufficient for the proposed development so a service upgrade to at least half hourly is proposed. In addition, upgrades to local bus stops on Shenley Lane will encourage use of services.
- 2.51 Rail access is likely to be required via St Albans City (to the north) or Elstree & Borehamwood stations (to the south). The potential sustainable transport upgrades set out above are designed to assist access to stations, especially the increased bus frequency.

**Vehicular access:**

- 2.52 For vehicular access a single roundabout junction has been designed to serve the site. It is located between the access to Telford Road and Walsingham Way (both to the east of the site).
- 2.53 A plan illustrating the proposed means of access by all modes has been prepared by Stomor Ltd (and is included in their transport appraisal) which would serve a proposed residential development, primary and secondary schools. The access is designed to accommodate buses, coaches and waste/commercial vehicles.
- 2.54 Emergency access could be provided either by use of wide carriageway/verge or, potentially, emergency access via proposed shared use foot/cycle ways or bridleway along southern boundary of the site.

**Highway network impact:**

- 2.55 Consideration has also been given to the existing and future traffic conditions on the wider road network using data from the HCC Comet model 2014 and 2031, observed turning count data from 2018 and the trip generation data summarised above. The following junctions have been appraised for 2031 where all development is assumed to be complete and occupied:
- Site access roundabout on Shenley Lane.
  - Shenley Lane junctions with Kings Road and St Anne's Road.
  - Harper Lane/Bell Lane roundabout.
  - Shenley Lane junction with the A414 link.
- 2.56 The HCC Comet model indicates that, in 2014, the Shenley Lane/Bell Lane junction is likely to operating at or close to capacity in the AM peak. This is consistent with our 2018 observations.
- 2.57 A further appraisal of the above junctions indicates that in 2031:
- Site access – operates in capacity in all peaks
  - Shenley Lane junction with Kings Road operates over capacity 'with' development in the AM peak (Kings Road arm)
  - Shenley Lane junction with St Anne's Road operates over capacity 'with' and 'without' development in the AM peak (St Anne's Road arm)
  - Harper Lane/Bell Lane roundabout operates over capacity 'with' and 'without' development in the AM peak and 'with' development in both PM peaks.
  - Shenley Lane junction with the A414 link operates over capacity in the AM peak 'with' and 'without' development.



- 2.58 The HCC Comet model indicates that in 2031 there are likely to be capacity issues at the A414 junction adjacent to the Shenley Lane link in both AM and PM network peak 'without' development. In addition, the Bell Lane roundabout is likely to be operating over capacity in the AM and PM peaks 'without' development.
- 2.59 The baseline and predicted traffic growth for the area suggests that there are significant capacity challenges likely to occur 'without' development. These are matters for the highway authority to address.
- 2.60 It is understood that a study is to be undertaken of the future role of the A414 by HCC. Further consideration of access to the A414 with traffic from the broad location site should be undertaken in this context.
- 2.61 Further appraisal of highway capacity has been undertaken in the context of recent LTP 4 policy. The policy approach now adopted in Hertfordshire is clearly focussed on promoting access by sustainable modes rather than providing additional highway capacity.
- 2.62 It is unlikely that sufficient highway capacity could be provided to meet all predicted future demand in the area.
- 2.63 Therefore, improving sustainable transport services and facilities is considered to be the most effective and policy compliant way forward and best way to accommodate the travel demands of the broad location site.

### Flood risk

- 2.64 A Flood risk statement (October 2018) has been undertaken by Stomor Ltd and is submitted as part of these representations.
- 2.65 The Environment Agency (EA) Indicative floodplain Map of the area has been obtained from their official web site. It shows that the majority of the site lies within Flood Zone 1 with a low probability of flooding. However, a small proportion of the site at the south side lies within Flood Zones 2 and 3 (land to the south of the east-west bridleway). A plan is included in the Stomor report which shows this area.
- 2.66 The River Colne is an EA designated Main River and runs adjacent to the southern boundary of the site, running in a north east-south west direction. A culverted section of the London Colney Stream, which is also an EA designated Main River, runs southwards along Shenley Lane, adjacent to the south western boundary of the site.
- 2.67 The development area should be restricted to the land north of the bridleway. If development does not occupy any area within the existing flood plain, or existing ground levels are not raised, then flood plain compensation will not be required. The drainage strategy (based on the topographical survey and known development layout is set out in more detail below).
- 2.68 Several historic flooding incidents associated with the River Colne in the vicinity of the site have been recorded, with the most recent event occurring in 2014. However, none of these flooding events extended to the proposed development area.

### Drainage

- 2.69 Drainage proposals for the site have been included within the Flood Risk Statement which has been produced by Stomor Ltd and is submitted as part of these representations.

## Existing foul and surface water drainage

- 2.70 Historical maps indicate that a sewage treatment works used to be located within the south of the site, within an area now being used as arable land. The Land Registry Title Plans also indicate that several private surface and foul water drains run through the site from the Napsbury Park development.
- 2.71 Existing Thames Water drainage records have been obtained for areas both within and in the vicinity of the site which show:
- No public surface water sewers directly serving the site as it is greenfield in nature
  - A public surface water sewer and a public foul water sewer run north to south through the site between the Napsbury Park development and the River Colne. An additional public foul water sewer is shown running eastwards from the historic sewage treatment works location to connect to the foul water sewer in the south of the site.
  - A public surface water sewer is in place to the east side of Shenley Lane just to the east of the site (flowing in a southerly direction from just south of Walsingham Way towards St Anne's Road out falling to the ditch on the west side of Shenley Lane).
  - Public foul water sewers are located: to the east side of Shenley Lane just to the east side of the site and to the south west of the site both of which connect into large trunk foul sewers which run in an east-west direction to the south of the River Colne.

## Proposed foul and surface water drainage strategy

### Foul water:

- 2.72 Calculations have been undertaken to determine the foul water flows from the proposed development (provided within the Stomor report).
- 2.73 The Stomor report contains a preliminary strategy plan for the discharge of foul water from the development to the public sewers via gravity. A proposed connection to the existing public foul water sewer within the site is considered to be achievable.

### Surface water:

- 2.74 The majority of existing surface water runoff from the site discharges generally in a southerly direction towards the River Colne.
- 2.75 Calculations have been undertaken to determine the total impermeable areas generated as a result of the development and in accordance with Local and National Policy, allowance has been made for the 1 in 100-year storm + 40% climate change within the site to ensure properties within or adjacent to the site are not at risk from flooding.
- 2.76 Percolation tests carried out as part of a geo-environmental investigation in 2009 indicate that infiltration rates could support soakaway systems but the potential for this across the site is variable and further investigation will be required to determine the feasibility of this option.
- 2.77 The strategy proposes the use of SuDS features including a primary detention basin to be located on the southern boundary of the site. Adequate storage will need to be provided within the system to accommodate the 1 in 100-year storm, plus allowance for 40% climate change. Any positive flows to the adjacent watercourse from the site will be restricted to greenfield runoff rates.

- 2.78 Based on an impermeable area of 70% of the development area, an estimated surface water storage volume of 3600m<sup>3</sup> would be required to accommodate flows from the 1 in 100 year + 40% climate change storm event. The strategy identifies potential separate outfalls for the northern and southern parts of the development.
- 2.79 If the surface water system is to be adopted any storage pond should be maintained in perpetuity by either the County or District Council or any other formal body approved by the Water Authority.

#### **Groundwater protection:**

- 2.80 Part of the development area of the site is located within a Groundwater Source Protection Zone 3 (Total Catchment). The EA may require sites located in Zone 3 to have greater levels of surface water treatment before permitting discharge to ground. The western part of the site is located within a Groundwater Source Protection Zone 2 (Outer Protection Zone). However, as the school playing fields will be located within this area, there is unlikely to be any restrictions preventing the discharge to ground.

#### **Services**

- 2.81 A utilities investigation (October 2018) has been prepared by Stomor Ltd. Enquiries were sent to each of the utility providers to determine the location, details and potential capacity to support the proposed development.

#### **BT Openreach:**

- 2.82 Existing apparatus is located to the east of the site adjacent to Shenley Lane on the east side. These mains run along the entire eastern site boundary. Further underground mains are in place along part of the farm track which serve the cottages adjacent to Shenley Lane; South Lodge, Fir Tree Farm and Barley Mo Farm.
- 2.83 BT have confirmed that alterations to existing BT apparatus may be necessary to accommodate the proposed new vehicular access to the site.
- 2.84 It is likely that the provision of a connection will probably be made east of the site but this would need to be confirmed as development proposals emerge.

#### **Cadent Gas:**

- 2.85 Existing medium and low-pressure gas mains run along Shenley Lane immediately adjacent to the site for the whole length of the site frontage. A low-pressure gas main is identified within the south of the site running between South Lodge and Shenley Lane, along the Public Bridleway.
- 2.86 It would appear that the proposed vehicular access may impact upon existing gas mains on Shenley Lane. Detailed costs would need to be established at the detailed planning application stage.
- 2.87 It is considered that a new gas connection can be made through the installation of a new main from Shenley Lane or utilising the existing low-pressure gas main within the south of the site.

**Affinity Water:**

- 2.88 There is an existing water main running under the east side of Shenley Lane, adjacent to the site frontage. Water mains are also in place along Telford Road, Walsingham Way and St Anne's Road and to the north of the site within Napsbury Park. Several hydrants are shown within the site on Affinity Water records.
- 2.89 Provision of the new access to the site will not require the diversion or lowering of existing water mains.

**Virgin media:**

- 2.90 The nearest Virgin Media services are located along Shenley Lane to the east of site, along the whole of the site frontage. Mains are also located within Telford Road and St Anne's Road. Virgin Media have confirmed that their existing mains should not be affected by the proposed access arrangements.

**UK Power Networks:**

- 2.91 Electricity mains are located along both sides of Shenley Lane immediately adjacent to the site frontage. Underground and overhead apparatus are shown on UKPN records within the site, running along the north side of the Bridleway between Shenley Lane and the existing buildings in the south east. Overhead lines are also present along the eastern side of Shenley Lane, adjacent to the south western boundary of the site.
- 2.92 Provision of a new vehicular access is likely to require diversion or lowering of the existing electricity mains.

**Noise vibration and air quality**

- 2.93 A noise and vibration assessment (October 2018) has been undertaken by Resound Acoustics Ltd. The noise measurements were taken on the M25 motorway to the south, the Midland mainline railway to the west and the B5378 Shenley Lane to the east.
- 2.94 The noise measurements of the key sources identified above were used to construct a 3D noise model of the site and surrounding area.
- 2.95 The noise assessment concluded that the highest noise levels at the BL site are at the edges close to the key noise sources, namely the B5378 Shenley Lane. The noise assessment recommends setting properties approximately 20m away from Shenley Lane and consider the potential use of higher density development to shield development to the west from noise sources. This has been integrated into the masterplan. Property orientations can be designed to screen gardens from the noise source at the detailed masterplan and detailed planning application stages.
- 2.96 Consideration has also been given to the suitability of the site for the proposed for educational use. Building Bulletin 93: Acoustic Design of Schools (2015) sets out criteria relating to the suitability of sites for educational use.

- 2.97 The assessment concludes that noise levels on the area shown for education use on the masterplan should meet the upper 60dB criterion for external areas set out in BB93 with some areas also meeting the upper 55dB criterion for playground and playing fields. However, noise barriers of a significant height would be required to reduce noise levels across the entire playing field area to meet the 55dB criterion and to has some areas meet the more stringent 50dB criterion for outdoor teaching areas. The form of mitigation to achieve this objective will need more consideration at the detailed masterplan stage and detailed planning application stage. Noise levels within the proposed school buildings should meet the internal noise criteria set out in BB93.
- 2.98 The Vibration assessment (October 2018) has been undertaken by Resound Acoustics Ltd. Vibration levels measured at the site adjacent to the railway are significantly below the level at which adverse comments are likely.
- 2.99 An air quality assessment (October 2018) has been undertaken by Resound Environment Ltd.
- 2.100 Site specific background UK-AIR and monitoring results from the wider area suggest that air quality in London Colney is generally good. There are, however, areas where the annual mean concentration of NO<sub>2</sub> is approaching or exceeding the AQS. However, as the BL site is in a rural location, background pollution concentrations are likely to be well below the AQS's.
- 2.101 The construction of the proposed development could give rise to emissions that may cause some dust soling effects on adjacent uses. However, by adopting appropriate mitigation measures to reduce emissions and their potential effects, there should be no significant residual impacts.
- 2.102 The development is not predicted to lead to the exposure of any new receptors to unacceptable levels of pollution and is determined to be acceptable in terms of its impact on, and sensitivity to, local air quality.
- 2.103 The BL development is expected to comply with all relevant air quality policy and air quality should not, therefore pose any significant obstacles to the allocation or development process.

## Conclusions

- 2.104 The following conclusions can be drawn from the site assessment:
- The BL site is located south of the former Napsbury Hospital site which has now been redeveloped for residential use and is known as Napsbury Park
  - The BL site is in single ownership as part of a wider County Council agricultural holding let on tenancies which can be terminated if permission for an alternative use can be obtained as such it is available for development
  - The BL site is currently in the Green Belt, adjoining the Napsbury Park Conservation Area (lying immediately to the north) and the Registered Park and Garden being located mainly north of the BL site but with parts encroaching into parcels along the northern boundary and the north/south footpath bisecting the site. It is about 50m away from a locally listed building. The masterplan impacts on the heritage assets are likely to be acceptable subject to careful design and use of complementary materials palettes at the planning application stage.
  - The landscape and visual assessment of the BL site concludes that the BL site is of low to medium landscape quality and value and medium sensitivity to the type of development proposed with the masterplan development having initially slight to moderate adverse effects on landscape character (declining over time) with the provision of a more robust and greener western edge around the proposed school playing fields and the provision of

new community playing fields and an area of country park in the southern part of the site alongside the river

- The BL site has medium potential for prehistoric evidence and high potential for medieval -early post medieval occupation around Barley Mo Farm and Fir Tree Farm. It is recommended that any future planning applications during the plan period are accompanied by a geo-physical survey which may result in further intrusive investigations being required. The playing fields proposed as part of the masterplan would need to be supported by such work.
- There are no significant ecological constraints to the site although the hedges on the site should be retained in any development and some of the buildings and trees on and around the site have potential for bat roosting (should there be any proposal to demolish buildings or fell trees a bat survey should be undertaken); other surveys will need to be undertaken at the point of planning application
- The site is likely to generate demand for travel by a range of modes of transport. It is located within walking and cycling distance of a range of services and facilities and the proposed schools will be accessible on foot/by bicycle by existing residential development in London Colney. The site will also be served by an existing bus service (approximately hourly frequency) between St Albans and Borehamwood.
- A package of enhancements is proposed that could address with the predicted demand for travel by sustainable modes and promote increased use of such modes in line with national and local policy. A new pedestrian/cycle crossing of Shenley Lane is included in the access strategy for the site as well as proposed enhancements to existing infrastructure in London Colney to promote access on foot/by bicycle. It is also proposed to improve the frequency of the existing bus service to half hourly as well as local bus stop facilities.
- The most suitable form of vehicular access to the site will be a three-arm roundabout from Shenley Lane. This means of access can accommodate predicted traffic flows in 2031 'with' development and is designed to promote bus access to the site.
- Several junctions on the highway network in the local area have been assessed as being at or close to capacity in one or more peaks both 'without' and 'with' development in 2031. Some of this capacity constraint is reflected in the highway authority's own strategic traffic model in both 2014 and 2031.
- It is unlikely that enough highway capacity could be found to meet demand even for the 'without' development scenario.
- The package of sustainable transport measures and a possible contribution towards safety focused highway improvements is considered the most effective way of accommodating travel demand of the proposed development. This approach complies with current national and local policy.
- Existing drainage easements run north/south through the centre of the site and partly along the south. These easements will need to be protected from built residential development although footpaths/roads and cycleways are acceptable across the easements
- The southern part of the site, to the south of the Bridleway, lies within Flood Zones 2 and 3 and may be liable to flooding and thus should be protected from built development and raising of existing levels
- Foul flows from the proposed development could discharge by gravity to the existing public sewer system within the site
- The site can be suitably drained to provide adequate storage for the 1 in 100- year storm plus 40% allowance for climate change, through the use of SuDS

- It is considered that services can be provided to the site and some services (gas, BT and electricity) may require lowering/diverting as a result of the proposed access
- There are no noise, vibration or air quality constraints that would prevent development of the site although development should be set back 10m from Shenley Lane and some parts of the housing BL site might require noise attenuation.

2.105 The site constraints arising from the site assessment are shown on Plan 5241/502.

## 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.

## Compliance with proposed policy

- 3.16 The preliminary masterplan complies with the proposed land allocation as follows noting that some matters will need to be dealt with either at the detailed planning application stage:

<b>Table One: Proposed policy compliance</b>	
Minimum capacity 440 dwellings	✓
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	✓
Minimum 40% Affordable Housing in accordance with Policy L3	HCC will comply at the planning application stage  Phasing and design
Minimum overall net density 40 dwellings per hectare	✓
Housing size, type and mix as set out in Policy L1 and Appendix 6	HCC will comply at the planning application stage  Phasing and design
Retention of important trees and landscape features	✓
Recreation space and public open space	✓
A site for and appropriate contributions towards an 8FE secondary and 2FE primary all through school, including early years provision	✓
Transport network (including walking and cycling links) and public transport services upgrades/improvements	✓
3% homes to be self-build housing	Detailed planning application stage:  Phasing and design
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:

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	Phasing and design
Appropriate renewable energy production and supply mechanisms	Detailed planning application stage: Phasing and design

## 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.