





01. INTRODUCTION

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This Vision Document supports the promotion of Land at Gaddesden Lane, Redbourn for a residential development for around 300 new homes.

Vistry are working with the landowner of Land at Gaddesden Lane, Redbourn (the Site), to promote the Site for residential development. The 14ha Site presents an ideal opportunity to deliver a high quality, sustainable residential development proposal to address the village and wider District's future housing needs.

The majority of the Site lies within the administrative area of St Albans City and District Council, with a small north western parcel in the Dacorum Borough (< 10%). The functional relationship of the smaller parcel is wholly with Redbourn, as it is separated from the rest of Dacorum Borough by the M1 corridor.

This Vision Document demonstrates how technical issues, such as noise from the M1 Motorway and the existing oil pipeline, can be addressed, and how nearby heritage assets have been identified and carefully considered during the masterplanning process.

Vistry and the Site owner now welcome further discussions with the Council and local stakeholders, as we look to realise this exciting development opportunity, and secure the delivery of a housing site that can readily provide further homes during the emerging Local Plan period.

The Vision Document articulates the development potential of the Site, describes the Site's characteristics and technical considerations, and assesses its sustainability performance. The document covers the following:

- **Planning Policy Context** – Describes the current planning position in the St Albans District and Dacorum Borough.
- **Site and Surroundings** – Sets out the Site's context, and assesses the Site and Redbourn's sustainability for new homes in terms of its location.
- **Opportunities and Constraints** – Identifies the opportunities and constraints that will shape the Site's development.
- **The Vision** – Outlines the overall Site vision, and the Site's delivery potential.

Regional Context

The Site lies on the western edge of the village of Redbourn, which is located on Gaddesden Lane, around 4.6km (3 miles) south west of Harpenden, 7km (4.5 miles) north west of St Albans and 6.5km (4 miles) north east of Hemel Hempstead. The Site largely lies within the St Albans City and District and the Site's north western corner lies within the Dacorum Borough.

Harpenden and St Albans have very good transport connections to London, Luton Airport Parkway, Luton, Bedford, Brighton, Wimbledon and Gatwick Airport by rail (Thameslink), and to the north of the country, including York and Newcastle by road (A1).

Similarly, Hemel Hempstead has very good transport connections to London. Aylesbury, Oxford and Birmingham by road (A41, M40, M25) and by rail (London Northwestern Railway between London and Liverpool Lime Street). On the eastern edge of Hemel Hempstead is Mayland Industrial Estate, one of the largest strategic regional employment locations in Hertfordshire.

The Redbourn bypass (A5183) connects the M1 Motorway via Junction 9 to the village, providing a very good road connection to the Midlands, and to the M25 Motorway.

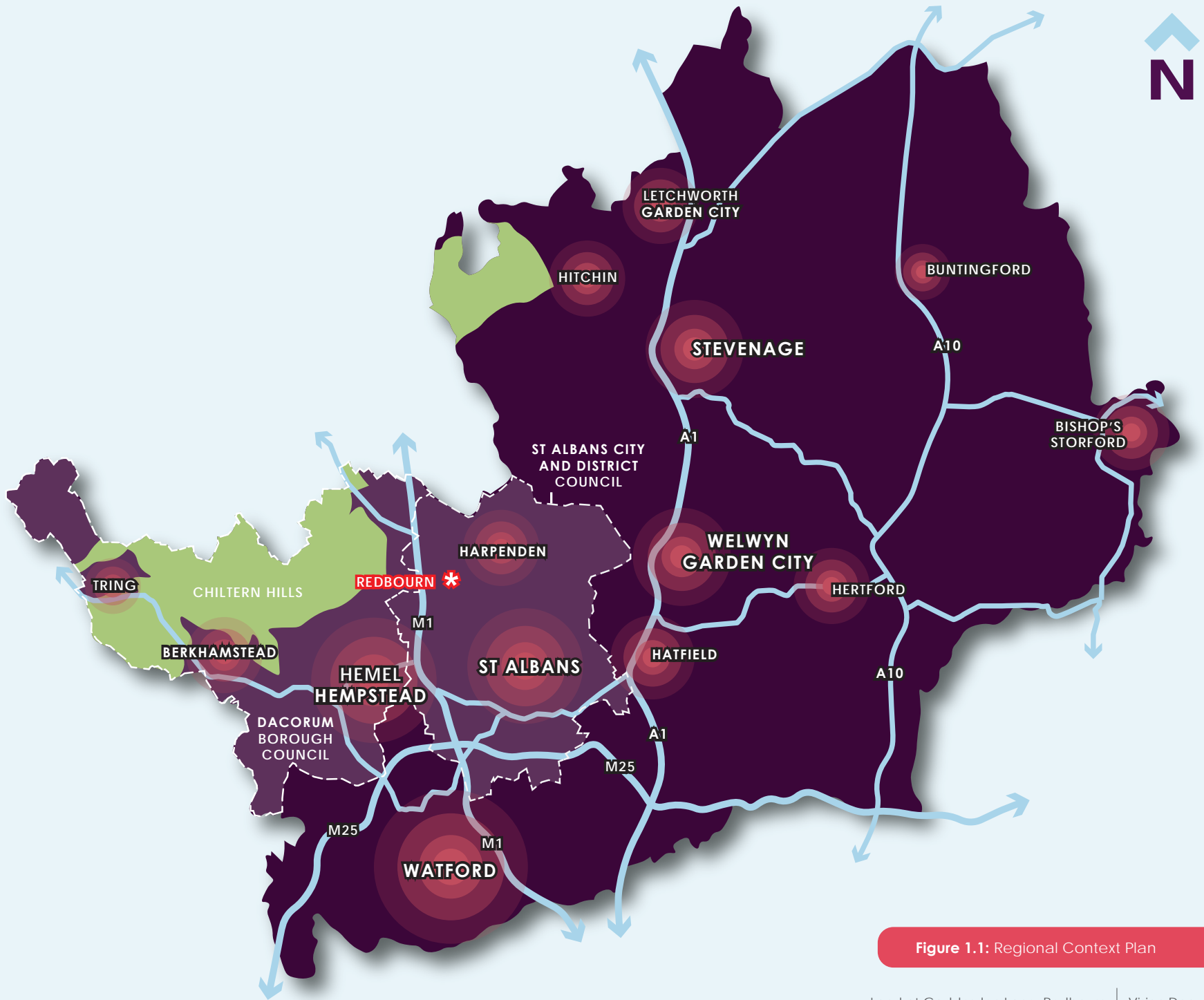


Figure 1.1: Regional Context Plan

Vistry – Who we are

Formed in January 2020, Vistry is made up of Vistry Housebuilding – featuring the Bovis Homes and Linden Homes brands - and Vistry Partnerships, which is the partnerships and regeneration section of the business.

With developments from Northumberland to Cornwall and Cheshire to Norfolk, Vistry is one of the top five housebuilders in the UK by volume. A real powerhouse of a business, creating fantastic opportunities for our customers, clients and communities.



House design:

Vistry is one of the country's leading housebuilders, with well-known brands that have an established reputation for quality that runs through their homes' design, build, specification and customer service. The range of properties across the Linden and Bovis Homes brands is wide and flexible - with designs that can be adapted to the changing needs of the market, the customer and the environment in which we build.

We build homes based on the following key design principles:

- **Arrival:** from designing external elevations and creating attractive street scenes through to maximising the flow and size of the rooms to meet modern lifestyle needs, we aim to create well-designed places that are functional, accessible and sustainable;
- **Proportion:** the relocation of cloakrooms and kitchens has enabled deeper windows to be used on the property fronts creating well-proportioned, balanced elevations that maximise solar gain;
- **Light:** the size, positioning and number of windows has created bright and airy homes which relate positively to the private and public spaces around them;
- **Movement:** careful consideration has been given to the flow and layout of new homes to accommodate today's lifestyles and facilitate flexibility in the way rooms can be used;
- **Quality:** the homes have been created to embrace modern design and styling, whilst retaining the classic architectural traditions on which Vistry, through Bovis Homes and Linden Homes, has built its heritage and brand since 1885.



Building Sustainability

We've improved the thermal efficiency of the walls, windows, and roofs by refining our designs and using proven, effective materials

We've used the latest energy efficient heating and hot water systems that will reduce CO2 emissions

We've introduced some of the latest features designed to encourage lower water consumption



1.1 PLANNING POLICY CONTEXT

A separate planning statement is submitted alongside this Vision Document. This section provides a summary of the planning context relating to the Site.

1.2 THE DEVELOPMENT PLAN

The Adopted Development Plan for the St Albans City and District Council, comprises the Saved Policies of the District Local Plan Review 1994, the Hertfordshire Minerals Local Plan 2007, the Waste Core Strategy 2012 and the Waste Site Allocations July 2014.

The Site is currently located within the Green Belt and the relevant Saved Policy of the St Albans District Local Plan Review is Policy 1 (Green Belt). The adopted Local Plan for Dacorum Borough comprises the Core Strategy (adopted in 2013) and the remaining Saved Policies of the Dacorum Borough Local Plan 1991-2011. The Dacorum Local Plan currently designates the small northern land parcel within the Site as Green Belt.

1.3 THE NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

A key Government planning priority is to significantly boost the delivery of new housing. The NPPF recognises that small to medium scale sites, such as Land at Gaddesden Lane, which are unconstrained and do not require significant upfront infrastructure can be built out relatively quickly. The proposal at Gaddesden Lane would therefore make a positive early contribution to the Council's continuous delivery of housing, as there is a significant identified housing need in the District, and the Council's strategic policies are more than five years old.

To promote sustainable development in rural areas, Paragraph 78 of the NPPF states that housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. The Site at Gaddesden Lane meets this national criteria.

1.4 OTHER MATERIAL CONSIDERATIONS – EMERGING LOCAL PLANS

Both St Albans City and District Council and Dacorum Borough Council are currently in the process of bringing forward new Local Plans. In the case of St Albans, a replacement Local Plan was submitted for examination in March 2019 and the initial hearings took place in January 2020. Following a lengthy pause in the Examination process, the Inspectors recommended that the submitted Local Plan should be withdrawn.

This requires the production of a new Local Plan and Sustainability Appraisal together with a new spatial strategy, based on a standard methodology of 997 new homes per annum. In addition, further homes will also need to be found to replace the dwellings previously anticipated to be delivered from the draft Park Street Garden Village allocation, which has also been withdrawn.

In reaching their determination on the emerging Local Plan, the Inspectors provided high level spatial guidance on what a replacement new Local Plan should seek to achieve and the potential scale of sites which may be suitable, in principle, for additional release from the Green Belt. In this regard, the Site at Gaddesden Lane meets all of the relevant criteria identified by the Inspectors.

With regards to the north western part of the Site, Dacorum Borough Council are currently also in the process of preparing a new Local Plan. They have to date completed the first stage of this process, with the preparation of an Issues and Options consultation in November 2017.

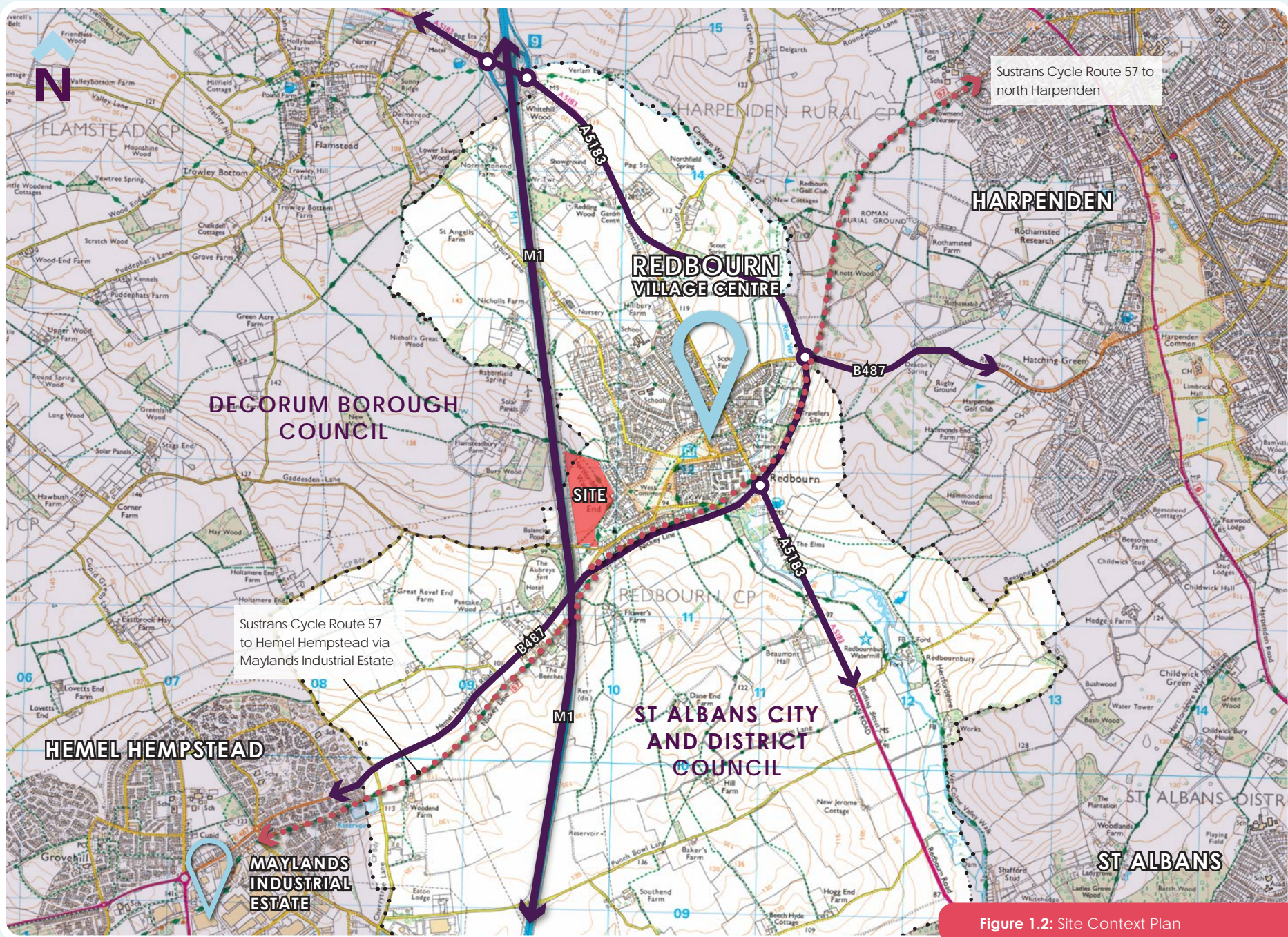


Figure 1.2: Site Context Plan

1.5 SUITABILITY AND SUSTAINABILITY OF THE SITE LOCATION

Redbourn is a village which enjoys a good level of local provision in terms of local shops, services and facilities, which are all easily accessible from the Site via non-car modes. Redbourn is also accessible to St Albans, the largest town in the District, which provides a wider retail offer and a wider range of employment opportunities, leisure, and other facilities.

In addition to the availability of nearby public transport options, there are also good opportunities to promote long term sustainable cycling routes from the Site to nearby key employment locations. These locations include the nearby Maylands Industrial Estate, to the east of Hemel Hempstead, which is one of the largest strategic regional employment locations in Hertfordshire. The Site is in a sustainable location and therefore suitable for residential development.

1.6 ACCEPTABILITY OF GREEN BELT IMPACT

Land at Gaddesden Lane, Redbourn (SHLAA reference 444A/B) is identified in the 2013 Green Belt Review as a small scale sub area. The Site is identified as being able to potentially accommodate 339 dwellings, and the Site is considered to make limited or no contribution towards the primary Green Belt purposes. In this regard, Paragraph 8.3.5 of the Green Belt Review Purposes Assessment Final Report (November 2013) states:

‘SA-SS2 – Land at southwest edge of Redbourn (GB18B) enclosed by the M1 to the west in the vicinity of Gaddesden Lane. Assessed in isolation this sub-area makes a limited or no contribution towards checking sprawl, preventing merging, safeguarding the countryside, preserving setting or maintaining local gaps.’

The development of the Site at Gaddesden Lane would therefore not be prejudicial to the maintenance of the Green Belt elsewhere in the District, and exceptional circumstances exist to justify the release of the Site for residential purposes.

The NPPF does not provide an exact definition of exceptional circumstances. However paragraph 137 of the NPPF sets out a number of criteria to ascertain whether exceptional circumstances will exist to justify releasing land from the Green Belt. These include: the intensity of the assessed need, inherent constraints on the supply of land for sustainable development, and the difficulties in achieving sustainable development without impinging on the Green Belt.

The Site at Gaddesden Lane, Redbourn provides an excellent opportunity to help address an existing, intense, assessed housing need in a District where sustainable development, sufficient to meet the new housing requirement, can only be realised via the the planned release of additional Green Belt land.

1.7 WHY THIS SITE

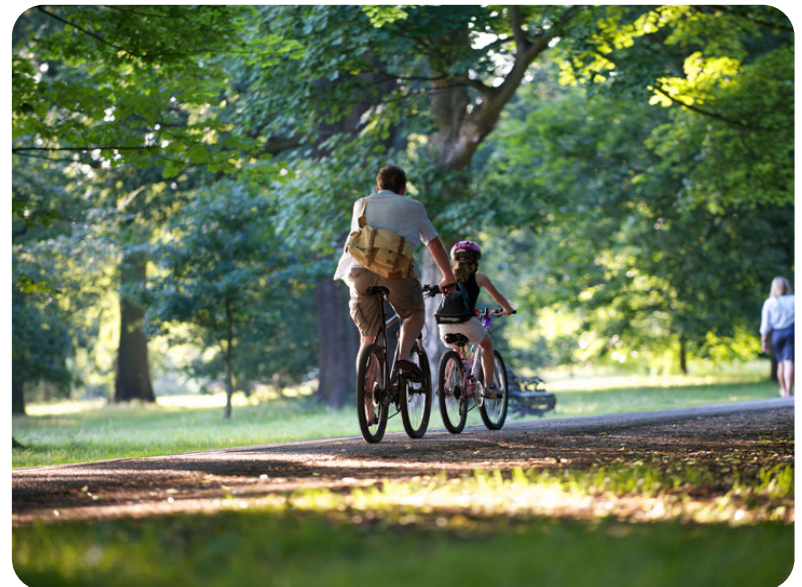
The Site at Gaddesden Lane, Redbourn is a highly deliverable and logical development option for the planned, sustainable growth of Redbourn, by virtue of its low local Green Belt impact and its excellent connectivity, both within Redbourn and further afield.

Whilst other development options are also available, the development impacts of this particular Site, both upon the primary purposes of the Green Belt in this part of the district and the wider landscape are minimal. As such, the Site represents a development option which can reduce the need to release Green Belt land in other, more sensitive locations, where the landscape impacts of new development, and the function of the Green Belt are more critical.

In addition, the location of the Site at Gaddesden Lane, Redbourn is well placed to take advantage of the nearby proximity of the Sustrans Cycle Route 57 (Nickey Line), for sustainable access to both the Redbourn employment area and the nearby sub-regional employment facility at Maylands, east of Hemel Hempstead.

1.8 SUMMARY OF KEY PLANNING ATTRIBUTES AND BENEFITS

- The Site will provide a range and mix of housing types, including smaller homes for first time buyers and downsizers.
- Any technical issues to new development can be easily and appropriately addressed.
- Opportunity to release the Site from the Green Belt and create a new robust Green Belt boundary, without conflicting with the first four Green Belt purposes, as defined within the NPPF.
- The Site has no statutory or non-statutory landscape designation and is not a 'valued landscape'. The proposed scheme can provide landscape and ecological enhancements, including a new amenity park, green corridors and allotment provision.
- The Site will enable the provision for around 300 new homes, including 40% new Affordable Homes.
- Significant and positive effects on local economic output, through construction jobs and the local service sector economy, with a boost to local economic viability.
- The creation of new cycle and pedestrian routes through the Site to provide long term sustainable connections to key employment areas, including the Maylands Industrial Estate to the west and Redbourn High Street to the east.
- Availability of contributions to help deliver additional local school and play provision.
- A net gain in biodiversity.







02. A SUSTAINABLE LOCATION

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An assessment of the Site's context has been undertaken to assess the Site and Redbourn's sustainability in terms of its location.

2.1 THE SETTLEMENT

Redbourn village is an established and thriving settlement that offers a range of local services and facilities. These would be accessible to future residents of the Site by walking, cycling and the use of the existing public transport network.

Within a short walking distance of the Site is Redbourn Common, a very large area of open green space which links the western edge of Redbourn (including the Site) to Redbourn's village centre. There are many local amenities including salons, pubs, dentist, eateries and retail located along the High Street in the village centre.

The Redbourn Common also provides a valued recreational resource to the village and has been the focus of many community events.

The Site is particularly well connected to the existing Public Rights of Way network. Two Public Footpaths cross the Site and two further Public Footpaths enter the Site. A Bridleway follows Flamsteadbury Lane and forms part of Hertfordshire Way which follows the route of Public Footpath 23 across the Site, continuing south easterly towards St Albans and north westerly to Flamstead and beyond.

The graveyard associated with the Grade I Listed Church of Saint Mary lies adjacent to the Site's south eastern boundary. Here, the Redbourn Conservation extends north easterly across Redbourn Common and the immediate surroundings towards the village centre and its High Street, approximately 1km from the Site.















The Site benefits from four bus services within walking distance. The nearest bus stop is approximately 100m south of the Site and serves bus route 46, travelling between Luton and Hemel Hempstead.

Gaddesden Lane along the Site's southern boundary provides the shortest route to Sustrans National Cycle Route 57 along the Nickey Line. The Nickey Line runs along a former railway line, linking Harpenden and Hemel Hempstead, via Maylands Industrial Estate which is one of the largest strategic regional employment locations in Hertfordshire. New residents will be able to cycle to the Maylands Industrial Estate using the Nickey Line.

Harpenden rail station is located approximately 7km east of the Site and is served by Thames Link. Cycle access is available via the off-road National Cycle Route 57, and the station also provides a good number of cycle and car parking spaces, to encourage mix mode journeys.





-  Site Boundary
-  Main vehicular routes and bus stops
-  M1 (Motorway)
-  Public Footpath
-  Bridleway
-  Community Facilities
-  Post Office
-  Education Facilities
-  Sporting Facilities
-  Restaurant/Cafe/Takeaway
-  Fuel Station
-  Retail facilities
-  Public House/Bar
-  Religious facilities

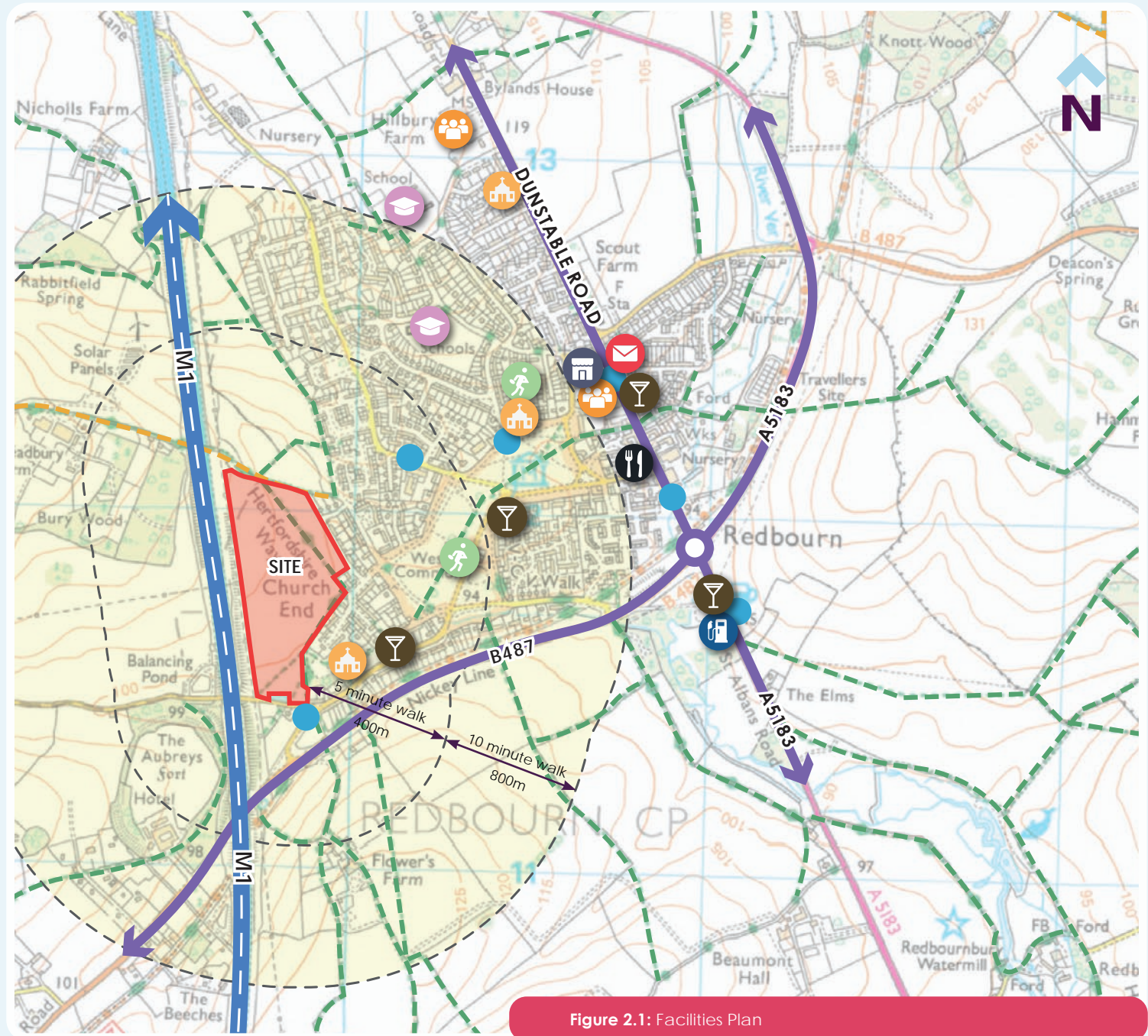


Figure 2.1: Facilities Plan

2.2 THE SITE CONTEXT

The Site lies adjacent to the western settlement edge of Redbourn and comprises a single, irregularly shaped arable field, approximately 14ha in size.

Properties at Mansdale Road, Ben Austins and Saberton Close lie to the immediate east, and the built up area of Redbourn extends in depth to the east of the Site.

To the south of the Site is Gaddesden Lane, which continues westwards under the M1 carriageway and leads to numerous villages to the west of Redbourn. At the Site's south eastern corner, Gaddesden Lane joins Hemel Hempstead Road which connects and runs parallel to the B487 to its south, and forms one of the principal approaches into Redbourn.

Agricultural fields extend south of Redbourn towards the built edge of Hemel Hempstead, located approximately 2.2km south west of the Site.

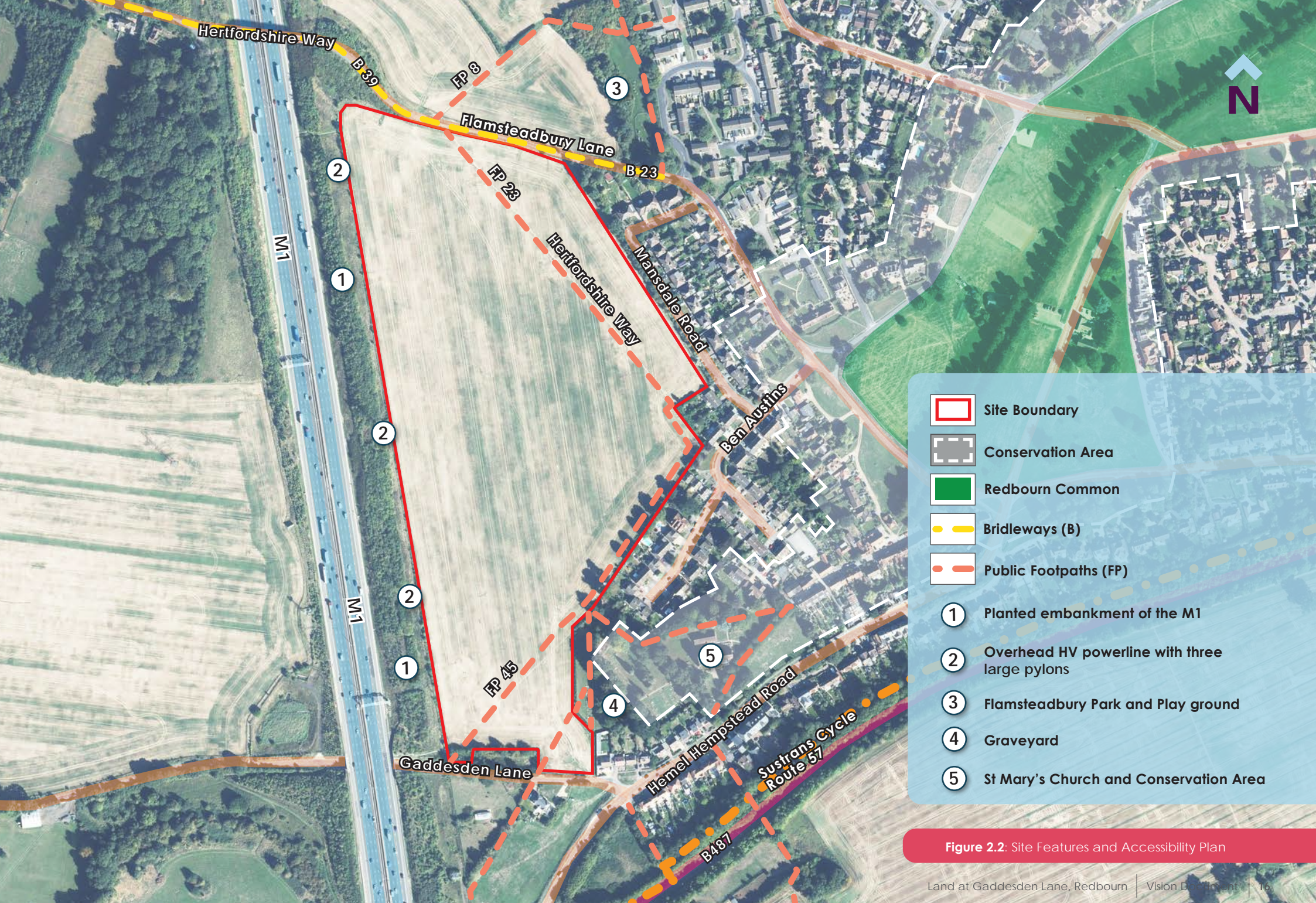
The western boundary of the Site is defined by the planted embankment of the M1 Motorway. An overhead high voltage primary powerline also runs between the M1 and the Site, with three large pylons located immediately adjacent to the Site's western edge.

Beyond the M1 to the west is Flamsteadbury Farm, which is flanked around its curtilage by dense woodland at Bury Wood. Further west are agricultural fields scattered with small villages.

The northern boundary of the Site is defined by Flamsteadbury Lane (also a bridleway) which leads to Flamsteadbury Farm. Beyond it to the north are several smaller, irregular arable fields bound to the west by the M1, and housing in the north of Redbourn to the east. The M1 continues due north of the Site, flanked either side by agricultural land which is criss-crossed by the A5183 and various minor roads. The southern built edge of Luton is approximately 6.8km north of the Site.



The Site is well positioned to accommodate further residential development to contribute to the Districts future housing needs. A network of surrounding roads and Redbourn Bypass (B467) provides excellent highway connections and public transport links to key locations, including Hemel Hempstead, Harpenden, St Albans and Maylands Strategic Employment Area.



- Site Boundary
- Conservation Area
- Redbourn Common
- Bridleways (B)
- Public Footpaths (FP)
- 1 Planted embankment of the M1
- 2 Overhead HV powerline with three large pylons
- 3 Flamsteadbury Park and Play ground
- 4 Graveyard
- 5 St Mary's Church and Conservation Area

Figure 2.2. Site Features and Accessibility Plan



A photograph of a residential development. In the background, there are several two-story brick houses with red roofs and white window frames. A wooden fence runs across the middle ground. In the foreground, there is a meadow filled with wildflowers, including white daisies and red poppies. A young tree with green leaves is on the left side of the frame. The sky is blue with some white clouds. A dark purple banner is overlaid on the right side of the image, containing the section title.

03. SITE OPPORTUNITIES & CONSTRAINTS

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An assessment of the Site and its context has been undertaken to inform the masterplanning process.

3.1 TECHNICAL STUDIES

As part of any future development proposals, a specialist team of consultants will undertake a series of detailed surveys and appraisals of the Site and its surroundings. These technical studies will assess the Site's ability to accommodate a sustainable residential development, taking into account landscape, ecology, heritage, drainage, noise and highways features. Although these studies are yet to be finalised, their initial findings have not identified any issues that would prevent a successful, high quality proposal from coming forward in this location.

3.2 LANDSCAPE AND VISIBILITY CONSIDERATIONS

Public Rights of Way

There are several Public Rights of Way which run alongside and across the Site.

Public footpath 21, 009A, and 46 run from Flamsteadbury Lane along the northern Site boundary, southwards through the Site to Ben Austins, and then continue southwards following the Site's eastern boundary to connect to Gaddesden Lane. This set of footpaths form a section of the Hertfordshire Way, a long distance walking route.

Public footpath 45 crosses the southern part of the Site, connecting Gaddesden Lane with the north western corner of the church yard on the eastern Site boundary.

Public bridleways 39 and 23 run along Flamsteadbury Lane, adjacent to the Site's northern boundary, continuing east into Redbourn and west over the M1.

Tree Preservation Orders

There are no Tree Preservation Orders (TPO) covering any trees within the Site. However, there are five trees covered by TPO 1913 located within the rear gardens of residential properties at Saberton Close, adjacent to the Site's southern boundary. These trees are mature and their canopies overhang the closeboard fence along the Site's boundary. This was confirmed by examination of the St Albans City and District Council online mapping on 5th August 2020. All the trees which sit within Redbourn Conservation Area are protected by an Order.

Topography

The Site lies on a gentle south east facing slope. The highest point of the Site is in the north western corner at approximately 110m Above Ordnance Datum (AOD). The lowest point is in the south eastern corner at approximately 96m AOD.

The land surrounding the Site is gently undulating, rising to local highpoints of approximately 140m AOD to the north west near to Flamsteadbury Farm and Nicoll's Great Wood. To the east of the Site, the land descends slightly through Redbourn in a generally south easterly direction, towards the River Ver. There is a low point of 94m AOD at the junction of the B487 and the High Street.

Visibility and Suitability To Accommodate Development

The visual assessment concluded that views of the Site are generally restricted to areas close by. The M1 embankment to the immediate west of the Site, screens most views from further west. In addition, the combination of the adjacent settlement and undulating landscape with generally high levels of vegetation, mean that most views from further afield are also screened. Close range views of the Site are possible from a number of properties which border the Site, and from the Public Rights of Way which cross it.

The Site's landscape features are largely confined to the boundaries of the Site, comprising hedgerows, highways vegetation alongside the M1, and vegetation associated with adjacent residential properties. The vast majority of this vegetation is capable of being retained within a sensitively designed housing layout, and is not considered to be a constraint to development. The Site is physically and visually separated from the wider countryside to the west of the M1. The proposed residential development layout presents opportunities to increase tree cover within the Site and to create a defensible, green boundary to the western edge of Redbourn. Therefore, the Site is considered to have a good capacity to accommodate the proposed development in landscape and visual terms.

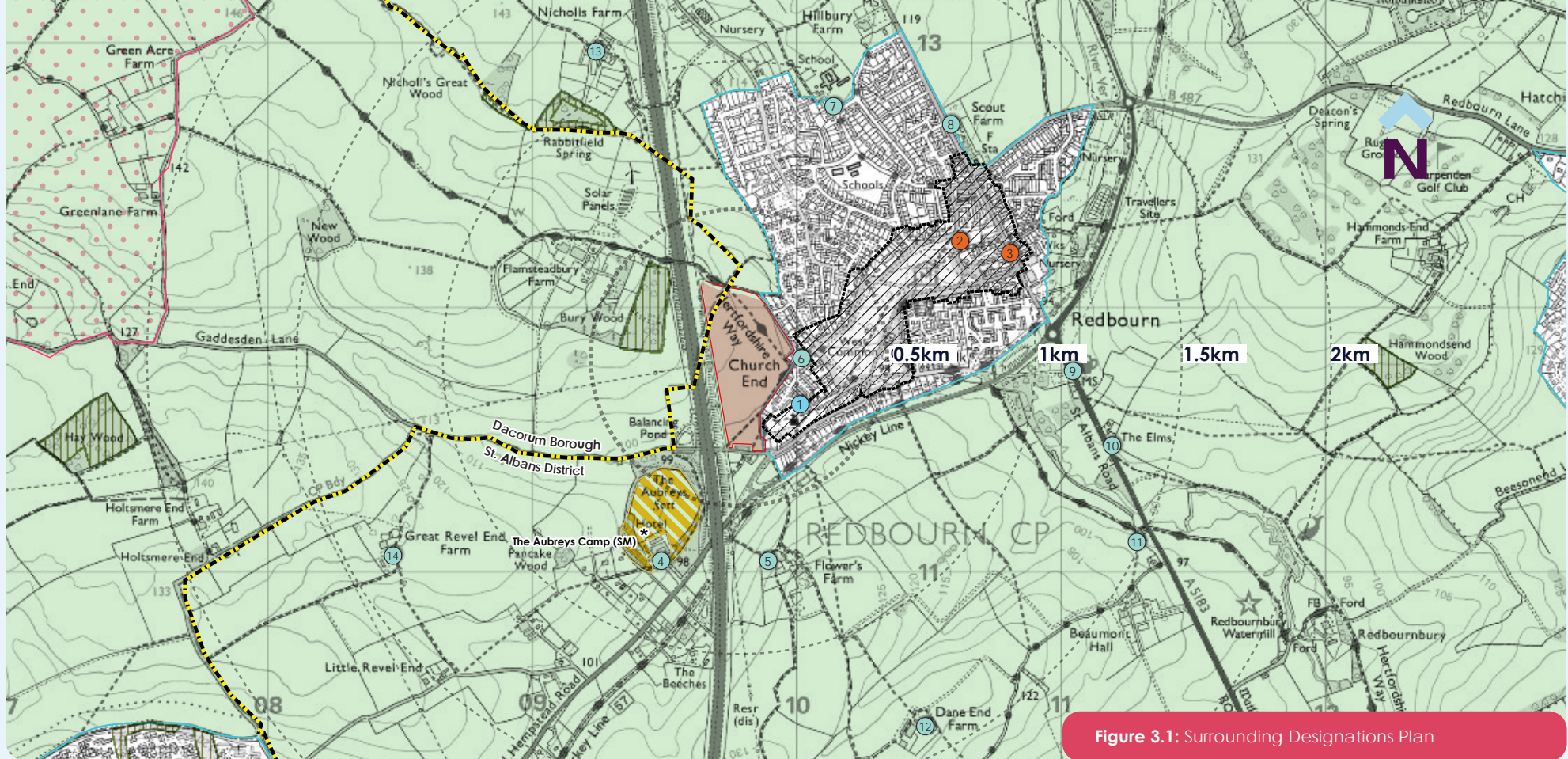


Figure 3.1: Surrounding Designations Plan

- Site Boundary
- District Boundary
- Chilterns Area of Outstanding Natural Beauty (AONB)
- Greenbelt
- Scheduled Monuments
- Conservation Area
- Ancient Woodland
- Ancient Replanted Woodland

- Grade I Listed Buildings within 1.5km
 1. The Parish Church of St Mary
- Grade II* Listed Buildings within 1.5km
 2. Cumberland House
 3. The Priory
- Grade II Listed Buildings within 1km (outside Conservation Areas)
 4. Restaurant at Aubrey Park Hotel
 5. Flowers Farmhouse
 6. Thatch End and Mansdale
 7. Group of 2: Crouch Hall & Barn at Number 57

8. Barn at Scout Farm
9. The Chequers Public House and Restaurant
10. The Elms
11. Group of 3: Dolittle Mill House & Barn to the West Mill Cottage
12. Dane End Farmhouse
13. Nicholls Farmhouse
14. Group of 2: Great Revel Farmhouse and associated Barn

3.3 GREEN BELT RELEASE

The Council's Green Belt assessment of the Site concluded that development of the Site would create a well contained extension to Redbourn, and suggested that the Site be released from Green Belt and the boundary redefined along Gaddesden Lane, the M1 and Flamsteadbury Lane. Gaddesden Lane and the vegetation alongside it would provide a robust Green Belt boundary to the south, with the M1 providing a robust boundary to the west. Therefore, the assessment considered that the Site could be released from the Green Belt without conflicting with the first four Green Belt purposes, as defined within the NPPF.



The southern area of the Site forms part of the adjacent agricultural setting to the Conservation Area, although intervisibility at the time of the Site visit was limited.

3.4 HERITAGE

No designated heritage assets are located within the Site. Designated heritage assets in the vicinity include:

- Redbourn Conservation Area located c. 20m east of the Site at its closest point;
- The Grade I Listed Parish Church of St Mary c. 120m east of the Site;
- Grade II Listed Tombs within the churchyard to the Parish Church of St Mary;
- Grade II Listed Buildings along Church End, northeast of the Parish Church of St Mary;
- Grade II Listed Thatch End and Mansdale, located c. 60m east of the Site;
- The Aubrey's Camp scheduled monument located c. 160m south west of the Site;

St Albans City & District Council produced a Conservation Area Character Statement for Redbourn (January 2011). This identifies three 'Character Areas', Church End, the Common and High Street, with Church End being the closest to the Site.

Under 'Significant Views' the Character Statement comments 'Although not included within the boundaries of the Conservation Area the surrounding countryside is important in views both out from and into it.'

The southern area of the Site forms part of the adjacent agricultural setting to the Conservation Area, although intervisibility at the time of the Site visit was limited. The Site is separated from the western extent of the Conservation Area by a hedgerow and cemetery.

There are glimpsed views to the Grade I Listed Church of St Mary from within the Site. With sensitive design, it is anticipated that any harm to the significance of Redbourn Conservation Area and the Grade I listed Church of St Mary would be less than substantial. It is not anticipated that development would adversely impact any other Listed Buildings.

It is not anticipated that development of the Site would not result in any adverse impact to The Aubreys Camp Scheduled Monument as a result of alteration to setting.

Archaeology

The Site is not within an Area of Archaeological Significance, but the proximity of The Aubreys Camp prehistoric fort, and the find of a Neolithic polished flint axe from within the Site, increases the potential for below-ground archaeological remains.

Current evidence does not suggest that remains are likely to be present within the Site which would preclude development. It is anticipated that, in the event of a planning application, the archaeological potential of the Site can be addressed by way of an appropriate programme of archaeological works.



*Entrance to Church of St Mary
(Church End Character Area)*

3.5 ECOLOGY

The Site is dominated by arable habitats of limited ecological interest, such that development of the Site is unlikely to result in significant adverse effects to nature conservation interests. Furthermore, opportunities exist to deliver Biodiversity Net Gain (BNG) alongside development, through provision of new open space and landscaping.

The Site is not covered by any nature conservation designations, with no impacts anticipated to local designations, subject to the provision of public open space. The Site is likely to support an impoverished fauna, with very limited potential to support notable or protected species.

With regard to biodiversity, the existing site value is low, being dominated by arable land. As such, given the extent of public open space, drainage features and potential allotment provision, development of the Site is anticipated to deliver a meaningful net gain in biodiversity. To demonstrate any gains quantitatively the scheme will be subject to a robust calculation making use of the most recently published Biodiversity Net Gain (BNG) metric.

3.6 NOISE

The Site is exposed to relatively high levels of road traffic noise from the M1 Motorway along its western edge. The topography and screening along this edge result in some variations in noise propagation across the Site.

The Site has been subject to an initial Noise Assessment, based on short term attended measurements and noise modelling, focused on noise from the M1. The assessment concluded that for the majority of the Site it would be possible to achieve good amenity noise levels through design, and the most effective mitigation will be provided by the built development itself, by appropriately positioned and orientated new homes effectively screening the external amenity areas and new homes behind them.

The west facing elevations of the development could be further protected via carefully considered internal layout and through the provision of acoustic glazing, ventilation and cooling.

Good acoustic design is being considered at the promotional stage so that the noise constraints are well understood from the outset. The evolving masterplan will respond to those constraints to ensure that a good acoustic environment can be achieved for future residents.

3.7 UTILITIES AND SERVICES

TOTAL oil pipeline runs parallel to the Site's western boundary before turning eastwards to cross Gaddesden Lane. A 3m easement from the infrastructure will be required. Uses over the oil pipeline are restricted to public open space with limited landscaping, therefore proposed residential development and associated infrastructure will remain outside this easement.

Between the M1 carriageway and the Site's western boundary is an existing above ground high voltage (HV) primary distribution electricity supply. A 10 metre easement either side will be required by UKPN.

A HV powerline also crosses the Site close to Public Footpath 21. The opportunity exists to divert this powerline.

There is also an existing below ground HV electricity supply running parallel to the eastern side of the oil pipeline. A 2m easement either side will be required.

3.8 FLOODING AND DRAINAGE

The site is within Flood Zone 1 and so not recorded on the EA Flood Maps for planning as at fluvial flood risk. Review of flooding from all other sources did not identify any risk aside from surface water flood risk adjacent to the southern and north eastern boundary within the area proposed for landscaping.

The proposed surface water drainage strategy proposed source control SuDS in the form of permeable paving and swales which will be linked to a strategic pipe network which will convey flows to the proposed attenuation basins which have been sized to manage the 1 in 100 year plus 40% extreme rainfall event. The basins will be integrated into the landscaping strategy to deliver biodiversity and amenity benefits. Discharge offsite will be to the existing Thames Water sewers at Qbar greenfield runoff rates. Thames Water have confirmed there is adequate capacity within the network for the proposed discharge. Infiltration is not feasible onsite due to the cohesive clay soils at the surface. All surface water will pass through a minimum of two treatment stages so as to manage water quality prior to discharge offsite.

3.9 HIGHWAYS AND ACCESS

Access to the Site is proposed via a simple T-junction from Mansdale Road. The access assumes Mansdale Road is continued straight from its junction with Flamsteadbury Lane into the Site. The southern portion of the Mansdale Road will join using a simple priority junction with the main vehicular movement heading into the Site.

To serve around 300 new homes, Mansdale Road from Flamsteadbury Lane junction will be widened to a carriageway width of 5.5m. This will be achieved by removing the existing 1.35m verge and replacing it with a 1m surfaced footway. Further to this, the junction has been designed to give priority to traffic from the proposed Site, as most trips at the proposed junction will be associated with the new residential development.

The opportunity exists to provide secondary vehicular access points / emergency services only links, into the Site from Ben Austins and Flamsteadbury Lane. A bollarded, surfaced 3.7m wide cycle and pedestrian link will create these access points and will allow access for emergency services vehicles only, when required.

The Site is well served by existing Public Rights of Way which tie into the existing footway network. It is also envisaged a new combined cycle/footway will run alongside the western Site boundary, providing a link between the Nickey Line cycle route, and Bridleways 39 and 23 leading along Flamsteadbury Lane.

The scheme proposes two new pedestrian and cycle priority crossings over Gaddesden Lane and Hemel Hempstead Road, connecting the two together with a combined pedestrian/cycle route. In doing so, the Site's accessibility to the existing bus stops on Hemel Hempstead Road and to the Nickey Line (Sustrans national cycle route 57) will be greatly improved. The enhanced pedestrian entrance to the Site from Gaddesden Lane will also mark the arrival to the new amenity park, allotments and children's play area which are within the southern part of the Site.

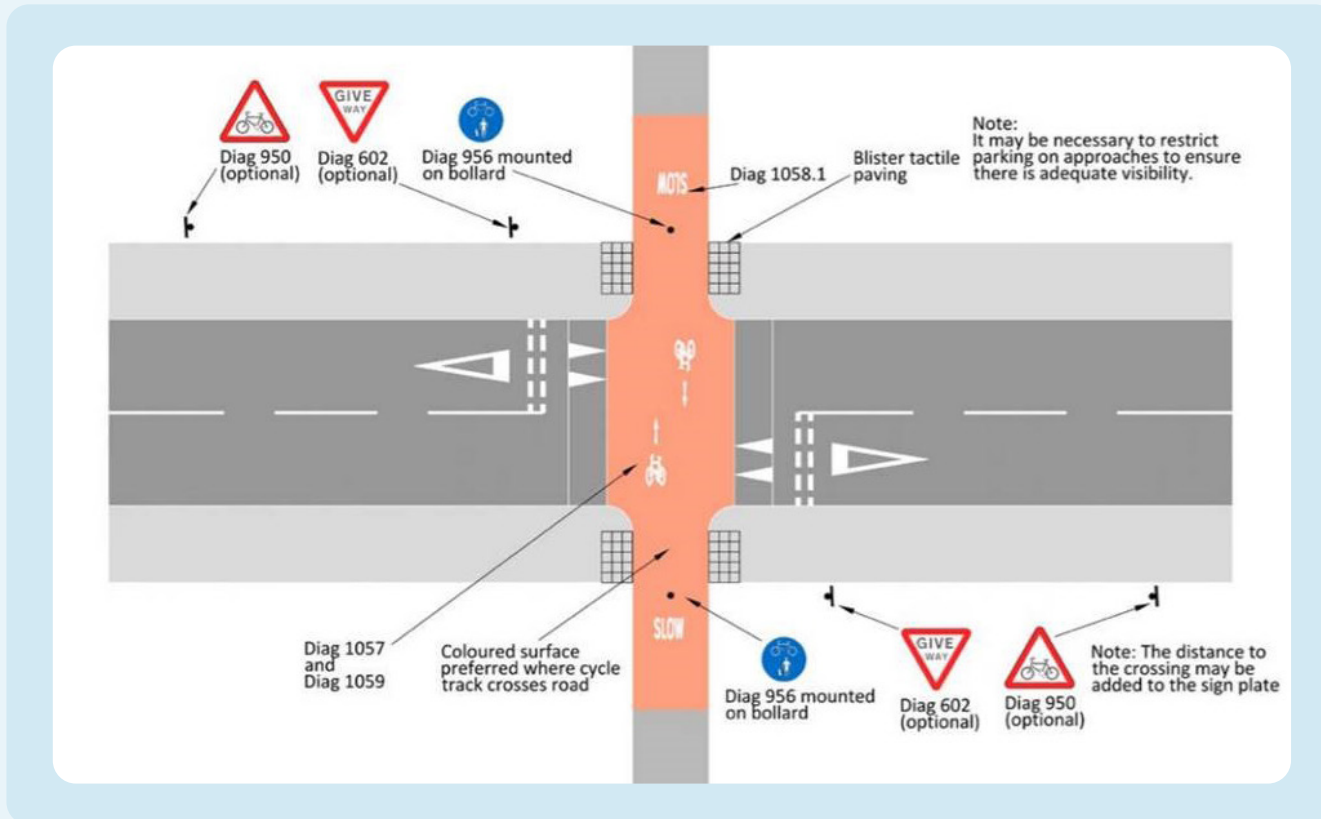


Figure 3.2: Proposed Cycle and Pedestrian Link

3.10 SUMMARY OF SITE'S OPPORTUNITIES AND CONSTRAINTS

The specific features and characteristics of the Site described in the preceding pages have been drawn together to prepare an initial Opportunities and Constraints Plan for Land west of Redbourn. These are illustrated in Figure 3.3 on Page 25, and are summarised below:

OPPORTUNITIES

- To provide around 300 high quality, sustainable and sensitively designed new market and 40% affordable homes, to support the services and facilities of Redbourn.
- Create a carefully planned new residential development that is well-related to the existing settlement edge of Redbourn, its green infrastructure, and its Public Rights of Way network.
- Opportunity for a new multifunctional amenity park in the southern part of the Site, to help assimilate the Site into its setting, and create a green focal destination for new residents and the wider community to enjoy.
- Opportunity to release the Site from the Green Belt and create a new robust Green Belt boundary without conflicting with the first four Green Belt purposes, as defined within the NPPF.
- Provision of a new vehicular, cycle and pedestrian access points, including a new combined cycle/footway across the Site between Flamsteadbury Lane Bridleway and the Sustrans National Cycle Route 57 along the Nickey Line.
- Further enhance the tree and shrub vegetation along the Site's western boundary, adjacent to the M1 carriageway, including swathes of habitat rich meadow grass.
- To provide enhanced green corridors, incorporating the existing Public Rights of Way across the Site to integrate the Site's green infrastructure and circulation with its wider context.
- Creation of a locally distinctive development which draws upon the local vernacular.
- To provide children's play equipment which will help form a community focus for new and existing residents, promoting an active and integrated community.
- To provide new sustainable drainage basins (SuDS) in the lowest parts of the Site, which can form an integral part of the development's green infrastructure, providing ecological benefit and habitat creation.
- The new dwellings should look out onto the public open spaces, and appropriately address the existing dwellings that adjoin the Site's southern boundary.

CONSTRAINTS

- Noise from the M1 Motorway will be mitigated by orientating the new homes along the western boundary, to face towards the M1 carriageway, effectively screening traffic noise from rear gardens and the new dwellings behind.
- Existing utilities which cross the Site have specific easements, which new homes and associated infrastructure will have to remain outside of.
- The HV local powerline could to be diverted.
- The existing agricultural use in the southernmost part of the Site has a positive contribution to the setting of Redbourn Conservation Area and the Grade I Listed St Mary's Church. However, the setting is diminished by the noise and bund associated with the M1 Motorway.
- Along the Site's south eastern boundary are trees protected by Tree Preservation Orders. These trees and their root protection areas and canopies will be protected.
- The Scheduled Monument to the west of the M1 Motorway is not considered a constraint to development.
- Infiltration on Site is not a feasible option, therefore drainage basins will be connected to an outfall to the existing Thames Water Sewer. The drainage strategy for the Site will also include a network of swales and deep bore soakaways.



The development has the potential to create a locally distinctive development which draws upon the local vernacular



New tree belt to improve the robustness of the new Green Belt boundary and filter views of the new homes from the north.

Opportunity to create a new combined cycle/footway between Flamsteadbury Lane Bridleway and Nickey Line cycle route.

New dwellings orientated towards the M1 to help screen the noise.

Western boundary should be appropriately landscaped to create an attractive aspect for new homes.

Opportunity for new public open space and allotment provision to set back the development edge and to respect the nearby heritage assets.

Opportunity to create a green gateway into the new development, including the provision of new children's play equipment.

FLAMESTEADBURY PARK



Potential vehicular access point.

New recreational routes could combine with the existing network of PRoWs to create a continuous circular route around the Site.

Set back new homes to respect the privacy and amenity of existing properties and to create a green corridor to encompass the Public Rights of Way, TPOs and potential swales.

THE HOLLYBUSH PH


ST MARY'S CHURCH

GRAVEYARD


Surface water drainage should be captured on-site using drainage basins and swales.


Potential pedestrian and cycle priority crossing to link the site to Nickey Lane cycle route.


Figure 3.3: Opportunities and Constraints Plan


 Site Boundary


CIRCULATION


 Potential vehicular access point


 Potential emergency access point/combined cycle/footway


 National cycle route (Sustrans 57)


 Bridleway


 Bridleway/Hertfordshire Way Long Distance Walking Route

 Bus route and bus stops


 Public Footpath/Hertfordshire Way Long Distance Walking Route


 Public Footpath


 Existing pedestrian access to Site to be retained


 Potential combined pedestrian/cycle route


LAND FORM & DRAINAGE

 Noise pollution from M1 Motorway


 Site contours


 Land at risk from surface water flooding

 Waterbodies


 Potential location for SuDS


LAND REGISTRY


 Unregistered Land


 1967 Conveyance Connection Area


DESIGNATIONS

 Conservation Area


 Listed Buildings


 Locally Listed Building


 Scheduled Monument


 Site Boundary Tree Preservation Order (TPO)


SERVICES & UTILITIES


 Oil pipeline (30m easement)


 HV Underground Powerline (4m easement)

 Existing Gas Governor


 HV Above Ground Powerline (20m easement)


 Existing Inspection Chamber


 LV Powerline (Opportunity to be diverted)


 Existing sub station


OPPORTUNITIES


 Potential developable area


 Potential dwelling frontages


 Potential children's equipped play provision

 Existing trees

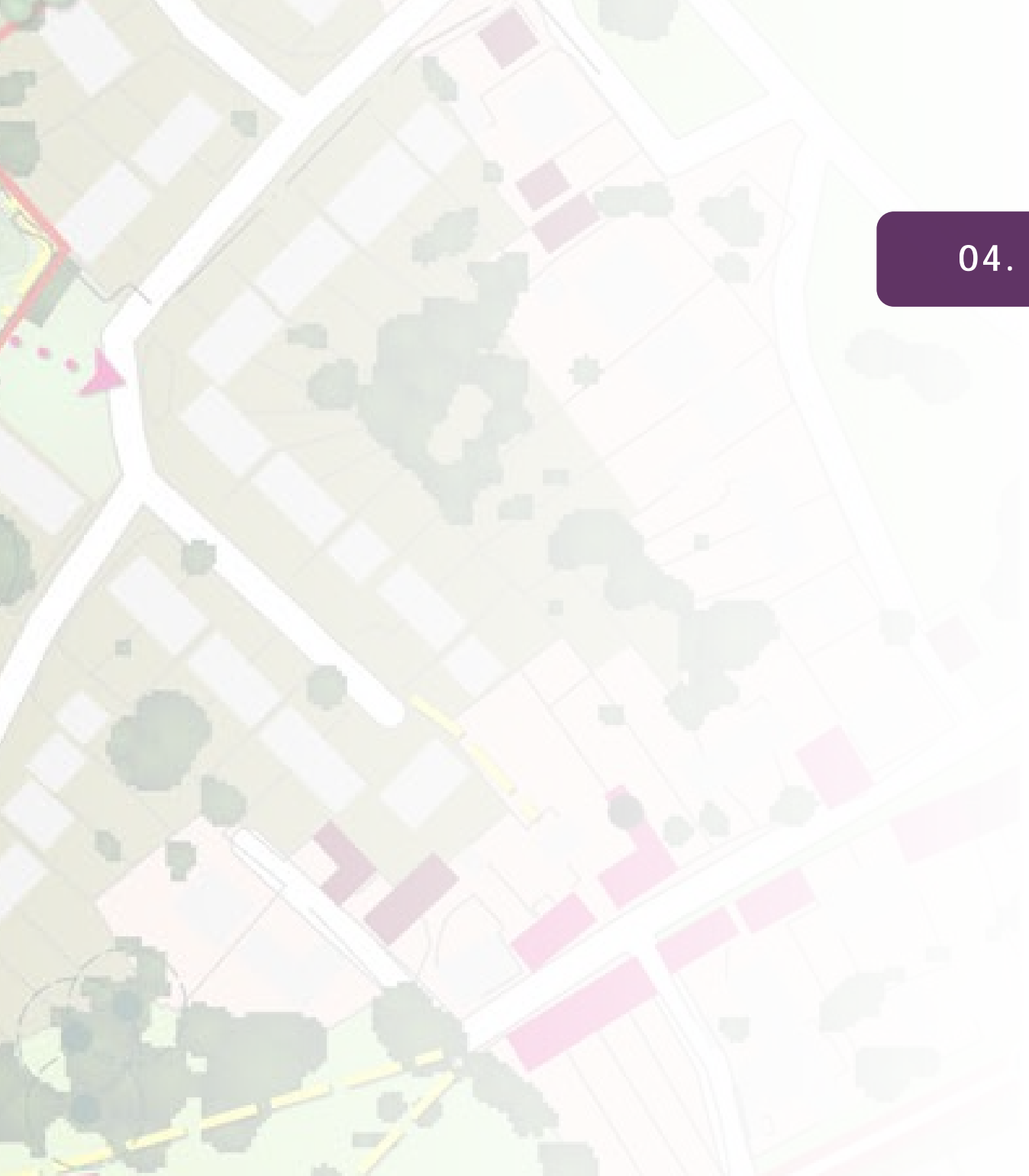
 Opportunity for offset to existing properties and the grounds of St Mary's Church

 Opportunity for green corridors

 Opportunity for allotment provision

 Opportunity for new tree and hedgerow planting





04. CONCEPT DESIGN AND VISION

04. CONCEPT MASTERPLAN

The Concept Masterplan demonstrates the general design principles for the Site.

4.1 INITIAL CONCEPT MASTERPLAN

The Development Vision for the Site at Redbourn balances the need to ensure an efficient use of the land, whilst respecting its edge of settlement location and nearby heritage assets. Our Development Vision ensures that the Site’s full residential and open space potential is realised in a form that sensitively responds to the Site’s context, and demonstrates a logical Green Belt release and a robust new settlement edge.

Drawing on the assessment of the Site’s Opportunities and Constraints, an initial Concept Masterplan has been prepared to illustrate how the land at Redbourn could accommodate a sustainable, high quality residential development that would be readily assimilated into the existing settlement of Redbourn.

Land Use and Density

The Site is anticipated to accommodate circa 8.1 hectares of residential development, which equates to around 300 dwellings at 37 dwellings per hectare. This will ensure an efficient use of the Site whilst respecting the ecological, landscape and historic features.

Green Infrastructure

The Concept Masterplan shows how a green infrastructure framework could be delivered to conserve the existing landscape features, and establish a variety of new landscaped areas with recreational routes and wildlife habitats. These areas of green space include:

- A green corridor centred on the existing public footpath/Hertfordshire Way which crosses the Site.
- Large amenity park in the southern end of the Site to help form a new community focus. The park will include new children’s play equipment, allotments, seating area and public art. Quality landscaping and furniture will create an attractive destination for the wider community, as well as the new residents.
- Green buffer to set back the development edge from existing properties on Saberton Close.
- A new combined cycle/footway will lead through a large swathe of habitat-rich meadow grass alongside the western boundary.
- The northern and western boundaries will be planted with new trees to create a landscaped backdrop to the new homes, and to enhance the robustness of the revised Green Belt boundary.
- New allotment provision will provide a community focus and improve the habitat diversity of the Site.

The proposed scheme exceeds the standards set out in St Albans City and District Council’s emerging policy L28 .

Movement

It is envisaged that the primary vehicular access to serve the development will be provided via Mansdale Road. This will include the widening of Mansdale Road and the creation of a continuous footway from Flamsteadbury Lane.



























The main spine street will loop through the Site, to ensure a clear and legible route through the development which is easy to navigate.

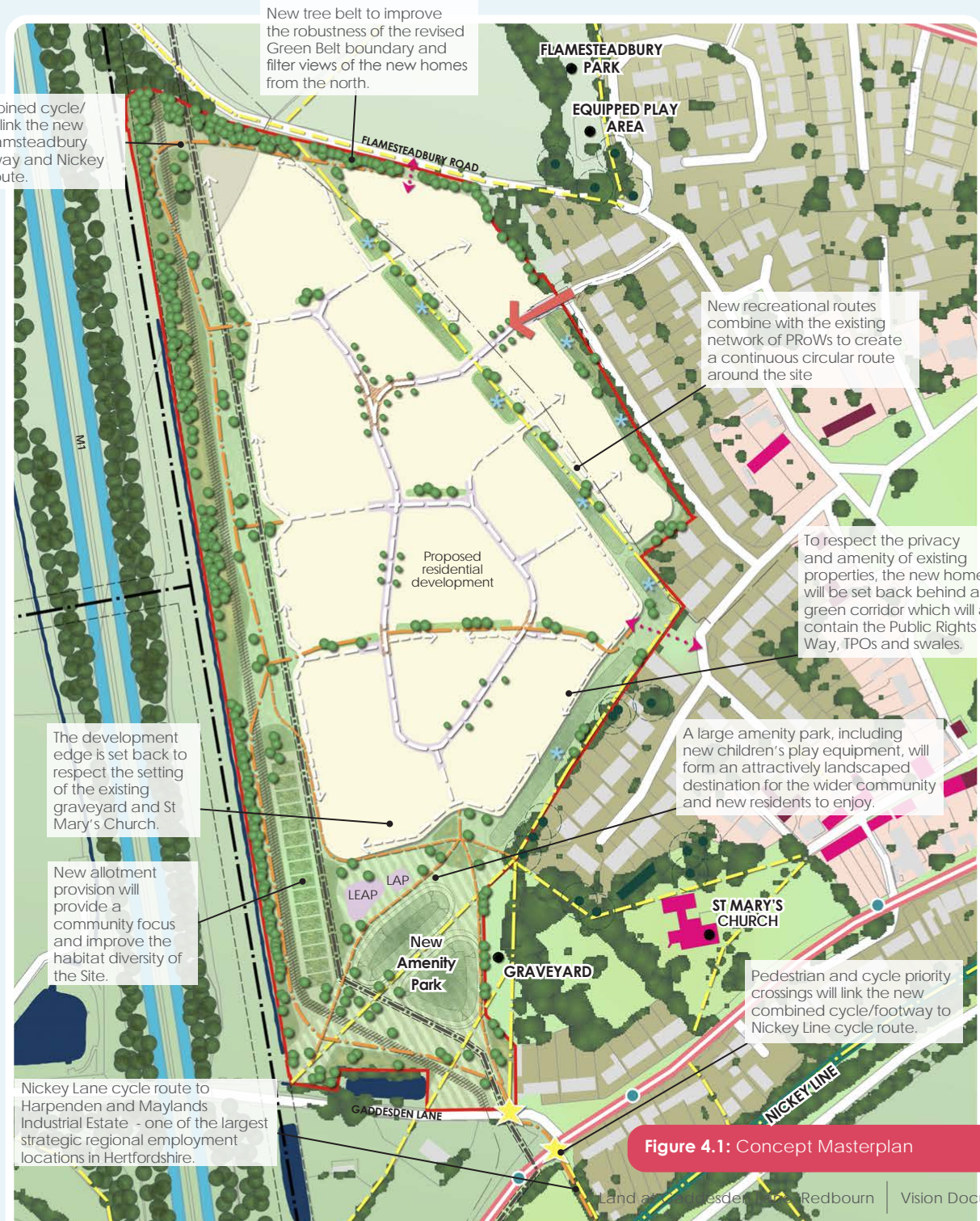
A secondary access point is shown to Ben Austin, and could comprise a 3m wide link to the new development for emergency services only. Pedestrians and cyclists can also use it to conveniently access new homes and the network of Public Rights of Way and green infrastructure across the Site.

Part of the proposals include a pedestrian and cycle priority crossing over Gaddesden Lane and Hemel Hempstead Road, linked together by a combined pedestrian/cycle route. Within the Site, a combined cycle/footway around the periphery of the new homes will create a cycle connection between the Nickey Line and the Bridleway on Flamsteadbury Lane.

In addition to the existing Public Rights of Way and the proposed cycleway, informal recreational routes will be created within the network of green corridors, the new allotments, children’s play provision, and creating links to the new larger areas of public open space.

Type of Green Space	Quantity Standard (sqm/person)	Quantity required for around 300 new homes:	Quantity proposed within the new development:
Amenity Green Space	15	1.08ha	In excess of the required 1.44ha
Natural and Semi Natural Green Space	5	0.36ha	
Parks and Gardens	12	0.86ha	Off-site contribution
Allotments	4.5	0.32ha	3,240sqm
Children’s play areas	0.6	432sqm	LEAP and LAP – 500m2
Teenage areas	0.18	129sqm	Space to provide teenager play equipment or shelter.
		TOTAL: 1.82ha	5.9ha of the site will become Public Open Space

-  Site Boundary
-  Proposed residential area (St Albans City and District Council): **7.9ha**
Approx. 292 new homes @ 37 dph
-  Proposed residential area (Dacorum Borough): **0.2ha** **Approx. 8 new homes @ 37 dph**
-  Primary vehicular access point
-  Combined pedestrian/cycle & emergency only link
-  National cycle route 57
-  Public Rights of Way (PRoW)
-  PRoW/Hertfordshire Way Long Distance Walking Route
-  Bus routes & bus stops
-  New recreational routes
-  New combined cycle/footway
-  Potential pedestrian/cycle priority crossing points
-  Potential vehicular route serving the new homes
-  Existing vegetation to be retained where appropriate
-  Tree Preservation Orders
-  Opportunity for allotment provision
-  Public open space to serve the new development
-  Proposed play provision for children and young people
-  Proposed drainage basins and swales
-  Oil pipeline (6m easement)
-  Above ground local HV electricity supply (to be diverted)
-  Below ground HV electricity supply (4m easement)
-  Above ground primary HV electricity supply (20m easement)
-  Conservation Area
-  Listed Buildings
-  Locally Listed Buildings



A new combined cycle/footway will link the new homes to Flamsteadbury Lane Bridleway and Nickey Line cycle route.

New tree belt to improve the robustness of the revised Green Belt boundary and filter views of the new homes from the north.

New recreational routes combine with the existing network of PRoWs to create a continuous circular route around the site

To respect the privacy and amenity of existing properties, the new homes will be set back behind a green corridor which will also contain the Public Rights of Way, TPOs and swales.

A large amenity park, including new children's play equipment, will form an attractively landscaped destination for the wider community and new residents to enjoy.

The development edge is set back to respect the setting of the existing graveyard and St Mary's Church.

New allotment provision will provide a community focus and improve the habitat diversity of the Site.

Pedestrian and cycle priority crossings will link the new combined cycle/footway to Nickey Line cycle route.

Nickey Lane cycle route to Harpenden and Maylands Industrial Estate - one of the largest strategic regional employment locations in Hertfordshire.

Figure 4.1: Concept Masterplan



The development has the potential to provide new areas of amenity greenspace which are rich in biodiversity and attractively landscaped for residents of Redbourn to enjoy



05. SUSTAINABLE DEVELOPMENT

The land at Gaddesden Lane, Redbourn represents a sustainable and deliverable solution to meet St Albans City and District Council's growing housing need. The development of the Site has the potential to generate significant economic, social and environmental benefits, whilst supplying a wide range and mix of market and affordable homes. Any future development would comply with the Framework's Core Planning Principles, and the three strands of sustainable development.

5.1 SOCIAL OBJECTIVE

- The delivery of around 300 market and affordable homes (40%), of a wide range of tenure and dwelling types, to address the Districts and Redbourn's future housing needs.
- Increasing opportunities for cycling and walking in and around the Site, with the potential for the creation of new cycle and pedestrian links into the wider surrounding area.
- The provision of a high-quality residential development that has the potential to create an attractive and well-designed place in which to live.
- The delivery of informal and formal on-site green space, including equipped play provision, to provide opportunities for recreation, and to support the creation of a strong, healthy and vibrant community.

5.2 ECONOMIC OBJECTIVE

- Support for existing businesses, and opportunities for the creation of new enterprises, by attracting and retaining staff in the local area.
- Support for local construction firms and material suppliers during the construction phase of the development.
- Increased spending power and patronage to support existing services and facilities in the village and wider surrounding area.

5.3 ENVIRONMENTAL OBJECTIVE

- The delivery of green space and the creation of a high-quality landscape framework, that has the potential to diversify the existing range of on-site habitats and secure net-biodiversity gains.
- The provision of on-site drainage features, that have the potential to create new habitats and ecosystems.
- The potential to improve the Site's existing surface water run-off rate in order to reduce the risk of flooding elsewhere.





06. DELIVERY

Vistry believe that Land at Gaddesden Lane, Redbourn provides a viable, realistic and logical opportunity to help the Council fulfil its housing needs over the Local Plan period. The Council have identified through the 2013 Green Belt Review that the Site makes limited or no contribution towards the primary Green Belt purposes, and will have minimal impact upon the five purposes of maintaining Green Belt in this location. The Site therefore, provides the opportunity for Strategic growth, and that Redbourn represents a sustainable location in which to deliver further housing growth.

- Through this Vision Document, it has been comprehensively demonstrated how Land at Redbourn has the potential to support a sustainable residential development.
- The Site is within the control of a landowner who is committed to progressing a proposal as soon as possible.
- In Vistry, the Site has the benefit of a house builder with the necessary experience and expertise to successfully guide a proposal through to implementation.
- The Site is sustainably located in relation to Redbourn's services and facilities, and benefits from good access to nearby higher order settlements by sustainable modes of transport.
- There are no technical impediments or environmental constraints that could not be addressed through a sensitive and successful design, to deliver a high quality proposal in this location.

Vistry and the Site owner would now welcome further discussions with the Council's officers as we look to realise this exciting development opportunity, and deliver a carefully integrated and sustainable extension to Redbourn.

VISION STATEMENT

Land at Gaddesden Lane, Redbourn has the potential to create a vibrant, well-integrated and sustainable extension to Redbourn. Our proposals for the Site have carefully considered the economic, social and environmental dimensions set out in the NPPF, and respond to the technical opportunities and constraints of the Site.

Our vision for the Site is to deliver the housing requirement to support the sustainable growth of Redbourn, without impacting on the surrounding character. This will deliver a development in a sustainable location which can support the sustainable growth of Redbourn, and which can provide development to help meet the housing requirements of St Albans Town and District Council.

Over one third of the Site will remain as green infrastructure, and will therefore deliver improved public open space and recreational facilities for the community.

Land at Gaddesden Lane, Redbourn offers a key opportunity to deliver a proportionate and well-integrated housing development for Redbourn.

Your interest

Site Owner

Site address/location (Please provide a map showing the site boundary)

Land at REdbourn Farm
West of Dunstable Road
Redbourn
AL3 7PS

Site area (in hectares)

18.33

Easting

509802

Northing

213706

Site Location Plan Attached

Yes

Upload Site Location

Redborn Land - reps plan
Redborn Land - reps plan

GIS mapping shapefile attached (in .shp file format)

No

Land ownership (please include contact details if known)

Swingcroft Limited
Thrales End Farm
Harpenden
AL5 3NS

Current land use

Agricultural

Condition of current use (e.g. vacant, derelict)

In active use

Suggested land use

Housing

The site could provide housing or a mixed use of housing and employment development in this location

Reasons for suggested development / land use

The site provides a logical extension to Redbourn which is identified as a category 2 settlement. The site is adjacent to existing community facilities and is within a short distance of the town centre.

Likely timescale for delivery of suggested development / land use 1-5 Years

Contamination/pollution issues (previous hazardous land uses) No

Environmental issues (e.g. Tree Presentation Orders; SSSIs) No

Flood Risk No

Topography affecting site (land levels, slopes, ground conditions) No

Utility Services (access to mains electricity, gas, water, drainage ect.) No

Legal issues (For example, restrictive covenants or ownership titles affecting the site) No

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

Other constraints affecting the site No

Planning Status

Planning Permission Not Sought

Other comments

The site has no environmental constraints and is not high quality agricultural land. There are no legal or other constraints that would prevent development.

The land has a defensible boundary so would not lead to pressure for release of additional Green Belt land in the future.

With a planting buffer adjacent to the M1 road this site assists in offering a sustainable expansion to the category 2 settlement of Redbourn.