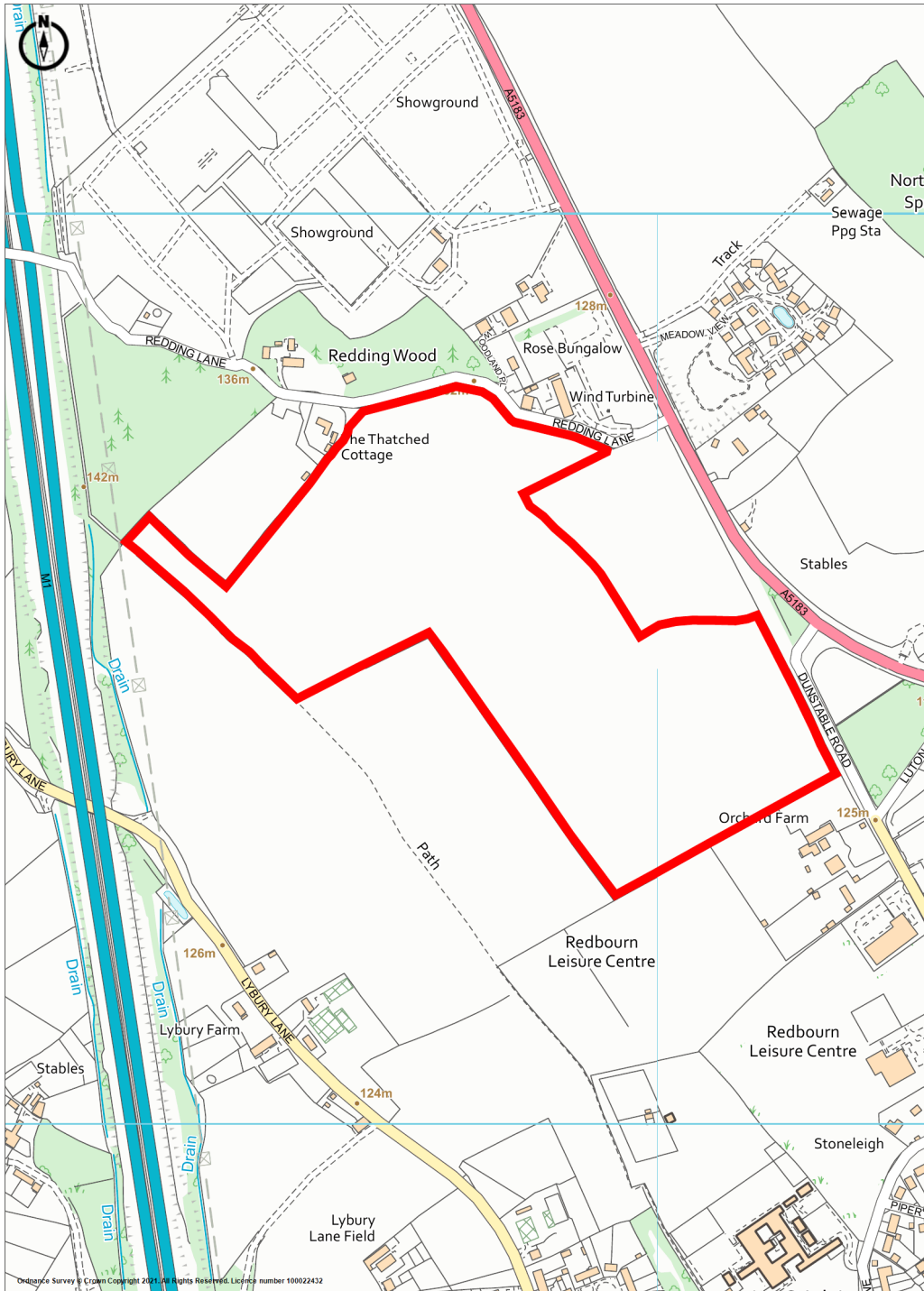


LAND LYING TO THE NORTH WEST SIDE OF DUNSTABLE ROAD, REDBOURN, ST ALBANS



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Promap
LANDMARK INFORMATION

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Plotted Scale - 1:7500. Paper Size – A4

**WHIRLEDGE
& NOTT**

PRINT 1:7500 @ A4

**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.

Land at Stephens Way and Flamsteadbury Lane Redbourn

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

Land at Stephens Way and Flamsteadbury Lane, Redbourn

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)

0.8ha

Current use(s)

Open space.

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)

This site is currently leased as open space to the parish council and used as play area.

b. Awaiting relocation of current use

This site only has potential if there were to be a wider green belt release being considered which could retain the play area within it and see development on the other component HCC land.

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.

5+ 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.

n/a

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

TPOs in the south of the site boundary

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?

The layout and design of a development would consider the protected trees in the southern part of the site.

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

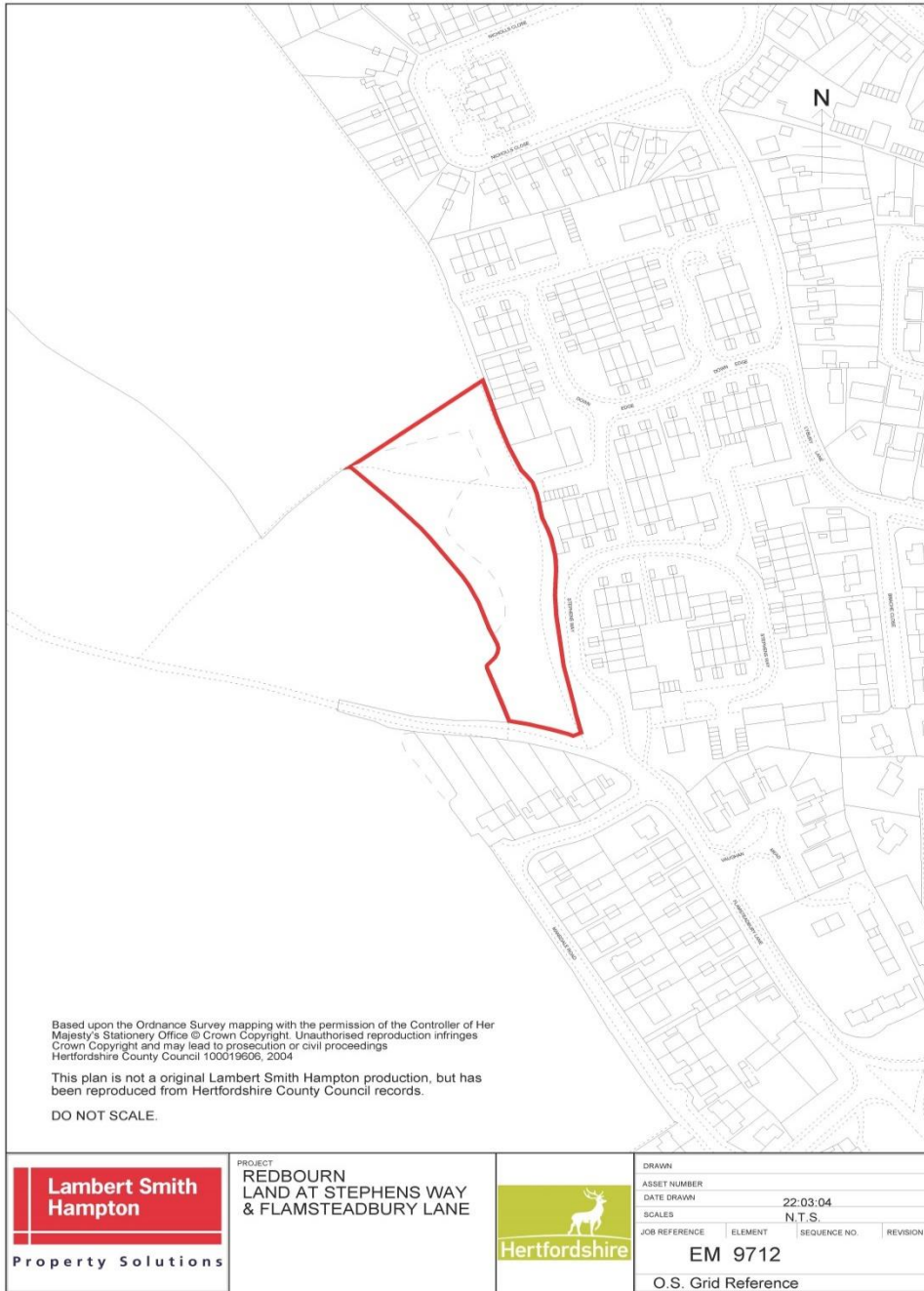
It is anticipated that between 25 and 30 dwellings could be achieved on the site. The density would need to be informed by any feasibility, including the impact upon the protected trees.

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 has been previously submitted.



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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

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

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

Your Details	
Name	Mrs Kirstie Clifton
Company/Organisation	Define Planning & Design Ltd
Address	Unit 6, 133 – 137 Newhall Street, Birmingham
Postcode	B3 1SF
Telephone	
Email	
Your interest	<input type="checkbox"/> Site Owner <input checked="" type="checkbox"/> Planning Consultant (on behalf of owners and perspective developer) <input type="checkbox"/> Registered Social Landlord <input type="checkbox"/> Local Resident <input type="checkbox"/> Developer <input type="checkbox"/> Community <input type="checkbox"/> Other

Site Details			
Requirements:			
<ul style="list-style-type: none"> • Delivers 5 or more dwellings or; • Provides economic development on sites of 0.25 hectares or more (or 500 square metres of floor space or more) 			
Site address/location (Please provide a map showing the site boundary)	Land east of Holtsmere End Lane, north-east Hemel Hempstead		
Site area (in hectares)	31.04 hectares (Parcel 1 only), 43.24 hectares (Parcels 1 and 1a combined).		
Coordinates	Easting	508066 (X)	Northing 210624 (Y)
Site Location Plan Attached	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
GIS mapping shapefile attached (in .shp file format)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Landownership (please include contact details if known)	<p>The site has been promoted for residential-led mixed use development on behalf of the Stanbridge Family and Bloor Homes Ltd to support the delivery of the Hemel Garden Community project, which lies within the jurisdictions of Dacorum Borough and St Albans City & District Councils.</p> <p>Indeed, representations have been submitted by Define on behalf of the two parties in response to Dacorum Borough Council's consultation on the Emerging Strategy for Growth.</p>		
Current land use	Agricultural		
Condition of current use (e.g. vacant, derelict)	Agricultural land of unknown quality. Landowners have a desire to relocate existing agricultural operations to Great Revel End Farm (to the north-east) to facilitate development of this site.		

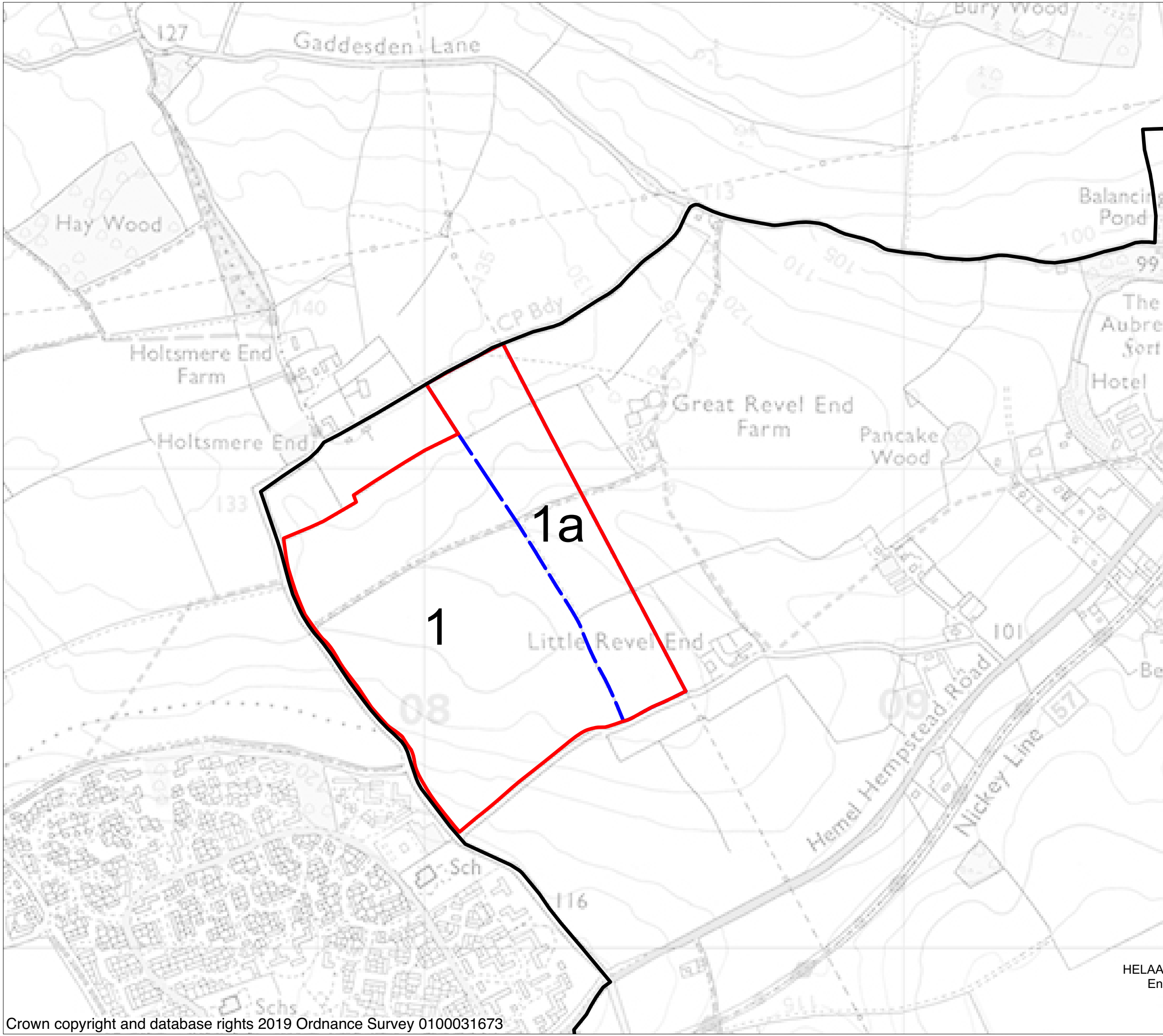
Suggested land use	<ul style="list-style-type: none"> ✓ Housing <input type="checkbox"/> Gypsy & Travellers ✓ Mixed Use (please specify) <input type="checkbox"/> Employment <input type="checkbox"/> Renewable and low carbon energy and heat ✓ Biodiversity Improvement / Offsetting <input type="checkbox"/> Green Belt Compensatory Land ✓ Land for Tree Planting ✓ Other (please specify) <p>This site forms part of the broader ‘Hemel Garden Community’ development that is proposed to be delivered within the jurisdictions of St Albans City & District and Dacorum Borough Councils.</p> <p>It is envisaged that Parcel 1, as shown on the Site Location Plan, be utilised for residential development along with associated infrastructure, which will likely include the provision of a strategic link road that connects with B487 (Hemel Hempstead Road) and other development land within Dacorum Borough. The potential for other retail / community uses within Parcel 1 will also be considered.</p> <p>Parcel 1a, whilst not proposed for residential development, would likely accommodate landscaping and tree planting to mitigate any impact resulting from the development of Parcel 1.</p>
--------------------	--

<p>Reasons for suggested development / land use</p>	<p>Development of this site would support wider aspirations for the delivery of the Hemel Garden Community. Indeed, the Government's award of "Garden Town" status to Hemel Hempstead following a successful 'Transformational Garden Communities' bid marked an acceptance by MHCLG that strategic-level growth would be particularly suitable within Hemel Hempstead.</p> <p>In addition, Dacorum Borough Council's Emerging Strategy for Growth document made a considerable commitment to the residential development of land to the north of Hemel Hempstead through the allocation of Site HH01 and safeguarding of Site HH02. That commitment seeks to promote the infrastructure-led development required to accommodate "<i>a large and comprehensive development that extends east</i>" into St Albans City & District.</p> <p>As part of that, it is critical that land to the east of Hemel Hempstead, including this site, comes forward in a timely manner to ensure that a comprehensive development can be delivered that promotes good urban design principles. It is of particular importance that a strategic road link be delivered through this parcel that serves development to the north and east of the development. To facilitate that residential development is required in Parcel 1, with visual mitigation in Parcel 1a.</p>
<p>Likely timescale for delivery of suggested development / land use</p>	<p> <input checked="" type="checkbox"/> 1-5 Years <input checked="" type="checkbox"/> 6-10 Years <input type="checkbox"/> 11-15 Years <input type="checkbox"/> 15+ Years </p>

Site Constraints	Contamination/pollution issues (previous hazardous land uses)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Environmental issues (e.g. Tree Presentation Orders; SSSIs)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No The site lies within Green Belt (as does the entire area between St Albans and Hemel Hempstead), but is not subject to any other landscape, environmental, or heritage designations of note. Whilst there are a small number of listed buildings in proximity to the site, any impact on those can be mitigated through sensitive design.
	Flood Risk	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No The site is located within Flood Zone 1 and as such is of little risk of flooding from river sources. Whilst there are some areas at risk of surface water flooding, they are sporadic and of a limited size, and can be dealt with effectively through the provision of SuDS. Flooding therefore does not represent a constraint to development.

	<p>Topography affecting site (land levels, slopes, ground conditions)</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>The site has a gently undulating topography, falling to its lowest point at the centre / west of the southern boundary. There is also a relative low point at the centre of the northern part of the site.</p> <p>As such, the site's topography does not represent a constraint to development, and will allow it to accommodate SuDS solutions that reflect the natural drainage of the land.</p>
	<p>Utility Services (access to mains electricity, gas, water, drainage etc.)</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>The site sits adjacent to existing development and therefore will likely benefit from the existing infrastructure network nearby. In addition, there is a network of electricity pylons / lines to the east and north of the site, and there is a known gas connection point to the site's north-west, offering further opportunity for connections to be made with the site.</p>
	<p>Legal issues (For example, restrictive covenants or ownership titles affecting the site)</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>
	<p>Access. Is the site accessible from a public highway without the need to cross land in a different ownership to the site?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If no please provide details of how the site could be accessed. Without this information the site will not be considered to be deliverable).</p>

	Other constraints affecting the site	<input type="checkbox"/> Yes (If yes, please specify) <input checked="" type="checkbox"/> No There are no other known constraints to development.
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 Please include details of the above choice below:	
	No known planning history.	
Other comments	No further comments.	



LEGEND

- Local Authority boundary
- HELAA submission site boundary
- Delineation between parcels*
- Parcel reference*

* Parcels 1 and 1a are referred to in the submitted HELAA submission proforma to aid the description of the site and give an indication of its potential development. This submission does, however, relate to the entirety of the area bound in red (i.e. Parcels 1 and 1a combined), and should be assessed as a combined submission.

Rev	Description	Date
-		Rev
	DE409_SA_001	Drg No
	Bloor Homes Ltd and the Stanbridge Family	Client
	409 Bloor Hemel Hempstead	Project
	HELAA Submission: Land east of Holtsmere End Lane, north-east Hemel Hempstead	Title
	1:7,500 @ A3	Scale

Archived: 03 June 2021 15:55:42

From:
Sent: Sat, 6 Mar 2021 23:14:45 +0000ARC
To: Planning Policy (SADC)
Subject: Spatial Planning - Call for Sites - LAND ON THE EAST SIDE OF LUTON LANE, REDBOURN, ST ALBANS
Sensitivity: Normal

Dear Sirs,

I am experiencing technical difficulties with your consultation web service, and wish to nominate the following land to be included within the current Call for Sites consultation:

3.5 acres (1.42 hectares) of flat land to the east of Luton Lane and north of A5183, suitable for change of use and residential redevelopment.

The subject land is shown edged red below.

The land benefits from extensive road frontage onto Luton Lane and the A5183, and is in close proximity to existing residential development. It is understood that services (mains water, drainage, electricity and broadband) run adjacent to the land.

The land has the ability to provide up to 45 - 55 market houses, which would provide a vital contribution to housing targets within the district.

The land is available for immediate delivery.

If any further information is required, please do not hesitate to contact me using the details below.

Kind regards,

Emrys



Emrys Williams MRICS
 Director

www.thompsonandwilliams.co.uk



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Stables

116m

Path

A5183

DUNSTABLE ROAD

118m

LUTON LANE

ESS

Bymeard

Scout Spring

Scout

Path

A5183

125m

Farm

Bylands House

Your interest . Planning Consultant

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

Land east of Lybury Lane, Redbourne

Site area (in hectares)

4.8

Easting

509844

Northing

212959

Site Location Plan Attached Yes

Upload Site Location

Site Location Plan (1)
Site Location Plan

GIS mapping shapefile attached (in .shp file format) No

Land ownership (please include contact details if known)

STEPHEN HENRY of
DAVID PEACOCK of
JACQUELINE PRICE of

Current land use

Former nursery with outlying agricultural land

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

The former nursery includes various surface structures, former greenhouses and storage buildings which are currently derelict and unused. The remainder of the site is in agricultural use.

Suggested land use Housing

Green Belt matters aside, the site could accommodate a development of up to 130 dwellings, based on a net density of 35dph. This would also provide for extensive areas of public open space, the

retention of trees/hedgerows and surface water attenuation features. It is not subject to any other physical constraints and is self-contained in landscape and visual terms. The site is physically contiguous with the Redbourn settlement boundary and located within an area designated as a Landscape Development and Improvement area in the 1994 Local Plan. Although this policy was not saved, it states that the western fringes of the Green Belt along the M1 corridor contain areas of unattractive or damaged landscapes. It is considered that a sensitively designed residential development could deliver significant environmental improvements in this location and provide an attractive living environment for future residents. A land promoter has secured a contractual interest in the site and intends to promote it for residential purposes via the new Local Plan. Should the Council be minded to amend the Green Belt boundary and allocate the site for housing in the emerging Local Plan, it is anticipated that a planning application could be prepared to demonstrate to a Local Plan Inspector that the site is deliverable in all other respects subject, of course, to the Green Belt boundary being amended and the Plan progressing to adoption.

Reasons for suggested development / land use

The site is within the designated Green Belt but subject to an amendment to the Green Belt boundary via the emerging St Albans Local Plan, is considered suitable, available and achievable as a housing site. The site is in a sustainable location, within walking distances of the main amenities in Redbourn including schools, shops, bus stops on Dunstable Road and other facilities. Release of this site from the Green Belt would also be commensurate with concerns raised by the previous Local Plan Inspector in respect of smaller sites within the Green Belt potentially playing a more significant role in housing delivery, in place of large-scale strategic sites being removed from the Green Belt.

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

If no please provide details of how the site could be accessed. Without this information the site will not be considered to be deliverable

Axis has prepared a Technical Note on access and transportation matters which accompanies this submission (and provided to the Council via email). There are two potential access options into the site via Lybury Lane. Appropriate visibility splays can be provided on either access without encroachment

onto third party or unregistered land. A public footpath also runs along the rear boundary of the site, which emerges at the entrance to St Lukes Primary School. The footpath in this location appears to be within the ownership of the Local Education Authority, therefore, a residential development may offer the potential for contributions towards the improvement of this footpath link subject to the agreement of the County Council. This would further support the relative accessibility of the site.

Other constraints affecting the site

No

A Preliminary Ecological Assessment was undertaken in 2020, complemented by initial bat and reptile surveys. Initial findings suggest low numbers of common bat species and slow worms, with further seasonal surveys to be undertaken in 2021. At this stage, it is anticipated that any redevelopment would need to provide for an ecological management plan, with appropriate provision of species-specific mitigation which would be secured by way of a suitably worded planning condition. Any habitat features of value could be incorporated within a layout, as required, supplemented by additional planting and active site management to deliver biodiversity gains.

Planning Status

Other

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

Given the current Green Belt location, no relevant planning applications have been made previously.

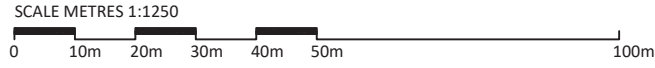
Other comments

The site was previously considered in the Council's Green Belt evidence documents prepared in support of the withdrawn Local Plan. These include 'GB004 Green Belt Review Purposes Assessment' and 'GB005 St Albans Parcel Assessments'. The Green Belt Review documents split the Green Belt land within St Albans into several parcels and assessed these parcels against their contribution to the purposes of the Green Belt. GB004 identifies that the site is located within Parcel 18B (see GB004 Figure 6.1). GB005 provides a detailed assessment of Parcel 18B and identifies that overall, the parcel does not significantly contribute towards any of the five Green Belt purposes. The parcel has limited or no contribution towards checking the unrestricted sprawl of large built up areas, it has limited or no contribution towards preventing neighbouring towns from merging, it has a partial contribution to assisting in safeguarding the countryside from encroachment, has partial contribution to preserving the setting and special character of historic towns, and has limited or no contribution to maintaining the existing settlement pattern. The level of built development within the parcel is low at 0.59%. In terms of openness and countryside character, GB005 identifies that within Parcel 18B, long distance views are limited by the embankments of the M1.

Furthermore, GB005 identifies that the landscape close to the M1 is notably disturbed and the constant presence of large lorries and the influence of the transport system in this area is strong. GB005 concludes that Parcel 18B was recommended for further assessment as a small-scale sub-area. One sub-area was identified within Parcel 18B. The sub-area identified (ref: SA-SS2) is located to the south west of Redbourn and is enclosed by the M1 to the west. The Lybury Lane site is not located within any identified sub-area. However, it can be seen that the evidence base / Green Belt Review considered the Lybury Lane site to be one of the least sensitive parts of the Green Belt.

This submission is also accompanied by a Site Appraisal Plan and a Preliminary Indicative Layout (submitted to the Council via email separately) which both demonstrate how the site could accommodate up to 130 dwellings.

01_Site Location Plan



site area: 4.83Ha



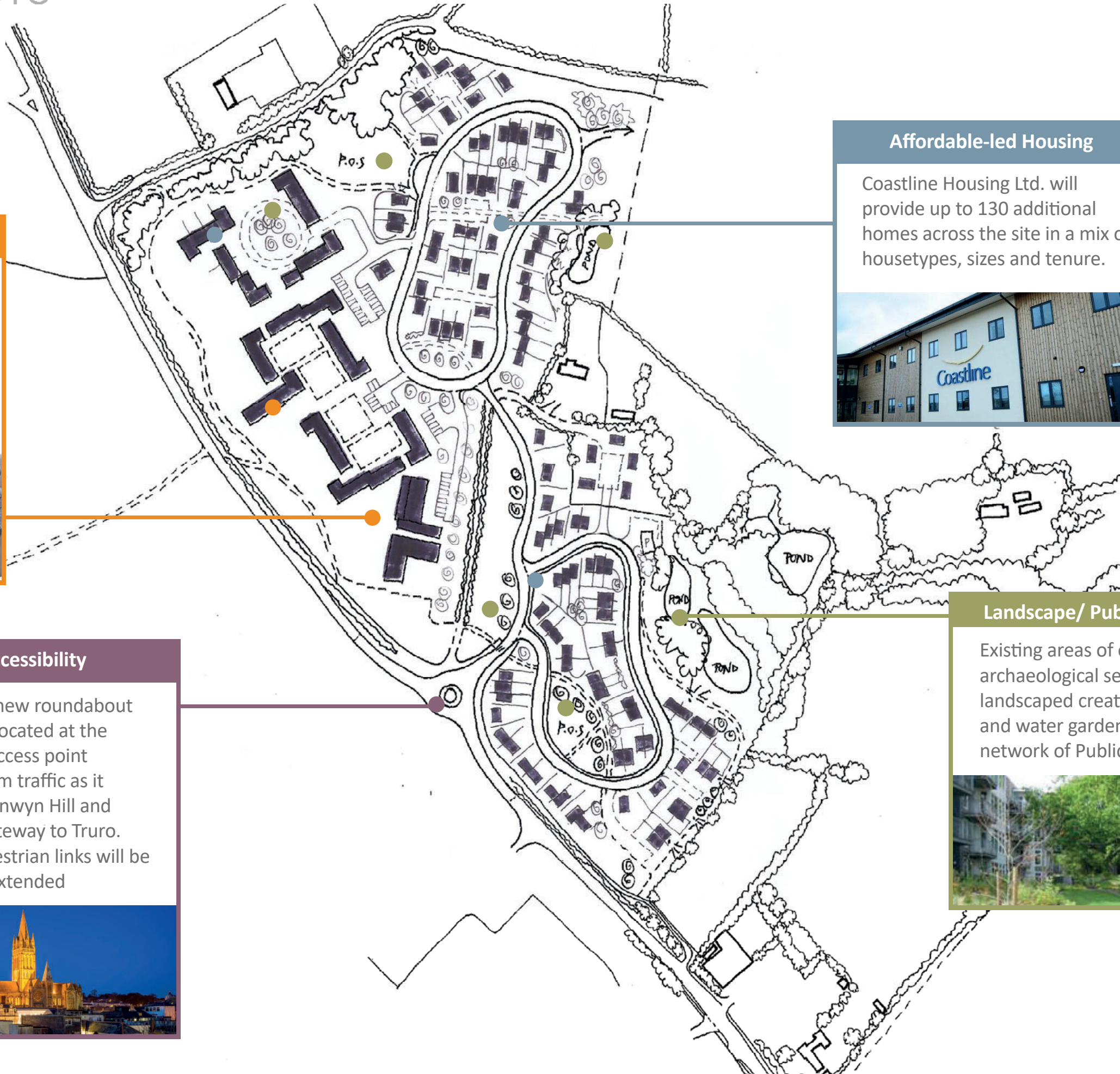
02_Aerial View



Preliminary Site Location Plan

Land North of 98 Lybury Lane, Redbourn, St Albans AL3 7JQ

Ref: 2851-1-001 • Date: March 2021 • Author: SLJ • Scale 1:1250/ 1:2500 @ A3



Extra Living

Self-contained accommodation designated for older people in a setting where care and support can be provided as required from an on-site care provider with extensive communal facilities.



Affordable-led Housing

Coastline Housing Ltd. will provide up to 130 additional homes across the site in a mix of housetypes, sizes and tenure.



Site Accessibility

Provision of a new roundabout on the B3284 located at the original site access point will help to calm traffic as it approaches Kenwyn Hill and form a new gateway to Truro. Cycle and pedestrian links will be retained and extended



Landscape/ Public Open Space

Existing areas of ecological and archaeological sensitivity to be landscaped creating woodland and water gardens and as a new network of Public Open Space



Indicative Site Arrangement
(For information only)

Proposed Affordable - led Extra Care Facility and Housing

Land at Pencoose Farm, Kenwyn, Truro, Cornwall, TR4 9BY

Ref: 2735-3-005 • Date: October 2020 • Author: SJ • Scale 1:2500 @ A3 • Client: Coastline Housing Ltd.

01_Indicative Site Layout Plan

SCALE METRES 1:1250
 0 10m 20m 30m 40m 50m 100m

site area: 4.83Ha

Notes

1. proposed access with visibility splays
2. alternate access with visibility splays
3. existing trees and buffers
4. attenuation swales and ponds
5. public green space/ countryside buffer
6. existing footpath (potential pedestrian link to school and leisure centre)
7. existing property
8. sports fields/ leisure centre
9. school grounds
10. example layout of domestic properties (approx. 35 dwellings per hectare)

Schedule of Zones

- A** 19 dwellings
 - B** 20 dwellings
 - C** 22 dwellings
 - D** 16 dwellings
 - E** 18 dwellings
 - F** 35 dwellings
- 130 total proposed dwellings



Preliminary Indicative Site Layout Plan

Land North of 98 Lybury Lane, Redbourn, St Albans AL3 7JQ
 Ref: 2851-1-005 • Date: March 2021 • Author: SLJ • Scale 1:1250 @ A3

2842-01-TN01
March 2021

Proposed Site Allocation in Emerging Local Plan

Land at Redbourn, nr St Albans

Highways Assessment

Prepared on behalf of:

CAD Architects



AXIS
Camellia House
76 Water Lane
Wilmslow
SK9 5BB

Tel: 007

www.axisped.co.uk

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1.0 INTRODUCTION

1.1 Background

- 1.1.1 St Albans City and District Council (SACDC) are preparing a Replacement Local Plan to cover the period 2020 – 2036. The previous Local Plan was submitted to the Secretary of State in March 2019 for independent examination. The Inspector's findings raised concerns over the Council's approach to the Green Belt including *inter alia* the Council's narrow focus on only releasing strategic sites. Consequently, the Council formally withdrew the emerging Local Plan in December 2020 and will be preparing a new Local Plan.
- 1.1.2 The Inspector's comments noted that there was no reason why the identification of smaller sites within the Green Belt would unacceptably spread the adverse impacts of development on Green Belt purposes. As a result, a new Call for Sites consultation process has been initiated by SACDC to identify smaller sites within the Green Belt, as a key part of the evidence base for the new Local Plan.
- 1.1.3 AXIS has been appointed by CAD Architects Ltd (on behalf of Modena Lifestyles Ltd) to provide transport and highways advice in relation to the potential allocation of a site located in Redbourn, near St Albans, for residential use.

1.2 Purpose of the Report

- 1.2.1 This report has been prepared to consider the access and transport-related implications of the potential development of the site in order to provide assurance that the allocation of the site should continue through future stages of the emerging Local Plan up to its final adoption. The report therefore demonstrates the following:
- The site is (or can be made to be) sustainable and accessible by non-car modes of transport;
 - That the traffic arising from the scheme can be satisfactorily accommodated on the local highway network (or can be made to be);
 - That there are no technical / land control constraints with achieving access into the site, and that any accesses can be designed and constructed to relevant standards; and,
 - That there are no on-site highway-related constraints that would prevent the site coming forward.

1.3 Report Structure

1.3.1 The remainder of this report is structured as follows:

- **Section 2** provides a brief overview of the existing conditions on and around the site, including a review of the highway safety record and any highway-related constraints around the site;
- **Section 3** provides an overview of the potential development that could be delivered on the site, including details of a potential access strategy, mitigation measures and opportunities that the site could deliver;
- **Section 4** sets out an appraisal of the accessibility of the site by non-car modes of transport;
- **Section 5** provides an appraisal of the anticipated highway impact of the potential development; and
- **Section 6** summarises and concludes the report.

2.0 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located adjacent to Lybury Lane at the northern edge of the village of Redbourn. The site is approximately 4km south-east of Harpenden, 7.5km north-east of Hemel Hempstead, 8.1km north-west of St Albans City Centre, and 8.5km south of Luton.

2.1.2 The site location is illustrated further within **Plan 2.1** following:

Plan 2.1 – Site Location



2.1.3 As illustrated on **Plan 2.1**, locally the site is located to the east of the M1 and to the west of the A5183 and Dunstable Road. The site is bound by residential development to the south, school paying fields to the east, and agricultural land to the north and west.

2.1.4 The site benefits from being well-located with regard to access to key urban centres, including Luton to the north, Harpenden to the east, St Albans to the south and Hemel

Hempstead to the south-west. The site is also located approximately 2km south of M1 Junction 9.

- 2.1.5 Currently the site comprises redundant agricultural glasshouses and greenfield agricultural land. The site is currently accessed via an existing private driveway at the southern end of the site, which provides access to a residential property (outside the submission site) and redundant glasshouses.

2.2 Local Highway Network

Lybury Lane

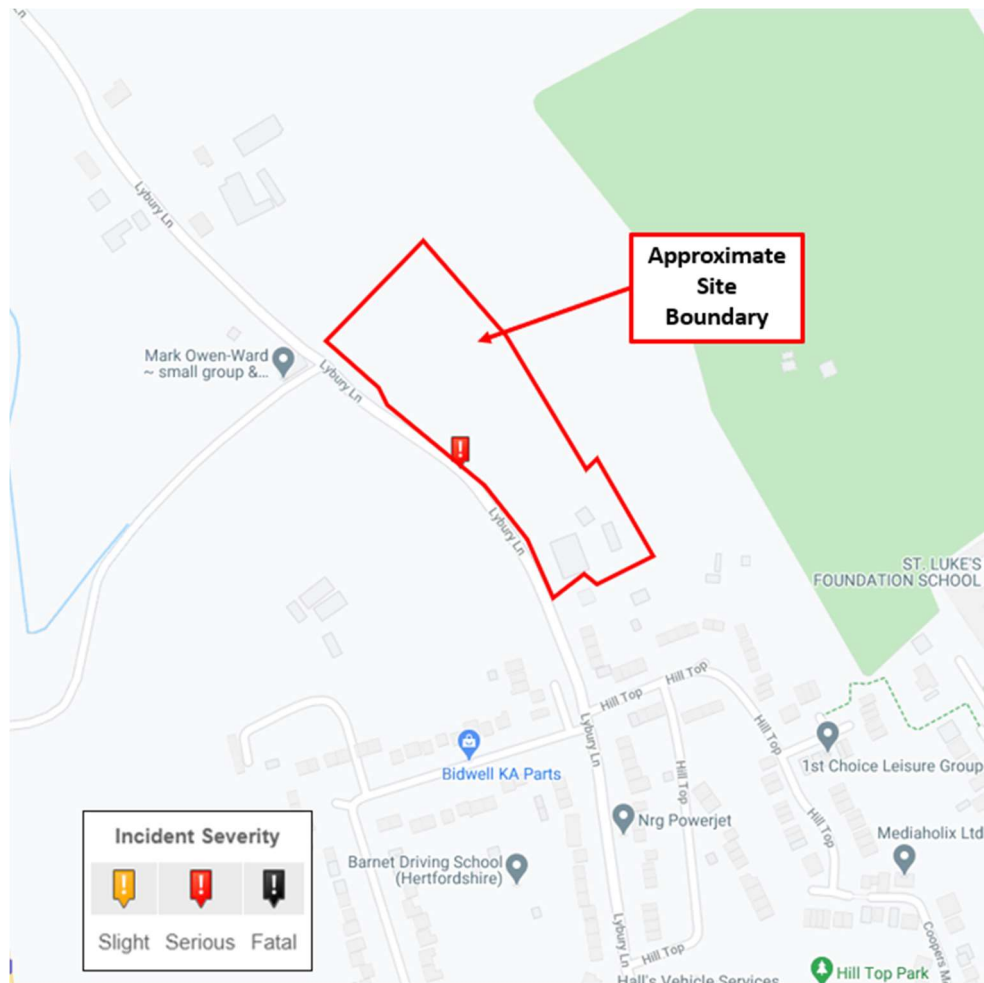
- 2.2.1 Lybury Lane runs in a generally north-west / south-east alignment along the western edge of the site. It provides a connection between Redbourn and Flamstead village to the north-east.
- 2.2.2 To the south of the site Lybury Lane is a single lane two-way carriageway approximately 5.5m in width, with a circa 1m wide footway along the eastern side. The road is subject to a mandatory 30mph speed limit. Approximately adjacent to the south-western corner of the site the nature of Lybury Lane changes, and alongside the western boundary of the site it is a rural, two-way single-track road approximately 4m wide with passing places. In the vicinity of the site the road is subject to the national speed limit of 60mph, and no footways are present. There is no street lighting on Lybury Lane in the vicinity of the site.

2.3 Highway Safety

- 2.3.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the CrashMap website¹. Data was extracted for the most recently available five-year period which is 2015 to 2019 inclusive and is presented in **Plan 2.2** shown below.

¹ www.crashmap.co.uk

Plan 2.2 – CrashMap Extract (2015 – 2019 Inclusive)



2.3.2 **Plan 2.2** identifies that only a single accident has occurred within the vicinity of the site in the most recently available 5-year period. This occurred adjacent to the site and resulted in serious injury.

2.3.3 A total of one accident in five years does not represent a cause for concern or indicate any accident clusters on the local highway network that could be exacerbated by the potential development.

2.3.4 The existing highway safety record does not therefore present a material concern in the context of the site's potential allocation.

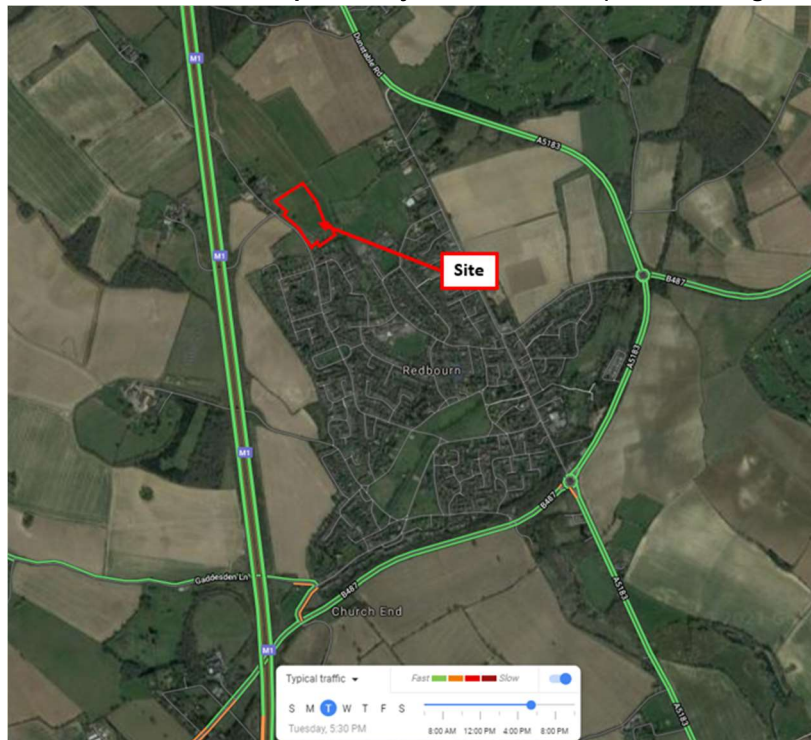
2.4 Highway Operation

2.4.1 The online Google Maps traffic resource has been analysed to check typical speeds through the primary road network adjacent to the site. **Plans 2.3** and **2.4** illustrate the speed at which traffic typically moves through the network during the weekday AM and PM peak hours.

Plan 2.3 – AM Peak Hour Traffic Speeds Adjacent to the Site (source: Google Traffic)



Plan 2.4 – PM Peak Hour Traffic Speeds Adjacent to the Site (source: Google Traffic)



2.4.2 The analysis demonstrates that traffic is able to move through the local network more or less uninterrupted (i.e. green coloured) at or around the prevailing speed limits. This review therefore points strongly towards the fact that there is sufficient capacity within the wider highway network around the site to accommodate the additional traffic demand that would be generated by the site's potential allocation for residential development.

2.5 Potential Highway-Related Constraints

2.5.1 An assessment of the possible highway-related constraints around the site has been undertaken to determine whether they might preclude any particular access options to the site.

2.5.2 This exercise has revealed that the following constraints are of relevance to the potential allocation of the site and access strategy:

- The potential site access strategy is constrained by the existing carriageway width on Lybury Lane, with it being a rural, single track road along the frontage of the site. Carriageway widening is likely to be necessary along the frontage of the site;
- While not currently part of the potential site allocation, there is a parcel of land on the western side of Lybury Lane opposite the south-western corner of the site which could potentially come forward for development in the future, so the access strategy must not prejudice the ability to access this plot should the need arise; and
- The requirement to provide appropriate visibility splays which are compliant with standards is determined by the prevailing speed limit along Lybury Lane, which is currently 60mph.

3.0 POTENTIAL DEVELOPMENT

3.1 Potential Development Size

3.1.1 The potential development site comprises an area of 11.95 acres, or approximately 4.8 hectares. Assuming a net developable area of approximately 70% of the gross site area, and an average density of 35 dwellings per hectare, the site could accommodate a potential development of between 115 and 130 dwellings.

3.2 Access Strategy

3.2.1 A potential site access strategy has been prepared in accordance with relevant design standards and designed around the constraints identified in **Section 2.5**.

3.2.2 The potential access strategy is shown on **Drawing 2842-01-SK003** in **Appendix 1** and comprises a simple priority T-junction from Lybury Lane, featuring a 5.5m wide carriageway, 6m corner radii and 2m wide footways on both sides of the access road within the site.

3.2.3 It will be necessary to widen Lybury Lane along the frontage of the site to a minimum of 5.5m in accordance with Hertfordshire County Council's (HCC) "Roads in Hertfordshire: Highway Design Guide" design standards for a Major Access Road, to allow two-way movement without the need for passing places and provide adequate width to accommodate turning movements into and out of the site access.

3.2.4 Two potential locations for the access junction have been illustrated, which demonstrate the northern and southern extent of the possible location for an access junction into the site, based on the achievability of the necessary visibility splays. The location of the potential southern access option also takes into account HCC's design standards for junction spacing, allowing for any potential future access junction into the parcel of land on the opposite side of Lybury Lane.

3.2.5 2.4m x 43m junction visibility splays will be achievable from both of the potential access points illustrated, which is commensurate with HCC's Highway Design Standards for a 30mph road. It will be necessary to extend the existing 30mph zone northwards along Lybury Lane to a point approximately 43m beyond the site access junction in order to achieve the necessary visibility.

3.2.6 Safe and suitable access arrangements are therefore easily achievable into the site. Indeed, it is considered that there is ample land frontage / scope to vary the site access arrangements significantly, if need be.

3.3 Pedestrian and Cycle Access

- 3.3.1 The indicative site access shows how 2m wide footways could be provided on both sides of the site access road. It would also be necessary to provide a footway along the frontage of the site on Lybury Lane to the south of the site access junction, to connect with the existing footway to the south of the site.
- 3.3.2 There is also a Public Right of Way (PRoW) comprising a footpath which passes along the eastern boundary of the site which provides a link to the centre of Redbourn. The PRoW lies within the developable area of the site and could be upgraded to provide pedestrian and cycle access to the site.
- 3.3.3 It is in this respect that Active Travel can be addressed and incorporated within the masterplan through the provision of widening to the existing footways, which are currently substandard. This will therefore contribute to the promotion of pedestrian and cycle routes and connectivity to the site, details of which can be developed and provided at any future planning application stage.

3.4 Parking Provision

- 3.4.1 Similarly, the potential scheme will feature appropriate levels of off-street or communal car and cycle parking in accordance with the relevant local parking standards. Again, the detail of this would be developed further at any future planning application stage.

4.0 ACCESSIBILITY BY SUSTAINABLE TRAVEL MODES

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that significant developments are located in areas where alternative modes of travel to the car are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the potential development is considered in this context for the following modes of travel:

- Accessibility by Walking
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Accessibility on Foot

4.2.1 The Chartered Institution of Highways and Transportation (CIHT, formerly IHT) in their document 'Providing for Journeys on Foot' states that: "walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile."

4.2.2 The IHT document recognises that although acceptable walking distances may vary between individuals and circumstances, for commuting trips, a walk distance of 2km can be considered as the 'preferred maximum'.

4.2.3 The whole of Redbourn village is within a 2km walking distance. Walking is therefore a potential option for residents to reach local amenities including hospitality, leisure, and education facilities. The site is connected to these amenities via an existing network of reasonable quality pedestrian infrastructure, which includes footways and street lighting. If necessary, any material shortfalls on the network can be enhanced and mitigated against as part of the site's development. This would be identified through the Transport Assessment (TA) work in due course.

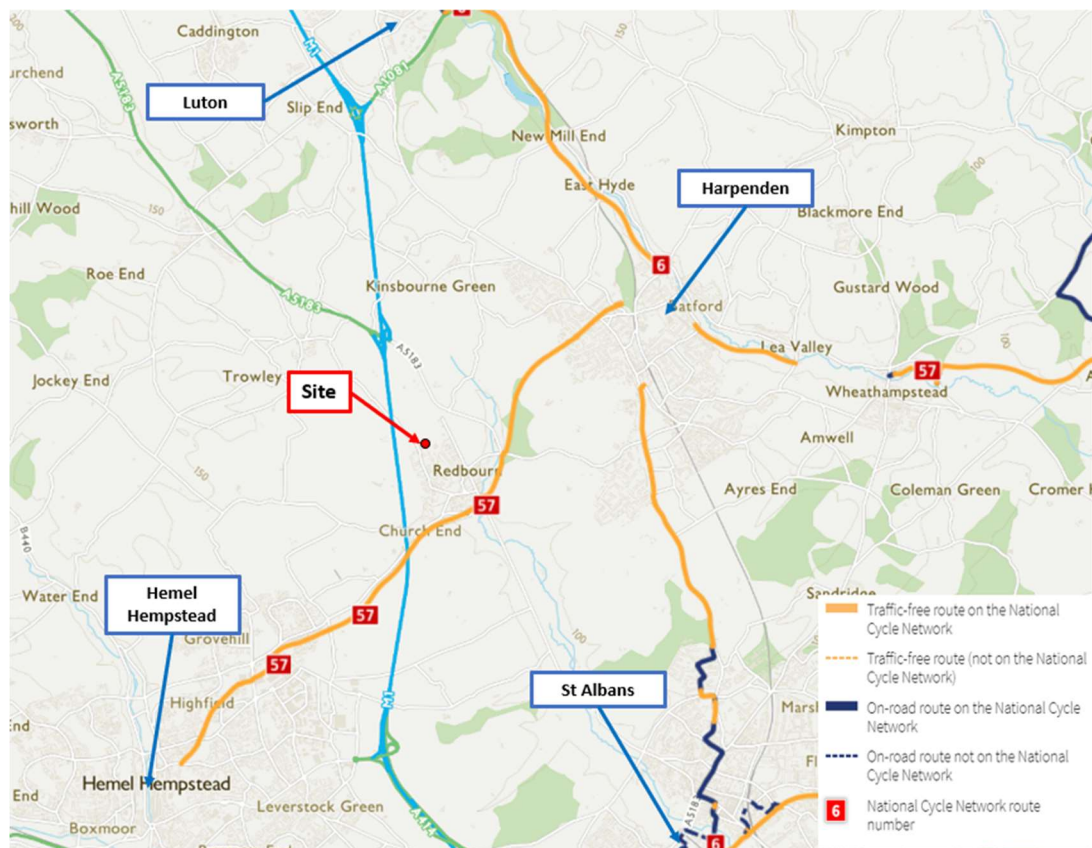
4.3 Accessibility by Cycle

4.3.1 It is generally accepted that cycling has the greatest potential to substitute for short car trips, particularly those less than 5km, and to form part of a longer trip by public transport modes.

4.3.2 A 5km cycling distance encompasses the centre of Harpenden and the northern edge of Hemel Hempstead, including Hemel Hempstead Industrial Estate, making it possible to access a range of retail and commercial areas by bicycle. A 5km cycle distance also includes Harpenden Railway Station, providing the opportunity to undertake multi-modal journeys by rail and bike.

4.3.3 **Figure 4.1** shows National Cycle Network (NCN) roads in the vicinity of the site.

Figure 4.1 – Local National Cycle Network (source: Ordnance Survey)



4.3.4 The nearest is NCN 57 which is accessible within 1.2km of the site via Lybury Lane. NCN 57 provides a connection to both Hemel Hempstead and Harpenden. From Harpenden, NCN 6 provides a connection to St Albans and Luton.

4.3.5 Between Harpenden and Hemel Hempstead NCN 57 follows a disused railway line, which provides a generally flat, traffic-free route. The topography of the local area is

also generally flat and street lighting is present in the residential areas of Redbourn, creating an environment which is conducive to cycling.

- 4.3.6 Based on the above, the site is well situated to encourage residents to commute by cycle.

4.4 Accessibility by Public Transport

By Bus

- 4.4.1 The nearest bus stop to the site is located on Lybury Lane, approximately 700m walking distance from the centre of the site. This stop is served by the 46 and 307 bus services. The 46 operates between Luton and Hemel Hempstead with an hourly frequency on weekdays. The 307 operates with a limited service providing three buses per day between Redbourn and Harpenden.

- 4.4.2 There are also bus stops located on either side of Dunstable Road, approximately 900m walking distance from the centre of the site via the PRow which runs through the site. These stops are served by the 34 and 46 routes. The 34 service operates between Dunstable and St Albans, currently with a temporarily reduced service of 4 buses per day to St Albans, and 3 buses per day to Dunstable.

- 4.4.3 The site is therefore considered accessible by bus.

By Rail

- 4.4.4 The nearest railway station to the site is Harpenden Railway Station. This is located approximately 4.2km to the east of the site. The station can be accessed by the 307 Harpenden Town bus service and is also within reasonable cycling distance. Harpenden station also provides a large park and ride car park to encourage multi-modal trips by car and rail for longer journeys.

- 4.4.5 Harpenden Railway Station is operated by ThamesLink and provides services to Luton and Bedford to the north, and Brighton, Rainham and Gatwick Airport to the south, with all southbound services running via London.

- 4.4.6 **Table 4.1** shows a summary of the frequency of train services at Harpenden Railway Station.

Table 4.1 – Harpenden Railway Station Services

Destination	Frequency (per hour)
Luton	2
Bedford	3
Brighton	2
Rainham (Kent)	2
Gatwick Airport	1
Total	10

4.4.7 As such, the existing rail infrastructure provides a realistic opportunity for multi-modal trips to be made by rail.

4.5 Accessibility Summary

4.5.1 The evidence presented in this section demonstrates that the site is reasonably well located to encourage local trips to be made by sustainable alternative modes of travel to the private car. The whole of Redbourn village can be reached within a reasonable walking distance of the site, and there is an attractive National Cycle Route close to the site which could be used by prospective residents to access the larger urban centres of Harpenden and Hemel Hempstead.

4.5.2 A regular bus service is accessible within reasonable walking distance of the site which provides access to Luton and Hemel Hempstead. Harpenden Railway Station provides frequent train services to London and provides a large park and ride car park to encourage multi-modal trips by car and rail for longer journeys.

4.5.3 Based on the above, it is evident that the site is accessible by sustainable travel modes and complies with the NPPF and local policies.

5.0 POTENTIAL DEVELOPMENT TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section of the report identifies the potential level of traffic that could be generated by the potential development, and provides an indication of the likely extent of any future TA that would be required to support a planning application for the potential development site, and a qualitative appraisal of any mitigation (e.g. off-site highway works) that may be needed to make the development acceptable in highways and planning terms.

5.2 Potential Development Trip Generation

5.2.1 The level of traffic that could be generated by a potential development of 130 dwellings has been estimated through reference to average peak hour trip rates obtained from the industry-standard Trip Rate Information Computer System (TRICS) database (V 7.7.4).

5.2.2 The following parameters have been selected within TRICS:

- Land Use: 03: Residential Category: A: Houses Privately Owned,
- Sites in Ireland and London have been removed,
- Multi-modal trip rates for sites with between 50 to 150 dwellings selected, and
- Only Edge of Town and Neighbourhood Centre sites selected.

5.2.3 **Table 5.1** presents the results of the residential flats privately owned TRICS analysis:

Table 5.1 – Trip Rates and Traffic Generation of the Potential Development

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Trip Rates						
Residential (per 1 dwell)	0.126	0.301	0.427	0.254	0.152	0.406
Trip Generation						
Residential (130 dwells)	16	39	56	33	20	53

5.2.4 The full TRICS outputs for the residential trip generation are contained in **Appendix 2** at the rear of this report.

5.2.5 **Table 5.1** demonstrates that the potential development would generate in the order of 56 two-way trips in the AM peak hour and 53 two-way trips in the PM peak hour.

5.2.6 This increase equates to less than one trip per minute on average and is not anticipated to create any material impact on local highway safety or capacity.

5.3 Traffic Impact Assessment

5.3.1 Based on the estimated development trip generation presented above, and with reference to the Google Traffic analysis presented in **Section 2.4**, there are no obvious indications that any nearby junctions might operate poorly with the additional development-related traffic.

5.3.2 The extent of assessment required to accompany any planning application would need to be determined by the Local Highway Authority, HCC, and would be dependent on the final quantum of development taken forward for planning. Based on the trip generation estimates presented above, the peak hour trip generation of a development of 130 dwellings is relatively low, and suggests that a Transport Statement may suffice, which would require no detailed quantitative appraisal of the development impacts on the wider highway network.

5.3.3 Should a TA be required, this would include detailed assessments of junctions within a wider area, and if necessary present mitigation measures if any locations are found to be potentially problematic. Given the likely trip generation of the potential development site, it is likely that the extent of any detailed assessment that may be required would be limited to the key junctions on the A5183 Redbourn bypass. This would be in addition to the identification and improvement of any shortfalls in Active Travel infrastructure.

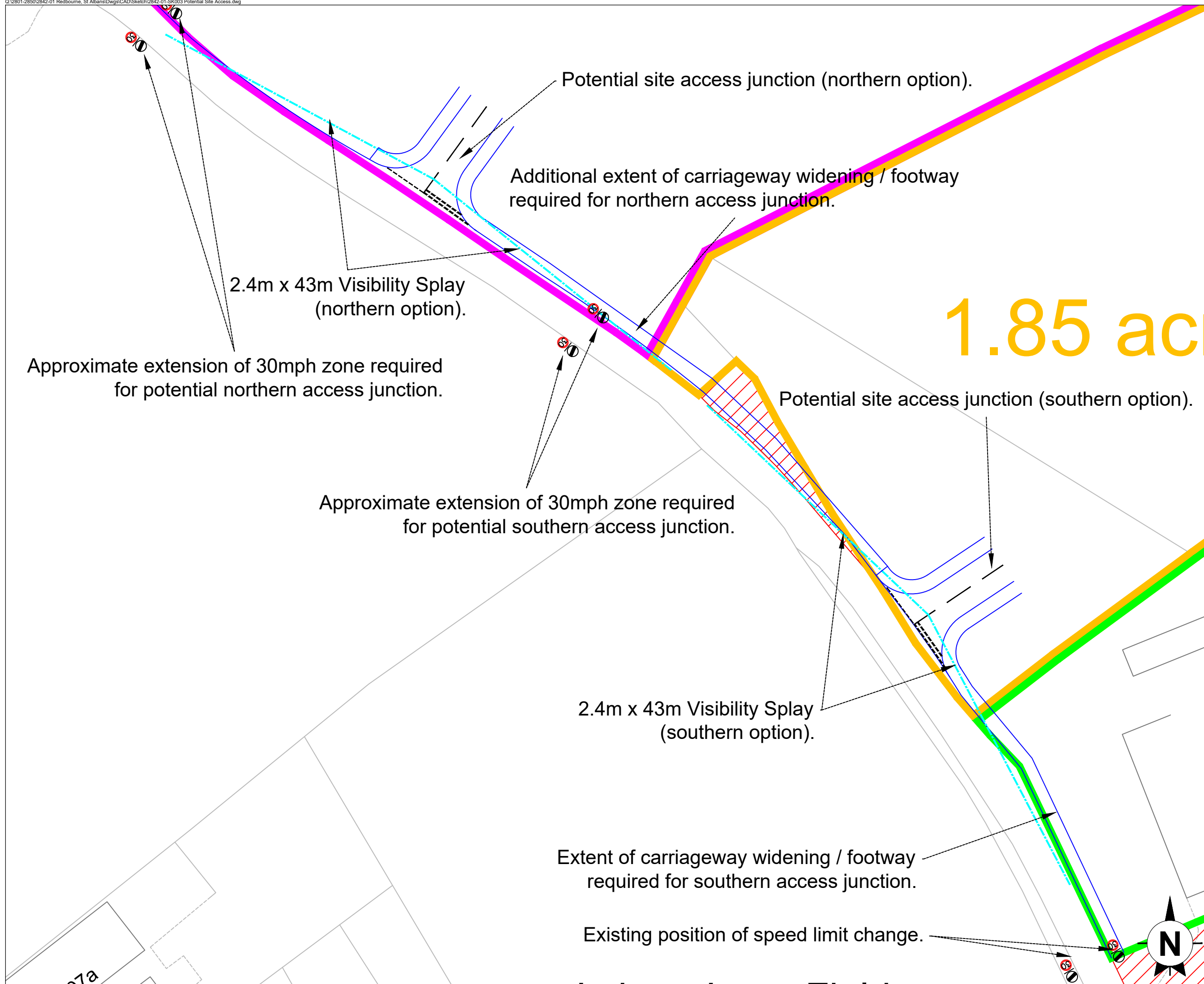
6.0 SUMMARY AND CONCLUSIONS

- 6.1.1 Axis has been appointed by CAD Architects to provide transport and highways advice in relation to the potential allocation of a site located in Redbourn, near St Albans, for residential use as part of a Call for Sites by SACDC.
- 6.1.2 The existing highway safety record around the site has been examined for the most recently available 5-year period (2015-2019 inclusive) and the results show that only one accident has been recorded within the vicinity of the site along Lybury Lane within this period. As such, this does not represent a cause for concern or indicate any accident clusters that could be exacerbated by the site's potential development.
- 6.1.3 A high-level review of the existing operation of the surrounding highway network has been undertaken using Google Traffic. The results of the analysis indicate that the local highway network operates in free-flowing conditions during typical AM and PM peak hours and that there are currently no congestion issues that would be exacerbated by the site's potential allocation / development.
- 6.1.4 An assessment of the possible constraints around the site has been undertaken to determine whether they might preclude any particular access options to the site. This exercise has revealed that, despite a small number of constraints, a suitable site access strategy can be achieved, and designed in a way which is compliant with relevant design guidance.
- 6.1.5 It is estimated that the potential development could comprise between 115 and 130 residential dwellings. A potential site access strategy has been designed which comprises the provision of a simple priority-controlled junction on Lybury Lane. Pedestrian and cycle access would also be available via this site access locations through the provision of appropriate Active Travel infrastructure, as well as through the improvement of an existing PRow which passes through the potential development site.
- 6.1.6 2.4m x 43m junction visibility splays will be achievable from the potential access point, which is commensurate with the prevailing design standards for a 30mph road set out in HCC's "Roads in Hertfordshire: Highway Design Guide". Safe and suitable access arrangements are therefore easily achievable into the site and can be designed in accordance with appropriate design guidance.

- 6.1.7 It is considered that the site is accessible by sustainable alternative transport modes to the private car. The whole of Redbourn village can be reached within a reasonable walking distance of the site, and there is an attractive National Cycle Route close to the site which could be used by prospective residents to access the larger urban centres of Harpenden and Hemel Hempstead. A regular bus service is accessible within reasonable walking distance of the site which provides access to Luton and Hemel Hempstead. Harpenden Railway Station provides frequent train services to London and provides a large park and ride car park to encourage multi-modal trips by car and rail for longer journeys.
- 6.1.8 An initial estimate of the likely trip generating potential of the site demonstrates that a development of 130 dwellings would generate less than one additional two-way vehicle movement per minute during the AM and PM peak hours. This high-level assessment therefore indicates that there is sufficient capacity within the local highway network to accommodate the additional traffic demand that would be generated by the site's allocation.
- 6.1.9 It is therefore considered that no wider off-site junction improvements are likely to be necessary to mitigate the impact of the allocation and development of the site. This would be further tested in any future TA that would be necessary to accompany any future planning applications.
- 6.1.10 It is therefore concluded that there is an ideal opportunity within the candidate site to help deliver development in a sustainable and suitable location and there are no pre-existing or proposed highway-related constraints that would preclude safe and suitable access being achieved to the site.
- 6.1.11 From a highway and transport perspective, the site is therefore commended to SACDC for allocation for future residential development.

APPENDIX 1 – SITE ACCESS DRAWING

Revision History	Date



Chester Office: Well House Barns Chester CH4 8DH	South Manchester Office: Canalside House 74 Water Lane Wilmslow SK9 8SL	axis <small>007 - www.axisped.co.uk</small>
client: CAD ARCHITECTS		
project: REDBOURN, ST ALBANS		
drawing title: POTENTIAL SITE ACCESS JUNCTION OPTIONS		
date: 01/03/2021	drawn by: DC	checked: CZ
drawing number: 2842-01-SK003	status: --	rev: --
scale(s): 1:500@A3		
planning environment design		

APPENDIX 2 – TRICS OUTPUTS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST		
ES	EAST SUSSEX	2 days
KC	KENT	1 days
SC	SURREY	2 days
WS	WEST SUSSEX	2 days
04 EAST ANGLIA		
NF	NORFOLK	1 days
05 EAST MIDLANDS		
LE	LEICESTERSHIRE	1 days
06 WEST MIDLANDS		
SH	SHROPSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE		
NY	NORTH YORKSHIRE	1 days
09 NORTH		
DH	DURHAM	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 54 to 134 (units:)
 Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/10/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	5 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
Village	3
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	2 days
15,001 to 20,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	9 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

<p>1 DH-03-A-02 MIXED HOUSES LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 27/03/17</i></p>	<p>DURHAM</p> <p><i>Survey Type: MANUAL</i></p>
<p>2 DH-03-A-03 SEMI-DETACHED & TERRACED PILGRIMS WAY DURHAM</p> <p>Edge of Town Residential Zone Total No of Dwellings: 57 <i>Survey date: FRIDAY 19/10/18</i></p>	<p>DURHAM</p> <p><i>Survey Type: MANUAL</i></p>
<p>3 ES-03-A-04 MIXED HOUSES & FLATS NEW LYDD ROAD CAMBER</p> <p>Edge of Town Residential Zone Total No of Dwellings: 134 <i>Survey date: FRIDAY 15/07/16</i></p>	<p>EAST SUSSEX</p> <p><i>Survey Type: MANUAL</i></p>
<p>4 ES-03-A-05 MIXED HOUSES & FLATS RATTLE ROAD NEAR EASTBOURNE STONE CROSS Edge of Town Residential Zone Total No of Dwellings: 99 <i>Survey date: WEDNESDAY 05/06/19</i></p>	<p>EAST SUSSEX</p> <p><i>Survey Type: MANUAL</i></p>
<p>5 KC-03-A-04 SEMI-DETACHED & TERRACED KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: 110 <i>Survey date: FRIDAY 22/09/17</i></p>	<p>KENT</p> <p><i>Survey Type: MANUAL</i></p>
<p>6 LE-03-A-02 DETACHED & OTHERS MELBOURNE ROAD IBSTOCK</p> <p>Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 <i>Survey date: THURSDAY 28/06/18</i></p>	<p>LEICESTERSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>7 NF-03-A-04 MIXED HOUSES NORTH WALSHAM ROAD NORTH WALSHAM</p> <p>Edge of Town Residential Zone Total No of Dwellings: 70 <i>Survey date: WEDNESDAY 18/09/19</i></p>	<p>NORFOLK</p> <p><i>Survey Type: MANUAL</i></p>
<p>8 NY-03-A-10 HOUSES AND FLATS BOROUGHBRIDGE ROAD RIPON</p> <p>Edge of Town No Sub Category Total No of Dwellings: 71 <i>Survey date: TUESDAY 17/09/13</i></p>	<p>NORTH YORKSHIRE</p> <p><i>Survey Type: MANUAL</i></p>

LIST OF SITES relevant to selection parameters (Cont.)

9	SC-03-A-04 HIGH ROAD BYFLEET	DETACHED & TERRACED	SURREY
	Edge of Town Residential Zone		
	Total No of Dwellings:	71	
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL
10	SC-03-A-06 AMLETS LANE CRANLEIGH	MIXED HOUSES & FLATS	SURREY
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	116	
	Survey date: THURSDAY	08/10/20	Survey Type: MANUAL
11	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED/TERRACED	SHROPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
12	WS-03-A-07 EMMS LANE NEAR HORSHAM BROOKS GREEN	BUNGALOWS	WEST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL
13	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	87	0.070	13	87	0.256	13	87	0.326
08:00 - 09:00	13	87	0.126	13	87	0.301	13	87	0.427
09:00 - 10:00	13	87	0.133	13	87	0.155	13	87	0.288
10:00 - 11:00	13	87	0.121	13	87	0.168	13	87	0.289
11:00 - 12:00	13	87	0.132	13	87	0.152	13	87	0.284
12:00 - 13:00	13	87	0.131	13	87	0.132	13	87	0.263
13:00 - 14:00	13	87	0.168	13	87	0.170	13	87	0.338
14:00 - 15:00	13	87	0.157	13	87	0.160	13	87	0.317
15:00 - 16:00	13	87	0.249	13	87	0.146	13	87	0.395
16:00 - 17:00	13	87	0.254	13	87	0.152	13	87	0.406
17:00 - 18:00	13	87	0.247	13	87	0.118	13	87	0.365
18:00 - 19:00	13	87	0.221	13	87	0.120	13	87	0.341
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.009			2.030			4.039

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected: 54 - 134 (units:)
 Survey date range: 01/01/12 - 08/10/20
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



08/03/21 16:44

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

Land east of Lybury Lane, Redbourne

Site area (in hectares)

4.8

Easting

509844

Northing

212959

Site Location Plan Attached

Yes

Upload Site Location

Site Location Plan

GIS mapping shapefile attached (in .shp file format) No

Land ownership (please include contact details if known)

STEPHEN HENRY of
DAVID PEACOCK of
JACQUELINE PRICE of

Current land use

Former nursery with outlying agricultural land

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

The former nursery includes various surface structures, former greenhouses and storage buildings which are currently derelict and unused. The remainder of the site is in agricultural use.

Suggested land use

Housing

Green Belt matters aside, the site could accommodate a development of up to 130 dwellings, based on a net density of 35dph. This would also provide for extensive areas of public open space, the retention of trees/hedgerows and surface water attenuation features. It is not subject to any other physical constraints and is self-contained in landscape and visual terms. The site is physically contiguous with the Redbourn settlement boundary and located within an area designated as a Landscape Development and Improvement area in the 1994 Local Plan. Although this policy was not saved, it states that the western fringes of the Green Belt along the M1 corridor contain areas of unattractive or damaged landscapes. It is considered that a sensitively designed residential development could deliver significant environmental improvements in this location and provide an attractive living environment for future residents. A land promoter has secured a contractual interest in the site and intends to promote it for residential purposes via the new Local Plan. Should the Council be minded to amend the Green Belt boundary and allocate the site for housing in the emerging Local Plan, it is anticipated that a planning application could be prepared to demonstrate to a Local Plan Inspector that

the site is deliverable in all other respects subject, of course, to the Green Belt boundary being amended and the Plan progressing to adoption.

Reasons for suggested development / land use

The site is within the designated Green Belt but subject to an amendment to the Green Belt boundary via the emerging St Albans Local Plan, is considered suitable, available and achievable as a housing site. The site is in a sustainable location, within walking distances of the main amenities in Redbourn including schools, shops, bus stops on Dunstable Road and other facilities. Release of this site from the Green Belt would also be commensurate with concerns raised by the previous Local Plan Inspector in respect of smaller sites within the Green Belt potentially playing a more significant role in housing delivery, in place of large-scale strategic sites being removed from the Green Belt.

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

If no please provide details of how the site could be accessed. Without this information the site will not be considered to be deliverable

Axis has prepared a Technical Note on access and transportation matters which accompanies this submission (and provided to the Council via email). There are two potential access options into the site via Lybury Lane. Appropriate visibility splays can be provided on either access without encroachment onto third party or unregistered land. A public footpath also runs along the rear boundary of the site, which emerges at the entrance to St Lukes Primary School. The footpath in this location appears to be within the ownership of the Local Education Authority, therefore, a residential development may offer the potential for contributions towards the improvement of this footpath link subject to the agreement of the County Council. This would further support the relative accessibility of the site.

Other constraints affecting the site No

A Preliminary Ecological Assessment was undertaken in 2020, complemented by initial bat and reptile surveys. Initial findings suggest low numbers of common bat species and slow worms, with further seasonal surveys to be undertaken in 2021. At this stage, it is anticipated that any redevelopment would need to provide for an ecological management plan, with appropriate provision of species-specific mitigation which would be secured by way of a suitably worded planning condition. Any habitat features of value could be incorporated within a layout, as required, supplemented by additional planting and active site management to deliver biodiversity gains.

Planning Status

Other

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

Given the current Green Belt location, no relevant planning applications have been made previously.

Other comments

The site was previously considered in the Council's Green Belt evidence documents prepared in support of the withdrawn Local Plan. These include 'GB004 Green Belt Review Purposes Assessment' and 'GB005 St Albans Parcel Assessments'. The Green Belt Review documents split the Green Belt land within St Albans into several parcels and assessed these parcels against their contribution to the purposes of the Green Belt. GB004 identifies that the site is located within Parcel 18B (see GB004 Figure 6.1). GB005 provides a detailed assessment of Parcel 18B and identifies that overall, the parcel does not significantly contribute towards any of the five Green Belt purposes. The parcel has limited or no contribution towards checking the unrestricted sprawl of large built up areas, it has limited or no contribution towards preventing neighbouring towns from merging, it has a partial contribution to assisting in safeguarding the countryside from encroachment, has partial contribution to preserving the setting and special character of historic towns, and has limited or no contribution to maintaining the existing settlement pattern. The level of built development within the parcel is low at 0.59%. In terms of openness and countryside character, GB005 identifies that within Parcel 18B, long distance views are limited by the embankments of the M1.

Furthermore, GB005 identifies that the landscape close to the M1 is notably disturbed and the constant presence of large lorries and the influence of the transport system in this area is strong. GB005 concludes that Parcel 18B was recommended for further assessment as a small-scale sub-area. One sub-area was identified within Parcel 18B. The sub-area identified (ref: SA-SS2) is located to the south west of Redbourn and is enclosed by the M1 to the west. The Lybury Lane site is not located within any identified sub-area. However, it can be seen that the evidence base / Green Belt Review considered the Lybury Lane site to be one of the least sensitive parts of the Green Belt.














This submission is also accompanied by a Site Appraisal Plan and a Preliminary Indicative Layout (submitted to the Council via email separately) which both demonstrate how the site could accommodate up to 130 dwellings.

01_Site Appraisal Plan



site area: 4.83Ha

Key

-  existing speed limit sign (30mph)
-  existing access
-  potential new access (best visibility splays)
-  existing public pathway
-  fenceline and gateways
-  hedgerow/ tree buffers
-  neutral grassland (semi-improved) including scattered scrub
-  other tall herb and fern - ruderal
-  scrub - dense/ continuous
-  private residential garden amenity
-  residential buildings
-  commercial/ agricultural buildings
-  improved grassland



Preliminary Site Appraisal Plan

Land North of 98 Lybury Lane, Redbourn, St Albans AL3 7JQ
 Ref: 2851-1-004 • Date: March 2021 • Author: SLJ • Scale 1:1250 @ A3

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

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

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

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

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

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

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

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

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

Please do not submit sites that:

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

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

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

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

By online consultation portal:

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

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

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

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

Your Details	
Name	Mr D S Dunlop
Company/Organisation	D2 Planning Limited
Address	Suite 3 Westbury Court, Church Road, Westbury on Trym, Bristol
Postcode	BS9 3EF
Telephone	
Email	
Your interest	<input type="checkbox"/> Site Owner <input checked="" type="checkbox"/> Planning Consultant <input type="checkbox"/> Registered Social Landlord <input type="checkbox"/> Local Resident <input type="checkbox"/> Developer <input type="checkbox"/> Community <input type="checkbox"/> Other

Site Details			
Requirements:			
<ul style="list-style-type: none"> • Delivers 5 or more dwellings or; • Provides economic development on sites of 0.25 hectares or more (or 500 square metres of floor space or more) 			
Site address/location (Please provide a map showing the site boundary)	Land to the east of Redbourn		
Site area (in hectares)	2.25 (5.546 acres)		
Coordinates	Easting		Northing
Site Location Plan Attached	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
GIS mapping shapefile attached (in .shp file format)	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Landownership (please include contact details if known)	London & Cambridge Properties		
Current land use	Haulage Depot		
Condition of current use (e.g. vacant, derelict)	In use – industrial land		
Suggested land use	<input checked="" type="checkbox"/> Housing <input type="checkbox"/> Gypsy & Travellers <input type="checkbox"/> Mixed Use (please specify) <input 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	Willing landowner and site was identified in the Redbourn Neighbourhood Plan for residential development		

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
---	--

Site Constraints	Contamination/pollution issues (previous hazardous land uses)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Environmental issues (e.g. Tree Preservation Orders; SSSIs)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Flood Risk	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Topography affecting site (land levels, slopes, ground conditions)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Utility Services (access to mains electricity, gas, water, drainage etc.)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Legal issues (For example, restrictive covenants or ownership titles affecting the site)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Access. Is the site accessible from a public highway without the need to cross land in a different ownership to the site?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If no please provide details of how the site could be accessed. Without this information the site will not be considered to be deliverable).

	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 type="checkbox"/> Planning Permission Not Sought <input checked="" type="checkbox"/> Other <hr/> Please include details of the above choice below (for example planning reference numbers and site history) Discussions have taken place with Redbourn Parish Council with regards redevelopment of the site. The Parish Council welcome the removal of the existing haulage use which creates problems in the village and redevelopment with a range of uses including housing.	
Other comments		