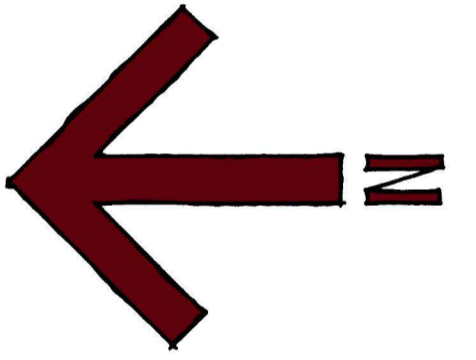


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REV	DESCRIPTION	DATE	AUTHOR	CHKD
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- Key:
-  Landscape buffer
  -  Protected Tree Groups



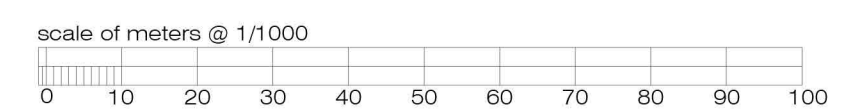
**PRELIMINARY**

**Scott Worsfold Associates**  
 RIBA Chartered Architects

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SCALE	DATE	AUTHOR	CHKD
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21-1087	MP.02		P2

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## Comment

**Agent** Miss Chelsea Johnston (1265342)

**Email Address** [REDACTED]

**Company / Organisation** Helioslough

**Address** 20 Farringdon Street  
London  
EC4A 4AB

**Consultee** (1265352)

**Company / Organisation** Helioslough

**Address** 20 Farringdon Street  
London  
EC4A 4AB

**Event Name** Call for Sites 2021

**Comment by** Helioslough ( - 1265352)

**Comment ID** CFS22

**Response Date** 08/03/21 16:46

**Status** Submitted

**Submission Type** Web

**Version** 0.1

**Files** Site Location Plan (2)

**Name**  
Richard Tilley

**Company/Organisation**  
RPS

**Address**  
20 Farringdon Street  
London

**Postcode**  
EC4A 4BL

**Telephone**

[REDACTED]

**Email**

[REDACTED]

**Your interest**

Planning Consultant

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

Land in and Around Former Aerodrome Site, North Orbital Road, Upper Colne Valley, St Albans, Hertfordshire.

**Site area (in hectares)**

The site covers eight separate parcels of land (Areas 1 to 8) with a total area of 419 hectares.

**Easting**

515611

**Northing**

203479

**Site Location Plan Attached**

Yes

**Upload Site Location**

Site Location Plan (2)  
Site Location Plan

**GIS mapping shapefile attached (in .shp file format)** No**Land ownership (please include contact details if known)**

Hertfordshire County Council, Gorhambury Estate, Tarmac.

**Current land use**

Land within Area 1 was used for the Former Radlett Aerodrome which extends from the Midland Mainline Railway at its eastern boundary to the edge of the settlement of Frogmore in the west. Use of this land as an airfield ended in 1970 following which the southern half was quarried for gravel from 1992 to 1997.

The predominant use of the former runway area is now low grade agricultural/grazing. The remaining parcels of the site outside Area 1 are mainly in agricultural use.

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

In agricultural use.

**Suggested land use**

Other (please specify)

Strategic Rail Freight Interchange (SRFI) comprising intermodal terminal and road and rail served distribution units within Area 1, with associated road, rail and other infrastructure facilities and works within Areas 1 and 2 (including a Park Street/ Frogmore relief road) and associated landscaping and further landscaping and other works within Areas 3 to 8 inclusive to provide public open land and a community forest. In more detail, the proposed land use is as follows:

Area 1: SRFI and the creation of a visitor information centre in the vicinity of Hedges Farm, landscape, and a conservation grazing regime to manage grassland and to enhance habitats.

Area 2: Associated road rail and other infrastructure facilities. Mitigation area for Great Crested Newts and reptiles, mitigation area for grassland habitat and provision of other species rich habitats.

Area 3: Managed conservation grazing and cutting regime to enhance Ver Valley Meadows Local Wildlife Sites, manage the watercourse vegetation for increased biodiversity and nature enhancements and screen planting to the A412 and new east – west connectivity for PROW.

Area 4: New footpath with potential to provide link along Ver Valley Walk, management and structured conservation grazing and cutting regime with mixed livestock to enhance habitat and local wildlife.

Area 5: Creation, enhancement, and management of ground nesting bird habitat, manage existing woodland, provision of accessible informal recreation space and routes providing trim trails, managed/conservation grazing regime.

Area 6: Managed grazing and cutting regimes to enhance Moor Mill South Local Wildlife site.

Area 7: Managed grazing and cutting regimes to enhance Local Wildlife site.

Area 8: Creation, enhancement and management of ground nesting and wetland bird habitats, structured conservation grazing and cutting regime to manage the grassland and enhance habitats

### Reasons for suggested development / land use

Planning permission has been granted and development has commenced onsite, which demonstrates the commitment in delivering the development (see planning status section below).

It is important to reiterate that the implementation of the SRFI at Radlett enables the diversion of freight from road to rail and plays a vital role in achieving the Government's commitment to sustainable development. The transfer of freight from road to rail (modal shift) has a vital role to play in a low carbon economy and helps to address climate change thus contributing to the Government's economic, strategic and environmental objectives.

The Planning Inspectors who held the 2020 SADC Local Plan Review EIP identified the SRFI as a strategic priority for the district as it delivers an important piece of national infrastructure, and thus should be accommodated.

In addition, the development will provide a Park Street/ Frogmore relief road, a publicly accessible country park which will provide a range of benefits including enhanced facilities for bird watching, fishing, horse related activities and informal recreational facilities, environmental improvements within Park Street, improvements to 4 junctions in the surrounding strategic road network, improvements to Park Street station and the Abbey branch line, and improvements to the local footpath network.

**Likely timescale for delivery of suggested development / land use** 6-10 Years

**Contamination/pollution issues (previous hazardous land uses)** No

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

**Flood Risk** 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 Granted

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

Planning permission was granted by the Secretary of State on 14th July 2014, ref: 5/2009/0708. The planning permission was for, "Construction of a Strategic Rail Freight Interchange (SRFI) comprising an intermodal terminal and rail and road served distribution units (331,665m<sup>2</sup> in Use Class B8 including ancillary B1/B2 floorspace) within Area 1, with associated road, rail and other infrastructure facilities and works within Areas 1 and 2 (the Development Site), (including earth mounds and a Park Street/Frogmore relief road) in a landscaped setting, and further landscaping and other works within Areas 3 to 8 inclusive to provide publicly accessible open land and community forest".

This planning permission was subject to a number of pre-commencement conditions which have all been discharged (reference numbers can be provided upon request). Work will shortly commence on preparing applications to discharge all of the pre-occupation conditions.

Reserved matters applications have been submitted and approved for the whole of the development site ref: 5/16/3006 (i.e. buildings, intermodal, car parks and internal roads), landscaping ref 5/17/1995 (those specified in condition 15 of the OPP), and infrastructure works ref 5/17/1938 (i.e. the bypass, northern gateway, southern access and rail chord).

The Landscape reserved matters approval was also subject to a number of pre-commencement conditions which were discharged prior to the works being carried out (reference numbers can be provided upon request).

The planning permission was also subject to a condition requiring the development to be commenced either before the expiration of five years from the date of the permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later. The last of the reserved matters was approved on 16th May 2018 meaning the development must be commenced before 16th May 2020. Works have been carried out in accordance with the planning permission following the discharge of the pre-commencement conditions and prior to the 16th May 2020.

The Planning Inspectors who held the 2020 SADC Local Plan Review EIP identified the SRFI as a strategic priority for the district as it delivers an important piece of national infrastructure, and thus should be accommodated.

#### **Other comments**

Helioslough expects to acquire all of the required land, through negotiation with the three landowners. It has an exclusive option with one of the landowners over the northern access land.

HCC has been repeatedly advised by its own Queen's Counsel that it would have no legal choice but to sell for the development of the SRFI. Helioslough has recently sought to update all three landowners on the progress of the project and has conveyed that it has aspirations to acquire the land as soon as possible.

In relation to site constraints, all issues have been addressed and resolved through the planning application process. Earthmoving works will be required to level parts of Area 1, and for the construction of an acoustic bund around the SRFI. Area 1 is also crossed by a major oil-pipeline, but the approved design for the SRFI makes provision for a limited diversion of the pipeline within the site.

Any contamination issues which are relevant to the site have been addressed through the conditions

which have been applied to the planning permission to ensure that suitable mitigation measures are implemented.  
We envisage that the entire scheme will be completed within a 10 year period from March 2021.  
This submission has been made to update the information on the site provided in previous submissions.



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**LEGEND**

-  Strategic Rail Freight Interchange Site Boundary
-  Country Park Boundary
-  Land Parcel



Rev	Date	By	Notes

Client  
Helioslough Ltd

Project  
Former Aerodrome Site, North Orbital

Drawing Title  
**Location Plan**

Drawing Status  
For Planning

Scale	Date	Drawn
1:25 000@A3	Dec'08	JG

Drawing No	Checked	Approved
394503-DSD-001	DG	RMK

**CAPITA LOVEJOY**  
land planning by design

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www.capitalovejoy.co.uk  
**LONDON BIRMINGHAM**

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

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

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

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

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

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

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

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

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

**Please do not submit sites that:**

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



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

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

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

**By online consultation portal:**

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

**By e-mail to:** [planning.policy@stalbans.gov.uk](mailto:planning.policy@stalbans.gov.uk)

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

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

<b>Your Details</b>	
Name	Paul Derry
Company/Organisation	Barton Willmore
Address	St Andrews House, St Andrews Road, Cambridge
Postcode	CB4 1WB
Telephone	██████████
Email	██
Your interest	<input type="checkbox"/> Site Owner <input checked="" type="checkbox"/> <b>Planning Consultant</b> <input type="checkbox"/> Registered Social Landlord <input type="checkbox"/> Local Resident <input type="checkbox"/> Developer <input type="checkbox"/> Community <input type="checkbox"/> Other

<b>Site Details</b>			
<b>Requirements:</b>			
<ul style="list-style-type: none"> <li>• Delivers 5 or more dwellings or;</li> <li>• Provides economic development on sites of 0.25 hectares or more (or 500 square metres of floor space or more)</li> </ul>			
Site address/location (Please provide a map showing the site boundary)	Land at London Road, St Albans Please see accompanying Vision Document for site boundary		
Site area (in hectares)	14.22		
Coordinates	Easting	517078	Northing 205510
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)	[REDACTED]		
Current land use	Agricultural		
Condition of current use (e.g. vacant, derelict)	In agricultural use		
Suggested land use	<b>X Housing</b> <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 <b>X Biodiversity Improvement / Offsetting</b> <input type="checkbox"/> Green Belt Compensatory Land <b>X Land for Tree Planting</b> <b>X Other (please specify)</b> – the site also allows for the potential to extend the cemetery to the south		
Reasons for suggested development / land use	See covering letter and Vision document		

Likely timescale for delivery of suggested development / land use	<b>X 1-5 Years</b> <b>X 6-10 Years</b> <input type="checkbox"/> 11-15 Years <input type="checkbox"/> 15+ Years
---	---

Site Constraints	Contamination/pollution issues (previous hazardous land uses)	X No
	Environmental issues (e.g. Tree Preservation Orders; SSSIs)	<input type="checkbox"/> No
	Flood Risk	<input type="checkbox"/> No
	Topography affecting site (land levels, slopes, ground conditions)	<input type="checkbox"/> No
	Utility Services (access to mains electricity, gas, water, drainage etc.)	<input type="checkbox"/> No
	Legal issues (For example, restrictive covenants or ownership titles affecting the site)	<input 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?	X Yes

	Other constraints affecting the site	<p>X Yes (If yes, please specify)</p> <p>The site is located within the Metropolitan Green Belt</p>
Planning Status	<p> <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"/> <b>Planning Permission Not Sought</b>  <input type="checkbox"/> Other </p> <hr/> <p>Please include details of the above choice below (for example planning reference numbers and site history)</p> <p>At present, no applications for residential development have been made on the site.</p>	
Other comments	<p>The site not only provides the potential for up to 300 dwellings on a sustainable site, it also allows the potential for the expansion of the cemetery to the south to be extended southwards to meet local need. This land is within the same ownership. The other land in the same control also allows opportunity for significant tree planting. Please see the attached Vision Document for further details.</p>	



# The Greenway

A New Garden Community

Vision Document  
March 2021

L&Q

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Document Status:	Draft
Revision:	A03
Author:	Various
Checked by:	PD
Authorised by:	BW
Issue Date:	March 2021



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# Vision

*The Greenway, a new garden suburb for St. Albans, follows the principles of Garden Cities by combining the best of town and country to create a healthy community of 300 beautifully and imaginatively designed homes set in a generous landscape.*

## The Numbers:

- Gross site area extends to 14.22ha
- Approximately 300 homes
- Typical housing mix consisting of detached, semi-detached and terraced family homes and some flats
- Other non-residential uses include a convenience store and community facilities including allotments, orchard and gardens
- Option to provide extension to cemetery on land to the south alongside other green land uses

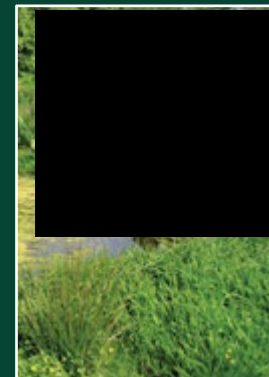






Figure 1. Illustrative Masterplan

# 1. Introduction

*Barton Willmore has prepared this vision document to help inform the emerging Strategic Local Plan and Detailed Local Plan for St Albans City and District.*

## The Opportunity

The Greenway, a new garden suburb for St. Albans following the principles of Garden Cities, could deliver approximately 300 beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, including opportunities to grow food.

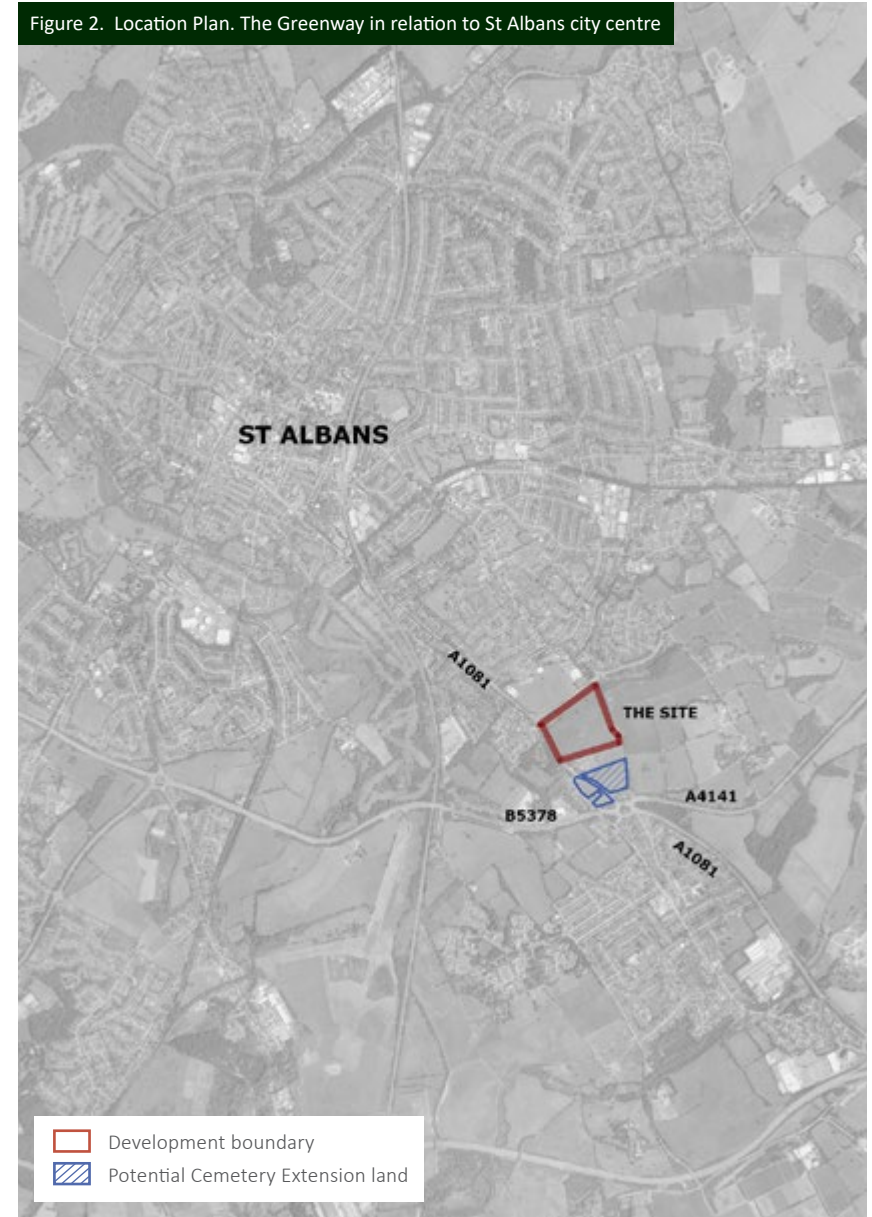
The creation of “new settlements or significant extensions” and their ability to deliver new houses is widely acknowledged within National Policy, including the National Planning Policy Framework (NPPF).

‘The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way’ (Para 72 NPPF 2019)

St. Albans City Council is faced with a considerable increase in its strategic housing requirement. The Greenway, a New Garden Community, provides a unique opportunity to make a significant contribution towards meeting these strategic requirements.

The development also provides the opportunity for land to the south of the cemetery to come forward as an extension to meet demand within the District and other potential green uses such as tree planting and/or to deliver increased biodiversity.

Figure 2. Location Plan. The Greenway in relation to St Albans city centre

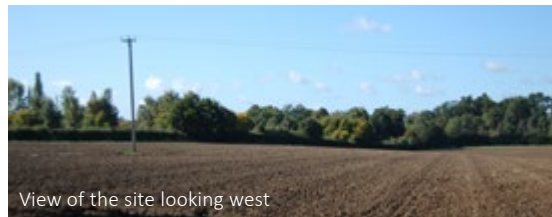
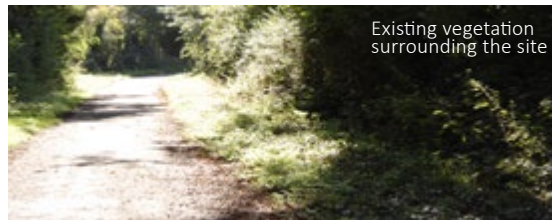
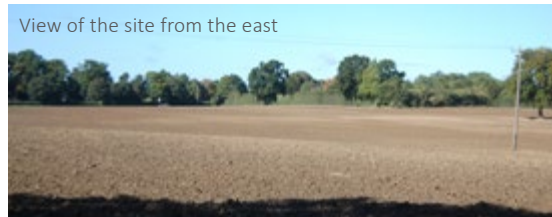


## The Site

The site (14.22ha) is identified as a sustainable and relatively unconstrained location for a new Garden Suburb.

Site characteristics:

- Gently and broadly slopes downwards from north to south
- Reasonably square in shape
- Open agricultural field bound by Highfield Park Drive to the north, Nightingale Lane to the east, the northern edge of the cemetery to the south and London Road to the west
- Highfield Park Drive is a relatively newly built road with footpath and cycle lane provision running along the northern boundary
- Perimeter vegetation is reasonably dense and continuous
- Nightingale Lane, a cycle and pedestrian route, is a well used route for leisure and dog walkers
- London Road provides access to St Albans to the north west and towards the M25 to the south east and connects St Albans to London Colney
- Frequent bus services run along London Road
- Option to provide a southern extension to the cemetery and/or deliver other green uses such as tree planting or biodiversity enhancements.



## 2. Planning Overview

The UK has a rapidly growing and ageing population. This trend, combined with continued changes in average household size, will ensure that the need for new housing remains high and will continue to rise for the foreseeable future, until such time as demand for new homes can be adequately met. Within the south-east of England, the lack of new housing supply is particularly acute and issues such as local affordability and rising rental costs are placing an increasing burden on the lives of householders.

The Housing White Paper 'Planning For the Future' August 2020 supports the Government's aspirations to provide 300,000 dwellings annually. The Paper acknowledges the planning system at present does not have the ability to unlock growth and opportunity across the country and it does not lead to the building of enough houses. Furthermore, the current planning system does not focus enough on design, providing little incentive for high quality new homes and places.

Paragraph 7 of the NPPF states that the purpose of the planning system is to 'contribute to the achievement of sustainable development'. There are three identified objectives; those being economic, social and environmental objectives. Chapter 5 specifically references delivering a sufficient supply of homes. Paragraph 67 states the following:

"Strategic policy-making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability."

St Albans is a historic cathedral city with a population of approximately 69,000 and is the largest settlement in the district. St Albans has a rich heritage, being the oldest settlement in Hertfordshire, dating primarily from the Roman conquest, but also exhibiting strong medieval influences. The other principal settlements in the district are the towns of Harpenden, with a population of approximately 30,000 and London Colney with a population of approximately 9,500. The remaining residents of the St Albans district live in the smaller villages and other Green Belt settlements in the countryside.

St Albans also lies close to the London urban fringe and is highly accessible to the strategic orbital road network. However, over 80% of St Albans District lies within the Green Belt. Accordingly, St Albans District has some of the highest house prices in Hertfordshire and indeed the whole country and unsurprisingly, the need for affordable housing is therefore also very high. Given the restriction on natural settlement growth imposed by the Green Belt, there has consequently been a trend towards urban intensification with the resultant loss of employment use to residential land. This continuing recycling of employment land is however unsustainable in the longer term, lessening the future ability of the City to provide job opportunities close to where workers currently live, with the potential for increased levels of out-commuting via the strategic orbital road network.

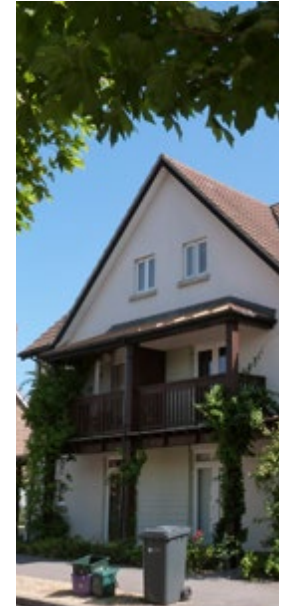
### The St Albans' Development Plan & emerging Local Plan

The current Development Plan for the City and District of St Albans primarily comprises the saved policies of the District Local Plan Review 1994. To replace the now time expired Local Plan, the Council is progressing a new Local Plan which will cover the period 2020-2038.

The Local Plan process follows the withdrawal of the draft Local Plan 2020-2036. Following a week of examination, the Inspectors identified serious concerns that the Plan was unsound, and these could not be overcome with Modifications. The land at London Road, St Albans was put forward as a potential allocation within the withdrawn Local Plan, although it was not allocated within the submitted version.

This Vision Document has been updated to take into account changes to the national planning system and the local circumstances within St Albans and City District Council. The site is considered to be appropriate for development and technical work undertaken shows no identified constraints that would preclude development.

Green Belt release will be necessary to provide for development in the District. However, reliance on very large strategic sites will not provide sufficient flexibility to meet changing development needs. This was made clear during the examination sessions in 2020. Housing delivery across the District would be constrained if one or more of the large strategic sites was delayed, which is entirely possible on sites of a large scale which require the installation of high levels of infrastructure. Sites of approximately 300 dwellings should also be considered as part of the spatial strategy to bring forward quicker delivery of much needed dwellings.



## The Green Belt & Development Strategy

Paragraph 133 of the NPPF states the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, with the essential characteristics of Green Belts being their openness and their permanence. The Council must therefore balance the protection of the Green Belt against St Albans' housing need and the Council accepts that Green Belt land will be required to fulfil the housing requirements of the District.

Within the withdrawn Local Plan to 2036, the Council relied upon the allocation of 8 Broad Locations for development. However, it is clear from the Examination and subsequent Inspector letter that the Park Street Garden Village allocation is not appropriate for residential development. A new Green Belt Assessment should be undertaken to ensure sites to be released from the Green Belt are the most appropriate sites in the planning balance. This should focus at a micro level to ensure a robust approach.

Reliance upon larger Broad Locations is not sufficiently robust or flexible enough to accommodate the scale of development which is required within the plan period. Nevertheless, given the heavily policy constrained nature of the District, the approach of identifying suitable Green Belt land to accommodate future housing need is the only realistic and sound solution to addressing St Albans' future development needs, particularly given the lack of brownfield sites available within the existing settlement boundaries.

## St Albans' Housing Need

In line with guidance from the NPPF, the objectively assessed housing need that will underpin the new Local Plan will be calculated using the new standard method. The December 2020 calculation shows this to be 893 dwellings per annum. The NPPF is clear that this is a minimum figure, and the Council should consider an uplift to account for the historical shortfall and to further improve affordability within the District.

Allocation of sites such as London Road will assist the Council in delivering more dwellings within the first five years of the Plan. The withdrawn Local Plan, heavily reliant upon larger Broad Locations, required a stepped trajectory given low delivery from the Broad Locations within the early years. A mixed spatial strategy, supporting smaller sites, will ensure earlier delivery and reduce reliance upon a stepped trajectory.

## The Contribution of the Greenway towards Meeting St Albans Housing Need

The Greenway Vision, as articulated within this document, represents a genuine opportunity to create a sustainable new Garden Suburb, south of St Albans, at London Road. The site offers an immediate, unconstrained development parcel on the urban edge of St Albans with a clear opportunity to secure both market and affordable housing provision for the population of the District.

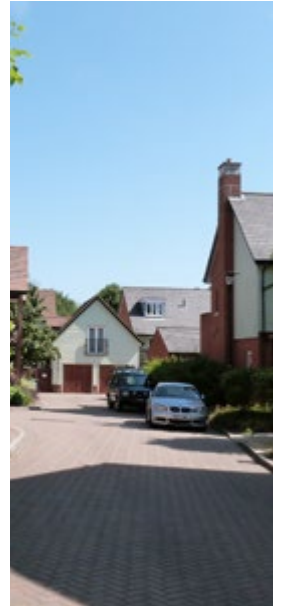


The Greenway is free from the constraints usually associated with larger strategic sites and is wholly deliverable, with most if not all of the 300 homes proposed likely to be completed within five years from the start of construction. This level of delivery would significantly help to address unmet housing need within the District in the short term (including much needed affordable housing) as well as contributing to the five year housing land supply. The Greenway will additionally provide new high quality recreation and leisure opportunities in an area of St Albans which is currently not accessible to the public for wider recreation.

The Greenway proposals will be an exemplar of the familiar Garden Suburb concept and will be fully supported by appropriate physical and community infrastructure, including a local convenience store, allotments, orchards and formal gardens and children's play facilities. The proposals will provide a legible gateway feature to St Albans from the south providing a pleasing transition from countryside to town via a balance of managed open space and sensitively designed urban form.

The Greenway project also provides an opportunity to extend the existing cemetery, utilising the land to the south. This allows for a much-needed facility to meet demand, and would also prevent any feeling of coalescence with London Colney. The cemetery would become the buffer between built form on the proposed site and the wider countryside.

As the Greenway has no obvious environmental or other constraints other than the restrictions imposed by the Green Belt and the progress of the Local Plan itself, the Greenway can help form a cohesive and integrated part of St Albans' future sustainable growth strategy, particularly in the early years of the emerging Plan as the site is available immediately. Furthermore, in view of the much greater scale, complexity and lead in timescales normally associated with strategic scale development which would need to be delivered at the Broad Locations, the Greenway, can successfully and sustainably contribute to meeting St Albans' increased five year housing land supply requirements.



# 3. Analysis

## The Audit

The Audit is a comprehensive analysis of the site and the wider area, encompassing assessment of access to local facilities, landscape and open space, and connectivity.

## Selecting A Sustainable Site

Access to local facilities is fundamental to the concept of locating sustainable development. New development needs the full range of social, retail, educational, health, transport and recreational facilities to allow people, especially those of limited means or mobility, to go about their daily lives without over reliance on a private car.

Building for a Healthy Life is a tool to assess and compare the quality of proposed neighbourhoods. It is led by the Design Council CABE, Home Builders Federation and Design for Homes.

Whilst Building for a Healthy Life is usually awarded to completed schemes, the site selection criteria has been applied to the The Greenway to demonstrate the sustainability of the site as a location for a future neighbourhood extension. Building for a Healthy Life asks:

- 1) Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?
- 2) Are there enough facilities and services in the local area to support the development? If not, what is needed?

The facilities audit on the following pages demonstrates the The Greenway is a sustainable site location and fully meets the Building for a Healthy Life criteria through existing local facilities. Shaping Neighbourhoods, a best practice neighbourhood design guide, also suggests the site scores highly as a sustainable location for neighbourhood extensions. This is illustrated on the following pages.



St Albans YMCA gym



Bus stop along London Road, opposite the site



Local centre



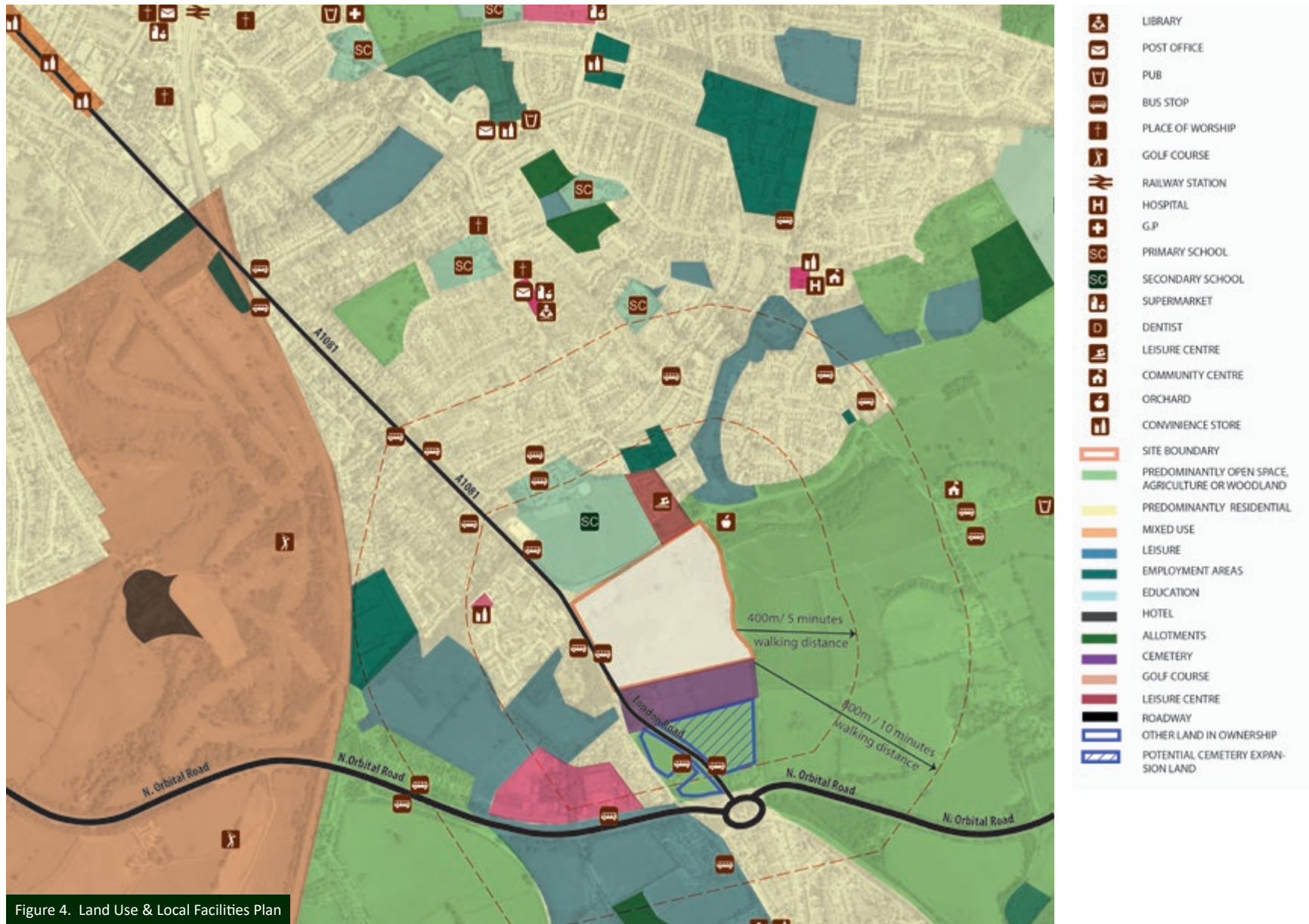
Nuffield Health, Fitness & Wellbeing



Children's play area



Nearby convenience store



## Facilities Audit

The two diagrams below assess the The Greenway against the accessibility criteria benchmark for new neighbourhoods established by Shaping Neighbourhoods. Fig. 1 demonstrates the ideal distances of local facilities for a sustainable neighbourhood. Fig. 2 shows how accessible local facilities are from the site.

Comparing the two figures reveals that the site exceeds expectations of access to facilities by some margin.

## Summary

The Greenway is a sustainable choice for new development and generally exceeds expectations of access to facilities as identified by ‘Shaping Neighbourhoods: a best practice design guide for new neighbourhoods’.

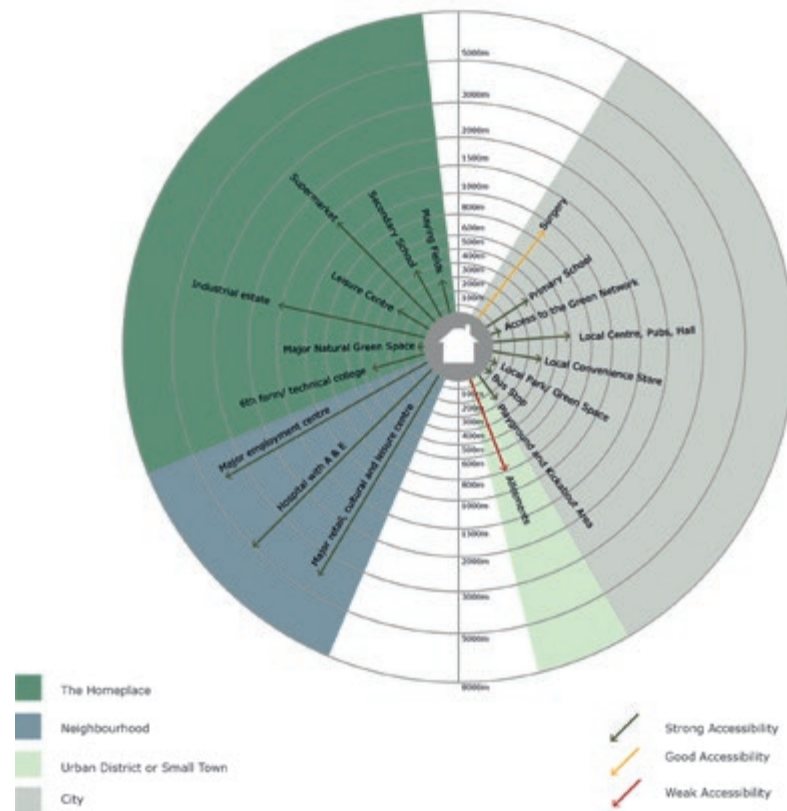
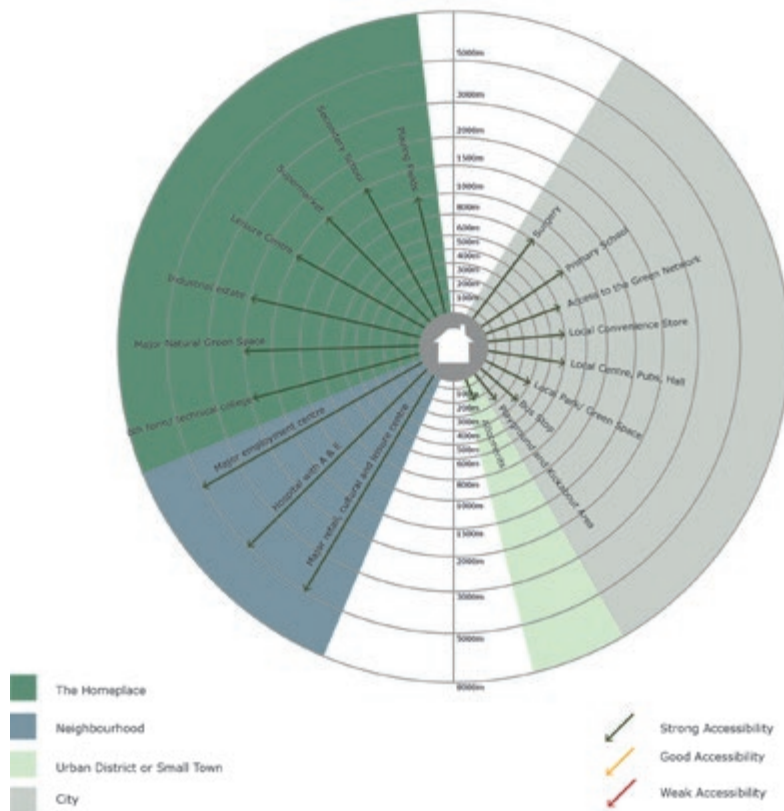


Figure 5. Illustrative ideal accessibility criteria, adapted from ‘Shaping Neighbourhoods, for Local Health and Global Sustainability’.

Figure 6. Illustrative actual accessibility criteria to relevant local facilities from The Greenway site



# 4. Connectivity Analysis

## Public Transport

The site has two bus stop locations on London Road adjacent to the Site. These bus stops serve buses running both northbound and southbound providing services to the city centre, London Colney, Potters Bar, Barnet, Borehamwood, Shenley, Radlett and Watford. The combination of the existing services means that there is an excellent existing service of 8 buses an hour in each direction to and from the city centre, equating to a bus every seven and a half minutes in each direction. The journey time from the bus stops to St Albans city centre is approximately 11 minutes. There are also a number of local services in the residential areas to the north of the site.

St Albans is served by two railway stations, St Albans City railway station and St Albans Abbey railway station. St Albans City station, located approximately 2km north-west of the site, provides excellent and frequent access to important employment, cultural and retail destinations including London, Gatwick Airport, Luton Airport and Brighton.

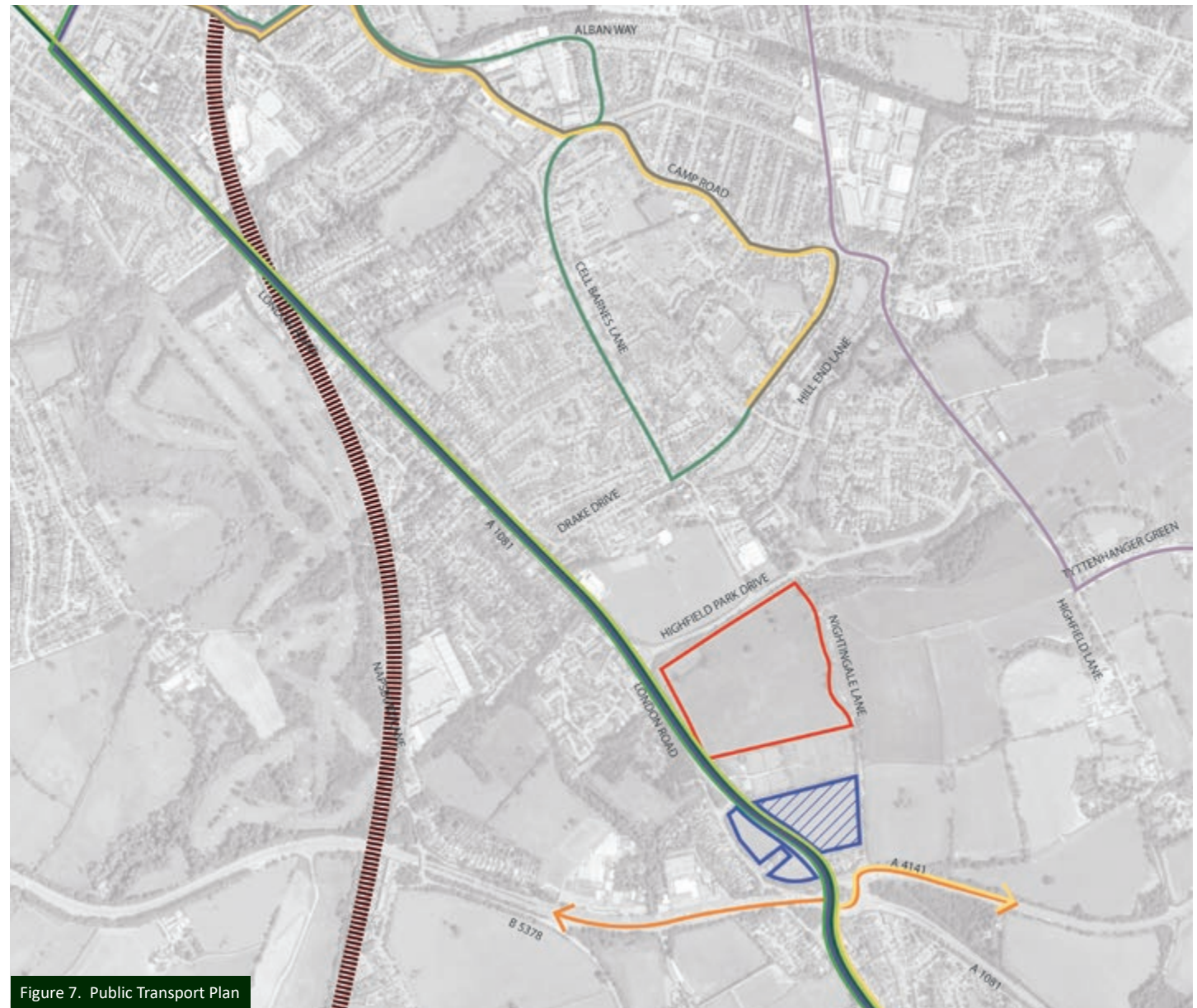
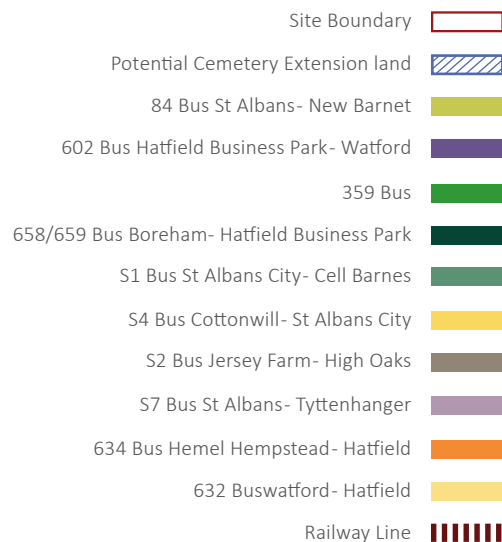









Figure 7. Public Transport Plan

## Pedestrian and Cycle Network

The site is located close to recently improved pedestrian and cycle facilities that provide excellent access to local and long distance routes. Pedestrians can take advantage of direct routes towards the city centre, St Albans City railway station with footways and pedestrian crossings present along the route. Whilst the station is approximately 2.7km away, it is within walking distance. For pedestrians there is a wide range of facilities within walking distance including retail, leisure and employment within 400m. There are also nursery, primary and secondary schools within close proximity to the site. There are a number of cycle routes adjacent to the site. These routes allow cyclists safer access to the city centre, London Colney and Hatfield via the 'Alban Way' on a combination of off-road routes and signed routes on quieter streets. The city centre and both of St Albans' railway stations are within a reasonable cycling distance. The rail stations and the city centre all have secure cycle parking facilities and are accessible using defined cycle routes for a significant part of the journeys.

- Development Boundary 
- Potential Cemetery Extension land 
- St Albans Way Cycle/Walking Route 
- Traffic Free Cycle Path 
- Signed On Road Cycle Path 
- Public Footpath 
- Proposed Cycle Path 

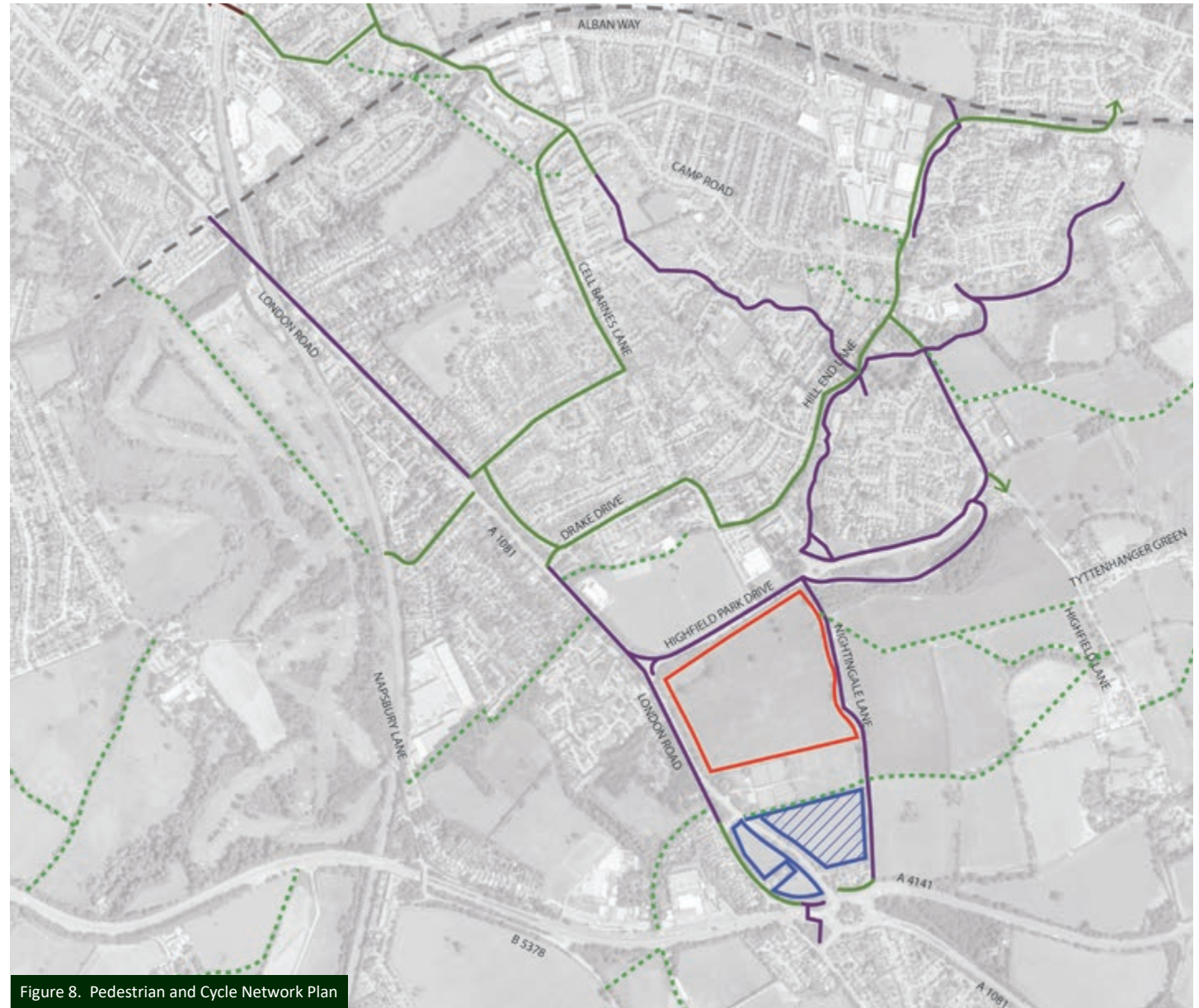


Figure 8. Pedestrian and Cycle Network Plan

# 5. Landscape and Visual Analysis

A Landscape and Visual Appraisal and Green Belt Review of the Site was undertaken in January 2018, appended to this Vision Statement. The below summarises the findings.

The Site lies on the south-eastern edge of St Albans on the main approach into St Albans from the M25. The settlement pattern of St Albans has been subject to substantial expansion in recent years, and has an irregular settlement edge pattern.

The Site is roughly square in shape and comprises two fields and bound by mature hedgerows. The Site is predominantly within Grade 3 agricultural land with a small section of the western corner of the site as Grade 2 agricultural land.

The Site is within Green Belt, which extends between St Albans and London Colney, however, this gap has been eroded, and is subject to ribbon development along and to the west of London Road. The surrounding landscape displays strong urban fringe characteristics, with levels of visual openness reduced due to built development, mature trees, hedgerows and landform. As a result the contribution the Site makes to the 'openness' of Green Belt is limited and any local perception of being within the 'countryside' is also limited as London Road and North Orbital Road (A414) are audibly intrusive.

The surrounding land use comprises a mix of suburban residential areas; scattered settlements and farmsteads; agricultural land; scattered pockets of woodland; and commercial and residential ribbon development along some roads.

The Site lies in the western extent of the National Landscape Character Area (LCA) 111 'Northern Thames Basin' (Natural England's Joint Character Area Profile, 2013). Key characteristics of this LCA are of broad river valleys of mixed farming, with rich roman archaeology and considerable areas of ancient woodland. The market towns and commuter settlements have undergone significant expansion.

The Site is in the eastern part of the District level LCA 30, 'Colney Heath Farmland' (South Hertfordshire Landscape Character Assessment 2000-2005). Characteristics of this LCA include a good network of hedges, field trees and tree belts to the urban areas that visually contain the largely arable character. Tree belts that conceal the extent of development and create a sense of enclosure from the adjacent urban areas and road corridors are a local characteristic.

The Site is reflective of the published LCAs, namely its medium scale field pattern, gently sloping topography, enclosed character and limited local views resulting from the mature boundary vegetation.



View into screened western corner of site

Green Belt Function	Assessment	Green Belt Contribution (None / Small / Limited / Some / Significant)
To check the unrestricted sprawl of large built-up areas	<p>The rectilinear area of the Site would represent a distinct land parcel, and development on the Site would extend no further south or east than existing development associated with St Albans.</p> <p>There is an opportunity to reinforce the existing landscape structure through the creation of substantial new landscape buffers on the south, east and western boundaries of the Site, comprising native species hedgerows and trees, which would provide a defined edge to the development, whilst also contributing positively to local landscape character.</p> <p>Therefore, it is considered that the Site has the ability to absorb development without contributing to an increase in the extent of unrestricted sprawl of the existing settlement pattern.</p>	None
To prevent neighbouring towns merging into one another	<p>London Road on the approach to St Albans from London Colney is highly vegetated, comprising mature tree belts and mature hedgerows.</p> <p>Due to the continuous sequence of residential and commercial ribbon development that stretches between the 1st tier settlement St Albans and the 2nd tier settlement London Colney the gap between these settlements is compromised as there is no physical break between London Colney and St Albans.</p> <p>However, there is a short stretch of undeveloped land along London Road A1081 which extends from London Colney Roundabout to the junction with London Road Cemetery Birklands Lane, where there is no built form present, forming a clear break between settlements, as perceived along London Road A1081. This break would remain unaffected by development on the Site.</p> <p>The potential extension of land to the south as a cemetery extension and the delivery of significant tree planting in this area will prevent visual coalescence between settlements</p>	Small along London Road A1081 between St Albans and London Colney

Glimpsed views of Site can be obtained from limited locations, namely the roads immediately adjoining the Site and from London Road Cemetery which adjoins the southern edge of the Site. Wider partial / glimpsed views of the Site are obtained from residential properties to the south of London Road Cemetery and properties and PRoWs in the vicinity of Tyttenhanger. Beyond this, views of the Site from the wider landscape are screened due to a combination of vegetation, topography and built form.

Key opportunities and constraints to be considered include the retention, reinforcement and enhancement of the existing vegetation, particularly the eastern, southern and western boundaries; the positive management of the onsite pond; and introduction of site-wide vegetation to link surrounding woodland areas.

The Site is within Green Belt, however, with retention of the mature boundary vegetation and the introduction of a landscape buffer along Nightingale Lane, London Road and London Road Cemetery, development could be successfully accommodated with the Site, and result in limited to no effect on the purposes of the Green Belt.

The table sets out the contribution the site makes to the purposes of the Green Belt, as defined within the NPPF and a local purpose as identified within the 'Green Belt Review Purpose Assessment' which was undertaken by SKM in 2013 for Dacorum Borough Council, St Albans City and District Council and Welwyn Hatfield Borough Council.

The fifth NPPF Green Belt function to assist in urban regeneration is not a landscape and visual consideration. Should the Site be brought forward for redevelopment, this would not prejudice derelict land coming forward in the future.

As a result of the above considerations it is concluded that sympathetic development within the Site would be acceptable in landscape and visual terms and would result in limited to no effect on the function of the Green Belt. The Site could successfully accommodate residential development, assimilated into the existing settlement edge of St Albans, set within a robust landscape framework, sympathetic to the existing townscape and landscape character.



View into site from North corner of site illustrating screening

Green Belt Function	Assessment	Green Belt Contribution (None / Small / Limited / Some / Significant)
To assist in safeguarding the countryside from encroachment	<p>The surrounding landscape displays strong urban fringe characteristics, with levels of visual openness reduced due to built development, mature trees, hedgerows and landform. As a result the contribution the Site makes to the 'openness' of Green Belt is limited.</p> <p>The perception of 'countryside' is also further reduced as London Road and North Orbital Road (A414) are audibly intrusive.</p> <p>The introduction of development would result in the replacement of a field with built form, however, the effect would be perceived within a limited visual envelope, constrained by local topography, intervening vegetation and built form.</p>	Limited
To preserve the setting and special character of historic towns	The Site is not within, or visible from any Conservation Area and are too distant to be affected by development of the Site.	None
To broadly maintain the existing settlement pattern  (this is a local purpose)	<p>The settlement pattern of St Albans has been subject to substantial expansion in recent years, and has an irregular settlement edge pattern.</p> <p>Development of the Site would cause a limited and localised change to the existing settlement pattern. However, due to the visually enclosed nature of the Site, the overall perception of development would be limited.</p> <p>Residential development contained within a strong landscape framework within the Site would be consistent with neighbouring development parcels, including Highfield Park development immediately north-east of the Site.</p>	Small

# Site Appraisal Plan

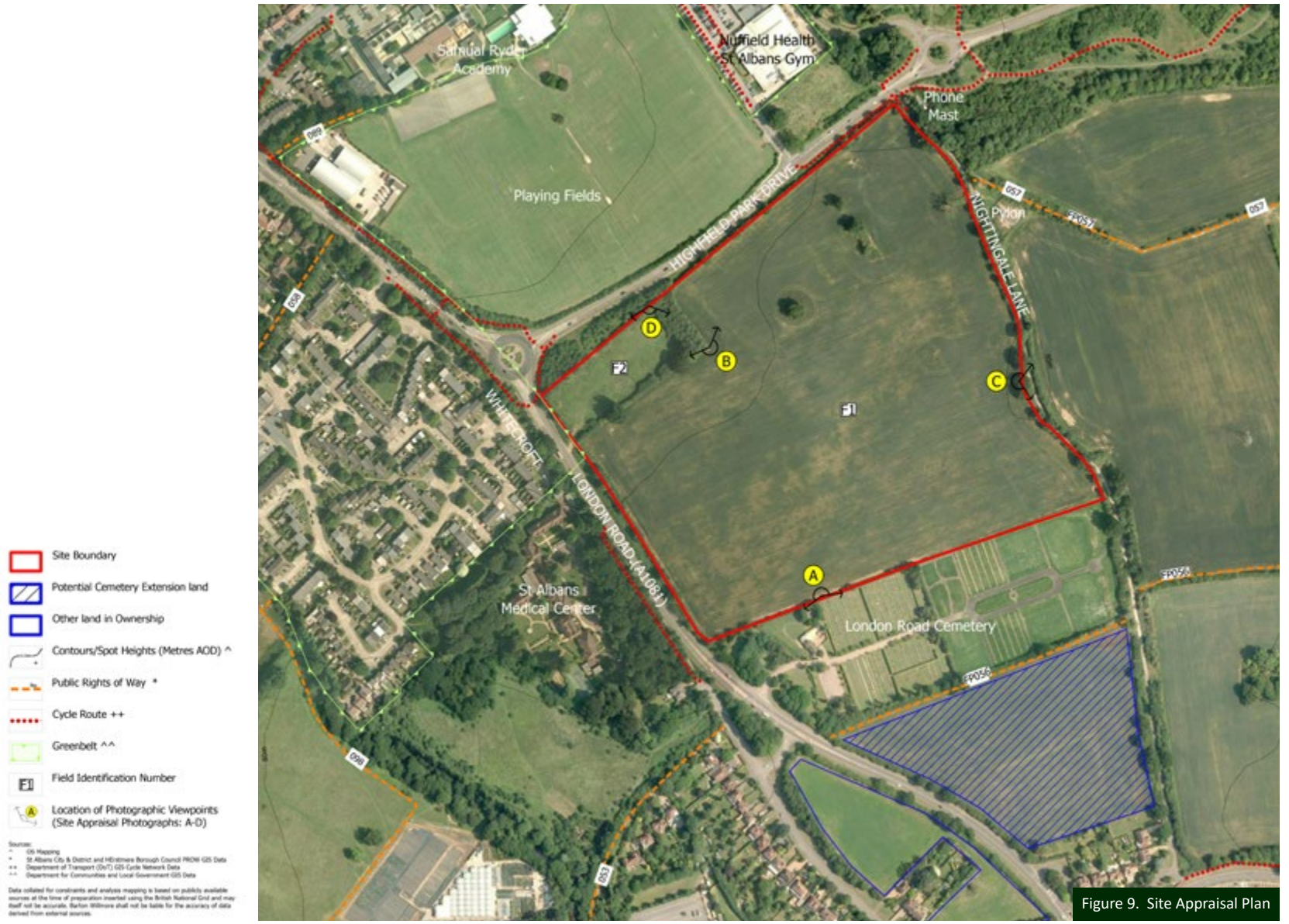


Figure 9. Site Appraisal Plan

# Site Context Plan

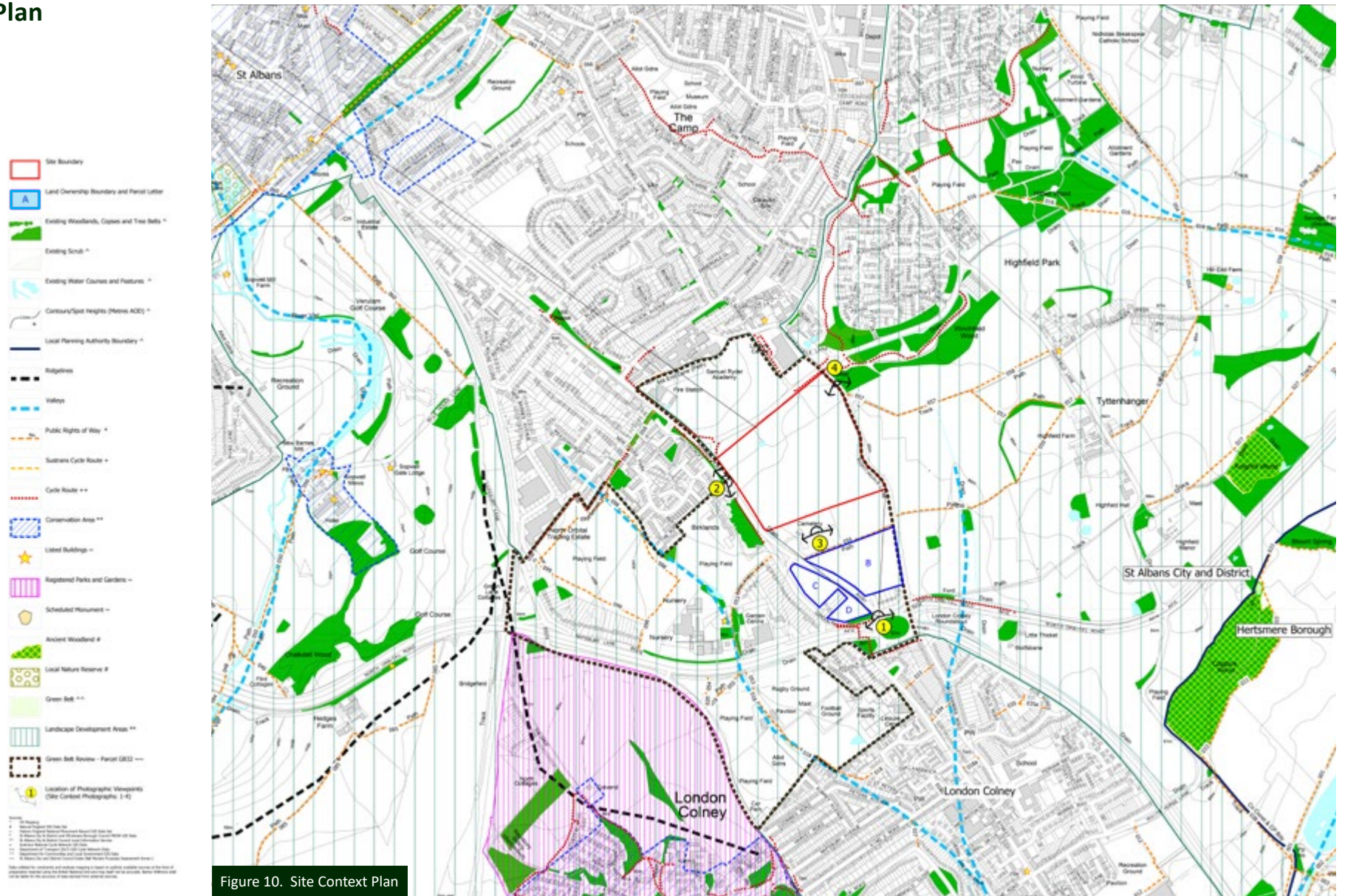


Figure 10. Site Context Plan



**SITE APPRAISAL PHOTOGRAPH A: VIEW FROM SOUTHERN EDGE OF SITE ADJACENT TO LONDON ROAD CEMETERY, LOOKING NORTH**



**SITE APPRAISAL PHOTOGRAPH B: VIEW FROM SOUTH-EASTERN CORNER OF WOODLAND, EAST OF FIELD F2, LOOKING SOUTH**

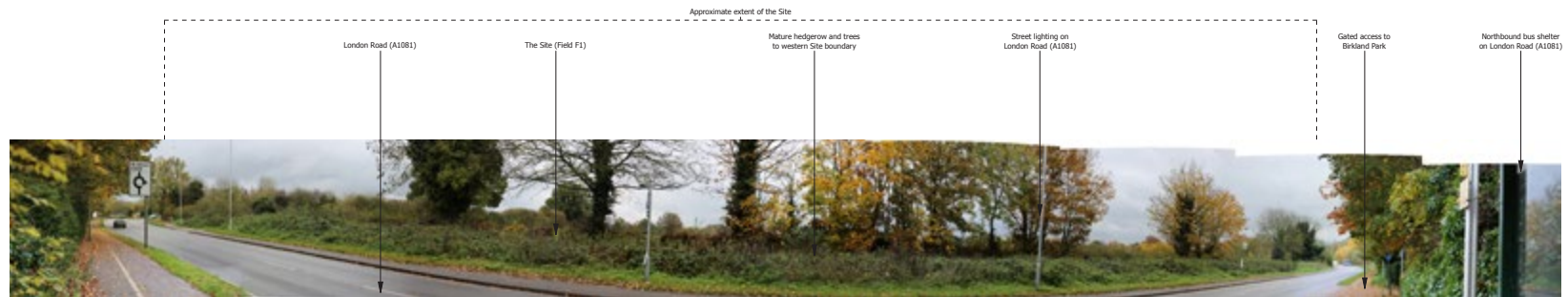


Site Appraisal Photographs A-C

Date taken November 2015



SITE CONTEXT PHOTOGRAPH 1: VIEW FROM A1081 AT LONDON COLNEY ROUNDABOUT, LOOKING NORTH



SITE CONTEXT PHOTOGRAPH 2: VIEW FROM BUS STOP ON A1081, OPPOSITE SITE, LOOKING EAST



Site context A-C

Date taken November 2015



## Site Visibility

Mapping to identify the potential Zone of Theoretical Visibility (ZTV) of Proposed Development has been undertaken. The mapping demonstrates the amount of the potential development visible, based on target points. The lighter the colour, the less of the potential development would be visible. The plan shows that visibility of potential development (ranging between 11.5m to 14.5m in height) would be limited and localised due to a combination of the relatively flat topography, the intervening structural vegetation and built form present locally.

An exception to this is the potential views from the hill formation to the south-east, in excess of 3.5 km from the Site, where any development on the Site would be seen in the context of the existing built form within St Albans.

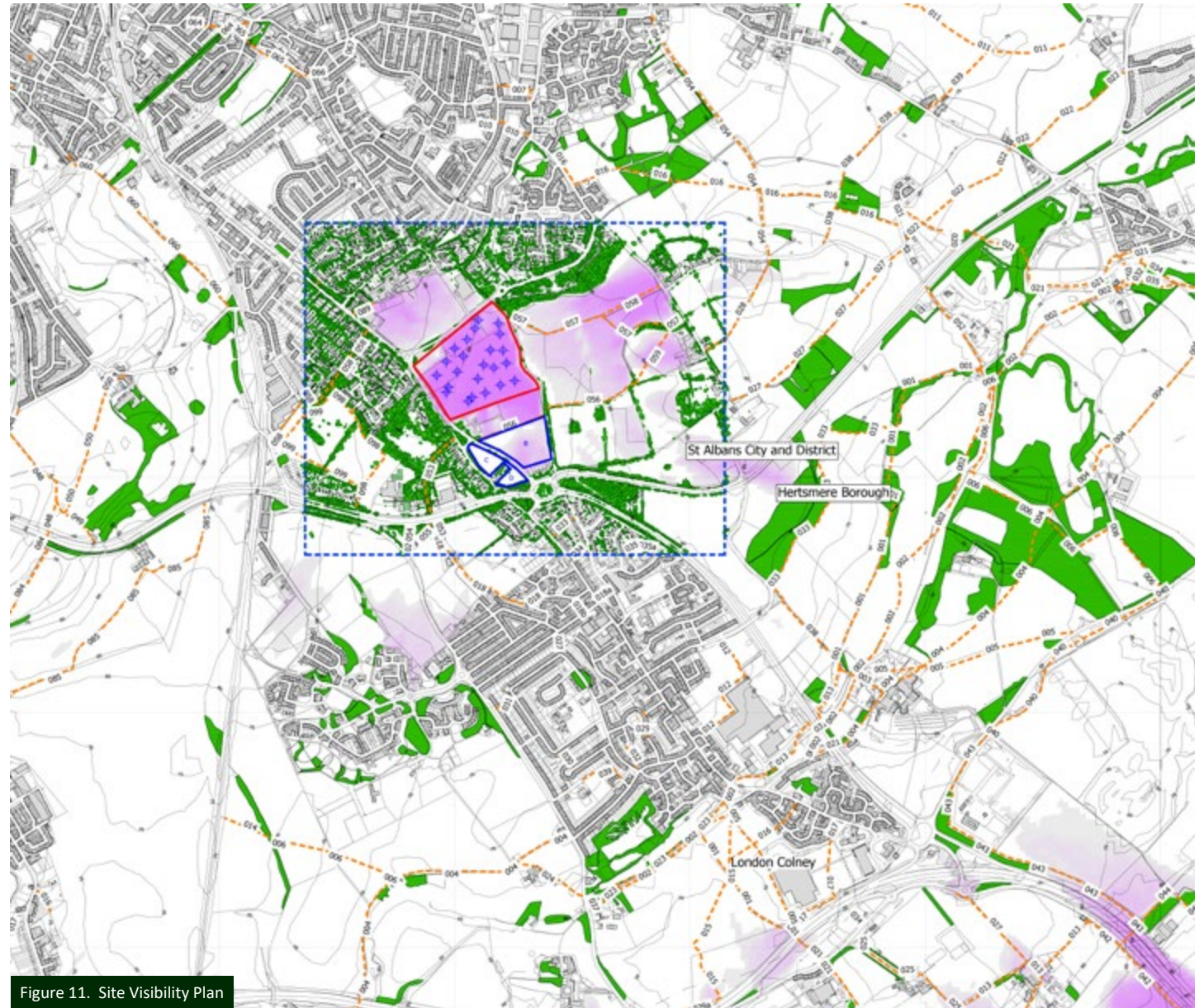
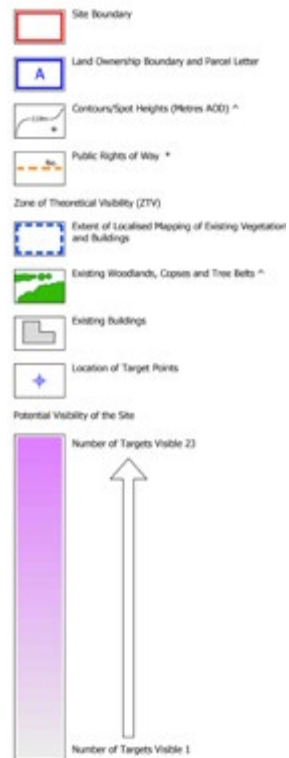



Figure 11. Site Visibility Plan



*The Site could successfully accommodate residential development, assimilated into the existing settlement edge of St Albans, set within a robust landscape framework, sympathetic to the existing townscape and landscape character. It also allows the potential for an extension to the adjacent cemetery.*

# 6. A Historic Evolution

## Introduction

We have studied the growth of St. Albans since 1880 to explore why London Road, St. Albans is a logical location for residential development as the next natural step in the evolution of St. Albans. This is particularly in light of the pattern of residential development that has taken place more recently to the south east edge of St. Albans (as illustrated in plan 5).

Adjacent are a series of plans illustrating the extent of St Albans, and the pattern of growth since 1883.

### 1. 1883

Settlement grows around Abbey, near the River Ver and at the cross roads of what is now the A5183 and A1081.

### 2. 1925

Majority of growth takes place to the North East of St Albans around St Albans City railway station due to its commuter connections to London.

Limited growth to south of St. Albans due to St. Albans Abbey Station's connections to only Hatfield and Watford.

### 3. 1950

The City expands rapidly and predominantly to the north (New Greens), north west (Marshalswick), as government policy promotes creation of New Towns and the expansion of existing towns and cities such as St. Albans.

Development grows towards the site.



### 4. 1980

A1 and M1 constructed and A414 developed to connect these strategic roads connecting with London and the North of England.

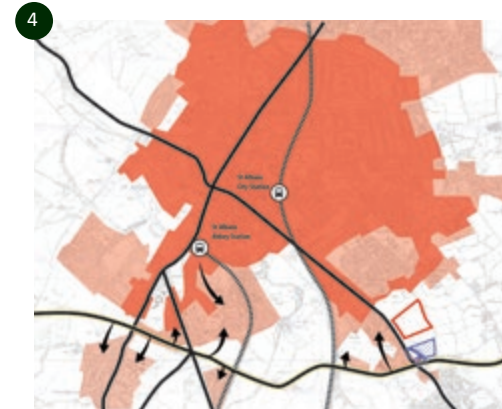
Growth of St. Albans towards A414 with rise of car ownership and commuting to London.

Closure of railway line from St Albans Abbey Station to Hatfield.

### 5. Today

Development grows towards the site

Local development pattern emerges as separate, identifiable, neighbourhoods situated within a strong landscape framework and characterised by their era of design. The site is a logical conclusion of this settlement pattern.





# 7. Macro Development Principles

## Introduction

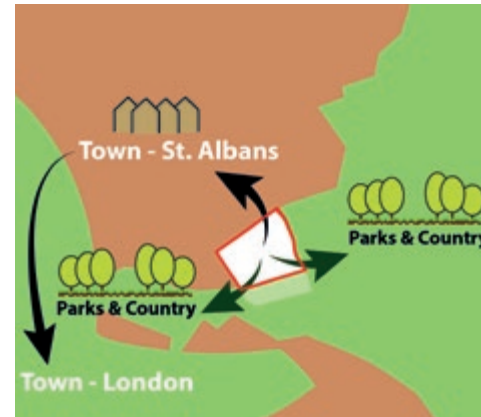
We have studied the relationship of the site with St Albans and the surrounding countryside.

Below are our findings illustrating why The Greenway site is a good choice for new homes.



### 1. Completing the EDGE

The Greenway is surrounded by previously developed land on two sides and the London Road Cemetery to the south. The Greenway completes the south-east settlement edge of St Albans.



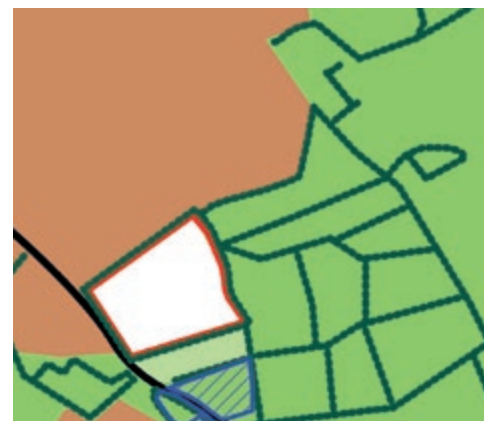
### 2. The best of both worlds

Access to town and country offers the best of both worlds.



### 3. Connect public space

Provide the missing link to connect strategic public open space and Public Rights of Way on the south-east of St. Albans.



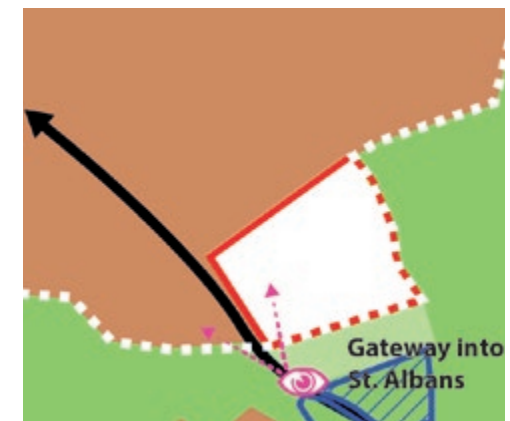
### 4. Visually contained field pattern

The landscape is characterised by a field pattern that provides strong visual enclosure due to the presence of hedgerows and trees. The Greenway would benefit from visual enclosure and if developed would have limited visual effect on the surrounding landscape.



### 5. Distinct neighbourhood development pattern

Respect the settlement pattern on the south-east edge of St. Albans of separate, identifiable, neighbourhoods situated within a strong landscape framework and characterised by their era of design.



### 6. Create a new gateway to St. Albans

Contribute positively to the approach into St Albans by reinforcing the existing character of London Road, whilst providing key, glimpsed views into the Greenway.

# 8. Site Development Principles

## Introduction

Option 5 exhibits the most robust design rationale and has been selected for development in further detail. The following sequence of diagrams show the key development principles for the development of The Greenway. The principles outlined in the following illustrations have been developed in response to baseline analysis.



### The site today

The site today consists of a field approximately 14.22ha in size. It is surrounded by existing mature hedgerows and tree planting. The north-western corner of the site includes a paddock enclosed by hedges.

The field gently slopes from north to south with the site's low point at the south corner of the site.



### 1. Enclose the site from sensitive external views

Retain, reinforce and enhance the existing structural vegetation to assist with the screening development. The enhanced landscape buffers would also provide ecological value and be consistent with the prevailing landscape character.

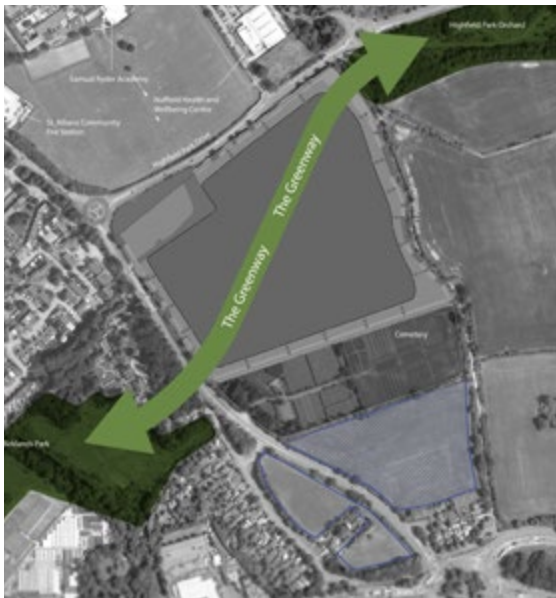
Opportunity to extend the cemetery southwards to complement development.



### 2. Locating a new garden suburb

Locate a new garden suburb overlooking public open space landscape buffers. The buffers:

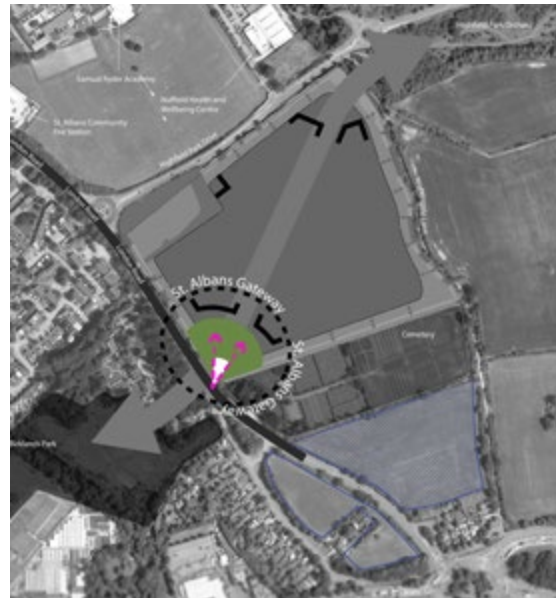
- Provide an attractive outlook for new homes
- Reflect the surrounding settlement pattern of south-east St. Albans neighbourhoods separated by generous landscape
- Allow a walkable edge that incorporates a communal and productive landscape including children's play area, orchards and gardens.



**3. Create the greenway: a landscape corridor connecting local green infrastructure**

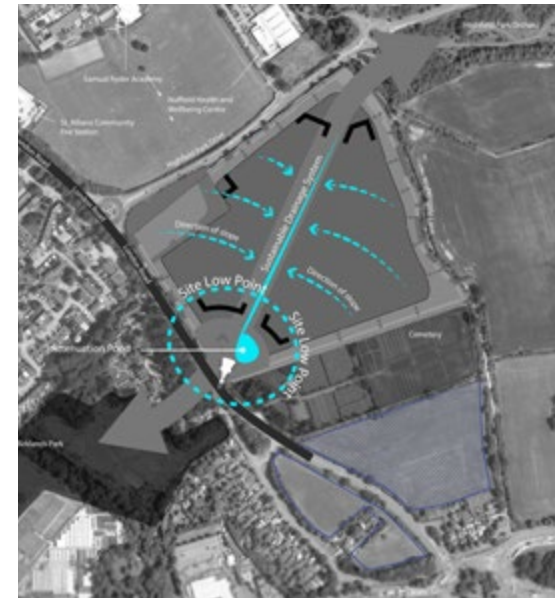
Create a green, tree-planted, ecological and recreational corridor linking Highfield Park to the north-east of the site and Birklands Park to the south-west of the site.

The corridor provides a green pedestrian/cycle connection linking two parks and a conduit for local wildlife movement.



**4. Create a new gateway for St. Albans**

Contribute positively to the approach into St Albans by reinforcing the existing character of London Road, whilst providing key, glimpsed views into the Greenway.



**5. Create a comprehensive Sustainable Urban Drainage System (SUDS)**

The existing topography and proposed Greenway provide an opportunity to create a sustainable urban drainage system (SUDS) of swales and ponds to capture, store and dissipate surface water.

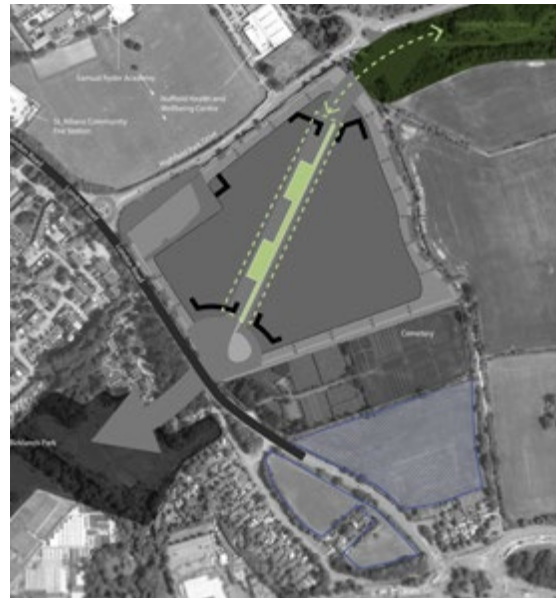
The creation of a SUDS network provides the opportunity for semi-wetland habitats to enhance biodiversity. Swales and ponds also provide a place for people to enjoy nature.



### 6. Create highfield place

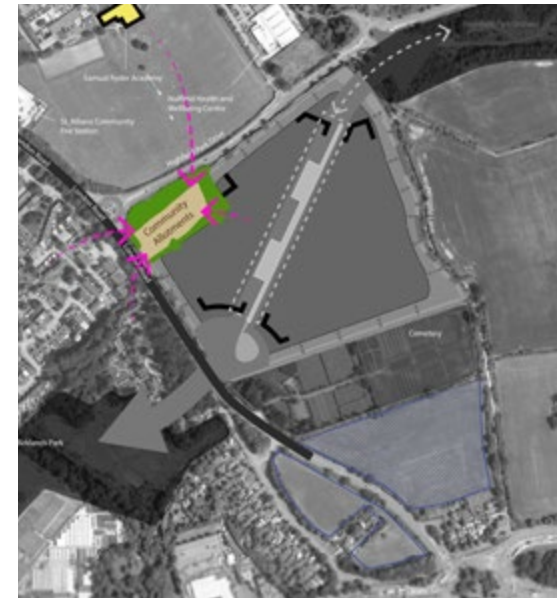
Opportunity to create Highfield Place, a clustered hub of community facilities including:

- Highfield Park
- Nuffield Health St Albans Gym
- A local convenience store



### 7. Create a Productive landscape within the 'greenway'

Incorporate the character of Highfield Park whilst also promoting wellbeing as the heart of the proposal by creating a productive landscape that incorporates growing space within the multifunctional 'Greenway', for example the introduction of orchard planting along the Greenway.



### 8. Provide allotment space for the wider community

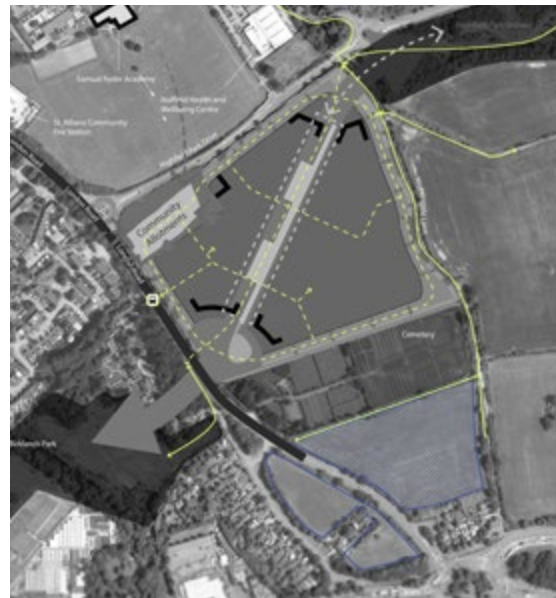
The facilities audit identified "weak accessibility" to allotments where the closest allotment space is nearly 1km from the site. The screened paddock in the north west of the site, currently used for grazing, presents an opportunity to provide allotments in close proximity to existing surrounding neighbourhoods, proposed homes and the neighbouring Samuel Ryder Academy.



### 9. Create a pleasant and valuable aspect for homes

Create a pleasant and valuable aspect for new homes. This includes overlooking:

- public open space within surrounding green edge
- The Greenway landscape corridor
- smaller internal pocket parks



### 10. The site today

Opportunity to create new pedestrian routes (←--→) to complement a comprehensive, existing, network of pedestrian and cycle routes (←→).

The network of routes connects The Greenway with surrounding neighbourhoods, Highfield and Birklands Parks, the countryside beyond and the centre of St. Albans.



### 11. Create streets for people and vehicles

The design of vehicular routes embraces the Manual for Streets by supporting the design ethos that streets should be designed as social places as well as meeting their traffic function. The majority of proposed streets are envisioned as shared surface spaces.



# 9. The Framework



- The 'Greenway' 1
- Gateway to St. Albans 2
- Infiltration Pond 3
- Sustainable Drainage System 4
- Screened Allotment Space 5
- Landscape Corridor 6
- Tree and Hedgerow Buffer 7
- Highfield Place 8
- Shared Surface 9
- Pocket Parks 10
- Children's Play Space 11
- Specimen Tree Planting Buffer 12
- Convenience Shop 13
- Community Gardens & Orchards 14

Figure 12. Site Framework. NTS



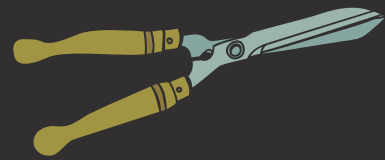
# 10. Summary & Key Benefits

*A new garden suburb for St. Albans that embraces the principles of Garden Cities, The Greenway could deliver approximately 300 homes with gardens, combining the best of town and country to create a healthy community, including opportunities to grow food. The site provides a unique opportunity to make a significant contribution towards meeting the increased strategic housing requirement for the City.*

Other key benefits include:

- The site is unconstrained and in a sustainable location, adjacent to a range of facilities;
- Frequent bus services along London Road, with stops opposite the site, provide a connection to the City Centre approximately every seven and a half minutes;
- The City Centre and Railway Station is easily accessible by cycle (within 2.7km of the site) on a combination of on road and off road routes;
- Development could be successfully accommodated within the site with limited to no effect on the function of the Green Belt and sympathetic to the townscape and landscape character;
- Integrate a productive landscape as an integral part of the multi-functional greenway and new community allotments for the benefit of the community.
- Option to provide a southern extension to the cemetery and tree planting or land to deliver a significant net increase in biodiversity within the promoters control





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

**By Email**

25257/A5/PD/SO  
8 March 2021

Dear Sirs.

**LOCAL PLAN CALL FOR SITES CONSULTATION**

I write on behalf of L&Q Estates (the client) with regards to the Call for Sites consultation to support the emerging St Albans City & District Council (SACDC) Local Plan 2020-2038. This is pursuant to their land interests at London Road, St Albans, referred to as the Greenway within the attached documentation.

The land was promoted through the now withdrawn Local Plan to 2036, but was not allocated as a Broad Location for development within that plan. On behalf of our client, we did make representations through that Local Plan and participated in the first week of the examination.

I am aware in preparing for the new Local Plan, the Call for Sites process will automatically role forward sites from the previous Plan. The land at London Road, St Albans would fall within this category. However, I have taken the opportunity to update the Vision Document to take into account the current planning situation across the District and to update our site proposals.

Housing need within SACDC is expected to be 893 dwellings per annum in line with the new calculation for the standard method of housing need. The Plan period will be an 18 year period, resulting in the need to plan for circa 16,000 dwellings. SACDC must make up the shortfall from the Park Street Garden Village, which is no longer a viable residential opportunity. The Greenway will form a sustainable development allowing:

- 300 dwellings to be built on the edge of the major settlement in the District;
- Extensive land available for a cemetery extension, tree planting and/or biodiversity enhancement.

The land to the south of the part of the site proposed for residential use is in use as a cemetery. The withdrawn plan included a portion of the Greenway site to form an extension to the cemetery.

However, that land is not available for the cemetery extension given our aspirations for residential development. Representations had been made through the Local Plan process in this regard.

That said, the updated Vision Document highlights that the land directly south of the cemetery is also in my client's control. As a result, there is the opportunity to provide additional land to the south to allow for the extension to the cemetery, with residential development retained at the Greenway. The Greenway can not only therefore meet increased residential need, but also meet the cemetery need of the District.

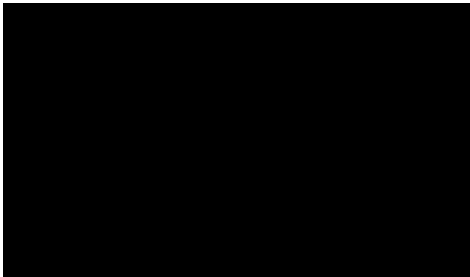
The Greenway not only provides additional cemetery space as required, it also ensures no coalescence with London Colney along London Road. The cemetery would become the boundary of built development, with adequate green space retained between settlements. The ownership also provides the opportunity for significant tree planting/biodiversity enhancement in this area to further emphasise the green separation between St Albans and London Colney.

The attached Vision Document summarises the benefits of development. This includes a summary of the Green Belt Review undertaken, which concludes that 'the Site would be acceptable in landscape and visual terms, and would result in limited to no effect on the function of the Green Belt'. Proximity to services and facilities, including the local bus routes are also highlighted.

The Site therefore provides key opportunities for SACDC given the ability to deliver 300 dwellings, an extension to the cemetery and significant levels of tree planting.

Should SACDC require any further detail regarding the Greenway, please do not hesitate to get in touch.

Yours faithfully,



**PAUL DERRY**  
Associate Planner

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

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

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

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

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

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

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

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

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

**Please do not submit sites that:**

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

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

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

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

**By online consultation portal:**

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

**By e-mail to:** [planning.policy@stalbans.gov.uk](mailto:planning.policy@stalbans.gov.uk)

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

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

<b>Your Details</b>	
Name	Owen Jones
Company/Organisation	LRM Planning
Address	22 Cathedral Road
Postcode	CF11 LJ
Telephone	██████████
Email	████████████████████
Your interest	<input type="checkbox"/> Site Owner <input checked="" type="checkbox"/> Planning Consultant <input type="checkbox"/> Registered Social Landlord <input type="checkbox"/> Local Resident <input type="checkbox"/> Developer <input type="checkbox"/> Community <input type="checkbox"/> Other



<b>Site Details</b>			
<b>Requirements:</b>			
<ul style="list-style-type: none"> <li>• Delivers 5 or more dwellings or;</li> <li>• Provides economic development on sites of 0.25 hectares or more (or 500 square metres of floor space or more)</li> </ul>			
Site address/location (Please provide a map showing the site boundary)	Land north of St Albans Part of the North St Albans Broad Location identified in the 2018 Local Plan (publication draft)		
Site area (in hectares)	C 45 hectares		
Coordinates	<b>Easting</b>	515414	<b>Northing</b> 209733
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 checked="" type="checkbox"/> No		
Landownership (please include contact details if known)	[REDACTED]		
Current land use	Agricultural Land		
Condition of current use (e.g. vacant, derelict)			
Suggested land use	<input type="checkbox"/> Housing <input type="checkbox"/> Gypsy & Travellers <input checked="" 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) Housing, specialist housing, community infrastructure, green infrastructure		
Reasons for suggested development / land use	Please see the attached		

Likely timescale for delivery of suggested development / land use	<input checked="" type="checkbox"/> 1-5 Years – likely build programme 10 years <input type="checkbox"/> 6-10 Years <input type="checkbox"/> 11-15 Years <input type="checkbox"/> 15+ Years
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Site Constraints	Contamination/pollution issues (previous hazardous land uses)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Environmental issues (e.g. Tree Preservation Orders; SSSIs)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Flood Risk	<input type="checkbox"/> Yes <input checked="" 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 checked="" 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 checked="" type="checkbox"/> Pre-Application Advice <input type="checkbox"/> Planning Permission Not Sought <input type="checkbox"/> Other  A draft Masterplan for the area allocated as the North St Albans Broad Location reached an advanced stage in 2020.	
Other comments	Please see attached.	

## **St Albans Local Plan “Call for Sites” Response on behalf of Hallam Land Management Limited and St Albans School**

Hallam Land Management Limited and St Albans School are promoting a residential-led mixed use development to the north of St Albans.

The 2018 Local Plan (publication draft) proposed to allocate this land as one of its Broad Locations, reflecting amongst other things, its proximity to St Albans City as the principal settlement in the District and the findings of SKM Green Belt Study as to the limited contribution this land makes to Green Belt functions and the absence of any other strategic constraints or policy designations.

During 2019 and 2020 significant progress was made with the preparation of a Masterplan to guide development at this Broad Location.

The Draft Masterplan was prepared in the context of environmental information and technical assessments undertaken by my clients which were shared with the Council at that time; this included: a Green/Blue infrastructure strategy informed by landscape and visual assessments along with ecological surveys, constraints and opportunities mapping and outline drainage proposals; a heritage assessment and a noise assessment; a transport strategy based on the principles of LTP4; and a sustainability strategy. Relevant information was recorded in the masterplan document and underpinned the proposals. Potential governance and stewardship proposals had also been discussed.

Two Design Reviews were conducted to examine and develop the quality of the design proposals whilst stakeholder and public consultation was also conducted during the period of time.

All of which culminated in a Draft Masterplan document that was presented to the Council in April 2020. Later, and uniquely, this Draft Masterplan was included in Papers for Planning Policy Committee and discussed at its meeting on the 7<sup>th</sup> July 2020.

Following this, correspondence from the Council dated the 14<sup>th</sup> July records that: *“The development of this Masterplan for North St Albans has taken both [the prospective applicants] and the Council a long way forward in recognising the potential of this site, and how best to define its development parameters.”* The correspondence goes on to state *“officers considered that very good progress had been made on the North St Albans Masterplan. The level of Member involvement and public engagement had also been very pleasing”*.

The Draft Masterplan was prepared in the context of development requirements set out in Policy [SA6(vi)] and my clients continue to believe that the development proposals are appropriate and consistent with the established spatial strategy and the pre-eminence of St Albans as the most sustainable settlement in the District. The proposed development will deliver significant benefits.

North St Albans is intended to be a new exemplar neighbourhood that takes advantage of its inherent qualities, becoming an accessible destination to local communities, and designed in a contemporary manner yet sensitive to its context, character and surroundings.

The present Draft Masterplan delivers:

- 1,100 new homes in a variety in sizes, types and tenure,
- a neighbourhood centre including community building, local retail, primary school and nursery, flexible workspace, assisted living apartments, a community garden and public square;
- an 80 bed care home;
- play space and community growing spaces including community orchard as the focus for local neighbourhoods within the development ;
- sustainable transport provision including dedicated cycleways off road footpaths and public transport provision;
- recreational opportunities with over 10 hectares of high quality open space including parkland meadow and the relocation of existing playing fields;
- new woodland and habitat creation connecting Long Spring Wood with woodland to the North of the site

New development will respond to the increase in housing needed in the district, providing a mix of opportunities and a wide range and choice along with complementary supporting services and facilities, and promoting health and well-being, biodiversity and sustainable travel.

The focus will be on high quality, contemporary, low carbon family housing, laid out around social hubs and local green space, and arranged to shape and define a highly biodiverse spine linking St Albans with the Heartwood Forest.

At its heart, Sandridgebury Lane will be repurposed and linked with a network of footpaths and cycle routes to prioritise non car travel, and provide enhanced connections to St Albans and the wider countryside.

A new bus service will be created to provide frequent and convenient trips from the development of the city centre and the train station. As part of city-wide strategy, cycling infrastructure will be provided within key corridors to ensure that trips between the site and the city centre are convenient and safe. Both the bus service and cycle connections will benefit existing residents in the north of the City.

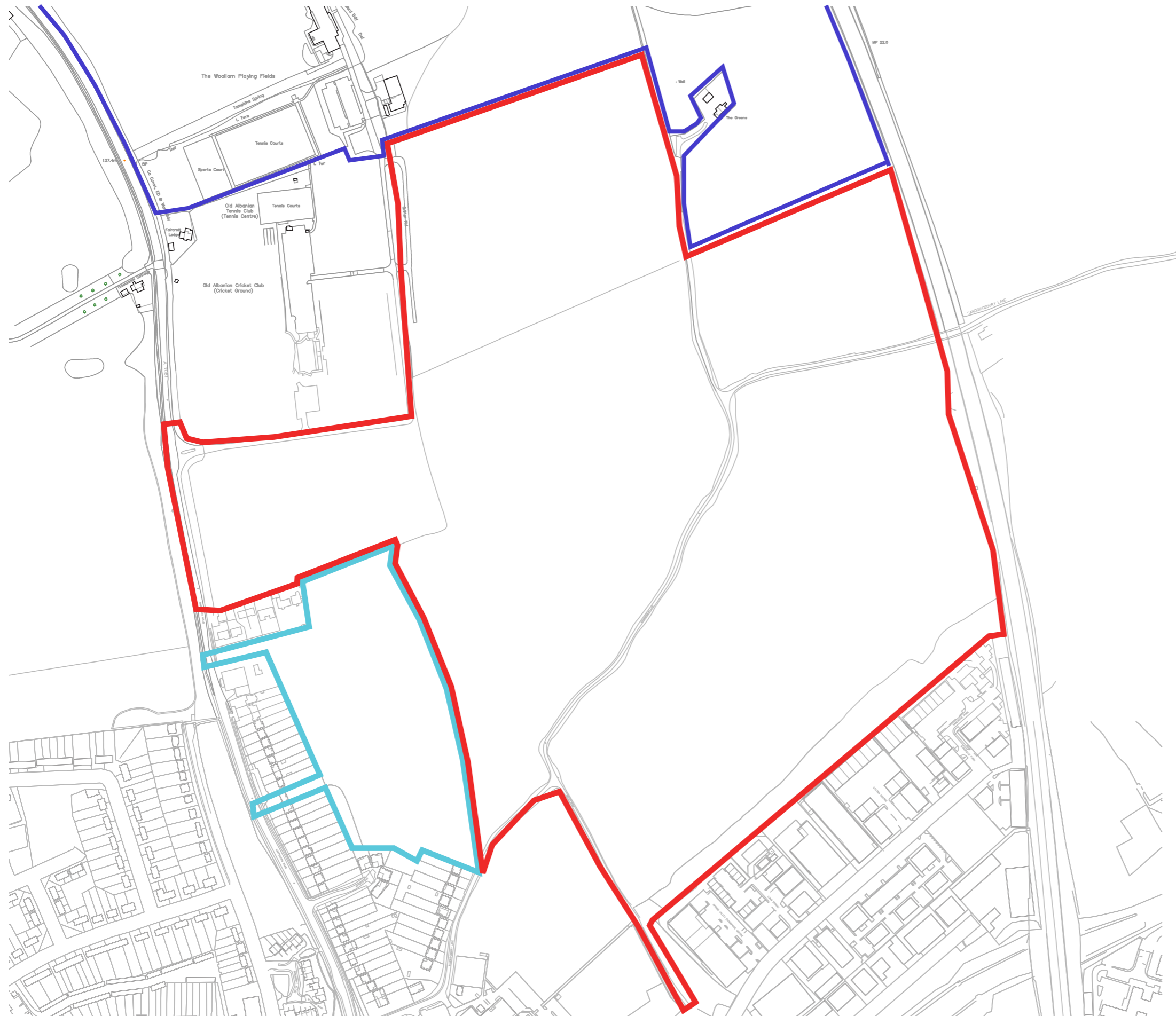
It is, in our view, beyond question that exceptional circumstances continue to exist that justify the new Local Plan again proposing amendments to the delineation Green Belt in order to provide a sufficient amount and variety of land for housing. Given that the characteristics of the Green Belt as a whole in the District are unlikely to have changed compared to when the SKM Study was undertaken in 2013/14, and are certainly no different in terms of this Site, this land continues to be eminently suitable for removal from the Green Belt in order for the District's future housing needs to be met and to achieve a sustainable pattern of development.

Accordingly, my clients again propose that the land shown on the attached plan is included in the new Local Plan as a residential-led mixed use development.

On this occasion, to provide greater clarity, the policy should reference re-provision of existing playing fields as shown in the Draft Masterplan document. Playing fields are acceptable uses in the Green Belt, however, the Council may consider it more appropriate to amend the Green Belt boundary to include this land within the allocation thus providing additional certainty as to their provision.


OJ  
3<sup>rd</sup> March 2021

# Development Site: Red Line Boundary




## Legend

### Development Site

 The St Albans School and the Woollam Trust;  
Hallam Land Management Ltd

 Sewell TrustHunston Properties Ltd

### Beyond the Development Site

 Land Outside of the Development Site under  
St Albans School Ownership

