

**2.10** The site is 83.3 hectares (approximately 39ha in St. Albans and 44.3ha in Hertsmere). It lies immediately adjacent to, and encloses, the Harperbury Hospital which has permission for 206 dwellings which are currently under construction.

- Opportunity to build and consolidate on existing and committed development.
- The proposal provides for:
  - » circa 400 dwellings,
  - » 2FE primary school,
  - » local centre to include medical facilities if required, provides for the opportunity to relocate the Bowling Club (Bloor Homes already have permission to do this in association with the Harperbury Hospital scheme) and includes the relocation of the football pitches under the existing lease terms. The plan on the next page shows the relocation of the football club and the proposed new facilities.

- Further supports the new public transport service to the area implemented in September 2020 as part of the planning permission for the first scheme for 206 dwellings. This service carries 11 years of guaranteed subsidy through to towards the end of 2030 and hence plenty of time to grow within the context of further development. The service will also enable those travelling to and from the adjacent Healthcare site to use public transport. (The vehicle size has been chosen to allow for steadily growing patronage.)
- There is an existing direct walking route via a Public Right of Way and quiet neighbourhood streets from the site to Radlett town centre and the rail station. As part of the proposals, the existing footpath along Harper Lane have taken place , providing a dedicated footpath / cycle path to Radlett. The new proposals would build on that and deliver improvements to Watling Street.
- On foot this journey takes about 20 minutes, and to cycle about 10 minutes.
- Provision of a separate bridge for pedestrian and cyclists on Harper Lane over the railway.



**2.11** In summary from a highways/infrastructure perspective the site is characterised by:

- » Comprehensive on-site permeable footway/cycleway routes;
  - » Continuous footway and cycle route facilities between site and Radlett;
  - » Provision off site for a separate bridge on Harper Lane over the railway line;
  - » Proposed Harper Lane footway widening to link with B5378 bus stops;
  - » On-site bus service linking Radlett, including rail station throughout the day and Colney Fields Retail Park off-peak (including weekends);
  - » Link to frequent rail services to London and other commuting destinations;
  - » Reasonable walking distance to frequent further bus services linking site to St Albans, Hatfield and Watford;
  - » On-site primary school facility; and
  - » Linkage to off-site rural PROW network
- The Site will provide a wide range of high quality housing, including affordable housing.
  - The development will provide benefits for the wider community, with enhanced facilities and services, parkland and green infrastructure opportunities.
  - The location is well located with ready access to services and best able to support economic objectives.
  - There are local school, sports clubs and residential development along Harper Lane.
  - There are existing employment opportunities at the adjacent Kingsley Green Hospital, at the Hertfordshire Business Centre, London Colney. The National Autistic Society - Radlett Lodge School is located nearby. There is also a Veterinary Practice, Houndswood Care Home, Stage School Business, and further along Harper Lane is Radlett Golf Centre and Ivory's Trading Estate leading to Watling Street and the Radlett and Colney Industrial Estates.

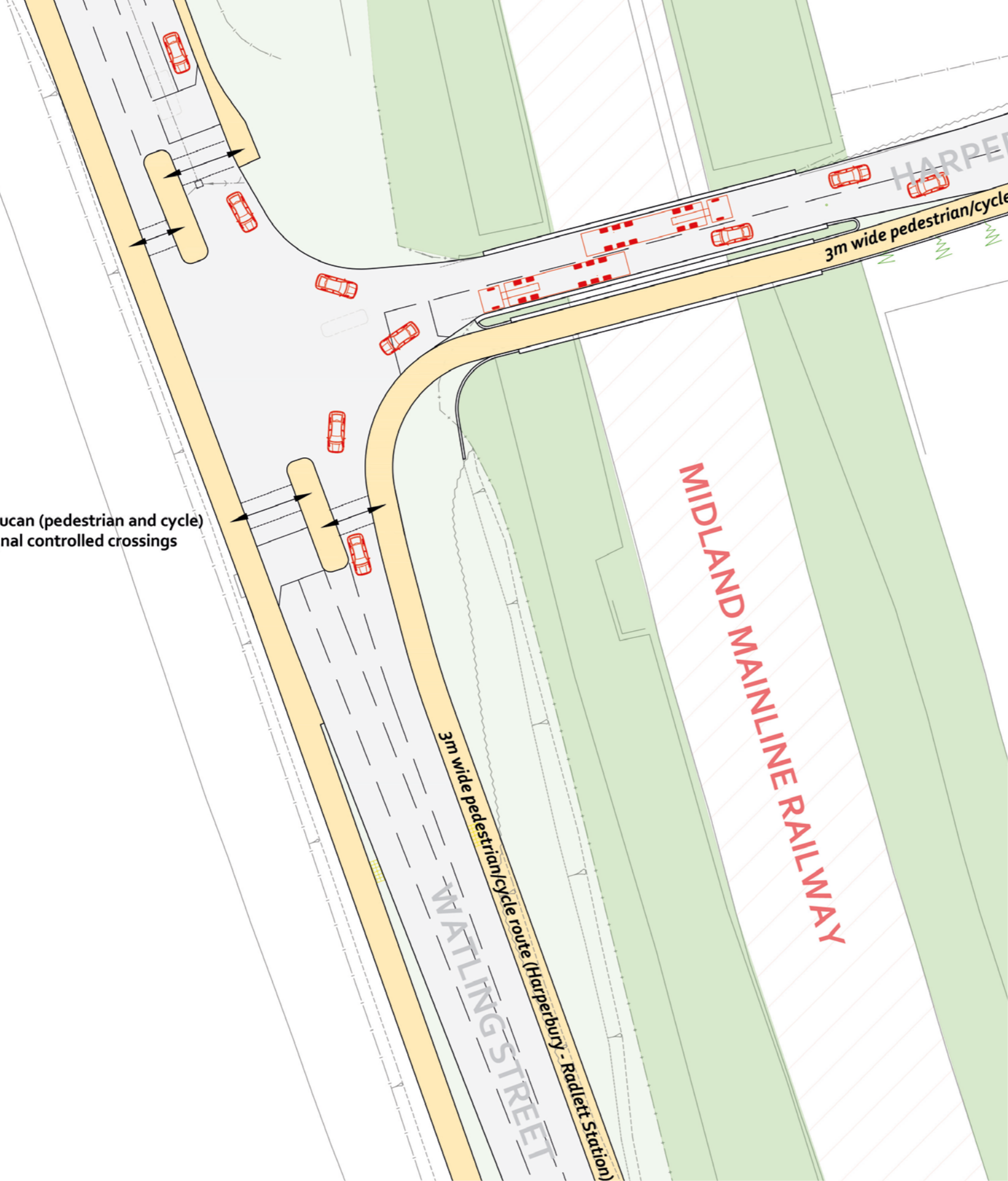
- The site is located within the Green Belt – but the extensive landownership provides the opportunity to create a new definitive permanent boundary for the Green Belt and preserves the gap between existing settlements.
- With either proposal because of the land ownership there is an opportunity to design into the proposals a permanent “stop” in the form of a well-defined green edge to protect the setting of Shenley and Radlett and prevent any potential for future coalescence.

**2.12** Such an approach meets the requirements of the PPG Green Belt (July 2019) as the impact of removing land from the Green Belt will be offset by compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land, for example given the extensive land ownership provides an opportunity for new and enhanced infrastructure, new or enhanced walking and cycling routes, and improved access to new and enhanced or existing recreational and playing field provision e.g. the relocation of the Bowls club and the relocation of the football pitches.

**2.13** This approach is also consistent with the proposed changes to the NPPF in particular paragraph 73c where the emphasis is on the quality of place making and creating well designed and beautiful homes to meet different needs of the community and providing a genuine choice of transport modes. Paragraph 92b refers to the need to create attractive, clear and legible pedestrian and cycle routes. The proposed development at Harper Green is also consistent with proposed changes to the NPPF ( paragraph 97) as the scheme will deliver wider benefits for nature and address climate change, given the large areas of public open space and green infrastructure. This is also consistent with the proposed changes in paragraph 130, with retained areas of woodland and new areas created including new community parkland, including areas of tree planting.

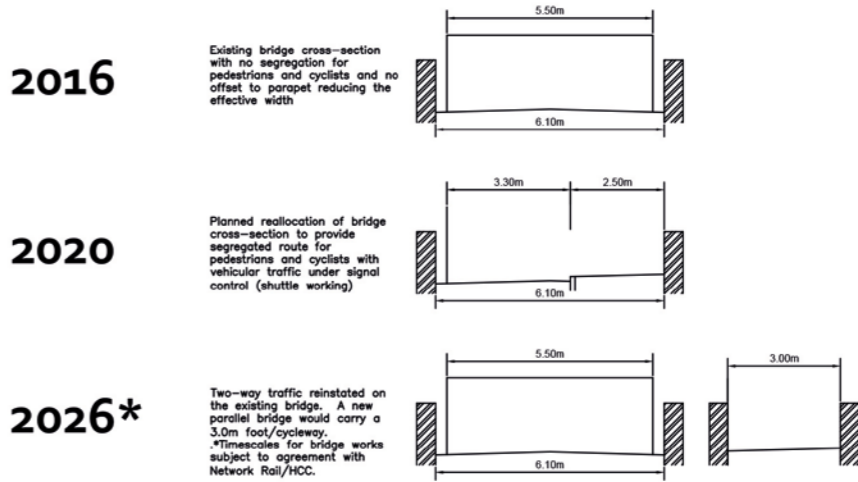
**2.14** Bloor Homes controls wider land holdings in both St Albans and Hertsmere. The land controlled by the company amounts to some 83 hectares and is adjacent to land in public sector ownership. Bloor Homes have indicated in their response to the Hertsmere consultation that the nature of their arrangements with the former owners (Department of Health and Social Care) means that the proceeds would be reinvested in the National Health Service, as supported in previous Government statements.

Toucan (pedestrian and cycle) signal controlled crossings



3m WIDE HARPER LANE PEDESTRIAN/CYCLE PATH

**BRIDGE CROSS SECTIONS**



## TRANSPORT

- 2.15** Transport is but one of the factors considered in promoting a sustainable development. As set out in the National Planning Policy Framework, achieving sustainable development means ensuring that the three overarching objectives, economic, social and environmental are considered in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives.
- 2.16** As part of the original planning of the ongoing development a strategy was put in place to ensure that sustainable travel patterns would be generated by the new housing. Improved foot and cycle provision have been provided. A new bus service has been provided to connect to Radlett railway station and Colney Fields Retail Park. The sustainable travel credentials of the location have therefore been scrutinised only very recently.
- 2.17** Additional appraisal has therefore been undertaken to understand how the location performs within this wider context, what are the constraints in this location and what improvements over and above those that have already been implemented are required to maximise its performance.
- 2.18** The report concludes that there are opportunities to develop the local transport system to maximise the outcomes for existing and future residents; staff and visitors to the Kingsley Green Healthcare facility; and other premises on Harper Lane and beyond. Further improvements are proposed to the walking and cycling network with dialogue on going with Network Rail about provision of a dedicated pedestrian and cycle bridge. This has been positively received and no objection has been raised to the suggestion of a standalone bridge structure. This is a significant opportunity to best accommodate future needs of all users including freeing up road capacity for efficient distribution of goods and services. This would also benefit any greenfield or brownfield land coming forward in the vicinity. Further improvements are also proposed to the public rights of way network to improve connectivity between local communities and to the railway station.

## DELIVERABILITY

- 2.19** We have indicated in submissions to Hertsmere Borough Council (HBC) that if the site was a proposed allocation in the Local Plan and therefore proposed to be removed from the Green Belt, the preliminary intention is to submit a planning application to support the submitted Local Plan. The preparation of the planning application assumes 12 months pre-application and 6 – 12 months for determination. The Vision included a strategy for the early delivery of community infrastructure and other facilities to give Harper Green a sense of place and community from the first day.

**Primary School** – on the basis that the local authorities are willing for the primary school to open at an early stage, we would work with them to facilitate this. Our masterplan allows for the very early delivery of the school (within the first 200 dwellings) should this be required. In order to support a primary school a minimum of 500 dwellings would be required.

**Health Facilities** - Again if it is confirmed that the local authorities would like the required health facilities delivered at an early stage we would work with them to achieve this. It may be possible to provide very early facilities in a temporary or modular surgery for the first 6-18 months as the community is established which would be replaced by a larger permanent facility when the community has grown to a sufficient size and the construction would be more financially viable.

**Community Hall** - As with the health centre it would be possible to provide an early community meeting hall in the form of a modular building so that the very first residents have somewhere to meet and form groups and clubs and a place for community events.

**Establish Community Groups and Societies** - We would work with the emerging community to develop clubs and societies from an early stage such as children's football, cricket and rugby clubs, running clubs, scouts and guides etc. We would endeavour to provide facilities such as cricket pitches to facilitate the creation of this type of club.



# 03 | Summary

- 3.1 To date a significant amount of technical work has been undertaken to promote the site (whether it be the larger Garden Town Scheme or an alternative proposal for a smaller number of dwellings) to both Hertsmere BC and St Albans City & DC. A Green Belt Review has also been undertaken.
- 3.2 The environmental studies undertaken have found no significant constraints to the development of the Harper Green Site for residential purposes and have made recommendations for both mitigation and enhancement which have been incorporated into the Concept Masterplan as appropriate at this stage.
- 3.3 The illustrative masterplan for the larger scheme and the concept plan for the smaller scheme demonstrates delivery of a sustainable and healthy community. Both have been informed by the NHS Healthy Towns Initiative, Watling Chase Community Forest SPG and Greenways Strategy as well as Garden Village principles.
- 3.4 Both schemes will provide for a walkable neighbourhood with access to community facilities and supported by a new bus service.
- 3.5 There will be wider benefits to the existing local community in terms of the parkland and open space and green infrastructure.
- 3.6 The site is located in the Green Belt – but the extensive land ownership provides the opportunity to create a new definitive permanent boundary for the Green Belt and at the same time recognises the need to preserve the gap between existing settlements. The site provides the opportunity to contribute to the existing pattern of small settlements located in the Green Belt, whilst still maintaining the separation between settlements.
- 3.7 Bloor Homes and the Department of Health are committed to building homes and communities of the highest quality and believe they have the track record and experience to demonstrate this.
- 3.8 Through the technical work undertaken it has been demonstrated that the Harper Green proposal presents a highly sustainable option for development that follows the principles of the NHS Healthy Towns Initiative. The site should be considered through the Local Plan now as a 'reasonable alternative' for assisting in addressing housing need in Hertsmere. Furthermore, the site is available now and is capable of being achieved within the Local Plan period.
- 3.9 Overall it is considered that the location compares favourably against alternative growth locations of a scale that will allow Harper Green and the facilities and services it supports to thrive.





# Land at Moor Mill North

## Submissions on behalf of Tarmac

St Albans City and District  
Local Plan 2020 - 2038

Call for Sites Consultation  
January 2021

# Contents

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1. Introduction
  2. Site Evaluation – Land at Moor Mill North
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## Appendices

- Appendix 1** Red Line Site Plan
- Appendix 2** Site Constraints Plan
- Appendix 3** Illustrative Framework Masterplan



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**Client**  
Tarmac

**Our reference**  
TARC 3000

05 March 2021

## 1.0 INTRODUCTION

- 1.1 These site submissions have been prepared by Turley, on behalf of Tarmac, pursuant to the St Albans City and District Local Plan 2020-2038, call for potential development sites consultation, January 2021. Tarmac is an established land promotion and development company with a significant portfolio of freehold and other commercial land interests in St Albans District. Tarmac is also a major national employer with nationwide experience of bringing forward strategic development sites of all scales for new residential, mixed-use and commercial and industrial development.
- 1.2 Tarmac is promoting four of its freehold sites in the south of the St Albans District in the A414 and M25 corridors for potential residential, employment and other development. Turley has been instructed to prepare separate site submissions in relation to each of these promoted site locations and the inter-relationships and connectivity between these four Tarmac sites is set out in our overarching correspondence. The following site-specific submissions relate to Tarmac's **Land at Moor Mill North**, which is located to the west of Frogmore village, north east of Moor Mill Lane, as shown on the attached red line plan at **Appendix 1**.
- 1.3 The promoted site at Moor Mill North comprises 12.26 hectares of open grassland, with local woodland located in the western area of the site adjacent to the River Ver which forms the boundary. The site is promoted as a small garden village suburb of Frogmore with the potential to provide a landscape-led residential scheme of 5.88 ha comprising up to 180 new homes, directly adjacent to the existing western edge of Frogmore village.
- 1.4 The majority of the remainder of the Site (circa 6.38 ha) is proposed as compensatory Green Belt land, in the form of a new Community Woodland. The proposed development ratio of the site proposal would therefore be 48% built form and 52% in favour of new public open space and the Community Woodland. Access will be via Moor Mill Lane to the south and the existing public right of way which runs through the site from north to south will be retained and enhanced.
- 1.5 The woodland area of the site which leads to the east bank of the River Ver is privately owned and so is not currently available for public access. However this land would be brought into the public realm as an intrinsic part of the scheme. An illustrative Framework Masterplan is attached at **Appendix 3** for reference.
- 1.6 The following site evaluation describes the rationale behind the Framework Masterplan and assesses the proposals against the evaluation criteria used by St Albans during the last call for sites exercise, held in 2018. The evaluation sets out the availability, suitability and deliverability of the proposals and their compatibility with this local methodology, the 2019 NPPF and the Local Plan Inspector's Report 2020. This evaluation concludes with a summary case as to why exceptional circumstances exist to justify the release of **Land at Moor Mill North** by St Albans City and District Council for a small landscape-led village expansion and Community Woodland scheme to the west of Frogmore.

## 2.0 SITE EVALUATION: LAND AT MOOR MILL NORTH

### Location and Site Characteristics

- 2.1 The promoted site at Moor Mill North comprises 12.26 hectares of open grassland with local woodland located in the western area of the site, adjacent to the River Ver, which forms the western boundary. The site is located on the western edge of Frogmore Village and adjoins the extensive rear gardens of the residential properties which front Radlett Road, as shown on the attached red line plan, at **Appendix 1**.
- 2.2 The northern and western boundaries of the site are demarcated by the path of the River Ver and the site is further framed to the north by adjacent fishing lakes which lie to the south of Park Street. The eastern boundary directly adjoins the village and the narrower southern boundary is defined by Moor Mill Lane, from which primary access to the site will be taken to serve the proposed development, as shown on the illustrative Framework Masterplan (**Appendix 3**).
- 2.3 The site is well connected to Frogmore via the proposed primary access at Moor Mill Lane to the south and the established public right of way network, which runs through the site and connects with Hyde Lane to the north (proposed secondary access). Visitors to the new Community Woodland would be able to access this recreational facility by non-car modes. In addition, there is nearby access to public transport, via Hyde Lane, with numerous bus stops located on Radlett Road (A5183).

### Site Constraints

- 2.4 Pursuant to these site submissions, Tarmac commissioned Turley to identify the relevant constraints to residential and other proposed development on the Site to inform the illustrative Framework Plan (see the constraints plan at **Appendix 2**). The site has some identified constraints and we summarise these below and how the Concept Framework has responded in terms of presenting an achievable and deliverable illustrative scheme.
- 2.5 The primary constraint on the site is related to the north-western river corridor, which has an associated floodplain that affects part of the western area of the site, as shown on the constraints plan. In addition, there is a significant woodland belt running along the northern and western areas of the site adjacent to the river corridor.
- 2.6 Neither of these features are a constraint to the open recreational use proposed in these areas, but are a constraint to any permanent built development, which is reflected in that only approximately half of the site is proposed for new residential use.

### The Illustrative Framework Masterplan

- 2.7 The Framework Masterplan proposals set out at **Appendix 3** illustrate a viable scheme for a landscape-led, residential development of approximately 5.88 hectares, comprising up to 180 new market and affordable homes.

- 2.8 The Framework Masterplan also proposes a further 6.38 hectares of natural greenspace in the form of a new Community Woodland and the public open space associated with the new residential development.
- 2.9 One of the main considerations in the Framework Masterplan is to provide an integrated and sympathetic extension to the existing village envelope, which provides both new homes and assists with community cohesion. As such, the site is promoted as a small garden village suburb of Frogmore, with a strong semi-rural character. This is reflected in the proposed low ratio of built form to useable natural greenspace.
- 2.10 The proposed overall land budget for the illustrative scheme at **Appendix 3** is therefore as follows:

<b>Moor Mill North: Land Budget</b>	
Red Line Site Area	<b>12.26 ha</b>
New Residential Area	5.88 ha
Open Space associated with New Development	6.38 ha

#### **Green Belt Function in this Site Location**

- 2.11 The **Green Belt Review Purposes Assessment: November 2013** (Green Belt Study) is the extant Green Belt evidence base currently available to the Council, relative to this site. In this regard, the site at Moor Mill North lies within assessed Green Belt Parcel **GB27**.
- 2.12 The assessed Green Belt Parcel is 580 ha in total area, therefore the site promoted by Tarmac for the hybrid development proposed, equates to around 2% of the overall area, assessed by the Green Belt Study. However, given that the built form proposed on the Tarmac site represents less than half of the total promoted site area (5.88 ha) and that 52% of the site (6.38 ha) will be public open space, the context is that the total built form proposed by Tarmac on this site equates to only **1%** of Green Belt Parcel **GB27**.
- 2.13 The principal function of Parcel GB27 was assessed as making a significant contribution towards maintaining the existing settlement pattern providing the gap between Bricket Wood and Watford to Abbots Langley. A partial contribution was also assessed towards preventing merging, safeguarding the countryside and preserving setting. Overall, Parcel GB27 was considered to contribute significantly towards 1 of the 5 Green Belt purposes.
- 2.14 The assessment noted that Parcel GB27 was located away from large built up areas and does not form a connection with a wider network of parcels to restrict sprawl. It was also noted that levels of visual openness are varied due to the mix of strong countryside and urban fringe characteristics, with ribbon development evident along Radlett Road south of Park Street / Frogmore. Views are relatively contained both from outside and within the parcel due to the scale of the assessed parcel and level of built development within. The local gap between How Wood and Park Street / Frogmore was noted to be narrow at between 0.1 km and 0.3km and sensitive to change at this point.

2.15 Accordingly in terms of assessing the five purposes of Green Belt, as set out in Paragraph 134 of the National Planning Policy Framework (NPPF) the evaluation of the promoted Tarmac site at Moor Mill North can be broadly summarised as follows:

**a) To check unrestricted sprawl of large built up areas**

2.16 The Tarmac proposal is for a landscape-led, village expansion scheme of Frogmore, which does not form part of a large built up area, which is a general characteristic of assessed Parcel GB 27. The release of the promoted site for use as garden village suburb within the design parameters shown on the Framework Masterplan would therefore maintain the existing settlement identity of Frogmore, whilst sympathetically expanding the village envelope to the west. The proposals would also be subject to full public consultation and examination and would be brought forward via the Plan-led system and so would not represent any form of unrestricted sprawl in this area.

**b) To prevent neighbouring towns merging into one another**

2.17 The nearest potentially affected settlements beyond the Frogmore settlement boundary are How Wood and Park Street to the north of Frogmore. The local gap between How Wood, Park Street and Frogmore was noted by the GB27 Green Belt assessment as being narrow in places and sensitive to change. However this is most relevant in relation to the relationship between Park Street and How Wood, where the apex created by the gradual coalescence of these two settlements at this point has resulted in minimal separation.

2.18 In contrast, as the proposed scheme lies at the southern end of Park Street / Frogmore, where the existing gap to How Wood opens out and is considerably greater, at over 1km, as measured from the rear gardens of properties in Frogmore to the railway line at How Wood. Therefore the proposed expansion of Frogmore in the hinterland between the existing settlement edge and the strong physical boundary to the west, formed by the adjacent woodland on the banks of the River Ver, would not materially erode this gap.

2.19 The River Ver is a permanent defensible boundary and the development would be mostly visually screened by the adjacent woodland as viewed from How Wood. The intervening gap would also be largely retained at a minimum of around 0.8km between the new settlement edge of Frogmore and the railway line at How Wood. As such, the built form of the proposed use would be visually contained within the boundaries shown on the Masterplan and would not be prejudicial to this Green Belt purpose.

**c) To safeguard the countryside from encroachment**

2.20 Given the above mentioned site characteristics and the strong containment formed by the M25 corridor, the boundary of the River Ver and the adjacent woodland, there would be no obvious perception of physical or visual encroachment into the wider countryside beyond. The intervening restored open pastureland and extensive woodland to the west of the site between the proposed new settlement edge at Frogmore and the railway line at How Wood, would also remain in excess of 70 hectares in overall useable area.

#### **d) To preserve the setting and character of historic towns**

- 2.21 The promoted site at Moor Mill North is not proximate to any identified historic towns and is located some distance away from the nearest historic town at St Albans. The site is mainly proximate to Frogmore, given the containment formed by the river boundary and the M25 corridor. Frogmore does have a Conservation Area, however this is located some 400 metres to the north east and is separated from the promoted site by existing intervening residential and other development.

#### **e) To assist in urban regeneration**

- 2.22 The planned release of this site for sustainable development would not be prejudicial to the delivery of urban regeneration elsewhere in the District. The combination of the scale of the housing and employment requirement, the limited urban capacity for brownfield redevelopment and the predominance of Green Belt throughout the District, means that the planned release of Green Belt will be a necessary key element of the spatial strategy of the new Local Plan.

#### **Availability, Suitability and Deliverability**

- 2.23 The promoted site comprises 12.26 hectares and is within the sole freehold ownership of Tarmac. The site is available now for the residential use proposed, as illustrated in the Framework Masterplan and requires no advance remediation as the site has not been subject to historic landfill, which is a characteristic of the area north of Moor Mill Road. The site can therefore be brought forward early upon the adoption of the new Local Plan as the scheme is capable of being delivered within the first five years after adoption.
- 2.24 The site is suitable for the proposed use as it lies within close proximity to Radlett Road which is served by public transport. The ratio of built development proposed on the site equates to 48% of the total site area with the remaining 52% (6.38 ha) comprising the new Country Park (which will be accessible from Hyde Lane by non-car modes) and the new public open space associated with the developed areas of the site.
- 2.25 There are no known significant constraints to the immediate development of this site for residential use in the area shown on the Framework Masterplan. Where constraints do exist, such as the floodplain and woodland areas to the west, they are compatible with the wider recreational use illustrated as part of the overall development proposal.

#### **Consistency with National Policy**

- 2.26 The NPPF states at Paragraph 67 that that planning policies should identify a sufficient supply and mix of sites, taking into account availability, suitability and likely economic viability. Planning policies should identify a supply of:

*a) specific, deliverable sites for years one to five of the plan period; and*



*b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.*

- 2.27 The promoted site at Moor Mill North is available immediately and is suitable for the development proposed without the need for any forward infrastructure. The viability of the proposed development has been tested by Tarmac and the scheme is viable. The site is therefore suitable for delivery during years 1-5 of the new Local Plan period.
- 2.28 Paragraph 68 of the NPPF identifies that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. Therefore planning authorities are encouraged to promote the development of a good mix of such sites, including at least 10% of their housing requirement on sites less than one hectare. As such, the allocation of this unconstrained site for residential purposes would help assist St Albans Council in delivering a broader range of smaller, more easily built out, sites as recognised by Paragraph 68 of the NPPF.

### **Consistency with the Local Plan Examination Inspector’s Recommendations**

- 2.29 On 14<sup>th</sup> April 2020 the Inspectors appointed to examine the former Draft Local Plan wrote to St Albans Council to clarify a number of issues. Amongst some of the suggestions made by the Inspectors in their letter was that a range of smaller sites should be considered as part of the spatial strategy going forward. In this regard the Inspectors stated, *inter alia*, at Paragraph 43 of their letter:

*‘We see no reason why the identification of some smaller sites would unacceptably spread the adverse impacts of development on Green Belt purposes. Whilst this would extend the impact of development over a wider geographic area, the extent of the resultant impacts would be likely to be smaller given the more limited scale of the sites....’*

- 2.30 These recommendations are consistent with Paragraph 68 of the NPPF and were agreed in principle by St Albans Council in following correspondence. Accordingly the scale of the promoted residential site at Moor Mill North additionally fits this small site criteria.

### **Conclusions and the Exceptional Circumstances Case**

- 2.31 The NPPF does not provide decision makers with a strict definition with regards to what constitutes ‘exceptional circumstances’. However Paragraph 137 of the NPPF sets out a number of matters that should be identified and dealt with in order to ascertain whether ‘exceptional circumstances’ exist to justify releasing land from the Green Belt.
- 2.32 The approach taken in the ‘Calverton’ judgement (*Calverton Parish Council v Greater Nottingham Councils - 2015*) also provides useful guidance when considering whether exceptional circumstances exist. These include; the intensity of the assessed need, inherent constraints on the supply of land suitable for sustainable development and difficulties in achieving sustainable development without impinging on the Green Belt.

- 2.33 The intensity of the assessed housing need in the District was highlighted at the recent 2020 Local Plan examination and has materially increased by reason of the requirement for the new replacement Local Plan to adopt the Government’s standard methodology.
- 2.34 The residential site proposals at Moor Mill North, as set out in these site submissions, are designed to provide a smaller scale of sustainable development, in the form of a cohesively located, village extension, which can be commenced at an early juncture, post adoption and built out relatively quickly.
- 2.35 The proposals are consistent with the 2020 Local Plan Inspector’s recommendations for a more plural approach to spatial strategy, where all scales of development in the Green Belt are to be considered as part of the Council’s exceptional circumstances case.
- 2.36 In this regard we have presented a site which is large enough to offer a meaningful contribution to the five year housing land supply, whilst being proportionate in scale to the settlement to which it associated.
- 2.37 The promoted Tarmac site at Moor Mill North can therefore make an early, sustainable contribution to housing land supply in St Albans District, together with a comprehensive scale of new open space, in excess of normal policy requirements.
- 2.38 In conclusion, the proceeding submissions identify a sustainable site for development at Frogmore and set out a summary case for its future allocation. Full technical details of the promoted site will be set out in a Vision Document which is currently in production.
- 2.39 However in the interim, should St Albans Council require any additional information, Tarmac and its consultant team will be able to address any technical queries on request and welcome the opportunity to engage further with the Council.

**Appendix 1**  
**Land at Moor Mill North**  
**Site Location / Ownership Plan**

**Appendix 2**  
**Land at Moor Mill North**  
**Site Constraints Plan**

**Appendix 3**  
**Land at Moor Mill North**  
**Illustrative Framework Masterplan**



Moor Mill Fishery

Hyde Lane

FROGMORE

A5183 Radlett Road

Moor Mill Lane

M25

COLNEY STREET

0 metres 100  
(1:2,500)