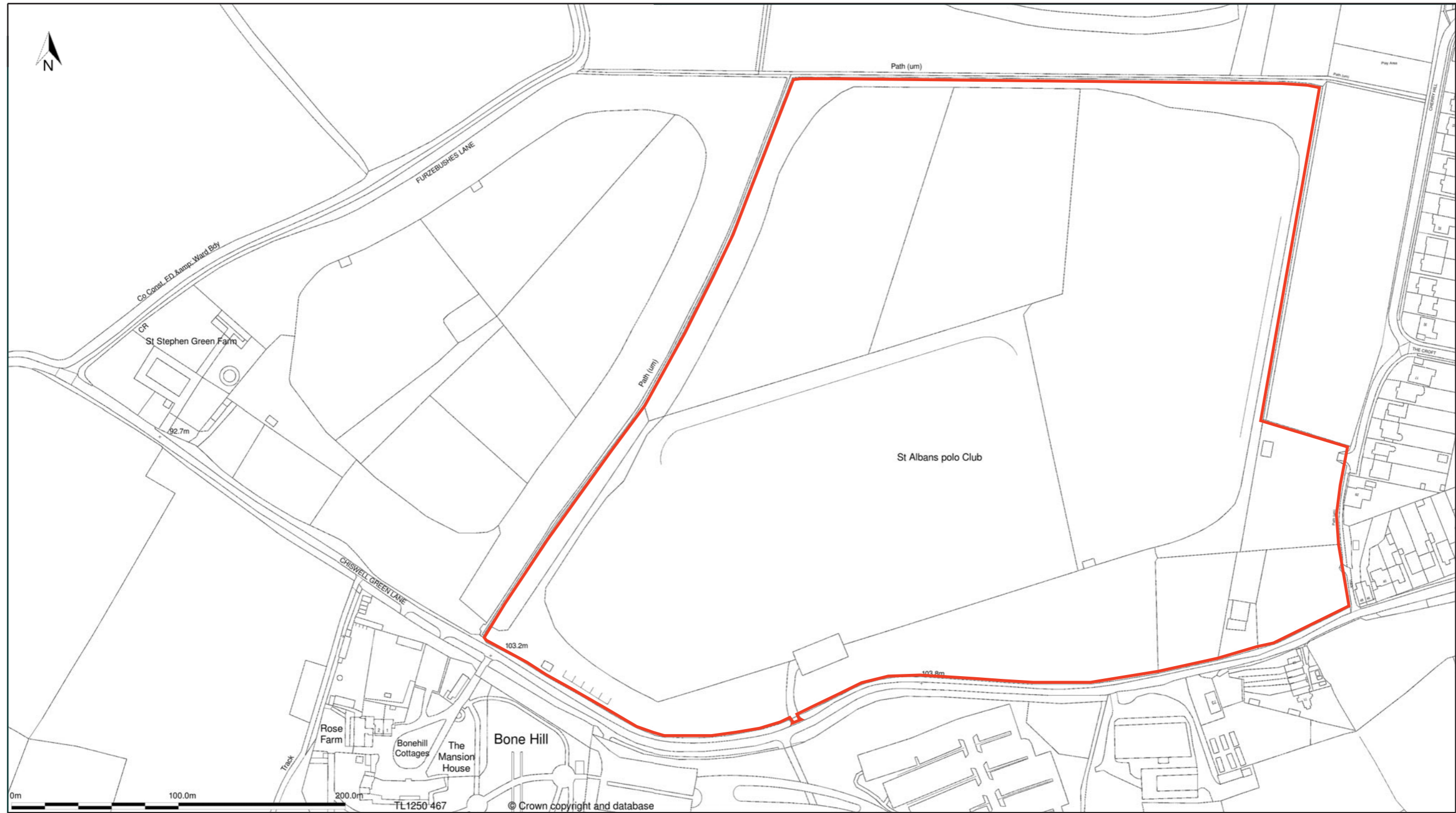



Likely timescale for delivery of suggested development / land use	<input type="checkbox"/> 1-5 Years <input type="checkbox"/> 6-10 Years
---	---

Site Constraints	Contamination/pollution issues (previous hazardous land uses)	<input type="checkbox"/> 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?	<input type="checkbox"/> Yes  Yes, the only other land required to create suitable accesses is under the control of Hertfordshire County Council.

	Other constraints affecting the site	<input type="checkbox"/> No
Planning Status	<input type="checkbox"/> Planning Permission Not Sought  Please include details of the above choice below:  <hr/> Please include details of the above choice below (for example planning reference numbers and site history)  Small-scale planning applications have been sought on the Site (e.g. Agricultural Barn 5/2016/3787) but none for a site-wide development scheme.	
Other comments		



Land north of Chiswell Green Lane and east of The Croft, Chiswell Green

Client: Virginia Properties		Project: SADC Call For Sites, 2021		 McPartland Planning Limited 10 Orient Close, St Albans, Herts AL1 1AJ E.
Scale: 1:2500 (A3 original)		Drawing: Location Plan		
Ref: VP/CFS/lp	Revision:	Date: 23.04.21	By: B Parker	



**Telephone**

**Email**

**Your interest** . Planning Consultant

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

Land on the west side of Radlett Road  
Colney Street  
St Albans

Nearest postcode AL2 2EJ

**Site area (in hectares)**

22.79

**Easting**

515569

**Northing**

201871

**Site Location Plan Attached** Yes

**Upload Site Location**

Title Plan - Colney Street Land  
Title Plan - Colney Street Land

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

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

David Collins

**Current land use**

Partly vacant, partly used for arable farming.

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

Partly vacant, partly tenanted.

**Suggested land use** Housing

### Reasons for suggested development / land use

The area of land that lies adjacent to Radlett Road would be well suited to residential development because it is near to existing residential and commercial development. This part does not suffer from flooding, being in an elevated position.

**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** Yes

**Topography affecting site (land levels, slopes, ground conditions)** Yes

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

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

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

**Other constraints affecting the site** No

### Planning Status

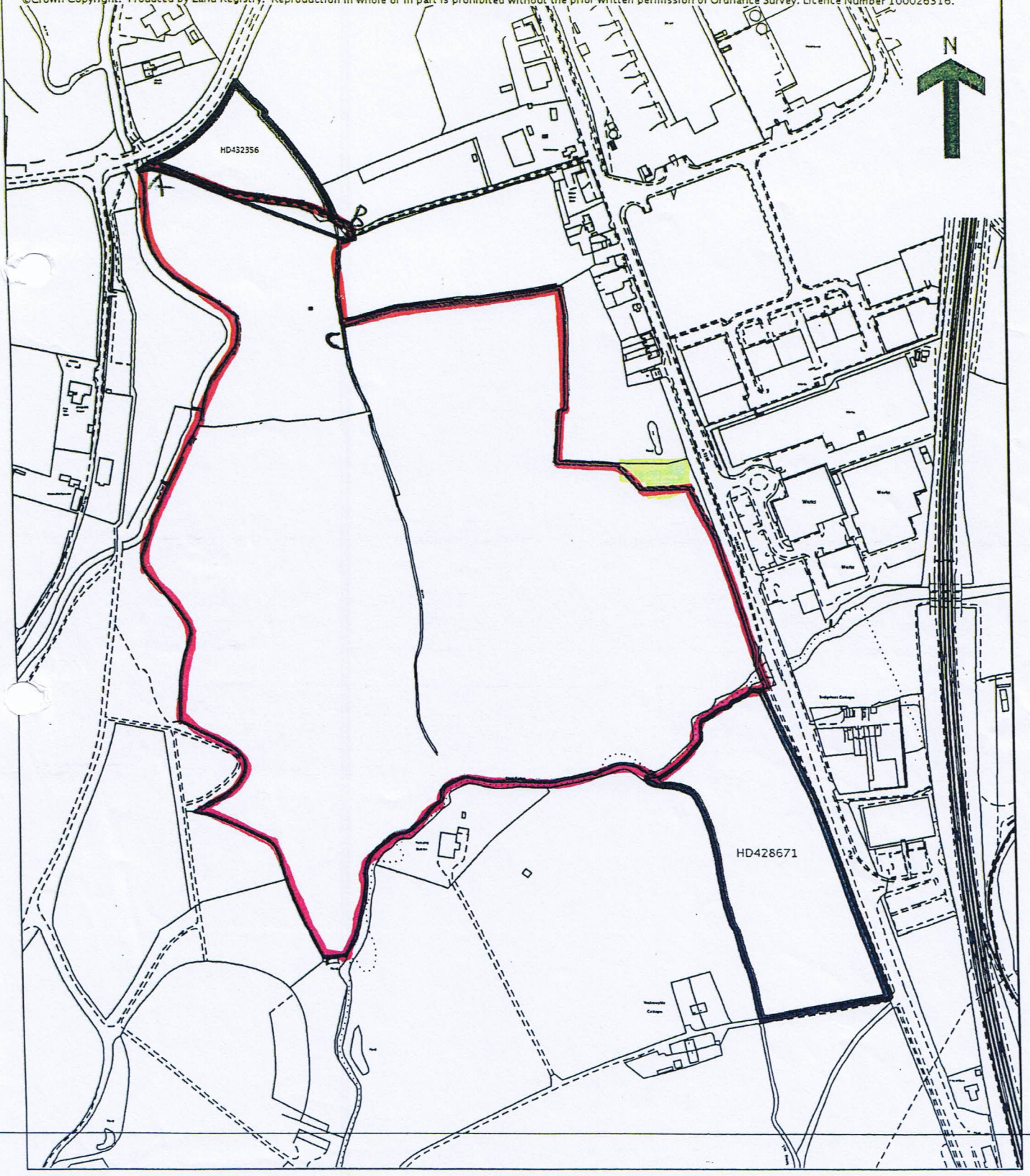
. Planning Permission Not Sought

Land Registry  
Official copy of  
title plan

Title number **HD389108**  
Ordnance Survey map reference **TL1501NW**  
Scale **1:5000 reduced from 1:2500**  
Administrative area **Hertfordshire : St Albans**



©Crown Copyright. Produced by Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number 100026316.







**Telephone**

**Email**

**Your interest** . Planning Consultant

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

Land to the rear of Burston Garden Centre, North Orbital Road, Chiswell Green, St Albans AL2 2DS

**Site area (in hectares)**

5.90

**Easting**

513428

**Northing**

203694

**Site Location Plan Attached** Yes

**Upload Site Location**

Site Location Plan  
Site Location Plan

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

**Upload GIS Shapefile(s)**

210203 Plans Docs Utd.pdf

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

Burston Rose and Garden Centre Limited, North Orbital Road, St Albans AL2 2DS (care of Andrew Emerton and Jerry Burch)

**Current land use**

Former horticultural use (commercial rose production)

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

Vacant and derelict

**Suggested land use** Housing

Housing consisting of a retirement housing community and comprising:

- 80 assisted living apartments
- 44 assisted living bungalows/cottages
- A dedicated element within the central building providing care and communal facilities including reception area, guest suite, lounge, restaurant, café/bar, library, gym, treatment/therapy room and cinema
- Associated support facilities including staff offices, storage, laundry, kitchen, electric scooter/buggy storage, car parking and plant areas.

### **Reasons for suggested development / land use**

The proposed land use is the subject of current planning application proposals registered by the LPA on the 15 December 2020 (LPA ref. 5/2020/3022). The reasons for the development are set out in the comprehensive suite of information accompanying the application of technical documents that demonstrate that there are no overriding physical constraints that preclude the development from being built, including ground conditions, flood risk and drainage, trees, highways, archaeology and loss of agricultural land.

One of the key issues raised by the inspectors following the early conclusion of the Local Plan Examination was that discounting potential sites in the Green Belt of less than 500 units was not the right approach. Conversely, in line with these conclusions the development of this site would be consistent with the approach of selecting smaller sites given:

- The proposals would provide a valuable contribution to the identification of some smaller sites that would not unacceptably spread the adverse impacts of development on Green Belt purposes
- The site will deliver 124 units of specialist care accommodation within the next 2 to 3 years without requiring additional infrastructure and would provide choice and flexibility in the housing market as well as securing an affordable housing contribution, both in line with clearly identified needs
- The proposed retirement community has the potential to free up other sectors of the housing market, by releasing much needed family housing accommodation. Residents moving into assisted living accommodation often 'downsize' from larger dwellings and the proposal therefore helps to ensure a knock-on housing benefit.

Furthermore, the site falls within a sustainable location and there is considerable local support for the proposals. It is unheard of for a Green Belt scheme to be supported so strongly by local groups. In this instance, it appears that this is as a result of the diligent and thorough manner in which the St Stephen Neighbourhood Plan has been progressed to date. The Parish Council have actively engaged with local residents, seeking and taking on board their opinions and priorities for the area, culminating in a clear set of priorities which included the allocation of this site for a retirement village.

On the 5 October 2020 the St Stephen Neighbourhood Plan – Pre-Submission (Regulation 14) Consultation Draft was published. The Plan recognises that there is an identified and evidenced local housing need in St Stephen and consideration should be given to how that is to be delivered, including where any new housing might be sited. Accordingly, with due regard to the Parish Council's own evidence base the Plan supports the removal of the application site from the Green Belt and allocation for approximately 200 units of specialist housing.

<b>Likely timescale for delivery of suggested development / land use</b>	1-5 Years
<b>Contamination/pollution issues (previous hazardous land uses)</b>	No
<b>Environmental issues (e.g. Tree Presentation Orders; SSSIs)</b>	No
<b>Flood Risk</b>	No

<b>Topography affecting site (land levels, slopes, ground conditions)</b>	No
<b>Utility Services (access to mains electricity, gas, water, drainage ect.)</b>	No
<b>Legal issues (For example, restrictive covenants or ownership titles affecting the site)</b>	No
<b>Access. Is the site accessible from a public highway without the need to cross land in a different ownership to the site?</b>	Yes
<b>Other constraints affecting the site</b>	No

In response to contamination / pollution a number of buildings on the site contain asbestos bound cement sheeting. These buildings will be removed in the event of development proceeding. This is not a site constraint but the building's removal will result in the contamination being resolved.

**Planning Status**

- . Planning Permission Refused
- . Pending Decision

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

Planning Permission Refused: LPA ref. 5/2018/1324

Pending Decision: LPA ref. 5/2020/3022

As noted above the site is the subject of current application ref. 5/2020/3022 with the comprehensive suite of information set out in the attached schedule to accompany the proposals. The LPA has the application plans and supporting documents all of which are in the public domain (via the Council's Planning Portal). Sarah Smith is the planning application case officer.

**Other comments**

Encl.

- Site Location Plan drg. ref. 0653-00-SL-PL-A-G7-010 B
- Schedule of Plans and Technical Documents accompanying the current planning application (3 February 2021) (LPA ref. 5/2020/3022)



Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

**Existing Location Plan**  
1 : 1250

Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

SITE ADDRESS : LAND TO REAR OF BURSTON GARDEN CENTRE  
NORTH ORBITAL ROAD  
ST. ALBANS  
AL2 2DS

SITE AREA : 5.8 HECTARES  
58,000 m<sup>2</sup>



Designed with reference to the surveys, information and reports listed:

Rev	Date	Description
-	23/10/20	Issued for client approval
A	23/10/20	Issued for client review
B	10/12/20	Issued for Planning

Dwn	Ckd	Drawn	MLH
MLH	JAB	Checked	JAB
MLH	JAB	Date	Oct 2020
MLH	JAB	Scale @ A1	1 : 1250

**Burston Garden Retirement Village**  
Site Location Plan

**0653-00-SL-PL-A-G7-010**  
**REV B**  
PLANNING



CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.



Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

**Existing Location Plan**  
1 : 1250

Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

SITE ADDRESS : LAND TO REAR OF BURSTON GARDEN CENTRE  
NORTH ORBITAL ROAD  
ST. ALBANS  
AL2 2DS

SITE AREA : 5.8 HECTARES  
58,000 m<sup>2</sup>



Designed with reference to the surveys, information and reports listed:

Rev	Date	Description
-	23/10/20	Issued for client approval
A	23/10/20	Issued for client review
B	10/12/20	Issued for Planning

Dwn	Ckd	Drawn	MLH
MLH	JAB	Checked	JAB
MLH	JAB	Date	Oct 2020
MLH	JAB	Scale @ A1	1 : 1250

**Burston Garden Retirement Village**  
Site Location Plan

**0653-00-SL-PL-A-G7-010**  
**REV B**  
PLANNING



CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record. All intellectual property rights reserved.

# DPV Consult

As at 210203 – Schedule of Plans and Documents

**Land to Rear of Burston Garden Centre  
North Orbital Road, Chiswell Green, St Albans  
Schedule of Submission Documents**

## Documents Submitted for Approval

### General

Title	Author	Date
Planning Application form	DPV	December 2020
Ownership Certificate	DPV	December 2020
Article 12 Certificate (Agricultural Land Declaration)	DPV	December 2020

### Architects Drawings

Title	Drawing Number	Scale	Author
<b>Plans</b>			
Site Location Plan	0653-00-SL-PL-A-G7-010 B	A1 @ 1:1250	PRP
Existing Site Plan	0653-00-SL-PL-A-G7-011 B	A1 @ 1:500	PRP
Proposed Block Plan	0653-00-SL-PL-A-G7-012 B	A1 @ 1:1250	PRP
Proposed Site Plan	00-SL-PL-A-G7-013 B	A1 @ 1:500	PRP
Landscape Masterplan	00-SL-PL-L-G7-014 B	A1 @ 1:500	PRP
Contextual Site Sections	00-SL-SE-A-G7-015 B	A1 @ 1:250	PRP
Proposed Site Sections	00-SL-SE-A-G7-016 B	A1 @ 1:250	PRP
Proposed Arrival	00-SL-PL-A-G7-017 B	A1 as indicated	PRP
Cycle & Refuse Store - Plans and Elevations	00-SL-PL-A-G7-018 B	A1 as indicated	PRP
Assisted Living - Ground Floor Plan	0653-01-00-PL-A--110 B	A1 @ 1:200	PRP
Assisted Living - First Floor Plan	0653-01-01-PL-A- 111 B	A1 @ 1:200	PRP
Assisted Living - Second Floor Plan	0653-01-02-PL-A--112 B	A1 @ 1:200	PRP
Assisted Living - Roof Plan	0653-01-03-PL-A -113 B	A1 @ 1:200	PRP
Assisted Living - Elevations Sheet 1	0653-01-99-EL-A--114 B	A1 @ 1:200	PRP
Assisted Living - Elevations Sheet 2	0653-01-99-EL-A--115 B	A1 @ 1:200	PRP
Bungalows Type A - Plans and Elevations	0653-03-00-PL-A--310 B	A1 @1:100	PRP
Bungalows Type B - Plans and Elevations	0653-03-00-PL-A--311 B	A1 @1:100	PRP
Bungalows Type C - Plans and Elevations	0653-03-00-PL-A--312 B	A1 @1:100	PRP
Bungalows Type D - Plans and Elevations	0653-03-00-PL-A--313 B	A1 @1:100	PRP
Bungalows Type E - Plans and Elevations	0653-03-00-EL-A- 314 B	A1 @1:100	PRP
Bungalows Type F - Plans	0653-03-00-PL-A--315 B	A1 @1:100	PRP
Bungalows Type F - Elevations	0653-03-00-PL-A- 316 B	A1 @1:100	PRP

# DPV Consult

As at 210203 – Schedule of Plans and Documents

## **Computer Generated Images**

<b>Title</b>	<b>Drawing Number</b>	<b>Scale</b>	<b>Author</b>
<b>Plans</b>			PRP
View 1 – Approach to The Village along The Avenue, Feb 2021 (PRP)	0653 00-SL-3D-A-50	N/A	PRP
View 2 – View of the Village Green and Pond	0653 00-SL-3D-A-51	N/A	PRP
View 3 – View of the Clubhouse across the Village Green	0653 00-SL-3D-A-52	N/A	PRP
View 4 – Courtyard Productive Garden with Burston Manor in the distance	0653 00-SL-3D-A-53	N/A	PRP
View 5 – Northern most point of Bridleway looking towards clubhouse with Birch Wood beyond	0653 00-SL-3D-A-54	N/A	PRP
View 6 – Seasonal front garden of the Almshouse Cottages	0653 00-SL-3D-A-55	N/A	PRP
View 7 – View of the Village Green and interpretation board with Burston Manor beyond	0653 00-SL-3D-A-56	N/A	PRP

## **Topographical Survey**

<b>Title</b>	<b>Drawing Number</b>	<b>Scale</b>	<b>Author</b>
<b>Plans</b>			
Topographical Survey Sheet 1	186/3493/1 Rev. A	A0@1:500	Clifton
Topographical Survey Sheet 2	186/3493/2 Rev. A	A0@1:500	Clifton

## **Transport Drawings**

<b>Title</b>	<b>Drawing Number</b>	<b>Scale</b>	<b>Author</b>
<b>Plans</b>			
Indicative Site Access Vertical	3019.09	A1@1:500	PEP
215m Forward Visibility Envelopes and Longitudinal Sections, 8 January 2019	3019.14	A1@1:500	PEP
Permitted Signalised Junction and Proposed Site Access Arrangement with 215m Forward Visibility Envelope and Speed Mitigation Measures, 8 January 2019	3019.15	A1@1,1000	PEP
Proposals for 60mph Speed Limit on A405 North Orbital Road, 11 January 2019	3019.16	A1@1:1250	PEP
Isopachytes Existing Ground Level to Proposed Finished Ground Levels	3019.17	A0@1:500	PEP
Longitudinal Sections	3019.18	A0@1:500	PEP

## **Drainage**

<b>Title</b>	<b>Drawing Number</b>	<b>Scale</b>	<b>Author</b>
Storm Water Drainage Strategy	IR20077 001 Rev. D	A1@1:500	Intrado

## **Lighting**

<b>Title</b>	<b>Drawing Number</b>	<b>Scale</b>	<b>Author</b>
Horizontal Illuminance Plan	1178-DFL-LSD-003-A Rev. B	1:500	DFL

# DPV Consult

As at 210203 – Schedule of Plans and Documents

## Documents Submitted in Support

Document	Author	Date
Planning Statement (inc Statement of Community Involvement)	DPV	December 2020
Design and Access Statement	PRP	December 2020
Planning Need Assessment	Carterwood	September 2020
Alternative Site Assessment	Carterwood	October 2020
Landscape and Visual Impact Assessment	PRP	January 2021
Arboricultural Survey and Planning Integration Report	Quaife Woodlands	December 2020
Preliminary Ecological Appraisal (including Preliminary Ecological Assessment for Bats) and appending Ecosulis reports on: <ul style="list-style-type: none"> <li>• Badger Survey, Reptile Presence / Absence; and</li> <li>• Great Crested Newt Presence / Absence Survey</li> </ul>	RPS	October 2020
Built Heritage Statement	RPS	December 2020
Archaeological Desk Based Assessment	RPS	December 2020
Flood Risk Assessment and Drainage Strategy	Intrado	September 2020
Preliminary Geo-environmental and Geotechnical Assessment	Tweedie Evans Consulting	August 2017
Transport Assessment	Peter Evans Partnership	December 2020
Travel Plan (draft)	Peter Evans Partnership	December 2020
Agricultural Land Classification Assessment	Daniel Baird	November 2020
Lighting Strategy	DFL	January 2021



## **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	David Phillips, DPV Consult Ltd		
Company/Organisation	Representing: Castleoak Care Developments Limited		
Address	20 Clyde Road, London		
Postcode	N22 7AE		
Telephone	/		
Email			
Your interest	Planning Consultant		
<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 to the rear of Burston Garden Centre, North Orbital Road, Chiswell Green, St Albans AL2 2DS		
Site area (in hectares)	5.80 ha		
Coordinates	Easting	513428	Northing 203694
Site Location Plan Attached	Yes		
GIS mapping shapefile attached (in .shp file format)	No		
Landownership (please include contact details if known)	Burston Rose and Garden Centre Limited, North Orbital Road, St Albans AL2 2DS (care of Andrew Emerton and Jerry Burch)		
Current land use	Former horticultural use (commercial rose production)		
Condition of current use (e.g. vacant, derelict)	Vacant and derelict		

Suggested land use	<p>Housing consisting of a retirement housing community and comprising:</p> <ul style="list-style-type: none"> <li>• 80 assisted living apartments</li> <li>• 44 assisted living bungalows/cottages</li> <li>• A dedicated element within the central building providing care and communal facilities including reception area, guest suite, lounge, restaurant, café/bar, library, gym, treatment/therapy room and cinema</li> <li>• Associated support facilities including staff offices, storage, laundry, kitchen, electric scooter/buggy storage, car parking and plant areas.</li> </ul>
Reasons for suggested development / land use	<p>The proposed land use is the subject of current planning application proposals registered by the LPA on the 15 December 2020 (LPA ref. 5/2020/3022). The reasons for the development are set out in the comprehensive suite of information accompanying the application of technical documents that demonstrate that there are no overriding physical constraints that preclude the development from being built, including ground conditions, flood risk and drainage, trees, highways, archaeology and loss of agricultural land.</p> <p>One of the key issues raised by the inspectors following the early conclusion of the Local Plan Examination was that discounting potential sites in the Green Belt of less than 500 units was not the right approach. Conversely, in line with these conclusions the development of this site would be consistent with the approach of selecting smaller sites given:</p> <ul style="list-style-type: none"> <li>• The proposals would provide a valuable contribution to the identification of some smaller sites that would not unacceptably spread the adverse impacts of development on Green Belt purposes</li> <li>• The site will deliver 124 units of specialist care accommodation within the next 2 to 3 years without requiring additional infrastructure and would provide choice and flexibility in the housing market as well as securing an affordable housing contribution, both in line with clearly identified needs</li> <li>• The proposed retirement community has the potential to free up other sectors of the housing market, by releasing much needed family housing accommodation. Residents moving into assisted living accommodation often 'downsize' from larger dwellings and the proposal therefore helps to ensure a knock-on housing benefit.</li> </ul> <p>Furthermore, the site falls within a sustainable location and there is considerable local support for the proposals. It is unheard of for a Green Belt scheme to be supported so strongly by local groups. In this instance, it appears that this is as a result of the diligent and thorough manner in which the St Stephen Neighbourhood Plan has been progressed to date. The Parish Council have actively engaged with local residents, seeking and taking on board their opinions and priorities for the area, culminating in a clear set of priorities which included the allocation of this site for a retirement village.</p> <p>On the 5 October 2020 the St Stephen Neighbourhood Plan – Pre-Submission (Regulation 14) Consultation Draft was published. The Plan recognises that there is an identified and evidenced local housing need in St Stephen and consideration should be given to how that is to be delivered, including where any new housing might be sited. Accordingly, with due regard to the Parish Council's own evidence base the Plan supports the removal of the application site from the Green Belt and allocation for approximately 200 units of specialist housing.</p>

Likely timescale for delivery of suggested development / land use	1-5 Years	
Site Constraints	Contamination/pollution issues (previous hazardous land uses)	A number of buildings on the site contain asbestos bound cement sheeting. These buildings will be removed in the event of development proceeding. This is not a site constraint but the building's removal will result in the contamination being resolved.
	Environmental issues (e.g. Tree Presentation Orders; SSSIs)	No
	Flood Risk	No
	Topography affecting site (land levels, slopes, ground conditions)	No
	Utility Services (access to mains electricity, gas, water, drainage etc.)	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 Refused Pending Decision	
	Please include details of the above choice below: Planning Permission Refused: LPA ref. 5/2018/1324 Pending Decision: LPA ref. 5/2020/3022	
Other comments	As noted above the site is the subject of current application ref. 5/2020/3022 with the comprehensive suite of information set out in the attached schedule to accompany the proposals. The LPA has the application plans and supporting documents all of which are in the public domain (via the Council's Planning Portal). Sarah Smith is the planning application case officer.	

Encl.

- Site Location Plan drg. ref. 0653-00-SL-PL-A-G7-010 B
- Schedule of Plans and Technical Documents accompanying the current planning application (3 February 2021) (LPA ref. 5/2020/3022)

Submitted: 18/2/2021



NL Jones Planning  
Duke House Business Hub  
Duke House  
Skipton  
BD23 2HQ

[www.nljonesplanning.com](http://www.nljonesplanning.com)

8.3.21

St Albans Council Offices  
St Peters Street  
St Albans  
Hertfordshire  
AL1 3JE

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

Dear Sir/Madam,

### **CALL FOR SITES 2021 SUBMISSION – LAND TO THE SOUTH OF BURYDELL LANE, PARK STREET**

We write on behalf of our clients, EDIT Land, to put forward 'Land to the South of Burydell Lane, Park Street' (the Site) for consideration and inclusion as a housing allocation as part of the Council's Call for Sites 2021.

This supporting statement, together with the further supporting information identified below and enclosed, should be taken into account in the Council's consideration of the Site.

- Feasibility Study and Illustrative Masterplan (SADA Architecture)
- Transport Appraisal (Markedis)
- Ecological Appraisal (Cherryfield Ecology)

This submission demonstrates that the Site is suitable, available and achievable, and therefore deliverable in accordance with the NPPF, and can sustainably provide residential development that will make a positive contribution towards the Council's housing requirements.

A completed Call for Sites 2021 Site Identification Form has also been enclosed with this letter.



## Site and Surroundings

The Site comprises approximately 2ha of scrubland to the south of Burydell Lane. The site is all in one ownership. The extent of the site is shown in Figure 1 below.



Figure 1 – Site Location Plan

The site is in a sustainable location, being easily accessible by public transport (Park Street Station is within 7 mins walk, and there are various bus routes passing along Park Street itself). The local shops, services and amenities of Park Street are within 250 m of the site boundary, and the wider range of amenities in St Albans itself are readily accessible from the Site.

The site is surrounded by existing residential development to the west and south. To the north are existing allotments. The eastern boundary of the site is defined by mature landscaping which provides established screening to the land beyond. Immediately to the east of the Site is the boundary of the proposed Strategic Rail Freight Interchange (SRFI) at the Former Radlett Aerodrome. This major development in the Green Belt is progressing, with reserved matters and conditions discharge applications now being approved to enable development to commence. As a result, further development beyond the eastern boundary of the Site is precluded by the SRFI, effectively establishing the eastern extent of Park Street for the new Local Plan period and beyond.

## Planning Policy Context

### [The Development Plan](#)

The Development Plan relevant to the Site comprises the City and District of St Albans Local Plan Review (saved policies) 1994. Within the Development Plan, the site is currently located within the Green Belt and is included in the Park Street / Frogmore Conservation Area.

There are no listed buildings on the Site itself, and there are no specific TPOs relating to the Site. A small part of the site to the north west is located within Flood Zone 3, however most of the Site is not affected by flooding. The Site does not constitute protected green space or protected open space. The Site is well shielded to the north and east by mature landscaping.

### [Local Plan Review](#)

The adopted Local Plan dates back to 1994 and is therefore considered to be out of date. In accordance with the NPPF, the Council sought to prepare a new Local Plan for the period 2020 – 2036. However, this was withdrawn following intervention by the Secretary of State. Consequently, the Council is now preparing a new Local Plan to cover the period 2020 – 2036.

### [Evidence Base Documents](#)

As part of the preparation of the Local Plan review, various evidence base documents have been prepared on behalf of the Council. Those most relevant to the Site and its promotion within the Call for Sites process are identified below.

- **Housing Land Supply & Delivery** – the Council's Annual Monitoring Report (AMR) 2020 identifies that the Council cannot demonstrate a 5-year housing land supply in accordance with the requirements of the NPPF. At best, the AMR demonstrates 3.4 years supply of deliverable housing, dropping to 2.4 years supply if the 'standard method' is applied. In terms of housing delivery, the 2020 Housing Delivery Test (HDT) results (published in January 2021) identifies that the HDT result for St Albans is 63%, which falls under the 75% threshold, below which the 'presumption in favour of sustainable development' becomes applicable. It is therefore clear, based on the Council's own evidence, that there is an acute and pressing need to identify and deliver suitable sites for new housing development within the District.

- **Green Belt Review** – the 2013 Green Belt Review Purposes Assessment, prepared on behalf of the Council, sought to assess the various functions of different areas of the Green Belt to inform the Local Plan review process. The Site was considered within this Assessment as part of Strategic Parcel 30, which comprised a much larger parcel of land identified as 'Land to the East of Park Street / Frogmore'.

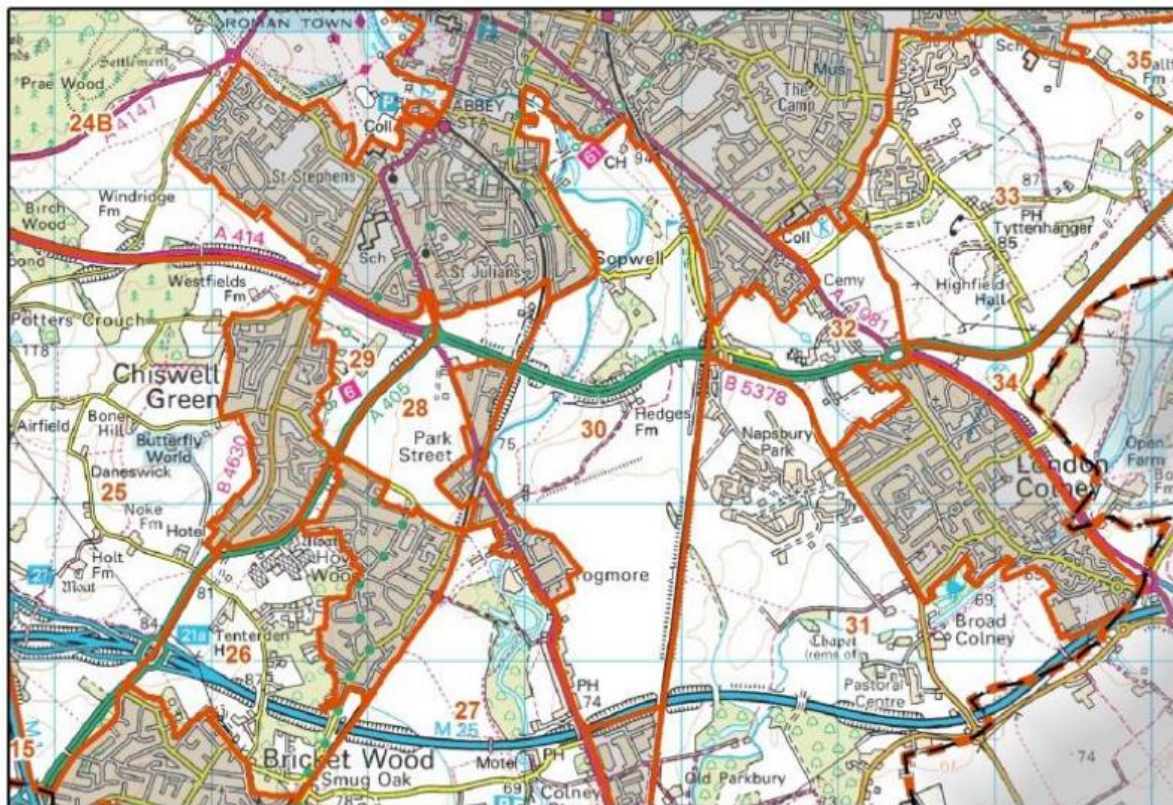


Figure 2 – Green Belt Assessment 2013 – Strategic Parcel 30

Whilst related to a much larger area than the subject Site, the assessment concluded that Strategic Parcel 30 only contributed towards three of the five purposes of Green Belt land, and in particular made a limited contribution towards checking the unrestricted sprawl of large built-up areas, and only a partial contribution to preventing neighbouring towns from merging.

- **Strategic Housing Land Availability Assessment (SHLAA) Update 2018** – the Site has previously been promoted through earlier local plan call for sites exercises (site references 122, 189, 431 and as part of site 607). Most recently the Site was assessed as part of the 1028 SHLAA Update 2018 as part of site 607 (Former Radlett Aerodrome). Whilst related to a larger site, the evaluation of site 607 concluded that 'the site has strong physical boundaries by way of ...the existing built up area of Park Street to the west. These boundaries considerably assist in containing the Green Belt impact of any development within the site.' The evaluation also identified that there were no known overriding constraints to development, and therefore it was considered suitable and available, and there was identified to be a reasonable prospect that development was viable and deliverable.



Moreover, it is considered that there are material changes in the planning context of the Site, in particular the demonstrable need to identify smaller deliverable sites for the provision of housing, and that given that the site is suitable, available, and achievable, and thereby 'deliverable' in accordance with definition in the NPPF, it should therefore be included as an allocation in the draft Local Plan for residential development. The reasons for this are set out below.

### **Site Specific Deliverability Considerations**

This section sets out the key considerations relevant to the deliverability of the Site to demonstrate that the site is suitable, available, and achievable, and therefore deliverable, and can sustainably provide new residential development.

#### Green Belt Considerations

As identified above, the Council's own evidence base demonstrates that there is an acute need for housing within the District, as recognised in the latest Annual Monitoring Report 2020, which identifies, at best, a 3.2 year housing supply. Meanwhile the Council's Housing Delivery Test result for 2020 shows a delivery rate of just 63% (against a minimum 'pass rate' of 75%). Overall, therefore it is clear that there is a pressing need to identify further sites to address the housing crisis currently affecting the Borough.

The withdrawn Local Plan was heavily reliant on the delivery of housing on several larger housing sites, in particular the Former Radlett Aerodrome, which was earmarked to deliver around 2,300 dwellings. However, given the delivery of this site for non-residential uses, there is a significant housing shortfall that will need to be made up through the identification of alternative suitable sites elsewhere in the District. Taking into account the urban capacity and the limited opportunities for 'brownfield' development in the District, it is evident that as part of the new Local Plan preparation process, the Council will need to consider the requirement to release sites from the Green Belt to accommodate current and future housing needs. It is considered that this will need to include the identification of suitable smaller sites, such as this Site, which can be bought forward early in the Plan period.

It is noted above that the Site has previously been assessed in terms of its Green Belt contribution, but only as part of a much larger site (Strategic Parcel 34). It is anticipated that, as part of the preparation of a new Local Plan, an updated Green Belt assessment will be undertaken to identify sites which will be suitable for release from the Green Belt to accommodate the District's housing requirements.

In this respect, and to inform this process, a review of the Site and its suitability for release from the Green Belt as part of the plan making process is provided below. In accordance with NPPF and PPG relating to the Green Belt, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account. Where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously developed and/or is well-served by public transport (NPPF para 138). In these terms, whilst this site does not constitute previously developed land, it does not constitute protected open space or green space, and it is well served by public transport (with both rail and bus

services within easy access). The site is therefore suitable, in this regard, for development, which would be well related to the existing built form of Park Street, promoting a sustainable pattern of development.

The NPPF identifies that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Paragraph 133 of the NPPF identifies the five purposes of Green Belt land as follows:

- (a) to check the unrestricted sprawl of large built-up areas;
- (b) to prevent neighbouring towns merging into one another;
- (c) to assist in safeguarding the countryside from encroachment;
- (d) to preserve the setting and special character of historic towns; and
- (e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The table below therefore provides an assessment of the Site against these five purposes:

Purpose	Assessment	Contribution
(a) to check the unrestricted sprawl of large built-up areas;	The Site is located away from large built-up areas. It does not form a connection with a wider network of parcels to restrict sprawl.	Limited / None
(b) to prevent neighbouring towns merging into one another	The Site is located to the east side of Park Street. Beyond the Site to the east is the location of the proposed Strategic Rail Freight Interchange (SRFI) at the Former Radlett Aerodrome. Following outline approval (5/2009/0708) reserved matters applications and conditions discharge applications have been progressed, indicating the intention to deliver the development. Therefore, there is already major development approved to the east of the Site, within the current Green Belt. The Site itself will therefore no longer sit on the edge of the developed area as major development has already been approved to the east.	Limited, given major development approved to the east of the Site in the Green Belt (SRFI).
(c) to assist in safeguarding the	See above. Major development has already been approved to the East of the site, in the Green Belt.	Limited, given major development approved to the east of the Site in the Green Belt (SRFI).

countryside from encroachment		
(d) to preserve the setting and special character of historic towns	The site is located within the Park Street and Frogmore Conservation Area. However, Park Street is not considered to be an 'historic town' for Green Belt purposes, and the policy requirements to preserve or enhance the Conservation Area will ensure that future development will respect the setting and character of Park Street.	Limited.
(e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	The Site is underused scrub land in a sustainable location adjacent to the existing built-up area of Park Street.	Limited

Based on the above, it is demonstrated that the Site currently makes a limited contribution towards the five purposes of Green Belt land. Therefore, in principle, it can be suitable for release from the Green Belt as part of the Plan review process, to accommodate sustainable residential development.

#### [Flood Risk](#)

As can be seen from the figure below, a small part of the site, to the north western boundary, is located within Flood Zone 3. However, most of the site is in Flood Zone 1, unaffected by flooding. Given the size of the site, at over 1ha, a Flood Risk assessment will be submitted in support of a future planning application.

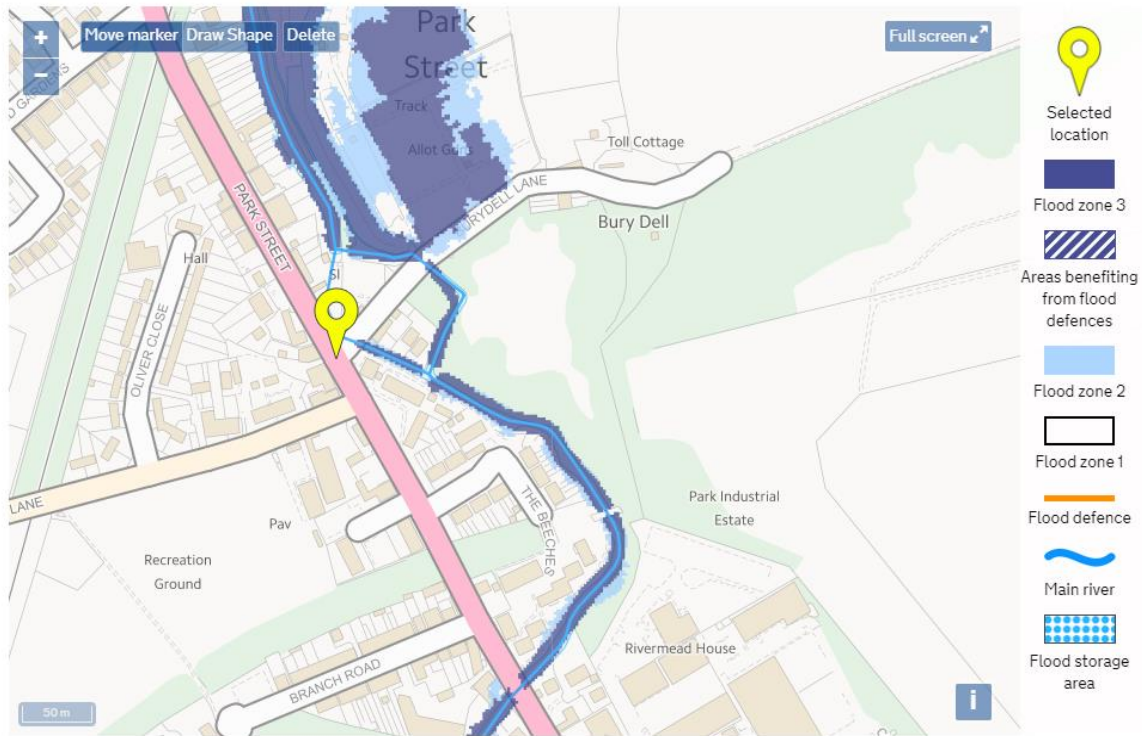


Figure 3 – EA Flood Risk Map (source Flood map for planning – GOV.UK (flood-map-for-planning.service.gov.uk))

### Ecology

The site is not identified in the Local Plan proposals map as a site of ecological importance. This submission is supported by an Ecological Appraisal of the site prepared by Cherryfield Ecology. The report identifies that no protected species were found on site at the time of the survey. The report identifies further survey work that is recommended prior to development and demonstrates mitigation measures that can be incorporated within future development on site to ensure that any ecological impacts are minimised, and ecological enhancements can be achieved, in accordance with policy. In these terms, the report identifies that with the identified mitigation measures in place, the impact of development will be negligible, and suitable enhancements can be secured.

### Transport, Highways & Access

This submission is supported by a Transport Appraisal prepared by Markides Associates. The Appraisal reviews the accessibility of the site location and demonstrates that the site can be readily accessed by all modes of transport, identifying opportunities for associated improvements to local highway infrastructure where these are necessary to improve the site accessibility. The Appraisal demonstrates that the Site is in an accessible and sustainable location, well served by a range of public transport modes and in close proximity to a range of local facilities and amenities.

The nature of Burydell Lane means that its operation as a shared surface is an inherent part of its character, encouraging low vehicle speeds and facilitating informal give-way. However, should it be considered necessary to improve pedestrian access to the site, the Transport Appraisal has identified a range of measures that can address that, both in terms of access into the site and along the Burydell Lane approach. This includes the provision of improved passing places for vehicles and formalised car

parking for existing residents to ensure displaced car parking as a result of the introduction of footway margins can be accommodated.

Any eventual development proposal will also provide policy compliant car and cycle parking and will also accommodate on-site delivery and servicing activity. The potential scale of development is such that conflicting vehicle movements can be readily accommodated without resulting in concerns in relation to highway safety.

The Appraisal therefore concludes that the site is an appropriate location for allocation as a residential development in terms of transport and sustainable access, and there are no insurmountable highways or access matters that should preclude its allocation for residential development in the Local Plan.

### [Heritage Considerations](#)

The Site is located within the Park Street & Frogmore Conservation Area. Therefore, development proposals will need to have regard to the setting of the Conservation Area. There are no listed buildings on the Site, however there are listed buildings and locally listed building on Burydell Lane, adjacent to the Site. These do not present a significant constraint to future development; however, their setting will need to be taken into account as part of any development proposal.

### [Other constraints](#)

There are no other known constraints that would prevent the delivery of the site for residential development.

### **Site Capacity and Illustrative Layout**

This Call for Sites submission is supported by the enclosed Feasibility Study and Illustrative Masterplan prepared by SADA Architecture.

The Site has a total area of approximately 2.0 hectares. As set out above, a small proportion of this area is within Flood Zone 3. Based on the identified constraints and opportunities associated with the Site, the enclosed Feasibility Study and Illustrative Masterplan has been produced to identify how the site can be developed in a sustainable way to accommodate new residential uses.

This Illustrative Masterplan includes suitable provision for parking and circulation space, and residential amenity space in the form of gardens and communal amenity areas. Development at this scale would incorporate maximum building heights of 3 storeys, which is not out of keeping with the immediately surrounding area.

The indicative layout also demonstrates how the mature landscaping on site can, in the main, be retained as part of a development scheme. In particular, the mature landscaping to the north and east can remain in situ, helping to preserve screening from and towards the wider Green Belt land beyond, thereby ensuring that a defensible Green Belt boundary will be maintained.

Whilst it is submitted on an illustrative basis at this stage, the illustrative masterplan provides evidence that the site could reasonably accommodate circa 40 new residential dwellings in a sustainable development layout.

### **Deliverability**

In accordance with the NPPF, in order to be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.

### Availability

The Site is all in one ownership and can be available for development in the early stages of the Plan period. The Site is being promoted for development by EDIT Land, an experienced developer with a proven track record of delivering high quality residential developments in St Albans and south east region. Subject to the allocation of the site in the new Local Plan, EDIT Land intend to submit a planning application for the redevelopment of the site and the earliest opportunity in order to delivery new homes on site on soon as possible.

### Suitability

The information submitted demonstrates that the site is appropriate for release from the Green Belt and provides a suitable location for new residential development as a logical extension to the existing built-up area of Park Street. It has been demonstrated that there are no insurmountable physical or environmental constraints that will prevent its redevelopment for residential uses.

### Achievable

The Site has been demonstrated to be achievable, with a realistic prospect of housing being delivered on site within the first five years of the Plan period.

Therefore, it has been demonstrated that the Site is deliverable, in accordance with the definition outline in the NPPF. The evidence submitted identifies that the Site can sustainably deliver around 40 new homes and can therefore make a positive contribution towards the housing requirements of the District.

### **Summary and Conclusions**

This Call for Sites submission demonstrates that the Site is deliverable, in line with the NPPF definition, and can provide a sustainable location for new residential development thereby making a positive contribution towards the Council's housing requirements.

The Site is suitable for release from the Green Belt, and it has been demonstrated that there are no insurmountable constraints that will prevent its redevelopment for residential uses, subject to the necessary planning permissions being secured. The Site is available, is in one ownership, and there is demonstrable interest from EDIT Land in bringing the site forward in the short term. The Site is achievable with a realistic prospect of development being delivered on site within the first five years of the Plan period.

In these terms, it is demonstrated that the site is deliverable and can provide for sustainable residential development to assist in meeting the Council's housing requirements. It is requested that the site be included as a housing allocation within the emerging Local Plan on this basis.

I will be grateful for confirmation that these representations have been received and will be duly considered. Should you require further information do please contact me.

Yours faithfully,

**Neil Jones**  
**BA (Hons) DipTP MRTPI AssocRICS**  
**Director**  
NL Jones Planning  
E /  
M /

# APPENDIX 1

## Site Location Plan

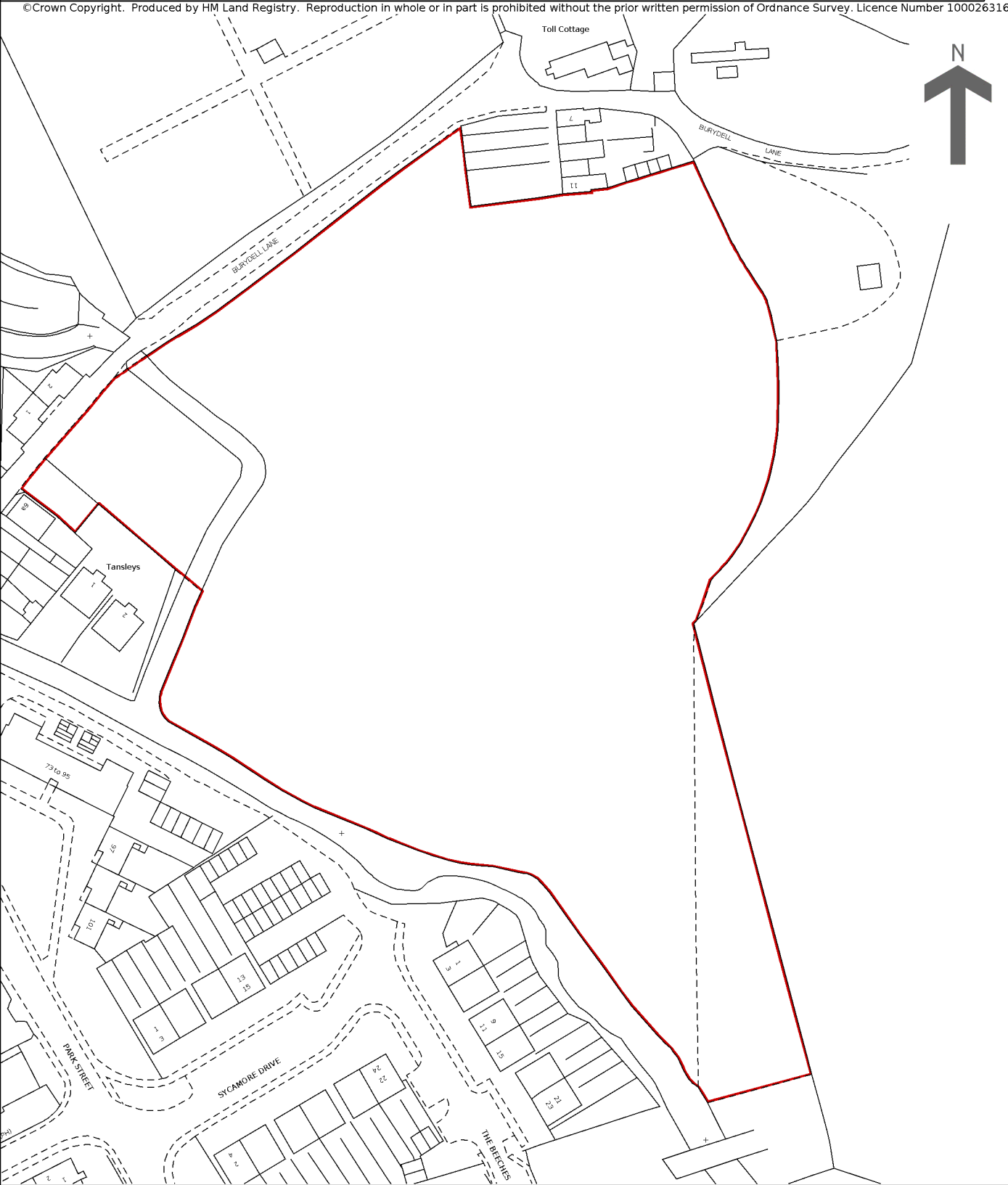


# HM Land Registry Current title plan

Title number **HD440272**  
Ordnance Survey map reference **TL1403NE**  
Scale **1:1250**  
Administrative area **Hertfordshire : St Albans**



© Crown Copyright. Produced by HM Land Registry. Reproduction in whole or in part is prohibited without the prior written permission of Ordnance Survey. Licence Number 100026316



**This is a copy of the title plan on 28 MAY 2020 at 13:45:18. This copy does not take account of any application made after that time even if still pending in HM Land Registry when this copy was issued.**

**This copy is not an 'Official Copy' of the title plan. An official copy of the title plan is admissible in evidence in a court to the same extent as the original. A person is entitled to be indemnified by the registrar if he or she suffers loss by reason of a mistake in an official copy. If you want to obtain an official copy, the HM Land Registry web site explains how to do this.**

**HM Land Registry endeavours to maintain high quality and scale accuracy of title plan images. The quality and accuracy of any print will depend on your printer, your computer and its print settings. This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.**

**This title is dealt with by HM Land Registry, Leicester Office.**

## APPENDIX 2

### Feasibility Study and Illustrative Masterplan (SADA Architecture)

**Land Lying To The South East of Burydell Lane, Park Street.  
St Albans**

Feasibility Study & Illustrative Masterplan

March 2021



---

# Contents

---

1.0 Introduction

---

2.0 The Wider Context

---

3.0 Site Context

---

4.0 Opportunities and Constraints

---

5.0 Masterplan Proposals

---



---

## 1.0

### Introduction

This document has been prepared to provide an overview of key issues related to a residential development of land at lying to the south east of Burydell Lane, Park Street.

It depicts the design concept and an illustrative masterplan as part of the feasibility study of the development for St Albans City Districts Call for Sites applications.

## 2.0

### Wider Context

The Site is situated to the east edge of Park Street, which lies to the south of St Albans City Centre and to the east of How Wood and Chiswell Green.

The site has excellent access to major road networks such as the M1 and M25 as well as train lines.

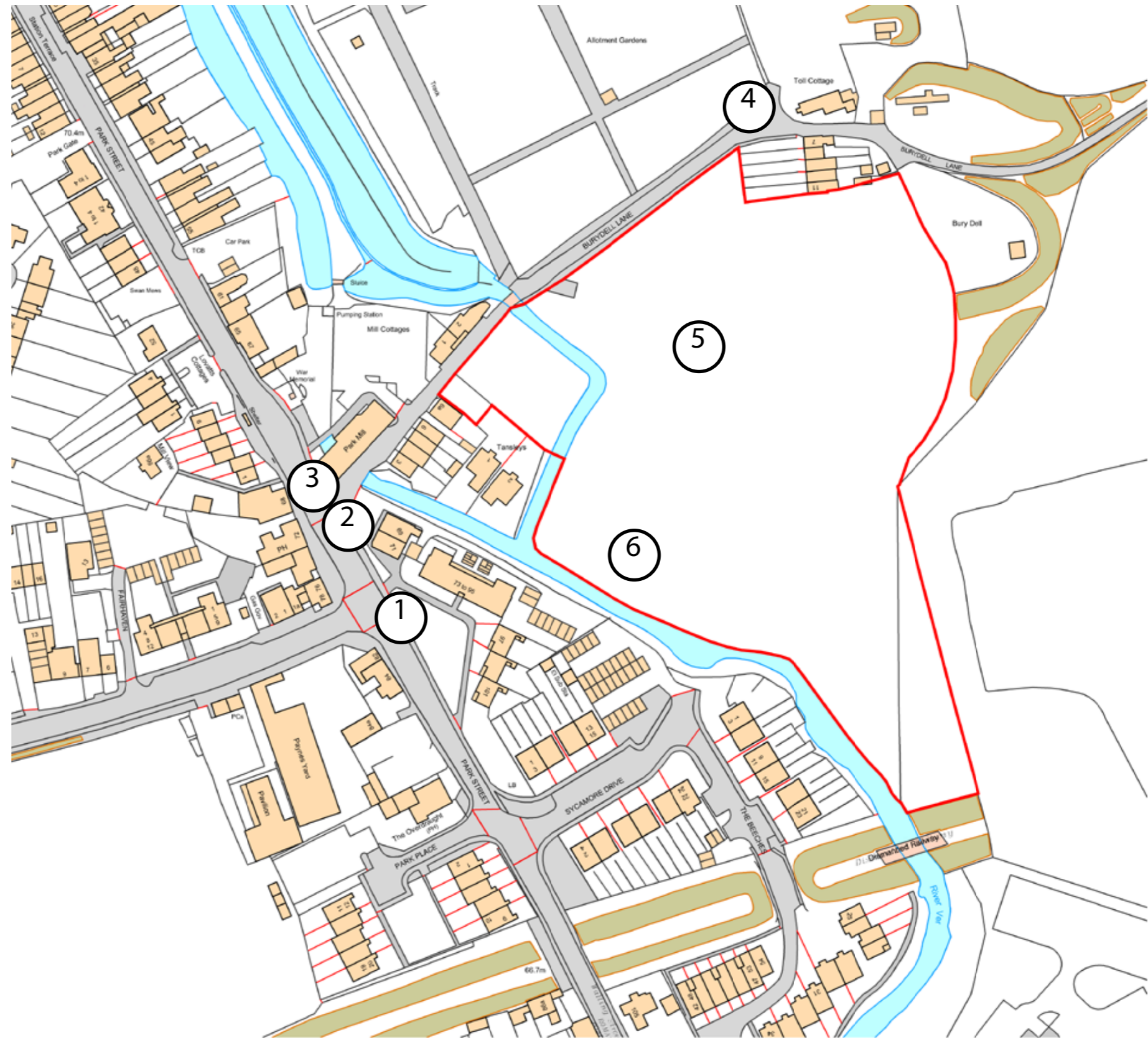


## 3.0

### Site Context

The Site comprises approximately 2ha of scrubland to the south of Burydell Lane. The site is currently located within the Green Belt and is in the Park Street / Frogmore Conservation Area. There are no listed buildings on the site itself, and there are no specific TPOs relating to the site. The Site does not constitute protected green space or protected open space. The Site is well shielded to the north and east by mature landscaping.

The site is in a sustainable location, being easily accessible by public transport (Park Street Station is within 4 mins walk, and there are various bus routes passing along Park Street itself). The services and amenities of Park Street, and St Albans itself, are readily accessible from the Site with local shops only 150m from the site entrance.





1.



2.



3.



4.



5.



6.



# 4.0

## Opportunities and Constraints



## 4.0

### Opportunities and Constraints

The adjacent plan is an extract from the proposed Strategic Rail Freight Interchange (SRFI) at the Former Radlett Aerodrome. Following outline approval (5/2009/0708) reserved matters applications and conditions discharge applications have been progressed, indicating the intention to deliver the development.

Therefore, there is already major development approved to the east of the Site (hatched RED) , within the current Green Belt. The Site itself will therefore no longer sit on the edge of the developed area as major development has already been approved to the east.



## 5.0

### Masterplan Proposal

#### KEY POINTS:

- Retention of majority of exiting mature landscaping and provision of suitable replacement planting & landscaping to maintain strong visual screening and 'defensible boundary'
- Primary access route improved to provide appropriate vehicular access for new homes proposed
- Proposed footpath / bridge for safe pedestrian and cycle linkages with Park Street
- Provision of new landscaped areas can provide net biodiversity and ecological gain
- Potential secondary access point (from Sycamore Drive) to improve wider permeability
- Proposed mix of family housing and apartments to provide range of housing types and tenures, potentially suitable for mixed residential and retirement living occupiers.



## APPENDIX 3

### Transport Appraisal (Markedis)

# Technical Note

## Land to the South of Burydell Lane, Park Street

### Transport Appraisal

---

Project Number: 20338  
Doc Number: TN01  
Prepared for: Edit Residential

4 March 2021

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
	Draft	AKS	AKS	AKS	AKS	26/02/21
A	Final	AKS	AKS	AKS	AKS	04/03/21

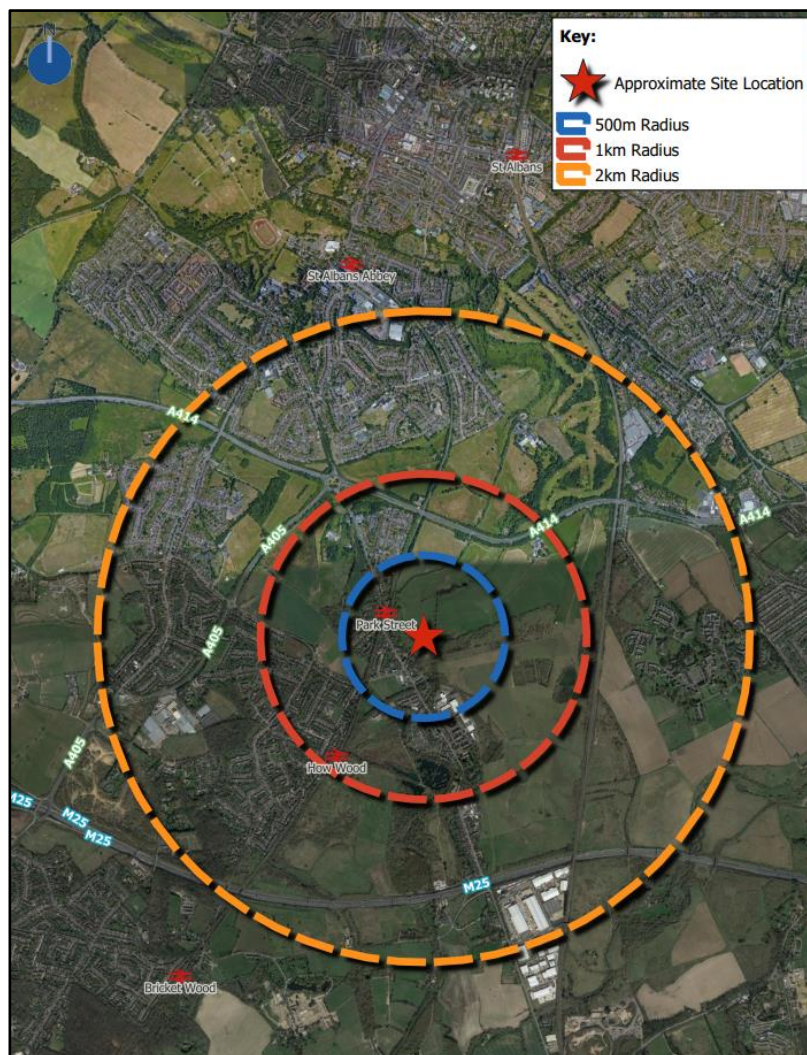
---

## 1. Introduction

### Preamble

- 1.1 In response to St Albans City and District Council's (SADC) Call for Sites invitation, Edit Land are promoting a site located south of Burydell Lane, Park Street, as an appropriate location for residential development and allocation within SADC's emerging Local Plan.
- 1.2 The site comprises approximately 2ha of existing scrubland, with an existing gated access taken from Burydell Lane, along its northwest frontage, beyond which there is a large area of allotments. To the north east the site is bound by rear gardens associated with a small cluster of existing residential properties and to the east and south the site is bound by the River Ver, beyond which there is an established private residential estate accessed via Sycamore Drive.
- 1.3 Park Street itself is a village located approximately 3km south of St Albans (straight line distance), west of How Wood, between the M25 to the north and the A414 North Orbital Road to the north. The village is centred on the A5183 Watling Street (named Frogmore through the village) Road, which runs south/north toward a large roundabout junction with the North Orbital Road and the A405 (Park Street Roundabout). Both Burydell Lane and Sycamore Drive form simple priority junctions with Frogmore.
- 1.4 A site location plan is provided as **Figure 1.1**.

Figure 0.1 Site Location



## Development Proposals

- 1.5 Edit Land have identified that site has potential to accommodate a scale of development approximately 40 residential dwellings.
- 1.6 A preferred vehicular access strategy is via the existing point of access via Burydell Lane. However, Edit Land are also understood to have a right of access into the site via Sycamore Drive. Access via this route would however rely on the delivery of a bridge structure over the River Ver, connecting the site with Sycamore Drive.
- 1.7 Edit Land's site ownership extends beyond the River Ver, encompassing land immediately east of Burydell Lane, opposite the existing residential properties south of the bridge (Mill Cottages). This site boundary is indicated below in **Figure 1.2**. This ownership extent allows the proposals to include a dedicated pedestrian footbridge from the site, which lands on their land to the south.

**Figure 0.2 Site Boundary**



- 1.8 The proposals also include a strategy to use some of this land to introduce formalised car parking for existing residential properties on Burydell Lane, therefore removing them from the existing carriageway and thus addressing existing width constraints and providing more opportunity for conflicting car movements to pass.

## Report Scope

- 1.9 Markides Associates (MA) have been instructed to prepare this Transport Appraisal in support of the proposed allocation.
- 1.10 The Appraisal reviews the accessibility of the site location and demonstrates that the site can be readily accessed by all modes of transport, identifying opportunities for associated improvements to local highway infrastructure where these are necessary to improve the site accessibility.
- 1.11 The Appraisal is conscious of Hertfordshire County Council's (HCC)'s assessment of sites based on compliance with their Local Transport Plan 4 (LTP4), which seeks to maximise accessibility by active modes over travel by private car, whilst implementing demand management measures that should reduce the need to travel and/or travel more sustainably.
- 1.12 The Appraisal does not constitute a formal Transport Assessment, which will be a requirement of any subsequent planning application, which will address matters such as

detailed reviews of internal site layouts, which would encompass car parking provision and delivery and servicing access arrangements.

1.13 Following this introduction, the Appraisal is structured as follows.

- Section 2: Reviews the existing site conditions;
- Section 3: Reviews potential development proposals;
- Section 4: Reviews potential trip generation associated with the proposed scale of development; and
- Section 5 undertakes a planning policy discussion;.



## 2. Existing Conditions

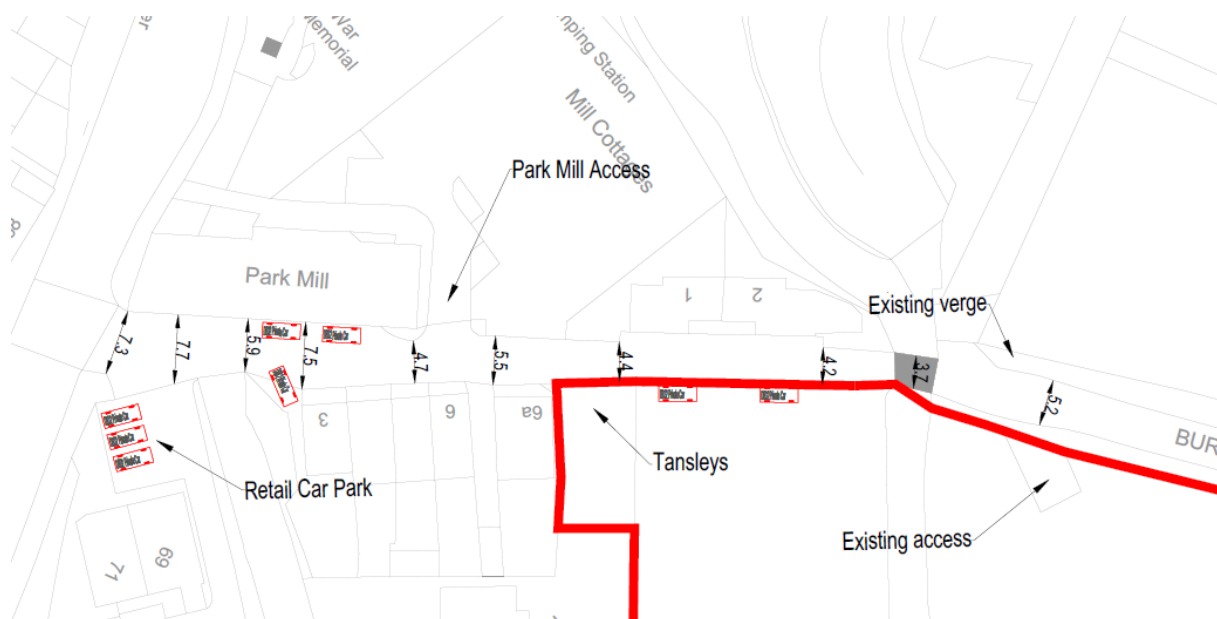
### Location

- 2.1 As described in the Introduction, the site comprises approximately 2ha of existing scrubland, with an existing gated access taken from Burydell Lane, along its northwest frontage, beyond which there is a large area of allotments. To the north east the site is bound by rear gardens associated with a small cluster of existing residential properties and to the east and south the site is bound by the River Ver, beyond which there is an established private residential estate accessed via Sycamore Drive.
- 2.2 Park Street itself is a village located approximately 3km south of St Albans (straight line distance), west of How Wood, between the M25 to the north and the A414 North Orbital Road to the north. The village is centred on the A5183 Watling Street (named Frogmore through the village) Road, which runs south/north toward a large roundabout junction with the North Orbital Road and the A405 (Park Street Roundabout).

### Burydell Lane

- 2.3 Burydell Lane itself forms a simple priority junction with Frogmore to the south, it then continues north for approximately 100m, where it bridges the River Ver via a simple bridge structure wide enough to allow one-way working. North of the bridge deck is the existing vehicular access into the site. Burydell Road then continues north, providing access to a small cluster of residential properties at its northern extent, with an adjacent area of hardstanding acting as a turning head. Between these properties and the site access, on-street parking associated with visitors to the adjacent allotments occurs.
- 2.4 Immediately north of the junction with Frogmore, Burydell Lane is bound by an existing mill building to the west, which operates as a commercial building, with a dedicated car park accessed from Burydell Lane to the rear. The mill frontage is observed to accommodate on-street car parking. Opposite the mill is a small retail unit, with a parking forecourt accessed from Burydell Lane. North of this retail unit there is a row of 4 terraced cottages and a detached house, adjacent to which there is an access road (Tansleys) serving another pair of residential properties. Each of these cottages and the detached property abut the Burydell Lane carriageway, with the cottages not accommodating any on-plot car parking. North of Tansleys, on the western edge of Burydell Lane, is a pair of residential properties (Mill Cottages). Opposite these properties is an area of hardstanding that is used for car parking, although this falls land within the control of Edit Land.
- 2.5 Reflecting the fact that it is not a through route and low number of vehicle movements that are reliant on it, with a character that encourages low vehicle speeds, Burydell Lane essentially acts as a shared surface, with no formal footway provision along its length. **Figure 2.1** indicates the carriageway widths along its length, up to the site access, using OS mapping.

**Figure 2.1 – Existing Arrangement**



- 2.6 **Figure 2.1** therefore identifies that Burydell Lane ranges from approximately 7.3m at the southern extent to approximately 4.2m, although some of the effective width is influenced by on-street car parking in front of the cottages, which reduces sections to one-way working. The bridge deck itself is approximately 3m wide when allowing for structure, being therefore reliant on informal give-way between conflicting movements. This is however facilitated by the straight alignment of Burydell Lane and good forward visibility across the bridge deck.
- 2.7 On the basis that existing residential properties are located at the northern extent of Burydell Lane, delivery and service vehicles, including refuse collection vehicles, are assumed to cross the existing bridge deck.
- 2.8 Burydell Lane does not include any waiting restrictions. The extent of public highway is provided at **Appendix A**.

## Accessibility to Local Amenities

- 2.9 **Table 0.1** sets out a list of local services and amenities that can be reached within walking or cycling distance of the site, being typical trip attractors of a residential development. The locations of the key facilities are illustrated in relation to the site below in **Figure 0.1**.
- 2.10 Together, **Table 2.1** and **Figure 2.1** confirm that, despite the village location, there is a range of social infrastructure within close vicinity of the site, which can be accessed by active modes rather than an inherent reliance on travel by private car. This reflects the fundamental requirements of national, regional and local planning policy for creating sustainable communities and is in accordance with LTP4.

Figure 0.1 Location of Local Services and Amenities



**Table 0.1: Local Facilities and Amenities**

Facility	Location	Distance	Travel Time (Minutes)	
			Walk	Cycle
<b>Health Facilities</b>				
Park Street GP Surgery	Withy Place	1.6km	20	6
UK Dental Specialists	Watford Road	2km	27	10
How Wood Pharmacy	How Wood	1.2km	15	5
<b>Supermarkets &amp; Food Retail</b>				
The Co-op	How Wood	1.2km	15	5
Bok'N'Rose Butchers	How Wood	1.2km	15	5
M&S Simply Food	Park Street	1.4km	17	7
Sainsbury's	Griffiths Way	2.9km	36	14
Iceland	Griffiths Way	2.9km	36	14
Aldi	Griffiths Way	2.9km	36	14
<b>Other Retail</b>				
Park Street Barbers	Park Street	280m	3	2
The Oriental Chinese Takeaway	Park Street	110	2	2
Rumbles Fish Bar & Takeaway	Park Street	110	2	2
The Village Spice Takeaway	How Wood	1.2km	15	5
Lilly Alley Florist	How Wood	1.2km	15	5
Kraft Stationery	How Wood	1.2km	15	5
The Cutting Corner Hairdressers	How Wood	1.2km	15	5
Post Office	Watford Road	2km	27	10
Griffiths Retail Park	Griffiths Way	2.9km	36	14
<b>Community Facilities</b>				
Park Street Village Hall	Park Street	400m	5	2
Post Box	Sycamore Drive	240m	3	2
The Overdraught Public House	Park Street	200m	2	1
The Falcon Public House	Park Street	100m	1	1
<b>Parks &amp; Open Space</b>				
Park Street Sports & Social Club (Playground, Cricket Green, Football Pitch)	Park Street Lane	220m	3	2
Greenwood Park (Children's Playground, Tennis Courts, Cricket Green)	Tippendell Lane	1.6km	21	9
Moor Mill Fishery (Verulam Angling Club)	Park Street	1.1km	14	4
<b>Nurseries &amp; Schools</b>				
Sapplings Pre-school & Nursery	Birchwood Way	1.7km	21	6
How Wood Primary School & Nursery	Spooners Drive	800m	10	3
Park Street Primary School	Park Street	650m	8	2

## Public Transport Infrastructure

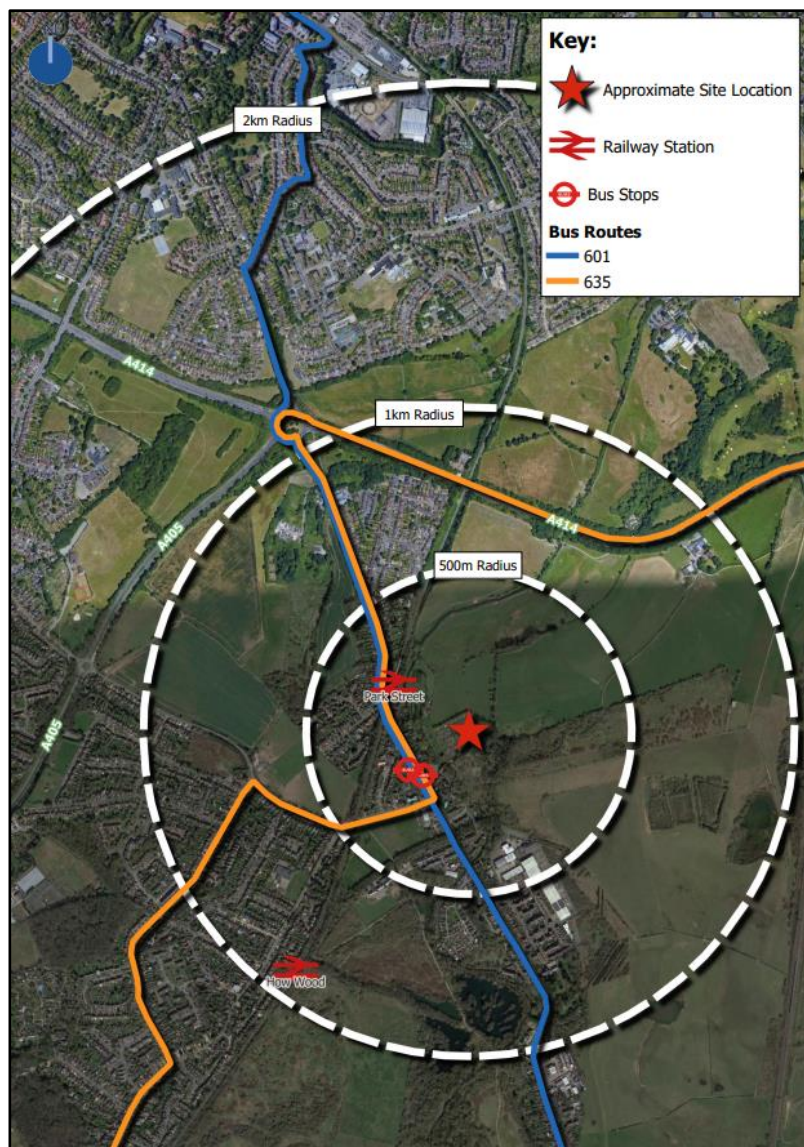
- 2.11 This good level of accessibility to local social infrastructure is complemented by Park Street being highly accessible by public transport, with direct services to higher order settlements such as St Albans, Stevenage and Watford.
- 2.12 The nearest paired bus stops to the site are located on Park Street, some 35m north of the junction with Burydell Lane. These stops, known as ‘War Memorial’, benefit from a flag and pole, timetable information the northbound stop also benefits from seating and shelter. The whole of the site is therefore within 400m of a bus stop, which is a requirement of LTP4.
- 2.13 These stops provide access to two daytime bus services, the 601 (The Alban Way) and the 635. The destinations available from these stops, as well as their service frequencies are outlined in Error! Reference source not found. below.

**Table 0.2: Local Bus Services**

Service	Route	Frequency		
		Weekday Peak Hour	Saturday	Sunday
601	Hatfield Business Park – St Albans - Radlett – Borehamwood	1 Service per Hour	1 Service per Hour	No Service
635	Hitchin – Stevenage – Hatfield – Park Street – How Wood – Bricket Wood – Garston – Bushey - Watford	1 Service per Hour	No Service	No Service

- 2.14 In terms of rail services, Park Street Station is located some 500m walking distance north of the site, equating to a walk of around 7-minutes. This station provides access to West Midlands Trains services, with destinations including St Albans Abbey and Watford Junction. Services operate once per hour in both directions during the weekday peak periods, Saturdays and on Sundays.
- 2.15 The public transport facilities outlined in this section are indicated in Error! Reference source not found..

Figure 0.2 Public Transport Infrastructure Plan

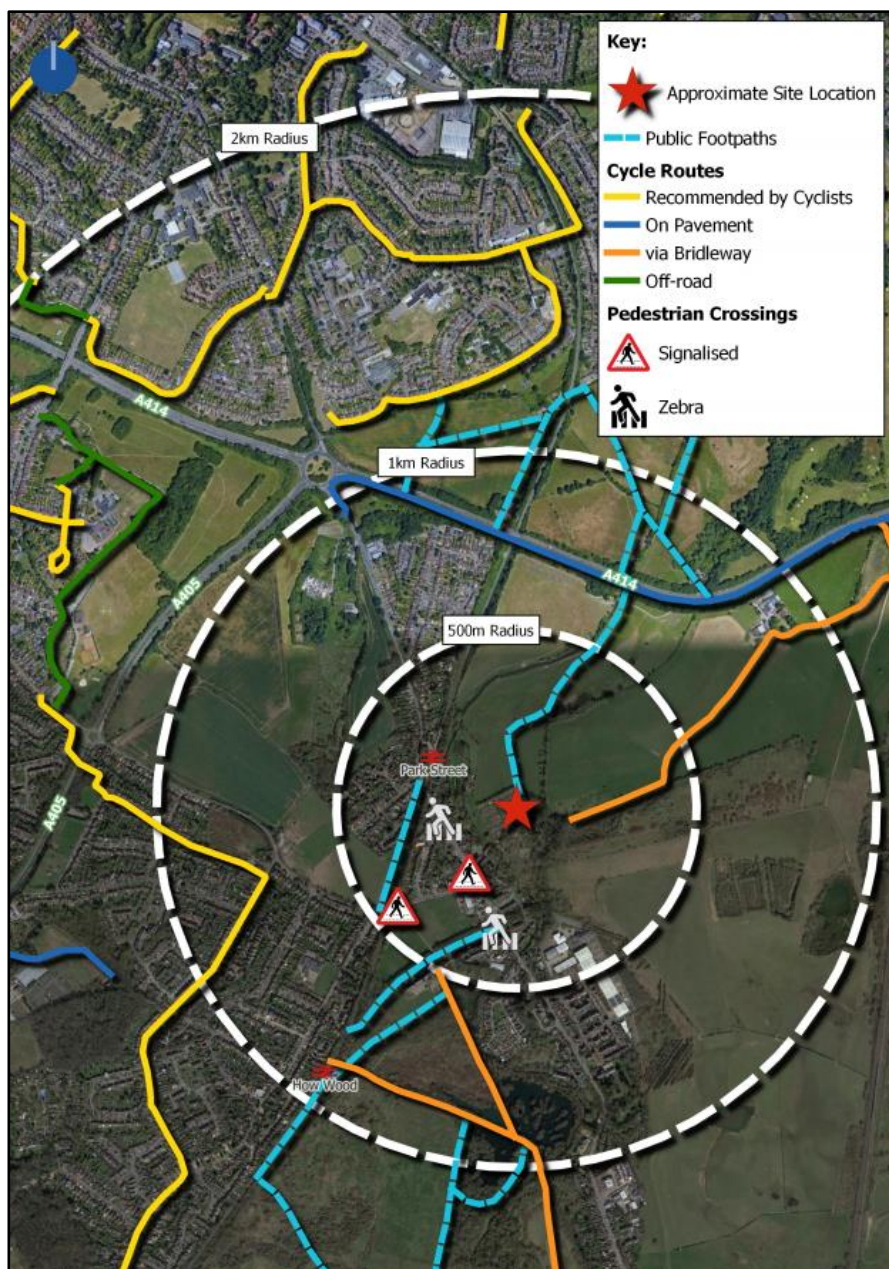


## Walking and Cycling Infrastructure

- 2.16 Away from Burydell Lane itself, the main pedestrian desire lines from the site, will either be north along Park Street towards Park Street Station via the eastern side of the carriageway, or to the west towards the facilities located in How Wood and Chiswell Green. Heading west, pedestrians will travel along Park Street Lane.
- 2.17 Frogmore/Park Street benefits from 1.8m wide footways on both sides of the carriageway, leading in both directions from the junction with Burydell Lane. Street lighting is present along the length of the street, along with dropped kerbs at the majority of side roads and junctions.

- 2.18 To mitigate severance cause by vehicular traffic along Park Street, several formal crossing points are present along its length. Immediately south of the Burydell Lane junction, a signalised pedestrian crossing is present, which benefits from dropped kerbs, tactile paving and tapering lines on both sides of the carriageway, road markings and push-button boxes. Approximately 220m north, and around 150m south of the junction with Burydell Lane, zebra crossings are present, with both benefitting from dropped kerbs, tactile paving, road markings and Belisha beacons.
- 2.19 Park Street Lane also benefits from footways and street lighting on both sides of the carriageway. Dropped kerbs and tactile paving are present across side roads, and a signalised pedestrian crossing is present to the east of the railway bridge. This crossing benefits from dropped kerbs, tactile paving and tapering lines on both sides of the carriageway, road markings and push-button boxes.
- 2.20 In terms of public rights of way, a public footpath and bridleway are present to the east of the site, connecting the eastern extent of Burydell Lane with the A414, Cottonmill Lane or Butterfield Lane, to the north. The footpath forms part of the Ver-Colne Valley Walk.
- 2.21 To the west of the site, the bridleway is designated as being usually traffic free and is recommended for cycling in the St Albans Cycle Map, available on the SACDC website. This route section then connects with an on-footway cycle route section along the southern carriageway of the A414.
- 2.22 **Figure 0.3** illustrates the locations of the walking and cycling infrastructure outlined above.

Figure 0.3 Walking and Cycling Infrastructure Plan



## Local Highway Network

- 2.23 Away from Burydell Lane, the site benefits from good access to the strategic road network, with Frogmore/Park Street providing access to A414 North Orbital Road to the north, which provides access to the M1 to the west and A1(M) to the east, with the M25 also accessed via the North Orbital Road.
- 2.24 Whilst the preferred vehicular access is from Burydell Lane, Edit Land also have a right of access over Sycamore Drive, a private access road that also forms a priority junction with Frogmore, serving approximately 50 residential properties. Sycamore Drive is a more



traditional highway arrangement, with a 5.5m wide carriageway, and 2 x 2m footways adjacent, with on-street parking bays along its length. Where Sycamore Drive turns to The Beeches, there is some scope to continue the carriageway toward the site, introducing a new two-way bridge structure into the site.

## 3. Development Potential

### Scale of Development

- 3.1 Edit Land have identified that site has potential to accommodate a scale of development of approximately 40 residential dwellings.
- 3.2 These could take the form of traditional housing or a retirement community.
- 3.3 An indicative site masterplan indicating potential development proposals is provided at **Appendix B**.

### Access

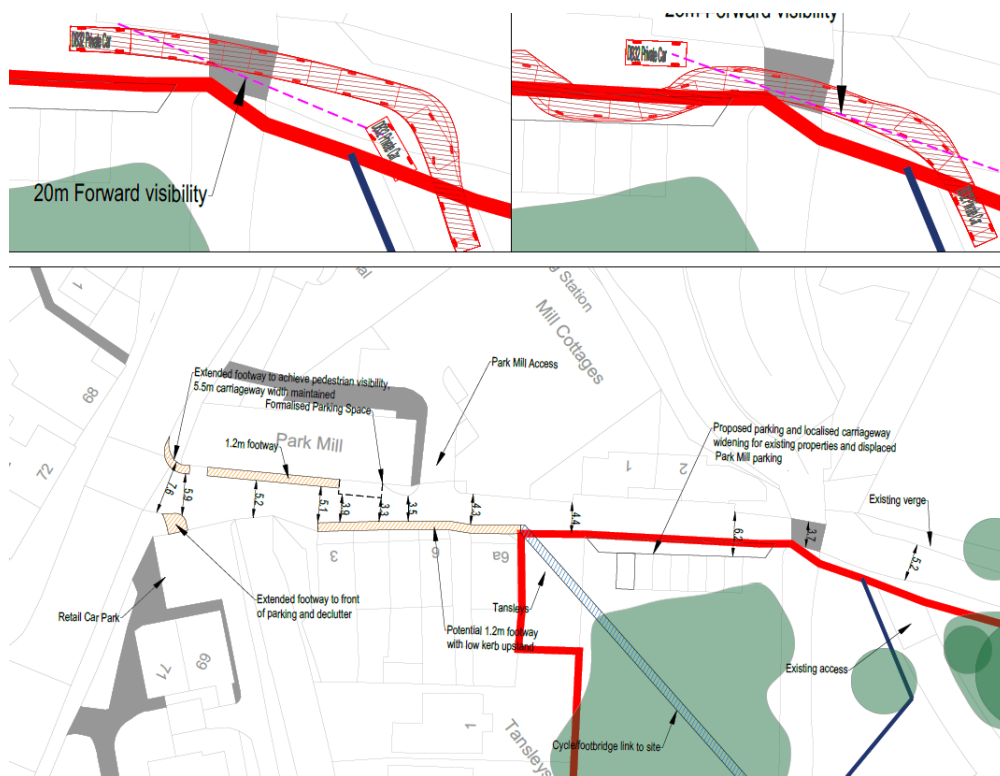
- 3.4 A preferred vehicular access strategy is via the existing point of access via Burydell Lane. The inherent nature of Burydell Lane, being a shared surface that experiences low traffic movements and low vehicle speeds can support this scale of development, with site residents adopting driving behaviour that reflects this environment.
- 3.5 Furthermore, whilst the existing one-way nature of the bridge deck would be maintained, peak residential traffic would be very much tidal in nature and so the potential scale of development would not result in a significant number of conflicting movements needing to give-way at the bridge.
- 3.6 Notwithstanding, as part of this Transport Appraisal a number of potential modifications have been identified to improve access into the site, for all modes of travel, summarised as follows:
  - The introduction of a dedicated pedestrian/cycle bridge between the site and the area of land south of the River Ver, which is within Edit Land's control, which will allow site residents to access the site without crossing and/or sharing the bridge deck with vehicles. This link could also be used by off-site residents or walkers continuing north on Burydell Lane, allowing them to bypass the bridge.
  - The provision of localised carriageway widening immediately south of the bridge deck, which will provide sufficient room for a northbound vehicle to wait off the bridge deck whilst giving-way to a southbound vehicle, which can readily pass.
  - This measure is supported by the provision of formalised car parking spaces offset from this localised carriageway widening, which can be allocated to the existing properties opposite and/or the existing cottages to the south, taking them off the carriageway and allowing for more opportunities for conflicting vehicle movements to pass.
  - An access width that is sufficiently wide enough to allow conflicting vehicle movements to pass north of the bridge deck, with achievable visibilities

commensurate with vehicle speeds allowing these vehicles to pass without a southbound vehicle leaving the site being overly committed to the movement.

- The provision of an extended footway into Burydell Lane from Frogmore, on the southern side of the carriageway at the retail unit access, offering pedestrians improved safehaven as they enter Burydell Lane from this direction.
- Extending the existing Frogmore footway north of Burydell Lane into the Burydell Lane carriageway to improve pedestrian visibility into the side road.
- Beyond this footway extension, the potential provision of a footway along the Mill building, to the car park access, with existing parking demand displaced to the proposed car parking described above, although a single parking space can be retained.
- The potential provision of a 1.2m wide footway margin along the cottage frontages, with localised change in levels to maintain access to the cottages, with low kerb upstands and high quality surfacing. The margin starts opposite the potential footway provision along the Mill frontage. The retention of the single parking space, described above, would result in some informal give-way across this frontage. Removing this footway, relying on the existing shared use nature of Burydell Lane, which we believe is still appropriate, would result in a carriageway width in excess of 4.5m, allowing two way-working.

3.7 These measures are indicated on **Figure 3.1**, with extract below. Each of the measures are achieved within land controlled by Edit Land or public highway.

**Figure 3.1: Potential Arrangement**



- 3.8 **Figure 3.1** also indicates vehicle swept path analysis associated with conflicting vehicle movements at the bridge deck, confirming that there is sufficient forward visibility for these movements to informally give-way adjacent the proposed carriageway widening.
- 3.9 Alternatively, should access be provided from Sycamore Drive, this would involve the extension of the existing carriageway into the site via the delivery of a bridge structure over the River Ver, with this access becoming the minor arm of a simple priority junction with Sycamore Drive and the Beeches. The access would be supported by footway provision.

## Parking

- 3.10 The eventual development proposals would be supported by car parking in accordance with SADC parking standards, along with a high provision of electric vehicle charging infrastructure.
- 3.11 The eventual development proposals would also be supported by secure and sheltered cycle parking in accordance with relevant standards.

## Delivery and Servicing

- 3.12 Delivery and servicing demands to the site will be accommodated in the same way as similar movements to existing properties on Burydell Road north of the bridge deck. The site will ensure all vehicle types can enter the site, negotiate the site layout and leave the site in forward gear, with turning facilities provided where necessary, informed by vehicle swept path analysis.

## 4. Trip Generation

- 4.1 The Transport Appraisal includes a brief section on vehicular trip generation, to demonstrate that an indicative scale of development totalling 40 residential units is not expected to generate a significant number of vehicle movements.
- 4.2 This analysis is based on a review of proxy sites within the TRICS database that share similar characteristics to the proposed development in terms of location and accessibility. Sites have been selected based on being private housing, with car parking ratios in excess of 1 space per unit, located outside of a town centre, with a bedroom ratio of at least 2 per unit, with anomalous survey results removed. **Table 4.1** below details the resultant vehicle trip rates per unit and trips based on a scale of development totalling 40 units.
- 4.3 A typically weekday daily profile is indicated to infer the potential for conflicting movements.

**Table 4.1 Trip Rates per dwelling**

Mode	Trip Rate per unit			Trips (40 units)		
	In	Out	Total	In	Out	Total
<b>07.00-08.00</b>	0.073	0.319	0.392	3	13	16
<b>09.00-10.00</b>	0.128	0.364	0.492	5	15	20
<b>10.00-11.00</b>	0.14	0.171	0.311	6	7	12
<b>11.00-12.00</b>	0.116	0.14	0.256	5	6	10
<b>12.00-13.00</b>	0.122	0.129	0.251	5	5	10
<b>13.00-14.00</b>	0.143	0.142	0.285	6	6	11
<b>14.00-15.00</b>	0.149	0.138	0.287	6	6	11
<b>15.00-16.00</b>	0.157	0.165	0.322	6	7	13
<b>16.00-17.00</b>	0.228	0.161	0.389	9	6	16
<b>17.00-18.00</b>	0.268	0.156	0.424	11	6	17
<b>18.00-19.00</b>	0.346	0.156	0.502	14	6	20
<b>Daily</b>	2.171	2.202	4.373	87	88	175

- 4.4 **Table 4.1** therefore demonstrates that the indicative scale of development has the potential to generate peak two-way movements totalling 20 in each of the traditional peak hours (08.00-09.00 and 17.00-18.00), but with a dominant tidal arrangement. Between peaks hours the two-way traffic flows average 13 vehicle movements, with a more even balance in direction. But with such low levels of flow, the potential for conflicting movements is much lower.
- 4.5 Whilst the use of the bridge deck by existing users is acknowledged, including the 6-7 established residential properties and users of the allotments, these are not expected to generate a significant number of additional movements.
- 4.6 In terms of delivery and servicing movements, research MA have undertaken of other residential developments in London reveal approximately 1 daily delivery per 15 dwellings, which translates as approximately 3 delivery vehicles per day for the site.

- 4.7 The trip generation associated with the indicative scale of development is, therefore, unlikely to have a material impact on highway capacity, safety or amenity.
- 4.8 Should eventual proposals promote more of a retirement community, this would be expected to result in lower vehicle movements than those quantified above.

## 5. Policy Discussion

- 5.1 Both national, regional and local transport related planning policy, including National Planning Policy Framework (NPPF), HCC's LTP4 and SADC adopted and emerging Local Plans highlight the need for development to be sustainable, located where the number of trips can be reduced and/or where trips are generated residents have a genuine choice available to them of adopting active modes.
- 5.2 The location of the site readily supports this policy position, with a range of social infrastructure, walking routes and public transport routes within close vicinity, ensuring residents are not reliant on travel by car to access essential goods and services or comparison goods within higher order settlements.
- 5.3 The nature of Burydell Lane means that its operation as a shared surface is an inherent part of its character, encouraging low vehicle speeds and facilitating informal give-way. However, should it be considered necessary to improve pedestrian access to the site, the Transport Appraisal has identified a range of measures that can address that, both in terms of access into the site and along the Burydell Lane approach. This includes the provision of improved passing places for vehicles and formalised car parking for existing residents to ensure displaced car parking as a result of the introduction of footway margins can be accommodated.
- 5.4 Any eventual development proposal will also provide policy compliant car and cycle parking and will also accommodate on-site delivery and servicing activity.
- 5.5 The potential scale of development is such that conflicting vehicle movements can be readily accommodated without resulting in concerns in relation to highway safety.
- 5.6 On this basis MA are of the view that the site is an appropriate location for allocation as a residential development in terms of transport and sustainable access, and there are no insurmountable highways or access matters that should preclude its allocation for residential development in the Local Plan.

# APPENDIX A HIGHWAY BOUNDARY INFORMATION



Hertfordshire County Council  
County Hall  
Pegs Lane  
Hertford  
SG13 8DE

Index Property Information

10<sup>th</sup> December 2020

Dear Sirs

**Land to the South East of Burydell Lane, Park Street, St Albans**  
**Your Ref: HB/RLH 16919.8**

I refer to your enquiry in relation to the above.

Please find attached a plan shaded orange to show what is considered to be highway maintainable at public expense in the area of your enquiry (*a straight cut-line across a road indicates the end of the highway whereas a zigzag cut-line indicates that the highway continues*).

The solid lines on the plan indicate the approximate routes of public footpath, St Stephen FP084 (purple), and bridleway, St Stephen BR085 (green) as shown on The Definitive Map of Public Rights of Way in Hertfordshire.

For the purposes of rights of way this map is just a representation and the Definitive Map and Statement should always be consulted.

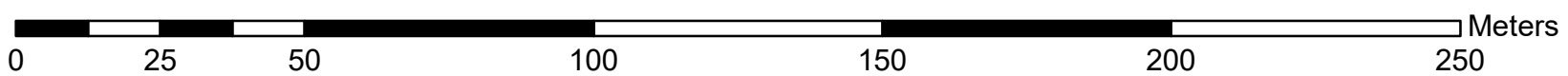
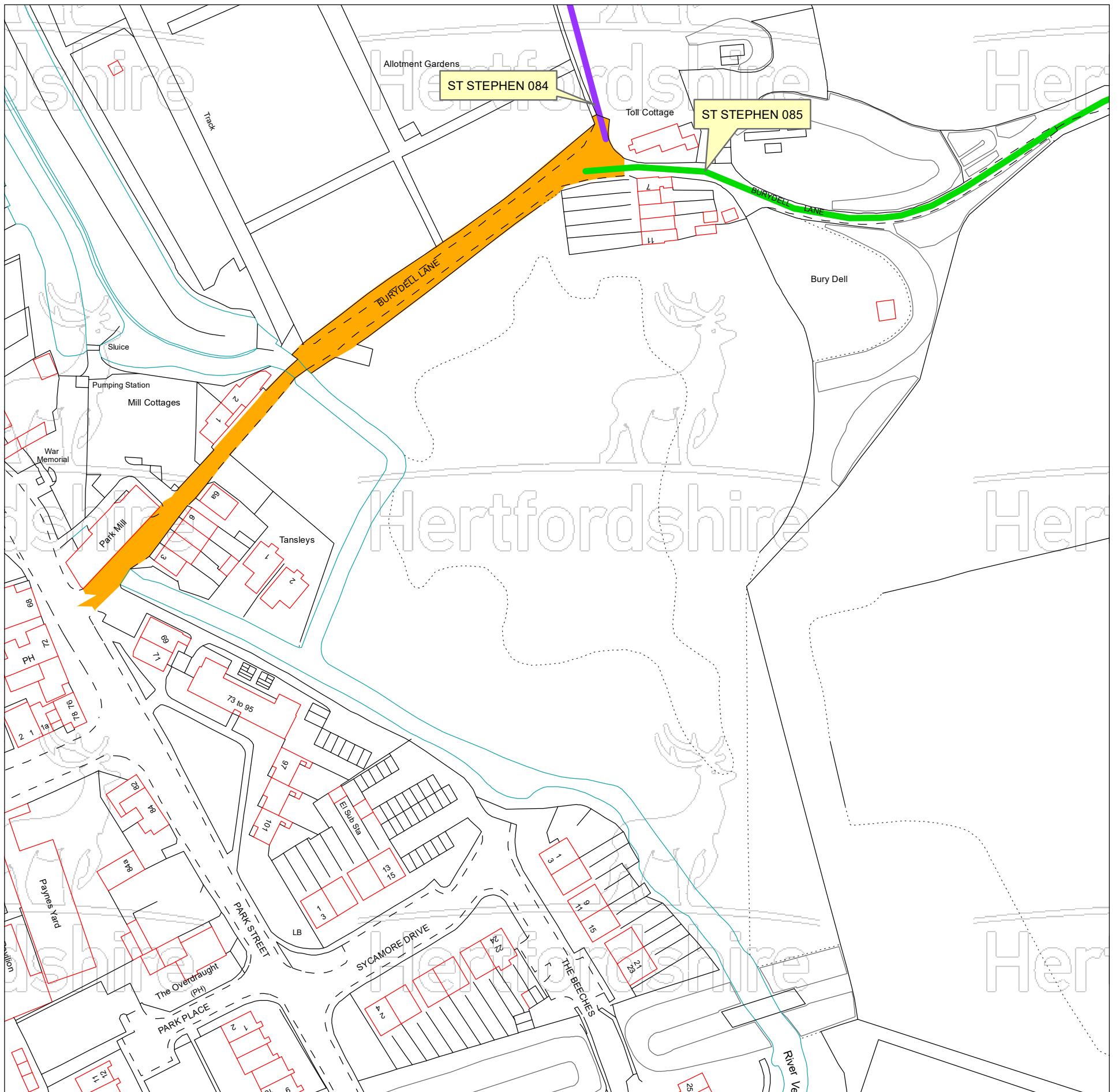
The Definitive Map is only legally conclusive at the scale it was drawn at, which is 1:10,000. The online version can be found at: [www.hertfordshire.gov.uk/rowmap](http://www.hertfordshire.gov.uk/rowmap), and the legal copy via the Countryside & Rights of Way Service at \_\_\_\_\_ or County Hall Front Reception and any borough or district council offices.

This information is given after appropriate enquiries and in the belief that it is in accordance with the information at present available to the officers of this council but on the distinct understanding that neither the council, nor any of its officers is legally responsible for it except for negligence.

I trust the above is of assistance.

Yours faithfully

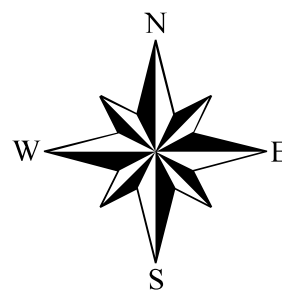
**Linda Loftin**  
**Land Charge Officer**  
**Highway Boundaries & Land Charges**



Land South East of  
Burydell Lane  
Park Street  
St Albans

For reference purposes only.  
No further copies may be made.  
Produced by Highway  
Boundaries & Land Charges  
Hertfordshire County Council

Date: 09/12/2020



Scale at A3  
1:1250



© Crown copyright and database rights 2020  
OS EUL 100019606.

Use of this data is subject to [terms and conditions](#).  
You are permitted to use this data solely to enable you  
to respond to, or interact with, the organisation  
that provided you with the data.  
You are not permitted to copy, sub-licence, distribute  
or sell any of this data to third parties in any form.

The Rights of Way information on this plan  
is based on information from the Definitive  
Map of Public Rights of Way. The accuracy  
of this plan cannot be guaranteed. If in doubt  
the Definitive Map should be consulted.

# APPENDIX B INDICATIVE SITE MASTERPLAN