










Site B5 - Glinwell, Hatfield Road, St Albans

B5 - Glinwell, Hatfield Road, St Albans, AL4 0HE			
Parish/Ward	Colney Heath	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	20.85		
Proposed use	Primarily residential 436 units (indicative)		
Proforma Ref	C-032		
HELAA Ref	CH-36-21		
Green Belt Sub Area Ref	SA-84 / SA-92 / RA-37 (partially) / RC-9		
		 Local Authority Boundary  HELAA Site Boundary  Urban Settlement  Green Belt Study Recommended Area	 Metropolitan Green Belt  Green Belt Study Settlement Buffer (250m)  Green Belt Study Settlement Buffer (400m)

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located to the east of St Albans and Alban Park Industrial Estate. To the north of the site is Hatfield Road (A1057) and a recreation ground, with the junction of Hatfield Road and Oaklands Lane within Smallford village to the north east. On the east side of Oaklands Lane is housing. To the south is Alban Way cycle route, with fields, a small lake and an employment site.

1. Distance to Key Services & Facilities (Approximate)

- 2.4 km to a primary school (Colney Heath School & Nursery)
- 2.2 km to a secondary school (Nicholas Breakspear Catholic School)
- 330 m to a bus stop (peak hourly day service) (Smallford Roundabout, Stop ID: hrtawdwm)
- 4.3 km to St Albans mainline railway station
- 1.9 km to a local centre (399-417 Hatfield Road) or 550 m to nearby facilities at village shops e.g. Shell Petrol Station, 608 Hatfield Road

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (5 minutes) and convenience store (7 minutes) are 10 minutes or less

walking time. The primary school (30 minutes), secondary school (28 minutes) and railway station (54 minutes) are further away, being more than 20 minutes walking time. These facilities are too far for many people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to facilities within the Smallford which is also important in considering the likelihood of the residents using active travel modes to access the bus stop and shop. The roads within the village are mostly relatively wide, and there are footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities outside Smallford, such as primary schools, secondary schools and railway stations, which are located in neighbouring towns or villages and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

When it comes to master planning and the provision of new or improved facilities, it's important to note the site-specific requirements, as outlined in Local Plan Part B. This approach not only brings additional facilities close to new residents but also creates more opportunities for journeys to be undertaken using active travel modes. It includes the following considerations:

- Suitable access and cycle access/improvements to the A1057 Hatfield Road or mixed pedestrian and cycle use will be required and suitable access and improvements to the Alban Way walking and cycle route will need to be provided.

Hertfordshire County Council Requirements

Hertfordshire County Council (HCC) has laid out a list of key development objectives and issues. These matters are expected to be incorporated into policies where possible and should be addressed by landowners and developers during the master planning phase and before planning permission is granted.

- Limited services within Smallford means residents are likely to need to travel further afield. Hatfield Rd is a key bus corridor.
- Clear connectivity to the Alban Way will be required from within the site and should maximise the opportunity to connect the Alban Way to Station Road connectivity and enhance relevant junctions for sustainable transport.
- As the local plan work progresses, consideration will need to be made as to how the site will connect into a settlement wide mitigation strategy for St Albans.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to lighting/surfacing improvements to the Alban Way and traffic calming and junction improvements on Hatfield Road.
- Consideration of horse-riders in any access/connectivity work given the onward connects possible and equestrian use at Oaklands.

3. Access Strategy

The site has direct access onto Station Road and Hatfield Road. Suitable access and cycle access/improvements to the A1057 Hatfield Road or mixed pedestrian and cycle use will be required and suitable access and improvements to the Alban Way walking and cycle route will need to be provided. There is a reasonable prospect that a Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Sustainable Travel – Colney Heath (Indicative Contributions)

This site will make significant contributions to Sustainable Travel for Colney Heath.

Indicative Contributions Total: 436 units x £6,826¹ (HCC developer contributions) = £2,976,000

This would be attributed as follows:

- LCWIP SCHEME 4 & GTP Link to East St Albans - Indicative Contribution £1,488,000
 - Alban Way Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158
 - Sandpit Lane
 - Hatfield Road (West)
- LCWIP Scheme 11 & GTP – London Colney, Strategic Rail freight Interchange & A414 - Indicative Contribution £1,488,000
 - North Orbital Road - Centre (A414)
 - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
 - A414 cycling - SW GTP - PR22 (HGC - Park Street)
 - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

¹ Contribution to be indexed for inflationary increase as required.

6. Other Transport and Access Contributions (Indicative)

- Suitable access and cycle access/improvements to the A1057 Hatfield Road or mixed pedestrian and cycle use will be required and suitable access and improvements to the Alban Way walking and cycle route will need to be provided.
- Limited services within Smallford means residents are likely to need to travel further afield. Hatfield Rd is a key bus corridor.
- Clear connectivity to the Alban Way will be required from within the site and should maximise the opportunity to connect the Alban Way to Station Road connectivity and enhance relevant junctions for sustainable transport.
- As the local plan work progresses, consideration will need to be made as to how the site will connect into a settlement wide mitigation strategy for St Albans.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to lighting/surfacing improvements to the Alban Way and traffic calming and junction improvements on Hatfield Road.
- Consideration of horse-riders in any access/connectivity work given the onward connects possible and equestrian use at Oaklands.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £436,000 (£1,000 per unit)
- Car Club – estimated £436,000 (£1,000 per unit)

7. Conclusion




The site will be making significant contributions to sustainable travel for Colney Heath.

There is a reasonable prospect that an LTP compliant access strategy allowing safe access for all modes is deliverable.

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.

Overall there are 'no showstoppers'.

Site M13 – North of Boissy Close, Colney Heath

M13 – North of Boissy Close, Colney Heath, AL4 0UE			
Parish/Ward	Colney Heath	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	1.44		
Proposed use	Residential 49 units (indicative)		
Proforma Ref	C-012		
HELAA Ref	CH-12-21		
Green Belt Sub Area Ref	SA-93 / RA-38		
			

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is east of St Albans, and south of Alban Park Industrial Estate. Residential properties are situated along the southern and western side of the site, with tree planting along the north and east boundary. The Alban Way cyclepath and woodland runs along the northern boundary of the site.

1. Distance to Key Services & Facilities (Approximate)

- 2 km to a primary school (Colney Heath School & Nursery)
- 325m to a secondary school (Nicholas Breakspear Catholic School)
- 255 m to a bus stop (peak hourly day service) (Nicholas Breakspear School)
- 3.3 km to St Albans mainline railway station
- 1.1 km to 399-417 Hatfield Road local centre or 1 km to the nearest convenience store (Oaklands Stores, 447 Hatfield Road)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (4 minutes) and secondary school (4 minutes) are 10 minutes or less walking time. The convenience store (13 minutes) is 20 minutes or less walking time. The primary school (25 minutes) and railway station (42 minutes) are further away, being more

than 20 minutes walking time. These facilities are too far for many people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

There are generally good conditions for walking and cycling from this site to nearby facilities which is also important in considering the likelihood of the residents using active travel modes to access the secondary school, bus stop and convenience store. The roads are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities in neighbouring villages which are accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- Proposals must include improvements to the local rights of way network, including access to the Alban Way adjacent to the northern boundary.
- Details of access via the narrow Boissy Close must be agreed with the County Council.

Hertfordshire County Council Requirements

Hertfordshire County Council (HCC) has laid out a list of key development objectives and issues. These matters are expected to be incorporated into policies where possible and should be addressed by landowners and developers before planning permission is granted.

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and relevant GTP, including but not limited to improvements to lighting/surfacing and access to the Alban Way (as per the South Central GTP), as well as improvements to Colney Heath Lane as per the LCWIP.

3. Access Strategy

The site has direct access onto Boissy Close. Details of access via the narrow Boissy Close must be agreed with the County Council. Access to the Alban Way adjacent to the northern boundary must be provided. A Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding

the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Sustainable Travel – Colney Heath (Indicative Contributions)

This site will make significant contributions to sustainable travel for Colney Heath.

Indicative Contributions Total: 49 units x £6,826² (HCC developer contributions) = £334,000

This would be attributed as follows:

- LCWIP SCHEME 4 & GTP Link to East St Albans - Indicative Contribution £334,000
 - Alban Way Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158
 - Sandpit Lane
 - Hatfield Road (West)

6. Other Transport and Access Contributions (Indicative)

- Proposals must include improvements to the local rights of way network, including access to the Alban Way adjacent to the northern boundary.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and relevant GTP, including but not limited to improvements to lighting/surfacing and access to the Alban Way (as per the South Central GTP), as well as improvements to Colney Heath Lane as per the LCWIP.
- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £49,000 (£1,000 per unit)
- Car Club – estimated £49,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to sustainable travel for Colney Heath.

An LTP compliant access strategy allowing safe access for all modes is deliverable.

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.

Overall there are 'no showstoppers'.

² Contribution to be indexed for inflationary increase as required.

Site P1 - Smallford Works, Smallford Lane

P1 - Smallford Works, Smallford Lane, AL4 0SA			
Parish	Colney Heath	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	3.34		
Proposed use	Housing 80 units (indicative)		
Proforma Ref	C-027		
HELAA Ref	CH-30-21		
Green Belt Sub Area Ref	SA-87 / Not recommended		

Source: Map from Reg 18 Local Plan Appendix 1

Site Description

The site is located north-west of the Green Belt Settlement Sleepshyde village. Smallford Lane is adjacent to the east of the site, with open fields and residential properties in Sleepshyde beyond. To the south, west and north of the site are areas of woodland and green space. Further north of the site is a lake and Butterwick Brook runs parallel to the sites north-western boundary.

1. Distance to Key Services & Facilities (Approximate)

- 1.2 km to a primary school (Colney Heath School & Nursery)
- 2.2 km to a secondary school (Nicholas Breakspear Catholic School)
- 975 m to a bus stop (peak hourly day service) (Smallford Roundabout, Stop ID: hrtawgfw) or 205 m for the nearest bus stop (Sleepshyde Lane, Stop ID: hrtawgjm)
- 4.9 km to Hatfield mainline railway station

- 1.8 km to 11-15A & 14-18 High Street, Colney Heath local centre or 1.2 km to the nearest convenience store (Shell Petrol Station, 608 Hatfield Road)

Active modes of travel can reasonably be used by many residents of the site to access key services and facilities, although it is recognised that the distances vary considerably. The nearest bus stop (3 minutes) is 10 minutes or less walking time. The convenience store (15 minutes) and primary school (15 minutes) are 20 minutes or less walking time. The secondary school (28 minutes) and railway station (62 minutes) are further away, and the station is significantly more than 20 minutes walking time. These facilities are too far for many people to walk on a daily basis. The longer journeys have the potential for a more rapid journey by cycling, where there is a suitable route, or a bus journey provides an alternative sustainable travel option.

The conditions for walking and cycling from this site to facilities within the village is important in considering the likelihood of the residents using active travel modes to access the bus stop. The roads within the village are mostly residential and relatively wide, and there are many high quality footways. Street lighting is present along many of the routes most likely to be used by pedestrians and cyclists.

It is recognised that there are challenges for the longer active travel journeys to facilities outside the village, which are located in neighbouring towns or villages and accessed by rural routes. Rural routes can be unlit and without full footway provision in places. For some people, potential use could be limited in poor weather conditions and during shorter daylight hours.

2. Key Site Transport and Access Related Requirements

St Albans City and District Council Requirements

- None

Hertfordshire County Council Requirements

- None

3. Access Strategy

The site has direct access onto Smallford Lane. A Local Transport Plan (LTP) compliant access strategy allowing safe access for all modes is deliverable.

4. COMET Model Forecast

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding

the NPPF test of 'severe' regarding congestion and safety. Overall there are 'no showstoppers'.

5. Sustainable Travel – Colney Heath (Indicative Contributions)

This site will make significant contributions to sustainable travel for Colney Heath.

Indicative Contributions Total: 80 units x £6,826³ (HCC developer contributions) = £546,000

This would be attributed as follows:

- LCWIP SCHEME 4 & GTP Link to East St Albans - Indicative Contribution £273,000
 - Alban Way Ref - SCH GTP: SM 157; PR154; PR155; PR156; PR158
 - Sandpit Lane
 - Hatfield Road (West)
- LCWIP Scheme 11 & GTP – London Colney, Strategic Rail freight Interchange & A414 - Indicative Contribution £273,000
 - North Orbital Road - Centre (A414)
 - A414 cycling - SC GTP - SM 181 (London Colney - Hatfield)
 - A414 cycling - SW GTP - PR22 (HGC - Park Street)
 - A414 cycling - SC GTP - SM207 (Park Street - London Colney)

6. Other Transport and Access Contributions (Indicative)

- Onsite transport and access arrangements as required by HCC and SADC policy.
- Public transport contributions as required by HCC.

Draft Local Plan Policy Transport Indicative Contributions

- E-bike Scheme – estimated £80,000 (£1,000 per unit)
- Car Club – estimated £80,000 (£1,000 per unit)

7. Conclusion

The site will be making significant contributions to sustainable travel for Colney Heath

An LTP compliant access strategy allowing safe access for all modes is deliverable.

The Comet Model Forecast shows that traffic impacts generated from the site and cumulative traffic in the area can be mitigated to a degree that can be acceptable regarding the NPPF test of 'severe' regarding congestion and safety.

Overall there are 'no showstoppers'.

³ Contribution to be indexed for inflationary increase as required.