





# Site B3 - West Redbourn, Redbourn

B3 - West Redbourn, Redbourn, AL3 7HZ			
Parish/Ward	Redbourn	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	27.02	 <p><small>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 100119913</small></p>	  <p><small>© Bluesky International Ltd. / Getmapping PLC</small></p>
Proposed use	Primarily residential 593 units (indicative)		
Proforma Ref	C-098 / C-096		
HELAA Ref	R-03-21/ R-06-21		
Green Belt Sub Area Ref	SA-1 / SA-3a / SA-3b/ RA-3		
			

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The southern part of the site is located adjacent to the south west boundary of Redbourn Village. Residential areas are located to the east of the site. The M1 is adjacent to the western boundary of the site, Gaddesden Lane is adjacent to the southern boundary and Flamsteadbury Lane is adjacent to the northern boundary. Beyond these three roads are open fields.

The northern part of the site is located mostly in a strip of land between Redbourn and the M1, and extends further north west of the settlement. Open fields and Hemel Hempstead Road (B487) lie to the south of the site. A small part is in Dacorum Borough Council's administrative area.

### 1. Distance to Key Services & Facilities (Approximate)

- 980 m to a primary school (Redbourn Primary School)
- 4.9 km to a secondary school (Roundwood Park School, Harpenden)

- 585 m to a bus stop (peak hourly day service) (Wheatlock Mead, Stop ID: hrtdadaj)
- 6.2 km to Harpenden mainline railway station
- 1.4 km to Redbourn District centre or 635 m to the nearest convenience store, The Handy Store, 38 Lybury lane

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 (7 minutes) and convenience store (8 minutes) are 10 minutes or less walking time. The primary school (12 minutes) and Redbourn District Centre (17 minutes) are 20 minutes or less walking time. The secondary school (62 minutes) and railway station (78 minutes) are further away, being significantly more than 20 minutes walking time. These facilities are too far for most 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 village which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stops and shops. 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, such as secondary schools and railway stations, which are located in neighbouring towns. The site has nearby access to the Nickey Line which provides a sustainable travel corridor to Hemel Hempstead and Harpenden. The route is mostly unlit and has sub optimal surfacing in parts. 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:

- The transport approach must appropriately address Lybury Lane and Flamsteadbury Lane, which are both rural roads outside of the village.

### Hertfordshire County Council Requirements

- As the local plan word progresses, consideration will need to be made as to how the site will connect into a settlement wide mitigation strategy for Redbourn. It is expected that this will likely include the following:

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improvements to the A5183 route between Redbourn and St Albans, and/or improvements to the Nickey Line and onward connection to Harpenden.
- Provision of links and improvements to the Nickey Line as an Active Travel Corridor. Right of Way improvement to the link under the M1 and out into the wider recreational network to the West – This is a pinch-point and likely to get heavy use.
- The network of rights of way must be retained and enhanced. There is opportunity to divert possible use of Beechwood SAC into the wider countryside.
- The site should seek to maximise active mode permeability into Redbourn.

### 3. Access Strategy

The site has access onto Gaddesden Lane, Lybury Lane and Flamsteadbury 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 – Redbourn (Indicative Contributions)

This site will make significant contributions to sustainable travel for Redbourn.

Indicative Contributions Total: 593 units x £6,826<sup>1</sup> (HCC developer contributions) = £4,048,000

This would be attributed as follows:

- LCWIP Scheme 2 - Hemel Garden Community circular route segments - Indicative contribution - £3,036,000:
  - Redbourn Road (A5183)
  - St. Albans - Hemel Hempstead Link (A4147)
  - Bluehouse Hill
  - Nickey Line (HGC - Redbourn)

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<sup>1</sup> Contribution to be indexed for inflationary increase as required.

- LCWIP Scheme 8 - Redbourn – Harpenden Link - Indicative contribution - £1,012,000:
  - Nickey Line (Redbourn - Harpenden)

## **6. Other Transport and Access Contributions (Indicative)**

- The transport approach must appropriately address Lybury Lane and Flamsteadbury Lane, which are both rural roads outside of the village.
- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs, including but not limited to improvements to the A5183 route between Redbourn and St Albans, and/or improvements to the Nickey Line and onward connection to Harpenden.
- Provision of links and improvements to the Nickey Line as an Active Travel Corridor. Right of Way improvement to the link under the M1 and out into the wider recreational network to the West – This is a pinch-point and likely to get heavy use.
- The network of rights of way must be retained and enhanced. There is opportunity to divert possible use of Chiltern Beechwood SAC into the wider countryside.
- The site should seek to maximise active mode permeability into Redbourn.
- 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 £593,000 (£1,000 per unit)
- Car Club – estimated £593,000 (£1,000 per unit)

## **7. Conclusion**

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

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 M6 - South of Harpenden Lane, Redbourn

M6 - South of Harpenden Lane, Redbourn, AL3 7RQ			
Parish/Ward	Redbourn	Allocated site boundary (red line)	Original HELAA site boundary
Hectares	12.56		
Proposed use	Housing 68 units (indicative)		
Proforma Ref	M-016		
HELAA Ref	R-18-21		
Green Belt Sub Area Ref	SA-8 / RA-4		
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<p>  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)         </p>			

Source: Map from Reg 18 Local Plan Appendix 1

## Site Description

The site is located adjacent to the eastern boundary of Redbourn Village. The busy A5183 bypass is adjacent to the eastern boundary of the site, with open fields beyond. The River Ver lies to the west of and partially within the site, over which are residential areas and Redbourn Industrial Estate.

### 1. Distance to Key Services & Facilities (Approximate)

- 1.1 km to a primary school (Redbourn Primary School)
- 4 km to a secondary school (Roundwood Park School, Harpenden)
- 375 m to a bus stop (peak hourly day service) (High Street, Stop ID: hrtddadad)
- 5.2 km to Harpenden mainline railway station
- 350 m to a Redbourn District centre

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 Redbourn District centre (4 minutes) are 10 minutes or less walking time. The primary school (14 minutes) is 20 minutes or less walking time. The secondary school (50 minutes) and railway station (65 minutes) are further away, being significantly more than 20 minutes walking time. These facilities are too far for most 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 village which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stops and shops. 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, such as secondary schools and railway stations, which are located in neighbouring towns. The site has nearby access to the Nickey Line which provides a sustainable travel corridor to Hemel Hempstead and Harpenden. The route is mostly unlit and has sub optimal surfacing in parts. 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 demonstrate how the site will be accessed effectively from Redbourn safely for pedestrians and cyclists without the need for direct access to the A5183.
- Proposals must include improvements to the local walking and cycling route network, and access to the Nickey Line must also be facilitated for pedestrians and cyclists.

### 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.

- Active mode access to the Nickey Line, and its enhancement, will be required.
- Opportunity to enhance to connectivity of the Nickey Line into Redbourn and onwards to Harpenden would be welcomed, including improvements to access/crossings and to surfacing/lighting where appropriate. This should be considered in line with GTP/LCWIP schemes, the Nickey Line GAP and the HC Cycling Connectivity Study.

## **3. Access Strategy**

Proposals must demonstrate how the site will be accessed effectively from Redbourn safely for pedestrians and cyclists without the need for direct access to the A5183. 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 – Redbourn (Indicative Contributions)

This site will make significant contributions to sustainable travel for Redbourn.

Indicative Contributions Total: 68 units x £6,826<sup>2</sup> (HCC developer contributions) = £464,000

This would be attributed as follows:

- LCWIP Scheme 2 - Hemel Garden Community circular route segments - Indicative contribution - £232,000:
  - Redbourn Road (A5183)
  - St. Albans - Hemel Hempstead Link (A4147)
  - Bluehouse Hill
  - Nickey Line (HGC - Redbourn)
- LCWIP Scheme 8 - Redbourn – Harpenden Link - Indicative contribution - £232,000:
  - Nickey Line (Redbourn - Harpenden)

#### 6. Other Transport and Access Contributions (Indicative)

- Proposals must include improvements to the local walking and cycling route network, and access to the Nickey Line must also be facilitated for pedestrians and cyclists.
- Active mode access to the Nickey Line, and its enhancement, will be required.
- Opportunity to enhance to connectivity of the Nickey Line into Redbourn and onwards to Harpenden would be welcomed, including improvements to access/crossings and to surfacing/lighting where appropriate. This should be considered in line with GTP/LCWIP schemes, the Nickey Line GAP and the HC Cycling Connectivity Study.
- 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 £68,000 (£1,000 per unit)

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<sup>2</sup> Contribution to be indexed for inflationary increase as required.

- Car Club – estimated £68,000 (£1,000 per unit)

## 7. Conclusion


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

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 UC33 - Land Rear of 53 Snatchup, Redbourn

UC33 - Land Rear of 53 Snatchup, Redbourn, AL3 7HF		
Parish/Ward	Redbourn	 <p>Contains public sector information licensed under the Open Government Licence v3.0 © Crown copyright and database rights 2021 Ordnance Survey 100019853.</p>
Hectares	0.18	
Proposed use	Residential 7 units (indicative)	
UCS Ref	UCS-RB-SD-003	
Ownership	Public	

Source: Map from Reg 18 Local Plan Appendix 1

### Site Description

The site is located in Redbourn. The site is surrounded by the rear gardens of residential properties along; Ridgedown to the north west, Snatchup to the north east, Tingeys Close to the south east, Rickyard Meadow to the south, and Lybury Lane to the south west.

### 1. Distance to Key Services & Facilities (Approximate)

- 310 m to a primary school (Redbourn Primary School)
- 4.3 km to a secondary school (Roundwood Park School, Harpenden)
- 230 m to a bus stop (peak hourly day service) (Ridgedown, Stop ID: hrtddat)
- 5.6 km to Harpenden mainline railway station



- 765 m to Redbourn District centre or 275 m to the nearest convenience store, The Handy Store, 38 Lybury lane

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), primary school (4 minutes) and Redbourn District centre (9 minutes) are 10 minutes or less walking time. The secondary school (54 minutes) and railway station (70 minutes) are further away, being significantly more than 20 minutes walking time. These facilities are too far for most 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 village which is also important in considering the likelihood of the residents using active travel modes to access the primary school, bus stops and shops. 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, such as secondary schools and railway stations, which are located in neighbouring towns. The Nickey Line, which is located to the south and east of Redbourn, provides a sustainable travel corridor to Hemel Hempstead and Harpenden. The route is mostly unlit and has sub optimal surfacing in parts. 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

- Appropriate levels of car parking for existing and new development must be provided.
- The track that connects the site to Snatchup is narrow and proposals must demonstrate adequate access and egress.

### 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 GTPs.

## **3. Access Strategy**

The site has direct access onto Snatchup. The track that connects the site to Snatchup is narrow and proposals must demonstrate adequate access and egress. 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 – Redbourn (Indicative Contributions)

This site will make significant contributions to sustainable travel for Redbourn.

Indicative Contributions Total: 7 units x £6,826<sup>3</sup> (HCC developer contributions) = £48,000

This would be attributed as follows:

- LCWIP Scheme 2 - Hemel Garden Community circular route segments - Indicative contribution - £24,000:
  - Redbourn Road (A5183)
  - St. Albans - Hemel Hempstead Link (A4147)
  - Bluehouse Hill
  - Nickey Line (HGC - Redbourn)
- LCWIP Scheme 8 - Redbourn – Harpenden Link - Indicative contribution - £24,000:
  - Nickey Line (Redbourn - Harpenden)

#### 6. Other Transport and Access Contributions (Indicative)

- Contributions/enhancements are likely to be required to support relevant schemes in the LCWIP and GTPs.
- 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 £7,000 (£1,000 per unit)
- Car Club – estimated £7,000 (£1,000 per unit)

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<sup>3</sup> Contribution to be indexed for inflationary increase as required.

## **7. Conclusion**

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

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'.