



Sandridge Parish Neighbourhood Plan 2019 – 2036

Referendum Version

March 2021

ACKNOWLEDGEMENTS

We are pleased to produce our Sandridge Parish Neighbourhood Plan and grateful to over 960 Parish Residents and Councillors who have contributed to the development of this Plan, including as members of our:

- Policy Group Chairs Working Party
- Six Policy Working Groups
- Three Community Working Parties

We are also grateful to the many people who have participated in, and provided feedback on, our community presentations, meetings and workshops, as well as to residents who responded to the 2015 Sandridge Parish Surveys.

Most of all we would like to thank those who live and work in our neighbourhood who have played their part in shaping this Plan and have helped us to focus on the most important things that make our neighbourhood such a great place to live. Everyone has worked on our Plan with drive, providing the resource and expertise needed to collect the information and evidence required.

Thanks to the enthusiastic response to our consultations, this Neighbourhood Plan has genuinely been shaped by the local community, for the local community. These activities have been, and continue to be, supported by Sandridge Parish Council.

John Hale
Chairman of Sandridge Parish Council

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1. INTRODUCTION

Purpose

- 1.1 The Sandridge Parish Neighbourhood Plan (the Plan) has been written by local residents to shape the future development of the neighbourhood. The Plan supports the delivery of strategic policies contained in the Saved Policies of the St. Albans District Local Plan Review 1994 (the Local Plan). The Plan covers the period 2019-2036, which aligned with the end of the plan period for the withdrawn St Albans City and District Local Plan.
- 1.2 St Albans District Council (SADC) formally designated the whole of the Parish of Sandridge as the relevant Neighbourhood Area on 24th April 2014. The Neighbourhood Area is shown at Figure 1. below. Sandridge Parish Council is the qualifying body for the preparation of the Plan.
- 1.3 The purpose of the Plan is:
 - i. to set out a positive vision of the future needs of the Parish in terms of its housing development, highways and transport, commerce, employment and health, wellbeing and environment; and
 - ii. to create a framework for delivering a sustainable future for the benefit of all who live, work in, or visit the neighbourhood.

What is a Neighbourhood Plan?

- 1.4 The Localism Act 2011 established the right for communities to prepare Neighbourhood Plans, the initial rules governing their preparation being published in 2012. The National Planning Policy Framework (NPPF) 2019, states that a Neighbourhood Plan 'gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan'. This enables communities to determine the appropriate types of development in different locations and to establish the planning policies to be used in making decisions on planning applications.
- 1.5 A Neighbourhood Plan must be based on robust evidence. This includes evidence of community engagement and consultation, along with how the views, aspirations, wants and needs of local people have been taken into account. A comprehensive Evidence Pack supports this Neighbourhood Plan.

Why do we need a Neighbourhood Plan?

- 1.6 In recent years, there has been serious local concern about the nature of some development, particularly where it fails to reflect the character of the area. This has adversely affected the local environment and placed significant pressure on infrastructure and public services.
- 1.7 This Plan provides an opportunity for local residents to influence the future type of development and where within our neighbourhood it takes place. It also encourages

good quality design and the delivery of housing and related infrastructure to support our local community.

- 1.8 The withdrawn Local Plan identified two large development sites, East St Albans Broad Location within the Parish and North St. Albans Broad Location immediately adjacent to the Parish. The Plan assumes those sites proceed satisfying the housing requirement for the Parish. As a result, the Plan does not allocate any further sites for housing development.

This Plan covers the entire Sandridge Parish, as shown on the plan in the Figure below.

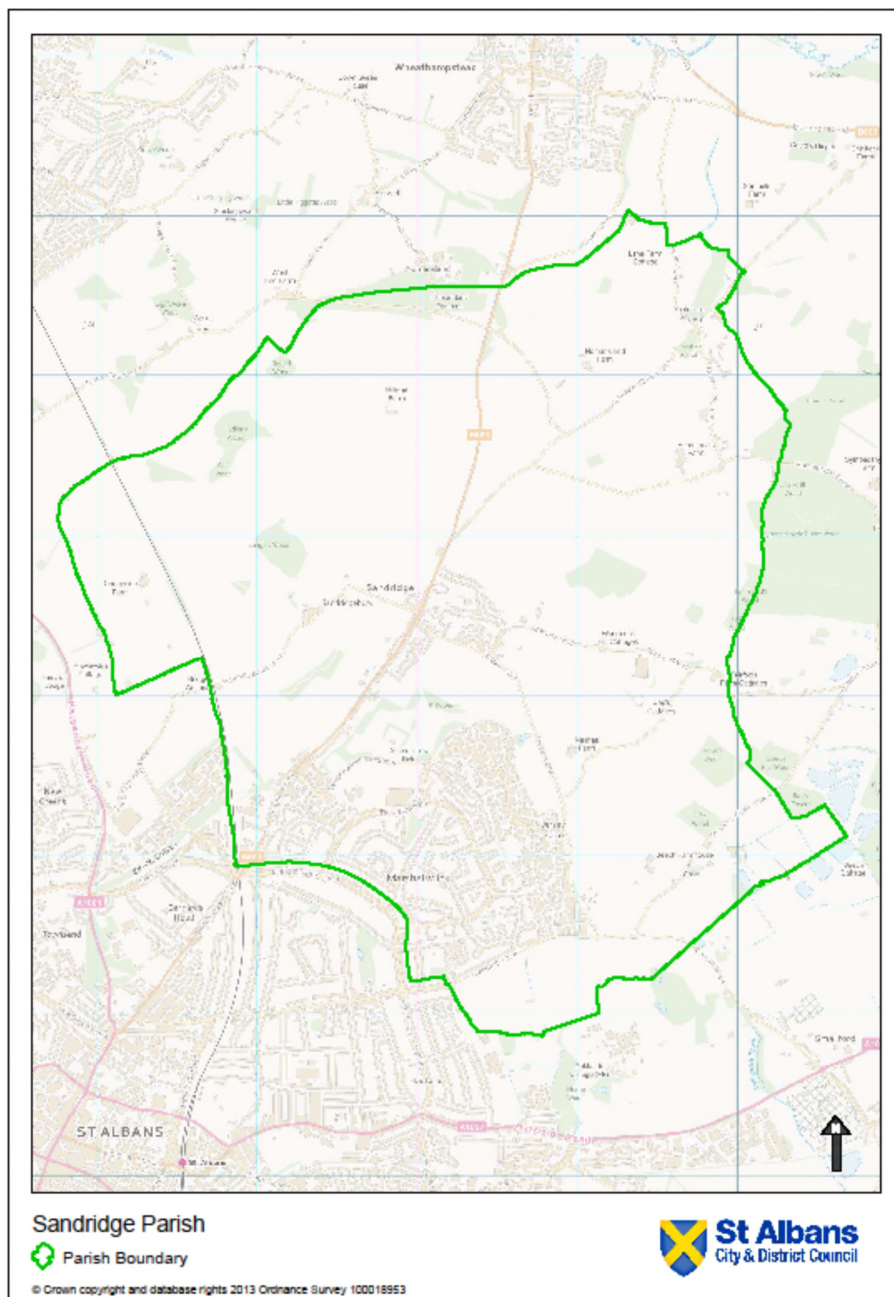


Figure 1: Neighbourhood Plan Area Boundary

2. THE NEIGHBOURHOOD PLAN PROCESS

Initiation and Consultation

- 2.1 In 2014, Sandridge Parish Council (the Parish Council) resolved to prepare a Neighbourhood Plan. Subsequently a number of working groups were set up to prepare the Plan on behalf of the Parish Council.
- 2.2 The working groups have sought, via public meetings, online and paper consultations, to ascertain residents' views, together with those of other stakeholders, groups and businesses that share an interest in this area. The Parish Council website and regular email shots have allowed everyone to keep up-to-date with our progress and to contact us.
- 2.3 The working groups have analysed the data received and listened carefully to the feedback provided throughout the consultation process, and have endeavoured to ensure that the Plan incorporates and accurately reflects the views of the local community.
- 2.4 A Consultation Statement has been produced to accompany the Plan. The statement outlines the process of community engagement, lists consultees and describes the engagement techniques used and events held.

Implementation and Review Process

- 2.5 Sandridge Parish Council has overseen the development of the Plan, and will conduct a review every five years, to ensure policies remain in line with the Local Plan and any changes in national legislation in addition to the neighbourhood requirements. It will work with various stakeholders and partners in both private and government organisations, to direct and control development and obtain investment to support any development. The role of the voluntary and community sectors will be crucial to this Plan.
- 2.6 For full details of the implementation plan please see Appendix 1 – Implementation and Review Process.

3. SANDRIDGE PARISH

Sandridge Parish Overview

- 3.1 Sandridge Parish (the Parish), on the edge of the historic settlement of St Albans, is an attractive and highly desirable place to live, inhabited since before the Roman invasion. The Parish includes Sandridge village, Jersey Farm and Marshalswick North as well as the smaller communities of Coleman Green, Tower Hill and the surrounding area. The Parish was largely farmland until the middle of the 20th century when the modern developments of what are now Marshalswick North and Jersey Farm began.
- 3.2 The population is some 11,576 (ONS as at 2017). The Parish has a low deprivation ranking, the proportion of residents having Level 4 (or above) qualifications and numbers in employment being higher than the national average.
- 3.3 Average house prices are some 141% of the national average. The Parish is conveniently situated, being only 32 miles from Heathrow Airport, 10 miles from Luton Airport and 18 minutes commuting time by train to London St Pancras. It also offers easy access to the M1 and M25 motorways, and the A1 / A1(M) trunk road.
- 3.4 Some residential roads, used as through routes for east-west traffic, are heavily congested at peak periods. High levels of car ownership and use outstrip available parking provision in certain areas of the Parish, particularly around schools and shops. Public transport availability is patchy and extremely limited in some neighbourhoods.
- 3.5 Economically, the Parish is dependent for jobs on London and the nearby towns of St Albans, Welwyn Garden City, Watford, Hatfield and Stevenage. While most residents commute to work outside the area, there is local employment. This is focused in the two mixed business areas at Ronsons Way and 158 St Albans Road. Other local employers include Oaklands College, Sandringham School and local primary schools, residential homes and the small shopping centres. There is also evidence of an increasing number of residents working from home.
- 3.6 The Parish benefits from a reasonably good range of local amenities. There is a small village store in Sandridge village and small shopping centres located at The Quadrant in Marshalswick and St Brelades Place in Jersey Farm. As well as a library and leisure facilities, there are two community centres and four halls offering a wide range of activities for all age groups, from play clubs for young children to a lunch club for older residents and activities spanning all generations and interests. Additionally, Sandringham School's facilities, including the Sandpit Theatre, are used by community, sports and arts groups. The Parish has seven recreation grounds, two Scout huts and Spencer Meadow sports courts which offer tennis, netball and basketball, as well as club league football and cricket.

- 3.7 The Parish is bounded by Green Belt land. Sandridge village is also the home of Heartwood Forest, which comprises some 850 acres (347 hectares) of woodland and open space adjoining Nomansland Common.
- 3.8 The Parish has three churches: St Leonard's, Marshalswick Baptist Free Church and St Mary's, although the latter lies just over the Parish border. St John Fisher School and Sandringham School also provide facilities for religious services.
- 3.9 Five public houses serve the Parish. All these have successfully adapted to meet the needs of local residents – and, in the case of Sandridge village and Coleman Green, visitors to Heartwood Forest and local walking and cycling groups.
- 3.10 The limited primary healthcare provision within the Parish is at full capacity. As well as a satellite surgery at Jersey Farm and a remote unit providing appointments in Sandridge village, there are two pharmacies in the shopping areas of Jersey Farm and Marshalswick. Hospital planned and emergency healthcare provision is spread over a number of remote hospital sites that are not well served by public transport.
- 3.11 The Parish has five primary schools, which are well subscribed. Sandringham Secondary school has undergone a considerable building programme in recent years and is oversubscribed. Additional school places will be required and should be included within future major developments.
- 3.12 The Parish is in general a low crime area. Anti-social behaviour related to alcohol and drugs, which occurs in localised pockets within the Parish, accounts for 30% of all reported crime. Residents' concerns are mostly related to anti-social behaviour, road traffic offences and littering/fly-tipping.

4. OUR VISION AND OBJECTIVES

Vision

“To be an inclusive, cohesive and safe community with a high quality of life, which retains the distinct character of its neighbourhoods - Sandridge village, Marshalswick North and Jersey Farm.”

- 4.1 Our vision is that in the future, Sandridge Parish will continue to be an inclusive, cohesive and safe community with a high quality of life which retains the distinct character of its neighbourhoods – Sandridge village, Marshalswick North and Jersey Farm. Between and through these geographical areas lie open spaces and green corridors and, although each area has its own character, together they comprise the Parish.
- 4.2 By 2036, there will have been changes. The nature of those changes will have been determined in part by this Plan and the policies it sets out.
- 4.3 For example, new homes will have been built. Our vision is that these homes should be sustainable, with a proportion of each development reserved for affordable homes and for local residents. Smaller units for first-time buyers or older residents looking to remain in the area will also have been built. Developments will be a mix of homes for either purchase or for rent, with no one area dominated by larger dwellings. Some of these new homes will have been built to an inclusive design standard so that they are capable of adaptation as their residents’ needs change.
- 4.4 Residents will still travel into St Albans and beyond, but for many the area will provide most day-to-day needs. Residents will still shop at The Quadrant, St Brelades Place and in Sandridge village. The Quadrant and St Brelades Place will continue to provide a wide range of shops and act as centres for the community. There will still be a library in Marshalswick and doctors’ surgeries in Jersey Farm and Sandridge. However, these will have been joined by other facilities to support the increased local population.
- 4.5 There will still be employment opportunities for many residents in the local retail outlets, schools and many small businesses. The Plan also anticipates a growing number of residents working from home for at least some of their working lives.
- 4.6 Local schools will still provide the same high standard of education and growing numbers of pupils will walk or cycle safely to school.
- 4.7 There will have been an increase in the number of journeys undertaken by foot or bicycle as the result of improved footpaths and byways – not only throughout the Parish but also connecting it to St Albans and other nearby communities.
- 4.8 While there will still be significant levels of car ownership, careful planning will have resulted in safer roads and minimised the impact for residents of traffic volumes, air

pollution and parking. Public transport will have been improved across the area. Our vision is to have improved accessibility across the Parish for all residents.

- 4.9 Jersey Farm Woodland Park and Open Space and the many other smaller open spaces will continue to provide recreation locations for residents, as will Heartwood Forest and Nomansland Common. Horse riders will still use the bridleways and byways. Across the Parish, thriving wildlife habitats will exist with green corridors linking the larger open spaces.
- 4.10 Local groups will continue to meet in our community centres, Sandridge village hall, schools and church halls supported by the Parish Council, local churches and other organisations. These hubs will all contribute to the sense of belonging, bringing residents together in an inclusive and cohesive community – as will our public houses and numerous cafés.
- 4.11 In 2036, Sandridge Parish shall be a popular, low crime location, providing a mix of predominately residential, along with some retail and commercial, properties in a sustainable green environment.

Overarching Objectives

- 4.12 The Plan has been produced in accordance with the NPPF and contributes to sustainable development. The three overarching and interdependent objectives of the planning system are:
- Economic sustainability
 - Social sustainability
 - Environmental sustainability
- 4.13 These objectives should be delivered through the preparation and implementation of plans.

Our Objectives

- 4.14 The following objectives were developed from the residents' survey and workshops, and the consultations with residents, retailers and employers involved with the Parish. The preparation of the Neighbourhood Plan has identified key areas which local people feel are important to the character of the area.
- 4.15 Sandridge residents confirmed their wish, in the comprehensive survey, to retain the character and appearance of the current Parish. These objectives have been created to ensure that development within the Parish reflects their views:
- 1 Support sustainable, good design that respects the neighbourhoods' distinct identities and characters.**
 - 2 Encourage sustainable, mixed developments designed to meet local needs and provide appropriate housing for all age groups.**
 - 3 Promote the provision of appropriate and adequate infrastructure to support development of the local and wider community.**

- 4 Retain our Green Belt and open spaces.**
- 5 Promote sustainable means of transport and other solutions to address the problems of traffic congestion and parking.**
- 6 Encourage employment opportunities in the area through retaining and supporting commercial and retail areas, and by supporting working from home.**
- 7 Encourage the use of Heartwood Forest, Jersey Farm Woodland Park and other facilities by residents and visitors.**

4.16 The Plan is divided into four sections:

Sustainable Development

Sustainable Transport

Sustainable Economy

Sustainable Environment, Health & Wellbeing

4.17 These sections relate to the themes in the NPPF (see table below).

Neighbourhood Plan Vision	Neighbourhood Plan Objectives	Neighbourhood Plan Sections	NPPF 2019 Themes
To be an inclusive, cohesive and safe community with a high quality of life, which retains the distinct character of its neighbourhoods – Sandridge village, Marshalswick North and Jersey Farm.	1 Support sustainable, good design that respects the neighbourhoods' distinct identities and characters.	Sustainable Development. Sustainable Transport. Sustainable Economy. Sustainable Environment, Health & Wellbeing.	<ul style="list-style-type: none"> • Delivering a sufficient supply of homes. • Building a strong, competitive economy. • Ensuring the vitality of town centres. • Promoting healthy and safe communities. • Promoting sustainable transport. • Supporting high quality communications. • Making effective use of land. • Achieving well-designed places. • Protecting Green Belt land. • Meeting the challenge of climate change, flooding and coastal change. • Conserving and enhancing the natural environment. • Conserving and enhancing the historic environment. • Facilitating the sustainable use of minerals.
	2 Encourage sustainable, mixed developments designed to meet local needs and provide appropriate housing for all age groups.		
	3 Promote the provision of appropriate and adequate infrastructure to support development of the local and wider community.		
	4 Retain our Green Belt and open spaces.		
	5 Promote sustainable means of transport and other solutions to address the problems of traffic congestion and parking.		
	6 Encourage employment opportunities in the area through retaining and supporting commercial and retail areas, and by supporting working from home.		
	7 Encourage the use of Heartwood Forest, Jersey Farm Woodland Park and other facilities by residents and visitors.		

4.18 Within the broad objectives we have identified a number of issues. These issues are that:

- a. Development should respond to and reflect identified local needs, such as affordable, social and older peoples' homes.
- b. Development should respect, and in some instances protect, the characteristics and environments valued by residents and which define the Parish.
- c. Development should provide a suitable mix of housing types ensuring that people with a strong connection to the Parish have the first option for obtaining affordable accommodation, providing they satisfy the correct housing policy requirements.
- d. Designs for any alterations or new builds within the Parish respect the existing style of build in the relevant neighbourhood – for example, 'Nash' style houses – with open and recreational areas, be sustainable and adaptable for future residents' needs or disability, and also provide sufficient parking provision for the current generation measured by actual demand spaces per bedroom rather than statistical average.
- e. Sandridge village is an area of special architectural or historic interest. Development proposals will respect, preserve, and enhance the significance of heritage assets such as buildings, sites of archaeological significance and listed properties and the landscape qualities which define and contribute to the historical, architectural and natural character of the area.
- f. Small-scale infilling and redevelopment, within the defined boundary to Sandridge village, controls the spread of Sandridge village by respecting the boundaries of the Green Belt and the boundary between the village and estates on the edge of St Albans.
- g. Flora and fauna will be protected by providing or preserving open space provision.
- h. Maintaining or introducing further sports, recreation and youth facilities.
- i. Local Green Spaces outside the Green Belt, represent a strategic public and private open space network, which is an essential part of the Parish's Green infrastructure and should be sustained.
- j. Any development outside a Broad Location should be infill or use brownfield land without over-developing any plot or location. Building density should reflect and empathise with current densities, character profiles and area statements for Sandridge village, Marshalswick North and Jersey Farm (all of which are Areas of Residential Character).
- k. Current infrastructure provision of utilities, (gas, electricity, communication, broadband, sewerage and water), roads, access, parking, green spaces, and facilities for the Parish are at maximum capacity. Developers of any new building should work with agencies to ensure sufficient supply as an essential part of the development. Water supply is a particular concern in the area.
- l. For large developments, applicants should work with relevant Council departments to supply: increased education, health and social care capacity, and fire and rescue provision to match the further demand from these new builds; provide access, via highways, control of traffic congestion and car parking, to service the builds; include reliable passenger transport, travel plans, bus and community transport links.

- m. Any new development on the East St Albans Broad Location site will be a mixture of housing types and tenures of good design, environmentally sustainable, have high quality community facilities, and integrated with and enhancing surrounding neighbourhoods.
- 4.19 Policies to ensure our objectives are achieved and the above issues are addressed can be found in chapter 5 below. The relevant objectives for each policy are stated in each policy introduction.

5. NEIGHBOURHOOD PLAN POLICIES

Context

- 5.1 This chapter sets out the planning policies for Sandridge Parish for the period 2019-2036. The planning policies, identified in boxed blue text, together with the reasoned justification for them are set out in the following sections. The policies reflect the main issues, which were raised in the consultation, and provide the means by which our objectives (listed in paragraph 4.15) will be achieved.
- 5.2 The National Planning Policy Framework (NPPF) 2019 as well as the Local Plan provide the overall planning context for the Parish. In addition, Hertfordshire County Council is responsible for certain transport, minerals and waste management policies.
- 5.3 The Plan should be read as a whole. When considering a development proposal, several policies will often be relevant and all relevant policies must be applied. General policy cross-references or caveats are not included in individual policies. For ease of understanding, direct explanatory links between policies are sometimes noted.

5.4 List of Policies

Neighbourhood Plan Sections	Neighbourhood Plan Policies
Sustainable Development.	D1 – Settlement Boundary. D2 – Potential Development Land. D3 – Provision of Affordable Housing for Local People in Perpetuity. D4 – Housing Development and Building Guidelines (Less Than 10 Dwellings). D5 – Housing Development and Building Guidelines (10 or More Dwellings). D6 - Sustainable Future Housing Design. D7 – East St Albans Broad Location.
Sustainable Transport.	T1 - Traffic Congestion and Road Safety. T2 - Public Transport (Buses). T3 - Walking, Cycling and Recreational Travel (Active Travel).
Sustainable Economy.	C1 – Commercial Areas. C2 - Retail Areas. C3 – Homeworkers. C4 - Sustainable Community Leisure and Sports Facilities. C5 - Promotion of Visitor Attractions.

Neighbourhood Plan Sections	Neighbourhood Plan Policies
Sustainable Environment, Health & Wellbeing.	E1 – Natural Environment, Biodiversity and Green Infrastructure. E2 - Landscapes, Views and Gaps. E3 – Local Green Spaces. E4 – Non-designated Green Spaces. E5 – Heritage Assets. E6 – Health Needs.

Sustainable Development

Introduction

5.5 Sandridge Parish is composed of three district areas of residential development together with a large area of Green Belt separating Sandridge village from Jersey Farm and Marshalswick North. The residents' surveys highlighted:

1. strong support for keeping Sandridge village within its current boundary and not allowing further spread towards neighbouring residential areas.
2. where housing is provided, it should be affordable and targeted towards existing families thus providing local people greater opportunity to rent or purchase local homes.
3. the supply of large houses, unaffordable to local families, should be restricted.
4. housing should reflect the character of the local area.
5. housing should be more sustainable with better insulation, controlled ventilation and where possible should be adaptable to reflect the needs of a changing and, in some instances, a maturing population.
6. the need for improved infrastructure
7. protection of the green spaces within our residential areas.

5.6 Prior to drafting this Neighbourhood Plan, the Oaklands Grange development off Sandpit Lane was granted planning permission. The withdrawn Local Plan included this development plus a further 900 dwellings, schools and community facilities (East St. Albans Broad Location). The current development is fully within this Parish and the majority of the larger 'Broad Location' is within the Parish.

5.7 Reflecting the importance of the East St. Albans Broad Location to the Parish, a single policy has been prepared setting out the guidelines for providing a community development which complements the area and provides benefit for new and existing residents.

Policy D1 Settlement Boundary

Introduction

5.8 Sandridge village is classified in the Local Plan (Policy 2 - Settlement Strategy) as a Green Belt Settlement. Policy D1 meets objectives 1-6.

Policy D1 Settlement Boundary

Sandridge village lies within the Green Belt. The Green Belt settlement boundary for Sandridge village is shown on the map below. Within this boundary, small-scale (defined as development consisting of less than 10 dwellings over the plan period) infilling and redevelopment for residential use, related community facilities and services, or small start-up businesses will be permitted in accordance with the local development plan, providing that such development

provides facilities that support the village community or its visitors. In addition, re-siting of existing industry or business will be encouraged where this releases land for use as affordable housing to meet local needs.

The acceptability of small-scale infilling and redevelopment will be judged against the following criteria:

1. The land has been previously developed or is part of the curtilage of an existing property.
2. The site represents infill, defined as a gap in an otherwise continuously built up road frontage. Any such development shall preserve the openness of, and not conflict with the purposes of including land within the Green Belt. Gaps may not be filled where they form an intrinsically important feature that contributes to the environmental character of the village.
3. The development reflects the existing character of the settlement (with reference to any Conservation Area statement).
4. The area has been identified within this Neighbourhood Plan as suitable for small-scale development for affordable housing or small-scale business development.
5. The development does not have a material negative impact on any heritage asset.

Background and Explanation

- 5.9 The NPPF paragraph 145 e) & f) states that the construction of new buildings is inappropriate within the Green Belt, except – ‘limited infilling within villages, and limited affordable housing for local community needs under policies set out in the development plan’.
- 5.10 Within the Local Plan (Policy 2 – Settlement Strategy) it states that ‘... development will not normally be permitted except:
- a) the local housing needs;
 - b) local facilities and service needs of the settlement in which the development is proposed.
- Development must not detract from the character and setting of these settlements within the Green Belt.’
- 5.11 The Local Plan (Policy 1 – Metropolitan Green Belt) confirms that permission will not be given for development other than very special circumstances or for purposes other than that required for specific, stated activities.
- 5.12 Sandridge village lies within the Green Belt and so in order to ensure that new development constitutes infilling, the settlement boundary of the village has been defined in this Plan.
- 5.13 Based upon this information, the Parish Council has reviewed the boundaries of the village and prepared the map (Figure 2).

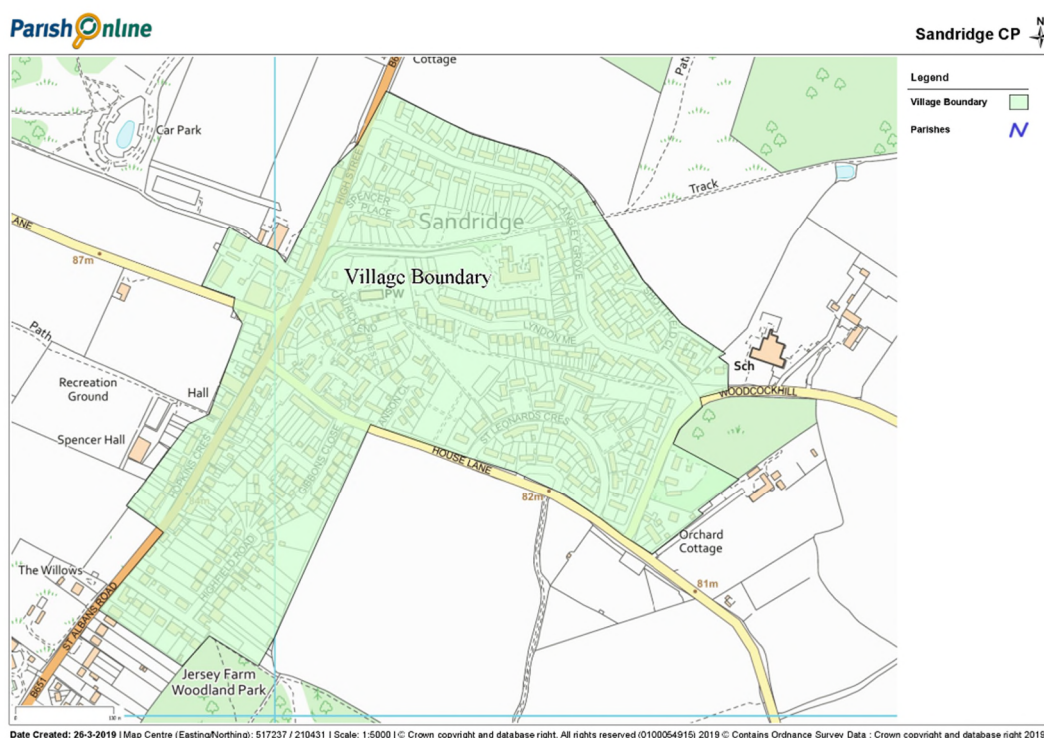


Figure 2: Sandridge Village Boundary

Policy D2 Potential Development Land

Introduction

- 5.14 It is the intention of this Plan that all future development should address the current imbalance in housing supply by supporting the provision of more affordable housing, especially for those with a strong local connection as defined in the Provision of Affordable Housing for Local People in Perpetuity Policy D3, smaller, lower cost housing (especially two-bedroom homes) and homes suitable for downsizing to free up larger family homes. Policy D2 meets objectives 1-5.

Policy D2 Potential Development Land

Where a residential development proposal within the Metropolitan Green Belt does not comply with the exceptions set out in NPPF paragraph 145 (other than if it is specifically identified within a future Local Plan), it will not be supported.

A residential development proposal (other than within the Green Belt) will be supported if all the following criteria are met:

1. It has regard to the needs of young families looking for 2 or 3 bedroom properties, which may include semi-detached and terraced housing.
2. It has regard to the need for homes suitable for downsizing

and lifetime occupation by the elderly, including bungalows and sheltered accommodation.

3. It provides a mix of homes for either purchase or rent (including self-build plots), which include an element of affordable housing in accordance with local needs, taking into account the high market value of property in St Albans in relation to the average salary.
4. A Construction Management Plan containing an appropriate level of detail for the size of development has been agreed in consultation with Sandridge Parish Council, prior to any development taking place, to minimise the impact on the local community. This will include statements on how the construction will be carried out including construction routes and how and when repairs to any infrastructure damage caused by the construction process will be rectified, enforced as necessary through a planning obligation.
5. Applications for development of 10 or more dwellings identify and make proposals to address any adverse impacts such development will have on the character of the Parish, the facilities within the Parish, on parking and public transport. Planning obligations or conditions should be created to support appropriate proposals.

Background and Explanation

- 5.15 There is constant pressure for new housing to be provided within the Parish. The NPPF emphasises a presumption for sustainable development.

Policy D3 Provision of Affordable Housing for Local People in Perpetuity

Introduction

- 5.16 Affordability is a key issue in providing sustainable development. Policy D3 is to ensure that criteria to prioritise local housing needs are met. Affordable housing should be first made available for people with a strong local connection. Policy D3 meets objective 2.

Policy D3 Provision of Affordable Housing for Local People in Perpetuity

In all developments which include the provision of affordable housing, the development will not be supported, other than for shared ownership, unless the affordable housing remains as affordable housing in perpetuity.

Those with a strong local connection to the Parish and whose needs are not met by the open market will receive first offer of the tenancy or shared ownership of the dwelling. In this context, a strong local connection, which will be included additionally within a planning obligation, means an

applicant(s):

- 1. Who has lived in the Parish for five of the last eight years and is currently resident there, or**
- 2. Who has lived in the Parish for at least five years and whose parents or children are currently living in the Parish and have at least 10 years' continuous residency there.**

All affordable housing should remain available to eligible persons beyond the first transaction, where legislation permits this. In this respect, the following conditions will be agreed prior to granting planning permission:

- a. All affordable housing for rent will be owned and managed by the Local Authority or a Registered Social Landlord (RSL).**
- b. All affordable housing offered for shared ownership will be part-owned and managed by an RSL (or the Local Authority). Rules for the buyback of the property by the RSL (or the Local Authority) or subsequent sale to a person with a strong local connection will be a condition of the planning obligation.**

Background and Explanation

- 5.17 The Strategic Housing Market Assessment (SHMA) prepared for St. Albans District Council and updated in 2015 demonstrates a need within the District for more than 75% of all new housing to be affordable, with less than 25% to be market housing. It is acknowledged by SADC that these proportions are unrealistic and not viable. Housing requirements within the Parish closely mirror those within the District demonstrating a strong need for affordable housing. This is confirmed by the local surveys which have provided evidence that there is a strong demand and preference for affordable housing tailored to local need. Whilst keeping within National and District guidelines, this policy promotes the priority of local people when allocating any affordable housing built within the Parish.

Policy D4 Housing Development and Building Guidelines (Less Than 10 Dwellings)

Introduction

- 5.18 Policy D4 is to promote sustainable building of extensions and small site developments and meets objectives 1-6.

Policy D4 Housing Development and Building Guidelines (less than 10 dwellings)

Any new build on a brownfield site development or extension that includes the following aspects, where relevant, will be viewed favourably:

1. New development is sited so as not to intrude upon the landscape, in line with the NPPF paragraph 127 (c) and in accordance with Policy E2 Landscapes, Views and Gaps.
2. New development, improvements or extensions to existing buildings must take into account, and reflect, the distinctive area characteristics in terms of the design and materials used and in accordance with a relevant Area statement in Appendix 4.
3. The scale and height is in keeping with existing and adjacent buildings.
4. New development and extensions including a new bedroom provide off-road car parking with a minimum of two spaces.
5. Secured parking on-site for cycles either communally or for each home.
6. Provision of electric vehicle charging infrastructure up to and including the charge-point either individually or communally.
7. Designed for flexible room use, such as one room at ground floor allowing for the possibility of fitting a bed downstairs if required for long-term illness; wider doors downstairs for wheelchair access.
8. Prioritises pedestrian access where possible – with reference to the Rights of Way Improvement Plan.
9. New development to be integrated with existing developments, reflecting the character of the frontage of nearby properties.
10. Includes conversion of a detached house into two semi-detached houses where the plot is an acceptable size and meets parking requirements.
11. Reflects the current local housing density.
12. Each home has an outdoor garden space or part of or access to a communal garden.
13. Where footways, pavements and grass verges are to be retained after construction, a commitment to provide evidence that all footways, pavements and grass verges are returned to a similar or better condition than before works commenced.
14. Developers should ensure that all utilities infrastructure is adequate to support additional housing by demonstrating that sufficient capacity exists within the sewerage network, new water supply and strength of broadband signal or that any necessary upgrades will be delivered ahead of the occupation of development.
15. Development must ensure that there is no increase in the current risk of localised flooding.
16. Ensure all developments incorporate the optional requirements M4 (2): Category 2-Accessible and adaptable dwellings.
17. Includes a room or area to enable the possibility of working from home.

Background and Explanation

- 5.19 Residents wish to retain the character and appearance of the current area. The above policies have been created to ensure that development within the Parish reflects the findings from a comprehensive survey regarding any proposed development and the needs and wishes of the local residents. Sandridge Parish has

three wards with distinct identities and needs and the vision for the policies is based upon the collation of an extensive range of evidence-based research. Any new development must respond to, and reflect, identified local needs, whilst respecting, and in some instances, protecting the characteristics valued by local residents and which define the Parish of Sandridge.

- 5.20 New buildings will utilise the availability of, yet discourage excessive, infill or brownfield development resulting in inappropriate growth without provision of infrastructure.
- 5.21 Designs for any alterations or new build properties within the Parish will be expected to complement the existing style of build e.g. Nash style houses.
- 5.22 The building density will reflect and empathise with the current densities and character including maintenance of current open and recreational spaces.
- 5.23 The parking standards in Policy D4 item 4 above are justified in the light of the significantly higher rates of car ownership compared to St Albans District as whole and County and National rates of car ownership. The table below demonstrates the levels of car ownership/access to a car or van. In the Marshalswick North and Jersey Farm areas of the Parish, survey evidence indicates even higher car ownership levels: average car ownership of 1.63 per household and only 4% of households with no access to a vehicle (Data from Sandridge Parish Council (SPC) Residents Survey 2015).

	England	Hertfordshire	St Albans	Sandridge Parish
Average Car Ownership by household *	1.16	1.38	1.44	1.52
% of households without access to a car/van **	25.8	16.9	16.1	10.6

*Herts County Council Traffic and Transport Data Report 2017

** NOMIS figures based on 2011 census

- 5.24 Through the residents' surveys several concerns were raised. These included proposed small and large-scale development, noise nuisance, speeding traffic, anti-social behaviour and fly-tipping/littering. Residents wished to be better informed on local matters and be able to influence outcomes through targeted action and partnership working.

Policy D5 Housing Development and Building Guidelines (10 or More Dwellings)

Introduction

- 5.25 Policy D5 is to promote sustainable building of dwellings on large sites to meet objectives 1-6.

Policy D5 Housing Development and Building Guidelines 10 or more dwellings

Major housing development proposals, will be viewed more favourably, if they include all aspects of Policy D4 Housing Development and Building Guidelines (less than 10 dwellings) PLUS all of the following:

1. Good urban design which encourages low traffic speeds.
2. Pedestrian and cycle access (suitable for wheelchair users and mobility scooters), connecting with actual or planned routes to key destinations and community facilities, wherever possible, to meet demand. New streets should reflect the characteristics of the existing local street layout pattern and include street furniture that is appropriate to its setting.
3. All roads within the development shall be built to adoptable standard and the developer shall provide every assistance to facilitate the adoption of the roads by Hertfordshire County Council.
4. Increased school and health facilities (including GP/dentist provision) proportional to the size of the development (see also Policy D7: East St. Albans Broad Location) plus the increased availability of emergency hospital services, to fulfil the requirements of the SADC Infrastructure Delivery Plan.
5. Provide resident and retail car parking to the standards set by St. Albans City & District Council, based on actual demand not theoretical assumption, with the provision of ample drop-off and pick-up points near schools and community facilities.
6. Major developments of more than 50 dwellings must follow a master plan process, see Appendix 5, including design guidelines, in discussion with Sandridge Parish Council and, where appropriate, neighbouring parish councils.

Background and Explanation

See Policy D4 above

Policy D6 Sustainable Future Housing Design

Introduction

- 5.26 Policy D6 is to promote buildings of any type or size to be sustainable and adaptable. Policy D6 meets objectives 1, 2 and 6.

Policy D6 Sustainable Future Housing Design

Ensuring the health & wellbeing of residents is an essential part of the development process and should be designed into any future development as recommended in the Hertfordshire Health and Wellbeing Guidance¹ and Public Health England's Spatial Planning for Health².

The Parish supports the principles of sustainability and adaptability so aims to encourage future proofing new development where possible, whilst retaining the special character of the areas. Applications meeting some or more of the following standards will be viewed more favourably.

A. ENVIRONMENTAL DESIGN

1. Provision of an enclosed porch or weather-protected main entrance.
2. Triple-glazed coated glass used throughout any new development.
3. Increased thermal mass and improved solar control through direction of windows and solar shading to reduce the need for mechanical heating or cooling.
4. Levels of insulation in the walls/floors and roof are higher than those recommended by Building Regulations and made of non-combustible materials.
5. Orientation and layout to minimise need for heating.
6. The incorporation of solar thermal panels/PVs where practical.
7. Provision of a clothes drying area.
8. Natural ventilation with cross and stack ventilation being prioritised.
9. Good natural daylight throughout the house.
10. Incorporation of water saving measures and provision for grey water recycling.

B. LIFETIME DESIGN

11. A shower (and, ideally, a bath) provided downstairs.
12. Level thresholds or ramps at the main entrance door and back doors where practical.
13. Dimensions of living rooms to allow for arrangement of furniture rather than corridor arrangement as set out in 'Technical housing standards – nationally described space standard', otherwise known as DCLG standards.
14. Subject to local character, sill heights of windows in living rooms low enough to see outside while sitting or lying down.
15. Provision of special needs facilities (access to homes and shops,

parking, road and pavement adaptations, toilets and so on) and that these are suitably integrated with other aspects of the environment and buildings.

Ref: 1

<https://www.hertfordshire.gov.uk/media-library/documents/public-health/hertfordshires-health-and-wellbeing-planning-guidance-may-2017.pdf>

Ref: 2

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729727/spatial_planning_for_health.pdf

Background and Explanation

- 5.27 Scientific evidence shows that human activities are overloading the planet, causing significantly negative effects on the environment. Furthermore, it shows that global warming is one of the most critical environmental issues.
- 5.28 The population of the United Kingdom is growing and demographic changes are pushing planners to consider sanctioning the building of thousands of new homes. These will further increase the use of energy and other resources. It is therefore of paramount importance that these new developments are built in a sustainable manner.
- 5.29 A glazed sunspace/conservatory attached to the south side of a house will increase solar gain to the living areas while acting as a buffer zone between the outside space and the house during the winter months by pre-heating air. Covering the glass at night with insulation and using low emissivity coating on the glass will reduce heat loss and increase the heat collection of the sunspace.
- 5.30 Flint was used in the construction of most of the historic buildings in the area as it is an easy material to source. Using flint today may only be applicable in the Conservation Area. All roofs in Marshalswick and Jersey Farm are of clay or concrete tiles.
- 5.31 Harnessing the natural resources of a site, creating an appropriate layout and having a suitable orientation can help save energy and create more sustainable homes. It is possible to reduce energy to heat a house just by homes orientating north/south where possible, with living areas to the south and circulation and kitchen areas to the north. Evidence proves that adding a porch with a door, while retaining the original front door, will save 11% of the energy required to heat the home.
- 5.32 Home design must be developed in a manner that is inclusive and of sufficient dimensions to be flexible to accommodate the arrangement of furniture. This enables a home to be used to the full by everyone regardless of age, gender, capability etc. In addition, design should be influenced by the relevant Area and

Conservation Statements for Sandridge village, Marshalswick North and Jersey Farm, contained in Appendix 4 of this Plan.

- 5.33 People tend to remain in their homes for much of their lives, so their homes need to be adaptable. The ability to quickly and cheaply change our home when our circumstances change is particularly important in an ageing society where most residents want to maintain their quality of life, maximise independence and stay in their own home for as long as possible.
- 5.34 Other standards that could improve the lives of residents include:
- a. The civil provision of a neighbour's 'right to light' entitlement (refer to BRE good practice 'Site layout planning for daylight and sunlight' (BR209)).
 - b. Options for sustainable energy usage, including dual fuel and solar panels.
 - c. Construction using non-combustible high-quality materials, such as super insulation (150mm), with sustainability and eco-friendly features.
- In addition, the difficulties experienced by owners of leasehold properties as the length of the lease shortens and the cost of extending leases should be avoided by the sale of properties as freehold, wherever possible.

Policy D7 East St. Albans Broad Location

Introduction

- 5.35 Development of the area known as East St. Albans Broad Location.

Policy D7 East St. Albans Broad Location

In advance of publication of a Local Plan in place of the withdrawn St. Albans City and District Local Plan 2020-2036, Appendix 5 of the made version of the Sandridge Parish Neighbourhood Plan shall be used as a guide to future planning in the area known as East St. Albans Broad Location.

Paragraphs 5.36 – 5.47 not used

Figure 3: East St. Albans Broad Location: Constraints Map – located in Appendix 5.

Sustainable Transport

Introduction

- 5.48 The Parish is bounded by roads used for through traffic to and from the city centre and beyond. These roads become very congested at peak periods. 70% of the respondents to the resident survey in 2015 considered the roads were inadequate to accommodate current through traffic levels. There is strong local concern about delays and diminished air quality resulting from current levels of queuing traffic. Rat runs have developed along narrow residential roads, leading to safety concerns. As an example of rat run volumes, 2013 figures show that, on average, 441 vehicles used Barnfield Road on weekdays between 8am and 9am.
- 5.49 Traffic volumes in St Albans are predicted to increase by 14% between 2017 and 2031. Planned significant new development in the Parish and surrounding areas is likely to worsen this situation. A shift to sustainable transport is one means of addressing this, but additional traffic congestion mitigation measures will also be necessary where new development takes place.
- 5.50 The 2015 residents survey also highlighted that current levels of inconsiderate parking, speeding and poor road and footway maintenance in specific areas of the Parish cause significant local concern about the roadside environment. These problems make it more difficult to get around safely, particularly for those with limited mobility, and require concerted efforts by local, district and county authorities to effect improvement. Parish residents are also concerned about nuisance caused by idling vehicles and poor verge maintenance.
- 5.51 The nearest railway station (St Albans City) is not within easy walking distance for Parish residents (1.8 – 2.7 miles away). Bus services in the area are inadequate in terms of coverage, frequency and reliability (see Intalink for bus service timetables <http://www.intalink.org.uk/timetables>). Successive cuts in subsidised services have significantly worsened levels of service, particularly in evenings and at weekends. A lack of accurate real-time information on bus arrival times further discourages use. This particularly disadvantages residents in outlying areas of the Parish, with mobility difficulties or without access to a car.
- 5.52 Levels of car ownership are high as set out in paragraph 5.23 above. According to the Hertfordshire Travel Survey 2015 Report the percentage of households with no car in St Albans had dropped to 10.2%. In the Marshalswick North and Jersey Farm areas of the Parish, the 2015 residents survey evidence indicates even higher car ownership levels: average car ownership of 1.63 per household and only 4% of households with no access to a vehicle. However, there is evidence of local willingness to switch from using cars to buses, cycling or walking if these options were made more convenient and safer. An important contribution to this would be better provision and maintenance of off-road cycling and walking routes connecting residents to key destinations such as local shops, St Albans City railway station and the city centre.
- 5.53 Walking, cycling and horse riding in the area will be encouraged for recreational, health and wellbeing reasons, as well as to boost the local economy. More

interconnected multi-user routes with all-weather surfaces are needed so that these benefits can be realised.

Policy T1 Traffic Congestion and Road Safety

Introduction

- 5.54 Policy T1 is to minimise the impact of increased traffic congestion on residential roads arising from new development and to improve road safety and the roadside environment. Policy T1 meets objectives 3 and 5.

Policy T1 Traffic Congestion and Road Safety

Locations for development must provide sustainable travel opportunities in line with Hertfordshire County Council's Local Transport Plan 4 (as amended). The Parish will not support development where private car use is the only realistic choice for residents.

All major development proposals (of 10 dwellings or more) must provide a traffic assessment or transport statement, proportional to the scale of the development proposed, which assesses the potential impact of increased traffic on residential roads. The traffic impact assessment must include all of the following:

- 1. Identify impact on pedestrians, cyclists, road safety, the roadside environment, parking and congestion.**
- 2. Include the impact of increased parent/school car journeys.**
- 3. Identify measures designed to mitigate the impacts identified in 1 above.**
- 4. Include measures to maximize the efficiency of key road junctions in the vicinity while considering the needs of pedestrians and other road users.**

Major development proposals (of 10 dwellings or more) should provide walking and cycling routes appropriate to the size of the scheme within the development and access points connecting with adjacent paths, community facilities, schools, shops and transport interchanges as part of the layout and design.

Effective mitigation schemes to reduce the impact of through traffic within residential areas will be supported. Examples of such schemes are provided in the tables below. Specific mitigation measures in relation to the East St Albans Broad Location are listed in Policy D7.

Background and Explanation

- 5.55 The main drivers behind this Policy were the strong views of local people, expressed in the residents' surveys. In Marshalswick and Jersey Farm, 90% of respondents were concerned about the negative effects of further significant development on current

levels of traffic congestion at peak times (rush/ school hour runs). In Sandridge village, the overwhelming ‘dislike’ was speeding traffic. This Policy is also supported by national and county initiatives to discourage increased usage of private vehicles and to improve road safety.

- 5.56 In order to assess the effectiveness of any mitigation schemes the Traffic Impact Assessment should include predicted levels of additional traffic (including school traffic) likely to be generated and what impact that will have on local key roads and junctions.
- 5.57 Levels of pollution in the roadside environment must be measured prior to major development taking place. Potential impacts of major development proposals, which are predicted to raise the concentration of pollutants in the roadside environment to a level that would breach air quality objectives, must be addressed. Landscape schemes including the responsible planting of additional trees to reduce or absorb air pollution from additional traffic will be encouraged. Other incentives to reduce car travel, such as car sharing schemes will be supported. Development proposals which, despite mitigation measures, materially increase traffic congestion, may need to include more significant mitigation measures such as a park-and-ride scheme to provide links to the City station and centre.
- 5.58 The tables below, as cited in the Policy, set out mitigation measures to address the specific traffic, road safety, air quality and parking problems identified in the three areas of the Parish. Implementation of these measures will be sought either as S106/ Community Infrastructure Levy (CIL) contributions through major development proposals, other funding mechanisms or through lobbying for improvements to be undertaken by the Highway Authority.

5.59 Sandridge Village Highway Improvements

Measure	Justification
Speed Indicating Devices (SIDs) within village 30mph limit.	In line with Speed Management Strategy.
Improve pedestrian access across High Street from Church End bus stop to Pound Farm.	To provide safe access to the Hertfordshire Way and Heartwood Forest.
Improve pedestrian access across High Street near village shop/café.	To improve safety for pedestrians going to the village shop/cafe.
Improve access for pedestrians, cyclists and horse riders from Jersey Lane onto House Lane.	To improve safety for users of Jersey Lane entering or crossing House Lane.
Traffic management measures e.g. mini roundabouts at House Lane / High Street and St Albans Road/Sandringham Crescent junctions.	To improve road safety at these junctions.

Highway adaptations to King William IV junction.	To improve safety for cyclists and to prevent excessive build-up of traffic along Marshalswick Lane.
Provide additional grasscrete parking bays along Langley Grove and on St Leonard's Crescent.	Requested by local residents, to permit through passage of shoppers' bus and emergency vehicles.

5.60 The Sandridge village highway improvement regarding access from Jersey Lane relates to the point where Jersey Lane byway exits on to House Lane. There is no clear view of oncoming traffic because of bends in the road. Pedestrians currently have to cross the carriageway and walk along a grassy bank before reaching the footway into the village. Cyclists and horse riders have to turn into the road. The preferred scheme is part of the Rights of Way Improvement Plan and entails a bridleway just inside the hedge line of the field on the Jersey Lane side of House Lane till it joins up with the footway into the village. This scheme may take time to implement owing to current ownership issues, so temporary measures to reduce the speed of cars/improve the sightline (e.g. an extended kerb) and a path for pedestrians on the opposite side of the road is required.

5.61 **Marshalswick North Highway Improvements**

Measure	Justification
Introduce traffic calming/new street design between Wheatfields and Sandringham Schools.	To improve safety for school children.
Improve parking facilities near schools, The Quadrant and in Chalkdell Fields, acceptable to local residents, e.g. replace verges with grasscrete or similar surfaces suitable for parking, ensure adequate notices about any parking restrictions are in place and enforce restrictions.	To address road safety issues for schoolchildren. To improve accessibility for people with mobility impairment and greater numbers of pedestrians using the shops.
Provide 'turn off engine' signage to promote improvements in air quality e.g. in Sherwood Avenue adjacent to retail premises.	To deter vehicles from 'idling' in residential areas and public areas and reduce pollution in line with Public Health England recommendations.

5.62 **Jersey Farm Highway Improvements**

Measure	Justification
Extend parking restrictions around bends in Villiers Crescent.	Requested by bus operator on road and pedestrian safety grounds.

Improve parking facilities and road safety at St. Brelades Place and in cul-de-sac developments, acceptable to local residents, e.g. replace verges with grasscrete or create new parking bays.	To minimise road safety risks and improve accessibility for increasing numbers of shoppers and pedestrians.
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- 5.63 A Transport & Parking Plan will be developed by the Parish Council to improve road safety, accessibility and air quality. Specific issues that have been identified through the preparation of the Plan will form the basis of the Transport & Parking Plan. These can be found in the 5 Year Forward Action Plan (Appendix 2, Annex A).

Policy T2 Public Transport (Buses)

Introduction

- 5.64 Policy T2 is to enable and encourage use of buses or other means of passenger transport as a sustainable alternative to the use of private vehicles. Policy T2 meets objectives 3 and 5.

Policy T2 Public Transport (Buses)

Wherever possible, major new developments of 10 dwellings or more should be served by a regular bus service to St Albans City railway station and city centre.

Where existing routes do not already serve the proposed development, the new development will be expected to contribute to a new or expanded service and/or associated infrastructure proportionate to its size. Such infrastructure may include all-weather bus stops with seating and real-time display boards. Facilities provided under this policy shall have regard to the current bus strategy published by Hertfordshire County Council.

For larger developments, this will form part of an enforceable Travel Plan, in line with Hertfordshire County Council's current guidance and Bus Strategy. This Travel Plan should be operational by the time the first dwellings are occupied and will cover a period up to at least five years after the completion of the final phase of building.

Effective measures to enable and encourage use of buses/public transport as an alternative to private vehicles will be supported. Major development proposals should demonstrate how they will contribute to the implementation of such measures. Examples of public transport improvements identified during the consultation process are provided in the table below. Specific mitigation measures in relation to the East St Albans Broad Location are listed in Policy D7.

Background and Explanation

- 5.65 In common with many other semi-rural or outer urban areas in England, the Parish has seen significant cuts to the number and frequency of bus services available to Parish residents over the last 10 years. There have been continual reductions in both commercial and subsidised bus services, particularly affecting off peak services and more rural areas of the Parish. County consultation exercises and a local residents' survey have demonstrated the unpopularity of the cuts.
- 5.66 This situation contrasts with stated national, county and district aims of increasing sustainable means of travel rather than use of private vehicles. New development provides an ideal opportunity to embed new, less environmentally damaging, travelling habits. Local evidence supports the part improved public transport would play in this. In 2015, 76% of survey respondents indicated that they would use their cars less if reliable local bus services were available. A local interparish group was formed in 2018 to try to support bus services to outlying villages such as Sandridge. Its research showed that off peak buses were used primarily by people who were unable to afford a vehicle, had mobility difficulties or were socially isolated.
- 5.67 The tables below, as cited in the Policy, set out measures to address passenger transport needs identified during consultation across the Parish. Implementation of these measures will be sought either as S106/CIL contributions through major development proposals, or other funding mechanisms, in collaboration with other interested parties.

5.68 Public Transport Improvements Table

Measure	Justification
All residents of new developments to live within a reasonable walking distance (maximum 400m) of a public transport access point to make sustainable travel a viable option for all.	To facilitate use of buses/passenger transport in place of private vehicles.
A bus service at regular intervals, no less than half hourly, to operate, connecting Sandridge village with St Albans city centre and City railway station. This is to include evening and weekend coverage.	To prevent disadvantage and social isolation amongst those living in outlying areas with mobility difficulties or without access to a private vehicle.
A bus service to operate linking Jersey Farm, Chiltern Road, The Ridgeway and The Quadrant areas with the City station and city centre. The service to provide a minimum of three buses per hour on weekdays, run half-hourly in the evenings until 11pm from the town, and half-hourly on Saturdays and on Sundays.	To provide an attractive and convenient public transport alternative to key destinations.

Measure	Justification
Provision of a bus service (at similar frequencies to the above), to Hatfield and Welwyn Garden City, from Marshalswick North and Jersey Farm.	To provide an attractive and convenient public transport alternative to key destinations in neighbouring towns.
A shoppers' market day bus service to the city centre. This service should offer wider coverage of the Parish than that provided by commercial services and passengers should be able to obtain help with loading/unloading shopping, if necessary.	To provide members of the community who are frailer or have mobility difficulties with assistance to access the city centre shops/market.
A bus service to connect Sandridge village with The Quadrant at suitable intervals.	To improve accessibility and lessen social exclusion.
Provision of a bus service that provides greater coverage, at a frequency of not less than half hourly, for residents in the western area of Marshalswick North and the Sandpit Lane area.	To encourage residents to travel to the city centre and City station by sustainable means.
All-weather bus shelters to be provided at more bus stops – e.g. in Villiers Crescent, The Ridgeway and St Albans Road.	To make use of buses more practical and attractive.
Bus stops to be fitted with displays of real-time information systems, also available via a mobile phone app – notably at The Quadrant and by St Leonards Church, Sandridge, and at all new bus stops.	To encourage greater use of buses including by those who use social media.
Bus travel vouchers/fare subsidies to be available for residents of new developments.	To promote and establish use of public transport.
New or changed services to be publicised promptly and through a variety of media.	To improve awareness and accurate information about services available.
Provision of a flexible 'on demand' bus service using software for journey planning, to serve all areas of the Parish.	To encourage the introduction of more innovative forms of group passenger transport services to attract additional users.
Use of the provisions of the Bus Services Act 2017 by the Public Transport Executive to improve public transport coverage in the Parish – such as through improved partnership measures or franchise.	To promote the use of alternatives to private vehicles.

- 5.69 The Parish will work with key partners to maintain and improve public transport alternatives to private vehicle use. Developers may be expected to contribute to bus prioritisation highway or traffic measures, where practicable, to enhance the efficiency and reliability of public transport and encourage its use. More detail can be found in the 5 Year Forward Action Plan (Appendix 2).

Policy T3 Walking, Cycling and Recreational Travel (Active Travel)

Introduction

- 5.70 Policy T3 is to ensure that there are safe, attractive and accessible pedestrian and cycle routes to connect residents with key destinations and to enable them to improve their health and wellbeing. Policy T3 meets objectives 3 and 5.

Policy T3 Walking, Cycling and Recreational Travel

Housing development proposals should create, wherever possible, 'walkable' communities where the following guidelines apply to maximum walking distances between housing and new and/or existing facilities:

- food store, primary school, GP surgery and local play areas - 800m
- secondary school - 1000m.

Developers will be expected to outline any deviation from these guidelines and justify such deviation.

All proposals for new development must take advantage of opportunities to increase, extend or upgrade existing multi-user off-road rights of way in line with the Hertfordshire County Council's Rights of Way Improvement Plan for St Albans City and District and the Database of Suggestions for Sandridge Parish. (See Figures 4 & 5).

Development within the Parish will only be supported if it fully implements the most recent version of this Database agreed by the County Council as well as protecting existing public rights of way and urban alleyways.

Wherever possible, all new residential and commercial development proposals should provide safe, accessible and attractive cycle and walking routes through the development site. Active Travel routes should connect the site with local schools, shops, stations and recreational facilities.

All new pedestrian or cycle paths which do not run alongside an adopted highway must be dedicated as public rights of way and where a through route depends upon an un-adopted road, the dedication must run from one adopted highway to another or to an appropriate site boundary.

Development masterplans must show how new routes connect with existing footpaths, cycle paths or public rights of way, where they can be identified, even if it is not yet possible to complete the connection.

Effective schemes to ensure there are safe pedestrian and cycle routes to connect residents to key destinations will be supported. Examples of such schemes are provided in the Table below. Specific measures in relation to East St Albans Broad Location are listed in Policy D7.

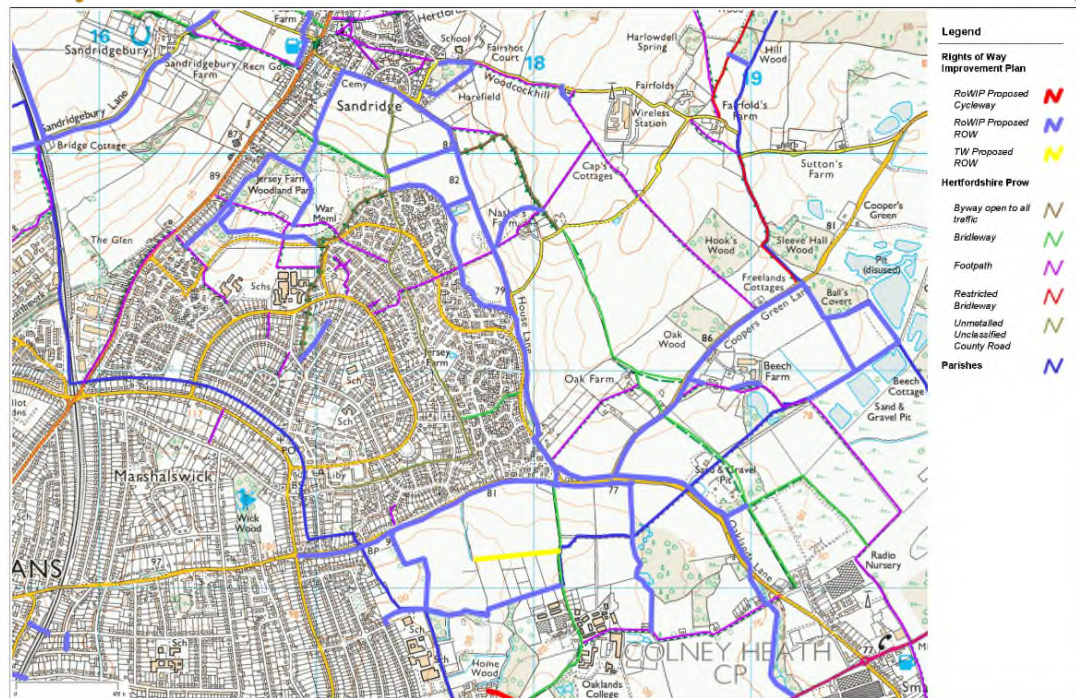


Figure 4: Rights of Way Improvement Plan – Marshalswick & Jersey Farm; February 2017

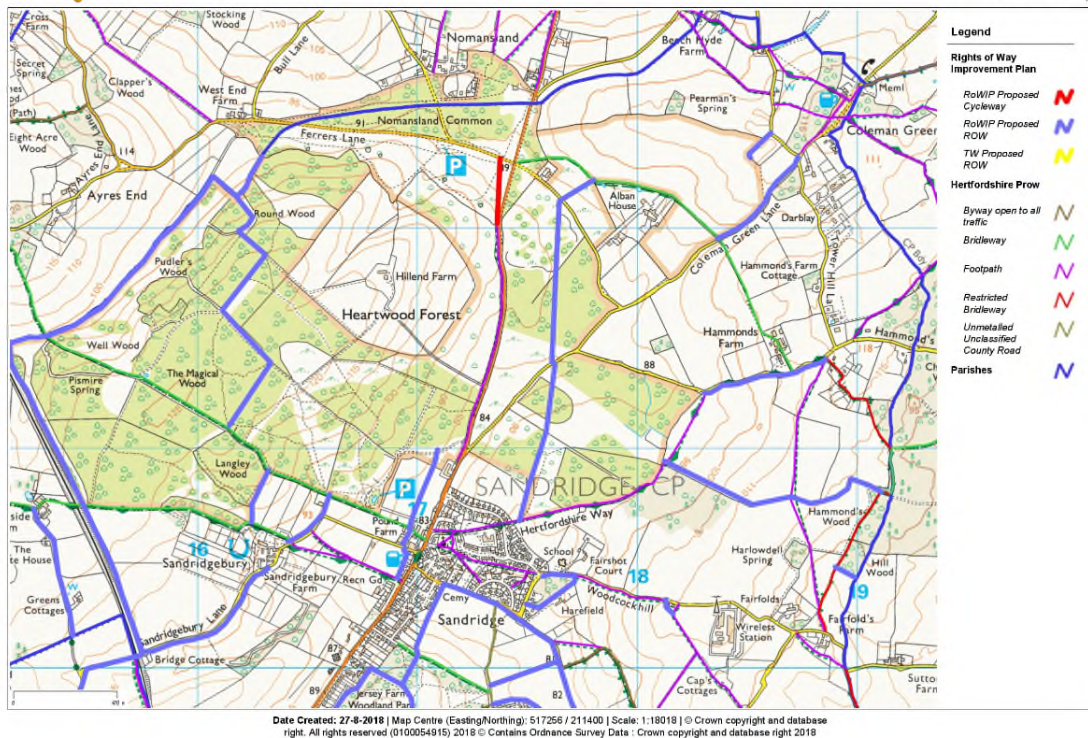


Figure 5: Rights of Way Improvement Plan – Sandridge; February 2017

For Legend to maps – see page 47

Background and Explanation

- 5.71 Residents' surveys showed that more than 50% of people would be prepared to walk or cycle more when visiting key local destinations if there were improved cycle and foot paths. Jersey Farm is a good example of how pedestrian walkways, built into a development, can provide shorter journey times than using a vehicle. More 'links' are needed to make key routes more available and convenient to use by pedestrians and cyclists, including those moving into new developments. See Figures 6-8 below for identified routes. These have been synchronised with citywide initiatives involving St Albans Access Forum members.
- 5.72 National and County initiatives support the health and welfare benefits of walking, cycling and recreational travel. In a local residents' survey, 94% of respondents indicated that they highly value parks, open spaces and wildlife. Many paths open to the public would benefit from upgrading of their surface and width, wherever practicable, so that they can conveniently be used by more user groups.
- 5.73 The table below, as cited in the Policy, sets out locally identified measures to encourage Active Travel for the increasing number of people living in the Parish. Implementation of these measures will be sought either as S106/CIL contributions through major development proposals, or other funding mechanisms, in collaboration with the County Council or other interested parties.
- 5.74 **Walking, Cycling and Recreational Travel Improvements Table**

Measure	Justification
The creation and upgrading of stretches of existing rights of way. Examples include (1) from House Lane in Sandridge village through Jersey Farm Woodland Park parallel to St Albans Road to provide an off-road route between Sandridge village and North Marshalswick, and (2) along the southern side of House Lane from Sandridge village, extending parallel to or alongside House Lane with appropriate road crossing points until its intersection with Sandpit Lane.	This will provide safer and more attractive routes for residents to promote sustainable travel and leisure activities.
The provision of appropriate crossing point designs and any onward 'connections' such as across House Lane from the current Footpath 26 to join the bridleway on the east side of House Lane.	To enable safe and convenient continuous routes along identified cycling/ pedestrian/ equestrian routes to key destinations.
Completion of the multi-user non-motorised route between Sandridge Village	To promote Active Travel and recreational use of Nomansland

and Wheathampstead across Nomansland Common.	Common.
The re-surfacing, and installation of drainage measures for, existing Parish byways, bridleways and footpaths, such as Jersey Lane including support for any Greenspace Action Plan (GAP) prepared by Hertfordshire Countryside Management Service.	These byways, bridleways and footpaths require appropriate work to allow them to meet greater usage demands.
Pump-priming funding and promotional activity for purchase/use of cycles and power-assisted cycles.	To encourage residents to use cycles rather than private vehicles.
Provision of adequate secure and waterproof cycle storage facilities on new developments (as per Cambridge City Council's Cycle Parking Guide for New Residential Developments) plus improved provision at key destination points such as shopping centres, e.g. The Quadrant, St Brelade's Place and on-site for all schools.	To encourage Active Travel.
Publicity and promotion campaigns, including incentives to promote the cost and health benefits of cycling and walking for residents.	To promote Active Travel.

- 5.75 The Parish Council will seek to increase, extend and upgrade existing multi-user off road rights of way in line with the Hertfordshire County Council's Rights of Way Improvement Plan and the Database of Suggestions for Sandridge Parish for the benefit of all residents.
- 5.76 Where off-road travel routes are not possible, the Parish will promote improved safety along roads, at junctions and at crossing points for cyclists and pedestrians. This should be taken to include users of mobility scooters, carer-assisted and motorised wheelchairs etc.
- 5.77 In addition, it will take measures to promote walking, cycling and horse riding, including carriage driving, as means of travel and as recreational activities to improve the health and wellbeing of local people and contribute to the local economy.
- 5.78 A Walking, Cycling and Recreational Travel Plan (Active Travel) will be developed by the Parish to support these aims and work with partners to maintain and develop the necessary infrastructure. More detail can be found in the 5 Year Forward Action Plan. (Appendix 2, Annex B)

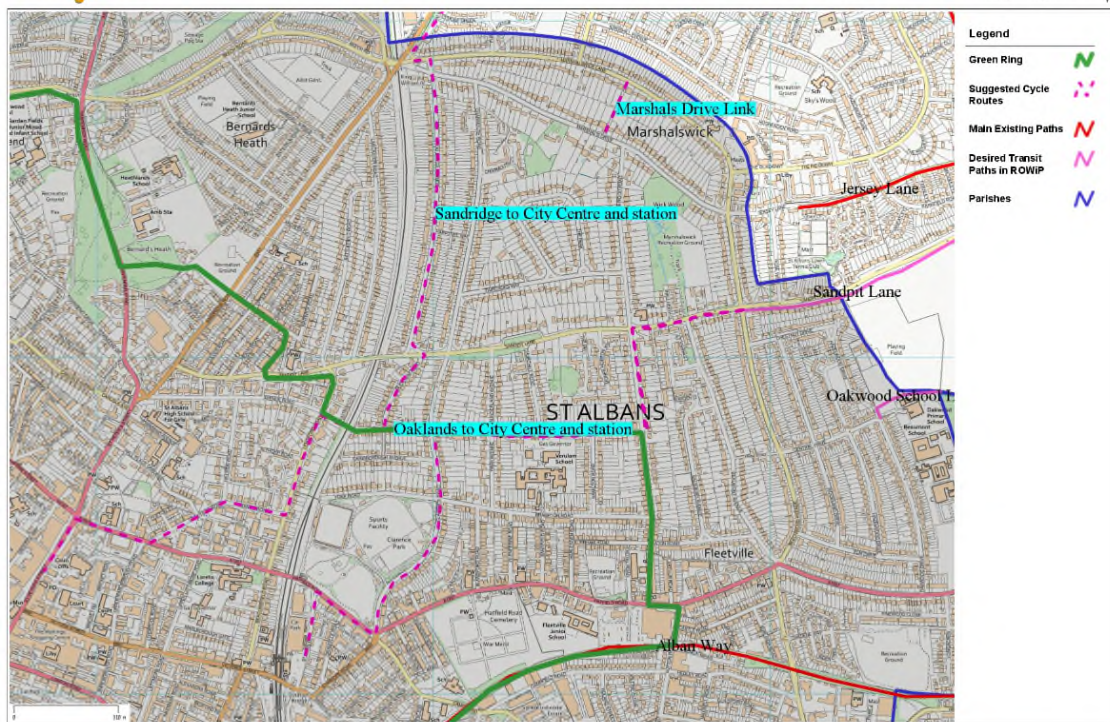


Figure 6: Proposed links with Station and Town Centre

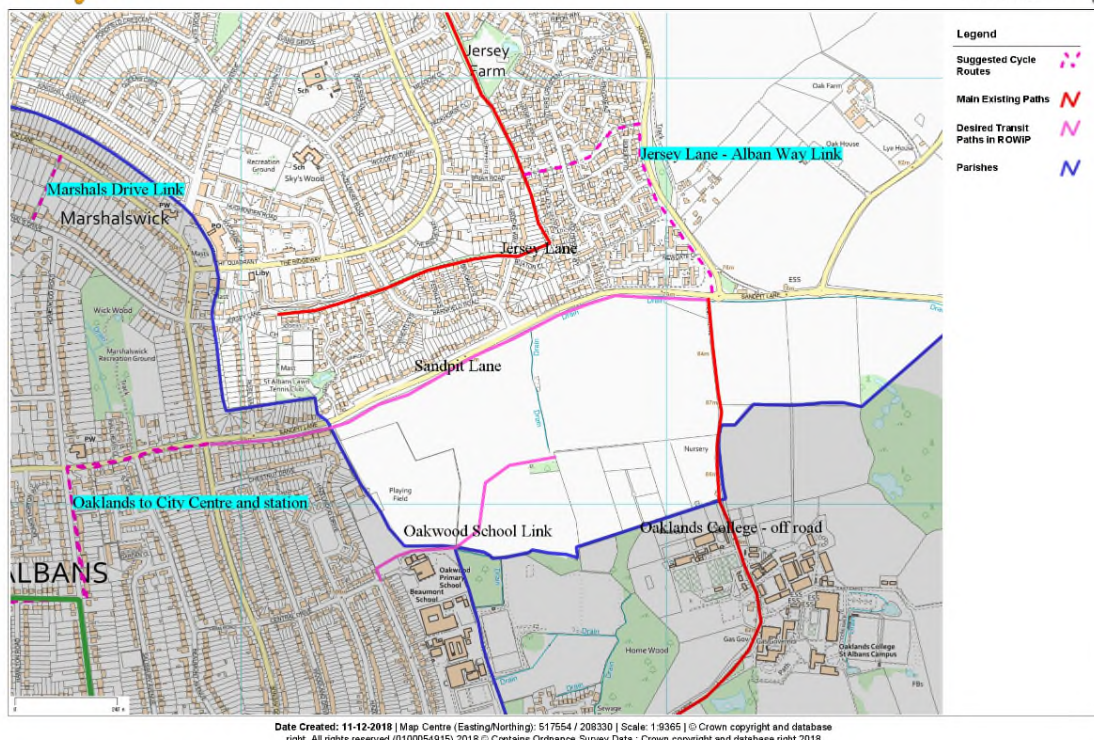


Figure 7: Jersey Lane – Alban Way Link

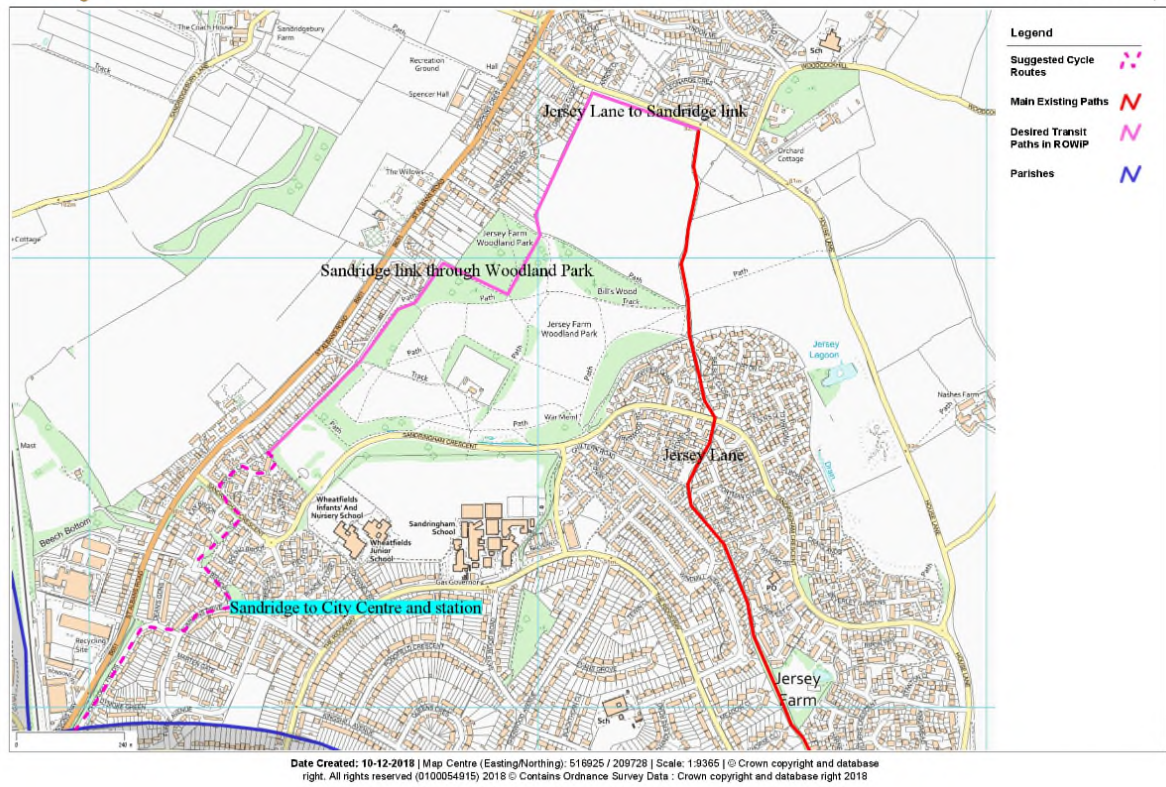


Figure 8: Sandridge Village Links

Legend to Figures 4 and 5



Legend to figures 6 - 8



Sustainable Economy

Introduction

- 5.79 Although primarily a residential neighbourhood, commercial and retail activity is present across the Parish. In addition to farming, there are commercial areas in both Sandridge and Marshalswick North. There are also retail areas in Sandridge village, Marshalswick North and Jersey Farm.
- 5.80 A significant number of residents in the Parish work from home either on a full-time basis or for part of the week.
- 5.81 Education is also a major employer, with one secondary and five primary schools in the Parish, while Oaklands College is situated on the boundary of the Parish.
- 5.82 The development of Heartwood Forest has also resulted in potential for increased activity relating to tourism, in particular supporting the four public houses in Sandridge village and Coleman Green.
- 5.83 During the consultation the following concerns were identified by residents
- The lack of access to high speed broadband to support self-employment and home working.
 - The need for a healthy balance of local shopping facilities – notably, controlling fast food outlet growth.
 - The provision of employment within the Parish.
 - The importance of retaining existing commerce and its sites.

Policy C1 Commercial Areas

Introduction

- 5.84 Policy C1 aims to preserve and enhance the existing commercial (non-retail) areas in the Parish. Policy C1 meets objectives 3, 5 and 6.

Policy C1 Commercial Areas

In order to ensure existing commercial areas (Figures 9 and 10) are retained and therefore the sustainable growth and expansion of all types of business in the Parish, the following criteria should be met when considering an application for development that impacts existing commercial premises, areas or use:

- **Conversion of commercial premises to residential may be supported but only if commercial enterprise cannot be secured for a site following a twelve month marketing period.**
- **Proposals to enhance the quality of existing commercial premises will generally be supported. In particular, proposals that increase employment will be strongly supported.**

- **Support will be given for the sustainable growth and expansion of business in those areas designated as commercial areas for employment use over the Plan period. In those areas, proposals to extend or redevelop premises, within the boundaries of the commercial areas, for employment use will be supported, but only if they do not impact on the amenity of the adjoining residential area in an unacceptable manner and are not inappropriate development if within the Green Belt.**
- **In addition, the use of redundant buildings, within the Green Belt, in use for other lawful purposes at the time of this plan being adopted – e.g. agriculture and forestry – provided that the buildings are of permanent and substantial construction, for commercial purposes will be supported, subject to the impact on the openness of the Green Belt. Any subsequent change of use to residential would not be supported.**

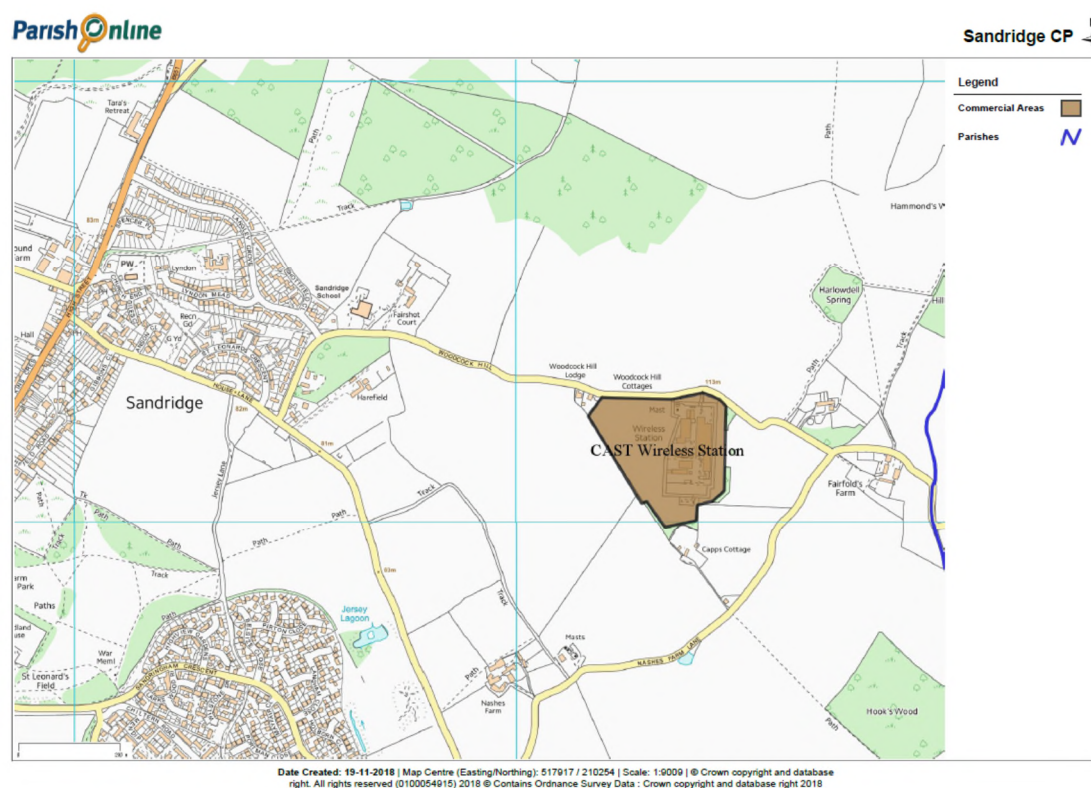
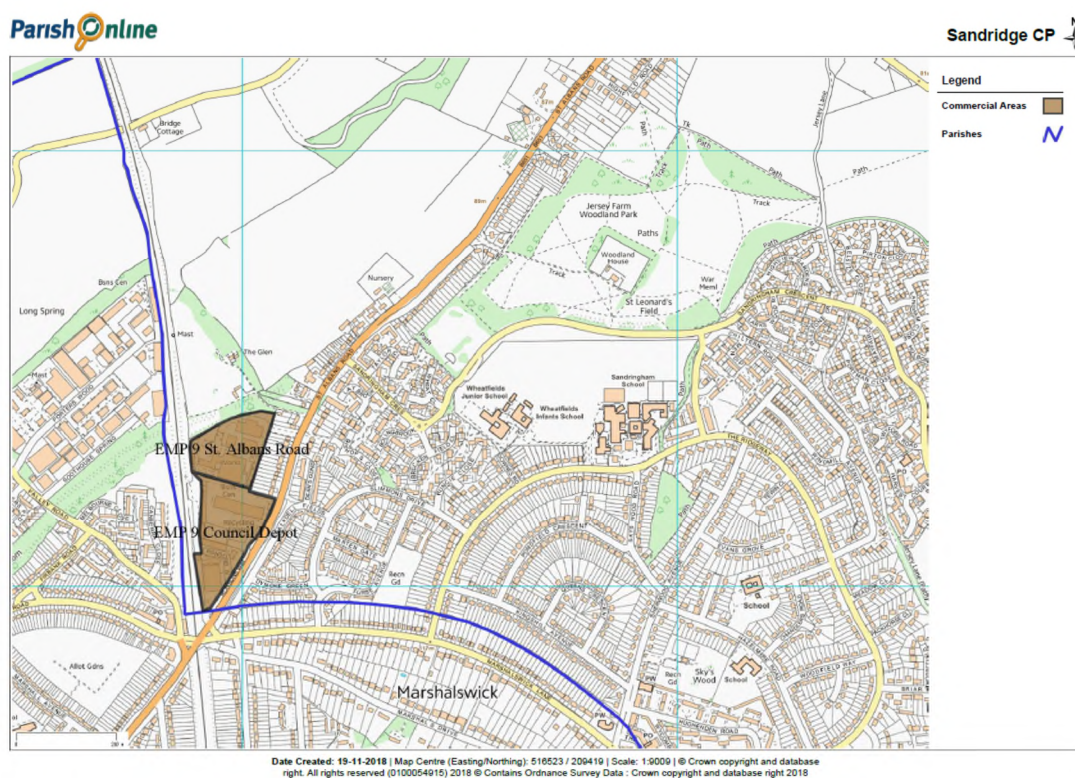
Background and Explanation

5.85 No sites within the Parish had been designated in the withdrawn Local Plan as primarily business use areas, strategic office locations or special employment locations within the Green Belt. This reflected the decision of SADC not to make a Direction under Article 4 Town and Country Planning (General Permitted Development) (England) Order 2015 to remove permitted development rights for any sites within the Parish.

<https://www.stalbans.gov.uk/article-4-directions-employment-areas>

5.86 Commercial activity is restricted to a few sites within the Parish. The areas designated are Ronsons Way, the adjoining area off St Albans Road and the CAST site on Woodcock Hill. This Plan does not support any residential development at those locations.

5.87 Ronsons Way and the adjoining area off St. Albans Road are a mix of B1/B1c/B2 office facilities. There is also a major environmental and waste services site within the area. The area provides important space for local companies and is mainly occupied by the District's refuse collection provider and a secure BT network centre.



Policy C2 Retail Areas

Introduction

- 5.88 Policy C2 is to retain a mix of retail outlets in the shopping areas. Policy C2 meets objectives 3, 5 and 6.

Policy C2 Retail Areas

The Shopping Areas are set out on the attached plans (Figures 11 & 12):

- a. The Quadrant – District Centre.
- b. St Brelades Place – Local Centre.
1. Within the Shopping Areas:
 - a. The loss of existing Use Classes Order Class E and F.2 use will usually be refused. Exceptionally, new service uses that contribute positively to the vitality and viability of the area or centre may be permitted.
 - b. The loss of ground floor business/commercial units to residential uses will be refused.
 - c. Residential development will be encouraged on upper floors, subject to compliance with current housing policies.
 - d. Non-retail services such as the library, dental surgery and GP surgery will be encouraged to remain in or close to the Shopping Areas.
2. Given the proximity to Sandringham School and other schools and to maintain a mix of retail outlets, proposals for hot food takeaways which result in an over-concentration of hot food takeaways at either Shopping Area will be refused. Over-concentration would result if there were more than two adjacent hot food takeaway retail units or there were fewer than two non-hot food takeaway units between any pair of hot food takeaway units. In addition, the total number of hot food takeaways in any frontage should be no more than 10% of that frontage.
3. Proposals for hot food takeaways should not detract from the visual character of the area or cause significant problems in relation to:
 - a. Parking;
 - b. Noise/fumes/smell and general disturbance;
 - c. Litter;
 - d. Residential amenity.
4. To support local businesses, the existing parking areas (within and adjacent to the Parish) at The Quadrant and St Brelades Place should be retained.

Background and Explanation

- 5.89 While the shopping areas are relatively well maintained, there is a somewhat limited range of shops and enterprises, with some premises vacant. There is evidence of churn that presents challenges for the overall success of the shopping areas.

- 5.90 The withdrawn Local Plan policy on Centres for Retail, Services and Leisure designated The Quadrant as a District Centre and St Brelades Place as a Local Centre. The Saved Policies of the District Local Plan Review describe The Quadrant as a Neighbourhood Centre and St Brelades Place as a Local Centre. For the Plan we have used the descriptions in the withdrawn Local Plan.
- 5.91 The Residents' Survey showed a demand for a mix of retail businesses at The Quadrant and St Brelades Place. Residents also objected to the number of takeaway food outlets at The Quadrant and do not want to see any increase in the number of businesses classified as A5 hot food takeaways in either precinct.
- 5.92 Shopping Areas should be primarily for Class E and F.2 uses to serve the needs of the local community. All new development in these areas should present an active frontage with window display. This will help to maintain and enhance the character, commercial viability and vitality of the Shopping Areas.
- 5.93 Although valued by the community, because of their limited facilities, the shop, tea room and public houses within Sandridge village were not designated as a Centre for Retail, Services and Leisure in the withdrawn Local Plan, nor in the Saved Policies of the District Local Plan Review.

Note: A definition of the Use Classes referred to can be found in the Town and Country Planning (Use Classes) Order 1987(as amended).

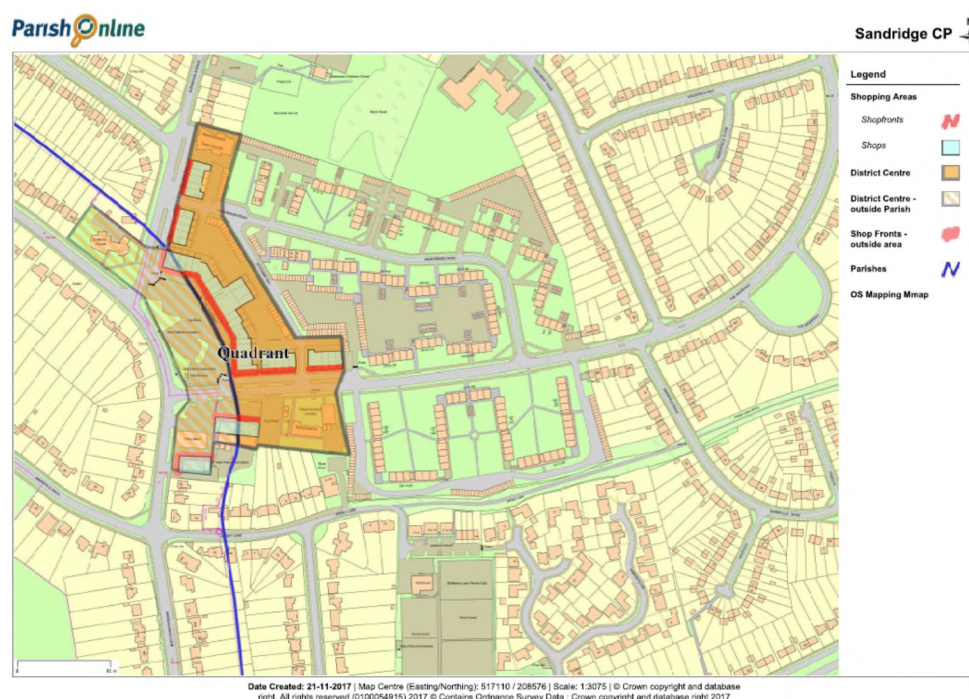


Figure 11: The Quadrant – District Centre



Figure 12: St Brelades Place – Local Centre

Policy C3 Homeworkers

Introduction

5.94 Policy C3 is to support homeworking. Policy C3 meets objectives 3 and 6.

Policy C3 Homeworkers

Schemes to improve the provision of infrastructure for homeworkers and to encourage an environment conducive to homeworking will be supported unless in conflict with other policies in this Plan.

Background and Explanation

5.95 Increasing numbers of individuals work from home on either a part or full-time basis. Home working is very varied and can include clerical work, crafts, professional services or running a taxi service. Improving infrastructure to encourage home working reduces congestion caused by travel to work and allows those who cannot work full time office hours to work in a more flexible way.

- 5.96 The policies in the Neighbourhood Plan are designed to support homeworking since it should result in positive benefits to the Parish, such as a reduction in traffic flows resulting from lower commuter numbers.

Policy C4 Sustainable Community, Leisure and Sports Facilities

Introduction

- 5.97 Policy C4 is to support the retention and enhancement of existing community, leisure and sports facilities. Policy C4 meets objectives 3 and 7.

Policy C4 Sustainable Community Leisure and Sports Facilities

Planning applications to extend or enhance existing community, leisure or sports facilities will be supported, provided there is not an unacceptable impact on adjoining residential areas.

Any proposals that result in the loss of buildings or land currently allocated for community or sports use will not be supported unless:

- **an assessment has been undertaken which clearly shows that the facility is no longer needed in its current form OR**
- **the resulting loss would be replaced by an enhanced facility in terms of both quality and location OR**
- **the site is to be used for an alternative community facility, the need for which clearly outweighs the loss.**

Any proposals that result in the loss of a public house will not normally be supported.

Background and Explanation

- 5.98 The loss of public houses is a national issue. Within the Parish, we have recently lost one public house. As a result, Marshalswick does not have a public house and there is only one public house in Jersey Farm. There are currently three public houses in Sandridge village, together with a fourth at Coleman Green. All these provide food and a meeting place for residents and visitors as well as enabling groups to meet.
- 5.99 Under the Localism Act it is possible to register assets of community value. Sandridge Village Hall and The Green Man Public House have been included on the register but, to date, no other buildings or land have been listed. As part of the Neighbourhood Plan Implementation, the Parish Council will apply to have the remaining public houses listed as assets of community value and to actively review whether there are other buildings or land which are assets of community value, see Appendix 6.
- 5.100 A building or land in the local planning authority's area will be listed as an asset of community value if, in the opinion of the local authority:

- The current primary use of the building or land or use of the building or land in the recent past, furthers or has furthered the social wellbeing or social interest of the local community.
- It is realistic to think that now, or in the next five years, there could continue to be primary use of the building or land which furthers social wellbeing or the social interests of the local community (whether or not in the same way as the current state of affairs).

5.101 Owners of the listed assets cannot dispose of them without:

- Letting the local authority know they intend to sell or grant a lease of over 25 years.
- Waiting until the end of the six-week interim moratorium period if the local authority does not receive a request from a community interest group to be treated as a potential bidder.
- Waiting until the end of the six-month full moratorium period if a community group requests to be treated as a potential bidder.

5.102 The owner is under no obligation to sell the listed asset to the community group. There is a protected period for the owner of 18 months from the time when the owner notifies the local authority of their intention to sell during which no further moratorium can be imposed.

Policy C5 Promotion of Visitor Attractions

Introduction

5.103 Policy C5 is to support and promote visitor attractions within the Parish. Policy C5 meets objectives 3 and 7.

Policy C5 Promotion of Visitor Attractions

To support the development of Heartwood Forest¹ as a publicly accessible open space – and to support the provision of facilities, such as information centres, toilets and car parking, for visitors to Heartwood Forest, which do not unacceptably impact on the amenity of the adjoining residential area.

Given the ecological impact of any development, support would be given for facilities that have minimal environmental impact as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of Heartwood Forest.

Ref: 1

<https://heartwood.woodlandtrust.org.uk/>

Background and Explanation

- 5.104 Heartwood Forest should be retained as publicly accessible open space with minimal development.
- 5.105 However, in the future there may be a need to provide additional facilities for visitors, such as toilets and increased car parking. These will be supported. Such developments might be located within Heartwood Forest or could involve the redevelopment of nearby properties.

Sustainable Environment, Health and Wellbeing

Introduction

- 5.106 Sandridge Parish Council aims to create an inclusive environment which supports a clear focus on the health and wellbeing of every citizen, and to encourage residents to develop and implement local solutions to local issues, so creating an outstanding place to live.
- 5.107 The Parish Council plans to conserve the Parish's green and historical heritages, and improve habitat and biodiversity, in part by maintaining and protecting its landscape and the views and gaps between settlements.
- 5.108 The Parish is fortunate to have many good community indoor facilities and to enjoy positive local engagement from residents across the area for the many varied activities that take place. It is important that all of this is recognised and maintained since they are essential elements in enhancing the physical and mental health and wellbeing of the community across all age groups. The Parish Council aims to continue this level of provision and extend it in line with any increase in Parish population by expecting developers to include community facilities as part of a legal agreement through planning conditions or financial contributions.
- 5.109 Integrating health, local government, housing and other services within our neighbourhood, can secure better outcomes for residents so the Parish can become more sustainable for the future. Increase in local provision is sought, as residents in the Sandridge Parish Neighbourhood find that most health-related support is provided in St Albans city centre with limited local provision to cater for residents' health needs. Given projected population growth, this is an area of concern.
- 5.110 How people feel about their community often depends on how well integrated they feel, their perception of safety, their personal health and wellbeing and access to local information and services. Over 90% of residents are very or fairly satisfied with the local area as a place to live, with over 70% feeling that they strongly or fairly strongly belong to their local area. Some 40% of residents are actively involved in volunteering.
- 5.111 While there are currently high levels of satisfaction in the way District and Parish services are delivered, it is likely that cuts within public sector provision will continue. Consequently, there is a need to increase joint working between the public, private, community and voluntary sectors to provide the services that residents value the most and ensure that all residents can access services and do not feel isolated.

Policy E1 Natural Environment, Biodiversity and Green Infrastructure

Introduction

5.112 Policy E1 is to conserve the Parish environment. Policy E1 meets objectives 4 and 7.

Policy E1 Natural Environment, Biodiversity and Green Infrastructure

Positive improvements to green infrastructure and a measurable net gain in biodiversity, by reference to DEFRA biodiversity metric, shall be achieved as a result of all development proposals other than householder applications. Net gain calculations shall show a minimum of 10% improvement in the biodiversity units from the baseline score. Mitigation and compensation measures can be located either on or off site.

Mitigation and compensation measures include the following:

- Expand the provision of open space and improve existing open spaces to serve the neighbourhood.
- Conserve and improve existing allotments.
- Protect and enhance biodiversity through, for example, the conservation of existing site boundaries and features such as bird/bat boxes.
- Extend, improve or create links between existing wildlife areas, open countryside and other natural areas of green space.
- Retain mature or important trees, groups of trees or woodland on-site.
- Use landscaped hedges rather than hard landscaped fences and ensure all traditional hedgerow boundaries are conserved and restored.
- Use of appropriate native plant species to be included in landscaping to integrate with the existing rural/semi-rural character.
- Public spaces on new developments should be recorded as Local Green Spaces and subject to the relevant local planning policies. Support will be given to registering Local Green Spaces not in public ownership as Town or Village Greens under Section 15(8) of the Commons Act 2006 or as Fields in Trust.

Background and Explanation

5.113 Although housing styles and density within the three neighbourhoods are different, the provision of green spaces and planting of shrubs and trees has enabled Marshalswick North to flow into Jersey Farm without too much visual disparity, with Jersey Lane providing a green corridor between Jersey Farm and Sandridge. All of the neighbourhoods are connected by open spaces, areas of native and ancient woodland, recreation grounds, allotments, churchyards, green tree-lined verges, grassed areas and gardens. All these offer passageways for the movement of wildlife, encouraging its survival and an increase in numbers.

5.114 To the north and north-west of Sandridge village, the Woodland Trust has developed Heartwood Forest. To the east, north-east and west, the village is surrounded by agricultural land and pasture with smaller pockets of woodland. Two-thirds of

Nomansland Common also lies within the Parish, as does Coleman Green. These areas offer open access to walkers with some providing limited access to cyclists and horse riders.

- 5.115 There are also many other areas of open space, including Jersey Farm Open Space and the Woodland Park, Skys Wood and Bentsley Spinney, ponds at the Open Space, Harness Way, Damson Way and within Heartwood Forest, five recreation grounds, Spencer Meadow sports fields, and the allotments near Woodcock Hill. These pockets of open and wooded areas provide the perfect environment for a wide range of wildlife, tree and plant species to thrive. Please see Appendix 7 Environmental Assets.
- 5.116 The Parish Council in its work with landowners, farmers and the Woodland Trust actively delivers benefits that further joint interests, particularly the policy of maintaining hedgerows as green corridors.
- 5.117 94% of residents in the residents' survey stated the most valued aspect (marked as I value a lot) were parks, open spaces and wildlife.

Policy E2 Landscapes, Views and Gaps

Introduction

- 5.118 Policy E2 is to conserve the natural landscapes, views and gaps within the Parish. Policy E2 meets objectives 4 and 7.

Policy E2 Landscapes, Views and Gaps

In order to maintain the views, landscape features and gaps between settlements, development proposals should:

- **Assess any adverse impact on landscape, fields, views and gaps and protect these features or provide mitigation against their loss.**
- **Not increase the prominence of the settlement within the landscape.**
- **Maintain the open and undeveloped nature of the gaps between neighbourhoods to prevent coalescence and retain the individual identity of settlements.**
- **Retain agricultural land for agriculture, particularly on land currently designated as agricultural grades 1 to 3a (agricultural land designations).**
- **Protect significant views of important landscape features and heritage assets into and out of Sandridge village, as indicated on Figure 13, unless appropriate mitigation takes place.**

- 5.119 Figure 13 below shows significant views, from higher points to the west, east, south-east and south of the village towards St. Leonards Church, plus view from Nashes

Farm over Jersey Farm. The area around St Leonards church should not be obscured by developments on higher ground in the surrounding area.

Background and Explanation

- 5.120 The majority of Sandridge Parish is Green Belt land, Sandridge village being designated as a Conservation Area, Green Belt settlement and, in part, a Landscape Conservation Area. The village has a remote feel and is largely detached from any urbanising influences. The general character of the area is a rolling landscape made up of open dry valleys with small areas of plateau and woodland and narrow including lanes lined by dense mixed hedgerows.
- 5.121 The predominant land use is arable farming, pasture and recreational, particularly equestrian activity. There are many Public Rights of Way, which provide a green route around the neighbourhood and offer spectacular views across the open countryside. The strategy and guidelines for managing the environmental landscape are detailed within the Hertfordshire County Council 9.24 North Hertfordshire Landscape Character Assessment (102) with a designation to improve and conserve.

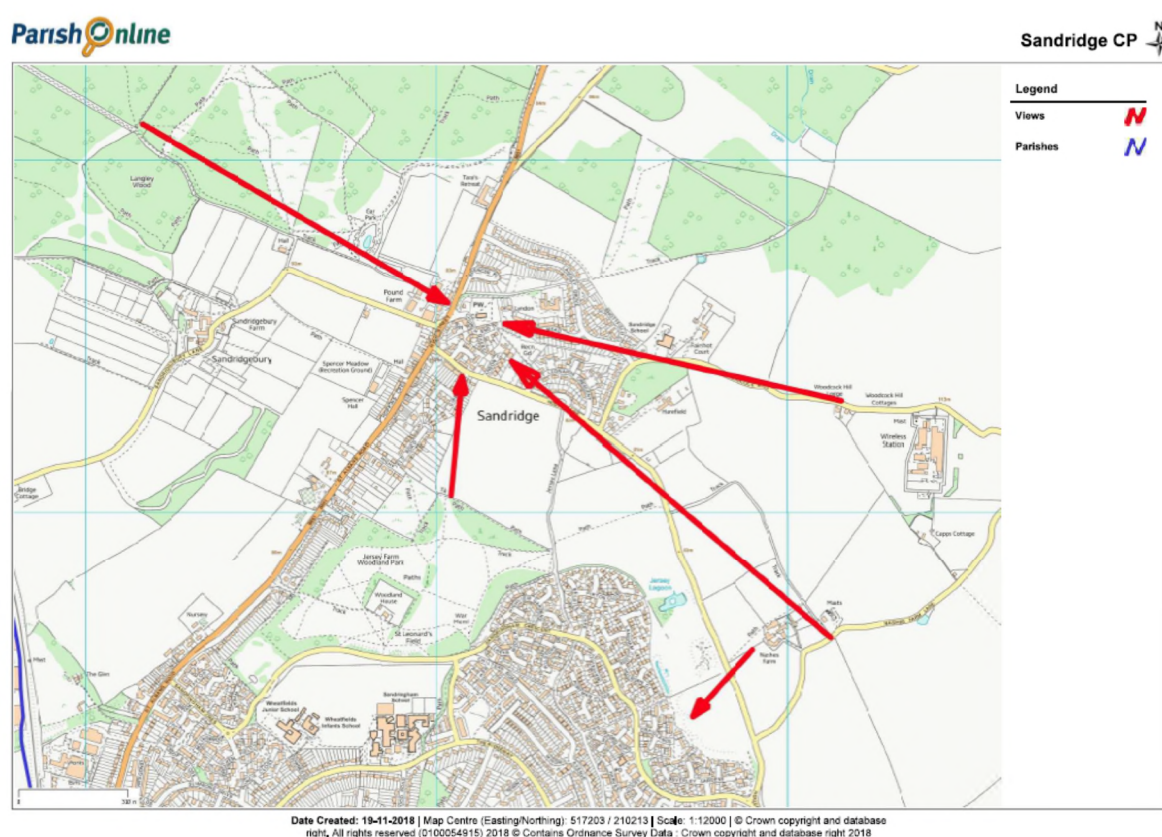


Figure 13: Sandridge Village – Significant Views

- 5.122 The three neighbourhoods within the Parish each have their own identity and residents wholeheartedly support the protection of gaps between settlements to preserve that identity and character, believing that a 'village boundary' is the best way to preserve this heritage.

- 5.123 There are increasing demands upon existing farmland to feed a growing population as well as use for bio-fuels. Land surrounding Jersey Farm and Sandridge village is of prime agricultural value, contributing to the rural economy and the landscape heritage.
- 5.124 Residents have expressed their desire that development should be contained within the village boundary to balance the needs of housing and sustainable land use, and preserve the distinctiveness of Sandridge village and its surrounding landscape.

Policy E3 Local Green Spaces

Introduction

- 5.125 An important part of the character of the Parish is the open and green spaces within the urban and village setting. The local community particularly values these. NPPF paragraphs 99 - 101 provide guidance for the designation of Local Green Spaces. Inappropriate development in Local Green Spaces would be harmful and will not be approved except in very special circumstances (NPPF paragraphs 143 & 144). The schedule of Local Green Spaces together with the list of Non-designated Green Spaces are detailed below. Policy E3 meets objectives 3 and 4.

Policy E3 Local Green Spaces

Local Green Spaces (LGS), which are an integral part of the character of the area, are set out in the table below and described in Appendix 8.

Planning applications to provide ancillary forms of built development necessary to support community access to, and use of, the spaces will be supported in principle.

Planning applications will be determined in accordance with Green Belt Policy. New development resulting in the full or partial loss of Local Green Spaces will only be allowed within designated Local Green Spaces where very special circumstances can be demonstrated, in accordance with the National Planning Policy Framework.

	Name	Brief Description of Location
1	Jersey Farm Open Space.	Between Jersey Farm houses & House Lane.
2	Sandringham Crescent.	Adjacent to the Woodland Park and Taylor Close and Wheat Close.
3	Ardens Marsh.	To east of House Lane near 'Woodstock'.
4	Bentsley Spinney.	Between Skys Wood Road & The

	Name	Brief Description of Location
		Ridgeway.
5	Harness Way Open Space (The Larches).	Between Harness Way & Jersey Lane.
6	Damson Way.	Off Damson Way.
7	Sherwood/Skys Wood Open Space.	Between Sherwood Avenue & Hazelmere Road.
8	William Bell Open Space (partial area).	Off Furse Avenue excluding strips to north & south of open space.
9	Jersey Lane Green Corridor.	Path from House Lane in Sandridge through Jersey Farm ending at Rose Walk.
10	Villiers Crescent Green Corridor.	Path linking House Lane with Jersey Lane passing through Villiers Crescent.
11	St. Leonards Open Space.	Triangle of land between Lyndon Mead, St. Leonards Crescent & Anson Close.
12	Newgate Close Open Space.	Play area adjacent to 51 – 81 Newgate Close.
13	Chalkdell Fields.	Between St. Albans Road and 39 – 85 Chalkdell Fields.
14	Bishops Close.	Bordering Slimmons Drive, Bishops Close & Bishops Garth up to the side of 20 Bishops Garth.
15	Furse Avenue.	Front of 5 Chalkdell Field and 7 – 29 Furse Avenue.
16	Wilstone Drive.	Adjacent to Jersey Lane and 28 – 36 Wilstone Drive.
17	The Ridgeway.	Semi-circle facing 209 – 235 The Ridgeway.
18	Windmill Avenue/ Mendip Close.	Adjacent to Quantock Close, Mendip Close, Windmill Avenue & The Ridgeway to east of Parkside View.
19	Langley Grove.	South of 30 – 50 Langley Grove bordered by public footpath.
20	Slimmons Drive (Scout Hut).	Land to east of Slimmons Drive opposite Chalkdell Fields.
21	Spencer Meadow.	Off Sandridge High Street, behind Hopkins Close.
22	Item not used	Item not used
23	Jersey Lane -Jersey Farm Open Space link.	Path linking Jersey Farm with Open Space between Twyford Road, Portman Close, crossing Sandringham Crescent & between Craiglands & Holborn Close.

Background and Explanation

5.126 The preservation of urban green spaces is a fundamental part of all local planning policy. St. Albans District Council carried out a survey and prepared a Technical Report in 2016. This Plan has incorporated the findings of the Technical Report and has added four areas which are also considered critical to the local community. These areas are:-

- a) **Slimmons Drive** – this is a area of 0.187HA surrounded by Slimmons Drive, Marten Gate & Furse Avenue. The land is owned by SADC and leased to the Scouting Movement who hold weekly meetings for all age groups. It contains a number of mature trees.
- b) **Spencer Meadow** – this is an area of 2.057HA located on the border of Sandridge village. This is a critical open sports area serving both the village and local Marshalswick & Jersey Farm communities. In addition to the sports facilities, this area has retained some ancient hedgerows with associated wildlife.
- c) **Jersey Lane – Jersey Farm Open Space link** – Jersey Lane is designated as a Green Corridor within the Technical Report. This links Jersey Lane with the Jersey Farm Open Space. This provides a safe and convenient route between two important spaces within Jersey Farm.

See Appendix 8 for full list of all Green Spaces together with maps of all locations.

Policy E4 Non-designated Green Spaces

Introduction

5.127 As a result of the process to establish which sites met the criteria as Local Green Spaces, a list of Non-designated Green Spaces was drawn up covering the remaining green spaces within our Parish, which are integral to the character of the area. Policy E4 meets objectives 3 and 4.

Policy E4 Non-designated Green Spaces

Within Non-designated Green Spaces set out in the table below and described in Appendix 8, planning applications to provide ancillary forms of built development necessary to support community access to, and use of, the spaces will be supported in principle.

Loss of Non-designated Green Spaces to development will be refused unless all the following criteria are met:

1. The land no longer serves an important recreational, sporting, amenity or biodiversity purpose, or, suitable reasonably local replacement land and facilities can be provided elsewhere (if replacement recreational or sporting facilities are to be provided,

- they must be laid out and usable before the existing site is lost).
2. The proposed development would not destroy or damage the character of the remaining green space, or the environment of the surrounding area, or the strategic function of the green space with which the site is associated.
 3. Wildlife conservation has been provided for in the design and landscaping of the proposed development.
 4. The integrity and value of green chains such as watercourses and disused railway lines are maintained and opportunities to strengthen such chains are not unacceptably compromised.

If existing green space is to be developed, details of the enhancement of the remaining areas and future management of these spaces will be required and secured through planning obligations.

	Name	Brief Description of Location
30	St. Albans Road.	Between St. Albans Road & rear of 1 – 23 Dean's Gardens.
31	Runcie Close.	From Slimmons Drive to Orton Close.
32	Runcie Close/Field Close.	Rear of 19 – 32 Field Close, 1 – 6 Brecken Close & 9 – 29 Runcie Close.
33	Pitstone Close.	Junction of Highview Gardens, Wendover & Pitstone Close.
34	Sandringham Crescent opp. Larkwood Road.	North side of Sandringham Crescent below Open Space from opp. Chiltern Road to rear of 31 Ivinghoe Close.
35	Craiglands.	Adjacent to 8 – 32 Craiglands.
36	Ripon Way/ Stanton Close.	Commencing at Harness Way open space & backing onto Ripon Way, Cheriton Close & Stanton Close, continuing to Sandringham Crescent.
37	Sandpit Lane.	Open area adjacent to Sandpit Lane commencing at no. 159 Sandpit Lane, passing Newgate Close and continuing to Ardens Marsh.

Background and Explanation

5.128 The Detailed Local Plan Technical Report on Green Spaces was prepared by St Albans District Council (SADC) in May 2016 and updated in September 2016. This Report identified the more important green spaces and assessed their location, use, size and

accessibility against national standards. This Policy has used the information prepared by this Report as the basis for identifying Local Green Spaces.

5.129 This Report identified types of green spaces and these categories have been used within this Local Green Belt Policy. The principal areas of green space outside the Metropolitan Green Belt have been confirmed as Local Green Spaces while other areas considered essential to the character of the area have been classified as Non-designated Green Spaces and development policies have been applied to ensure they are only lost to development in exceptional circumstances.

5.130 Many areas of open space owned or managed by the Parish, are within the Metropolitan Green Belt. These areas receive the protection of The National Planning Policy Framework (NPPF) and are not included within this policy.

Note: The Villiers Crescent Link Route is scheduled by SADC as an Amenity Green Space but has been changed to a 'Green Corridor' to reflect the Transport Policy seeking to upgrade the route as part of a non-vehicle link between Jersey Lane and the Alban Way via Oaklands.

5.131 For map and full details of the Green Spaces, Designated and Non-designated, and evidence of Specialness, please see Appendix 8.

Policy E5 Heritage Assets

Introduction

5.132 Policy E5 is to prevent any adverse impact on local heritage assets within the Parish from proposed future developments. Policy E5 meets objectives 1 and 3.

Policy E5 Heritage Assets

Development, which affects the character or appearance of heritage assets noted on the District website, the conservation area or listed buildings and their setting or identified valued significant views and buildings will be judged against the following criteria:

- a. Proposals for development affecting a listed building and/or within the conservation area and its setting must preserve or enhance the local character and distinctiveness of the conservation area.
- b. Development must maintain the local character and landscape and not cause reduction or loss of views within and/or around heritage assets as detailed in the Character and Conservation Statements for Sandridge – see Appendix 4.
- c. There is a presumption in favour of retaining traditional and discreet signs and features, and the overall context of the street-scene must be preserved. Aerials, new signs, street furniture and public utilities (such as telephone junction boxes and masts) should be sited discreetly.
- d. All development must allow for the investigation, recording and preservation of archaeological remains.

Background and Explanation



Figure 14: Sandridge Village – Conservation Area & Listed Buildings and buildings of local interest

- 5.133 The village of Sandridge dates from at least Saxon times (being mentioned in charters from the eighth century). There are listed or historically important buildings clustered around Church End which form the core of the original settlement. Church End and the High Street contain 16th and 17th century timber-framed houses, although the framing is no longer visible. The buildings in the village centre date mostly from the 19th and 20th centuries. There are 12 Grade II and 1 Grade II* listed buildings and a number of local listing buildings, particularly in the High Street and Church End, which are mentioned in the Conservation Area statement for Sandridge (April 2000). The oldest building is St. Leonards Church, which dates from the 11th – 12th century.
- 5.134 Post-war development took place to the north and east of the village centre. More recent development has been confined to infilling schemes. The settlement area of the village envelope remains compact and relatively unchanged.
- 5.135 Despite being in an area of considerable archaeological interest, there are no significant visible monuments within the conservation area. The vicinity has been inhabited from pre-Roman times and Stone Age, Bronze Age and Roman items, including the Sandridge Hoard of Roman coins, have been discovered locally. Most of the village centre, believed to be the extent of the Saxon and medieval village, is subject to an archaeological recording condition.

- 5.136 Buildings in the village centre date mostly from the 19th and 20th centuries and are generally short terraces of two-storey cottages, faced in local red, darker brown brick or render with hipped tile roofs that run parallel with the road. Some 19th century homes have gables and decorative bargeboards. The church and a pair of cottages on the High Street have flint facings, as do several enclosure walls. More recent buildings, such as those in Hopkins Crescent with its linked pairs and broken roofline, blend in well with the older buildings.
- 5.137 Post-war expansion to meet population growth resulted in development to the north and east of the village centre with predominantly semi-detached and detached family homes and maisonettes built on generous plots. More recent infill development, as in St Leonard's Court, has provided smaller starter homes and flats with higher density. However, the overall settlement area of the village has remained compact and relatively unchanged.
- 5.138 Sandridge village is set in a rural, open landscape. There are a number of significant views which are greatly valued and which help to define and contribute to the historic and natural character of our local area. The Sandridge Village survey highlights the villagers' wish for 'developments to be within the existing boundaries of the current built up area and give the feel of a 'small village' along with post office, chemist, community spirit, the wood, and sports activities' The village survey also indicated the residents' views that developments should be slow and in keeping with the current village look and feel.

Policy E6 Health Needs

Introduction

- 5.139 Policy E6 is to highlight the health needs for the residents based on current insufficient supply. Policy E6 meets objectives 2 and 3.

Policy E6 Health Needs

Needs-based assessment research relating to healthcare within Sandridge Parish revealed several aspects that need to be addressed. Major development proposals should contribute to the provision of additional facilities, proportional to the size of the development, as follows:

- **Increase capacity of hospital planned and emergency care and improve urgent care facilities in negotiation with the NHS.**
- **Increase access to GPs, dentists and capacity of Primary Care services to accommodate population growth in the parish in negotiation with the NHS.**
- **Ensure plans for adequate care for long term conditions is available local to residents' homes.**

Background and Explanation

- 5.140 Residents currently have access to three acute hospitals (Watford, Luton/Dunstable

and Stevenage). With any increase in population, the neighbourhood will place an above average demand on Maternity, Gynaecology and Paediatric services as well as A&E/trauma cases. This is currently being debated through the NHS organisations.

For more detail please see Appendix 9.



Appendices

6 Appendix list:

- Appendix 1 Implementation and Review Process
- Appendix 2 5 Year Forward Action Plan
- Appendix 3 Ward Profile
- Appendix 4 Area and Conservation Statements
- Appendix 5 Future planning in the area known as East St. Albans Broad Location
- Appendix 6 Community Facilities
- Appendix 7 Environmental Assets
- Appendix 8 Local Green Spaces
- Appendix 9 Health Provision Needs for Sandridge Parish Residents
- Appendix 10 List of Plans and Maps
- Appendix 11 Glossary

Appendix 1

Implementation and Review Process

- 6.1 The Neighbourhood Plan (the Plan) will be delivered and implemented over the Plan period by a variety of stakeholders and partners, and it will provide a direction for change through its vision, objectives and policies. Flexibility will also be needed as new challenges and opportunities arise during the Plan period.
- 6.2 Once the Plan has been approved by referendum the policies included within the Plan will form part of the planning policies for Sandridge Parish (the Parish). The relevant planning authority (District or County) should have regard to those policies when determining a planning application. Sandridge Parish Council (the Parish Council) will not support developments that are contrary to the policies set out in the Plan.
- 6.3 Four strands of activity will direct delivery, each of which will be important in shaping the Parish in the years ahead. These comprise:
- Achieving sustainable development within the Parish. This will be crucial. The statutory planning process will direct and control development in the context of the Plan and the National Planning Policy Framework (NPPF).
 - Improving the infrastructure - Investment in, negotiation and management of, public services and other measures to support local services. In the current economic climate, there is recognition that securing public investment in the Parish will be challenging.
 - Community involvement - The voluntary and community sectors will have a strong role to play, particularly in terms of local community infrastructure, events and parish life; and
 - Review – The Plan will be subject to periodic review to ensure it remains relevant to the parish.
- 6.4 It will be the role of the Parish Council to oversee the implementation of the Plan as set out below:

Activity	Actions
Achieving sustainable development	1. The Parish Council to review all planning applications for properties within the parish and to comment to the relevant planning authority on those applications that do not comply with the policies in the Plan.
	2. The Parish Council to inform the relevant planning authority of any activity they are aware of that is contrary to any approved planning application or policies within the Plan so that appropriate enforcement action can be taken.

Activity	Actions
	3. The Parish Council to encourage early engagement by developers with the local community preferably prior to the submission of a planning application.
	4. The Parish Council to engage with residents about developments within the parish.
	5. The Parish Council to monitor the application of policies by the relevant planning authorities. The Parish Council planning committee to prepare annual report to Full Council and ensure communication to residents and display on its website.
Improving the Infrastructure	6. The Parish Council will target delivery of the priorities identified by the community to improve the lives of people living and working in the parish. The Parish Council will request these priorities be reflected in agreements, such as S106, Community Infrastructure Levy (CIL), traffic calming or other funding mechanisms towards projects which fall within these priorities.
	7. To protect existing assets of community value, the Parish Council will apply to have the remaining public houses listed as assets of community value and to actively review whether there are other buildings or land which are assets of community value.
Community Involvement	8. The Parish Council will notify residents of approval of the Plan.
	9. The Parish Council will work with the District and County Councils and organisations to implement the aims and objectives of the Plan. This should include quarterly reports to the council and to residents on the progress made.
	10. The Parish Council will seek to implement the actions set out in the transport plans in order to improve the provision of bus services, footpaths and cycleways.
	11. The Parish Council will work with County and District to ensure that adequate protection is provided for wildlife and key views and green spaces in the parish as laid out in the Sustainable Environment, Health and Wellbeing policies in this Plan.
Review of the Neighbourhood Plan	12. The Parish Council will undertake a review of the Plan, including consultation with residents, on a five yearly basis.

Appendix 2

5 Year Forward Action Plan

- 6.5 The Parish Council will undertake the projects/tasks detailed below. The items will be reviewed annually and amended as changes occur.

Sustainable Development Section	
Project/Task	Outcome Sought
Create a community trust to develop and manage community facilities and local services for the broad location sites.	Create a community trust.
Civil provision of a neighbour's 'right to light' entitlement must be respected and maintained by developers and planning authorities - refer to BRE good practice 'Site layout planning for daylight and sunlight' (BR209).	Encourage developers to respect residents 'Right to Light'
Encourage developers to provide options for sustainable energy usage, including dual fuel and solar panels.	Provide a sustainable energy solution for residents.
Encourage developers for new developments to be constructed with non-combustible high-quality materials, such as super insulation, with sustainability and eco-friendly features.	Sustainable development to reduce costs and energy use.
Encourage developers to sell properties as freehold rather than as leasehold.	Safeguard residents' affordability.
Sustainable Transport Section	
Project/Task	Outcome Sought
Develop a Transport and Parking Plan and work to implement the measures identified in collaboration with key partners. The Plan will seek to assess the adequacy of parking across the Parish, identifying 'hotspots' and risks to identify measures to improve road safety, accessibility and air quality. See Annex A below for measures identified as necessary by local residents during the consultation process. The Plan should formally be reviewed annually.	Improved road safety, accessibility and air quality.
Lobby to minimise the numbers of HGVs permitted to service new mineral extraction areas. Object to applications for mineral extraction sites unless enforceable conditions are included to control site entrance/exits to route traffic along Hatfield Road and away from Sandpit Lane/residential areas of the Parish.	Reduce congestion and air pollution in residential areas from HGVs.

Project/Task	Outcome Sought
Encourage the Highway Authority to identify and take steps to mitigate road safety issues arising from planned substantive housing developments to the east/southeast of the Parish and from planned new mineral extraction sites.	Ensure road safety is maintained on residential roads.
<p>The Parish Council will promote measures to improve and extend public transport services in the area. It will seek to work in partnership with Hertfordshire County Council, St Albans District Council, Bus Operators and neighbouring Parish Councils as appropriate to:</p> <ul style="list-style-type: none"> a) Improve the availability of current commercial and subsidised bus services, and meet the needs of residents. b) Establish more accessible ways of keeping potential passengers informed of available services, timetables and real-time arrival information. c) Evaluate and establish a community based transport schemes or other innovative options to increase passenger transport use in the Parish. <p>Progress on the above to be reviewed annually.</p>	To provide more realistic and attractive alternatives to the use of private vehicles and enable local people to access key destinations. To prevent disadvantage and social isolation amongst those living in outlying areas, those who have impaired mobility or those who are unable to afford use of a private vehicle.
Develop a Walking, Cycling and Recreational Travel Plan and work to implement the measures identified in collaboration with key partners. The Plan will seek to promote the measures in the Walking, Cycling and Recreational Travel Improvements Table at 5.74 and, in addition, the measures identified as necessary by residents during the consultation process and set out in Annex B below.	To promote active travel, enable residents to improve their health and wellbeing and support the local economy.
Sustainable Economy Section	
Project/Task	Outcome Sought
Work with local traders to promote the key shopping areas at The Quadrant and St Brelades Place.	To maintain viable retail areas
Work with St Albans City & District Council and Hertfordshire County Council to maintain services such as the library, post office, dental surgery, GP surgery in or close to the Key Shopping Areas.	To maintain non-retail and community services

Sustainable Environment Section	
Project/Task	Outcome Sought
Lobby District and County Councils on provision of local recycling collection points, the availability of community and youth facilities and services e.g. a library, ensuring sufficient fire and rescue provision for the increased population and maintaining or increasing current sports and recreation facilities.	Keeping the areas tidy and maintain residents' facilities.
Apply for the remaining public houses to be listed as assets of community value.	Preserve existing public houses as assets of community value.
Ensure residents are informed and involved in the decision-making process on issues that affect them, services, facilities and amenities.	Communication to, and involvement of, residents with future planning to promote quality of life.
Develop and maintain the Parish website and offices as a local information hub.	Communication and information for residents.
Campaign for policies that discourage crime and antisocial behaviour of any kind, including littering, fly-tipping, illegal parking, obstructing pedestrians, air and noise pollution (e.g. vehicle and aircraft noise).	Protect the safety of residents.
Facilitate joint working between local public, private, community and voluntary organisations.	Joint working between organisations and residents.
Campaign for provision of adequate care for long term conditions local to residents' homes.	Planning for the residents' future needs and quality of life.
Encourage retention of pharmacy provision in Marshalswick and Jersey Farm areas.	Promote local health facilities.
Lobbying by the Parish Council to improve healthcare – childcare and carer support, social care at home, day centres, home adaptations, community navigators, pharmacies, local health and wellbeing hubs and tele-health.	Promote local support for residents.
Continue to provide, to a high standard, support and maintenance of facilities for residents, such as playgrounds and community centres.	Maintain and support current highly valued facilities.
Continue to provide and support the current facilities that encourage so many community groups and activities to meet.	Maintain and continue residents' facilities.
Make the community aware through all means of communication, particularly embracing technology and social media, of all that is available within the Parish. This should ensure that groups and clubs continue to flourish and new residents feel welcome to attend.	Develop greater information and communication for residents.
Seek development of social activities for Parish residents to support their health needs.	Maintain opportunities for residents to keep healthy.

6.6 ANNEX A - Transport and Parking Plan

Measures identified by local residents' surveys:

1. Active encouragement for the appropriate enforcement of compliance with bylaws or other legislation, particularly regarding the obstruction of footways through parking and emissions caused by idling vehicles.
2. Seek to re-instate a St Albans District Council (SADC) bylaw concerning parking on unprotected grass verges/ support protection for grass verges where appropriate and encourage/empower residents to take care of grass verges.
3. Work with local schools to promote alternative parking provision, wherever possible, to alleviate the nuisance caused to residents living nearby, and promote the use of bicycles and walking to school (Active Travel).
4. Introduce defined roadside parking bays where appropriate and where traffic would not be obstructed as a result.
5. Work with the police to improve compliance with speed limits and promote traffic calming measures where appropriate (speeding and rat runs) to improve safety for residents through those areas used by drivers.
6. Provide active support for the use of vehicles whose emissions cause less air pollution or cycles by e.g. the provision of charging points, encouraging the use of cars with start-stop engines, promoting the availability of power-assisted bikes, and limiting the numbers/size of HGVs or diesel vehicles on residential roads other than for access.
7. Work in collaboration with the Highways Authority to ensure that footways and road surfaces in the area are maintained to a standard that does not compromise the safety of footway users or drivers.
8. Promote better access for people with impaired mobility to local shopping centres and health centres by reviewing parking arrangements and ensuring that dropped kerbs are not obstructed.
9. Ensure, together with the Highways Authority, that sufficient safe crossing points are available for pedestrians and cyclists.
10. Work in collaboration with St Albans District Council to address potential traffic accident sites through the introduction of appropriate parking restrictions.
11. Consider the recommendation of construction vehicle delivery times, start times, and vehicle noise level restrictions to the planning authority when the Parish Council submits comments on development or building extension planning applications.

6.7 ANNEX B – Walking, Cycling and Recreational Travel Plan

Measures identified to enable and promote active travel (kept under review by the appropriate Parish Council committees):

1. Ensure, together with HCC and other partners, that bridleways, paths and footways throughout the Parish are kept clear, attractive and safe to use by cutting back encroaching undergrowth or vegetation (e.g. along Jersey Lane), maintaining surfaces to an appropriate standard and keeping them well-lit during the hours of darkness.
2. Assess those who wish/need to use rights of way/paths in the Parish and consider adaptations to the height, width and surfacing to accommodate horse riders, carriage drivers, wheelchairs and mobility scooters as appropriate to the location.

3. Increase the number of covered cycle parking facilities at key destinations, such as adjacent to shops and community facilities.
4. Increase the number of seats/benches on walking routes to provide resting places for those who need them.
5. Provide maps and walking/cycling route suggestions and promote public participation in community and leisure activities involving active means of travel.
6. Seek to ensure that no existing paths/bridleways are lost to public use by taking measures to re-designate them appropriately.

Appendix 3

6.8 Ward Profile

Sandridge Parish comprises of 2 wards – Sandridge and Marshalswick North. Please refer to St Albans and District Council Website for full information.

Appendix 4

6.9 Area and Conservation Statements

Sandridge Village Area and Conservation Statement

Introduction

- 6.10 Sandridge village is a Green Belt settlement covered, in part, by Conservation Area status designated in 1969. Development will be limited to small-scale infilling and redevelopment of previously developed land.
- 6.11 Development and redevelopment is essential for the continued success of Sandridge village as a living and working community. Conservation Area status is not a barrier to change but it does confer a responsibility and requirement to ensure the sensitive and successful integration of any development or redevelopment within the area. Any development within the village must be sympathetic and in keeping with the existing buildings in terms of style and scale and must contribute to both the preservation of its essential character and the nature of the thriving local and increasing visitor economy.
- 6.12 The aim of this Conservation Area Statement is to show the way in which the Conservation Area has evolved in its environment and character, and to indicate the principles that need to be adopted in considering planning applications in the area.

Landscape and Environment

- 6.13 Sandridge is situated on the chalky western upland area of Hertfordshire on an area of higher ground between the Ver and Lea valleys. The village lies in a shallow, dry valley. The landscape generally confers the feeling of rural seclusion, with open fields bounded by narrow winding country roads with dense mixed hedgerows and areas of small- and medium-sized ancient woodlands with native species including oak, hornbeam, hawthorn, hazel, holly, field maple, ash and native bluebell. Sandridge is also the home of Heartwood

Forest – more than 850 acres of Woodland Trust property. The primary land use is arable farming, pasture and recreational open spaces and playing fields.

Employment

- 6.14 The village's employment heritage is based on farming the extensive grade 3 agricultural land which surrounds the village. Farming and associated activities, such as riding and livery, continue to provide employment opportunities. There are also notable centres of employment just outside the village and in the mixed business centres at 156 St Albans Road and at Ronsons Way.
- 6.15 Local employment is also provided within the village shop, public houses, care homes, primary school, car sales, car repair workshops, kennels, garden nursery and through numerous home-based and self-employment enterprises.

Essential Characteristics and Community Perceptions

- 6.16 Sandridge is a quiet rural area surrounded by fields, hedgerows and country lanes. There is a harmonious blend of local buildings using traditional materials. The church, village shop, public houses and cottages along the High Street give Sandridge its essential historical and village characteristics.
- 6.17 The village is a popular location for outdoor recreation with horse riders, walkers, cyclists and dog walkers drawn to the rural environment, open landscape and Sandridge's traditional village heart, shop and pubs. Heartwood Forest has become an important visitor attraction and has contributed enormously to the local economy.
- 6.18 Residents appreciate and value the character of the village and the benefits of the thriving local economy and wish to see this preserved.

Reference

- 6.19 Based on SADC Sandridge Conservation of Area Statement April 2000.

Marshalswick North Area Statement

Introduction

- 6.20 A mature residential community, Marshalswick North is an attractive post-war suburb of St Albans, situated about 1.5 miles east of the city centre. The bulk of the estate comprises 1950s and 1960s semi-detached and detached private sector family houses with ample front and back gardens set back from wide streets and with generous pavements and street trees. This gives the area a spacious feel.
- 6.21 Around the neighbourhood shopping and community centre (The Quadrant), are low-rise blocks of flats, including new build on the site formerly occupied by The Baton public house. The older properties are set in parkland.
- 6.22 There are several parks and open spaces within the estate, with the Woodland Park lying to the north-east.

- 6.23 The Quadrant is a well-established neighbourhood shopping centre and contains community facilities including a library, churches and community centre.
- 6.24 There are some limited development opportunities on currently underutilised garage sites around The Quadrant.
- 6.25 The aim of the Character of Area statement is to show the way in which Marshalswick North has developed and indicate the principles that should be adopted in considering planning applications in the area.

Landscape and Environment

- 6.26 Marshalswick North is built on a low north/south ridge which dips at its north-eastern edge (on the boundary with Jersey Farm). Marshalswick Lane marks the western boundary and The Ridgeway loops through the area, with residential cul-de-sacs and connecting roads curving off those two main roads.
- 6.27 The environment is characterised by wide roads, plentiful open space (including surrounding Sandringham and Wheatfield Schools) and many mature trees – both street trees and those on the boundaries along St Albans Road and Jersey Lane.
- 6.28 The open spaces in the area are generally well-maintained, and include children's play areas – William Bell and Sherwood Avenue. The formal open space is supplemented by plentiful grass parkland integral to the design of The Quadrant and The Ridgeway.

History of Development

- 6.29 Marshalswick North was originally developed in the 1950s. Most of the estate was developed at the same time but since then there has been some additional development on the western edge (Sandringham Crescent) and to the north-east (Chiltern Road). These newer developments tend to be of smaller houses.
- 6.30 Sandringham Secondary School was established in the 1970s (previously Marshalswick School built in the 1960s) and has since been extended.
- 6.31 Recent significant developments are the replacement residential home on the corner of Chiltern Road and The Ridgeway and the new retail/residential replacement on the old Baton pub site next to The Quadrant.

Employment

- 6.32 Marshalswick North is primarily residential with most residents working elsewhere, although there is significant service employment in the area and evidence of an increasing number of people working from home either full-time or occasionally. Employers within Marshalswick or its immediate vicinity are Sandringham School, local primary schools, Oaklands College, The Quadrant shopping centre, Ronsons Way Industrial Estate, the 156 St Albans Road site and the residential home.

Architectural Character and Quality of Buildings

- 6.33 Most houses in Marshalswick North are semi-detached and detached 'Nash-built' family houses characteristic of the period. Some have been extended over the years and many have replaced their front gardens with hardstanding for cars. Many, however, retain their original features, including shutters around the windows and low brick walls defining the front garden.
- 6.34 The houses are built to a low density, set back from the wide streets and pavements, with street trees contributing to the spacious feel of the area.
- 6.35 Similarly, the shops and blocks of flats surrounding The Quadrant are of unified design of three- to four-storey blocks, set in parkland.

Essential Characteristics and Community Perceptions

- 6.36 Marshalswick North is a spacious, well-designed, residential area, with important neighbourhood facilities. Most of the neighbourhood displays considerable architectural unity, which adds much to its character, as does the plentiful open space – whether open to the public or linked to local schools.
- 6.37 Residents' main concerns are the protection of this environment from piecemeal development through ill-designed extensions or overdevelopment, along with the degradation of footpaths and grass verges due to vehicle parking.
- 6.38 There are also concerns about traffic, especially on Sandpit and Marshalswick Lanes which are very busy during rush hour. The future of The Quadrant shops is also an issue as, in common with many neighbourhood shopping centres, it has lost some of its traditional retailers and these have been replaced by fast-food outlets and/or charity shops.

Jersey Farm Area Statement

Introduction

- 6.39 Jersey Farm is a relatively recently developed residential area on the eastern edge of St Albans and an extension of the existing built-up area to the west. At present (2018) there is open countryside to the north, east and south.
- 6.40 The estate is a residential community of primarily private sector family houses, although it includes some flats, bungalows and residential accommodation for the elderly. It has its own local shopping centre and community facilities at St Brelades Place.
- 6.41 Apart from the Oaklands site to the south (see separate policy document above) any development is likely to be limited to small-scale infill and extensions to existing houses.
- 6.42 The aim of the Character of Area statement is to show the way in which Jersey Farm has developed and indicate the principles that should be adopted in considering planning applications in the area.

Landscape and Environment

- 6.43 Jersey Farm is on the north eastern edge of St Albans with open countryside to the east – the Green Belt separating St Albans from Hatfield. To the south of Sandpit Lane there are currently open fields, although this will change with new development over the course of the Plan period. To the north, the Woodland Park separates Jersey Farm from Sandridge village. The landscape is gently undulating, with plentiful open space and trees.
- 6.44 The main road, House Lane/Sandringham Crescent, curves though the estate with most housing clustered in cul-de-sacs branching off the main road. There are some three- or four-storey flats around the neighbourhood centre in St Brelades Place.
- 6.45 There is a well-established network of footpaths throughout the estate. Jersey Lane is an important pedestrian route connecting Jersey Farm with St Albans and Sandridge village.

History of Development

- 6.46 Jersey Farm was developed progressively, the latest housing being built to the north and east of Sandringham Crescent. No further major development is planned as the adjoining land is in the Green Belt, in public ownership as public open space, or comprises old landfill sites.

Employment

- 6.47 Jersey Farm is primarily residential with most residents working elsewhere, although there is evidence of an increasing number of people working from home either full-time or occasionally. Employers within Jersey Farm or its immediate vicinity are Oaklands College, Sandringham School and local primary schools, residential homes in St Brelades Place and Chiltern Road, and St Brelades Place shopping centre.

Architectural Character and Quality of Buildings

- 6.48 Jersey Farm comprises a mix of detached, semi-detached and terraced two storey houses. The newer properties have enclosed gardens while some of the older ones have shared open space. Most of the housing is built in the form of cul-de-sacs and courtyards.
- 6.49 The layout also makes use of the existing footpath network and old field boundaries. It breaks up the development into separate small enclaves and creates several interesting almost hidden spaces.
- 6.50 There is plentiful open space, some owned or managed by the Parish Council, with children's play areas and space for informal recreation.

Essential Characteristics and Community Perceptions

- 6.51 Residents consider Jersey Farm a quiet, pleasant residential area, with good local facilities and open space. The biggest issue is parking, especially in the residential cul-de-sacs.

Appendix 5

Future planning in the area known as East St. Albans Broad Location

Introduction

- 6.52 The area known as East St Albans Broad Location lies substantially within Sandridge Parish.

Policy D7 East St. Albans Broad Location

In addition to the conditions set out in any future Local Plan policies, SADC Toolkit dated March 2020, (as amended) and relevant policies in this plan, all of the criteria set out below should be addressed as part of the master planning process. Sandridge Parish Council must be a major collaborator in the master planning process.

Development proposals should:

1. Demonstrate good quality design and respect the character and appearance of the surrounding area, as set out in a design brief, which the local community should be consulted on.
2. Use existing green hedging and/or trees to define current and future residential boundaries.
3. Provide a mix of house types and tenures, including the requirement for at least 40% affordable housing to meet the needs of current and future residents, including staff at local educational establishments.
4. Make plots available for self-build development and release areas for development in small phases to enable local small and medium-sized builders to participate in construction, in keeping with current Government guidelines.
5. Provide safe access for pedestrians, cyclists and road users, especially for students attending local schools and Oaklands College and users of the community facilities, including drop off and pick up provision.
6. Provide multiple access points to the development for motor vehicles to ensure traffic is dispersed proportionately across surrounding roads and neighbourhoods and in accordance with local traffic surveys carried out during the master planning process and the Hertfordshire Highways Design Guide and Policy.
7. Include road layouts that protect and mitigate against the impact of through traffic within residential areas (in accordance with the measures set out in the tables of Highway Improvements below).
 - a) Provide public transport enhancements in accordance with the measures set out in the table of Public Transport improvements below.

- b) Sustainable transport enhancements to promote community health and wellbeing (in accordance with the measures set out in the table of Walking, Cycling and Recreational Travel improvements below).
- 8. All roads within the development shall be built to adoptable standard and the developer shall provide every assistance to facilitate the adoption of the roads by Hertfordshire County Council.
- 9. Provide fully operational electric vehicle charging points for each new home either individually or communally.
- 10. Within the master planning process, provide a Parking Strategy for the development considering the needs of residents, their visitors, staff and students of education establishments, taking into account the Parish Council's Transport and Parking Plan in the 5 Year Forward Action Plan Appendix 2, Annex A.
- 11. Ensure effective measures for the management of surface water arising from the development are put in place prior to the occupation of the first home.
- 12. Include provision of community facilities to serve new residents without increasing demand on already overstretched adjacent neighbouring facilities, including:
 - a) Provision of pre-schools, primary and secondary schools to meet the needs of the new community.
 - b) Healthcare provision within or close to the site.
 - c) Provision of community facilities, including a hall for community use and interdenominational use, public open space, including a children's play area.
 - d) Land for local retail outlet(s) to be classified as a 'local centre' within this Neighbourhood Plan.
- 13. Provide high quality (superfast) communications infrastructure.
- 14. Use and promote low carbon and renewable energy, including the consideration of district heating and/or local power generation.

This Policy shall be applicable to any Broad Location for development within the Parish.

6.53 The following tables set out the highways, public transport and community health & wellbeing enhancements the Parish would seek to be considered as part of the master planning process for the Broad Locations development.

6.54 East St Albans Broad Location Highway Improvements

Measure	Justification
Improve junction at Sandpit Lane/Beechwood Avenue/Marshalswick Lane (possible re-design	To improve air quality, traffic flow, ease congestion and

of junction corners and tree removal).	provide safe crossing points.
Off-site improvements to junction of Hatfield Road/Beechwood Avenue/Ashley Road.	To improve traffic flow, ease congestion.
Intersections of residential roads with Sandpit Lane to be reviewed and adapted as necessary e.g. installation of mini roundabouts and adjustment to speed limit.	To allow safe and efficient access.
At least three pedestrian/cycle crossing points to be provided on Sandpit Lane between House Lane and Marshalswick Lane.	To provide safe crossing points.
Traffic calming measures to be installed on Barnfield Road, Sandringham Crescent and other roads affected by increased traffic.	To reduce the attractiveness of 'rat-running'.
Improve pedestrian/cyclist crossing point between the verge on the north side of Sandpit Lane (adjacent to the entrance to House Lane) and North Drive.	To make it safer and easier to cross and to encourage active travel to and through the Oaklands College campus.
Install additional street lighting along the service road on north side of Sandpit Lane (opposite the development site).	To improve safety for pedestrians and cyclists on this currently unlit road.
With the development of the full Broad Location, a new through route to be designed through the development between Hatfield Road and Sandpit Lane in such a way as to discourage use as a cut through and minimise risks for students using the college campus.	To avoid all residential and school traffic entering and leaving via Sandpit Lane.
Construction traffic for the Broad Location development to be routed via Oaklands Lane and, initially, follow the line of the current East Drive (while providing a bridleway segregated from the carriageway).	To avoid disruption during construction, if Sandpit Lane were to be used as the construction route.
If a new school is part of the Broad Location development, ample drop off/pick up parking facilities and secure cycle storage areas must be provided on-site as an integral part of the scheme.	To ensure no overspill of parking onto the surrounding roads.

6.55 East St Albans Broad Location Public Transport Improvements

Measure	Justification
A bus service running along Sandpit Lane at least half hourly during the day with services extending through the evening and at weekends to connect residents directly to/from St Albans City railway station, city centre and hospital.	To encourage residents to use sustainable means to travel to key destinations.
All weather shelters at bus stops along this route as it fronts a busy road.	To make use of buses more practical and attractive.
At least one bus stop along Sandpit Lane fitted with a display of real-time information to promote the convenient use of bus transport.	To encourage use of buses by greater numbers of residents.
A bus service running through the development between Hatfield Road and Sandpit Lane at least every 20 minutes during the day, with services extending throughout the evening and at weekends to connect residents via Sandpit Lane directly to/from St Albans City railway station, city centre and hospital.	To provide an attractive and convenient public transport option between key destinations, encouraging sustainable travel.

6.56 East St Albans Broad Location Walking, Cycling, Recreational Travel Improvements

Measure	Justification
A bridleway, of a suitable width and surface for cycle and pedestrian access, all along the northerly edge of the development parallel to Sandpit Lane, with an appropriate crossing facility at the site exit and continuing at least as far as the existing footway by the entrance to Verulam School playing fields as part of a planned route in line with the HCC Rights of Way Improvement Plan.	To provide a safe and attractive pedestrian and cycle route between key destinations and promote healthier sustainable means of travel.
A dedicated public right of way (bridleway) access at the south westerly point of the residential development extending to the boundary. This is to enable a connecting bridleway route of at least 3m width to schools situated in Oakwood Road/Central Drive.	To provide safe non-vehicular access to local schools and onward destinations, reduce local traffic congestion and encourage use of sustainable means of travel.

A direct multi-user route, suitably surfaced for cycles and mobility scooters, across Oaklands College land between Sandpit Lane and Hatfield Road.	To provide convenient non-vehicular access across the development and to encourage use of healthier means of travel and recreation.
A direct multi-user route from the development with a suitable road crossing of Sandpit Lane adjacent to the path through to Wheatleys to access The Quadrant facilities.	To provide a convenient and practical non-vehicular route from the development to the local shopping centre.
A link for cyclists and pedestrians with appropriate road crossing points to provide a convenient linkage between Jersey Lane and the Alban Way (See Policy T3). Part of this could be incorporated into the design of the proposed road linking Sandpit Lane and Hatfield Road through the site.	To improve the local path network to provide safe and convenient sustainable travel routes.
Bridleways/footways of a suitable width for multi-user access from the westerly and easterly developments to the College facilities, shop, health and other facilities.	To provide convenient and practical non-vehicular routes from the developments to local shops and other community facilities.
There should be segregated non-motorised bridleways alongside all public highways running through or serving the site. Additionally, there should be rural bridleway routes with greater amenity value through the College site for non-motorised users, building upon the current RoWIP provision.	To enhance the safety and attractiveness of routes for people engaging in Active Travel and to encourage walking, cycling and horse riding for recreational purposes to promote health and wellbeing.

Background & Explanation

- 6.57 In September 2018, SADC issued the St Albans City & District Local Plan 2020-2036 Publication Draft 2018 (Regulation 19) for consultation. This plan was withdrawn in November 2020. The East St Albans Broad Location, as defined in the withdrawn Local Plan Policy S6 v) is substantially within the Parish of Sandridge. Policy S6 v) set a minimum capacity of 1,250 dwellings including the area with permission for 348 homes, Taylor Wimpey development (Oaklands Grange), commenced in spring 2018.
- 6.58 The Oaklands Grange scheme pre-dated the publication of, and does not meet many of the criteria for new development set out in the withdrawn Local Plan. There was fierce opposition to the current development from both the Parish Council and residents, primarily due to the lack of infrastructure proposed to support the development.

- 6.59 The policies set out in this Plan seek to redress the balance and ensure that the development of the remainder of the Broad Location sites provides sustainable development which enhances the entire local community.
- 6.60 The Parish infrastructure for utilities, transport and highways is currently at maximum capacity. Additional build will create strain on current systems and adversely affect current residents and businesses.
- 6.61 Consequently, any new development must respond to and reflect these identified local needs; minimise and reduce pressure on existing infrastructure and community facilities as well as provide an attractive, sustainable and mixed community for new residents. This particularly applies to the East St Albans Broad Location proposal which falls substantially within the Parish boundary (see Figure 3). It is the most significant development in the Parish since the construction of Jersey Farm. It is in the interests of new and existing residents that any new development, and associated infrastructure, is of a high standard.
- 6.62 Consideration should be given to creating a community trust, including Oaklands College and the Parish Council, to develop and manage community premises and local services.
- 6.63 A number of initiatives have been identified which could be included in the remit of the trust. These include:
- The shared use of facilities with Oaklands College, especially recreational facilities.
 - Support for Oaklands College plans to rationalise and improve the provision of facilities on the Smallford campus.
 - A shared innovation hub/workspace with the College (or other suitable provider) to support local employment and economic growth, including training resources for college students.
- 6.64 It is the Parish Council's ambition that the proposed development should not be a 'dormitory suburb' but should complement the College's role - as a major FE provider and employer. It should contain affordable homes, providing a high-quality environment and generous community facilities, looked after by a long-term stewardship body. To achieve this, the Council would wish the development to encompass the broad objectives of a Garden Village.

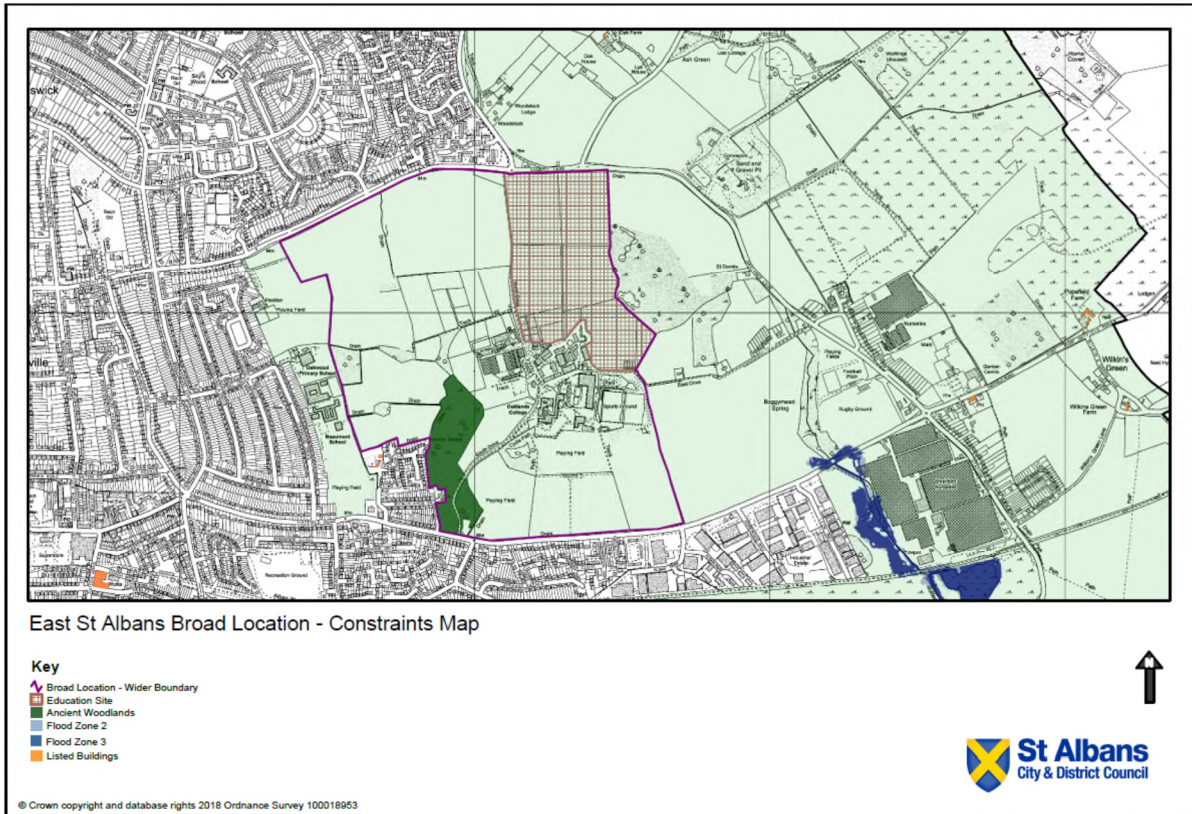


Figure 3: East St. Albans Broad Location: Constraints Map

Broad Location Master Plan Process

- 6.65 The master plan process, led by St Albans District Council, should proceed with the following objectives:
- 6.66 Character
- Quality Design
Landscape-led master planning and high-quality design incorporating homes with landscaped front gardens and on-plot parking.
 - Street scene
Focus on the importance of the street scene through attractive buildings, public art, street furniture, the use of materials, strong landscaping and tree-lined streets.
 - Levels
Building plans need to address the possible implications of the steep sloping land areas within the proposed site and, in particular, the area towards Sandpit Lane.
- 6.67 Lifestyle
- Infrastructure
Provision of infrastructure for the community, including schools, leisure, technology, affordable homes and community buildings.
 - Healthy living
Provision of opportunities for healthy living and personal wellbeing for people of all ages through growing food and gardening, walking and cycling, children's play and sport.
 - Travel choices

Travel choices and good connections to jobs, services and facilities on-site and in the wider community, while ensuring that the natural environment is not adversely affected.

6.68 Legacy

- Setting up of long-term management by a dedicated Trust/Organisation
Long-term management of high quality green spaces and public realm for the community.
- Technology
Use of technology to promote awareness of community events and lifestyle choices.
- Civic pride
Creation of a community trust to channel investment in the community and encourage a sense of ownership, responsibility and civic pride through community groups and buildings, and partner involvement.

Appendix 6

Community Facilities

Background and Explanation

- 6.69 Currently, the Parish Council is responsible for the upkeep and maintenance of community centres at Marshalswick and Jersey Farm; a separate Trust is responsible for the village hall in Sandridge. These three facilities are well maintained with regular review and upgrading to enable their use by the variously able. This is evident in the bookings diary for each centre which has regular use by, for example, playgroups, dance schools, Brownies, the Women's Institute, Bridge Club, Carpet Bowls, and a Lunch Club for the elderly. In addition, every Friday a café run by one of the local churches is held at Jersey Farm Community Centre, which is open to all.
- 6.70 St Mary's church at Marshalswick has a church hall that is well used by both the church and community groups all the year round. St Mary's is one of the two Church of England churches serving the Parish, the other being the 900-year-old St Leonard's church in Sandridge. The Parish also contains, in Marshalswick North, a Baptist church and hall which are in regular use by both church and community groups throughout the year.
- 6.71 Within the Parish, there are two well-used Scout huts. St Albans District Scouts, which serve Marshalswick, together with Sandridge Beavers, Cubs, Scouts and Explorers, are popular across all the age groups. As members stay in the organisation to take on leadership roles, this enables it to continue to flourish. Currently, one of the Scout huts is aiming to be rebuilt to improve its facilities and enable greater use by the Girl Guides and other community groups.
- 6.72 Within the Parish there are four primary schools and one secondary school. The primary schools vary in size, the smallest being Sandridge School and the largest Wheatfields Infants' and Junior School. St John Fisher is a Roman Catholic faith school. All the schools are popular with good facilities and some allow community groups to hire these.
- 6.73 The secondary school, Sandringham, is oversubscribed and has undergone a considerable building programme that includes a new sports hall. This, as well as the school's swimming pool, is now available for community use. Clubs and classes make use of both these facilities.
- 6.74 Sandridge village also has a sports and recreation club which supports cricket and football clubs that play in local leagues. Alongside the clubhouse are all-weather surface tennis and netball courts which are available for hire to residents.
- 6.75 The Parish Council encourages all the organisations within the Parish to apply to them for financial grants.

- 6.76 The Parish Council also maintains play equipment in seven different locations across its area. These are well used throughout the year and provide safe, fun areas for children to enjoy the interesting outdoor equipment. These sites also provide a meeting place for parents, particularly on sunny afternoons on the way home from school.
- 6.77 Within the Parish there are five public houses: three in Sandridge village, one on the edge of the Parish boundary in a rural location at Coleman Green, and one on Jersey Farm. All these provide food and a meeting place for residents, as well as acting as meeting venues for organised groups and running pub football, darts and quiz teams and charity music events.
- 6.78 Access to all these facilities is a key aspect of both the facilities' and the groups' continuing success.
- 6.79 It is possible to walk to the various halls across the Parish but many people travel to them by car. Free car parking is available alongside all the community centres, halls, pubs and schools within the Parish and this policy and practice should continue.

Appendix 7

Environmental Assets

6.80 General inclusions

- Any site of potential archaeological interest
- All property in the Conservation area or with designated and undesignated heritage assets
- Any tree and especially those with a Preservation Order attached

A) <u>Urban</u>		Maintained by: -
• Verges, trees & areas of grass		HCC / SADC
• Public hedges bordering roads & paths		HCC / SADC
• Domestic hedges bordering roads & paths		Householder
• Roundabouts		SPC
○ At House Lane/Sandpit Lane junction		
○ At House Lane/Sandringham Crescent junction		
○ At Sandringham Crescent/Bolingbrook junction		
B) <u>Recreation and Sports Grounds</u>	Size	Maintained by: -
• Damson Way recreation ground	1.83 acres	SPC
• Harness Way recreation ground	3.2 acres	SPC
• Jersey Farm Adventure Playground	1.83 acres	SPC
• Sherwood Ave. recreation ground	4.04 acres	SPC
• Spencer Meadow sports ground	4.75 acres	SPC
• St Leonard's recreation ground	1.25 acres	SPC
• Wheatfield Close play area	4.05 acres	SADC
• William Bell recreation ground	2.30 acres	SPC
C) <u>School Playing Fields</u>	Size	
• St John Fisher	1.94 acres	
• Sandridge Primary	3.88 acres	

• Sandringham Secondary	14.33 acres	
• Skyswood Primary	1.94 acres	
• Wheatfields Infants & Junior	4.69 acres	
D) <u>Public Open Space</u>	<u>Size</u>	Maintained by: -
• Jersey Farm Woodland Park comprising 10,000 trees and meadowland	55 acres	SPC
• Jersey Farm Open Space	23+ acres	SADC
• Bentsley Spinney	2.78 acres	SADC
• Nomansland Common	Approx. 128 acres	Owned jointly by the Althorp Estate (66%), & Wheathampstead Parish Council (33%) and managed via a joint committee including SADC & SPC
• Skys Wood	1.28 acres	SPC
• St Leonard's Churchyard	1.48 acres	SPC (Owned by the church)
• St Leonard's Cemetery, House Lane	0.9 acres	PCC with grants from SPC
• Windmill Avenue/Chiltern Road	1.48 acres	SADC
E) <u>Allotments</u>	<u>Size</u>	Maintained by: -
• 12 by Woodcock Hill	0.63 acres	Owned by HCC
F) <u>Ponds</u>		Maintained by: -
• At Damson Way Recreation Ground		SPC
• At Harness Way Recreation Ground		SPC
• By Hertfordshire Way, West of Riflebutts Wood		Landowner
• By Nashes Farm Lane		Landowner
• Cheapside Farm		Landowner
• Heartwood Forest – 3 ponds		Woodland Trust
• Jersey Farm Open Space Lagoon & Culvert		SADC
G) <u>Rural</u>		Maintained by: -
Hedgerows & verges		
• Hedgerows are the boundary marker		Farmers maintain those on their land, otherwise HCC
Ditches		
• Ditches on the roadway side of a hedge		HCC responsibility, otherwise the landowner
H) <u>Areas open to the public</u>	<u>Size</u>	Maintained by: -
• Heartwood Forest (including 5 areas of ancient woodland with wildflower meadows)	826 acres	Owned & managed by the Woodland Trust
<u>Privately Owned</u>		
I) <u>Farmland – mainly Grade 3 Arable Land</u>		<u>Privately owned</u>
• Beech Hyde Farm		
• Cheapside Farm		
• Fairfolds Farm		

- Hammonds Farm
- Hillend Farm
- Nashes Farm
- Oak Farm
- Sandridgebury Farm 160 acres

J) Woodland Size

- Coleman Green Wood 12.4 acres
- Furzefield Wood 2.8 acres
- Harlowdell Spring 2.2 acres
- Hill Wood 6.4 acres
- Hooks Wood 13.7 acres
- Oak Wood 8.1 acres
- Pearman's Spring 1.4 acres
- Riflebutts Wood 22.2 acres
- Tirnol's Wood 3.4 acres

Appendix 8

Local Green Spaces

6.81 Local Green Space Assessment Table

LOCAL GREEN SPACE ASSESSMENT

Site description	Site No.	Site Information						Critical Criteria				SADC Detailed Local Plan Technical Report inclusion
		Potential development site	National designation	Common land or village green	Private garden	Owner known	Extant planning permission	Local in character	Extensive tract	Very special	Close by	
DESIGNATED												
Jersey Farm Open Space	1	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Sandringham Crescent (adj. Woodland Park)	2	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Ardens Marsh	3	n	n	n	n	y	n	y	n	y	y	Natural Green Space
Bentsley Spinney	4	n	n	n	n	y	n	y	n	y	y	Natural Green Space
Harness Way open space (The Larches)	5	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Damson Way	6	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Sherwood/Skys Wood open space	7	n	n	n	n	y	n	y	n	y	y	Children's Play Area
William Bell Play Area (partial area)	8	n	n	n	n	y	n	y	n	y	y	Children's Play Area
Jersey Lane Green Corridor	9	n	n	n	n	y	n	y	n	y	y	Green Corridor
Villiers Crescent Green Corridor	10	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
St. Leonards open space	11	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Newgate Close open space	12	n	n	n	n	y	n	y	n	y	y	Children's Play Area
Chalkdell Fields	13	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Bishops Close	14	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Furse Avenue	15	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Wilstone Drive	16	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
The Ridgeway	17	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Windmill Avenue/ Mendip Close	18	n	n	n	n	y	n	y	n	y	y	Amenity Green Space
Langley Grove	19	n	n	n	n	y	n	y	n	y	y	Amenity Green Space

Site description		Evidence of Specialness
		For sites not included within SADC Detailed Local Plan Technical Report
Slimmons Drive (Scout Hut)	20	Historic, mature woodland in built-up setting including recreational use around a scout hut
Spencer Meadow	21	Located off the main road and outside the village envelope. This recreation ground is central to the village and adjacent to community facilities. Surrounded by ancient hedgerow. If taken out of Trust, would be susceptible to pressure for development.
Item not used	22	Item not used
Jersey Lane - Jersey Farm Open Space link	23	Important pedestrian link between Jersey Lane & Jersey Farm Open Space including connection with St. Brelades Place shops

		Site Information						Critical Criteria			
Site description	Site No.	Potential development site	National designation	Common land or village green	Private garden	Owner known	Extant planning per-mission	Local in character	Extensive tract	Very special	Close by
NON DESIGNATED											
St. Albans Road	30	n	n	n	n	y	n	y	n		y
Runcie Close	31	n	n	n	n	y	n	y	n		y
Runcie Close/Field Close	32	n	n	n	n	y	n	y	n		y
Pitstone Close	33	n	n	n	n	y	n	y	n		y
Sandringham Crescent opp. Larkwood Road	34	n	n	n	n	y	n	y	n		y
Craiglands	35	n	n	n	n	y	n	y	n		y
Ripon Way/ Stanton Close	36	n	n	n	n	y	n	y	n		y
Sandpit Lane	37	n	n	n	n	y	n	y	n		y

Site description	Evidence of Specialness	
	SADC Detailed Local Plan Technical Report inclusion	For sites not included within SADC Detailed Local Plan Technical Report
OUTSIDE THE SCOPE		
Sandridge allotments	Allotments	Protected as an allotment site
Nomansland Common	Natural Green Space	Extensive tract - greater than 10 HA
Jersey Farm Woodland Park	Natural Green Space	Extensive tract - greater than 10 HA
Heartwood Forest		Extensive tract - greater than 10 HA
Beech Bottom Dyke		Protected as an Ancient Monument

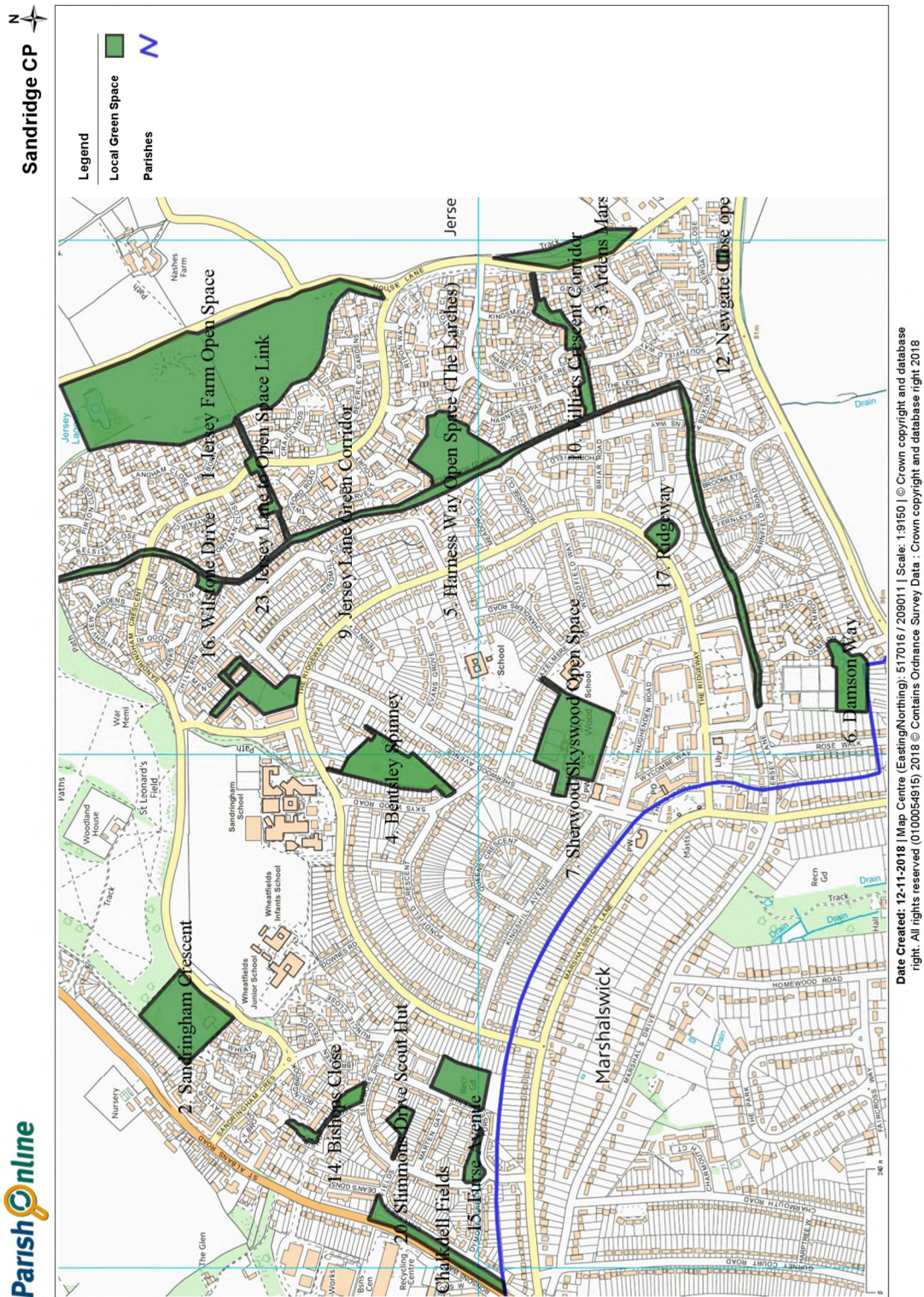


Figure 15: Local Green Spaces within Marshalswick and Jersey Farm

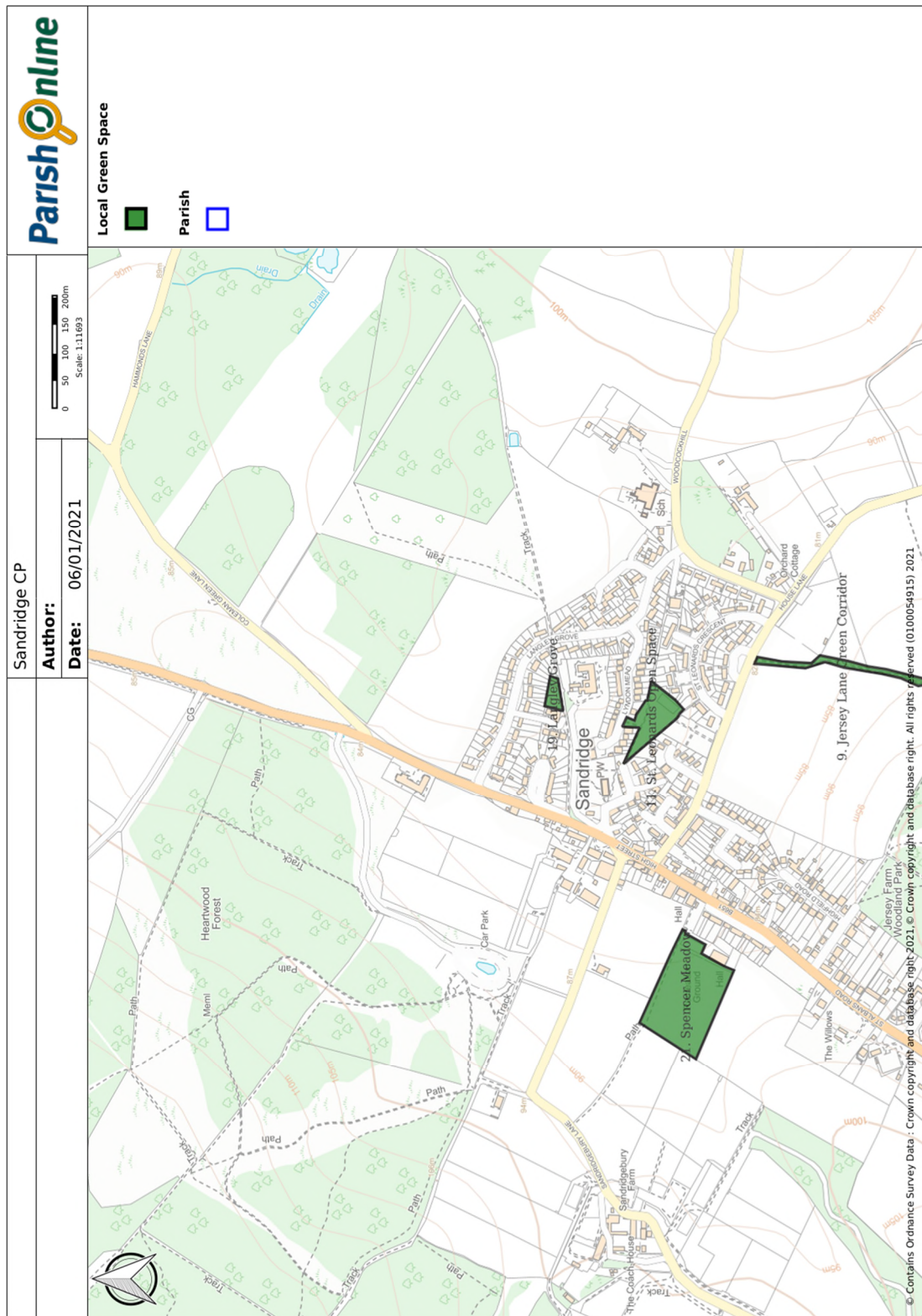


Figure 16: Local Green Spaces within Sandridge and area

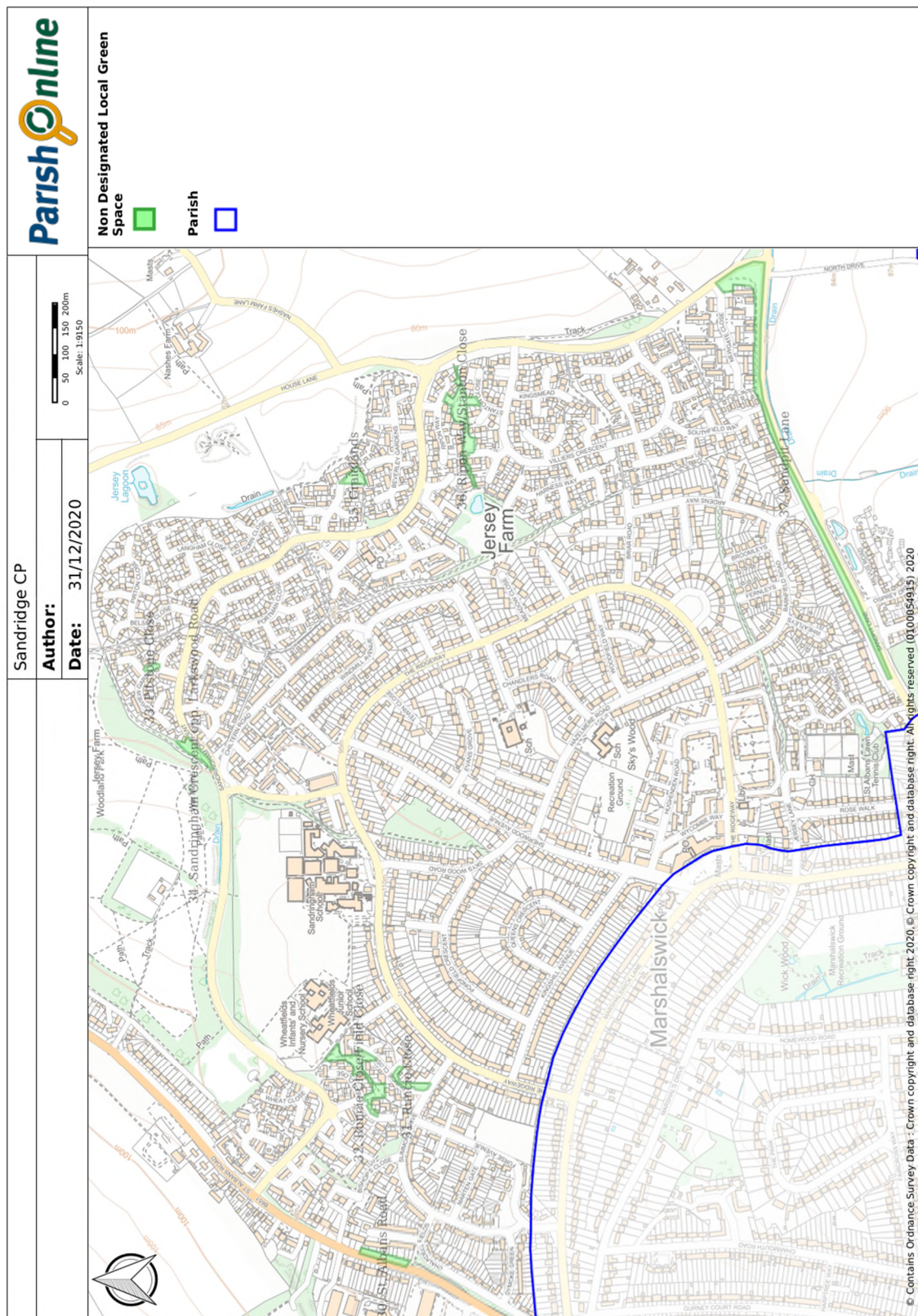


Figure 17: Non-Designated Green Spaces within Marshalswick and Jersey Farm
 There are no other non-designated green spaces within the Parish.

Appendix 9

Health Provision Needs for Sandridge Parish Residents

- 6.82 Residents have access to three Acute hospitals (Watford General, Luton and Dunstable and The Lister in Stevenage). Locally there is a Minor Injuries Unit at St Albans City Hospital along with outpatient, some diagnostics services and Planned Care.
- 6.83 Issues identified will be the subject of negotiation and lobbying by the Parish Council to improve healthcare for residents who require access to:
1. Community Navigators: these should be provided by health services for the local community.
 2. Pharmacies: maintenance of pharmacy provision in Marshalswick and Jersey Farm areas and, for Sandridge residents, the increased provision of pharmacy services should be encouraged (the village has no pharmacy). In addition, there should be a further pharmacy on the Oaklands Development, if that development goes ahead. Currently, only two of the three Parish areas have local pharmacies. The increasing average age of the neighbourhood's population is affecting residents' ability to travel for prescriptions.
 3. Social Activities: maintenance of access to current social activities. The area is well provided for social activities although increased marketing and engagement activities are required to facilitate greater utilisation of resources and facilities.
 4. Programme for Health and Wellbeing: local Wellbeing Hubs are needed to drive the focus on prevention and early intervention. These Hubs could be sited in pharmacies. Local activities and clubs can be promoted via the Hubs as part of an integrated programme.
 5. Tele-health: to supplement poor access to primary care and build on the existing high level of digital literacy. Work with the Clinical Commissioning Group (CCG) to improve services.
 6. Provision of care homes and retirement accommodation to meet the identified needs of local people as the ward profile indicates an ageing population. 22.7% of Sandridge Parish residents are over 60 years of age and 22.8% aged over 45 – 59 years (ONS 2011 Sandridge Ward Profile statistics) indicating a substantial growth in the elderly residents during the lifetime of the Plan. (Other overall age ranges = 0-17years -22%; 18-29 years -12.4%; 30-44years - 20.1%.)
 7. Childcare and support: increase the capacity of the current provision for residents.
 8. Carer support: provision of respite, social care and carer training.
 9. Health and wellbeing: plan for community, environment, family, food, at work and self-help.
 10. Service integration: the integration of health and social services, backed by a data-driven approach to support service provision, is a critical enabler for a patient-focused approach that will break down the silos that currently exist.
 11. Social care: at home, supported with equipment, home adaptations, nurse/carers assistance, and day centres.

Research and Explanation

- 6.84 There is clear evidence that most local authority and health professionals agree that an integrated wellbeing approach, such as that recommended here, would reduce demand and deliver net cost-savings to the NHS. International health systems and early findings from integrated personal commissioning and small-scale studies from areas such as Greater Manchester support the idea that early intervention and prevention improves outcomes.
- 6.85 Parts of the NHS and local government are already taking steps to turn high-level consensus into a reality on the ground. The Vanguard sites and devolution of health budgets to localities are developing their own autonomous plans. As yet, however, these do not amount to the systemic shift in culture and practice that needs to be made. We believe that this neighbourhood could demonstrate the effectiveness of an integrated approach.
- 6.86 While the three wards that form Sandridge Parish are disparate in nature, they have much in common in terms of demographics. These are:
- An above West Herts average for children and young people (below 20); recently married couples; professional and reasonably affluent; educational standards; digital literacy and social media collaboration, and stress-related conditions.
 - A below West Herts average for children in poverty, long-term unemployed, and the homeless.

Appendix 10

6.87 List of Plans and Maps

Figure	Location	Description
1	Sandridge Parish Overview	Neighbourhood Plan Area Boundary
2	D1 Settlement Boundary	Sandridge Village Boundary
3	D7 East St. Albans Broad Location	East St. Albans Broad Location: Constraints Map
4	T3 Walking, Cycling and Recreational Travel	Rights of Way Improvement Plan - Marshalswick
5		Rights of Way Improvement Plan - Sandridge
6		Proposed Links with Station and Town Centre
7		Jersey Lane - Alban Way Link
8		Sandridge Village Links
9	C1 Commercial Areas	Ronsons Way and adjoining areas off St. Albans Road
10		CAST Wireless Station
11	C2 - Retail Zones	The Quadrant - District Centre
12		St Brelades Place - Local Centre
13	E2 Landscapes, Views and Gaps	Sandridge Village - Designated Views
14	E5 Heritage Assets	Sandridge Village - Conservation Area & Listed Building and buildings of local interest
15	Appendix 8 - Local Green Spaces	Local Green Space within Marshalswick and Jersey Farm
16		Local Green Space within Sandridge and area
17		Non Designated Local Green Spaces within Marshalswick and Jersey Farm

Appendix 11

6.88 Glossary

BRE	Building Research Establishment
CCG	Clinical Commissioning Group
CIL	Commercial Investment levy
DCLG	Department of Communities and Local Government
DPH	Dwellings per hectare
GP	General Practitioner
HCC	Hertfordshire County Council
Local Plan	Saved Policies of the St. Albans District Local Plan Review 1994
NPPF	National Planning Policy Framework (2019)
PV's	Photovoltaic Solar panels
RoWIP	Rights of Way Improvement Plan
RSL	Registered Social Landlord
SADC	St Albans District Council
SHMA	Strategic Housing Market Association
SID	Speed Indicating Devices
SLP	Strategic Local Plan 2016
SPC	Sandridge Parish Council
Withdrawn	
Local Plan	St Albans City & District Local Plan 2020-2036 Publication Draft 2018