

# Land adjacent to Colney Heath Football Club,

St Albans

Design and Access Statement

February 2022



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# Turley

 **TARMAC**  
A CRH COMPANY

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# 01. Introduction

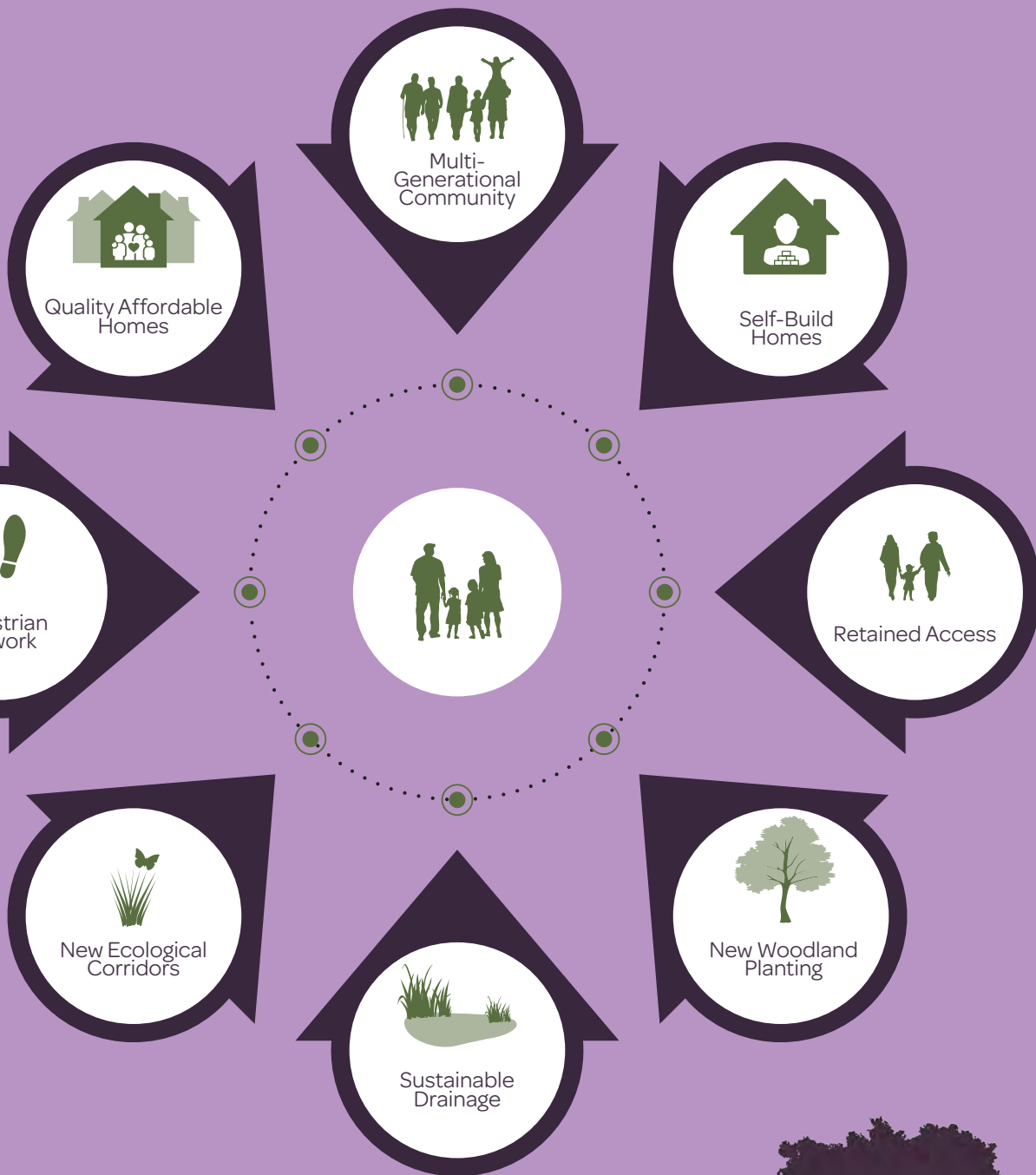


# Summary of Benefits

As part of the design approach, we have set out a series of key benefits the masterplan will deliver and will behave as key drivers for the masterplanning strategy. We will commit to;

- **Multi-Generational Community** - Ensuring all spaces and homes are accessible for all, creating communities and homes for life and considering the various needs for each individual.
- **Quality Affordable Homes** - Ensuring a suitable private and affordable mix will be of utmost importance as part of the scheme. This will be in response to local housing need and will propose up to 40% affordable homes.
- **Self/Custom Build Homes** - 10% of the plots will be provided as self build and custom build plots to provide flexibility for people looking to build their own home.
- **Enhanced Pedestrian Network** - The proposals will create new links to the surrounding Public Rights of Way network. These connect to open green space and the village, helping to promote walking and cycling within and around the site and reduce car dependency.
- **Retained Access** - The existing access road for the Football Club and Fishing Lakes and School parking will be retained, with the opportunity to improve safety for users.
- **New Ecological Corridors** - Responding positively to existing ecological considerations and enhancing wherever possible. These corridors will have a focus towards biodiversity, enhancing existing, and introducing new habitats to encourage wildlife to use the site.
- **New Woodland** - New woodland planting will be a key part of the masterplanning principles. These will create a robust edge to the settlement and provide new ecological links.
- **Sustainable Drainage** - The masterplan will be designed to manage surface water on the site and that will provide a wide range of habitat for native flora and fauna.







# Who we are

## About Tarmac

Tarmac, a CRH company is the UK’s leading sustainable building materials and construction solutions business. The company has over 150 years of experience and directly employs around 6,900 people across a nationwide network of over 400 sites. Our solutions span aggregates, asphalt, cement, lime, ready mix concrete, road contracting services, building products and recycling services.

### Real Estate in Tarmac

Tarmac is one of the UK’s largest land and mineral owners with a controlling interest in 110,000 acres of land and significant mineral reserves across the UK. Tarmac has a diverse real estate portfolio comprising minerals, industrial and operational sites as well as strategic greenfield land held for future operations. Tarmac also owns a number of former operational sites, which are in varying stages of rehabilitation or redevelopment as well as residential and commercial properties.

This real estate portfolio is managed by Tarmac’s Land and Natural Resources (L&NR) team.



**6900**  
EMPLOYEES

**400**  
SITES IN  
THE UK



**110,000**  
ACRES





## Stewardship

For Tarmac, stewardship embodies the responsible planning and management of land and natural resources aligned to our sustainability agenda. Across the country, we apply these concepts to the broad environment, everything to do with land and natural resource management, biodiversity, sustainability, property and the communities within which we work.

The Lifecycle illustrates the changes that real estate goes through as it progresses from the initial finding stage through its operational life and ultimately through to its restoration and disposal.

## Restore

Once property assets are no longer required for operational purposes, the objective is to move the asset through the life cycle.

We are committed to ensuring land we work is not only restored but regenerated creating a lasting legacy for generations to come providing opportunities for public access, enhanced biodiversity, residential and commercial land uses. We ensure the land we manage is used in the right way, at the right time delivering maximum benefit.





# The Site

## Site Location

Colney Heath is a village and civil parish in Hertfordshire, England.

The village is approximately 7km east of St Albans, 5km south west of Hatfield and 20km north of central London. Colney Heath is well connected due to access along the A1(M) connecting the area to the M25.

## Site Description

The site lies to the north of High street in Colney Heath and is approximately 1.68 hectares in size. It constitutes of 1 existing driveway and a portion of a field, currently in agricultural use.

The site is bound by a mix of hedgerow and some trees or no formal boundary.

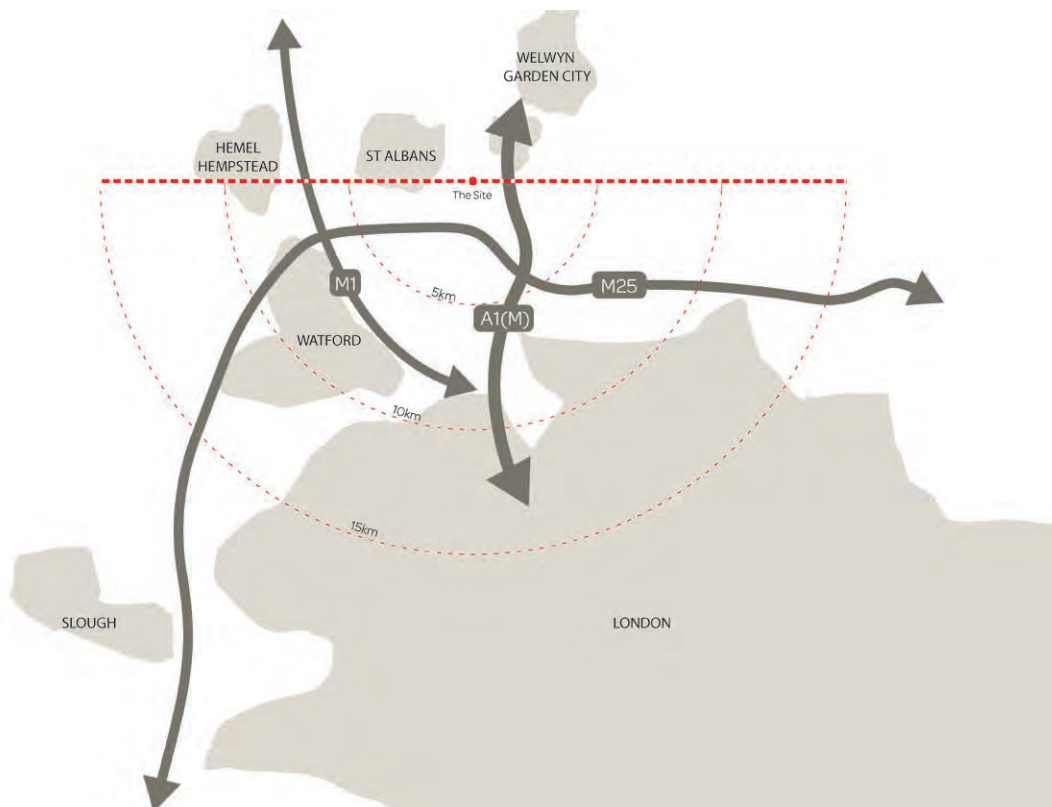


Figure 1: Site Location within the Region





Colney Heath  
Football Club

th  
ery

COLNEY HEATH

HIGH STREET



# 02. Context





# Planning Policy Context

## National Planning Policy Framework

The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and confirms that the purpose of the planning system is the achievement of sustainable development.

Paragraph 60 of the Framework highlights the need for Councils to support the Government's objective of significantly boosting housing supply. Paragraph 69 recognises that small and medium sized sites can make an important contribution to meeting the housing requirement of an area due to their ability to be built-out relatively quickly. Paragraph 69 (a) also encourages Councils to specifically identify sites to accommodate at least 10% of their housing requirement on sites of no larger than one hectare, as is the scale of the Application Site off High Street, Colney Heath.

Paragraph 74 requires that 'local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirements'

To promote sustainable development in rural areas, Paragraph 79 states; 'housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should therefore identify opportunities for villages to grow and thrive, especially where this will support local services'

The Application proposals will assist in maintaining the vitality of rural communities and so meets this national criterion.

The NPPF reaffirms that the Government attaches great importance to Green Belts. Paragraph 148 of the NPPF states:

'When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and

any other harm resulting from the proposal, is clearly outweighed by other considerations'.

The Site lies outside, but closely adjoining, the settlement boundary of Colney Heath. Whilst the Site is currently located in the Green Belt, there are very special circumstances which can be demonstrated in this case to justify the release of the Site for development, as set out in the Planning Statement.

## Local Planning Policy Context

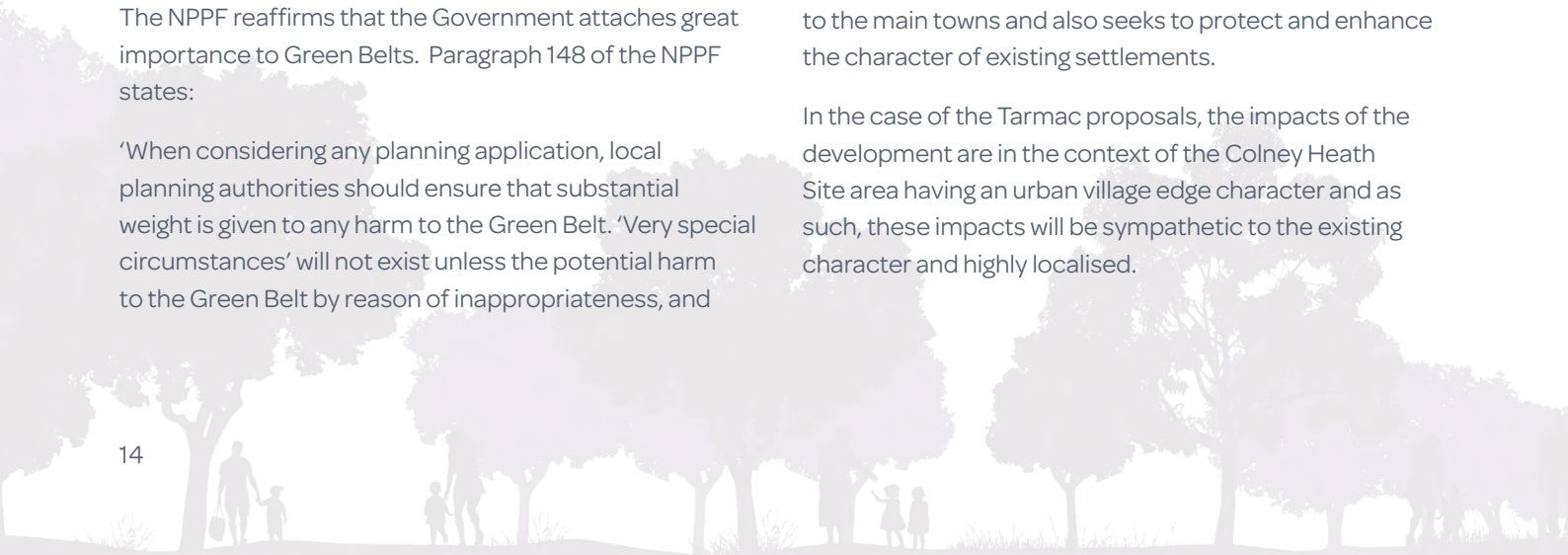
The Adopted Development Plan for SADC, comprises the Saved Policies of the District Local Plan Review 1994, the Hertfordshire Minerals Local Plan 2007, the Waste Core Strategy 2012 and the Waste Site Allocations July 2014. However a number of the saved policies of the Local Plan Review 1994 are only partially consistent with the Framework and limited weight can be afforded to them. The most relevant Saved Policies of the SADC Local Plan Review are Policy 1 (Green Belt) and Policy 2 (Settlement Strategy).

Other policies of general relevance are Policy 69 (General Layout and Design) Policy 70 (Design and Layout of New Housing) and Policy 74 (Landscaping and Tree Preservation). These policies primarily concern matters that are proposed to be reserved as part of this outline Planning Application.

Policy 1: Green belt, requires that applicants demonstrate very special circumstances for inappropriate development to proceed. These are set out in the Planning Statement.

Policy 2: Settlement Strategy, seeks to direct development to the main towns and also seeks to protect and enhance the character of existing settlements.

In the case of the Tarmac proposals, the impacts of the development are in the context of the Colney Heath Site area having an urban village edge character and as such, these impacts will be sympathetic to the existing character and highly localised.



## Housing Need and the Five Year Housing Land Supply

The Saved Policies of the Local Plan are approaching 30 years old and exceed the five year threshold set by Paragraph 74 of the NPPF by a considerable margin. The local housing need must now be based on the Government's standardised methodology. For St Albans, this broadly equates to 900 new homes per annum over the new Plan period, which is a step change in previous requirements.

Given the absence of an up to date adopted Local Plan, SADC is unable to demonstrate a five year housing land supply and has acknowledged in both appeal and committee planning decisions that from a base date of 1st April 2021, that there is only a 2.2 year housing land supply. This represents over a 50% shortfall below the national minimum policy requirement which is materially significant. This has been identified by the Secretary of State in recent appeals in the district as being a very special circumstance in the planning balance.

This position is unlikely to be resolved in the near term as the Council does not have an emerging replacement Local Plan, to which any weight can yet be attributed.

For the foreseeable future, the Council will therefore continue to not have a five year supply of housing land, contrary to Paragraph 74 of the NPPF, which is a material consideration of very substantial weight, when determining sustainable proposals for new development, such as the Application Site.



Figure 3: Site Location within the Local Authority



# Access & Movement

The site runs parallel to High Street, within Colney Heath. This provides connections directly into the village centre as well as to St Albans to the north west and Hatfield to the north east.

The A414 allows for wider connections providing access to St Albans and Hatfield as well as London via the M1 and A1(M).

## Public Transport

There is a bus stop located nearby to the access to the site. The 305 bus service connects to St Albans and the outskirts of Hatfield.

The closest station is located in St Albans and can be accessed by the 305 bus service. The station allows for access into London, as well as access to all other regions of the UK.






## Pedestrian and Cycle Access

A Public Right of Way 041 (PROW) runs along the southern edge of site that should be considered within any masterplan proposal moving forward. It connects into a wider network of PROWs that connect across the local area.



Figure 4: Existing Public Rights of Way



-  Site Boundary
-  Public Right of Way
-  Local Woodland
-  Urban Extents
-  Bus Stops
-  Motorway





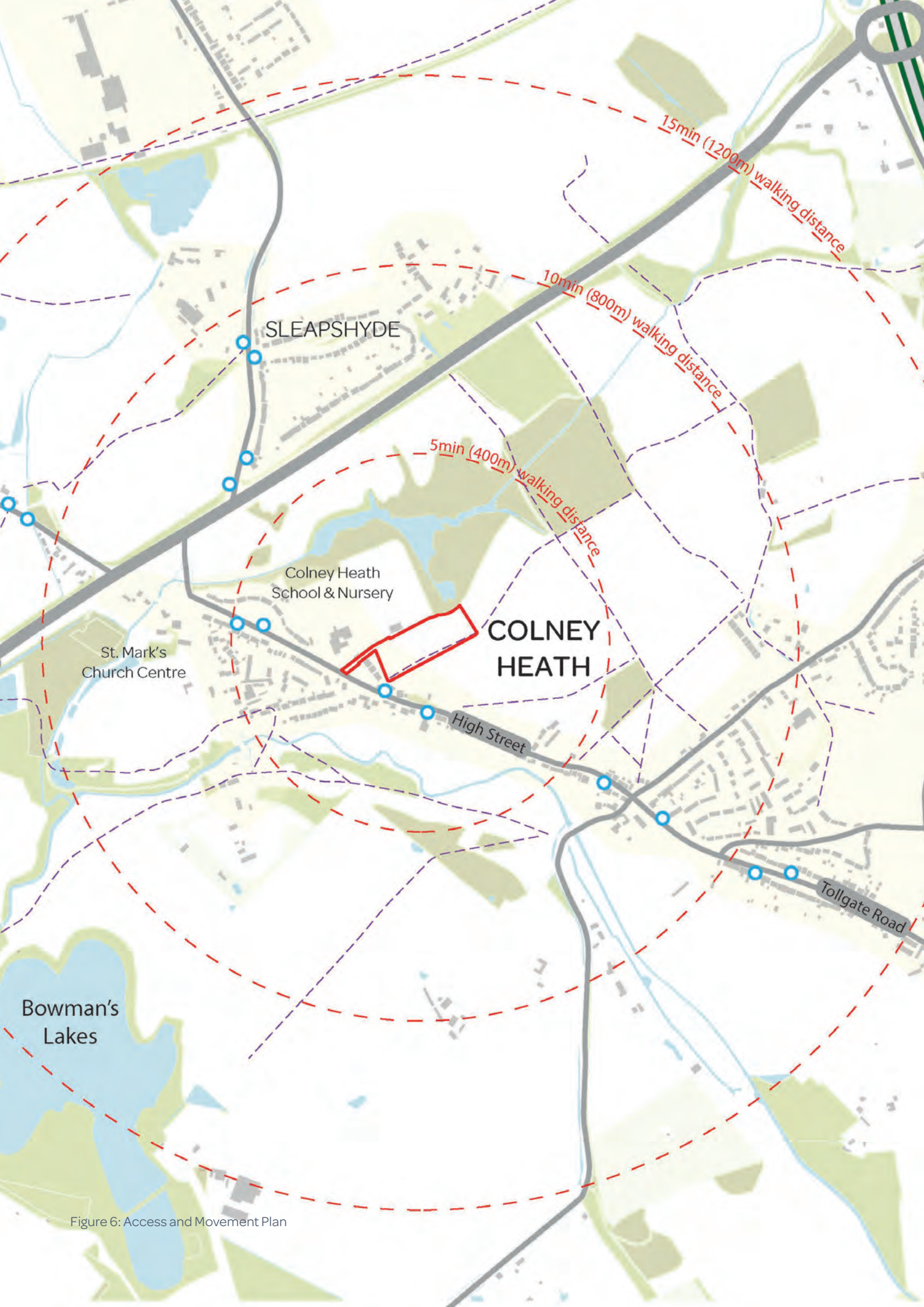


Figure 6: Access and Movement Plan



# Facilities & Services

The Site has good access to a number of local facilities within easy walking distance.

The nearest facilities are located along the High Street of Colney Heath, including The Cricket Billet Free House, Treasure Tots Pre-school, St Marks Church Centre and nursery and Colney Heath News.

Colney Heath Nursery and Primary School is located in the centre of the village, less than a 1 minute walk from the site.

Colney Heath Football club lies to the North and is a space for dog walking, sports and informal play.

The site is extremely well positioned to a wide range of facilities and amenities in the nearby towns and villages of St Albans, London Colney and Hatfield. These locations are easily accessible, with all of the settlements being within a 15 minute drive, 25 minute cycle of the site, or are accessible by public transport.

St Albans has an excellent range of shopping and recreational facilities, including popular high street names and services and a delightful collection of specialist and independent stores and boutiques. St Albans also benefits from Westminster Leisure Centre, and a range of supermarkets.

There are also a wide choice of sports and leisure facilities including golf courses, libraries, a multi-screen cinema, and sports centres as well as a network of walking and cycle paths, parks and woodlands. Hatfield and St Albans also supports a good range of educational and health care facilities too.

Nearby industrial estates such as Lyon Way Industrial Estate, Hatfield business park and other employment areas such as the University of Hertfordshire and are within an easy commute of the site and offer varied employment opportunities.

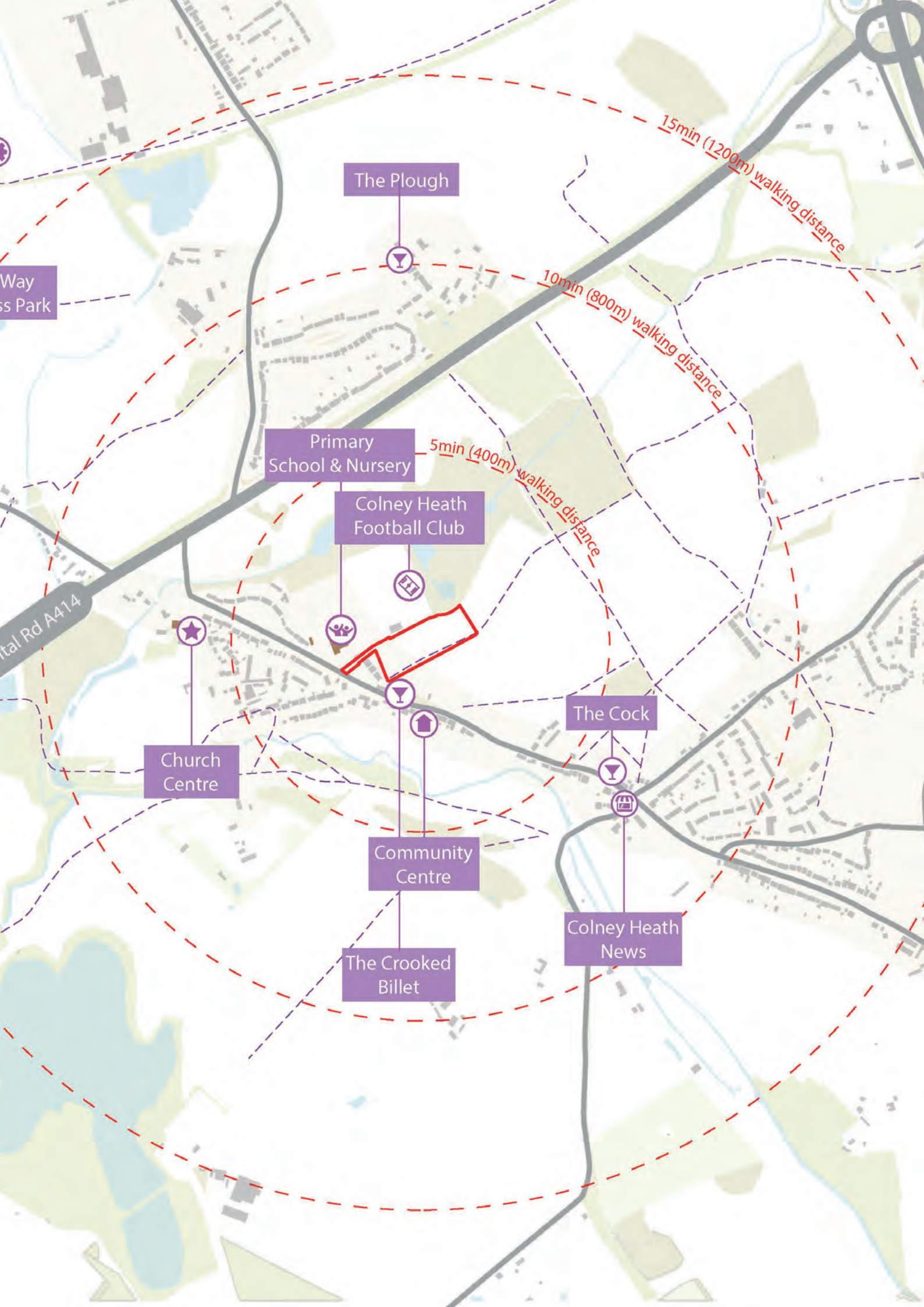


Figure 7: The Cricket Billet Free House



- Site Boundary
- Public Right of Way
- Place of Worship
- Convenience Store
- School / Nursery
- Pub / Restaurant
- Community Centre
- Sports and Leisure
- Employment





The Plough

Way  
s Park

15min (1200m) walking distance

10min (800m) walking distance

Primary  
School & Nursery

5min (400m) walking distance

Colney Heath  
Football Club

ital Rd A414

Church  
Centre

The Cock

Community  
Centre

The Crooked  
Billet

Colney Heath  
News



# Context Character Appraisal

## Historic Development & Morphology

The village of Colney Heath and the surrounding settlements of Tyttenhanger, Wilkins Green and Sleepshyde have grown up in a pattern of dispersed settlements around the Heath clustered along historic tracks. The River Colne formed London’s ancient customs boundary and thus the limit of Metropolitan Police authority. During the mid-18th and 19th centuries, the Heath became the haunt of highwaymen, leading to the establishment of series of inns around the Heath, all connected by a series of footpaths.

### Colney Heath

Colney Heath developed in a linear pattern along the High Street and the main cross roads between Roestock Lane and Tollgate Road. The village grew in the 19th century with the opening of a railway station in Smallford Lane, on the branch line from Hatfield to St. Albans Abbey railway station (closed in 1968).










During the mid to late 20th century, development has expanded the village to the south east (Roestock) and north west.

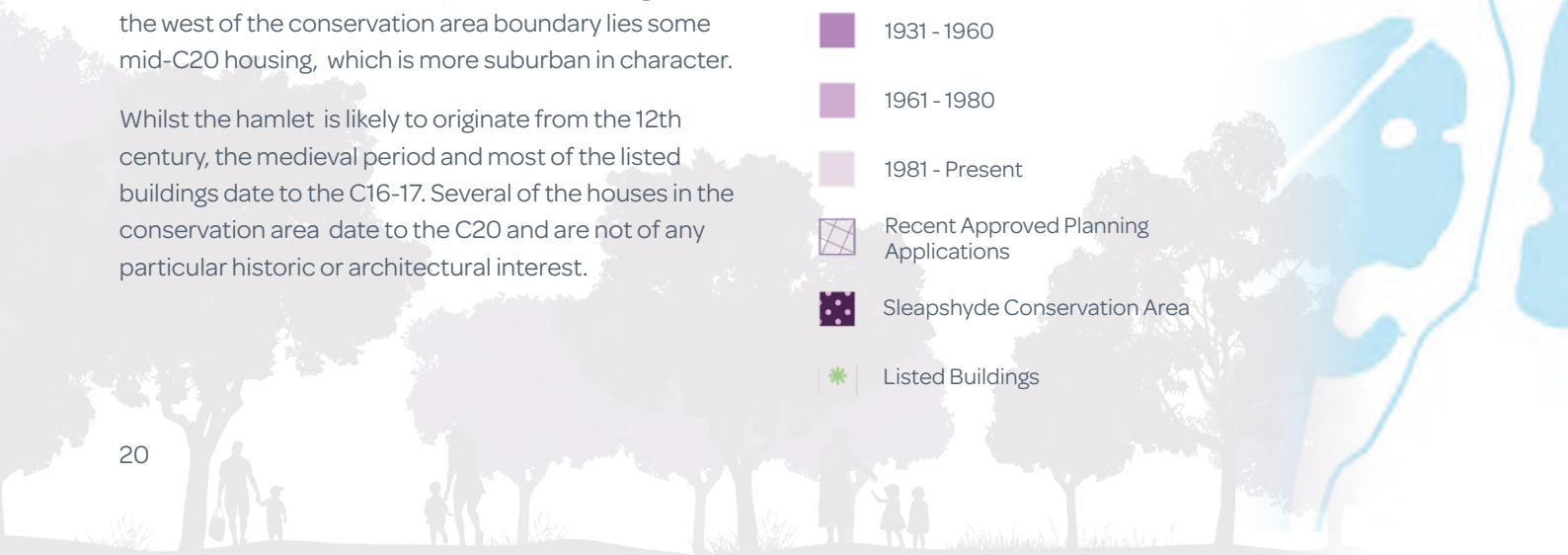
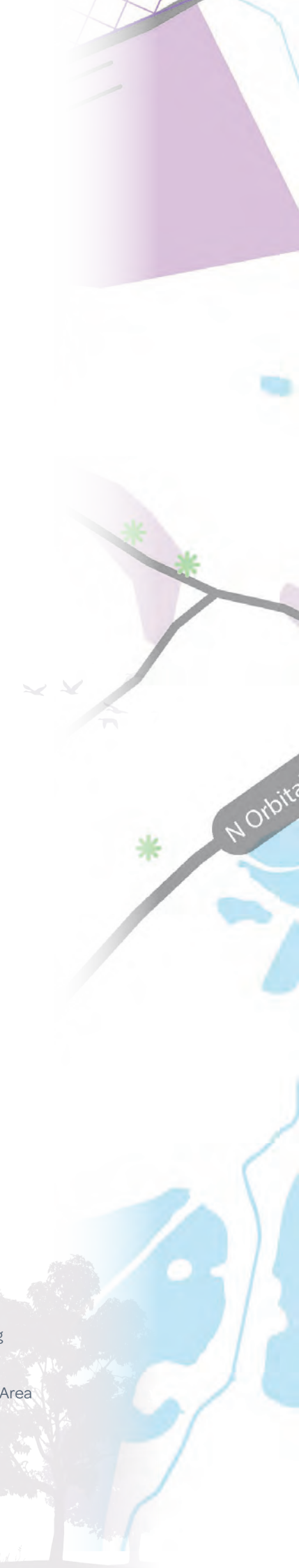
An outline planning application (ref: 5/2020/1992) for up to 100 homes at Roundhouse Farm was approved at appeal in June 2021.

### Sleepshyde

The eastern, historic core of the hamlet of Sleepshyde to the north of the A414 is designated as a conservation area. The historic core is arranged along three lanes radiating from a central green. The former chapel and public house, formerly the only public buildings in the hamlet are located on the northern lane, set away from the central green. To the west of the conservation area boundary lies some mid-C20 housing, which is more suburban in character.

Whilst the hamlet is likely to originate from the 12th century, the medieval period and most of the listed buildings date to the C16-17. Several of the houses in the conservation area date to the C20 and are not of any particular historic or architectural interest.

-  Site Boundary
-  < 1890
-  1891 - 1930
-  1931 - 1960
-  1961 - 1980
-  1981 - Present
-  Recent Approved Planning Applications
-  Sleepshyde Conservation Area
-  Listed Buildings



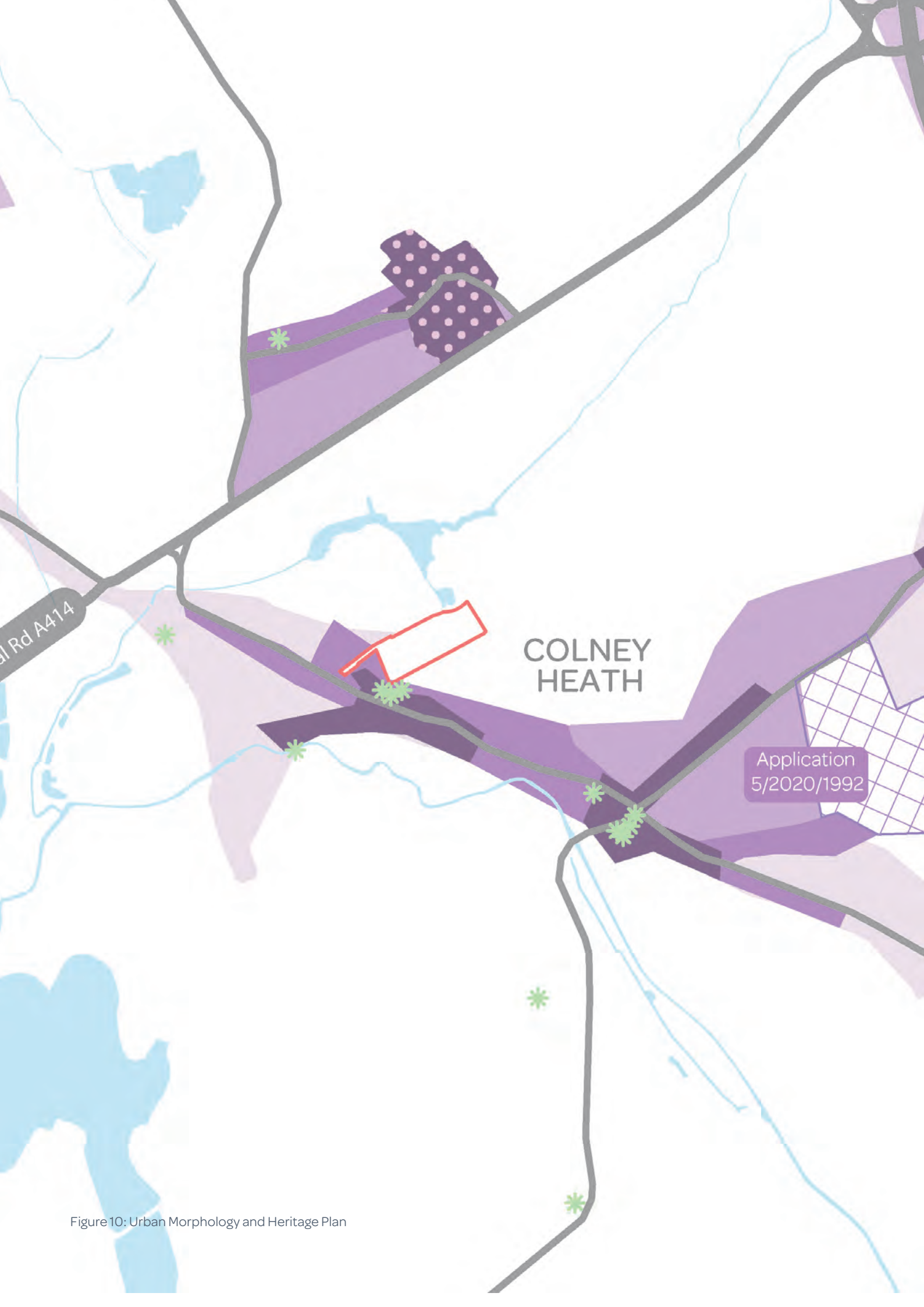


Figure 10: Urban Morphology and Heritage Plan



### Historic Buildings

The village of Colney Heath has a mixed variety of building forms and styles representing different eras & stages of development.

Many of the historical and landmark buildings are still found in Colney Heath. There are a number of listed buildings that can be found along the High Street, Coursers Road and Barney Road. This includes three Grade II Listed buildings on the High Street to the west of the site: The Crooked Billet Public House, Apsley Cottage, and no. 94 High Street.

They have been taken into consideration when planning the development and its relationship to the immediate context.

### Urban Form

The urban form varies across the village but is typically compact, linear development fronting onto the street with minimal setback.

- Buildings are mostly 2 storey, with some mid century bungalows and 3 storey houses on the Meadway;
- Predominantly semi-detached and terraces, with clusters of detached houses.

### Built Form

- Simple rectangular forms with ridge lines along the long axis predominantly parallel to the street;
- Symmetrical layout of fenestration and doors;
- Predominately pitched roofs with some hipped roofs;

### Materials

- White , cream and pastel coloured render.
- Historically red/orange brick is used, with buff brick on 20th century development
- Painted weatherboarding
- Roof tiles are traditionally plain clay roof tiles and natural slate

### Frontage

- Typically a minimal set back with simple green landscaping
- Varied boundary treatment (fence, walls and hedges) but typically low height



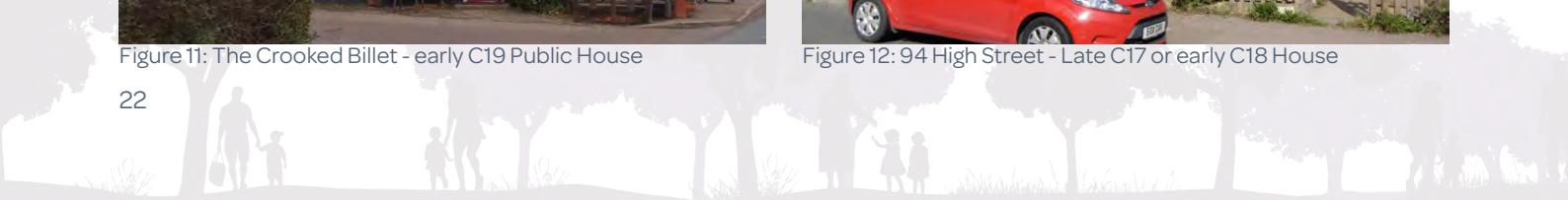
*Weatherboarded timber frame*

*Plain Tile Hipped roof*



Figure 11: The Crooked Billet - early C19 Public House

Figure 12: 94 High Street - Late C17 or early C18 House





*Semi-detached homes  
with minimal set back  
and low wall*



*Detached red brick house  
with brick wall*



*Terraced houses with  
simple fenestration*



*Simple Gable or  
Hipped roof forms*



*Buff brick and mixed  
secondary wall materials*



*Plain red tile roof and  
warm red brick walls*



*Rendered terraces with  
slate grey roof tiles*

*Small bay windows  
and porches*



*Short terraces with red brick  
and render elevations*

Figure 13: Examples of the varied local character within Colney Heath



# Landscape & Visual Impact

## Designations

The site is located within the Green Belt, and inside the Watling Chase Community Forest.

The objectives of the Watling Chase Community Forest is for wildlife and habitat creation, improving access and promoting the use and enjoyment of the Forest by providing appropriate outdoor recreation and informal open space.

Public footpath No. 041 passes along the south-east boundary of the site and a group of grade II listed buildings are located immediately to the south of the site.

## Landscape Character

At a national level the site is located within 'NCA111: Northern Thames Basin, a varied landform with a wide plateau divided by river valleys.











Within the Hertfordshire's Landscape Character Assessment, the site falls within Landscape Character Area (LCA) '30: Colney Heath Farmland' which is located between London Colney and St Albans in the west and Hatfield in the east. This LCA is described as:

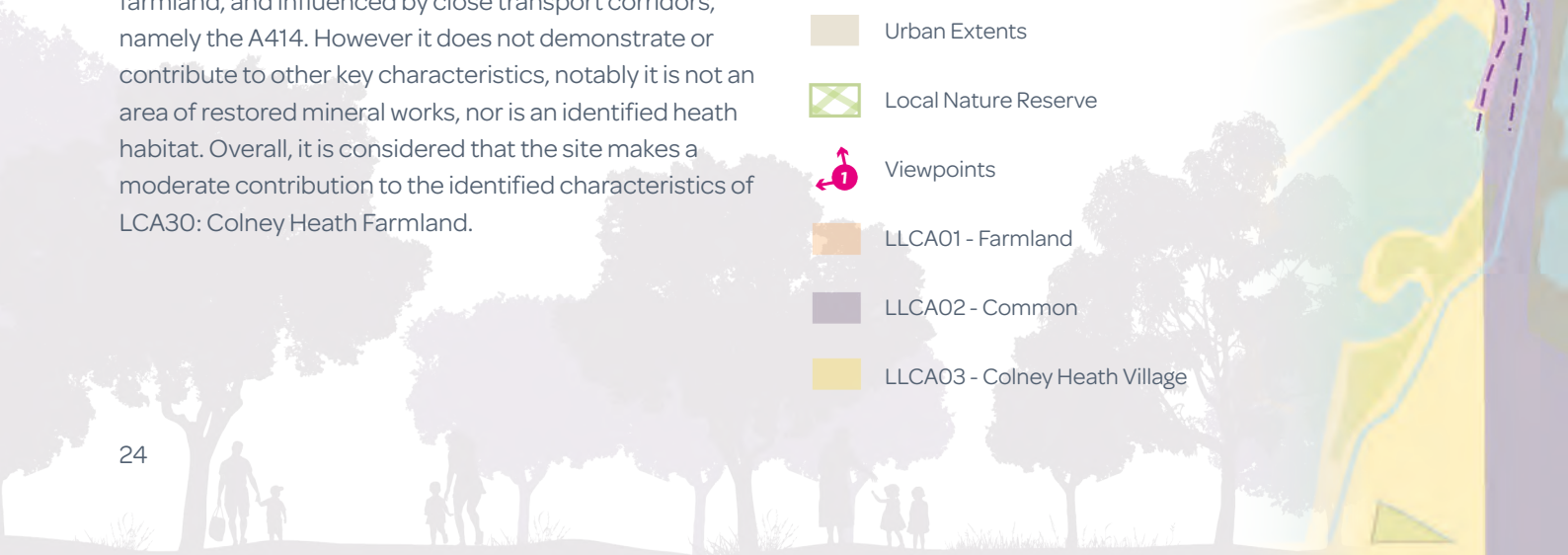
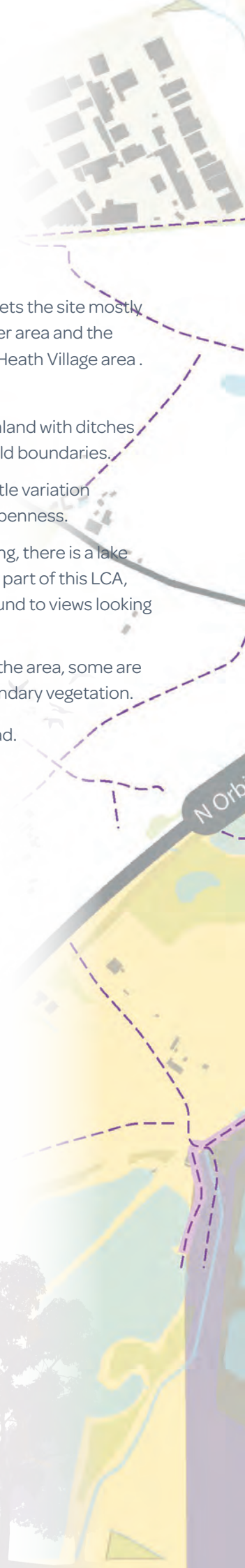
"A medium-scale landscape contained by adjacent urban areas and transport routes. There is a good network of hedges, field trees and tree belts to the urban areas that visually contain the largely arable character. Mineral extraction has created a number of disturbed and new landscapes that are still young. Areas of heath and seminatural grassland are locally important at Colney Heath and Smallford gravel pits."

The site is considered to contribute to the identified characteristics of: being part of a medium scale arable farmland, and influenced by close transport corridors, namely the A414. However it does not demonstrate or contribute to other key characteristics, notably it is not an area of restored mineral works, nor is an identified heath habitat. Overall, it is considered that the site makes a moderate contribution to the identified characteristics of LCA30: Colney Heath Farmland.

Local Landscape Character Analysis sets the site mostly within the LLCA01 - Farmland character area and the site access is within LLCA03 - Colney Heath Village area . Character LLCA01 is defined by :

- Part of a medium scale arable farmland with ditches and hedgerows with trees along field boundaries.
- Gently undulating landform with little variation contributing to a strong sense of openness.
- As result of restored mineral working, there is a lake and a small woodland on the north part of this LCA, which provides a wooded background to views looking north.
- Numerous public footpaths cross the area, some are open while others enclosed in boundary vegetation.
- Scattered built form edging the road.

-  Site Boundary
-  Public Right of Way
-  Watling Chase Trail
-  Local Woodland
-  Urban Extents
-  Local Nature Reserve
-  Viewpoints
-  LLCA01 - Farmland
-  LLCA02 - Common
-  LLCA03 - Colney Heath Village





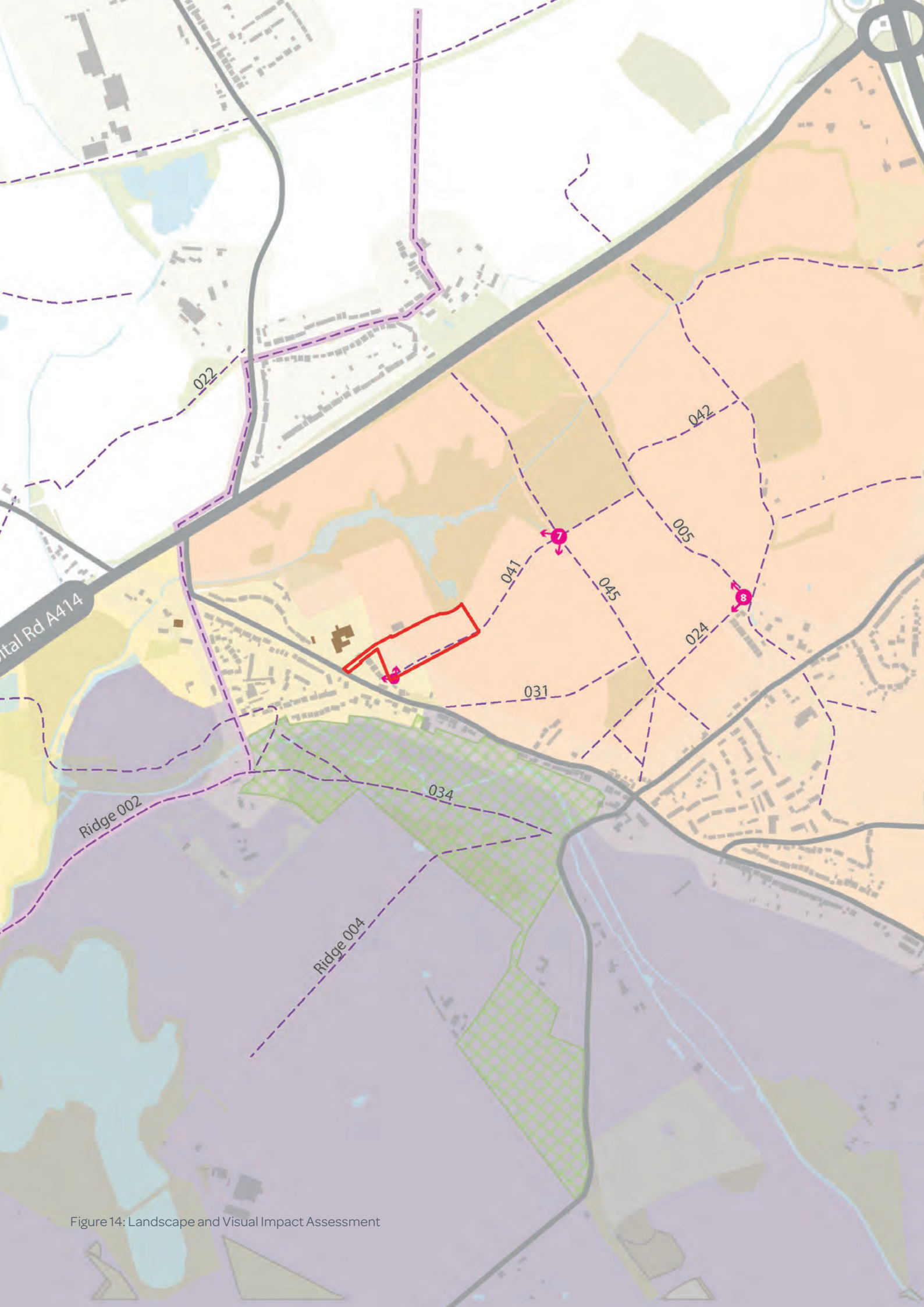


Figure 14: Landscape and Visual Impact Assessment

## Existing Visibility and Visual Amenity

The extent of visibility of the site is limited by its topography and the influence of surrounding mature vegetation and built form. Views of the surrounding landscape are mostly to the east where there is no boundary vegetation, but occasional gaps in the existing vegetation allow for limited views in other directions. This is demonstrated by photographs looking out of the Application Site to the surrounding area and the existing visibility is summarised below.

- Views looking north from within the site are partly contained by the line of trees on the northwest Site boundary. Elsewhere along the boundary, vegetation is fragmented and glimpsed views are possible of the buildings within Colney Heath Football Club.
- Views looking southwest from within the site are partially contained by the boundary vegetation, beyond which it is possible to see the residential properties on the High Street.
- To the east, the site is open to views from the adjacent fields, wider views are contained by the woodland to the north, and the vegetation along footpath 005.
- Views looking south from within the site are filtered by the hedgerow along the south-east boundary with partial views through gaps in the vegetation.



Figure 15: Representative viewpoint 7 - View from junction of footpaths 041



Figure 16: Representative viewpoint 8 - View from junction of footpaths



and 045 looking south-west c. 250 m from site

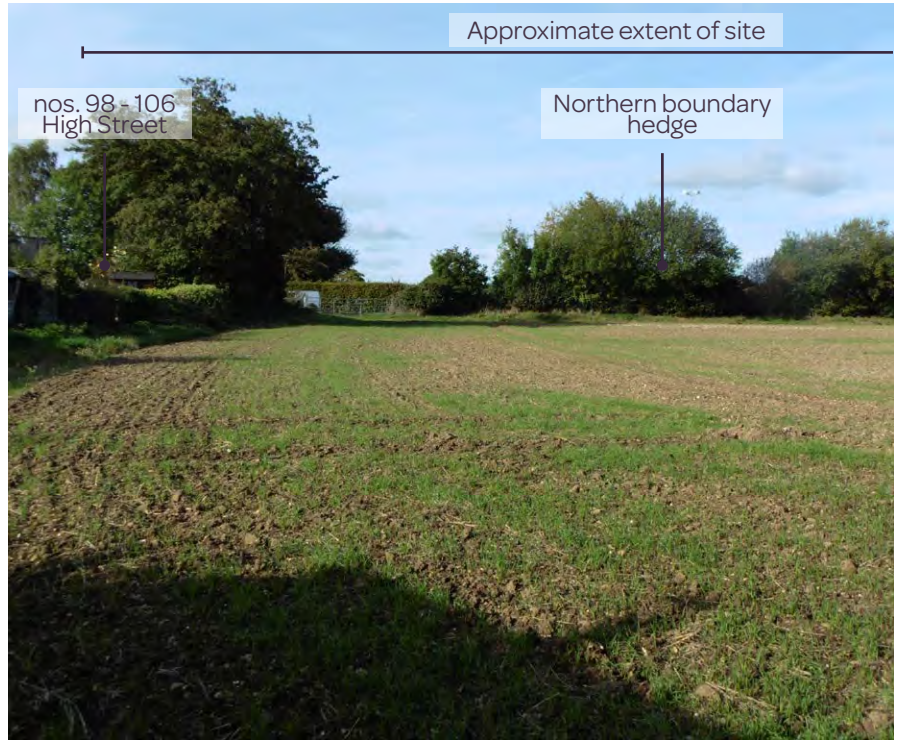


Figure 17: View along the western boundary looking north towards the Football Club



005 and 024 looking west c. 570 m from site



## Ecology

### Habitats

The habitats on site are generally of limited ecological value. The arable land offers suitability for ground nesting birds but is otherwise limited.

The hedgerows and tree lines have ecological value as they provide linear features for commuting and foraging species. Hedgerows are also listed as a Habitat of Principal Importance under the NERC Act 2006. As such, the hedgerows and tree lines are to be retained where possible.

### Statutorily & Non-Statutorily Designated Sites

No impacts upon statutory designated sites are anticipated from the proposals as it is not within the categories listed for any Site of Special Scientific Interest (SSSI) Impact Risk Zone (IRZ).

The nearest non-statutorily designated site was Sleapshyde Gravel Pit, Local Wildlife Site (LWS), which borders the site to the north-east. This is designated for a mosaic of habitats including open water, wet neutral grassland, tall herbs, scattered scrub and plantation, and has ornithological interest. Due to the proximity of this LWS to the development, there is a risk of impacting the development during construction, which should be managed with a construction and ecology management plan (CEMP).

### Protected / Priority Species

The habitats on site provide limited opportunities for protected and priority species, however the boundary hedgerow and trees provide boundary for foraging and commuting of bats, badgers and reptiles and habitats for nesting birds.

### Recommendations

Boundary habitats of hedgerows and trees should be retained where possible and the landscape proposals should be designed to create a net gain in biodiversity by creating valuable habitats including wildflower grassland, SUDs features, additional hedgerows and scrub.



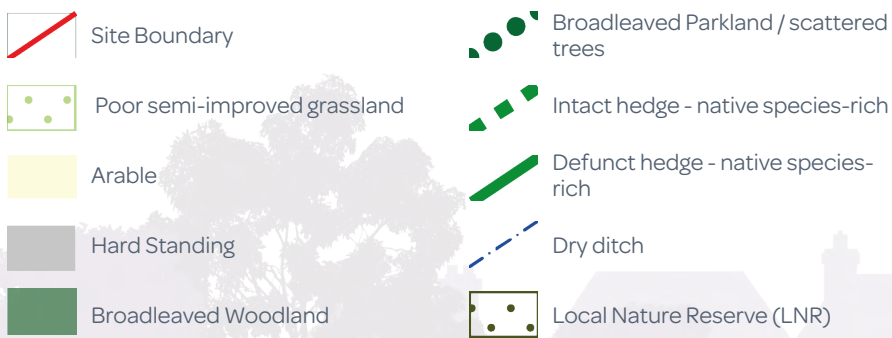


Figure 18: Ecological Assessment



## Flood Risk Management & Drainage

### Fluvial Flood Risk

The site is located within Flood Zone 1 and has less than a 1 in 1,000 annual probability of flooding from Rivers and Sea and is therefore at very low risk of fluvial flooding.

Ellen Brook is an EA Main River and is the nearest source of fluvial flood risk to the site. Ellen Brook is located approximately 633m to the north of the site, however Colney Heath Lakes are formed online of this watercourse and are located approximately 13.6m to the north of the site at the closest point. Fluvial flooding associated with Ellen Brook is mainly kept within the lakes and banks of the brook and is not indicated to encroach onto the site.

### Topography

Site levels range between 76.0m AOD in the west, near the site access, and 73.77 AOD to the north of the site. Generally, the western half of the site falls in a southerly direction, away from the northern boundary of the site, whereas the eastern half of the site is shown to fall from south to north.

### Surface Water Flooding Risk

Any surface water runoff from the site is expected to follow the natural contours of the land.

The EA Risk of Flooding from Surface Water mapping indicates that almost the entire site is at a very low risk of surface water flooding (<0.1% AEP). However, towards the northern boundary of the site there is a small, isolated area at low risk (0.1% AEP) of surface water flooding.

### Climate Change

The implications of climate change should be taken into account in relation to surface water drainage. Peak rainfall intensity for longer lifetime residential developments is estimated to increase between 20% and 40% as a result of climate change.

An allowance of 40% is applied will be applied to the surface water drainage strategy design to allow for the potential implications of climate change.





-  Site Boundary
-  Dry Ditch
-  0.5m Contours
-  Watercourse / Lakes
-  EA Floodzone 3
-  EA Floodzone 2

Figure 19: Flooding and Drainage Assessment



## Site Constraints & Opportunities Summary

As set out over the previous pages, the site is generally free from significant constraints. In terms of the pattern of settlement, the development of the Site will consolidate an area adjacent to the eastern village edge of Colney Heath, which is already in significant community use, by reason of the adjacent school and clubhouse.

There masterplan should:

- Improve the existing access road by designing it to create a safer route for children going to school and parents dropping off. This could include introducing pavements, pedestrian crossing points and using changes in surface material to reduce traffic speeds.
- Retain access to Colney Heath Football Club and the private members fishing lakes.
- Improve access routes to open space and the countryside.
- Provide links from development to the existing PROW, particularly where footpaths are not very accessible.
- Respond to the landscape context by creating a landscape area that reduces visual impact of the site by providing enclosure and ecological links.
- Retain boundary habitats of hedgerows and trees where possible and the landscape proposals should be designed to create a net gain in biodiversity by creating valuable habitats including wildflower grassland, SUDs features, additional hedgerows and scrub.
- Manage surface water and flood risk on site in accordance with best practise so that the development will be safe, without increasing flood risk elsewhere.



Figure 20: View along northern boundary by the existing fishing lake access.

















- |  |   |  |
|--|---|--|
|  Site Boundary              |  EA Floodzone 3          |  Broadleaved Parkland / scattered trees |
|  Public Right of Way (PROW) |  EA Floodzone 2          |  Intact hedge - native species-rich     |
|  0.5m Contours              |  Historic Landfill Sites |  Defunct hedge - native species-rich    |
|  Watercourse / Lakes        |  Hard Standing           |  Local Nature Reserve                   |
|  Dry Ditch                  |  Broadleaved Woodland    |  Listed Building                        |

Figure 21: Site Constraints Plan



# 03. Involvement and Evolution





# Public and Community Engagement

## Stakeholder Engagement

Formal stakeholder engagement and public consultation commenced in November 2021. Stakeholder groups including Colney Heath Parish Council, Colney Heath School & Nursery and Colney Heath Football Club, were written to with briefings on the proposals and were sent invitations to meet virtually. As the plans evolved, the project team met with all of these groups to take note of any concerns they had and to inform the proposals.

A meeting also took place with the two district council ward members representing Colney Heath (where the Site is located) ahead of the launch of the virtual public exhibition.

## Community Engagement

Public consultation commenced with the launch of a 'virtual' public exhibition website, which went live with a holding page on Tuesday 30 November. The website was then populated with information boards and was opened for feedback on Monday 6 December at 5pm. The consultation lasted for two weeks, closing on Monday 20 December at 5pm. In total, 240 local residents and businesses were invited to participate in the public consultation, along with local stakeholders and the local ward councillors for Colney Heath.

The virtual exhibition was promoted through posters, which were placed around the local area in well-used community facilities, including St Mark's Church Centre, Colney Heath School & Nursery, Colney Heath Village Hall and The Cup coffee shop. The virtual exhibition was also publicised via an advertisement placed in the Herts Advertiser on 9 December, which has a circulation of 29,000 copies weekly. Alongside the public exhibition, the Applicant committed to sending hard copies of the information materials alongside with a feedback form with a return envelope and stamp, upon request. Feedback could also be provided via telephone or via email.

A total of 509 unique users visited the consultation website over the two weeks it was open for public feedback. In total, 24 items of feedback were returned, with 22 feedback forms (21 via the website and one via post) and three emails. One person chose to submit both a feedback form and email feedback, so this has been counted as a single record. All comments and topic areas have been faithfully captured within the Statement of Community Involvement submitted as part of this planning application.



Feedback received was mixed. Across the quantitative feedback, when asked about five different aspects of the proposals, respondents noted that they had greatest interest in “Open space and biodiversity” aspect of the proposals, followed closely by “Impacts on local services”, however people were least interested in “Affordable housing”.

When asked to what extent they agreed with six statements relating to the proposals, only one of the six statements received neutral to positive sentiment. Whilst respondents tended to agree on the importance of delivering a mix of homes that reflects the needs of first-time buyers, downsizers and young families, all other statements were viewed negatively, ranging from welcoming the open space and play area provided through the proposals, and the need for affordable housing locally. Across all statements put to respondents in the quantitative feedback, at least 10% chose the most negative response consistently.

The most prominent theme that came up in qualitative feedback related to the pressure either already on local infrastructure, or which would be placed on local infrastructure, if the development was approved – overall accounting for more than a quarter (25.5%) of all comments (26 comments). Within this theme, respondents noted that the local roads would be unable to cope with the increase in car journeys that would come from the development, if approved.

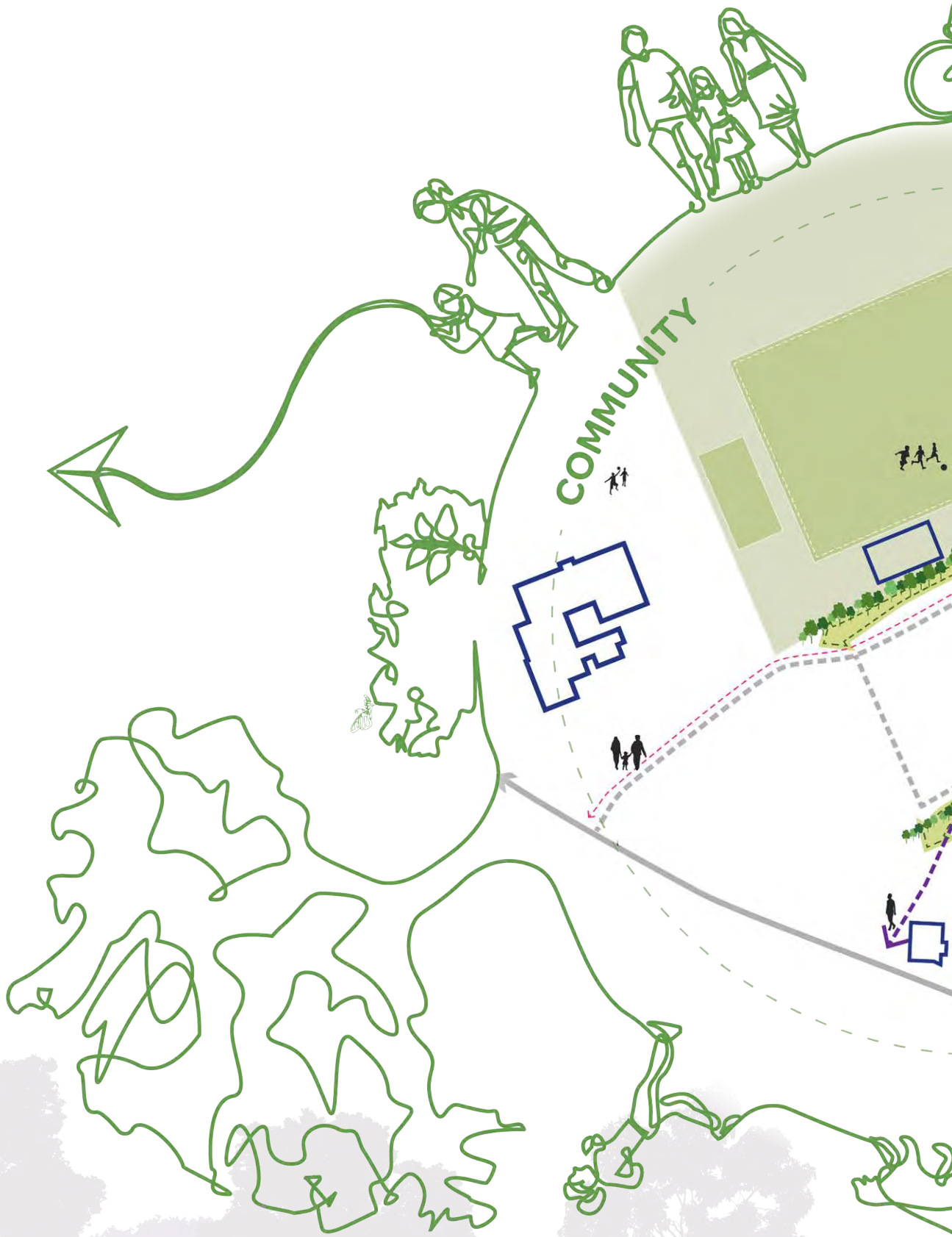
Other themes which also featured prominently were Safety (14 comments) and Traffic and transport (14 comments), and Green Belt (11 comments). Across these themes, respondents were most concerned about how the access road would interact with Colney Heath School & Nursery, particularly when the current car parking spaces are in heavy use with parents dropping off or picking up children at peak times. Respondents were also concerned that public transport provision in the area was not sufficient to support the development, whilst other respondents stated that the land should not be developed as its within the Green Belt.



Figure 22: Extract of virtual exhibition board website



# The Design Principles





LANDSCAPE

SUSTAINABLE MOVEMENT





# 04. Masterplan



# The Concept Masterplan



Pedestrian Access to School

Retained access to Football Club

Retaining existing trees and hedgerows, infilling gaps using native species

Street tree planting

5.5m carriageway with 2 x 2m Footpaths

Low Density development in SW

Potential Pedestrian link to PROW

Figure 23: Framework Masterplan



Local Area of Play (LAP)

Reatinaed Farm Access

Attenuation Basin

Structural planting on eastern boundary using native trees

Low density development in NE

Informal Open Space



# Land Use

This is a residential led scheme that is being delivered alongside green space including informal amenity green space and areas of ecological enhancement.

The scheme will deliver up to 45 new homes over a net developable area of 0.97 ha. The masterplan delivers an approximate density of 46 dwellings per hectare.

The development includes a variety of house types, ranging from 1 bed maisonettes to 5 bedroom homes. The development will include a range of housing tenures, including open market and affordable units.

The affordable housing will make up 40% (approximately 18 dwellings) of the development, to meet local needs for affordable homes.

Self/Custom Build homes will make up to 10% (approximately 5 plots). These plots will be provided within the south east of the site.

Higher density development will be located along the primary route and lower densities are located to the periphery of development, to appropriately address the context of the development's green edge.

The scheme will include open space (including formal play space), as well as landscaping and a Sustainable Drainage Scheme (SuDS), to manage surface water run-off. The open space has been designed to retain existing trees and hedges where possible within the site and to provide a substantial belt of structural planting in the east of the site.

Children's play space (a LAP), amenity green space and natural green space will be integrated into the open space in accordance with policy L28 St Albans City & District Local Plan 2020-2036 Publication Draft 2018.





- Site Boundary
- Residential Development Area
- Primary Access
- Residential - Indicative Area for Self Build Plots
- Retained Access Rights
- Green Infrastructure including open space, attenuation, retained & proposed planting, and pedestrian links
- Proposed Indicative Pedestrian / Cycle Route
- Primary Highway Access

Figure 24: Land Use Parameter Plan



# Scale and Density

## Building Heights

The building heights of the masterplan have been carefully considered to reflect the local context of Colney Heath.

The scheme will deliver predominantly 2 storey homes with some 2.5 storey homes at key nodal points, within the west of the site.

## Density

The overall net density of the development area for the scheme will be 46 dph (25 dph gross for the application site). This is an appropriate density for sustainable development that makes the best use of the site, whilst responding to the character of Colney Heath and respecting the amenity of neighbouring dwellings.

Higher density development, of predominately short terraces and semi-detached homes, will be located within the west of the site, against the existing development edge.

The south west corner of the development will be sensitively designed in response to the proximity of nearby listed buildings.

Lower densities, comprising mostly detached and semi-detached homes will be provided to the east and south, to appropriately address the context of the development's green edge.

## Urban Design Principles

The masterplan has been designed in accordance with best practise urban design principles as a structure for future reserved matters applications that responds to the context of the site.

The masterplan creates a series of perimeter blocks so that routes and spaces will be addressed by active frontage and rear gardens will be protected in line with Secure by Design principles.

All buildings located on identifiable corners (where two routes, two spaces, or a route and a space meet) will positively address both directions.

Dwellings will back their rear gardens onto the western boundary to form a secure block to existing properties. Appropriate back to back distances with dwellings will be achieved to maintain privacy and residential amenity.

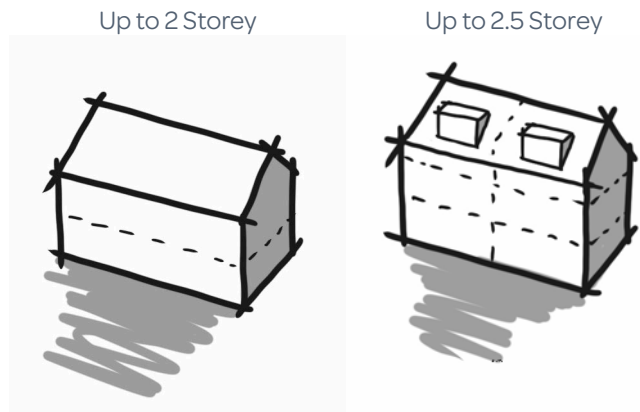


Figure 25: Illustration of Building Heights

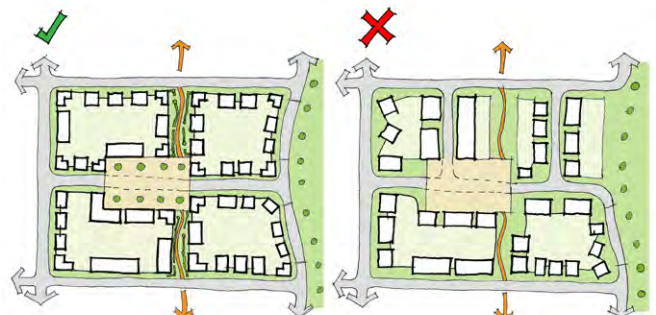


Figure 26: Perimeter blocks addressing streets and spaces



Figure 27: Active frontage onto streets and spaces








-  Site Boundary
-  Higher Density / Up to 2.5 stories
-  Lower Density / Up to 2 stories

Figure 28: Building Heights and Density Parameter Plan



# Access and Movement

## Access

### Primary Access

An access strategy has been informed by the transport assessment undertaken by David Tucker Associates.

There is an existing access into the site that serves as an access to the primary school and football club. It is proposed to enhance the access by creating a bellmouth junction with a 5.5m wide road and 2.0m wide footways on both sides of the carriageway. The proposed site access is shown on Drawing 23356-03 figure 29 below.

Visibility splays of 2.4m x 43m are achievable based on the 30mph posted speed limit on the high street.

### Pedestrian Access

The site will be served by 2.0m wide footways connecting the site to High Street.

Formal and informal Footpaths will be provided within the scheme to help promote walking and cycling in and around the site. Pedestrian connections will be provided up to the site boundary, that abuts the public right of way network, to enable future pedestrian connections.

### Existing Access

Existing access to the Fishing lakes, the Football club and into farm access to neighbouring fields will be maintained for users.

## Street Hierarchy

The masterplan creates a clear street hierarchy consisting of primary and secondary streets, shared surface, as well as shared drives.

All of the roads have been designed to encourage low vehicle speeds. This will help to ensure more vulnerable road users feel safe sharing the roads with motorised traffic.

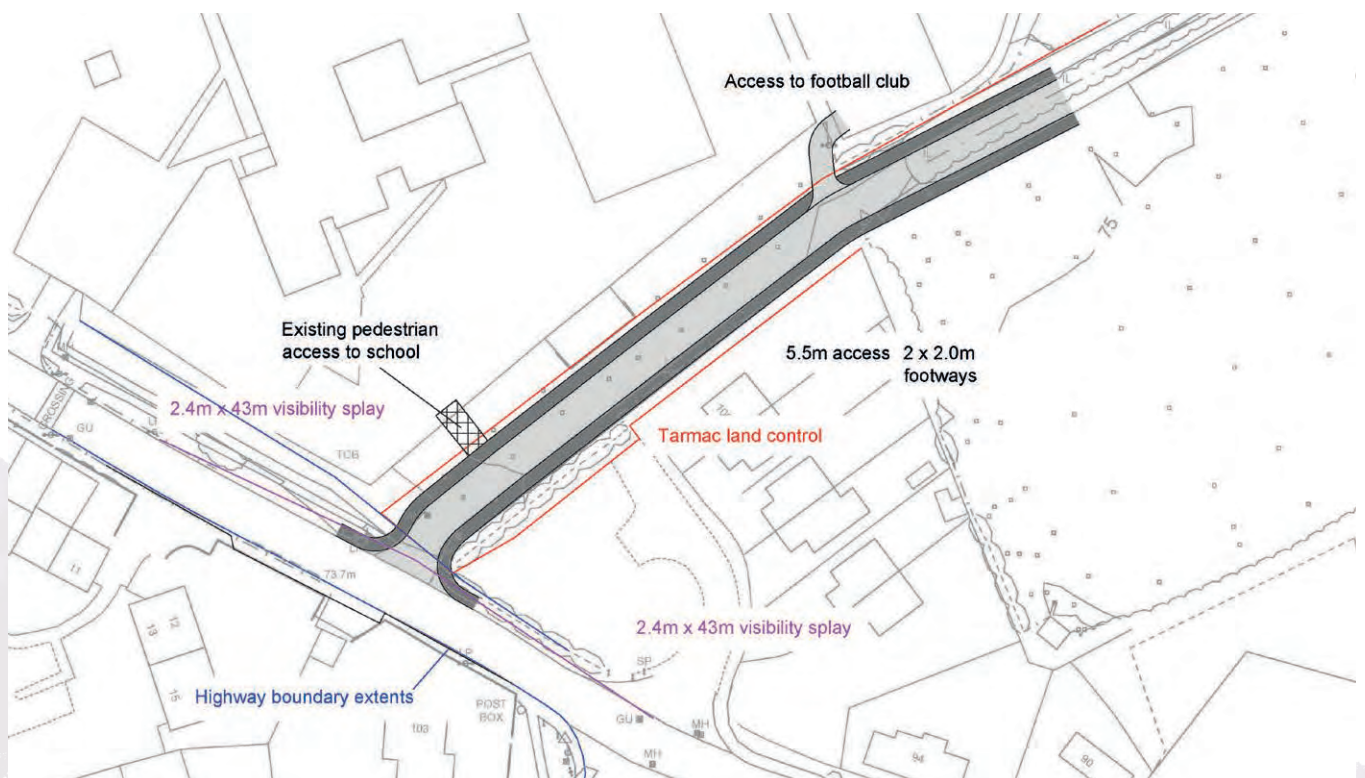


Figure 29: Proposed Access Junction







- Site Boundary
- Primary Access
- Retained Access Rights
- Primary Street
- Tertiary Street
- Shared Drive
- Pedestrian/Cycle Routes and potential for future connections

Figure 30: Street Hierarchy Plan



### Primary Street

The primary street is the main route into the site, connecting along the existing access. A green verge will protect the existing hedgerow, which will be retained alongside new street tree planting.

The character of this street is defined by stepped or staggered formal frontage to create a more consistent urban form. They provide a mixture of 2 - 2.5 storey buildings and will be accessed directly from the street.

Soft landscaping is a key feature with hedges and medium scale shrubs within front gardens.

Residents' parking will be located on-plot or allocated landscaped frontage parking areas for residents use only.

Primary Street Design Principles	
Primary Street Corridor	Up to 12m
Carriageway Width	Up to 5.5m tarmac paved
Footway	2 x 2m footpath
Verge	2.5m verge retaining existing hedgerow & new tree planting
Parking Provision	On-plot allocated. Restricted on street parking
Vehicle Swept Path	Refuse Vehicle Passing
Direct Access to Properties	Yes

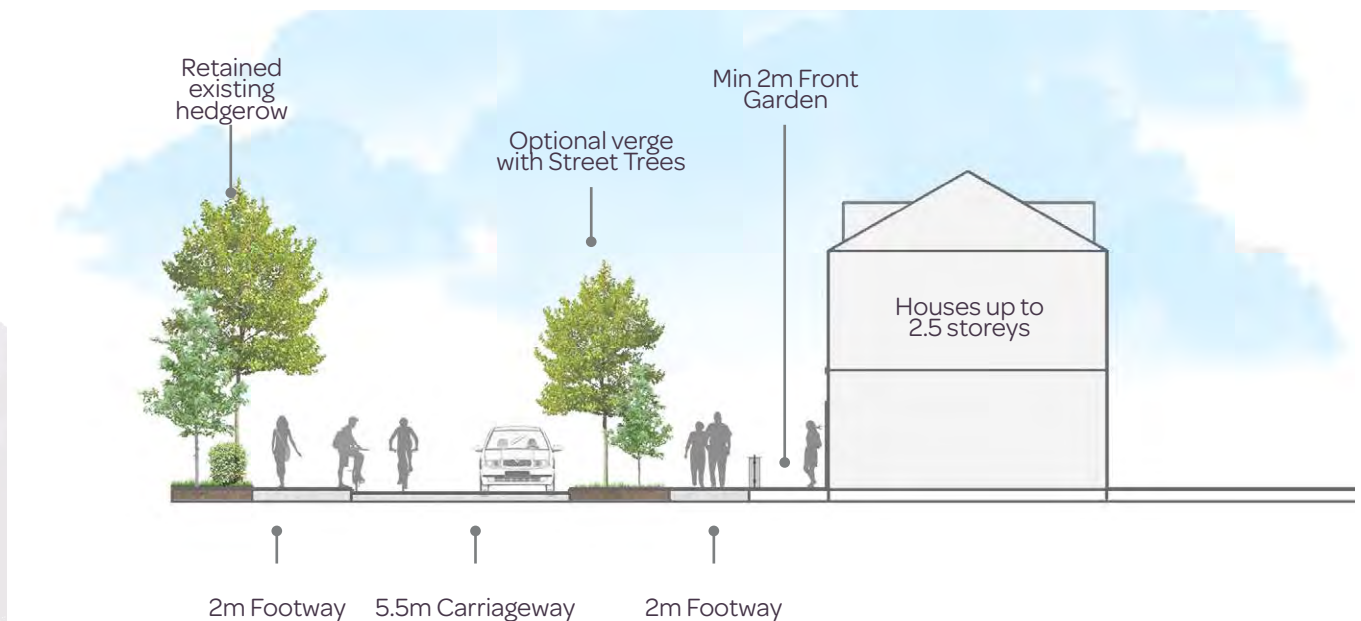


Figure 31: Indicative Street Section - Primary Street



## Tertiary Street

Tertiary streets will provide direct access to dwellings and connect to the primary route across the site.

These streets are shared surface and will have a pedestrian priority feel, with integrated landscaping finished to a high quality standard. They provide a tighter and more enclosed street, increased in places to accommodate tracking / swept path assessment for a refuse vehicle.

Parking will be accommodated through short sections of landscaped frontage parking areas and on-plot parking.

Tertiary Street Design Principles	
Tertiary Street Corridor	Up to 7m
Carriageway Width	Up to 4.8m shared surface + 2m service zone
Footway	Up to 4.8m shared surface + 2m service zone
Verge	N/A - Optional landscaped parking areas
Parking Provision	On-plot & frontage allocated. On street visitor parking
Vehicle Swept Path	Refuse Vehicle Passing
Direct Access to Properties	Yes

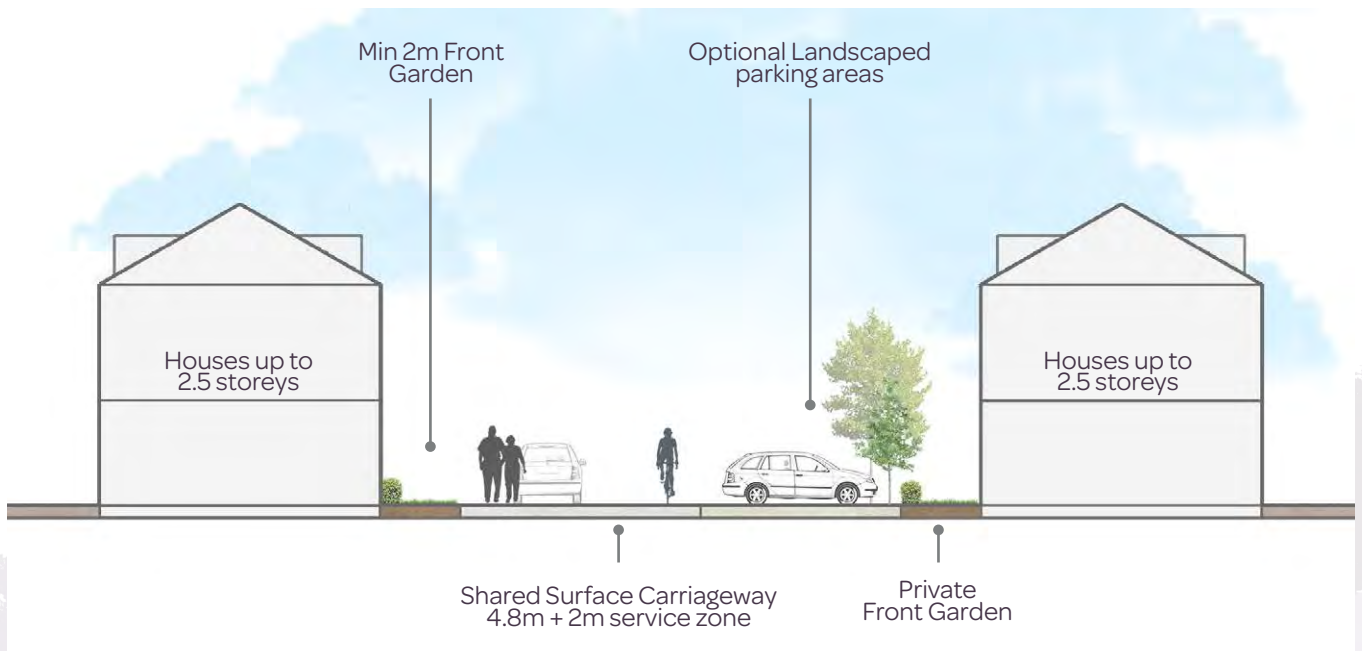


Figure 32: Indicative Street Section - Tertiary Street



### Private Drives

These will primarily be shared drives that will serve small groups of houses, typically along edges with open spaces. They will be shared surface and will have pedestrian priority with varied width and landscaping to soften the development edge.

Parking will be on plot, with discreet street parking for visitors set within the landscaping.

Private Drive Design Principles	
Private Drive Street Corridor	Up to 4.8m
Carriageway Width	Up to 4.8m shared surface carriageway
Footway	N/A - Up to 4.8m shared surface carriageway
Verge	N/A
Parking Provision	On-plot allocated. Visitor parking bays
Vehicle Swept Path	Refuse Vehicle turning heads
Direct Access to Properties	Yes

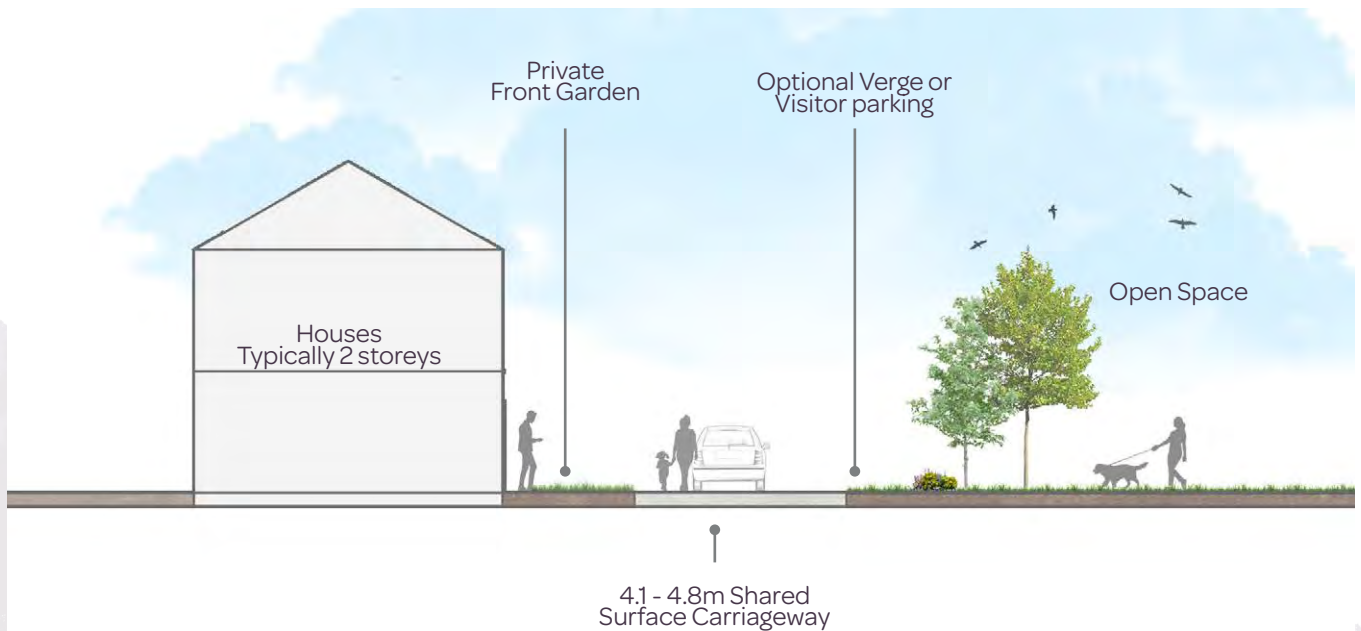


Figure 33: Indicative Street Section - Private Drives





Figure 34: Precedent Street Typologies images



## Car Parking & Cycle Parking

### Car Parking

The parking provision will be determined at the reserved matters stage and will be provided in accordance with St Albans parking standards and through discussion with Officers.

The illustrative layout included within this DAS demonstrates how a range of parking typologies will be used to provide a mixture of allocated and unallocated parking. This will ensure that parking provision does not dominate the streetscape.

A suitable amount of visitor parking will be provided throughout the scheme.

### Cycle Parking

It is anticipated that in the majority of cases cycle parking can be adequately accommodated within garages (which will be sized accordingly), sheds or other secure storage areas, subject to sufficient internal space being provided.

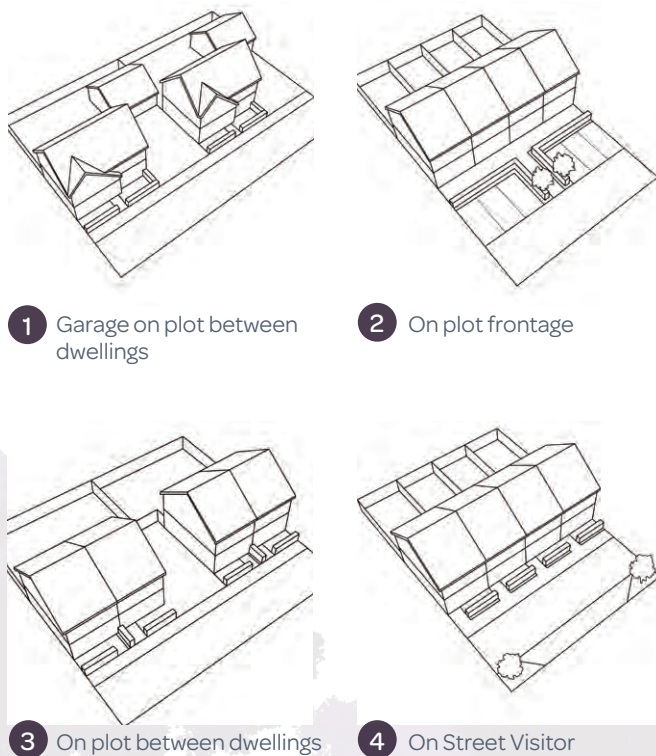


Figure 35: Illustrative Parking Typologies

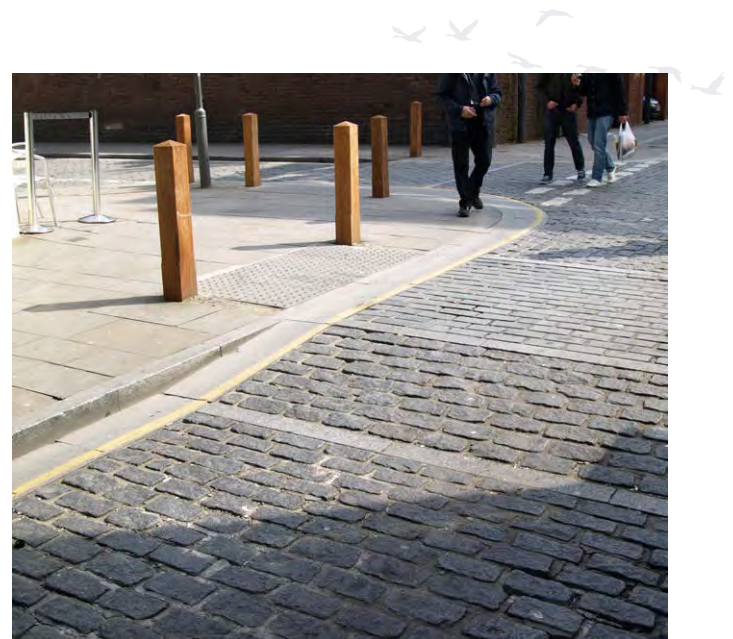


Figure 36: Illustrative Traffic Calming and Crossings

# Inclusive Design

Inclusive design aims to create places without barriers that involve people in undue effort, separation or special treatment and enable everyone to take part in day-to-day activities independently. The proposed development will be designed to provide barrier-free access for all, with particular regard to the needs of the disabled. Particular consideration must be given to the requirements of the Equality Act 2010.

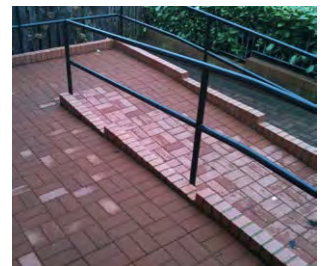
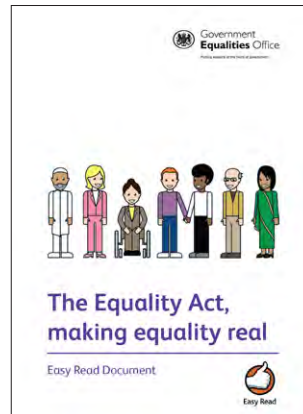
Safe access to buildings will be achieved through the treatment of the site as a pedestrian-friendly environment, where vehicle speeds are limited through traffic calming and the careful design of vehicular routes.

The development will be designed and built in full accordance with the Building Regulations which set out technical standards for the quality / performance of buildings. Part M of the Building Regulations concerns 'Access' and ensures that the design of buildings does not preclude access for the disabled. In order to comply with Part M, the residential blocks of apartments will incorporate related measures such as ramped / flush access with suitable handrails, guarding where appropriate, and compliant lighting design. Compliant ramps will be provided externally in addition to steps where changes in levels demand.

## Emergency & Large Vehicle Access

Appropriate tracking / swept path analysis has been undertaken to ensure that the proposed streets can operate safely for all vehicles including emergency service vehicles, refuse lorries, HGVs, vans and delivery vehicles.

Waste collection and recycling points will be designed close to the edge of the carriageway and as close as possible to the publicly-maintained road for convenient collection whilst minimising visual impact.





# Character and Appearance

This application is submitted in outline, with all matters reserved except access, so the exact appearance including the palette of materials and design features will be for future reserved matters applications. However, this section provides a guiding vision for the character and appearance of the scheme that will respond to the local context and features of the site.

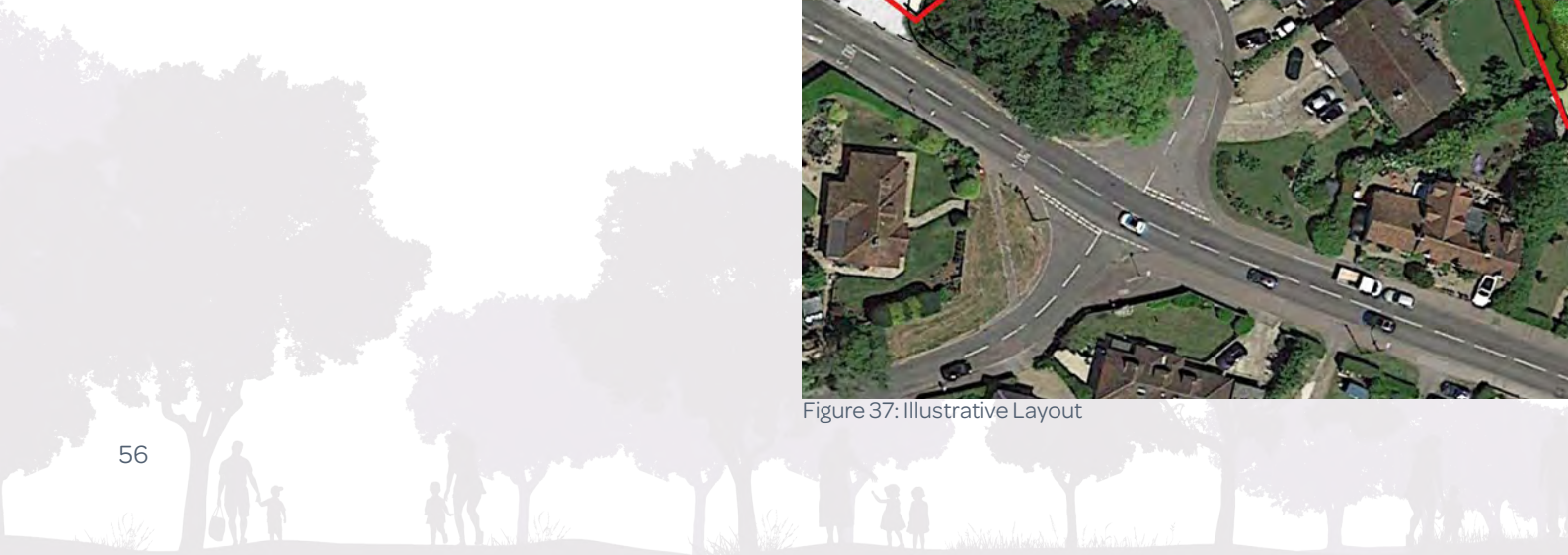
The character analysis in Section 2 of this DAS has identified a broad palette of materials for the built form, from the local area. There is a good variety of contemporary and traditional materials and finishes used in Colney Heath in particular red and buff brick, render and red tiles of grey slate roofs.

These are characteristic of the local vernacular and should be used as the starting point for a site wide colour and materials palette at the reserved matters stage.

The illustrative layout demonstrates how the scheme can be brought forward in line with the Framework Masterplan and Parameters to sympathetically reflect the existing pattern of residential development in this part of the village.



Figure 37: Illustrative Layout







Low density edge with detached homes fronting onto open space

Medium density with predominately semi-detached homes

Higher Density core with terraced and semi-detached homes

Area for Self / Custom Build Plots

Informal Open Space



## Residential Streets

This is the main body of the residential area in the west of the site. This area will be the higher density core and will comprise of:

- Generally consistent in urban form,
- Typically terraces and semi-detached dwellings,
- Mix of 2 and 2.5 storey,
- Tree lined street,
- Enclosure with narrow front gardens, and
- A mix of on plot, frontage parking or on plot, to the side parking.



Figure 38: Illustrative residential streets character



Figure 39: Illustration of the residential streets character

## Green Edge

Lower density edge fronting onto the eastern open space, providing a soft countryside edge and natural surveillance to areas of public open space.

It comprises:

- More informal staggered development edge, with a varied building line whereby homes step forward and back from the green space.
- Detached and semi-detached properties
- Shared drives and pedestrian priority routes
- Building heights limited two stories.



Figure 40: Illustrative green edge character



Figure 41: Illustration of the green edge character



# Landscape

## Landscape Strategy

The masterplan has been led by the landscape context and features of the site, to create a landscape area that reduce visual impact of the new built up, provide enclosure, and provide ecological links. The strategy for the site is to provide amenity space for residents to enjoy, balanced with providing space for wildlife and biodiversity. The scheme will retain & enhance existing valuable habitats where possible and create new habitats for wildlife.

Public open space will be provided in accordance with local standards. The scheme proposes up to 45 dwellings, and the requirements for on site open space reflect this. The scheme provides space for:

- A Local Area of Play (LAP),
- Amenity green space for residents to enjoy,
- Sustainable Drainage Systems (SuDS) in the form of a basin,
- Structural planting on north-east and south-east boundaries using native trees, and
- Natural green space.





- Site Boundary
- Proposed Structural Planting
- Green Infrastructure
- SuDS - Detention Basin
- Retained Hedges and Trees
- Local Area of Play (LAP)
- Hedges and Trees to be removed
- Proposed Hedge/Tree Planting

Figure 42: Landscape Parameter Plan



## Ecology

The open space of the proposed development will be designed to promote biodiversity. This is achieved with species rich planting i to help create high quality habitats to encourage wildlife. These will help to create foraging habitat for bat and bird species as well as a new pleasant environment for new and existing residents.

Existing trees and hedgerow are retained wherever possible and appropriate buffers are provided where hedgerows have ecological potential for foraging, commuting and/or nesting. These hedgerows will be strengthened and enhanced with new planting were possible.

Green space shall host bug hotels to further increase the level of biodiversity within the site and have educational value for younger people with associated educational boards demonstrating the importance of wildlife and biodiversity.

Additional tree planting within the scheme will be provided through a new structural planting belt in the east of the open space, linking existing woodland and hedgerow habitats, as well as street tree planting.



Figure 43: Ecology Strategy

The new attenuation basin will provide added ecological value and support new wetland habitats.

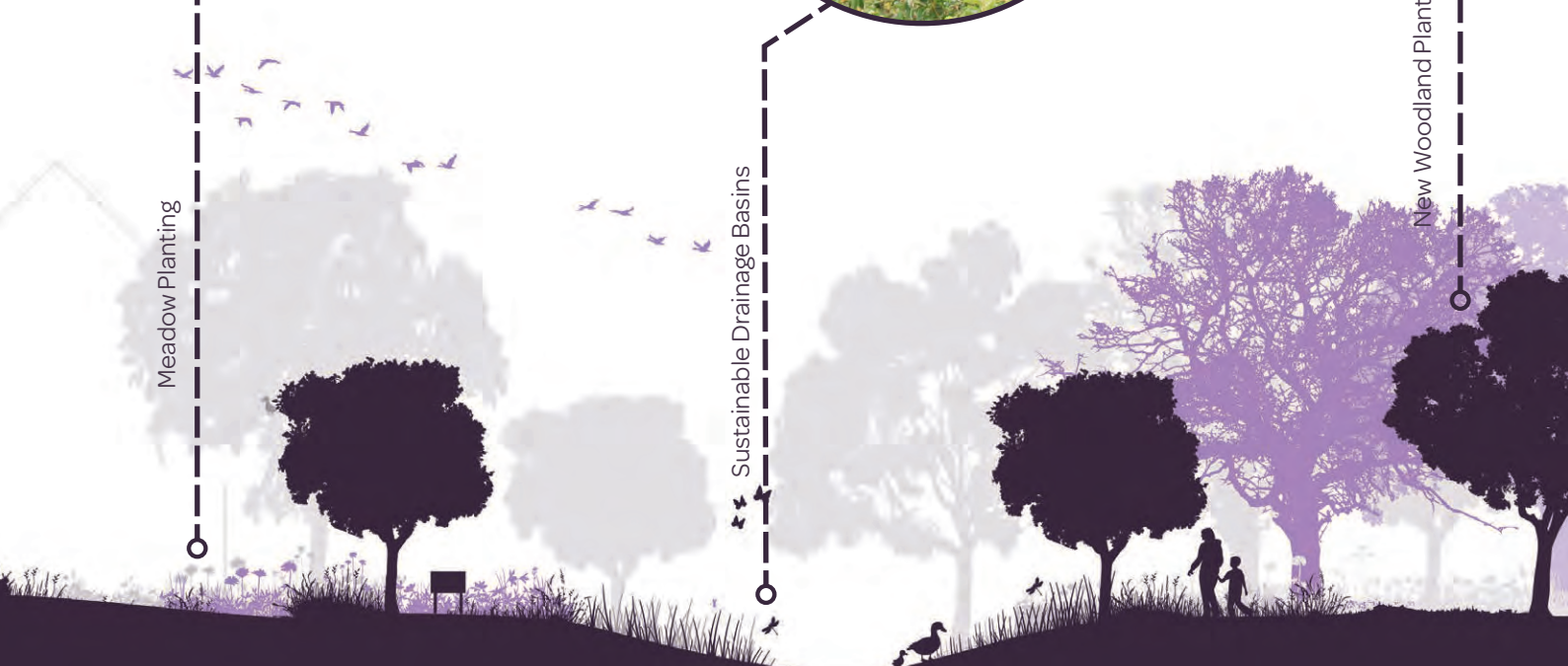
Bat and Bird boxes will also be incorporated into the masterplan proposals, exact locations will be determined at Reserved Matters stage of the application.



Meadow Planting

Sustainable Drainage Basins

New Woodland Planting





## Drainage and Water Management

The masterplan will deliver an appropriate water drainage strategy to accommodate a 1 in 30-year rainfall event without any surface water flooding and retaining a 1 in 100-year plus climate change (40%) storm event on site without flooding any buildings.

The proposals include:

- Attenuation of surface water volume in the order of 690.3m<sup>3</sup> by a detention basin.
- Finished floor levels should be set a minimum of 150mm above the surrounding external levels and external ground levels should comprise falls away from the proposed dwellings in order to encourage surface water runoff away from the dwellings and towards drainage features.

- It is recommended that source control methods should be utilised where possible. These include the use of permeable paving for parking spaces and private pedestrian footways, and the creation of bioretention gardens along the main highway curtilage and in landscaped areas to the south of the site.
- Foul water from the site should drain to the public foul sewer, located to the north of the site, via a pumped discharge.

The exact nature of the drainage strategy will be determined through Reserved Matters applications following comprehensive soakaway testing to BRE 365 and layout design for the scheme.



Figure 44: Drainage Strategy



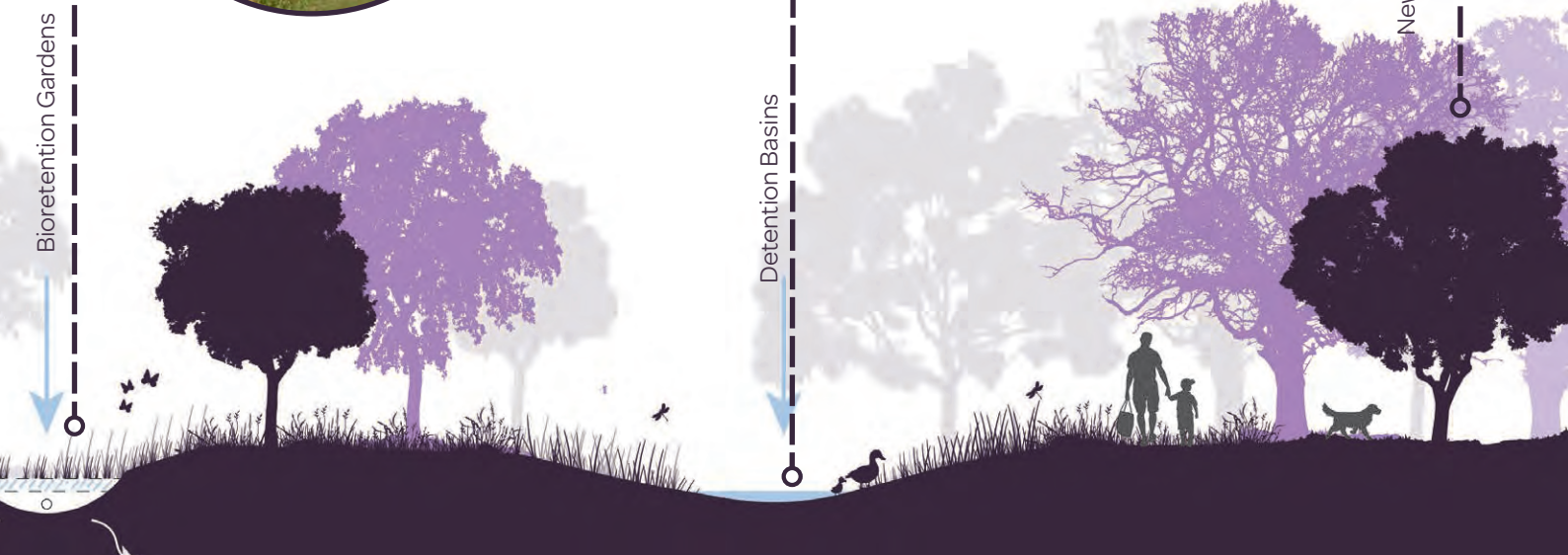
Bioretention Gardens



Detention Basins



New Native Planting & Landscaping









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