Appendix 6: Commercial Estates Group Regulation 19 Response January 2016

Planning Consultancy of the Year 2011-2014 RTPI

JustGiving Awards Company of the Year 2013

Nathaniel Lichfield & Partners
Planning. Design. Economics.

Spatial Planning
St Albans City and District Council
Civic Centre, St Peters Street
St Albans
Hertfordshire
AL1 3JE

By email: slp@stalbans.gov.uk

14 Regent's Wharf
All Saints Street
London N1 9RL

020 7837 4477
london@nlpplanning.com

nlpplanning.com

Date 18 February 2016
Our ref 12860/NT/CC/10535126v3
Your ref

Dear Sir or Madam

St Albans City & District Council: Draft Strategic Local Plan Consultation (January 2016) – Representations on behalf of CEG

On behalf of our client, CEG, we enclose representations to the above (Regulation 19) consultation. CEG has an interest in land North West of Harpenden which is owned by Action for Children and part of the area identified in the draft Strategic Local Plan as a 'Broad Location' for housing development (draft policy SLP13c). CEG has previously submitted representations to earlier stages of work relating to the Strategic Local Plan (SLP), including the 'Draft Strategic Local Plan Consultation' in November 2014.

CEG has a strong track record of promoting development sites across the country, including over 60 strategic development sites ranging from around 100 to 5,000 dwellings. CEG pride themselves on placemaking and in 2015 won placemaking awards for Kirkstall Forge Leeds and Bowbrook in Shrewsbury. A number of other CEG sites were also recently shortlisted for the Planning Awards for Housing Growth 2015, including the 'highly commended' 1,000 unit scheme at Broadmoor Farm, Saltash. As long-term investors in property as well as developers, CEG seek to exercise control over the standard of the environment and communities that are created to ensure they remain attractive places to live and work.

To date CEG and its consultant team (including NLP) has actively engaged in the work which has been undertaken by the Planning Policy Committee (PPC) and the spatial planning team within St Albans City & District Council (SACDC). CEG is supportive of the efforts to plan positively for the long-term future of the District. Most recently, CEG took part in the landowner/developer presentations to the Council in October 2015 in order to present its vision for North West Harpenden and demonstrate the range of benefits which could be achieved from the development. This presentation was prepared jointly with Legal & General, the neighbouring landowner whose land also forms part of the North West Harpenden Broad Location.

Nathaniel Lichfield & Partners
Planning. Design. Economics.

Overall, CEG strongly supports the identification of North West Harpenden as a Broad Location for housing development, and the recognition it is a location which will promote and deliver sustainable patterns of development as well as community provisions and benefits. We have however identified some issues with draft policies in the SLP which raise concerns about the (timely) delivery of development and mean it may not be considered sound as currently drafted. These comments are set out in detail within the specific responses to each policy on the enclosed representations response form. For ease of reference a list of policies to which representations are submitted is enclosed at Appendix A.

In particular, CEG disagree with the Council's approach to setting the detailed boundary of the broad location through the forthcoming Detailed Local Plan (DLP). In recent months significant discussion and assessment of the Broad Location has been undertaken by SACDC and other interested parties and as a result there is no reasonable basis not to establish the detailed site boundary at this stage as part of the SLP to support the early delivery of development.

The NPPF (para 83) states that Green Belt boundaries should be altered only in circumstances, through the preparation or review of the Local Plan. In SACD, the urban areas are tightly bounded by Green Belt across the whole district, so there is limited opportunity for development to meet the urgent housing need to be accommodated in existing urban areas. For this reason, exceptional circumstances exist which justify alteration to the Green Belt boundaries.

In accordance with para 84 of the NPPF, "*local planning authorities should take account of the need to promote sustainable patterns of development*" when drawing up Green Belt boundaries. In addition para 85 sets clear guidelines on the considerations for defining Green Belt boundaries. The background work underpinning the SLP is sufficient in scope for the para 85 criteria to be followed and the detailed site boundaries set at this stage. This will avoid unnecessary delays in delivering much need housing to meet urgent local needs.

Furthermore, it is not considered that the North West Harpenden site includes any particularly complex features or is of a size which would justify a development brief or require a Council-led masterplan as suggested by draft policy SLP 13(c). The Council's aspirations for the site can be secured by the policy objectives set by the SLP and further detailed aspects of the development can be agreed through the pre-application and application process. CEG has a strong track record of delivering high quality design led developments elsewhere in partnership with local authorities and other third parties.

We trust that the above and attached representations are self-explanatory and will be addressed by SACDC in the Submission Version of the Draft SLP to be considered at Examination. If you have any queries please do not hesitate to contact me or Nick Baker.

Yours faithfully

[redacted]

Nicholas Thompson
Senior Director, Head of Major Projects and Design

Copy Jon Allen (CEG)

North West Harpenden

Commercial Estates Group
Legal & General Property

COMMERCIAL ESTATES GROUP

L&G Group is one of the UK's leading providers of risk, savings and investment management products. Established in 1836, it is a FTSE 100 company with an established and trusted brand with over 9,000 employees and £726 billion of Assets Under Management.

L&G Property (LGP) is a wholly-owned subsidiary of L&G Group. It is a multi-award winning platform, recognised in the recent past as property manager of the year, property company of the year and as a sector leader under the Global Real Estate Sustainability Benchmark scheme.

L&G continues to rapidly expand its activities in the residential sector, in order to increase the UK's supply of high quality housing stock which it identifies as a key asset for society and is currently involved in a pipeline of over 25,000 new homes across a range of tenures, including a £1 billion pipeline of Build to Rent homes.

11/11 Green Stars in the Global Real Estate Sustainability Benchmark (GRESB) survey

Regional Sector and Global Leader Award
Managed Property Fund Leisure Property Fund
Industrial Property Fund
Regional Sector Leader Award
UK Property Income Fund
Linked Life

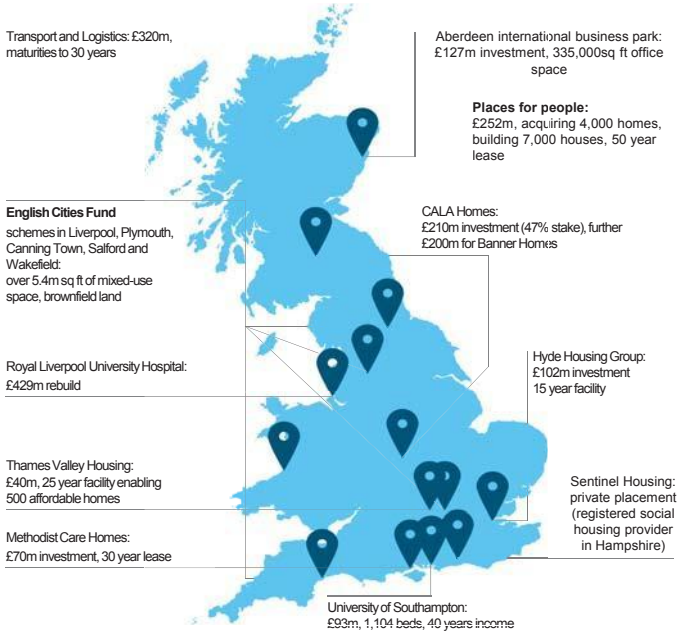
Long term direct investments

£15bn

Direct investment programme, with £5.7 billion invested to date

L&G's decision to launch a £15 billion regeneration vehicle and invest £1.5 billion is fantastic news and a vote of confidence in the UK economy and our regional cities.

Greg Clark
Minister for Cities



Established in 1989, Commercial Estates Group (CEG), is broadly skilled with offices in London, Harrogate and Cornwall. The work of CEG spans office, residential, retail, industrial and mixed-use sectors.

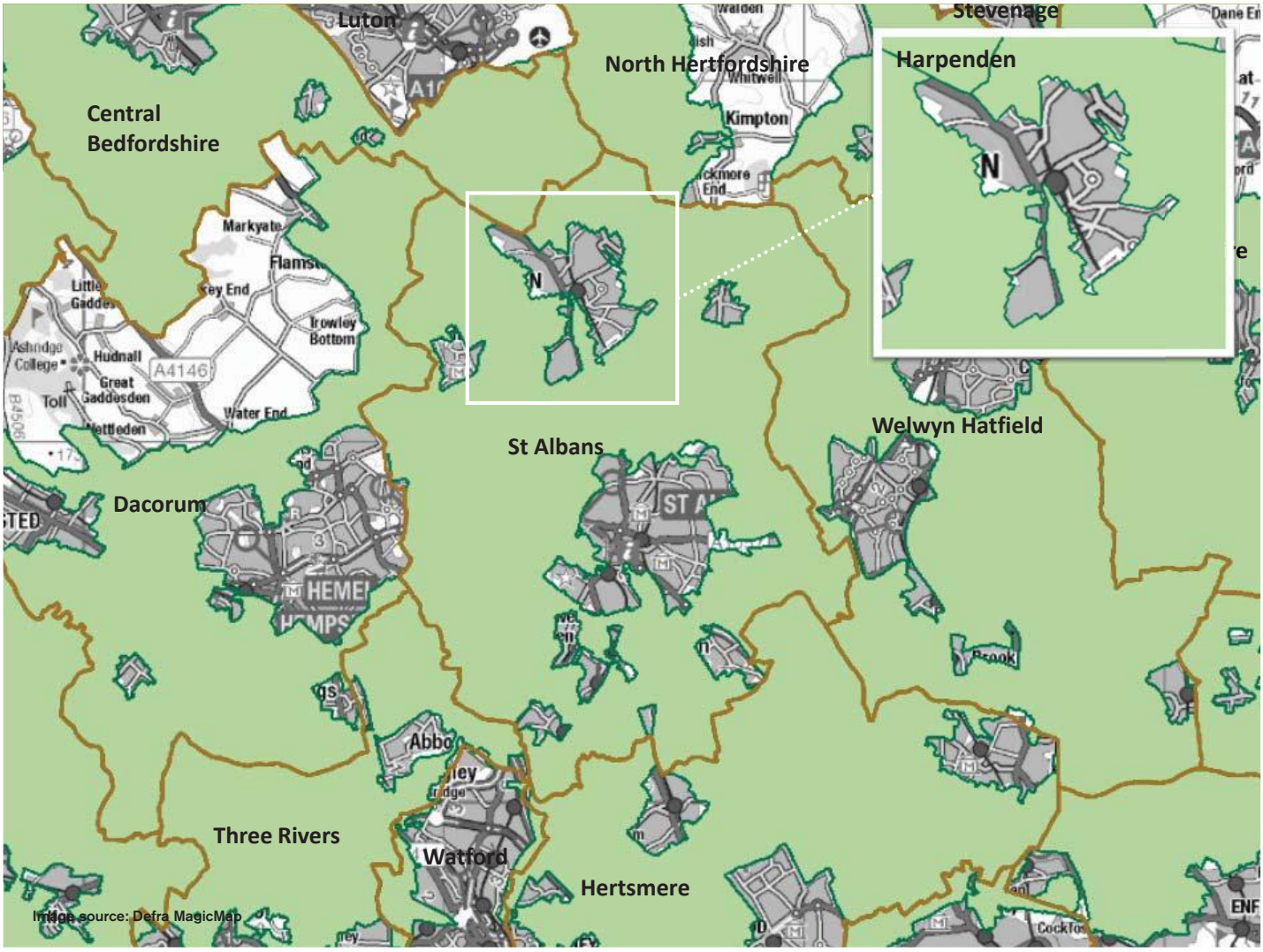
In total the Group is currently managing around 7,500 acres (3000 ha) of land mixed between town centre redevelopment, regeneration, tall buildings and strategic land. Land within the portfolio ranges from Urban to Brownfield to Greenfield and at present the strategic development land proportion extends across 60 sites around the UK, ranging from around 100 to 5,000 dwellings.

CEG pride themselves on placemaking and in 2015 won placemaking awards for Kirkstall Forge, Leeds and Bowbrook, Shrewsbury, being nominated a finalist for a 425 residential unit scheme.

As long-term investors in property as well as developers, CEG seek to exercise control over the standard of the environments and communities that are created to ensure they remain attractive places to live and work.

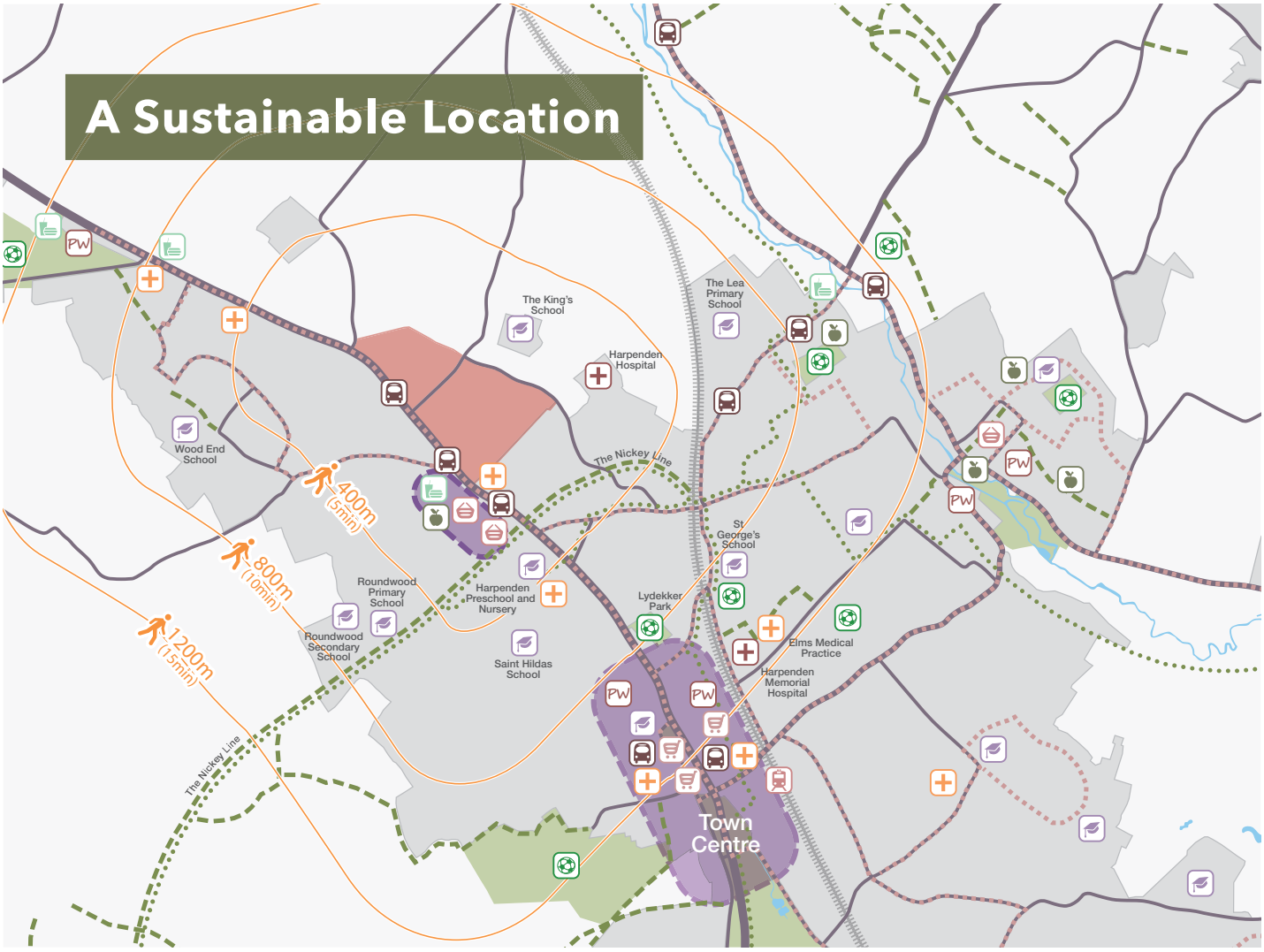
A Shared Vision

To work in partnership with the Council and local residents to plan and deliver a high quality, integrated and inclusive new community in a sustainable location in Harpenden which respects its landscape setting, provides a variety of new homes where people want to live, includes community, open space and education facilities, and offers easy access to transport choices and the wider countryside

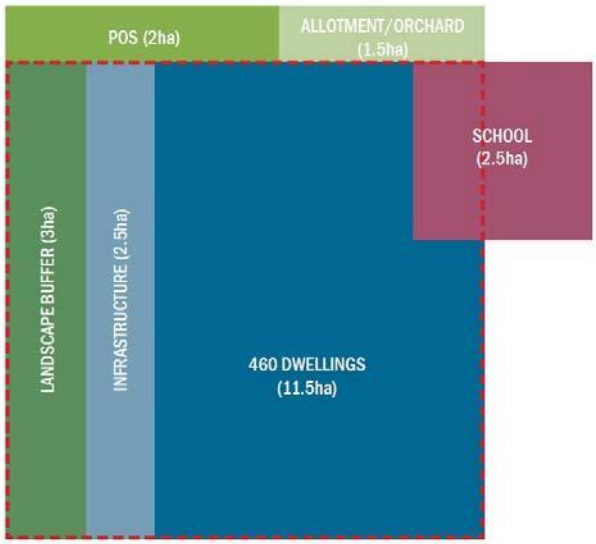


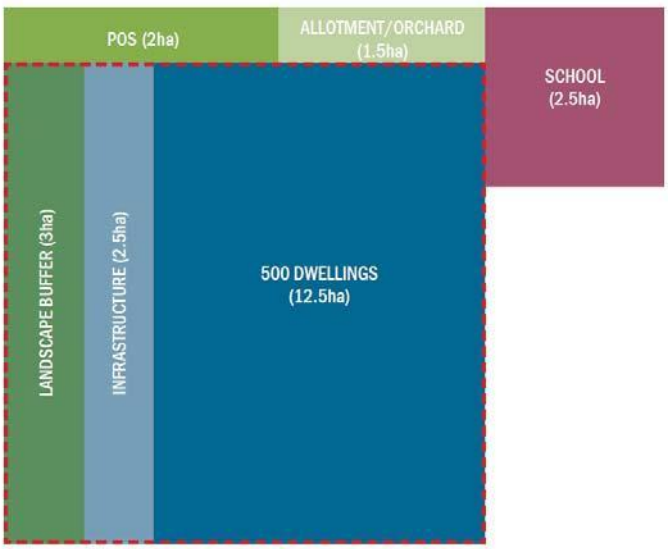
Delivering Sustainable Development in St Albans

A Sustainable Location



Accommodating Development Needs





Creating a Place

Original Concept

Evolving Concept

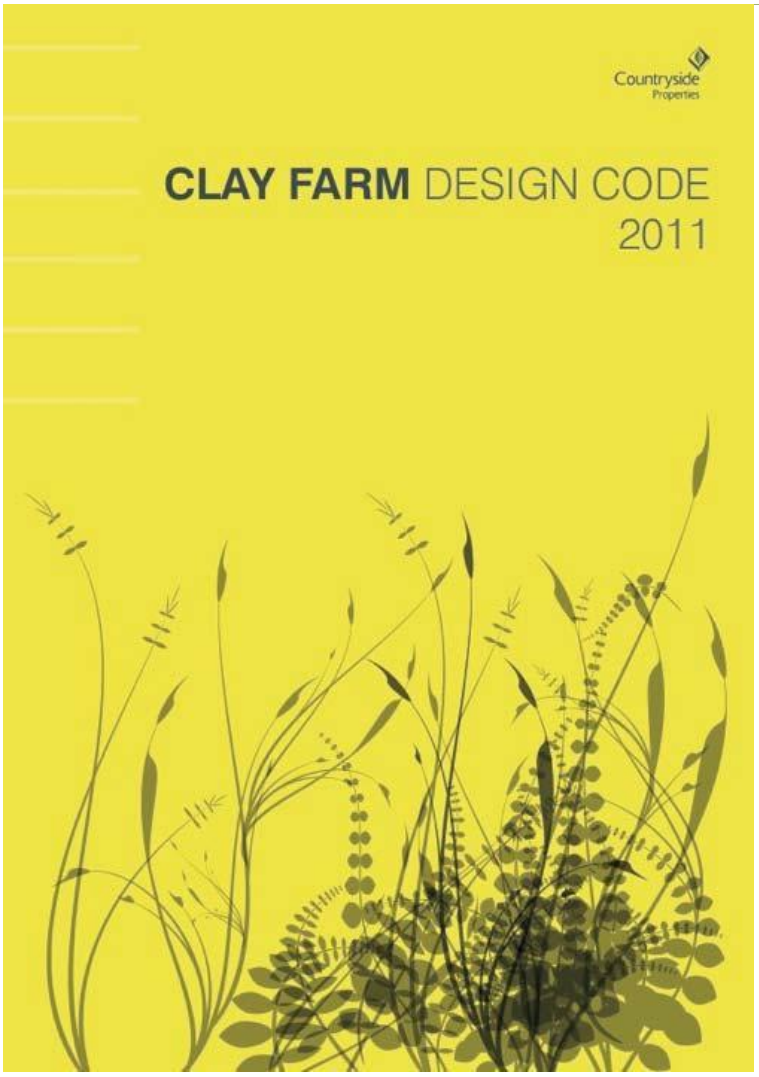
Illustrative Masterplan - Option 2

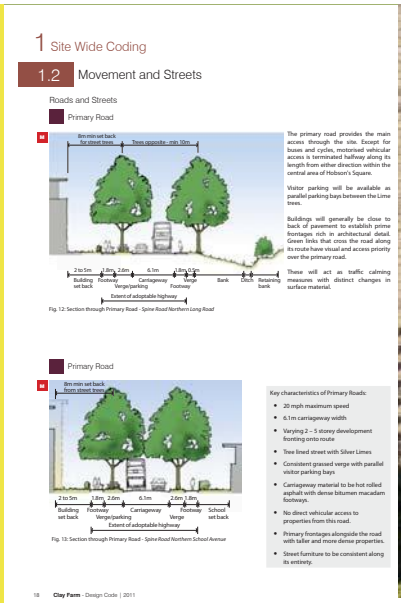
Housing Mix

Design Quality

Figure 8.2: Front Boundary in Neighbourhood Spine

CHARACTER AREAS	BOUNDARY CODING	MAIN STREET	STREET	SUDS STREET	LANE	MEWS
NEIGHBOURHOOD SPINE	PRIVACY STRIP					
	Dimension	1m at junctions 2.5m otherwise	2m	N/A	N/A	0.6-1m
	Materials	Hard landscape; paving materials should be complementary to public realm	Hard or soft landscape; materials should be complementary to public realm	N/A	N/A	Granite setts
	ENCROACHMENT					
	At Junctions	N/A	Max. 1m	N/A	N/A	N/A
	Otherwise	Max. 1.5m	Max. 1m	N/A	N/A	N/A
	BOUNDARY TREATMENT					
	Height	0.9m - 1.1m	0.9m - 1.1m	N/A	N/A	N/A
	Materials	Wrought iron railing (stone or rendered upstand is permitted)	Wrought iron railing (stone or rendered upstand is permitted)	N/A	N/A	N/A





1 Site Wide Coding

1.2 Movement and Streets

Roads and Streets

Primary Road

The primary road provides the main access through the site. Except for buses and cycles, motorised vehicular access is terminated halfway along its length from either direction within the central area of Hobson's Square.

Visitor parking will be available as parallel parking bays between the Lime trees.

Buildings will generally be close to back of pavement to establish prime frontages rich in architectural detail. Green links that cross the road along its route have visual and access priority over the primary road.

These will act as traffic calming measures with distinct changes in surface material.

Fig. 12: Section through Primary Road - *Spine Road Northern Long Road*

Primary Road

Key characteristics of Primary Roads:

- 20 mph maximum speed
- 6.1m carriageway width
- Varying 2 – 5 storey development fronting onto route
- Tree lined street with Silver Limes
- Consistent grassed verge with parallel visitor parking bays
- Carriageway material to be hot rolled asphalt with dense bitumen macadam footways.
- No direct vehicular access to properties from this road.
- Primary frontages alongside the road with taller and more dense properties.
- Street furniture to be consistent along its entirety.

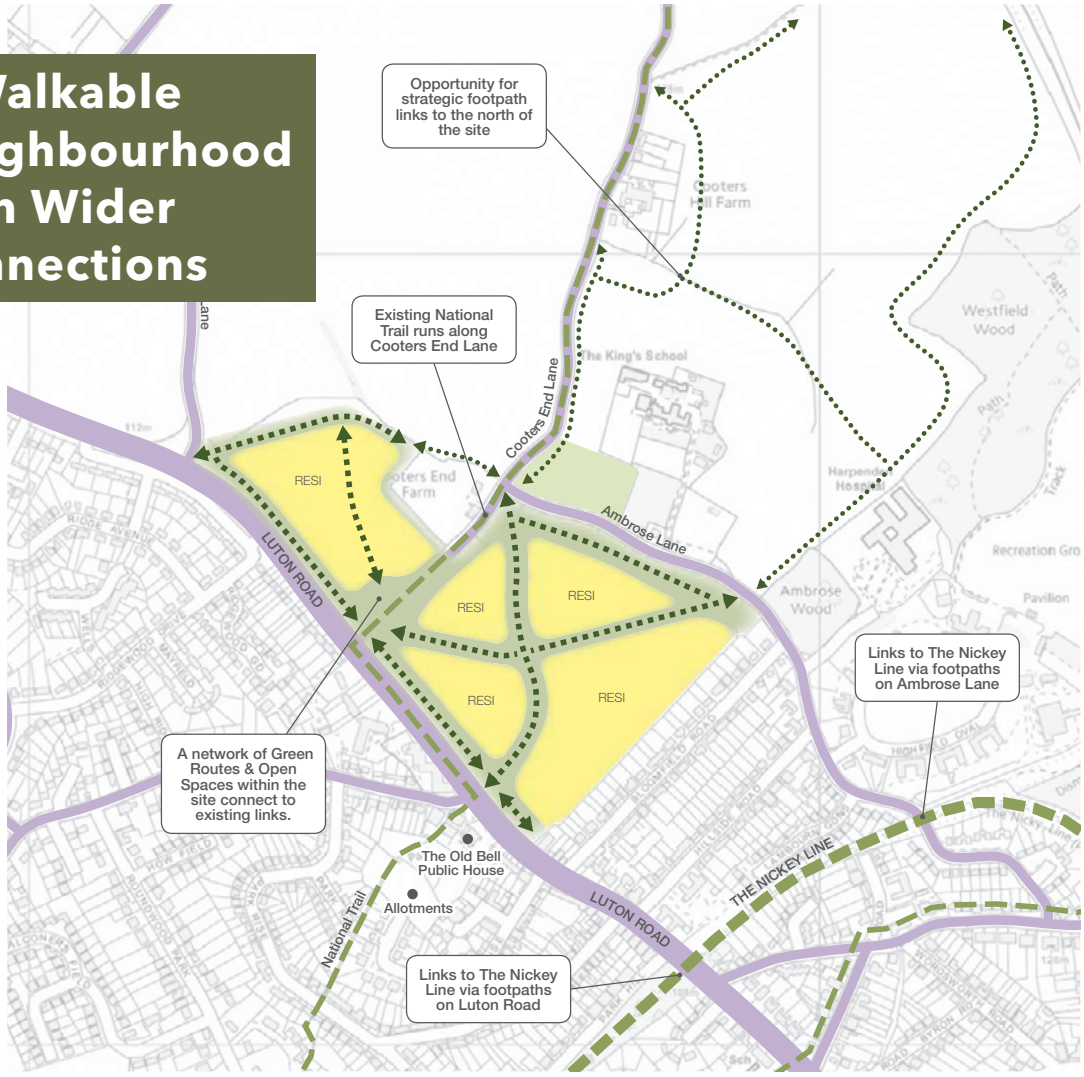
Fig. 13: Section through Primary Road - *Spine Road Northern School Avenue*

18 **Clay Farm** - Design Code | 2011

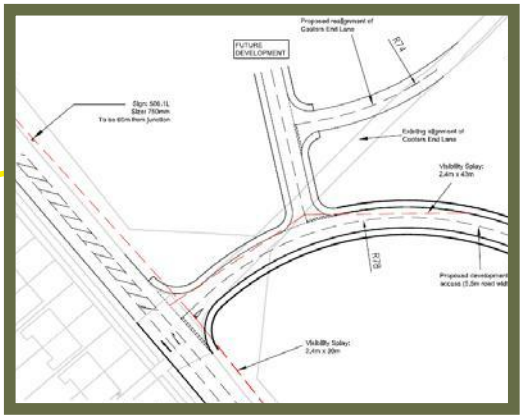
A site is reserved for the delivery of a new two form entry primary school

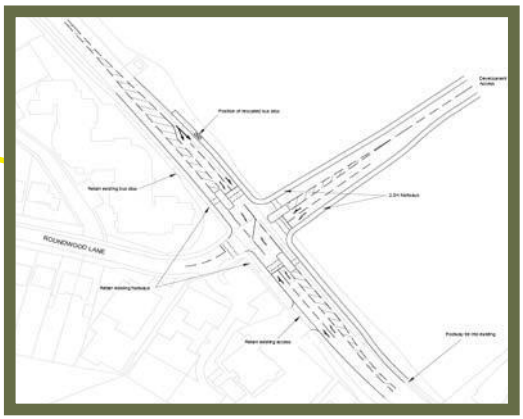
Image: Ilmicrofono Oggiono

A Walkable Neighbourhood with Wider Connections



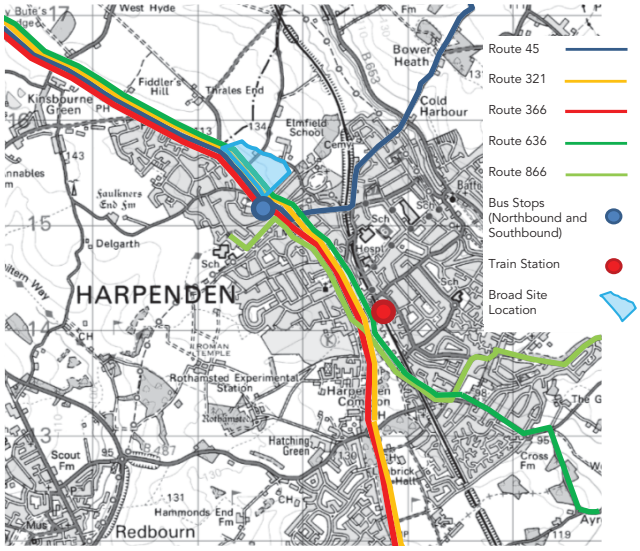
Custom and Self-Build

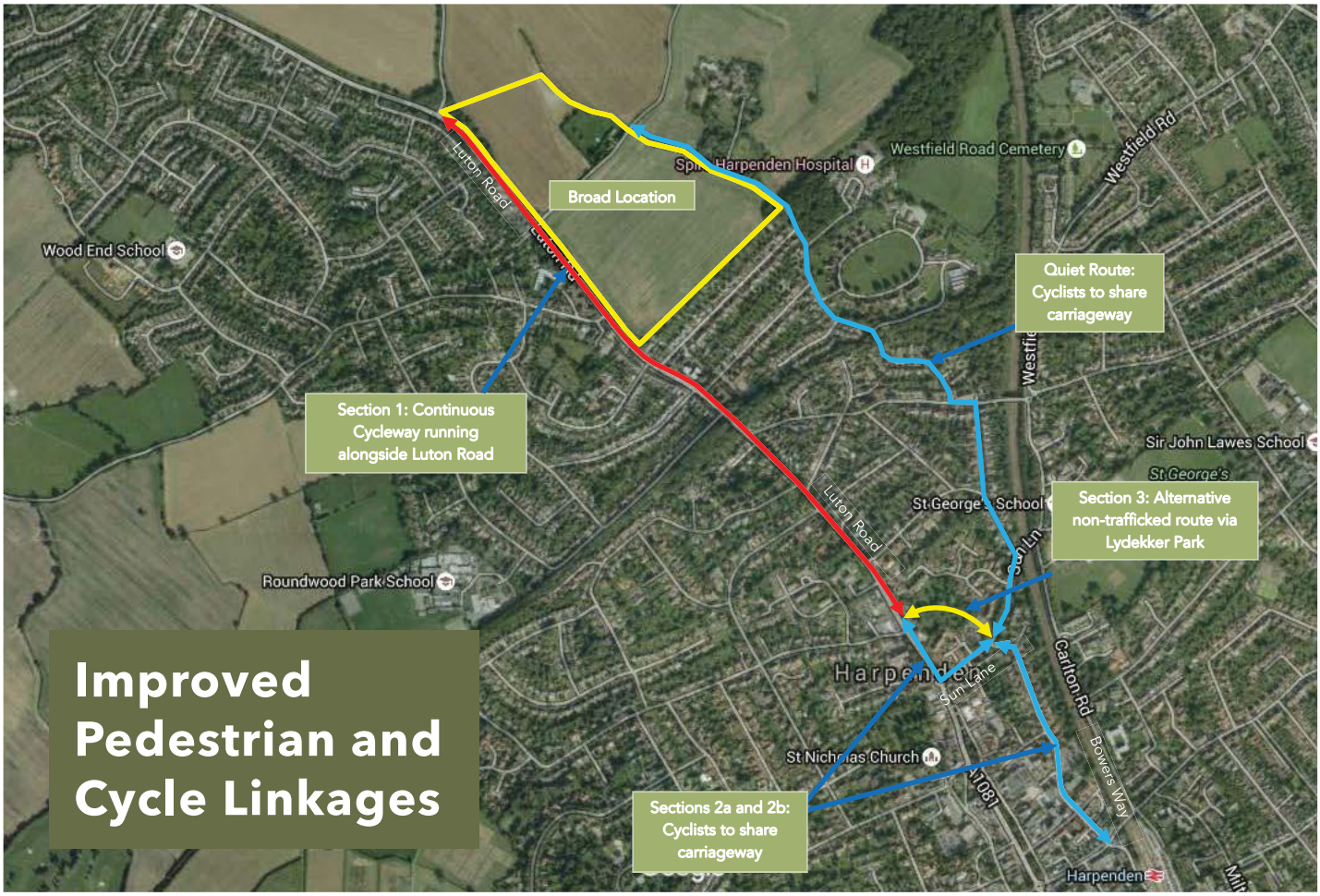




Site Access

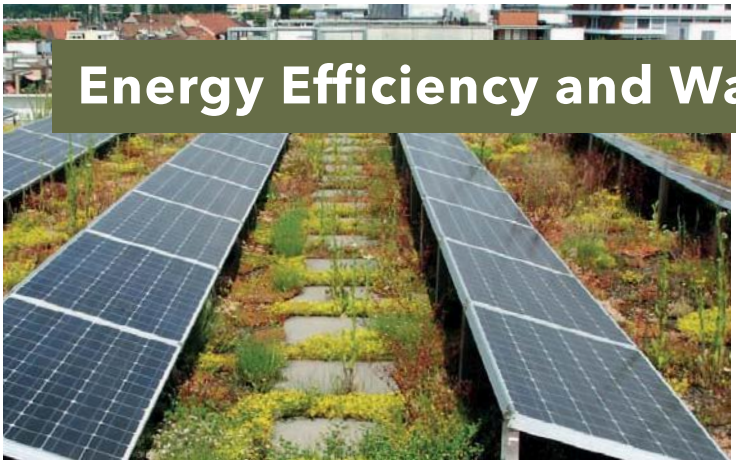
Sustainable Transport





Improved Pedestrian and Cycle Linkages

Energy Efficiency and Water Management



Delivering the Vision

First of all a compliment, and that is to the applicant for their consultation process. I think that has been a shining example for other applicants coming in with large scale development proposals.

Cornwall Council, Strategic Planning Committee Meeting, 20 November 2014 CEG Broadmoor Farm, Saltash

Delivering the Vision

Planning application submission
(1-2 years prior to start on site)

Year 1

Start on Site

Year 2

Year 3

100 -160 units per annum
3- 5 Year delivery period

Year 4

Year 5

Completion

eVALUATE HOUSING

500 New Homes including
200 Affordable Homes

The Economic Benefits of the Proposed Development at North West Harpenden

500 new homes offers the opportunity to stimulate economic growth, help reduce the impact of local authority budget cuts and assist in meeting St Albans' objectively assesed housing need.

01 CONSTRUCTION IMPACTS

190 Jobs
Direct Employment
[estimated to create **750** temporary construction jobs over the 4 year length of the build]

285 Jobs
Indirect/Induced Employment
[**285** construction jobs could be supported in the supply chain per year of construction]

£67.5m
Construction Value
[estimated total cost of construction]

Economic Output
[expected additional GVA p.a. from direct and indirect jobs]
£12.3m GVA

02 EXPENDITURE IMPACTS

£2.5m
First Occupation Expenditure on goods and services to make a house 'feel like home' a proportion of which would be captured locally

£5.8m
Estimated Net Additional Resident Expenditure within local shops and services [per annum]

75 Jobs
New Operational Jobs supported by increased resident expenditure in the local area

03 LOCAL AUTHORITY REVENUE IMPACTS

£5.6m
New Homes Bonus Payments
to LPA [over a 6 year period]

£900,000
Additional Council Tax Revenues [per annum]

£3.6m - £5.6m
Estimated CIL and Other Planning Contributions
[subject to viability and emerging local policy and CIL provisions]

nlp Nathaniel Lichfield & Partners
Planning. Design. Economics.

Designed and prepared by NLP (September 2015)

COMMERCIAL ESTATES GROUP

Legal & General

Cllr Julian Daly,
Executive Leader, Chair of Cabinet, Planning and Conservation Portfolio Holder and Chair of Planning Policy Committee
St Albans City and District Council,
Civic Centre,
St Peters Street,
St Albans,
Hertfordshire, AL1 3JE

6 November 2015

Dear Cllr Daly

St Albans City and District Council Draft Strategic Local Plan (Regulation 19 Draft)
Land North West of Harpenden (Broad Location S5)

We write further to our meeting on Thursday 29 October 2015 at your request to confirm the community provisions and benefits which could be secured as part of residential development on the land North West Harpenden, including an initial total estimated value of these provisions which you require.

This letter should be read alongside the Stage 2 presentation already provided which sought to address the topics set out in the checklist at Appendix 4 of your invitation letter dated 10 August 2015, including in particular the illustrative layout options on slides 11 and 12 (unnumbered).

For the avoidance of doubt, the estimates below are based on a gross land area for built development of 18ha, as identified in the SKM Green Belt Review: Sites & Boundaries Study (Feb 2014, p67-70) and excluding Cooters End Farm and the listed buildings on Cooters End Lane as indicated by SKM.

Benefits of Development

In addition to 500 residential units including 200 (40%) affordable homes which could be provided in accordance with the district wide SHMA (December 2013) housing mix, or with an alternative mix to which maximises the potential and ability of the site to accommodate family housing, development in this broad location will incorporate high quality design and sustainability measures and can deliver a range of important community benefits which we identify in the following table.

Element	Estimated Value
Affordable Housing 200 (40%) affordable homes with a unit size mix that achieves the December 2013 SHMA mix estimate (21% 1 bed, 20% 2 bed, 51% 3 bed, 7% 4 bed from Table 6.5) provided to us at the Stage 1 briefing, or with an alternative mix to be agreed. Total estimated floorspace of c. 14,100 sqm	**£53.1M**
Provision of a primary school (c1FE) and sports pitches, with opportunity for dual use/community use and education facilities , plus land reserved for a second form of entry/nursery (to be discussed with the County Council)	**£7M**
A community building or service hub in a location to be agreed within the development but available to all or financial contribution to off-site community facilities	**£500,000**
Significant Improvements to pedestrian and cycle routes through Harpenden to the town centre and station (via Luton Road and Ambrose Lane/Sun Lane)	**£500,000**
Significant Improvements to footpaths and new rights of way to improve public access to the surrounding countryside and the value of the remaining Green Belt land in this area	**£50,000**
Major Highway Improvements to existing junctions	**£600,000**
Significant Public Open Space and Play Facilities within the development but available to all, totalling circa 5.5 ha	**£2.5M**
Community Orchard and Allotments, totalling circa 1 ha, including associated amenity facilities and parking/servicing provision, again within the development but with potential to be available to all	**£500,000**
Significant Contributions to Public Transport Services Improvements	**£500,000**
Estimated CIL Payment for Strategic Community Infrastructure (from 300 private dwellings)	**£4.3M**
Total Estimated Value	**£69.55 M**

We would expect these elements to be required through local planning policy and secured with an appropriate legal agreement, alongside other policy provisions to secure high quality design and placemaking which we support in principle.

Legal and General's Role in Delivering Affordable Homes

L&G has a strong track record of funding innovation when it comes to affordable housing delivery as evidenced in their 'Places for People' investment outlined in the Stage 2 presentation, which could be adopted on this project. L&G can provide professionally rented homes at both affordable (rather than premium open market) rents and as discount market rents, with a range of discounts to suit different levels of affordability. L&G will provide tenure blind homes in terms of appearance, and manage, hold and market any discount market rented housing in exactly the same way as it would the private rental housing.

The rental homes could deliver value for money for residents by providing excellence in accommodation, services and management standards. Residents will experience responsible landlord behaviour, providing charters that set out what residents can expect in terms of service levels and customer care. Leases will include terms that are fair, reasonable

and clear to the customer from the outset. There will be a range of suitable property sizes for a range of tenants, including families, sharers and individuals, reflecting the variety of modern demand. Tenants will be able to agree tenancies of between 1 and 5 years, providing them with security and flexibility.

We trust that this additional information is helpful in confirming and reinforcing the conclusion of your Officers' Development Site and Strategy Options Evaluation which assessed the sustainability of the Broad Locations (as was reported to the Planning Policy Committee on 3 July 2014) that the land North West of Harpenden is in a location which will promote and deliver a sustainable pattern of development as well as community provisions and benefits.

We hope to be able to work with you and your Officers to bring forward this residential development.

Yours sincerely,

Iain Macsween

Commercial Estates Group

Sloane Square House

1 Holbein Place

London SW1W 8NS

Tel: +44 (0)20 7730 9090

James Lidgate

Legal & General Property

One Coleman Street

London

EC2R 5AA

Tel: +44 (0)20 3124 2700

Appendix 7: Legal and General NW Harpenden Transport Assessment Scoping Report February 2016

ODYSSEY MARKIDES

TECHNICAL NOTE

PROJECT	**:**	**Land Adjacent to Thrales End Farm, Harpenden**
JOB NO.	**:**	**14-140**
NOTE TITLE	**:**	**Transport Assessment Scoping Report**
AUTHOR	**:**	**J Baker**
APPROVED	**:**	**A Markides**
DATE	**:**	**03/02/16**

1. INTRODUCTION

1.1 Odyssey Markides (OM) have been instructed by Legal and General to provide transport advice in relation to their land interests adjacent to Luton Road, Harpenden. The site under consideration forms part of site S5 in the Green Belt Review Sites and Boundaries Study (February 2014) and the area covered by Policy SLP13c in The Strategic Local Plan 2011-2031 Publication Draft (2016) which is currently being consulted on. The Legal and General site location can be seen in Figure 1.

1.2 This report provides:

i) a review of the accessibility of the site by sustainable modes of transport and identifies potential improvements that could be made to these modes around the site;

ii) options for providing vehicular access to the site; and

iii) a review of how the proposals comply with Section 4 of the National Planning Policy Framework

2 ACCESS BY SUSTAINABLE MODES

Existing Pedestrian and Cycle Access

2.1 Existing footway provision to the north of Luton Road in the vicinity of the site is limited at present. Both Thrales End Lane and Cooters End Lane are rural in character and no footways are provided. Whilst there is a footway on the south side of Luton Road, there is no footway on its frontage with the northern side of Luton Road, apart from a very short section that accommodates a stop for east bound buses. On the north side of Luton Road, a footway starts approximately 45m north-west of the junction with Roundwood

Lane. It runs south-east towards the town centre until it reaches the bridge which carries the Nicky Line, a disused railway that has been converted to a footway / cycleway. At this point the footway on the north side of Luton Road stops as there is insufficient width to provide a full carriageway and two footways through the structure. However, there are pedestrian crossing facilities incorporated into the signal junction with Park Hill just before the bridge, which allows pedestrians to safely access the continuous footway on the south side of Luton Road. Other crossings on Luton Road are available as part of the signals at Roundwood Lane and via central pedestrian refuge islands located approximately 75m south-east and 150m north west of the junction with Cooters End Lane.

2.2 Harpenden is served by two National Cycle Network route, 57 and 6. Rout NCN57, when complete, will run east-west between Cricklade in Wiltshire to Welwyn Garden City in Hertfordshire. In the vicinity of the site, it runs off-road along the disused railway line known as The Nickey Line. This can be accessed from Luton Road via steps, or via a step free route available by diverting away from Luton Road onto Park Hill. To the east, NCN57 leaves the Nickey Line to use quieter roads before joining an off-street cycle route that runs parallel to the River Lead towards Welwyn Garden City.

2.3 NCN6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Preston, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere. When complete it will connect London and Threlkeld (near Keswick) in Cumbria. To the south of Harpenden, NCN6 runs alongside the A1081 from St Albans until it reaches Bull Road. Here it uses quieter streets to the east of the A1081 to connect through to an off-street route that runs parallel to the River Lea towards Luton.

2.4 As well as the National Cycle Network Routes, there are off-street routes for cyclists to the south of Harpenden through Rothamsted Park and suggested routes on quieter roads. Ambrose Lane, Cooter End Lane and Roundwood Park are the closest of these to the site.

2.5 A detailed plan of The Nickey Line cycle route can be seen in Appendix A, along with a cycle map of bath Harpenden and St Albans.

Buses

2.6 A bus map of Harpenden can be seen in Appendix B. Two services stop near the site on Luton Road, the 321 and the 636. Full timetables for these routes can also be seen in Appendix B.

2.7 Route 321 runs 7 days a week between Watford and Luton, passing through St Albans and Harpenden. On weekdays the first bus towards Luton leaves Harpenden at 05:33 and towards Watford it leaves Harpenden at 06:17. Last buses back to Harpenden from Luton and Watford leave at 23:16 and 22:09 respectively. The weekday service operates on an approximately 20 minute frequency. On Saturdays a 20 minute frequency in maintained, but the service operated over a shorter day, starting later and finishing earlier than on weekdays. The Sunday service operated on an hourly frequency.

2.8 Route 636 runs Monday to Friday between Hatfield and Luton, passing through Wheathampstead and Harpenden. The first bus from Harpenden to Luton is at 06:21, whilst from Harpenden to Hatfield the first bus is at 07:43. Last buses from Luton and Hatfield are at 19:40 and 18:20 respectively. The service operated on an approximately hourly frequency through the day.

2.9 The nearest stops to the site are the Luton Road site frontage approximately 60m south-east of Ridgewood Drive. These consist of flag type stops with timetable information.

Rail Services

2.10 Harpenden Station is approximately 2km from the site. Harpenden Station is on the Thameslink Line, the route of which runs from Brighton to Bedford, through central London. There is also a suburban loop used by some services that runs through Sutton and Wimbledon and a branch over the Catford Loop Line to Sevenoaks. The route through central London is via St Pancras International, Farringdon, City Thameslink, Blackfriars and London Bridge. These stations enable connections to Eurostar, East Midlands and Kent and Sussex Mainline rail services and to the Circle, Metropolitan, Hammersmith & City, District, Northern and Jubilee Line London Underground services. Other stops on the Thameslink mainline route include Haywards Heath, Gatwick Airport, East Croydon, St Albans, Luton Airport Parkway and Luton.

2.11 Full timetables for services through Harpenden are included in Appendix C. Table 2.1 below summarises the services departing Harpenden Station between 08:00 and 09:00 on a weekday.

Table 2.1 : 08:00 – 09:00 Weekday Services Departing Harpenden Station

Time	Direction	Destinations
08:02	Northbound	Luton, Bedford
08:06	Southbound	Central London, East Croydon, Gatwick, Brighton
08:10	Southbound	Central London, Wimbledon, Sutton
08:10	Southbound	Central London, Sutton
08:15	Northbound	Luton, Bedford
08:22	Southbound	Central London, East Croydon, Gatwick
08:26	Southbound	Central London
08:28	Southbound	Central London, Bromley South, Sevenoaks
08:31	Northbound	Luton, Bedford
08:35	Northbound	Luton
08:37	Southbound	Central London, East Croydon, Gatwick, Brighton
08:46	Northbound	Luton, Bedford
08:56	Northbound	Luton
08:57	Southbound	Central London, East Croydon, Gatwick, Brighton
08:57	Northbound	Luton, Bedford

2.12 It can be seen that from Harpenden Station in the morning peak hour there are 8 trains to central London, 7 trains to Luton, 5 to Bedford, 4 to East Croydon and Gatwick, 3 to Brighton, 2 to Sutton and 1 to Sevenoaks.

Proximity to Trip Attractors

2.13 The site is located within reasonable walking / cycling distance of a range of trip attractors. Table 2.2 below identifies a number of these, which can also be seen in Figure 2.

Table 2.2 : Local Trip Attractors

Land Use	Name	Approximate Distance
Primary Schools	Roundwood Primary School	1000m
	St Nicholas Primary School	1500m
Secondary Schools	The King's School	400m
	Wood End School	850m
Doctors Surgery	The Elms Medical Practice	1900m
Food Retail	Tesco Express	450m
	M&S	1100m
	Sainsburys	1600m
Comparison Retail	Harpenden Town Centre	1200m
Leisure	Harpenden Sports Centre	2000m

Potential Improvements to Sustainable Access

2.14 Whilst the site already benefits from good access by sustainable modes, there are opportunities available to further improve this. In particular, there is scope to improve pedestrian and cycle facilities in the immediate area around the site. The provision of a shared footway / cycleway along the site frontage on the A1081 Luton Road is feasible and this could be continued to the east of Cooters End Lane at least as far as Roundwood Lane. Beyond this point, there is limited highway land available on the north side of the A1081. However, on the south side of Luton Road there appears to be sufficient highway land available to provide a shared footway cycleway as far as Park Hill.

ashtons

2.15 The existing signals at the Roundwood Lane junction with the A1081 offer the potential for inclusion of a Toucan crossing to allow pedestrians and cyclists to cross safely between the shared footway / cycleways that could be provided on either side of the A1081. This would give a connection from the site to Park Hill, a lightly traffic road from which it is possible to gain level access onto the Nickey Line pedestrian and cycle route.

2.16 Beyond Park Hill, there is less space available which reduces the opportunities for off-carriageway cycle facilities. However, by this time the speed limit has reduced to 30mph and on-road cycling may be more appropriate.

3 VEHICULAR ACCESS TO THE SITE

Existing Highway Network

3.1 The site fronts onto the A1081 Luton Road. The A1081 is defined as a Main Distributor Road in Hertfordshire County Councils (HCC) LTP3. It runs from High Barnet in the south, becomes the M25 between junctions 22 and 23 and then runs on through the centres of St Albans and Harpenden before connections to Junction 10a of the M1 to the south of Luton. In the vicinity of the site, Luton Road ranges between approximately 8m and 10m wide. It has a single lane in each direction and a central hatched area, which widens where necessary to provide a segregated waiting area for right turning vehicles. The stretch of Luton Road fronting the site has a speed limit of 40mph, which reduced to 30mph some 80m south east of Cooters End Lane.

3.2 The site also has frontage onto Thrales End Lane and Cooters End Lane. Thrales End Lane runs between the A1081 and the B653 lower Harpenden Road. It joins Luton Road at a ghost island priority junction. At the junction it is approximately 6m wide, with the carriageway quickly reducing to approximately 5m wide as it moves away from the junction. Similarly, Cooters End Lane joins the A1081 at a priority junction with a central ghost island. This road runs from the A1081 and connects to Thrales End Lane, providing local access. At its junction with the A1081 it is approximately 6m wide, but reduces rapidly in width away from the junction to between 3m and 4m wide.

Vehicular Access

3.3 There is the opportunity to take vehicular access for the development site from Thrales End Lane, Cooters End Lane or both.

3.4 Looking firstly at Cooters End Lane, this is a very minor road at present and there is the potential to realign the road into the site and connect the existing Cooters End Lane into this re-aligned route at a simple priority junction. Alternatively, localised widening of the southern end of Cooters End Lane could be carried out and access into the site could be taken from a new simple priority junction. This later arrangement can be seen in Drg No 14-140-005, which also allows for a staggered access arrangement to serve land to the east of Cooters End Lane.

3.5 Access from Thrales End Lane is slightly complicated by the existing alignment of the road, which bend shortly before its approach to the A1081 Luton Road. It would therefore be preferable to take Thrales End Lane into the site from its junction with Luton Road and then connect Thrales End Lane to the new access road at a simple priority junction. A potential layout for this is shown in Drg No 14-140-003.

4 NATIONAL PLANNING POLICY FRAMEWORK

4.1 Section 4 of the National Planning Policy Framework covers the promotion of sustainable transport. It identified that transport policies play an important role in facilitating sustainable development and requires that when preparing Local Plans, local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

4.2 Paragraph 32 of the NPPF states that plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

4.3 As explained in Sections 2, the site is already served by buses and that a range of local trip attractors are available within walking and / or cycling distance of the site, including Harpenden Town Centre and Station. Section 2 also identifies potential improvements that can be made to improve access by these modes.

4.4 Within Section 3 it is demonstrated that safe access is available into the site for vehicles and within Section 2, the provision on a shared pedestrian / cycle route along the A1081 Luton Road frontage that will provide safe access for pedestrians and cyclists is identified.

4.5 Limited work has been undertaken to date regarding wider transport impacts, but Hertfordshire County Council's strategic model is currently being used to assess the potential impact of development in this area. At this stage it is very unlikely that the impact of development in this area on the transport network would be severe.

4.6 In transport terms, development in this location would be compliant with the requirements of the NPPF.

Reproduced from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office, Crown Copyright Reserved.

Rev	Amendments	Drn	Chk	App	Date

Odyssey Markides

Elizabeth House
39 York Road
London
SE1 7NQ

Telephone: 0207 620 2444
Fax: 0207 620 1168
E: enquiries@odysseymarkides.com
W: www.odysseymarkides.com

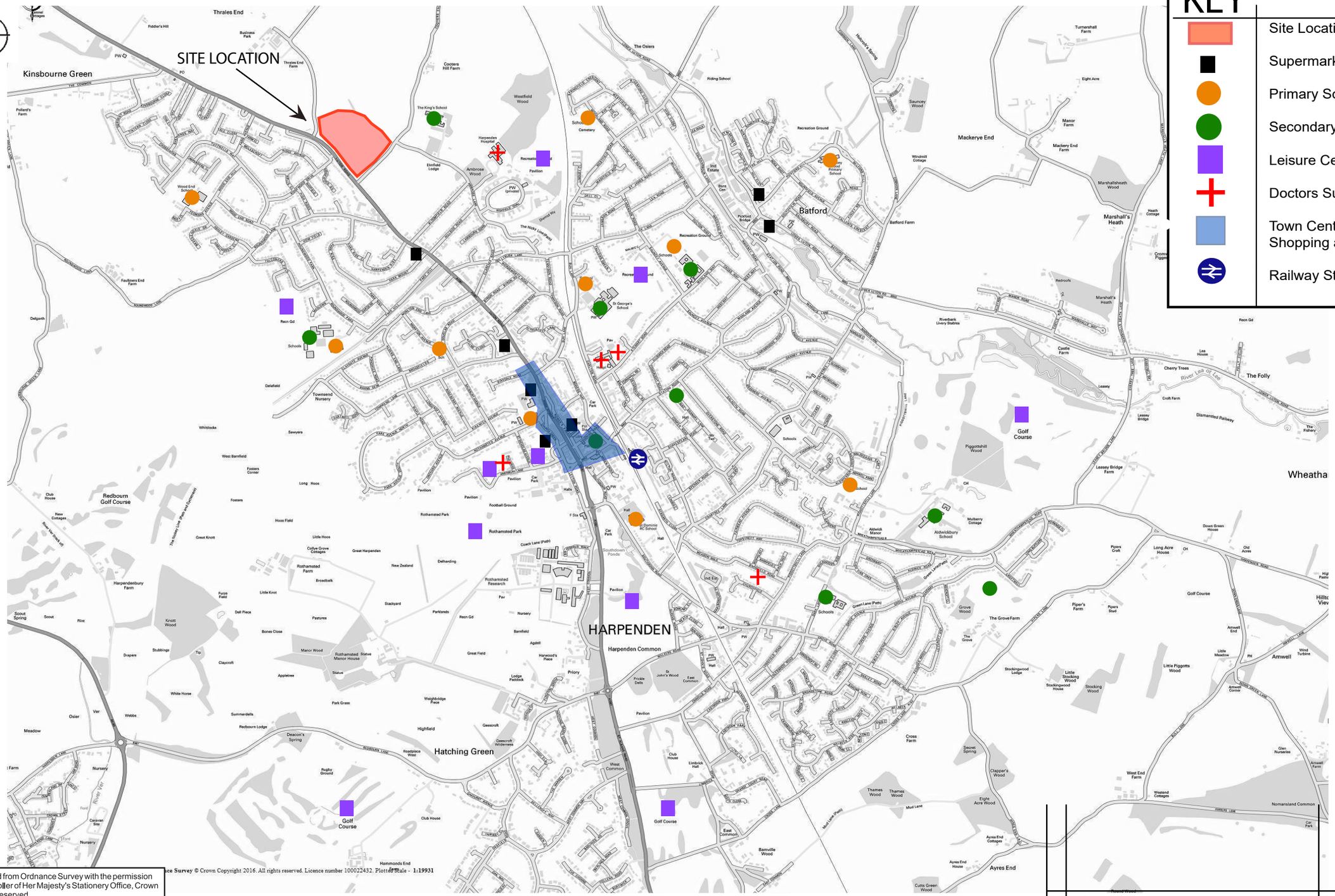
Job Title
LAND ADJACENT TO THRALES END FARM, HARPENDEN

Drawing Title
SITE LOCATION

Client
LEGAL AND GENERAL

Scale	Date	Designed
NTS	FEB' 16	DCP
Drawn	**Checked**	**Approved**
DCP	JB	JB
Job No	**Figure No**	**Rev**
14-140	FIGURE 1	

DRAWING-NO.14-140-001



KEY

	Site Location
	Supermarket
	Primary School
	Secondary School
	Leisure Centre
	Doctors Surgery
	Town Centre Shopping area
	Railway Station

Rev	Amendments	Drn	Chk	App	Date

Odyssey Markides

Elizabeth House
39 York Road
London
SE1 7NQ

Telephone: 0207 620 2444
Fax: 0207 620 1168
E: enquiries@odysseymarkides.com
W: www.odysseymarkides.com

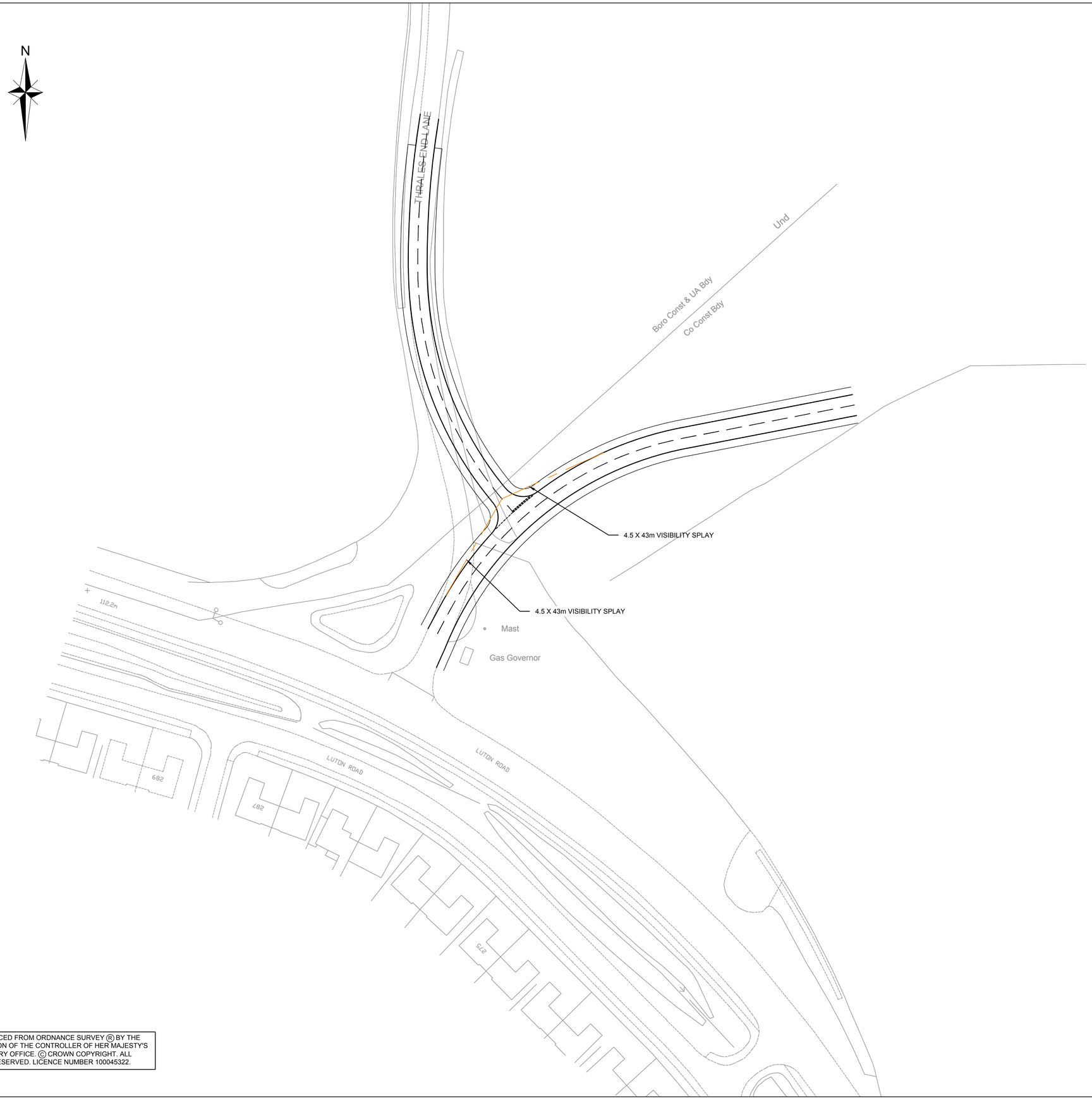
Job Title: LAND ADJACENT TO THRALES END, HARPENDEN

Drawing Title: LOCAL FACILITIES PLAN

Client: LEGAL AND GENERAL

Scale	Date	Designed
N.T.S.	FEB '16	DCP
Drawn	**Checked**	**Approved**
DCP	JB	JB
Job No	**Figure No**	**Rev**
14-140	FIGURE 2	

Drawing No. 14-140-102



REPRODUCED FROM ORDNANCE SURVEY ® BY THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. ALL RIGHTS RESERVED. LICENCE NUMBER 100045322.

Q:\14-140 - Harpenden\Tech\Acad\Drawings\14-140-103.dwg

NOTES

Rev	Amendments	Drn	Chk	App	Date

Odyssey Markides

Tuscany House
White Hart Lane
Basingstoke
Hampshire RG21 4AF

Telephone: 01256 331144
Fax: 01256 331134
E: enquiries@odysseymarkides.com
W: www.odysseymarkides.com

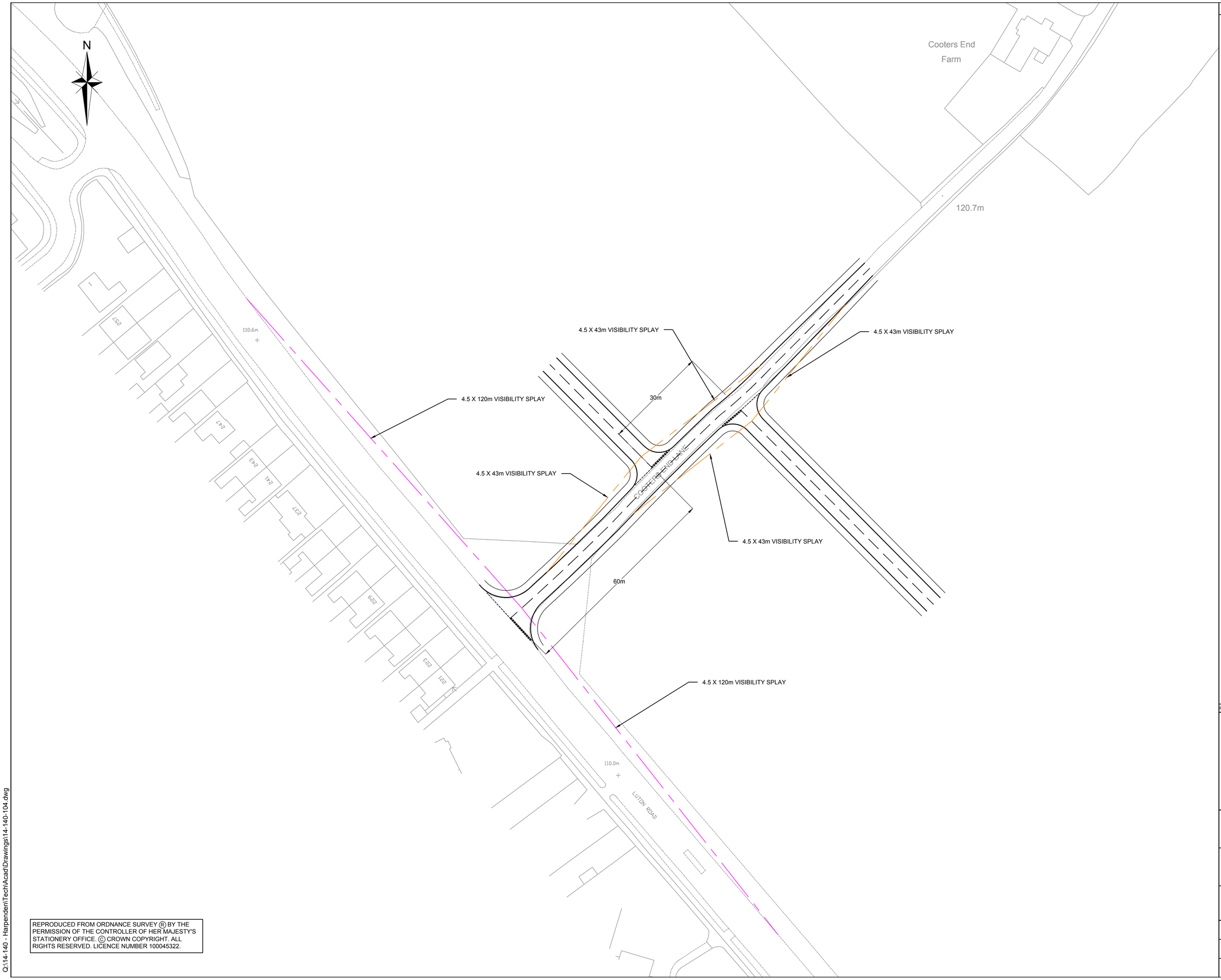
Job Title
LAND ADJACENT TO THRALES END FARM, HARPENDEN

Drawing Title
SITE A - ACCESS FROM THRALES END LANE

Client
LEGAL & GENERAL

Scale	Date	Designed
1:500 @A1	MAY 14	MS
Drawn	Checked	Approved
MS	JB	JB

Job No	Drawing No	Rev
14-140	14-140-003	



REPRODUCED FROM ORDNANCE SURVEY Ⓡ BY THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. ALL RIGHTS RESERVED. LICENCE NUMBER 100045322.

Q:\14-140 - Harpenden\Tech\Acad\Drawings\14-140-104.dwg

NOTES

Rev	Amendments	Drn	Chk	App	Date

Odyssey Markides

Tuscany House
White Hart Lane
Basingstoke
Hampshire RG21 4AF

Telephone: 01256 331144
Fax: 01256 331134
E: enquiries@odysseymarkides.com
W: www.odysseymarkides.com

Job Title
LAND ADJACENT TO THRALES END FARM, HARPENDEN

Drawing Title
SITES A & B - ACCESS FROM COOTERS END LANE

Client
LEGAL & GENERAL

Scale	Date	Designed
1:500 @ A1	MAY 14	MS
Drawn	**Checked**	**Approved**
MS	JB	JB

Job No	Drawing No	Rev
14-140	14-140-005	

APPENDIX A

Common signs and symbols

Common road signs and markings that you may come across when cycling through the town

No Cycling · Motor vehicles prohibited (cycles permitted) · All vehicles prohibited, cycling not permitted · No entry (For all vehicles including cycles) · Shared route for pedestrians and cyclists together · Segregated route

Cycle Lane · Route recommended for pedal cyclists (most often used in conjunction with advisory cycle lanes) · Cycle route forming part of the National Cycle Network · With-flow cycle lane a head · Route for use by pedal cycles only

Comments and suggestions

If you have any suggestions for improving cycling provision in the St Albans district or new cycle routes, we would like to hear from you.

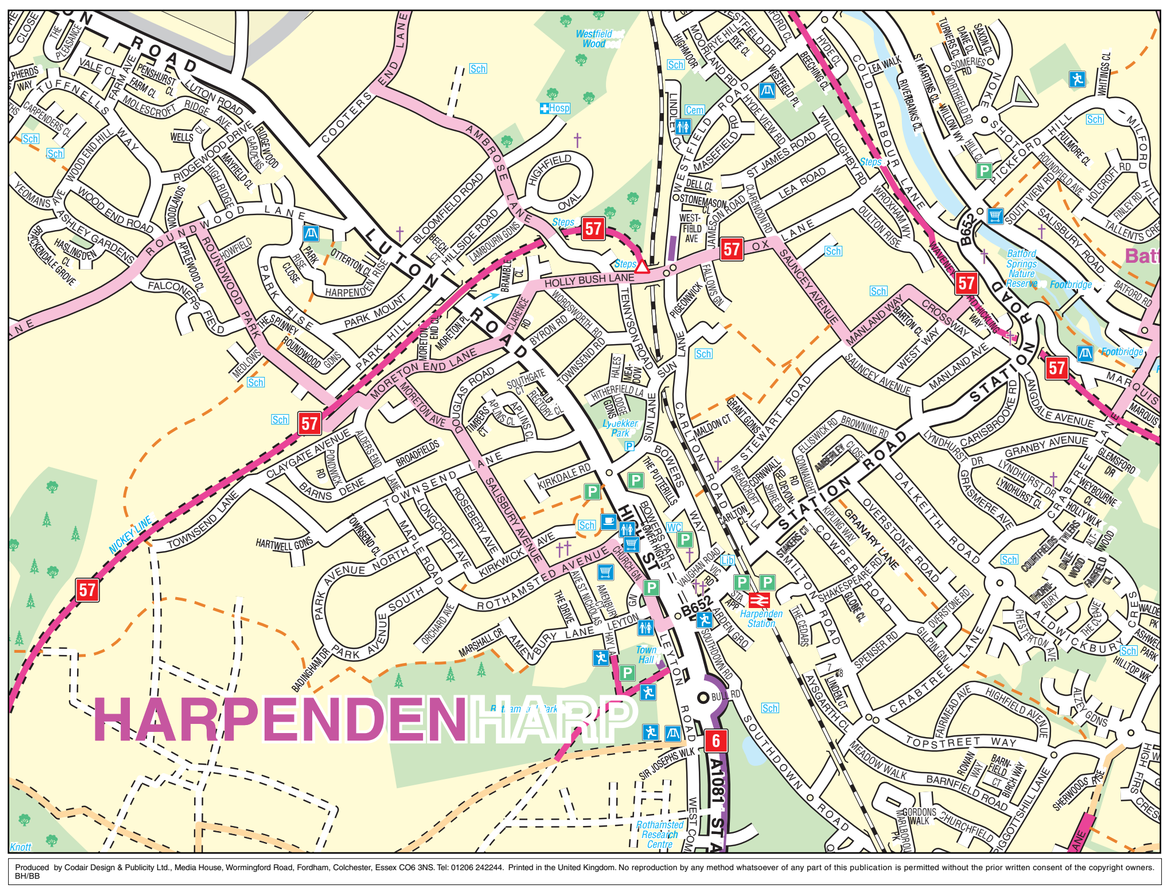
Please contact us on 01727 819359 or cycling@stalbans.gov.uk or textphone 01727 819570

This map can be downloaded and printed at different scales from www.stalbans.gov.uk/cyclemaps

Additional route maps of the Nickey Line (NCN 57) and the Alban Way (NCN 61) are also available at the same webpage.

St Albans City & District Council

Printed on 100% Recycled Paper
Oct 2011


HARPENDEN
Harpenden Station
Town Hall
Rothamsted Research Centre
Westfield Wood
Batford Springs Nature Reserve
Footbridge
Lyelekker Park
Steps
Hosp
Sch
Cem
Coll
Comm Ctr
Footpath
Unassisted Crossing
No direct Crossing
Bridge with Steps
Level Crossing
Steep Slope
Knott
Nickey Line
57
6
61
A1081
B652
B653
B651
B4630
A414
A405
A5183
A4147
A5183
A1081
B651
B4630
A405
A5183
A1081
B652
B653
A1081
A414
B5378
A1081
A405
A5183
A1081
A5183
A405
A5183
A1081
A405
A5183
A1081
A405
A5183
A1081

Walking & Cycling
The Nickey Line
the green route from Hemel Hempstead via Redbourn to Harpenden

The Nickey Line was a 7mile (12km) branch line that once linked the Midland Railway at Harpenden to Boxmoor, near Hemel Hempstead. Passenger services ended in 1947 but a section of the line carried freight until 1979. Much of the track bed still remained intact when it was bought by Dacorum and St Albans councils in the early 1980's and opened for walking and cycling.

The route now forms a pleasant green corridor with a rural aspect along much of its length - providing attractive countryside or woodland walks as well as generally traffic-free access to school and work. Although there are steep embankments or cuttings and several bridges have been removed there is level access for cyclists and wheelchairs along most of the route *(steps are shown on the map)*.

The Nickey Line forms part of Route 57 of the Sustrans National Cycle Network which continues through Harpenden to Wheathampstead and Welwyn Garden City. From Harpenden, Route 6 goes south to St Albans & Watford, and north to Luton & Milton Keynes.

Enjoy the route as a relaxing journey to work or school away from the road network. Alternatively, take a leisurely walk or ride looking out for the abundant local wildlife. In addition, a number of circular paths can be enjoyed incorporating rights of way which cross the Line.

Relax in the beautiful surroundings of Gadebridge Park, Dacorum's principal park. Unwind by the River Gade or admire the glorious flower display in the historic Walled Garden with views of St Mary's Church, regarded as one of the most complete Norman churches in Hertfordshire. Activities including bowls and crazy golf are available during the summer, with a play area and skate park for young people, open all year. See www.dacorum.gov.uk for details of special events.

Gadebridge Park

Hemel Old Town is steeped in history providing a glimpse of days gone by with its attractive Victorian, Georgian and Tudor architecture housing many excellent pubs, cafes, bistros and restaurants. You will also find a diverse selection of specialist shops including antiques, quality giftware, furniture and bicycles! The Old Town High Street is home to the Old Town Hall Theatre with art, music and theatre productions.

Hemel Old Town

History of the Nickey Line

1863	Act of Parliament passed for Boxmoor to Hemel Hempstead Railway
1866	Act of Parliament passed extending line to Midland Railway at Harpenden
1877	Line opened between Hemel Hempstead and Luton
1888	Harpenden Junction south curve opened, taking trains to Harpenden Station
1905	New Halts built at Redbourn, Cupid Green and Heath Park
1927	New Halt built at Roundwood, Harpenden
1929	Bus service replaced some trains
1947	Passenger service withdrawn, goods service continues
1950's and 60's	Line gradually cut back for New Town construction
1968	Hemelite Company bought the Line to transport materials for the manufacture of building blocks
1979	Line closed
1985	Line opened as a footpath and cycleway, becoming National Cycle Network **Route 57**

Yew Tree Wood

Yew Tree Wood has the characteristics of an ancient semi natural woodland and is particularly noteworthy for the group of yew trees *Taxus baccata* that give the wood its name. The yew is Europe's longest lived tree with some individuals estimated to be up to 4000 years old.

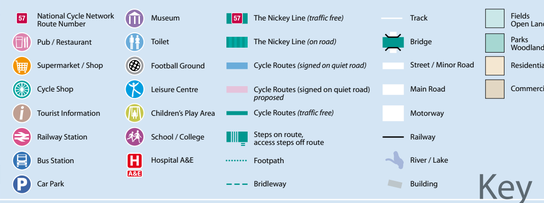
Hemel Hempstead

Hemel Hempstead's award winning town centre boasts a tremendous range of shops and services specifically designed for its many visitors within a family friendly pedestrianised area. Stroll through the town centre or adjacent Water Gardens and admire the display planting and works of art, a tradition begun in the early days of the New Town.

Wildlife along the Line

The Nickey Line is a green corridor for wildlife linking the woodlands and fields along the track. Foxes are regularly seen and if you are really lucky you may glimpse a badger on its dusk patrol or a sparrowhawk flying at speed. In spring the warblers arrive from their winter quarters and blackcaps, chiffchaffs and whitethroats can be heard singing as they establish territories and seek mates.

Look out for orange tip and brimstone butterflies in early spring. Peacocks, marbled whites, commas and small tortoiseshells are also fairly common in the summer sun. In this picture *left*, a speckled wood warms itself on a bramble bush in the midday sunshine – they need warm still days for flight and as they bask they merge well into the dappled light of a clearing on The Nickey Line.



© Crown copyright. All rights reserved 100019606 2006

Redbourn village sits astride Watling Street, the old Roman road to Chester, now thankfully by-passed. Its compact High Street features several hostelries and a variety of shops, while its spacious Common provides a free car park beside the local cricket pitch, close to the village Museum.

When the Nickey Line was built in the 1870's the Roundwood area was agricultural land, but in the early 1900's the first houses were built, and as more followed there was an increasing demand for a Halt.

Roundwood Halt was opened 8 August 1927.The signal and platform are two of the best surviving reminders of the former Line.

The Jacobean Manor House at Rothamsted was the home of John Bennet Lawes who began agricultural experiments in 1843, ultimately leading to the establishment of Rothamsted Research.The House provides student accommodation and the Drawing Room is a popular venue for recitals. Public rights of way cross the estate, and a permissive path allows a view of the 17th Century south facade of the house.

The local council purchased the 238 acre Manorial Common from the Rothamsted Estate in 1929, for the benefit of the townsfolk. An annual horse racing event ceased in 1914, and The Silver Cup pub recalls past triumphs. Golf, cricket and football clubs lease space for their pursuits, while the public has unimpeded access to the whole Common. Ancient rights also still permit traditional showman fairs.

Redbourn

Redbournbury Mill

Powered by the River Ver - and latterly by a Crossley diesel engine - the 18th century Mill worked well into the 20th century. It was restored after a disastrous fire in 1987 and now produces stoneground flour and bread.The Mill is open, with teas served, typically on Sunday afternoons and special weekends.

'See back cover for contact details to check opening times).

The Ver Valley Walk

The Walk traces the river from its source near Redbourn to its conjunction with the Colne close to Watford. A *free leaflet is available from local Information Centres.*

Rothamsted

Harpenden Common

Harpenden

Lying on the Chiltern dip slope between the valleys of the rivers Ver and Lea, Harpenden was destined to become a commuter town with the coming of the Midland Main Line in 1868. It retains its village character though, thanks to its large Common, its tree lined High Street and period cottages.

Information

Dacorum Borough Council: www.dacorum.gov.uk
Redbourn Parish Council: www.redbourn.org.uk
Harpenden Town Council: www.harpenden.gov.uk
St Albans City & District Council: www.stalbans.gov.uk
Countryside Management Service: www.hertsdirect.org/cms
Sustrans: www.sustrans.org.uk
Friends of the Nickey Line: www.nickeyline.org
St Albans Cycle Campaign: www.stacc.org.uk
Ver Valley Society: www.riverver.co.uk
Redbournbury Mill: www.redbournmill.co.uk

History

Books available on The Nickey Line:

The Harpenden to Hemel Hempstead Railway - The Nickey Line by Sue and Geoff Woodward, 1996, The Oakwood Press

Branch Line to Hemel Hempstead - The Nickey Line by Sue and Geoff Woodward, 2006, Middleton Press

Walking & Cycling

Hertfordshire County Council: www.hertsdirect.org/libsleisure and click on 'Enjoying the Countryside'

Further free maps & leaflets in this series:
The Great North Way, The Ayot Greenway, The Alban Way, The Cole Green Way, The Ebury Way, available from Libraries, Tourist Information or Councils listed above.

Hertfordshire Rural Transport Partnership

The Ordnance Survey mapping data included within this publication is provided by Hertfordshire County Council under licence from the Ordnance Survey in order to fulfil its public function to provide information relating to its activities, services and plans. Persons viewing this mapping should contact Ordnance Survey copyright for advice should they wish to licence Ordnance Survey mapping for their own use. Such mapping is based upon Ordnance Survey material with the permission of Her Majesty's Stationery Office © Crown copyright 100019606 2006.

Cartography, photography, leaflet design and cycling by Stephen Wragg - Wragg Art House: www.wah.co.uk

© WAH 2006

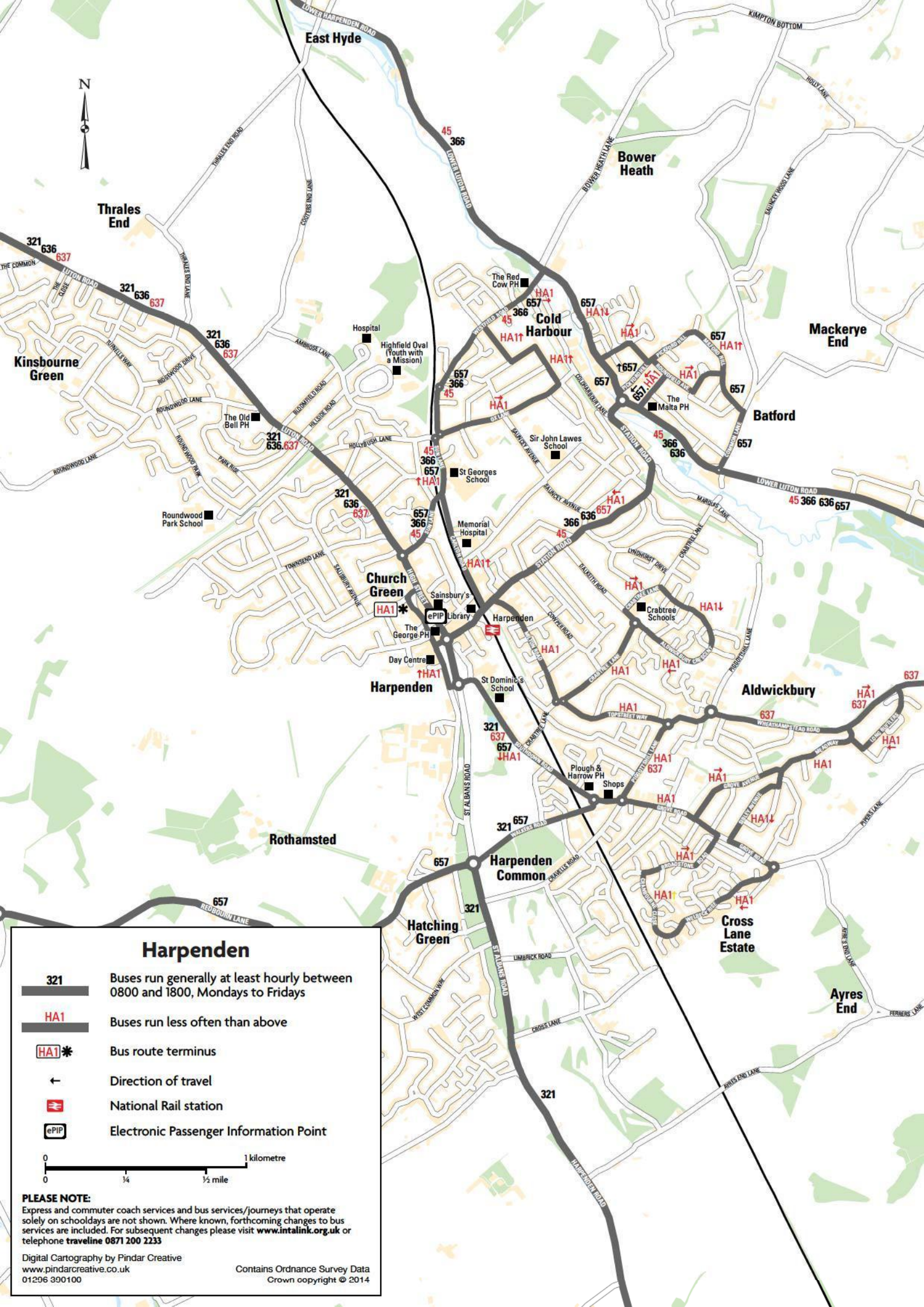
Printed on environmentally friendly paper

walking & cycling

The Nickey Line

7 mile green route between
Hemel Hempstead, Redbourn & Harpenden

APPENDIX B


Harpenden
Buses run generally at least hourly between 0800 and 1800, Mondays to Fridays
Buses run less often than above
Bus route terminus
Direction of travel
National Rail station
Electronic Passenger Information Point
0
1 kilometre
0
¼
½ mile
PLEASE NOTE:
Express and commuter coach services and bus services/journeys that operate solely on schooldays are not shown. Where known, forthcoming changes to bus services are included. For subsequent changes please visit www.intalink.org.uk or telephone traveline 0871 200 2233
Digital Cartography by Pindar Creative
www.pindarcreative.co.uk
01296 390100
Contains Ordnance Survey Data
Crown copyright © 2014
N
East Hyde
Bower Heath
Thrales End
Kinsbourne Green
Cold Harbour
Mackerye End
Batford
Church Green
Harpenden
Aldwickbury
Rothamsted
Harpenden Common
Hatching Green
Cross Lane Estate
Ayres End
Hospital
Highfield Oval (Youth with a Mission)
The Red Cow PH
The Old Bell PH
The Malta PH
Sir John Lawes School
St Georges School
Roundwood Park School
Memorial Hospital
Sainsbury's
Library
The George PH
Day Centre
St Dominic's School
Crabtree Schools
Plough & Harrow PH
Shops
LOWER HARPENDEN ROAD
LOWER LUTON ROAD
KIMPTON BOTTOM
HOLLY LANE
BOWER HEATH LANE
SALUCKY WOOD LANE
THRALES END ROAD
COVERS END LANE
THE COMMON
THE CLOSE
LUTON ROAD
THRALES END LANE
RUNNELLS WAY
RIDGEWOOD DRIVE
ROUNDWOOD LANE
AMBROSE LANE
BLOOMFIELD ROAD
HILLSIDE ROAD
HOLLYBUSH LANE
PARK RISE
ROUNDWOOD PARK
TOWNSEND LANE
SALISBURY AVENUE
HIGH STREET
WESTFIELD ROAD
OAK LANE
SALUCKY AVENUE
COLDHARBOUR LANE
PICKFORD HILL
BONNERED LANE
STATION ROAD
MARQUIS LANE
CRAYFIELD LANE
LYNDHURST DRIVE
DALKEITH ROAD
COWPER ROAD
CROSS LANE
ALDWICKBURY CRESCENT
PIGGOTSHILL LANE
TOPSTREET WAY
WREATHAMPSTEAD ROAD
MEADWAY
LONG RUSTLES
CRABTREE LANE
SANDRIDGE ROAD
GROVE AVENUE
GROVE ROAD
ST ALBANS ROAD
WALKERS ROAD
CRAWLEYS ROAD
RIVERS LANE
RADDESTONE GATE
CALDECOTE GROVE
WALLACE RISE
REDBOURN LANE
LIMBRICK ROAD
WEST COMMON WAY
CROSS LANE
AYRES END LANE
AYRE'S END LANE
FERRERS LANE
HARPENDEN ROAD
321
636
637
45
366
657
HA1

Bus services

This is a summary of the bus routes on which through ticketing is available via stations on the Thameslink network.

Thameslink station	Through ticketing available to	Bus operator website
London St Pancras International	Stansted Airport	**stanstedcitylink.co.uk**
Luton	Dunstable	**arrivabus.co.uk** **centrebus.info** **grantpalmer.com**
Luton Airport Parkway	Luton Airport	**Thameslink***
St Albans City	Hatfield	**arrivabus.co.uk** **greenline.co.uk** **sullivanbuses.co.uk** **unobus.info**
St Albans City	Potters Bar	**metroline.co.uk**

*These times are shown on pages 127 and 128

Bus times are sometimes subject to change at short notice, so to obtain detailed service information, please contact the bus operators directly. Alternatively, you can visit **traveline.info** or call them on **0870 200 22 33** for full details.

Please note that buses may not operate during late evenings or at all on Sundays or during the main holiday periods, so you should always check before travelling.

Luton Airport Parkway (LTN) to Luton Airport Bus service 888

Departures from Luton Airport Parkway Station

Mondays to Fridays	Saturdays	Sundays
0015 MO	•	•
0020 MX	0020	0020
0030 MO	•	•
0050 MX	0050	0050
0100	0100	•
0115 MO	•	0110
0120 MX	0120	0125
0130	0130	•
0155 MX	0155	•
0200 MO	•	0200
0225	0225	0230
0245	0245	•
0257	0257	•
0320 MO	•	•
0325 MX	0325	•
0336	0336	•
0400	0400	•
0420	0420	•
0436	0436	•
0450	0450	•
0500	0500	•
0510	0510	•
0520	0520	•
0530	0530	•
0540	0540	•
0550	0550	0550
Then every 10 minutes until		
2330	2330	2330
2340	2340	2340
2350	2350	2350
2359	2359	2359

Journey time is approximately 6 minutes in each direction

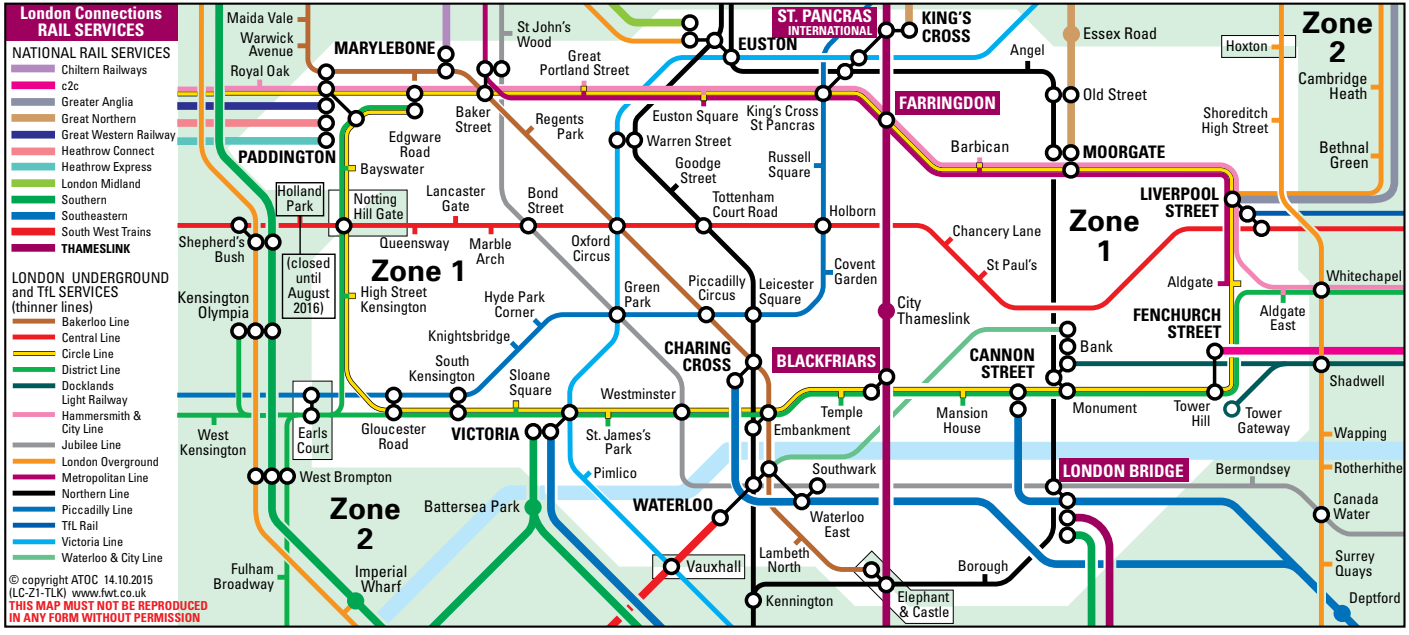
Please allow sufficient time to make your connection at Luton Airport Parkway station

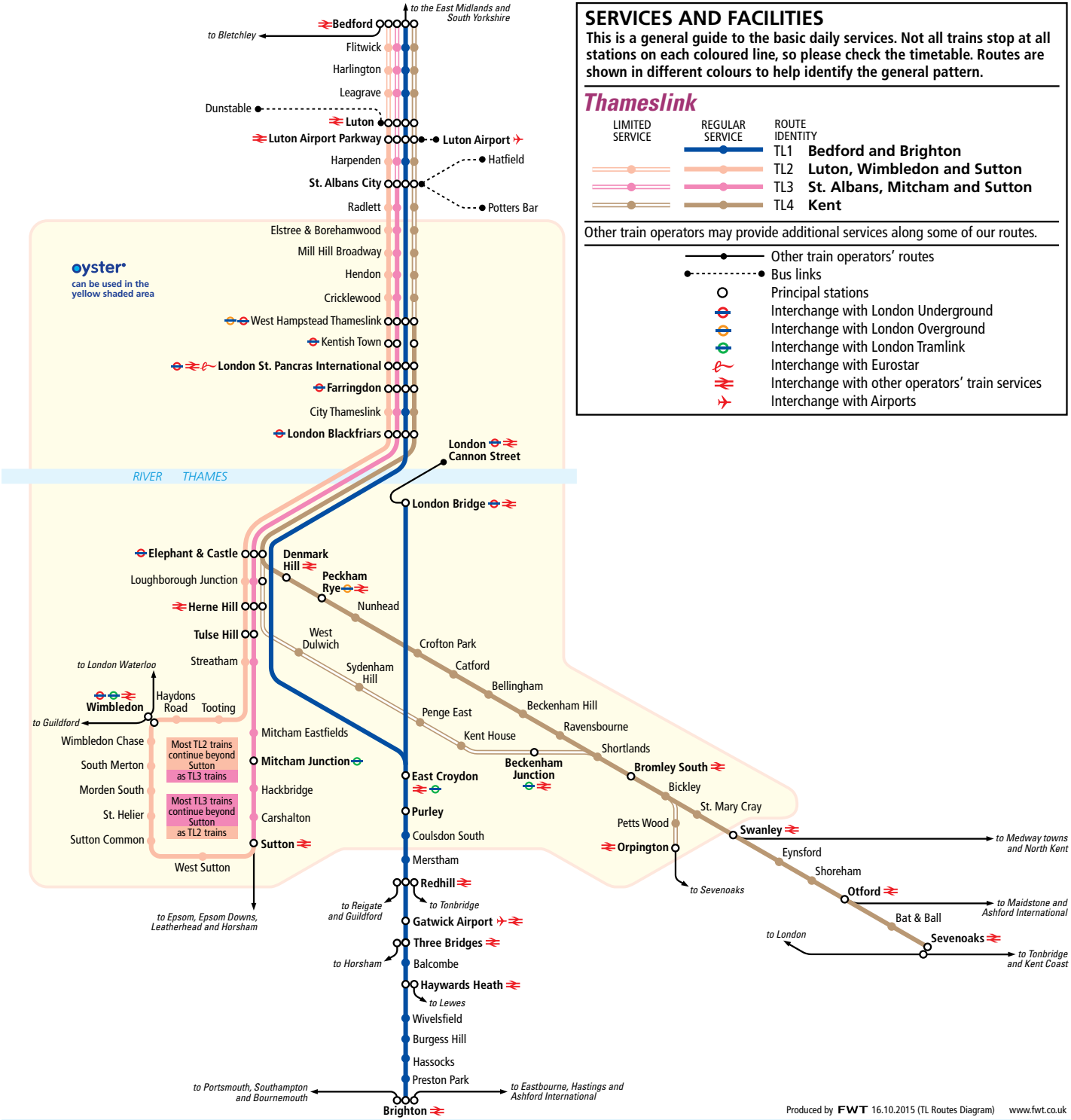
Overnight buses may be subject to alteration to maintain train connections

MO Mondays only
MX Tuesdays to Fridays only

Departures from Luton Airport Terminal Bay 1

Mondays to Fridays	Saturdays	Sundays
0015	0015	0015
0021 MO	•	•
0045	0045	0045
0100 MX	0100	0100
0110	0110	•
0130	0130	0130
0145	0145	0135
0215	0215	0206
0230	0230	•
0245	0245	•
0251	0251	•
0312	0312	•
0345	0345	•
0415	0415	•
0430	0430	•
0450	0450	•
0500	0500	•
0510	0510	•
0520	0520	•
0530	0530	0535
0540	0540	0545
0550	0550	•
0600	0600	0600
0615	0615	0610
0625	0625	0620
0635	0635	0635
Then every 10 minutes until		
2225	2225	2225
2235	2230	2235
2245	2240	2245
2255	2250	2250
2305	2300	2300
2310	2310	2310
2320	2320	2320
2330	2330	2330
2340	2340	2340
2350	2350	2350
2359	2359	2359


London Connections
RAIL SERVICES
NATIONAL RAIL SERVICES
Chiltern Railways
c2c
Greater Anglia
Great Northern
Great Western Railway
Heathrow Connect
Heathrow Express
London Midland
Southern
Southeastern
South West Trains
THAMESLINK
LONDON UNDERGROUND and TfL SERVICES (thinner lines)
Bakerloo Line
Central Line
Circle Line
District Line
Docklands Light Railway
Hammersmith & City Line
Jubilee Line
London Overground
Metropolitan Line
Northern Line
Piccadilly Line
TfL Rail
Victoria Line
Waterloo & City Line
© copyright ATOC 14.10.2015
(LC-Z1-TLK) www.fwt.co.uk
THIS MAP MUST NOT BE REPRODUCED
IN ANY FORM WITHOUT PERMISSION
Maida Vale
Warwick Avenue
Royal Oak
MARYLEBONE
St John's Wood
Great Portland Street
EUSTON
ST. PANCRAS INTERNATIONAL
KING'S CROSS
Angel
Essex Road
Hoxton
Zone 2
Cambridge Heath
Bethnal Green
Shoreditch High Street
PADDINGTON
Edgware Road
Bayswater
Baker Street
Regents Park
Euston Square
King's Cross St Pancras
Warren Street
Goodge Street
Russell Square
FARRINGDON
Barbican
MOORGATE
Old Street
LIVERPOOL STREET
Holland Park
Notting Hill Gate
Lancaster Gate
Bond Street
Tottenham Court Road
Holborn
Chancery Lane
St Paul's
Zone 1
Shepherd's Bush
Queensway
Marble Arch
Oxford Circus
Covent Garden
Aldgate
Whitechapel
Kensington Olympia
(closed until August 2016)
High Street Kensington
Hyde Park Corner
Green Park
Piccadilly Circus
Leicester Square
City Thameslink
FENCHURCH STREET
Aldgate East
Knightsbridge
CHARING CROSS
BLACKFRIARS
CANNON STREET
Bank
South Kensington
Sloane Square
Westminster
Temple
Mansion House
Monument
Tower Hill
Tower Gateway
Shadwell
West Kensington
Earls Court
Gloucester Road
VICTORIA
St. James's Park
Embankment
Wapping
West Brompton
Pimlico
Southwark
LONDON BRIDGE
Bermondsey
Rotherhithe
Zone 2
Battersea Park
WATERLOO
Waterloo East
Canada Water
Fulham Broadway
Imperial Wharf
Vauxhall
Lambeth North
Borough
Surrey Quays
Kennington
Elephant & Castle
Deptford



SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line, so please check the timetable. Routes are shown in different colours to help identify the general pattern.

Thameslink

LIMITED SERVICE	REGULAR SERVICE	ROUTE IDENTITY	
		TL1	**Bedford and Brighton**
		TL2	**Luton, Wimbledon and Sutton**
		TL3	**St. Albans, Mitcham and Sutton**
		TL4	**Kent**

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Principal stations
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports