

SANDRIDGE PARISH COUNCIL
NEIGHBOURHOOD PLAN



Sandridge Parish Neighbourhood Plan 2019 – 2036

Version for Submission

February 2020

ACKNOWLEDGEMENTS

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

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

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

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

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

John Hale
Chairman of Sandridge Parish Council

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1. INTRODUCTION

Purpose

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

What is a Neighbourhood Plan?

- 1.4 The Localism Act 2011 established the right for communities to prepare Neighbourhood Plans, the initial rules governing their preparation being published in 2012. The National Planning Policy Framework (NPPF) 2018, states that a Neighbourhood Plan gives the community 'direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need'. This enables communities to determine the appropriate types of development in different locations and to establish the planning policies to be used in making decisions on planning applications.
- 1.5 A Neighbourhood Plan must be based on robust evidence. This includes evidence of community engagement and consultation, along with how the views, aspirations, wants and needs of local people have been taken into account. A comprehensive Evidence Pack supports this Neighbourhood Plan.

Why do we need a Neighbourhood Plan?

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

1.8 The emerging Local Plan identifies two large development sites, St Albans East Broad Location within the Parish and St. Albans North Broad Location immediately adjacent to the Parish. Those sites should satisfy the housing requirement for the Parish. As a result, the Plan does not allocate any further sites for housing development.

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

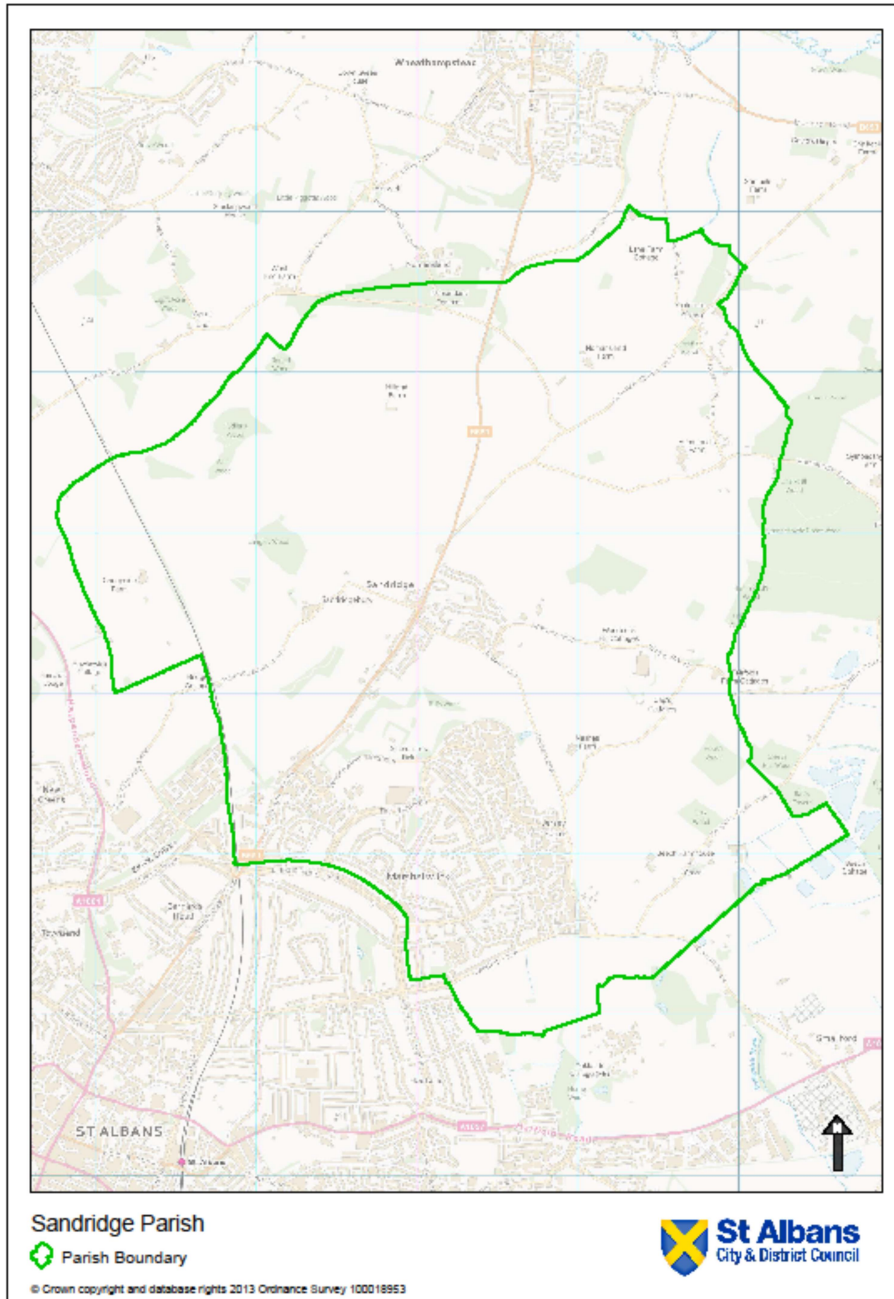


Figure 1: Neighbourhood Plan Area Boundary

2. THE NEIGHBOURHOOD PLAN PROCESS

Initiation and Consultation

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

Implementation and Review Process

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

3. SANDRIDGE PARISH

Sandridge Parish Overview

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

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

4. OUR VISION AND OBJECTIVES

Vision

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

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

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

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

Overarching Objectives

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

Our Objectives

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

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

4.16 The Plan is divided into four sections:

Sustainable Development

Sustainable Transport

Sustainable Economy

Sustainable Environment, Health & Wellbeing

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

Neighbourhood Plan Vision	Neighbourhood Plan Objectives	Neighbourhood Plan Sections	NPPF 2018 Themes
<p>To be an inclusive, cohesive and safe community with a high quality of life, which retains the distinct character of its neighbourhoods – Sandridge village, Marshalswick North and Jersey Farm.</p>	<p>1 Support sustainable good design that respects the neighbourhoods’ distinct identities and characters.</p>	<p>Sustainable Development.</p> <p>Sustainable Transport.</p> <p>Sustainable Economy.</p> <p>Sustainable Environment, Health & Wellbeing.</p>	<ul style="list-style-type: none"> • Delivering a sufficient supply of houses. • Building a strong, competitive economy. • Ensuring the vitality of town centres. • Promoting healthy and safe communities. • Promoting sustainable transport. • Supporting high quality communications. • Making effective use of land. • Achieving well-designed places. • Protecting Green Belt land. • Meeting the challenge of climate change, flooding and coastal change. • Conserving and enhancing the natural environment. • Conserving and enhancing the historic environment. • Facilitating the sustainable use of minerals.
	<p>2 Encourage sustainable, mixed developments designed to meet local needs and provide appropriate housing for all age groups.</p>		
	<p>3 Promote the provision of appropriate and adequate infrastructure to support development of the local and wider community.</p>		
	<p>4 Retain our Green Belt and open spaces.</p>		
	<p>5 Promote sustainable means of transport and other solutions to address the problems of traffic congestion and parking.</p>		
	<p>6 Encourage employment opportunities in the area through retaining and supporting commercial and retail zones, and by supporting working from home.</p>		
	<p>7 Encourage the use of Heartwood Forest, Jersey Farm Woodland Park and other facilities by residents and visitors.</p>		

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

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

m. Any new development on the East St Albans Broad Location site will be a mixture of housing types and tenures of good design, environmentally sustainable, have high quality community facilities, and integrated with and enhancing surrounding neighbourhoods.

4.19 Policies to ensure our objectives are achieved and the above issues are addressed can be found in chapter 5 below. The relevant objectives for each policy are stated in each policy introduction.

5. NEIGHBOURHOOD PLAN POLICIES

Context

- 5.1 This chapter sets out the planning policies for Sandridge Parish for the period 2019-2036, which is aligned with the end of the plan period for the emerging Local Plan. The planning policies, identified in boxed blue text, together with the reasoned justification for them are set out in the following sections. The policies reflect the main issues, which were raised in the consultation, and provide the means by which our objectives (listed in paragraph 4.15) will be achieved.
- 5.2 The National Planning Policy Framework (NPPF) 2018 as well as the 1994 St Albans District Local Plan and emerging Local Plan provide the overall planning context for the Parish. In addition, Hertfordshire County Council is responsible for certain transport, minerals and waste management policies.
- 5.3 The Plan should be read as a whole. When considering a development proposal, several policies will often be relevant and all relevant policies must be applied. General policy cross-references or caveats are not included in individual policies. For ease of understanding, direct explanatory links between policies are sometimes noted.

5.4 List of Policies

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

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

Sustainable Development

Introduction

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

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

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

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

Policy D1 Settlement Boundary

Introduction

5.8 Sandridge village is classified in the emerging Local Plan (Policy S1 – Spatial Strategy & Settlement Hierarchy) as a Green Belt Settlement. Policy D1 meets objectives 1-6.

Policy D1 Settlement Boundary

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

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

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

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

Background and Explanation

- 5.9 The NPPF paragraph 145 e) & f) states that the construction of new buildings is inappropriate within the Green Belt, except – ‘limited infilling within villages, and limited affordable housing for local community needs under policies set out in the development plan’.
- 5.10 Within the emerging Local Plan, Policy S1 – Development Strategy and Metropolitan Green Belt states that Green Belt Settlements are ‘...the more sizable settlements in locations that make an important contribution to Green Belt functions. Development will be limited to small scale infilling and redevelopment of previously developed land that reflects the Green Belt context and open character of the area.’
- 5.11 Within the emerging Local Plan, Policy S2 – Development Strategy states that ‘The (exceptional circumstances) required for Green Belt release for development only exist in Broad Locations set out in Policy S6...’
- 5.12 Sandridge village lies within the Green Belt and so in order to ensure that new development constitutes infilling, the settlement boundary of the village has been defined in this Plan.
- 5.13 Based upon this information, the Parish Council has reviewed the boundaries of the village and prepared the map (Figure 2).

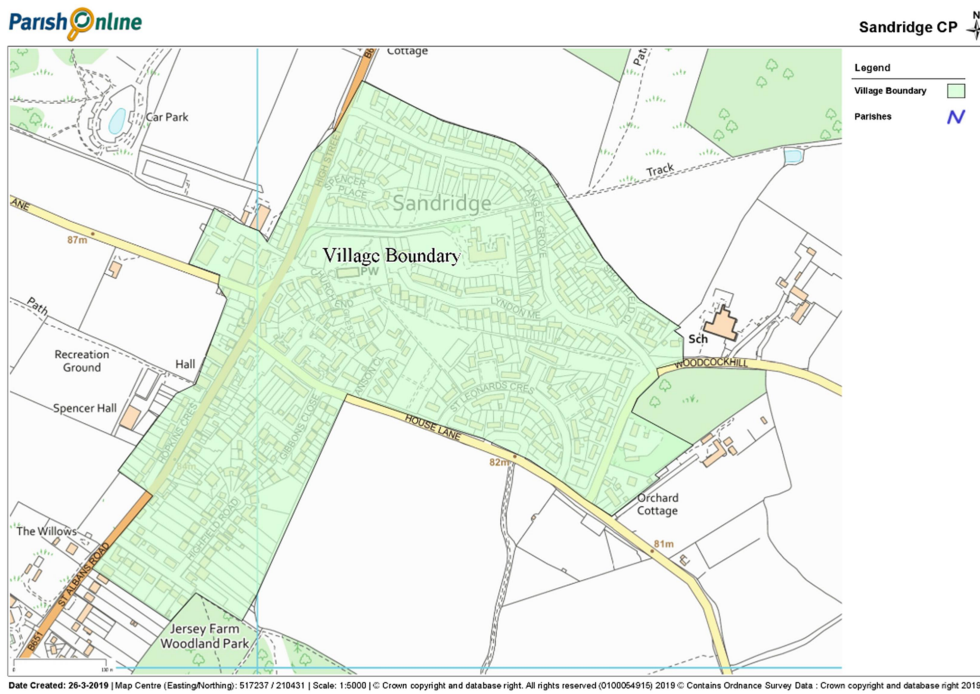


Figure 2: Sandridge Village Boundary

Policy D2 Potential Development Land

Introduction

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

Policy D2 Potential Development Land

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

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

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

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

3. It provides a mix of homes for either purchase or rent (including self-build plots), which include an element of social and affordable in accordance with local needs, taking into account the high market value of property in St Albans in relation to the average salary.
4. A Construction Management Plan containing an appropriate level of detail for the size of development should be agreed in consultation with Sandridge Parish Council, prior to any development taking place, to minimise the impact on the local community. This will include statements on how the construction will be carried out including construction routes and how and when repairs to any infrastructure damage caused by the construction process will be rectified.
5. Applications for development of 10 or more dwellings identify and make proposals to address any adverse impacts such development will have on the character of the Parish, the facilities within the Parish, on parking and public transport. Section 106 agreements or planning conditions should be created to support appropriate proposals.

Background and Explanation

- 5.15 There is constant pressure for new housing to be provided within the Parish. The NPPF emphasises a presumption for sustainable development and this is supported in the emerging Local Plan.

Policy D3 Provision of Affordable Housing for Local People in Perpetuity

Introduction

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

Policy D3 Provision of Affordable Housing for Local People in Perpetuity

In all developments which include the provision of affordable housing, the development will not be supported unless the provision for the affordable housing is reserved in perpetuity for people with a strong local connection.

Those with a strong local connection to the Parish and whose needs are not met by the open market will receive first offer of the tenancy or shared ownership of the dwelling. In this context, a strong local connection, which will be included additionally within a S106 Agreement, means an

applicant(s):

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

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

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

Background and Explanation

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

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

Introduction

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

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

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

- 1. New development is sited so as not to intrude upon the landscape, in line with the NPPF paragraph 127 (c) and in accordance with Policy E2**

Landscape Views and Gaps.

2. New development, improvements or extensions to existing buildings must take into account, and reflect, the distinctive area characteristics in terms of the design and materials used and in accordance with a relevant Area statement in Appendix 4.
3. The scale and height is in keeping with existing and adjacent buildings.
4. New development and extensions provide off-road car parking with a minimum of two spaces for one or two bedroom(s) and a further space for each additional bedroom within the property up to a maximum of four spaces.
5. Secured parking on-site for cycles either communally or for each home.
6. Provide fully operational electric vehicle charging points and boxes for each new home either individually or communally.
7. Designed for flexible room use, such as one room at ground floor allowing for the possibility of fitting a bed downstairs if required for long-term illness; wider doors downstairs for wheelchair access.
8. Prioritises pedestrian access where possible – with reference to the Rights of Way Improvement Plan.
9. New development to be integrated with existing developments, reflecting the character of the frontage of nearby properties.
10. Includes conversion of a detached house into two semi-detached houses where the plot is an acceptable size and meets parking requirements.
11. Reflects the current local housing density.
12. Each home has an outdoor garden space or part of or access to a communal garden.
13. Where footways, pavements and grass verges are to be retained after construction, a commitment to provide evidence that all footways, pavements and grass verges are returned to a similar or better condition than before works commenced.
14. Developers should ensure that all utilities infrastructure is adequate to support additional housing by demonstrating that sufficient capacity exists within the sewerage network, new water supply and strength of broadband signal or that any necessary upgrades will be delivered ahead of the occupation of development.
15. Development must ensure that there is no increase in the current risk of localised flooding.
16. Ensure all developments incorporate the optional requirements M4 (2): Category 2-Accessible and adaptable dwellings.
17. Includes a room or area to enable the possibility of working from home.

Background and Explanation

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

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

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

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

*Herts County Council Traffic and Transport Data Report 2017

** NOMIS figures based on 2011 census

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

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

Introduction

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

Policy D5 Housing Development and Building Guidelines 10 or more dwellings

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

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

Background and Explanation

See Policy D4 above

Policy D6 Sustainable Future Housing Design

Introduction

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

Policy D6 Sustainable Future Housing Design

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

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

A. ENVIRONMENTAL DESIGN

- 1. Provision of an enclosed porch or weather-protected main entrance.**
- 2. Triple-glazed coated glass used throughout any new development.**
- 3. Includes a glazed south-facing area.**
- 4. Levels of insulation in the walls/floors and roof are higher than those recommended by Building Regulations and made of non-combustible materials.**
- 5. Orientation and layout to minimise need for heating.**
- 6. The incorporation of solar thermal panels/PVs where practical.**
- 7. High thermal mass dwellings and the creation of sunspaces with high thermal mass floors.**
- 8. Incorporation of sun shading through overhanging eaves or other local characteristics.**
- 9. Provision of a clothes drying area.**
- 10. Natural ventilation with cross and stack ventilation being prioritised.**
- 11. Good natural daylight throughout the house.**
- 12. Incorporation of water saving measures and provision for grey water recycling.**

B. LIFETIME DESIGN

- 13. A shower (and, ideally, a bath) provided downstairs.**
- 14. Level thresholds or ramps at the main entrance door and back doors where practical.**
- 15. Dimensions of living rooms to allow for arrangement of furniture rather than corridor arrangement as set out in 'Technical housing standards – nationally described space standard', otherwise known as DCLG standards.**
- 16. Subject to local character, sill heights of windows in living rooms low**

enough to see outside while sitting or lying down.
17. Provision of special needs facilities (access to homes and shops, parking, road and pavement adaptations, toilets and so on) and that these are suitably integrated with other aspects of the environment and buildings.

Background and Explanation

- 5.27 Scientific evidence shows that human activities are overloading the planet, causing significantly negative effects on the environment. Furthermore, it shows that global warming is one of the most critical environmental issues.
- 5.28 The population of the United Kingdom is growing and demographic changes are pushing planners to consider sanctioning the building of thousands of new homes. These will further increase the use of energy and other resources. It is therefore of paramount importance that these new developments are built in a sustainable manner.
- 5.29 A glazed sunspace/conservatory attached to the south side of a house will increase solar gain to the living areas while acting as a buffer zone between the outside space and the house during the winter months by pre-heating air. Covering the glass at night with insulation and using low emissivity coating on the glass will reduce heat loss and increase the heat collection of the sunspace.
- 5.30 Flint was used in the construction of most of the historic buildings in the area as it is an easy material to source. Using flint today may only be applicable in the Conservation Area. All roofs in Marshalswick and Jersey Farm are of clay or concrete tiles.
- 5.31 Harnessing the natural resources of a site, creating an appropriate layout and having a suitable orientation can help save energy and create more sustainable homes. It is possible to reduce energy to heat a house just by homes orientating north/south where possible, with living areas to the south and circulation and kitchen areas to the north. Evidence proves that adding a porch with a door, while retaining the original front door, will save 11% of the energy required to heat the home.
- 5.32 Home design must be developed in a manner that is inclusive and of sufficient dimensions to be flexible to accommodate the arrangement of furniture. This enables a home to be used to the full by everyone regardless of age, gender, capability etc. In addition, design should be influenced by the relevant Area and Conservation Statements for Sandridge village, Marshalswick North and Jersey Farm, contained in Appendix 4 of this Plan.
- 5.33 People tend to remain in their homes for much of their lives, so their homes need to be adaptable. The ability to quickly and cheaply change our home when our circumstances change is particularly important in an ageing society where most

residents want to maintain their quality of life, maximise independence and stay in their own home for as long as possible.

- 5.34 Other standards that could improve the lives of residents include:
- a. The civil provision of a neighbour's 'right to light' entitlement (refer to BRE good practice 'Site layout planning for daylight and sunlight' (BR209)).
 - b. Options for sustainable energy usage, including dual fuel and solar panels.
 - c. Construction using non-combustible high-quality materials, such as super insulation (150mm), with sustainability and eco-friendly features.

In addition, the difficulties experienced by owners of leasehold properties as the length of the lease shortens and the cost of extending leases should be avoided by the sale of properties as freehold, wherever possible.

Policy D7 East St. Albans Broad Location

Introduction

- 5.35 Within the emerging Local Plan, the following Broad Location for Development (Policy S6 v) is substantially within Sandridge Parish: East St. Albans Broad Location. Policy D7 meets objectives 1-6.

Policy D7 East St. Albans Broad Location

In addition to the conditions set out in the relevant emerging Local Plan policies and relevant policies in this plan, all of the following criteria set out below should be adhered to. Sandridge Parish Council must be a major collaborator in the master planning process. (Appendix 5).

Development proposals should:

- 1. Demonstrate good quality design and respect the character and appearance of the surrounding area, as set out in a design brief, which the local community should be consulted on.**
- 2. Use existing green hedging and/or trees to define current and future residential boundaries.**
- 3. Provide a mix of house types and tenures, including the requirement for at least 40% affordable housing to meet the needs of current and future residents, including staff at local educational establishments.**
- 4. Make plots available for self-build development and release areas for development in small phases to enable local small and medium-sized builders to participate in construction, in-keeping with current Government guidelines.**
- 5. Provide safe access for pedestrians, cyclists and road users, especially for students attending local schools and Oaklands college and users of the community facilities, including drop off and pick up provision.**
- 6. Provide multiple access points to the development for motor vehicles to ensure traffic is dispersed proportionately across surrounding roads and neighbourhoods and in accordance with local traffic surveys carried out during the master planning process and the**

Hertfordshire Highways Design Guide and Policy.

- 7. Include road layouts that protect and mitigate against the impact of through traffic within residential areas (in accordance with the measures set out in the tables of Highway Improvements below).
 - a) Provide public transport enhancements in accordance with the measures set out in the table of Public Transport improvements below.**
 - b) Sustainable transport enhancements to promote community health and wellbeing (in accordance with the measures set out in the table of Walking, Cycling and Recreational Travel improvements below).****
- 8. All roads within the development shall be built to adoptable standard and the developer shall provide every assistance to facilitate the adoption of the roads by Hertfordshire County Council.**
- 9. Provide fully operational electric vehicle charging points for each new home either individually or communally.**
- 10. Within the master planning process (SADC Toolkit dated July 2019, as amended), provide a Parking Strategy for the development considering the needs of residents, their visitors, staff and students of education establishments, taking into account the Parish Council's Transport and Parking Plan in the 5 year Forward Action Plan Appendix 2, Annex A.**
- 11. Ensure effective measures for the management of surface water arising from the development are put in place prior to the occupation of the first home.**
- 12. Include provision of community facilities to serve new residents without increasing demand on already overstretched adjacent neighbouring facilities, including:
 - a) Provision of pre-schools, primary and secondary schools to meet the needs of the new community in line with the education requirements stated in Policy S6 v) of the emerging Local Plan.**
 - b) Healthcare provision within or close to the site.**
 - c) Provision of community facilities, including a hall for community use and interdenominational use, public open space, including a children's play area.**
 - d) Land for local retail outlet(s) to be classified as a 'local centre' within this Neighbourhood Plan.****
- 13. Provide high quality (superfast) communications infrastructure.**
- 14. Use and promote low carbon and renewable energy, including the consideration of district heating and/or local power generation.**

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

5.36 The following tables set out the highways, public transport and community health & wellbeing enhancements the Parish would seek to be considered as part of the

master planning process for the Broad Locations development.

5.37 East St Albans Broad Location Highway Improvements

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

5.38 **East St Albans Broad Location Public Transport Improvements**

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

5.39 **East St Albans Broad Location Walking, Cycling, Recreational Travel Improvements**

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

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

Background & Explanation

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

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

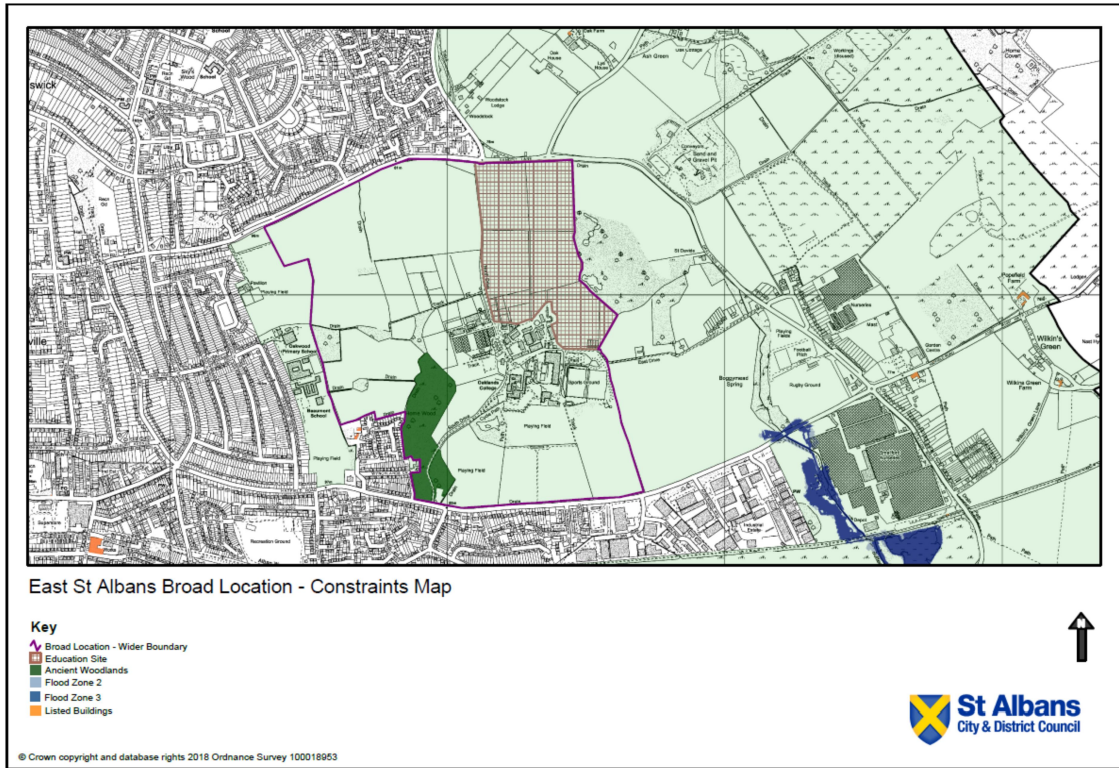


Figure 3: East St. Albans Broad Location: Constraints Map

Sustainable Transport

Introduction

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

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

Policy T1 Traffic Congestion and Road Safety

Introduction

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

Policy T1 Traffic Congestion and Road Safety

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

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

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

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

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

Background and Explanation

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

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

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

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

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

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

5.61 **Marshalswick North Highway Improvements**

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

5.62 **Jersey Farm Highway Improvements**

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

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

Policy T2 Public Transport (Buses)

Introduction

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

Policy T2 Public Transport (Buses)

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

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

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

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

Background and Explanation

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

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

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

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

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

Introduction

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

Policy T3 Walking, Cycling and Recreational Travel

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

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

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

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

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

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

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

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

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

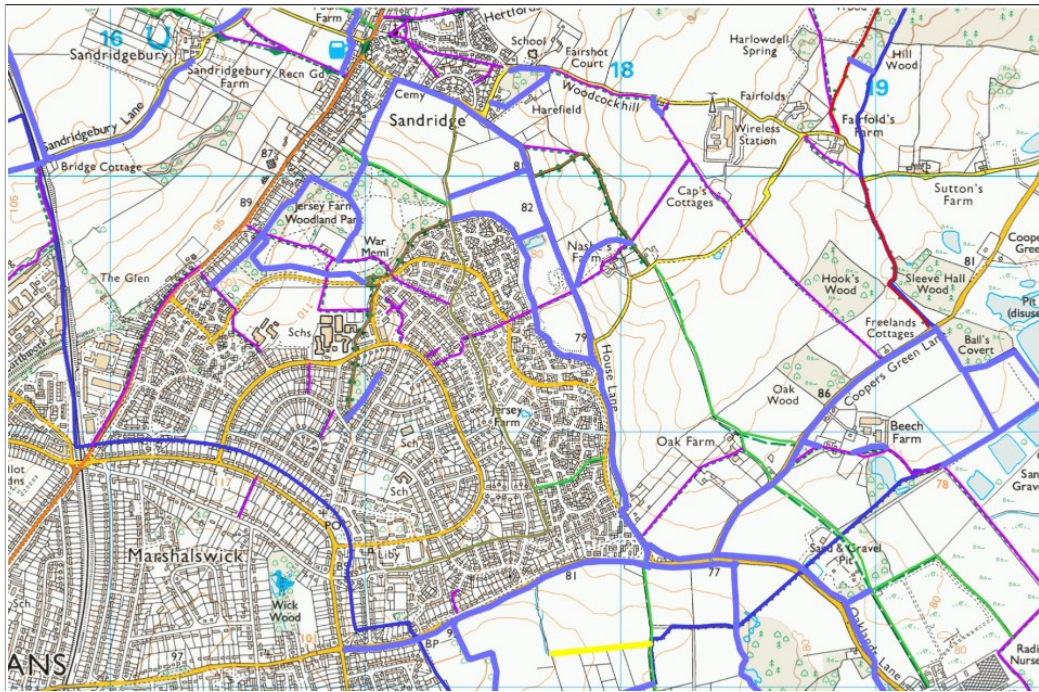


Figure 4: Rights of Way Improvement Plan – Marshalswick & Jersey Farm; February 2017

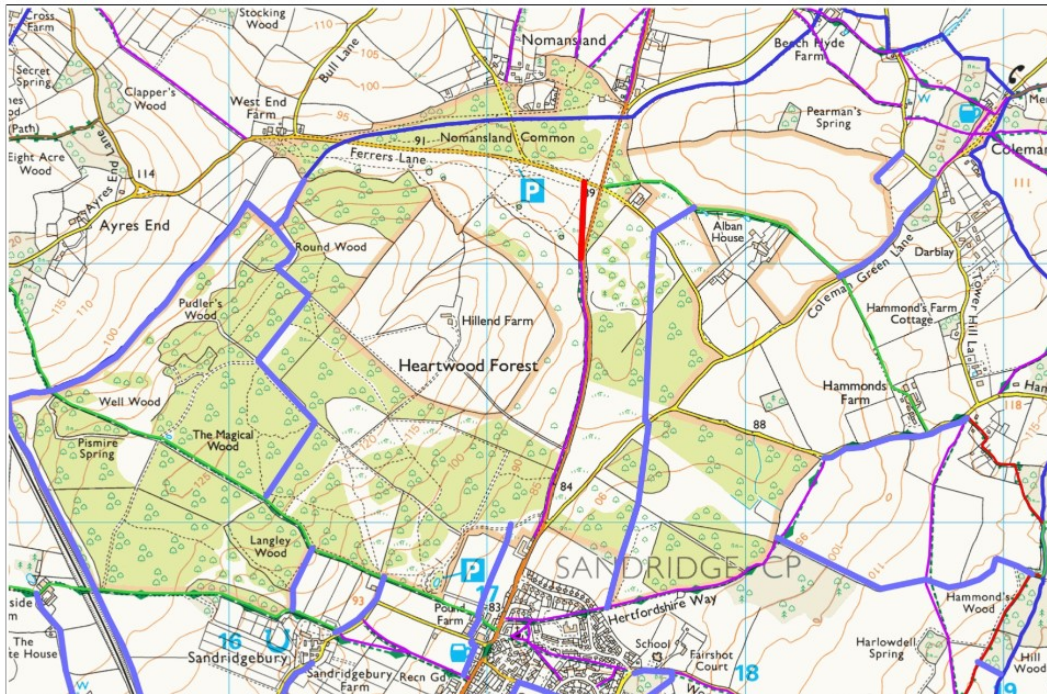


Figure 5: Rights of Way Improvement Plan – Sandridge; February 2017

For Legend to maps – see page 47

Background and Explanation

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

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

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

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

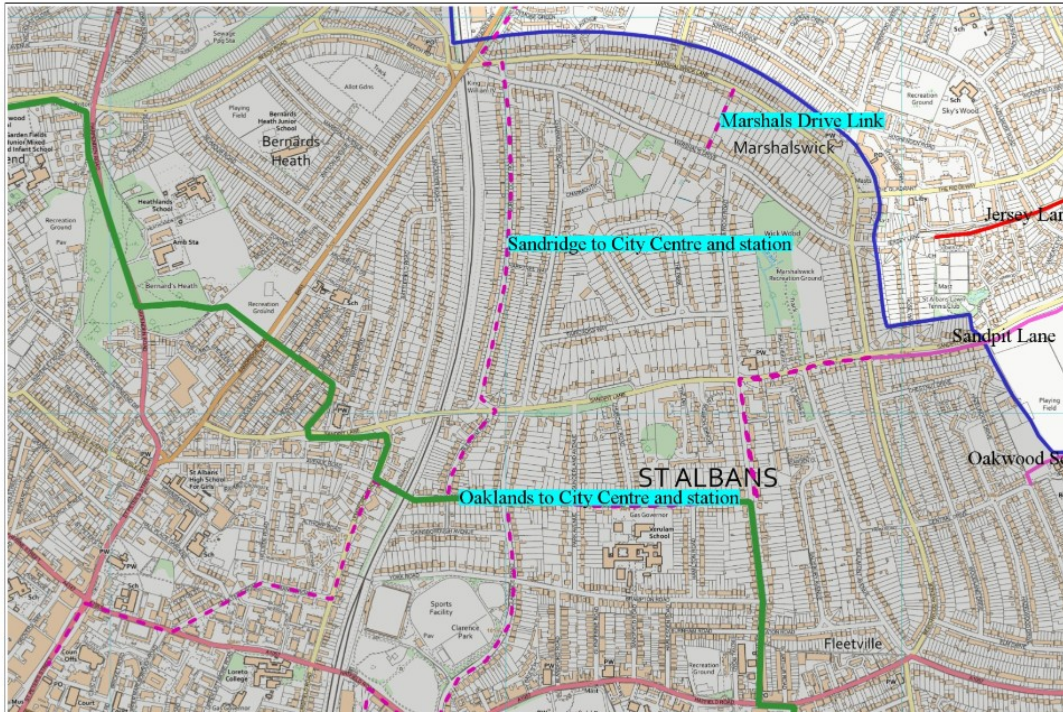


Figure 6: Proposed links with Station and Town Centre

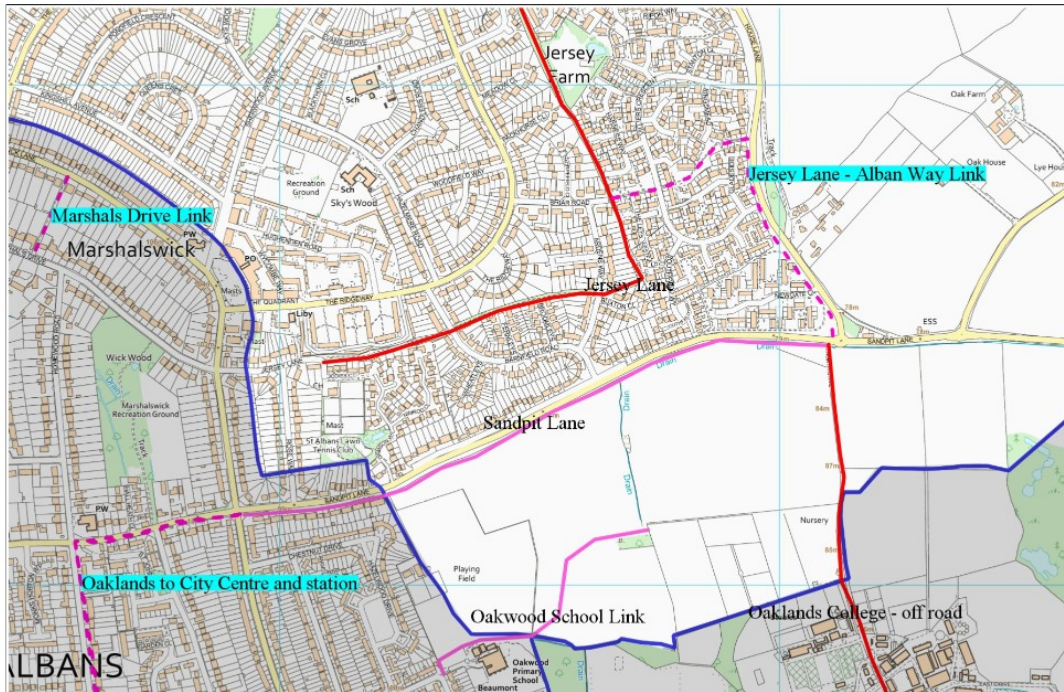


Figure 7: Jersey Lane – Alban Way Link

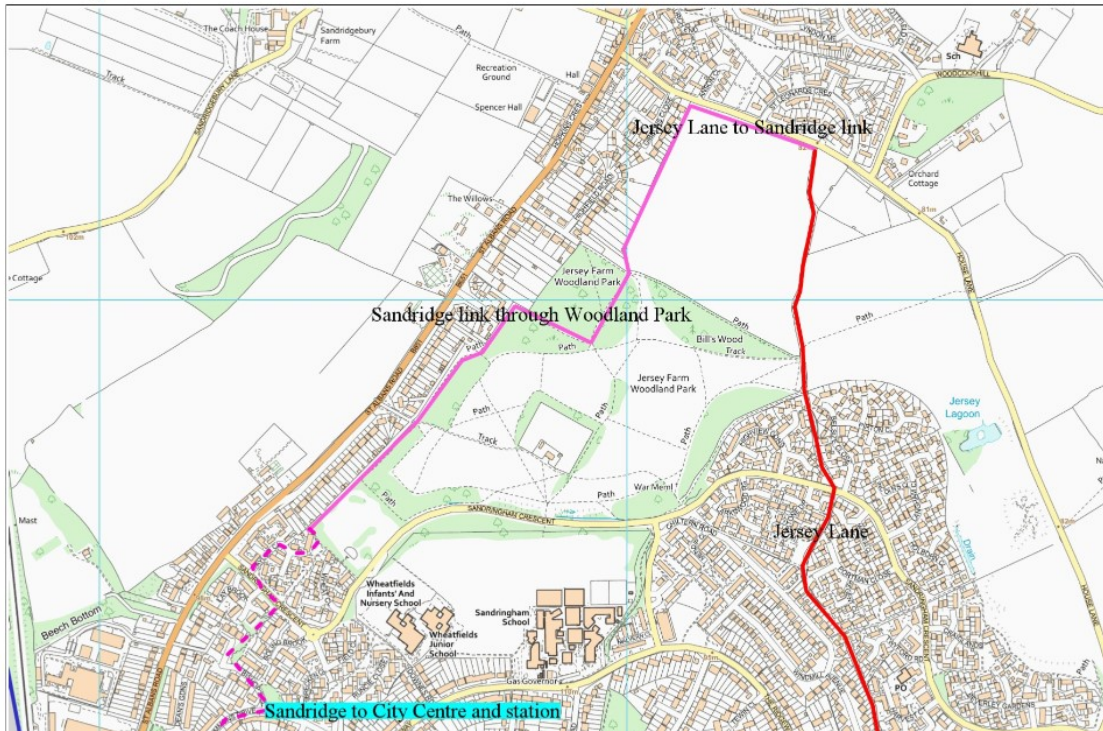


Figure 8: Sandridge Village Links

Legend to Figures 4 and 5

Legend to figures 6 - 8

Legend	
Rights of Way Improvement Plan	
RoWIP Proposed Cycleway	
RoWIP Proposed ROW	
TW Proposed ROW	
Hertfordshire Prow	
Byway open to all traffic	
Bridleway	
Footpath	
Restricted Bridleway	

Legend	
Desired Transit Paths in ROWIP	
Suggested Cycle Routes	
Main Existing Paths	
Parishes	

Sustainable Economy

Introduction

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

Policy C1 Commercial Areas

Introduction

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

Policy C1 Commercial Areas

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

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

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

Background and Explanation

- 5.85 No sites within the Parish have been designated in the emerging Local Plan as primarily business use areas, strategic office locations or special employment locations within the Green Belt.
- 5.86 Commercial activity is restricted to a few sites within the Parish. The areas designated are Ronsons Way, the adjoining area off St Albans Road and the CAST site on Woodcock Hill. This Plan does not support any residential development at those locations.
- 5.87 Ronsons Way and the adjoining area off St. Albans Road are a mix of B1/B1c/B2 office facilities. There is also a major environmental and waste services site within the area. The area provides important space for local companies and is mainly occupied by the District's refuse collection provider and a secure BT network centre.

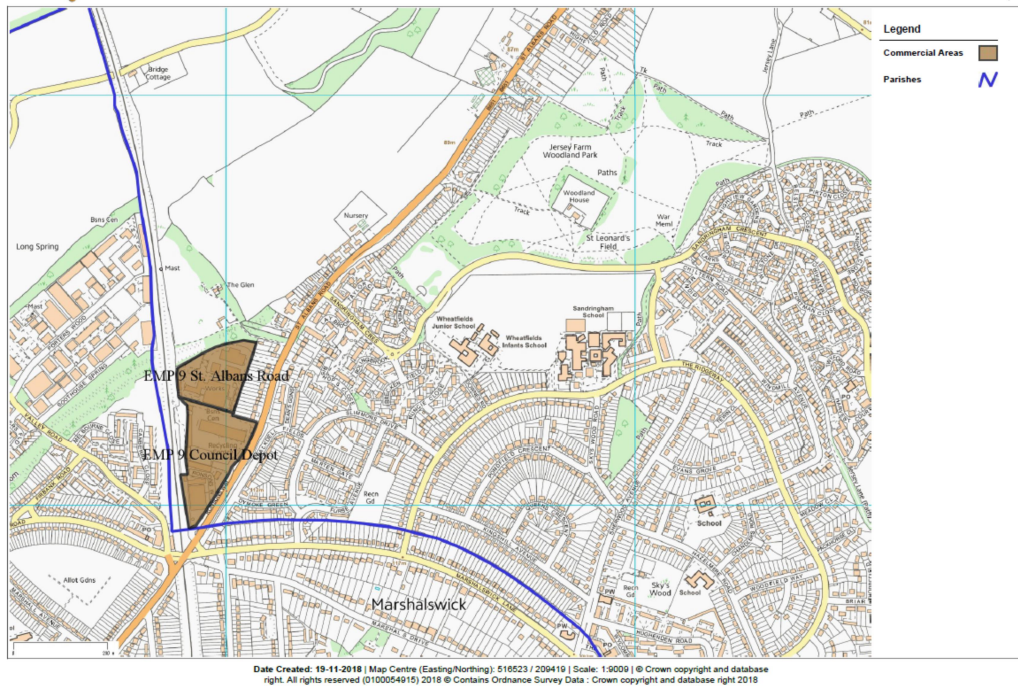


Figure 9: Ronsons Way and adjoining area off St. Albans Road.

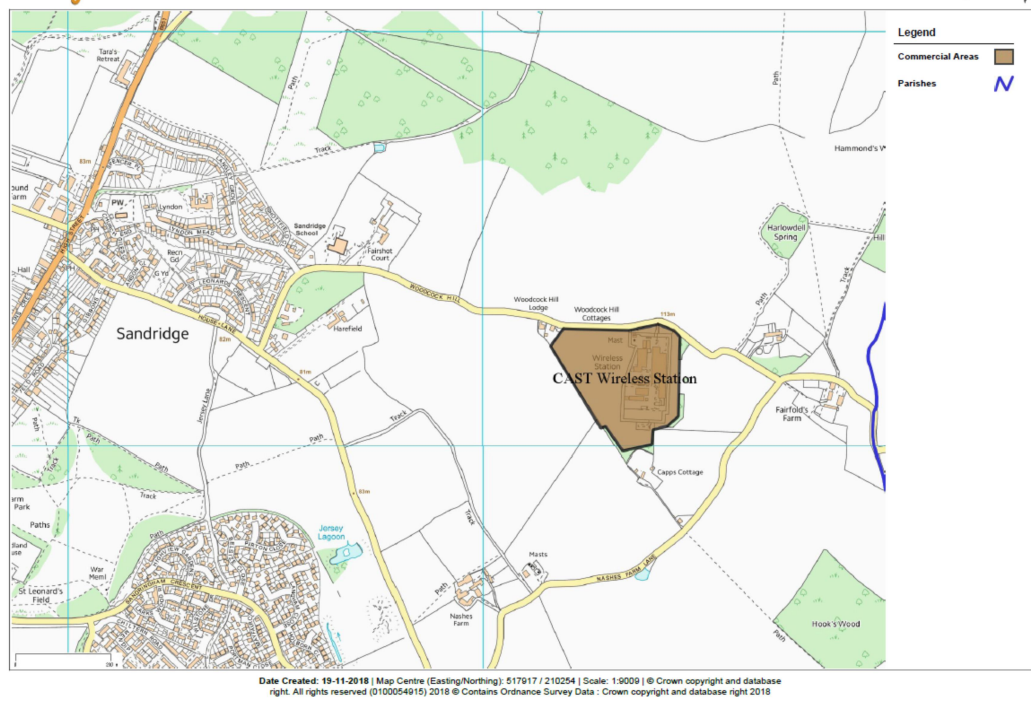


Figure 10: CAST Wireless Station

Policy C2 Retail Areas

Introduction

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

Policy C2 Retail Areas

The Shopping Areas are set out on the attached plans:

- a. The Quadrant – District Centre.
 - b. St Brelades Place – Local Centre.
1. Within the Shopping Areas:
 - a. The loss of existing Use Classes Order Class A1 use will usually be refused. Exceptionally, new service uses that contribute positively to the vitality and viability of the area or centre may be permitted.
 - b. The loss of ground floor business/commercial units to residential uses will be refused.
 - c. Residential development will be encouraged on upper floors, subject to compliance with housing policies in the emerging Local Plan.
 - d. Non-retail services such as the library, dental surgery and GP surgery will be encouraged to remain in or close to the Shopping Areas.
 2. Given the proximity to Sandringham School and other schools and to maintain a mix of retail outlets, proposals for Class A5 (Hot Food Takeaways) uses which result in an over-concentration of A5 uses at either Shopping Area will be refused. Over-concentration would result if there were more than two adjacent Class A5 retail units or there were fewer than two non-Class A5 units between any pair of Class A5 units. In addition, the total number of Class A5 units in any frontage should be no more than 10%.
 3. Proposals for Class A5 (Hot Food Takeaways) uses should not detract from the visual character of the area or cause significant problems in relation to:
 - a. Parking;
 - b. Noise/fumes/smell and general disturbance;
 - c. Litter;
 - d. Residential amenity.
 4. To support local businesses, the existing parking areas (within and adjacent to the Parish) at The Quadrant and St Brelades Place should be retained.

Background and Explanation

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

5.90 The emerging Local Plan policy on Centres for Retail, Services and Leisure designates The Quadrant as a District Centre and St Brelades Place as a Local Centre.

- 5.91 The Residents' Survey showed a demand for a mix of retail businesses at The Quadrant and St Brelades Place. Residents also objected to the number of takeaway food outlets at The Quadrant and do not want to see any increase in the number of businesses classified as A5 hot food takeaways in either precinct.
- 5.92 Shopping Areas should be primarily for Class A1 uses (shops) to serve the needs of the local community. All new development in these areas should present an active frontage with window display. This will help to maintain and enhance the character, commercial viability and vitality of the Shopping Areas.
- 5.93 Although valued by the community, because of their limited facilities, the shop, tea room and public houses within Sandridge village are not designated as a Centre for Retail, Services and Leisure in the emerging Local Plan.

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

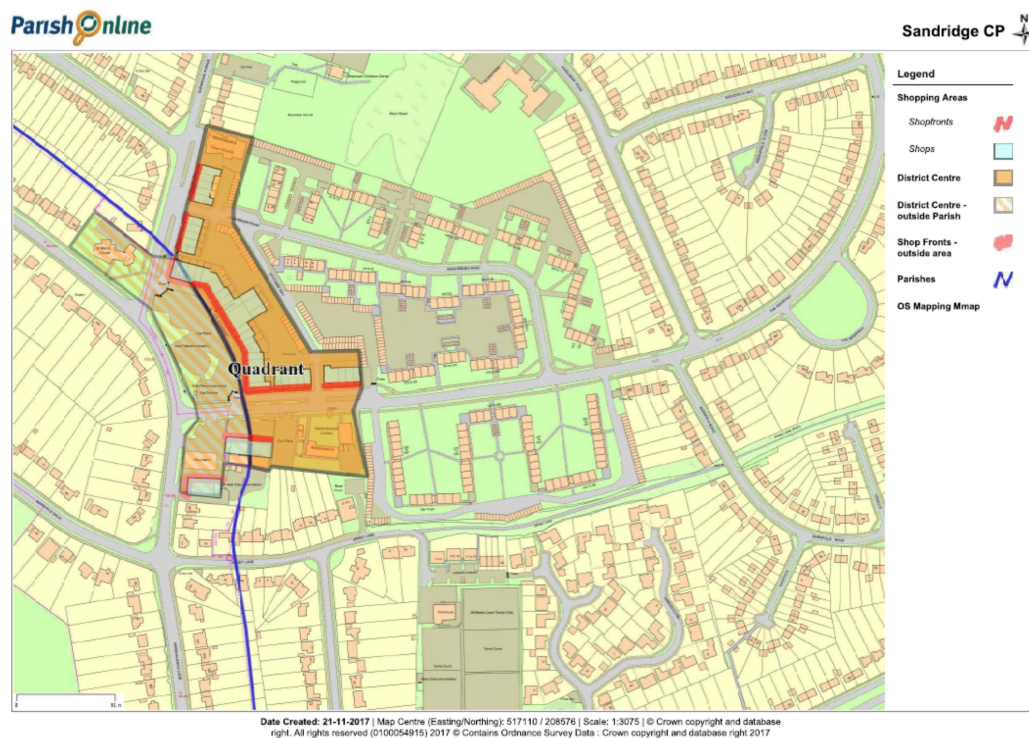


Figure 11: The Quadrant – District Centre



Figure 12: St Brelades Place – Local Centre

Policy C3 Homeworkers

Introduction

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

Policy C3 Homeworkers

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

Background and Explanation

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

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

Policy C4 Sustainable Community, Leisure and Sports Facilities

Introduction

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

Policy C4 Sustainable Community Leisure and Sports Facilities

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

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

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

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

Background and Explanation

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

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

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

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

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

Policy C5 Promotion of visitor attractions

Introduction

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

Policy C5 Promotion of Visitor Attractions

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

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

Background and Explanation

- 5.104 Heartwood Forest should be retained as publicly accessible open space with minimal development. Within the emerging Local Plan, Heartwood Forest is identified as part of the Key Green Infrastructure Network (LP29).
- 5.105 However, in the future there may be a need to provide additional facilities for visitors, such as toilets and increased car parking. These will be supported. Such developments might be located within Heartwood Forest or could involve the redevelopment of nearby properties.

Sustainable Environment, Health and Wellbeing

Introduction

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

Policy E1 Natural Environment, Biodiversity and Green Infrastructure

Introduction

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

Policy E1 Natural Environment, Biodiversity and Green Infrastructure

Positive improvements to green infrastructure and a net gain in biodiversity should be achieved as the result of all major development proposals.

Positive improvements include the following:

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

Background and Explanation

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

5.114 To the north and north-west of Sandridge village, the Woodland Trust has developed Heartwood Forest. To the east, north-east and west, the village is surrounded by agricultural land and pasture with smaller pockets of woodland. Two-thirds of Nomansland Common also lies within the Parish, as does Coleman Green. These areas offer open access to walkers with some providing limited access to cyclists and horse riders.

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

Policy E2 Landscapes, Views and Gaps

Introduction

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

Policy E2 Landscape, Views and Gaps

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

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

- 5.119 Figure 13 below shows designated views, from higher points to the west, east, south-east and south of the village towards St. Leonards Church, plus view from Nashes Farm over Jersey Farm. The area around St Leonards church should not be obscured by developments on higher ground in the surrounding area.

Background and Explanation

- 5.120 The majority of Sandridge Parish is Green Belt land, Sandridge village being

designated as a Conservation Area, Green Belt settlement and, in part, a Landscape Conservation Area. The village has a remote feel and is largely detached from any urbanising influences. The general character of the area is a rolling landscape made up of open dry valleys with small areas of plateau and woodland and narrow winding lanes lined by dense mixed hedgerows.

5.121 The predominant land use is arable farming, pasture and recreational, particularly equestrian activity. There are many Public Rights of Way, which provide a green route around the neighbourhood and offer spectacular views across the open countryside. The strategy and guidelines for managing the environmental landscape are detailed within the Hertfordshire County Council 9.24 North Hertfordshire Landscape Character Assessment (102) with a designation to improve and conserve.

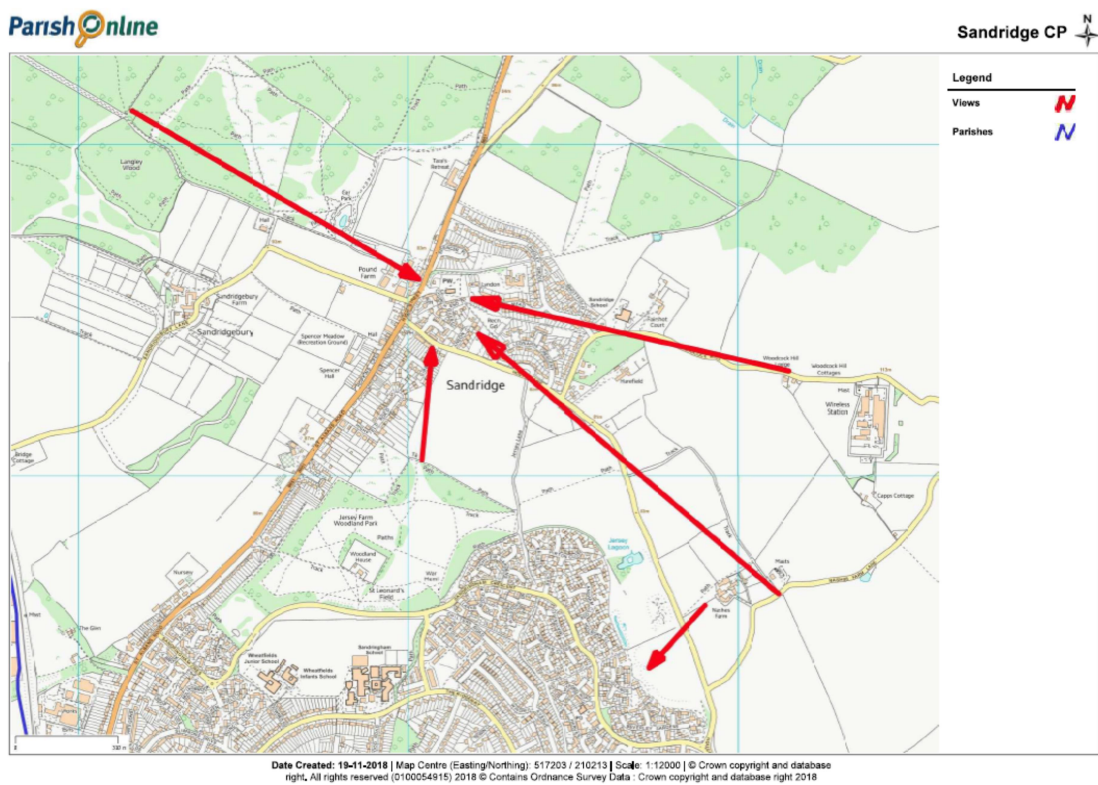


Figure 13: Sandridge Village – Designated Views

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

5.123 There are increasing demands upon existing farmland to feed a growing population as well as use for bio-fuels. Land surrounding Jersey Farm and Sandridge village is of prime agricultural value, contributing to the rural economy and the landscape heritage.

5.124 Residents have expressed their desire that development should be contained within the village boundary to balance the needs of housing and sustainable land use, and preserve the distinctiveness of Sandridge village and its surrounding landscape.

Policy E3 Local Green Spaces

Introduction

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

Policy E3 Local Green Spaces

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

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

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

	Name	Brief Description of Location
1	Jersey Farm Open Space.	Between Jersey Farm houses & House Lane.
2	Sandringham Crescent.	Adjacent to the Woodland Park and Taylor Close and Wheat Close.
3	Ardens Marsh.	To east of House Lane near 'Woodstock'.
4	Bentsley Spinney.	Between Skyswood Road & The Ridgeway.
5	Harness Way Open Space (The Larches).	Between Harness Way & Jersey Lane.
6	Damson Way.	Off Damson Way.
7	Sherwood/Skyswood Open Space.	Between Sherwood Avenue & Hazelmere Road.

	Name	Brief Description of Location
8	William Bell Open Space (partial area).	Off Furse Avenue excluding strips to north & south of open space.
9	Jersey Lane Green Corridor.	Path from House Lane in Sandridge through Jersey Farm ending at Rose Walk.
10	Villiers Crescent Green Corridor.	Path linking House Lane with Jersey Lane passing through Villiers Crescent.
11	St. Leonards Open Space.	Triangle of land between Lyndon Mead, St. Leonards Crescent & Anson Close.
12	Newgate Close Open Space.	Play area adjacent to 51 – 81 Newgate Close.
13	Chalkdell Fields.	Between St. Albans Road and 39 – 85 Chalkdell Fields.
14	Bishops Close.	Bordering Slimmons Drive, Bishops Close & Bishops Garth up to the side of 20 Bishops Garth.
15	Furse Avenue.	Front of 5 Chalkdell Field and 7 – 29 Furse Avenue.
16	Wilstone Drive.	Adjacent to Jersey Lane and 28 – 36 Wilstone Drive.
17	The Ridgeway.	Semi-circle facing 209 – 235 The Ridgeway.
18	Windmill Avenue/ Mendip Close.	Adjacent to Quantock Close, Mendip Close, Windmill Avenue & The Ridgeway to east of Parkside View.
19	Langley Grove.	South of 30 – 50 Langley Grove bordered by public footpath.
20	Slimmons Drive (Scout Hut).	Land to east of Slimmons Drive opposite Chalkdell Fields.
21	Spencer Meadow.	Off Sandridge High Street, behind Hopkins Close.
22	Coleman Green.	Land either side of Coleman Green Lane from kennels, past public house to cottages.
23	Jersey Lane -Jersey Farm Open Space link.	Path linking Jersey Farm with Open Space between Twyford Road, Portman Close, crossing Sandringham Crescent & between Craiglands & Holborn Close.

Background and Explanation

5.126 The preservation of urban green spaces is a fundamental part of all local planning policy. St. Albans District Council carried out a survey and prepared a Technical

Report in 2016. This Plan has incorporated the findings of the Technical Report and has added four areas which are also considered critical to the local community. These areas are:-

- a) **Slimmons Drive** – this is a area of 0.187HA surrounded by Slimmons Drive, Marten Gate & Furse Avenue. The land is owned by SADC and leased to the Scouting Movement who hold weekly meetings for all age groups. It contains a number of mature trees.
- b) **Spencer Meadow** – this is an area of 2.057HA located on the border of Sandridge village. This is a critical open sports area serving both the village and local Marshalswick & Jersey Farm communities. In addition to the sports facilities, this area has retained some ancient hedgerows with associated wildlife.
- c) **Coleman Green** – this is an area of 1.82HA on either side of the minor road through Coleman Green and immediately adjacent to the Parish boundary. It has been designated by the Herts & Middlesex Wildlife Trust as a site of interest. It is also the site of the Bunyan chimney, a site of local historic interest.
- d) **Jersey Lane – Jersey Farm Open Space link** – Jersey Lane is designated as a Green Corridor within the Technical Report. This links Jersey Lane with the Jersey Farm Open Space. This provides a safe and convenient route between two important spaces within Jersey Farm.

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

Policy E4 Non-designated Green Spaces

Introduction

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

Policy E4 Non-designated Green Spaces

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

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

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

replacement recreational or sporting facilities are to be provided, they must be laid out and usable before the existing site is lost).

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

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

	Name	Brief Description of Location
30	St. Albans Road.	Between St. Albans Road & rear of 1 – 23 Dean’s Gardens.
31	Runcie Close.	From Slimmons Drive to Orton Close.
32	Runcie Close/Field Close.	Rear of 19 – 32 Field Close, 1 – 6 Brecken Close & 9 – 29 Runcie Close.
33	Pitstone Close.	Junction of View Gardens, Wendover & Pitstone Close.
34	Sandringham Crescent opp. Larkwood Road.	North side of Sandringham Crescent below Open Space from opp. Chiltern Road to rear of 31 Ivinghoe Close.
35	Craiglands.	Adjacent to 8 – 32 Craiglands.
36	Ripon Way/ Stanton Close.	Commencing at Harness Way open space & backing onto Ripon Way, Cheriton Close & Stanton Close, continuing to Sandringham Crescent.
37	Sandpit Lane.	Open area adjacent to Sandpit Lane commencing at no. 159 Sandpit Lane, passing Newgate Close and continuing to Ardens Marsh.
38	The Ridgeway Flats.	3 areas around 257 – 503 The Ridgeway. Area enclosed by 298 – 338 The Ridgeway & 46 – 136 Hughenden Road. Area in front of 41 – 95 Hughenden Road.

Background and Explanation

- 5.128 The Detailed Local Plan Technical Report on Green Spaces was prepared by St Albans District Council (SADC) in May 2016 and updated in September 2016. This Report identified the more important green spaces and assessed their location, use, size and accessibility against national standards. This Policy has used the information prepared by this Report as the basis for identifying Local Green Spaces.
- 5.129 This Report identified types of green spaces and these categories have been used within this Local Green Belt Policy. The principal areas of green space outside the Metropolitan Green Belt have been confirmed as Local Green Spaces while other areas considered essential to the character of the area have been classified as Non-designated Green Spaces and development policies have been applied to ensure they are only lost to development in exceptional circumstances.
- 5.130 Many areas of open space owned or managed by the Parish, are within the Metropolitan Green Belt. These areas receive the protection of The National Planning Policy Framework (NPPF) and are not included within this policy.
- Note:** The Villiers Crescent Link Route is scheduled by SADC as an Amenity Green Space but has been changed to a 'Green Corridor' to reflect the Transport Policy seeking to upgrade the route as part of a non-vehicle link between Jersey Lane and the Alban Way via Oaklands.
- 5.131 For map and full details of the Green Spaces, Designated and Non-designated, and evidence of Specialness, please see Appendix 8.

Policy E5 Heritage Assets

Introduction

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

Policy E5 Heritage Assets

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

- a. **Proposals for development affecting a listed building and/or within the conservation area and its setting must preserve or enhance the local character and distinctiveness of the conservation area.**
- b. **Development must maintain the local character of landscape and not cause reduction or loss of views within and/or around heritage assets as detailed in the Conservation Area Area statement for Sandridge.**
- c. **There is a presumption in favour of retaining traditional and discreet signs and features, and the overall context of the street-scene must be preserved. Aerials, new signs, street furniture and public utilities (such as telephone**

- junction boxes and masts) should be sited discreetly.
- d. All development must allow for the investigation, recording and preservation of archaeological remains.

Background and Explanation



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

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

Roman times and Stone Age, Bronze Age and Roman items, including the Sandridge Hoard of Roman coins, have been discovered locally. Most of the village centre, believed to be the extent of the Saxon and medieval village, is subject to an archaeological recording condition.

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

Policy E6 Health Needs

Introduction

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

Policy E6 Health Needs

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

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

Background and Explanation

5.140 Residents currently have access to three acute hospitals (Watford, Luton/Dunstable and Stevenage). With any increase in population, the neighbourhood will place an above average demand on Maternity, Gynaecology and Paediatric services as well as A&E/trauma cases. This is currently being debated through the NHS organisations.

For more detail please see Appendix 9.