PLANNING AND DESIGN APPRAISAL

for land at St Albans Road, South Mimms

September 2015

DESIGN TEAM

Masterplanning

Saunders Partnership Architects
www.saundersarchitects.com

Town Planning

Aylward Town Planning Ltd
www.aylwardplanning.co.uk

Transportation

TPA
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Site Investigations

Pinnacle Consulting Engineers
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King & Co

CONTENTS


St Albans Road
London Orbital Motorway
Blackhorse Lane

This document has been prepared in support of our Client's aspirations to deliver a residential development on the St Albans Road site adjacent to the settlement boundary of the village of South Mimms.

We provide an overview of the site, planning context and the key physical constraints and opportunities which inform the development potential of the site.

The overarching objectives of the proposed masterplan are as follows:

- To provide an initial assessment of the site capacity including potential mix of tenure, access, parking and provision of on-site play areas and open space;

- To create a proposal that support local development needs;

- To provide an appropriate and meaningful contribution to support Hertsmere Borough Council's wider housing target, and

- To deliver a high quality and sustainable residential development.

SITE CONSIDERATIONS

The subject site is identified by the attached plan and covers 1.2 hectares. The site is currently identified as green belt, and is in use (in part) for agricultural purposes and a small copse area which has been previously developed. Gated access to the site is already provided to the B556 and a public right of way runs through the site.

The site is bounded by hedgerow along the B556, a watercourse (Catharine Bourne) and the existing properties of South Mimms. The public right of way follows the line of the watercourse, linking the B556 and Blackhorse Lane, and is lined with a number of trees and shrubbery. The topography of the site is flat in nature and much of the existing built form within the immediate vicinity of the site is two storey in height.

FLOOD RISK

Our team has had detailed dialogue with engineers from both the Council and Environment Agency in respect of matters pertaining to flood risk. We have established the likely extent of any flood risk zones and any future need for assessment pertaining to any future planning application. With this being had, we have identified an appropriate development buffer (12m either side of the centre of the watercourse) within which we would not seek to promote any:

New dwellings
Ancillary outbuildings or garden fencing
Estate roads

Through this approach, we do not consider it likely that there would be any in-principle issues in terms of flood risk that could not be straightforwardly be resolved through assessment and mitigation as needed. It would be envisaged and encouraged that the development buffer could support landscape and biodiversity improvements which enhance the character of the development without any prejudice to flood matters.

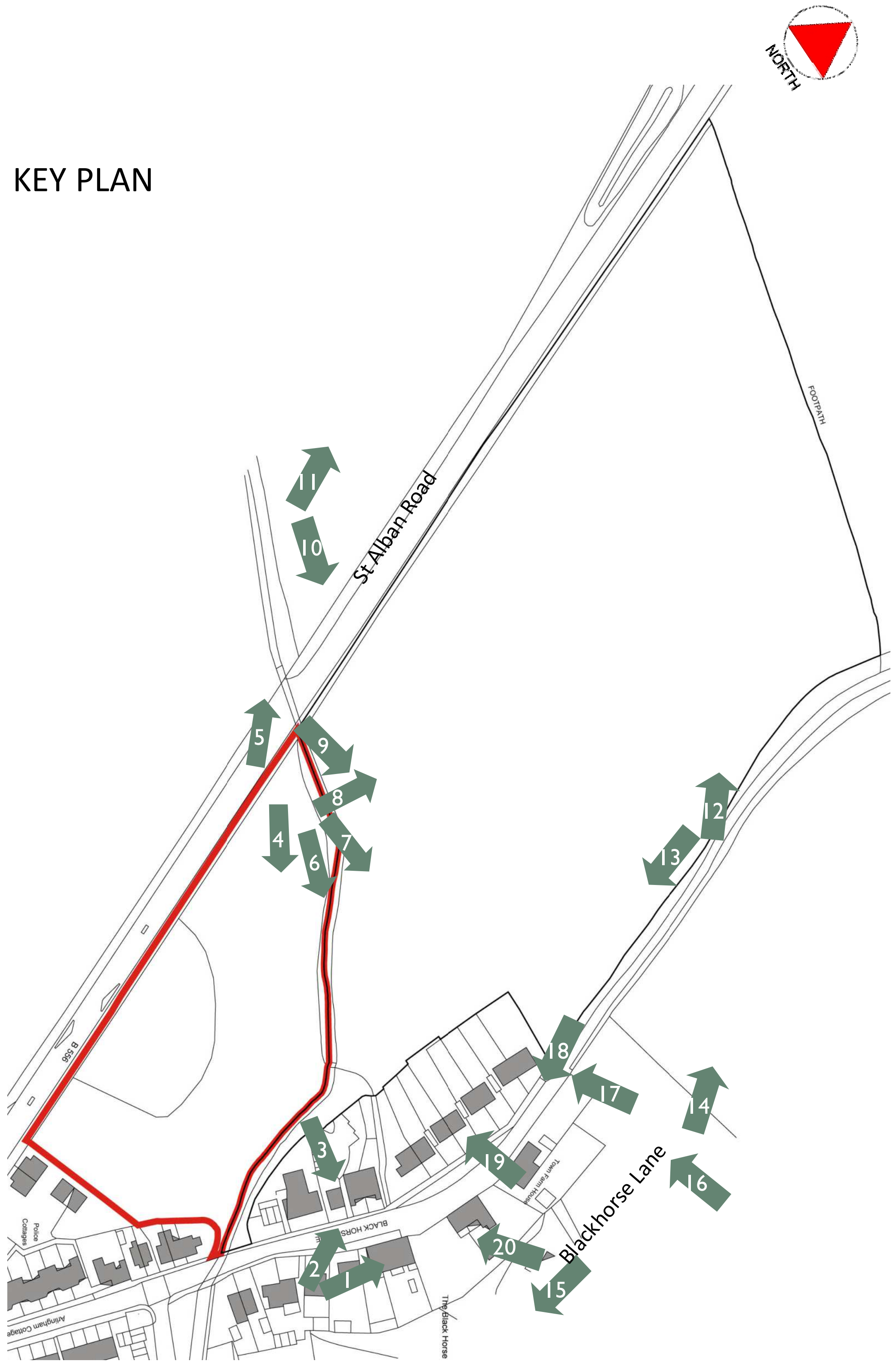
ACCESS & HIGHWAYS

The site benefits from a significant shared boundary with the existing local highway network. As such, an access solution to accommodate the expected traffic levels and required visibility plays can be promoted. A simple priority junction could be created with a geometric design in accordance with both national and local guidance. Roads in Hertfordshire: Highway Design Guide 3rd Edition (Section 6.1) states that “not more than 300 dwellings should be served by a single point of access to the wider highway network” and, as such, a single point of access should be acceptable in design terms.

Pedestrian connectivity between the site and the existing network of local footways will be with the inclusion of footways to both sides of access junction and arterial roads. Dropped kerbs and tactile paving will also be included to aid pedestrian movement across the junction. Linkage between existing public transport facilities is expected to be good due to their proximity to the site and the connections to the local network of footways.

Outside of the requirements to undertake any necessary highway works to access the site, it is not envisaged that off-site junction improvements will be required to mitigate capacity issues. The traffic generation for a development of this scale is unlikely to materially impact on the local highway network. Such conclusions would, of course, need to be confirmed at the appropriate time through a Transport Statement of Assessment.

KEY PLAN



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