



# Dacorum's Local Development Framework

## Assessment of Local Allocations and Strategic Sites



October 2010



## **Contents**

<b>1. Introduction</b>	<b>1</b>
<b>2. Methodology</b>	<b>9</b>
<b>3. Results</b>	<b>14</b>
<b>Part 1 – Local Allocations</b>	<b>16</b>
<b>Part 2 – Strategic Sites</b>	<b>155</b>
<b>4. Conclusions</b>	<b>170</b>
<b>Part 1 – Local Allocations</b>	<b>171</b>
<b>Part 2 – Strategic Sites</b>	<b>174</b>
<b>Appendix 1 – Sustainability Appraisal Framework</b>	<b>176</b>
<b>Appendix 2 – Maps</b>	<b>189</b>

## **INTRODUCTION:**

### **The need for an assessment**

The estimated capacity of existing urban areas within Dacorum may not be sufficient to accommodate the level of housing provision required for the Borough. Some Green Belt housing sites may therefore need to be identified for development in the latter stages of the Plan period. The precise scale of this greenfield need will depend upon decisions about the need to maintain local populations or accommodate low level growth of settlements.

Some provision may also need to be made for new employment land within the Green Belt. This would be where existing supply is either inadequate to meet future needs, or existing sites are proposed for redevelopment for housing and the land needs to be replaced elsewhere.

### **The need for flexibility**

Where Green Belt boundaries are reviewed, the aim should be to release sufficient land to avoid further reviews before 2031. An important factor that will affect the quantity of Green Belt land that needs to be released for development is the density at which housing land within the existing urban areas is developed. This will vary across the Borough, depending upon a variety of factors. It is therefore too soon to state with any certainty the precise amount of land that will need to be released from the Green Belt. Government also requires the Council to consider appropriate contingencies, should sites within the urban areas fail to come forward, or not deliver the anticipated number of units. It is for these reasons that the Council must give itself breathing space by building in a sufficient degree of flexibility into its Local Development Framework.

### **Locations included within the assessment (Part 1)**

Part 1 of this report considers local allocations.

There are obviously choices to be made regarding where any Green Belt development sites could be located and these decisions have yet to be made. However, the Council's 'Emerging Core Strategy' (June 2009) suggested a number of potential locations for growth as part of the draft Place Strategies.

The growth options for each place have been identified in one of two ways:

- 1) Promoted by the landowner or their agent through the Issues and Options stage of the Core Strategy or Site Allocations DPD; or
- 2) Identified through the Strategic Housing Land Availability Assessment (SHLAA).

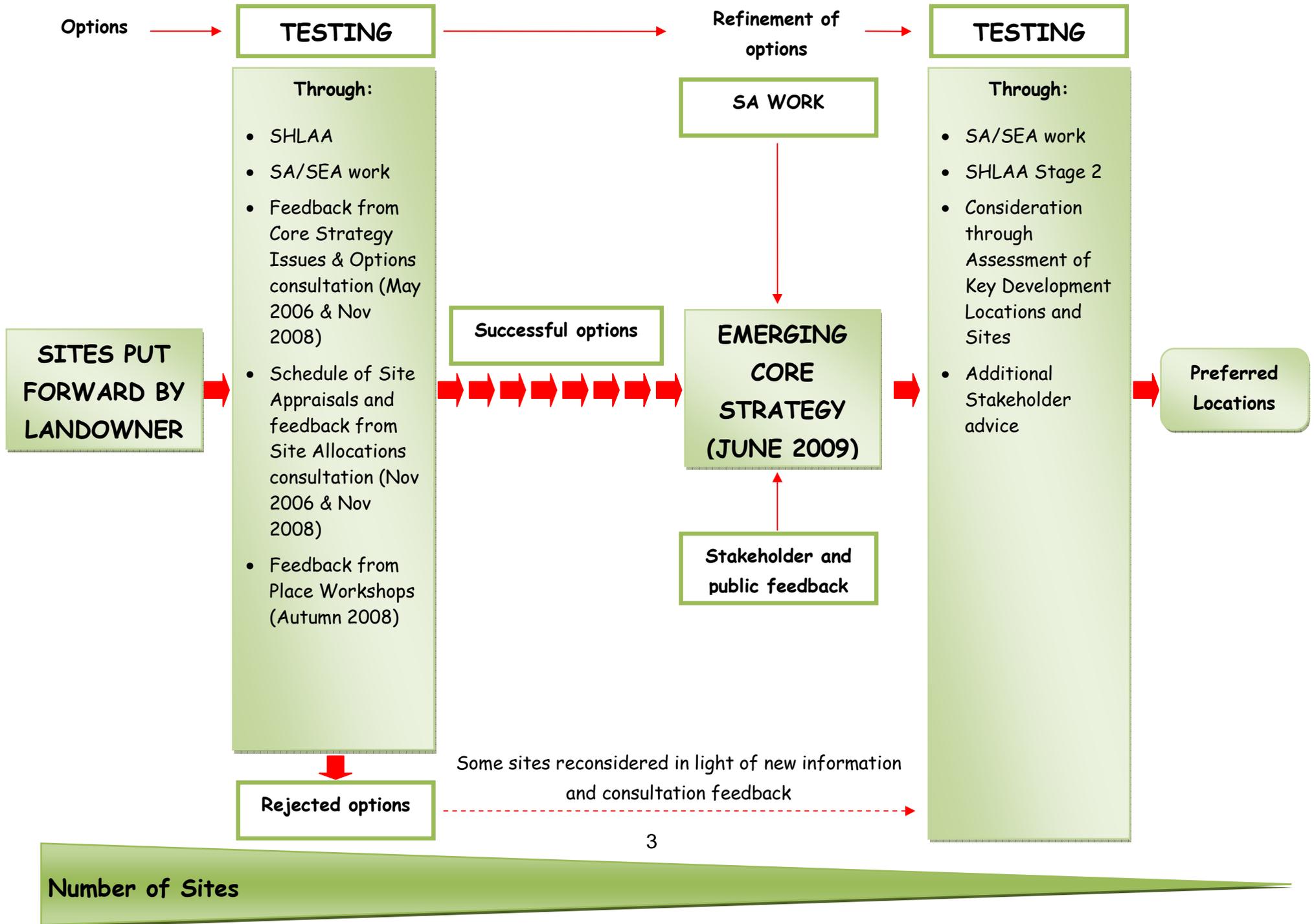
Each location is assessed using a three-stage approach, with the number of options reduced at each stage, as locations failing to meet the specified criteria are rejected. The

locations and the reason for their inclusion in the assessment are set out below. Appendix 2 contains maps of all options considered.

This approach allows a transparent and politically neutral assessment of options, which reflects the independent site assessments carried out by the Council's sustainability consultants. This will in turn enable robust and informed decisions to be made within the Core Strategy and subsequent Site Allocations DPD.

Figure 1 shows how this methodology links with the wider site assessment process being undertaken as part of the LDF.

**Figure 1: Process for Assessing Key Development Locations**



At this stage all options in Part 1 remain in the form of broad locations, or directions of growth, rather than being clearly defined sites. Further detail will be added through the Site Allocation DPD and SPD where appropriate.

This report provides an assessment of the locations listed in Table 1. The majority of these were considered as part of the Emerging Core Strategy consultation (June 2009). The draft Hemel Hempstead Place Strategy within this consultation document did not put forward any greenfield options, as the need for these was unclear due to the impact of the East of England Plan legal challenge. Potential large-scale growth options around the town have also already been assessed in considerable detail through the following documents:

- Core Strategy Supplementary Issues and Options – Growth at Hemel Hempstead (November 2006)
- ‘Assessment of Growth Scenarios for Hemel Hempstead’ (March 2009)

Some small-scale Green Belt releases do however require further consideration and are therefore included as part of this assessment. All of these options fall within Dacorum Borough Council's administrative boundary.

**Table 1 – Options for Local Allocations**

<b>Settlement</b>	<b>Location to be assessed</b>	<b>Reason for inclusion</b>
<b>Hemel Hempstead</b>	▪ Felden	Option considered in ‘Growth at Hemel Hempstead’ consultation, November 2006
	▪ Nash Mills	Option considered in ‘Growth at Hemel Hempstead’ consultation, November 2006
	▪ Old Town	Option considered in ‘Growth at Hemel Hempstead’ consultation, November 2006 and featured in one or more options within ‘Assessment of Growth Scenarios for Hemel Hempstead’, March 2009.
	▪ Marchmont Farm	Option considered in ‘Growth at Hemel Hempstead’ consultation, November 2006 and featured in one or more options within ‘Assessment of Growth Scenarios for Hemel Hempstead’, March 2009.
	▪ West Hemel Hempstead (north)	Option considered as part of a larger site in ‘Growth at Hemel Hempstead’ consultation, November 2006 and featured in one or more options within ‘Assessment of Growth Scenarios for Hemel Hempstead’, March 2009.

	<ul style="list-style-type: none"> <li>▪ West Hemel Hempstead (south)</li> </ul>	Option considered as part of a larger site in 'Growth at Hemel Hempstead' consultation, November 2006 and featured in one or more options within 'Assessment of Growth Scenarios for Hemel Hempstead', March 2009.
	<ul style="list-style-type: none"> <li>▪ Shendish (north)</li> </ul>	Option considered as part of a larger site in 'Growth at Hemel Hempstead' consultation, November 2006 and featured in one or more options within 'Assessment of Growth Scenarios for Hemel Hempstead', March 2009.
	<ul style="list-style-type: none"> <li>▪ Shendish (south)</li> </ul>	Option considered as part of a larger site in 'Growth at Hemel Hempstead' consultation, November 2006 and featured in one or more options within 'Assessment of Growth Scenarios for Hemel Hempstead', March 2009.
<b>Berkhamsted</b>	<ul style="list-style-type: none"> <li>▪ Land off New Road</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Land south of Hilltop Road</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Land adjacent to Hanburys, Shootersway</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Land adjacent to Blegberry Gardens, Shootersway</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Land to South of Berkhamsted</li> </ul>	Option not included in 'Emerging Core Strategy' consultation but being promoted by the landowner.
<b>Tring</b>	<ul style="list-style-type: none"> <li>▪ Land to the West (Icknield Way)</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Land to the East (Dunsley Farm)</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Waterside Way</li> </ul>	Option not included in 'Emerging Core Strategy' consultation but has been strongly promoted by the landowner and was supported by a number of consultation responses.

	<ul style="list-style-type: none"> <li>▪ Tring Sports Forum proposal, Dunsley Farm</li> </ul>	Option not included in 'Emerging Core Strategy' consultation but has been strongly promoted by the Sports Forum and supported by a number of consultation responses.
	<ul style="list-style-type: none"> <li>▪ Land adjacent to Station Road</li> </ul>	Option not included in 'Emerging Core Strategy' consultation but has been supported by a number of consultation responses and at Place Workshop.
<b>Kings Langley</b>	<ul style="list-style-type: none"> <li>▪ Rectory Farm</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Wayside and Broadfield Farms</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Land North East of A41 bypass</li> </ul>	More extensive version of Wayside Farm Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ East of Watford Road</li> </ul>	Option not included in 'Emerging Core Strategy' consultation but promoted by landowner and considered to be a deliverable option.
<b>Bovingdon</b>	<ul style="list-style-type: none"> <li>▪ Duckhall Farm</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009
	<ul style="list-style-type: none"> <li>▪ Rear of Green Lane</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Grange Farm</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ North of Chesham Road</li> </ul>	Option considered in 'Emerging Core Strategy' consultation, June 2009.
	<ul style="list-style-type: none"> <li>▪ Bovingdon Airfield</li> </ul>	Option not included in 'Emerging Core Strategy' consultation but promoted by landowner and supported by a number of consultation responses and at Place Workshop.

### Locations excluded from the assessment

No Green Belt development housing options were put forward for Markyate in the Emerging Core Strategy (June 2009). The only development options were

associated with the redevelopment of Hicks Road (and are considered in Part 2 of this report).

Other locations are not included within this assessment as they fail to comply with national or regional planning guidance, or are not supported by the emerging Borough vision and strategic objectives. The principal reasons for rejecting these options outright are set out under the relevant settlement headings in the Emerging Core Strategy (June 2009) and the Schedule of Site Appraisals / Supplementary Schedule of Site Appraisals that accompanies work on the Site Allocations Issues and Options. These reasons include the scale of the proposed development being inappropriate for the size of the settlement, the lack of physical connection with the town or village they are intended to support and the impact upon the character of that settlement.

### Sites included within the assessment (Part 2)

Part 2 of the report includes an assessment of development options on the following strategic sites:

- Hicks Road, Markyate
- Land at Durrants Lane / Shootersway, Berkhamsted (also known as land at Egerton Rothesay School)

These two sites are being considered separately as their redevelopment has been agreed in principle by the Council and they are proposed as strategic sites to be taken forward directly through the Core Strategy. It is therefore the precise nature of the redevelopment that needs to be assessed. Table 2 sets out the two development options for each site that have been considered.

**Table 2 – Options for Strategic Sites**

<b>Hicks Road, Markyate</b>	Option 1	40-60 dwellings, consolidation of existing employment uses, plus provision of shop and doctor's surgery, all accommodated within the existing site.
	Option 2	c100 dwellings, shops and services. Would involve the relocation of existing employment uses to a Green belt site on the edge of the village.
<b>Land at Durrants Lane and Shooters Way, Berkhamsted</b>	Option 1	Existing Dacorum Borough Local Plan 1991-2011 Proposal.
	Option 2	Revised landowner proposal comprising a different land use configuration, with an increased number of units and additional sports pitches.

## **Information Sources**

This assessment uses information from a variety of sources:

- Promotional information submitted by landowners and/or agents.
- Technical Studies carried out by, or on behalf of, the Council.
- Results of the Sustainability Appraisal / Strategic Environmental Assessment working notes:
  - Core Strategy Issues and Options, May 2006
  - Emerging Core Strategy, June 2009
  - Site Allocations Issues and Options, December 2006
  - Site Allocations Supplementary issues and Options, October 2008)
- Core Strategy Supplementary Issues and Options – Growth at Hemel Hempstead (November 2006)
- ‘Assessment of Growth Scenarios for Hemel Hempstead’ (March 2009)
- Schedule of Site Appraisals (November 2006)
- Supplementary Schedule of Site Appraisals (November 2008)
- Advice from key stakeholders.
- Feedback from previous public consultation (principally that relating to the emerging Core Strategy, June 2009 and Place Workshops, Summer 2008)
- Guidance from the County Council (particularly the Highway Authority and County Archaeologist).

## **Next Steps**

The results of this assessment will be used to inform the Core Strategy, in particular the choice of local allocations, (should the external growth of any settlements be required). The criteria used within the assessment will also be reflected in Core Strategy policies that will guide the content of the Site Allocations DPD and form a basis on which to judge future planning applications.

## **METHODOLOGY:**

### **Development of Methodology**

This methodology is consistent with, and complementary to, the more detailed approach developed for the 'Assessment of Alternative Growth Scenarios for Hemel Hempstead' issued in March 2009.

This original methodology was agreed with, and informed by, Hertfordshire County Council (in their capacity as local Highway Authority, Local Education Authority and Dacorum Borough Council's ecological and archaeological consultants).

This current methodology has a stronger environmental emphasis than the approach used to assess large-scale growth locations at Hemel Hempstead. This is because the primary issue when assessing most sites is justifying the loss of Green Belt and minimising the impact of this loss (as required by PPG2: Green Belts). However, for those sites that make it through the initial environmentally based screening stages, a full appraisal that takes account of environmental, social and economic issues has also be undertaken to ensure all aspects of sustainability are considered.

The methodology has been assessed by the Council's independent sustainability consultant (C4S) to ensure compatibility with the approach set out in the Sustainability Scoping Report produced to guide production of the Council's Core Strategy.

### **The 3 Stage Approach**

Each location is assessed using a three-stage approach. The number of sites is reduced at each stage, as inappropriate sites are rejected.

Some elements of Stages 1 and 2 will not be applicable when assessing redevelopment options at Durrants Lane / Shootersway, Berkhamsted and Hicks Road, Markyate. This is because the decision to remove the site from the Green Belt has already been taken (in the case of the Durrants Lane / Shootersway), or the site itself is not within the Green Belt (in the case of Hicks Road). However the same broad three stage approach will be applied to ensure a thorough assessment of options for each location.

The 3 stage approach is summarised below:

#### **Stage 1**

- Assess all sites against key SA/SEA key environmental designations and broad deliverability criteria.
- Discount those locations that fail to meet the requirements

#### **Stage 2**

- Consider remaining sites against Green Belt criteria in PPG2.
- Discount those locations that undermine the requirements and objectives for

including land within the Green Belt.

### **Stage 3**

- Consider remaining sites against wider sustainability criteria and assess compliance with the draft place vision and objectives.

## **STAGE 1**

### **a) Key Environmental Criteria**

The Council's SA/SEA consultants (C4S) have drawn up a list of key environmental designations that they consider would be 'showstoppers' when considering all forms of development options. Sites will therefore be discounted from further consideration if they fall within any of the following:

- Chilterns Area of Outstanding Natural Beauty (CAONB)
- Special Area of Conservation (SAC)
- Site of Special Scientific Interest (SSSI)
- Local Nature Reserve (LNR)
- Semi-Natural Ancient Woodland
- Historic Park or Garden
- Schedules Ancient Monument (SAM)
- Floodplain (*criteria applicable to greenfield sites only*)

### **b) Deliverability**

The issue of deliverability relates to:

- Promotion - the willingness of landowners to bring land forward for development
- Viability - the viability of the development, particularly with regard to the provision of key infrastructure
- Flexibility - the flexibility of options, in terms of its capacity to accommodate key non-residential uses
- Deliverability - the likelihood of sites actually progressing from designation to dwelling construction.

Options that are not considered to be deliverable within the plan period will be discounted from further consideration.

## **STAGE 2**

The issue of Green Belt is considered separately from that of other landscape designations, as it primarily concerns the location of the land, rather than its intrinsic quality.

## **Green Belt Impact**

The general expectation is that the broad extent of the Green Belt should be maintained. Any reviews (be they strategic or local) must accord with national policy set out in PPG2: Green Belts

PPG2 identifies five purposes of including land within the Green Belt:

1. to check the unrestricted sprawl of large built-up areas;
2. to prevent neighbouring towns from merging into one another;
3. to assist in safeguarding the countryside from encroachment;
4. to preserve the setting and special character of historic towns; and
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Consideration will therefore be given to the ability of the Green Belt to continue to meet these objectives in the context of each option, on the assumption that the land is removed from the Green Belt once its precise boundaries have been established through the Site Allocations DPD. Options not in-keeping with the scale of the settlement will be discounted.

It is also necessary to establish boundaries that will endure and promote sustainable patterns of development. PPG2 specifically recommends that:

- Wherever practicable a Green Belt should be several miles wide, so as to ensure an appreciable open zone all round the built-up area concerned.
- Boundaries should be clearly defined, using readily recognisable features such as roads, streams, belts of trees or woodland edges where possible. Well-defined long-term Green Belt boundaries help to ensure the future agricultural, recreational and amenity value of Green Belt land, whereas less secure boundaries would make it more difficult for farmers and other landowners to maintain and improve their land.
- When drawing Green Belt boundaries in development plans local planning authorities should take account of the need to promote sustainable patterns of development.

## **STAGE 3**

Whilst some broad issues of sustainability are highlighted in Stages 1 and 2, this final stage looks in more detail at the full sustainability implications of the sites that have made it through earlier assessment stages. The principal source of information is the results of the 'Sustainability Appraisal (incorporating Strategic Environmental Assessment) Working Note for the Emerging Core Strategy' consultation (June 2009) and supplement to this (January 2010). Where appropriate, cross reference will also be made to the Sustainability Working Note relating to previous Site Allocations consultation (including the Schedule of Site Appraisals).

This appraisal considers the performance of each identified location under the following headings:

- Biodiversity
- Water quality / quantity
- Flood risk
- Soils
- Greenhouse gas emissions
- Climate change proof
- Air quality
- Use of brownfield sites
- Resource efficiency
- Historic and cultural assets
- Landscape and townscape
- Health
- Sustainable location
- Equality / social inclusion
- Good quality housing
- Community identity and participation
- Crime and fear of crime
- Sustainable prosperity and growth
- Fairer access to services
- Revitalise town centres

A full explanation of the sustainability objectives that lie behind these headings is included in Appendix 1.

Some issues are hard to assess at the broad locational stage and these are highlighted in the appraisal where appropriate.

Any issues that Officers feel are not sufficiently or accurately covered within the SA appraisal will be added or amended, using information from other technical studies and local knowledge. This includes other SA Working Notes relating to the Site Allocations Issues and Options and feedback from public consultation and stakeholder advice where appropriate. Where available, advice received from the County Archaeologist is also included. Where available, comments from the Highway Authority and Hertfordshire County Council's Historic Environment Countryside Advisor are also included.

Where the site is not covered by the SA that accompanied the 'Emerging Core Strategy' consultation (June 2009), an appraisal using the same criteria has been carried out by the Council's independent consultants, to ensure consistency of approach. This is published as an addendum to the June 2009 document.

The advice of the Highway Authority is included where available for individual sites. Where site-specific comments have not been provided a general Highway Authority assessment of the particular settlement is included at the beginning of the relevant section. The Council understands from ongoing discussions with the Hertfordshire County Council that highway considerations will not have a significant impact upon the conclusion regarding the relative suitability of different sites and locations.

## **b) Compliance with draft settlement vision and objectives**

The final part of the assessment is a general consideration of how each location complies with, and will help achieve, the emerging vision and objectives for that particular town or village. These draft visions and objectives are set out in the 'Emerging Core Strategy' consultation (June 2009).

# RESULTS

**Note:**

The assumed development capacities for all sites in Berkhamsted, Tring, Kings Langley, Markyate and Bovingdon are as set out in the 'Emerging Core Strategy' June 2009. The assumed capacities for sites at Hemel Hempstead are as follows:

- Felden [300]
- Nash Mills [150]
- Old Town [350 for larger site or 80 for smaller]
- Marchmont Farm [300]
- West Hemel Hempstead (north) [450]
- West Hemel Hempstead (south) [450]
- Shendish (north) [300]
- Shendish (south) [300]

These assumptions are largely based on discussions at the last Local Plan Inquiry (2000-2001), combined with additional information from landowners / developers. These assumptions will need to be subject to further testing before any sites come forward.

## Part 1 – Local Allocations

- |                        |   |
|------------------------|---|
| <b>Hemel Hempstead</b> | <ul style="list-style-type: none"><li>▪ Felten</li><li>▪ Nash Mills</li><li>▪ Old Town</li><li>▪ Marchmont Farm</li><li>▪ West Hemel Hempstead (north)</li><li>▪ West Hemel Hempstead (south)</li><li>▪ Shendish (north)</li><li>▪ Shendish (south)</li></ul> |
| <b>Berkhamsted</b>     | <ul style="list-style-type: none"><li>▪ Land off New Road</li><li>▪ Land south of Hilltop Road</li><li>▪ Land adjacent to Hanburys, Shootersway</li><li>▪ Land adjacent to Blegberry Gardens, Shootersway</li><li>▪ Land to South of Berkhamsted</li></ul>    |
| <b>Tring</b>           | <ul style="list-style-type: none"><li>▪ Land to the West (Icknield Way)</li><li>▪ Land to the East (Dunsley Farm)</li><li>▪ Waterside Way</li><li>▪ Tring Sports Forum proposal, Dunsley Farm</li><li>▪ Land adjacent to Station Road</li></ul>               |
| <b>Kings Langley</b>   | <ul style="list-style-type: none"><li>▪ Rectory Farm</li><li>▪ Wayside and Broadfield Farms</li><li>▪ Land North East of A41 bypass</li><li>▪ East of Watford Road</li></ul>  |
| <b>Bovingdon</b>       | <ul style="list-style-type: none"><li>▪ Duckhall Farm</li><li>▪ Rear of Green Lane</li><li>▪ Grange Farm</li><li>▪ North of Chesham Road</li><li>▪ Bovingdon Airfield</li></ul>   |

# Hemel Hempstead

**General advice from the Highway Authority:**

Capacity will remain an issue on key routes throughout Hemel Hempstead. Further advice and assessment is provided through the Hemel Hempstead Urban Transport Plan. This outlines that travel demand will be managed through a combination of smarter choices, sustainable transport, network management and an infrastructure improvement proposals.

The highway impact of development at West Hemel Hempstead has been tested through the Hemel Hempstead Urban Transport Model (LDF Option: Western Hemel Report, Steer Davies Gleave, August 2010).

## LOCATION

Felden

## DESCRIPTION

The site is located in the south west of the town, between Featherbed Lane, the existing residential area of Felden and the A41.

Distance from:

- |                     |          |
|---------------------|----------|
| a) town centre      | 3550.63m |
| b) local shop(s)    | 1852.08m |
| c) nearest bus stop | 1507.02m |
| d) railway station  | 1852.08m |
| e) primary school   | 2297.58m |
| f) secondary school | 3254.76m |

See Map 1.

## ASSESSMENT

### Stage 1

(a) **Key Environmental Designations:**

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

(b) **Deliverability:**

Promotion

Only a small part of the site (adjacent to the Hive, Featherbed Lane) has been promoted by the landowner. Although the remainder of the site has been put forward for consideration in the past, it has not been promoted as part of the current LDF

consultation.

### Viability

Site accessibility is currently poor, with capacity on both Felden Lane and Featherbed Lane limited. The railway and A41 also act as a physical barrier separating Felden from the rest of the town and further reducing accessibility. There is no primary school within walking distance and there are issues with future primary school capacity across the town.

### Flexibility

Due to the relatively small scale of the site, there is considered to be limited scope for non-residential uses as part of a residential scheme.

### Deliverability

Only a very small part of the site (with the capacity for c5-10 units) is assessed as deliverable due to lack of landowner promotion for the remainder of the land area.

Location unlikely to be delivered because of poor access and a lack of landowner interest.

## **Stage 2**

### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>Felden is already a residential area physically divorced from the main town. Further development in this location would be similarly poorly related to existing services and facilities due to the barrier created by both the A41 and railway. Featherbed Lane and the A41 line would however create a new and defensible Green Belt boundary</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>Although there would be no physical merging of settlements, new development would encroach upon some of the more scattered communities within the nearby countryside, such as the houses in Highcroft Road off Featherbed Lane.</li></ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"><li>Allowing development in this location could set a precedent for further development to the south of the town. Development of this site would isolate the Green Belt at Roughdown Common from the</li></ul>

	wider countryside and result in the loss of an important area of greenspace that helps provide a strong link between the town and countryside beyond.
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>• Development would be located on the valley slopes, which currently provide an important landscape setting for the town and provide a green backdrop for Boxmoor.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> </ul>

Location rejected due to the impact on the Green Belt combined with the apparent lack of landowner interest in bringing the site forward for development.

### Stage 3

#### (c) **Conclusions of Independent Sustainability Assessment:**

N/A

#### Additional Considerations:

Advice from the county Archaeologist is the proposed green belt release site lies SE of the village of Felden. The site possesses moderate to high archaeological potential for evidence relating to both Roman and prehistoric occupation. This is because such occupation is known to be concentrated along the Gade Valley. Boxmoor House Roman Villa (SM27916) occupies a similar topographic position.

#### County Archaeologist's Recommendation:

"We consider there to be a high risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be

dependant upon the nature of any development proposal.”

**(d) Compliance with Emerging Settlement Strategy:**

N/A

**OFFICER CONCLUSION**

This area was rejected from further consideration in the ‘Emerging Core Strategy – Growth at Hemel Hempstead’ consultation document (which was agreed by Cabinet in May 2009, but as a result of the High Court Challenge didn’t form part of the subsequent consultation). The reasons for discounting the site then remain valid. Felden is a low density residential area, not planned as a neighbourhood on the New Town concept. It lacks neighbourhood facilities such as local shops, a community hall and a primary school. Development in this location would not be well related to the remainder of the town and so fails to meet key Green Belt criteria. Delivery of development is also highly questionable due to an apparent lack of landowner support.

## LOCATION

Nash Mills

## DESCRIPTION

The site lies on the eastern side of Hemel Hempstead. It comprises two linked parcels of land. One is bounded by Red Lion Lane, Lower Road and the railway line, and the other smaller parcel is between the Red Lion Public House and the Grand Union Canal.

Distance from:

- a) town centre 2995.29m
- b) local shop(s) 869.26m
- c) nearest bus stop 419.78m
- d) railway station 1091.48m
- e) primary school 658.20m
- f) secondary school 1996.99m (Kings Langley)

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	x (part)

Part of the site falls within Flood Zones 2 and 3. Only the northern tip of the smaller land parcel to the r/o the Red Lion PH is affected by this designation.

**(b) Deliverability:**

Promotion

Both parcels of land are being actively promoted by or on behalf of the landowners (Punch Taverns and Crest Nicholson / Linden Homes).

Viability

There are existing capacity and congestion issues in the Nash Mills and Apsley area, including along Lower Road. Junction improvements have been required as part of the redevelopment of the adjacent Sappi Graphics site, but these may not be sufficient to cope with additional traffic generated. There is currently no capacity at local primary schools. Money towards the upgrading of Nash Mills Village Hall has been secured as part of the s106 agreement for the Sappi Graphics redevelopment. This facility would need to be relocated within the local area.

Flexibility

Due to the relatively small scale of the site, there is considered to be limited scope for non-residential uses as part of a residential scheme. However, the site could be considered as a potential location for a new school, for which there is an immediate local need.

Deliverability

The site offers an attractive frontage onto the canal, but would have to deal with its proximity to the railway line.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• While the railway line forms a clear and defensible boundary to the west, there would be no such clear boundary to the south of the site.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• The Green Belt is very narrow in this location. Development on this land would lead to coalescence with the settlement of Rucklers Lane and/or housing in Lower Road to the south, thus effectively merging Hemel Hempstead with Kings Langley.</li></ul>
3. to assist in	<ul style="list-style-type: none"><li>• It would lead to the loss of a key section of</li></ul>

safeguarding the countryside from encroachment	countryside that serves to separate Kings Langley and Hemel Hempstead.
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>This would have an impact on the Gade Valley – an area that is already under pressure elsewhere from development. The effective merging of Hemel Hempstead and Kings Langley would have a significant impact upon that character of both settlements, but particularly Kings Langley village, which would effectively become a suburb of the larger town.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

Location rejected due to the erosion of the narrow strip of Green Belt between Hemel Hempstead and Kings Langley which would lead to the effective coalescence of these two settlements.

### Stage 3

#### **(c) Conclusions of Independent Sustainability Assessment:**

N/A

#### Additional Considerations:

Advice from the county Archaeologist is the proposed green belt release site lies S of the former paper mill site (Nash Mills), on both sides of the River Gade. The site possesses moderate archaeological potential for evidence relating to both Roman and prehistoric occupation. This is because such occupation is known to be concentrated along the Gade Valley. In addition, documentary evidence suggests that the area was highly significant in the Saxon and Medieval periods, during which time the power offered by the river was harnessed, and a large number of mills constructed. Remnants of these structures and associated occupation may exist with the proposed housing allocation site.

#### County Archaeologist's Recommendation:

"We consider there to be a high risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be

worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal.”

**(d) Compliance with Emerging Settlement Strategy:**

N/A

**OFFICER CONCLUSION**

This area was rejected from further consideration in the ‘Emerging Core Strategy – Growth at Hemel Hempstead’ consultation document (which was agreed by Cabinet in May 2009, but as a result of the High Court Challenge didn’t form part of the subsequent consultation). The reasons for discounting the site then remain valid, namely:

- there is insufficient infrastructure capacity in the existing Nash Mills area to accommodate demand from new development in this location;
- development would erode an already narrow strip of Green Belt that separates Hemel Hempstead and Kings Langley and would lead to the merging of settlements;
- part lies within the floodplain.

## LOCATION

Old Town

## DESCRIPTION

The site is bounded by the link road (A4147) to the north, Piccotts End Lane to the west and the Old Town to the south and the existing neighbourhood of Highfield to the east.

A smaller component of this wider site, comprising land on the slopes between Highfield and Fletcher Way, could be considered.

Distance from:

- a) town centre 1571.23m
- b) local shop(s) 752.29m
- c) nearest bus stop Adjacent to site
- d) railway station 3675.92m
- e) primary school 910.51m
- f) secondary school 1628.86m

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

If the larger site were brought forward, development would be adjacent to Howe Grove, a Local Nature Reserve. Part of the site (bounded by Fletcher Way) is used

as public open space.

**(b) Deliverability:**

Promotion

The majority of the site is within the ownership of the Borough Council. The field adjacent to Howe Grove is in the ownership of a third party and is not being actively promoted.

Viability

The development capacity is relatively small and there is already good road access to the site. No significant infrastructure costs are therefore anticipated, apart from those relating to site access and any additional costs associated with building on part of the site that has a steep slope (Cherry Bounce).

Flexibility

Due to the relatively small scale of the site, there is considered to be limited scope for non-residential uses as part of a residential scheme.

Deliverability

The majority of the site is assessed as deliverable. Part of the site is currently leased to a riding stables and 20 years of their original 25 year lease remains. This part of the site could therefore only come forward at the very end of the plan period. There are no such restrictions on the smaller area of land bounded by Fletcher Way (known as Cherry Bounce).

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>The physical extent of the development (both in its larger and smaller extent) would be restricted by existing roads which would act a clear new Green belt boundaries.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>If the whole 10 hectare site were developed, Hemel Hempstead would effectively merge with Piccotts End, as only the link road would separate the two settlements. If only the smaller area were brought forward, there would be no</li></ul>

	such merging, as Fletcher Way would form a clear new boundary to the Green Belt and the existing fields would remain to separate the town from Piccotts End.
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>• The larger area would encroach onto the slopes of the Gade Valley, with development becoming more prominent on the lower slopes, and the open aspect of the valley affected.</li> <li>• The smaller area would be a logical ‘rounding off’ of Highfield, with encroachment into the countryside limited by the clear physical boundary of Fletcher Way.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>• Piccotts End and the Old Town are both designated Conservation Areas and a large scale of built development would affect their setting. The impact upon these areas would be much reduced if only the smaller site were brought forward, particularly if some of the larger area were used for planting. This smaller area would be a natural addition to the existing neighbourhood of Highfield and could help to reinforce the existing New Town structure.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> </ul>

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

*(Note: This assessment focuses on the larger site area).*

This option is forecast as having positive effects on ‘greenhouse gas emissions’ and ‘air quality’, as the site has good access to local facilities, however walking and cycling may be discouraged due to the topography of the area.

Adverse effects have been forecast for ‘biodiversity’, ‘soils’, and ‘use of brownfield sites’. The site is greenfield and is located adjacent to Howe Grove Wood LNR and

Wildlife Site, and would therefore result in loss or damage of habitats as well as soil sealing. The option is located near two Conservation Areas, and development may have an impact on their setting, resulting in uncertainty of the impact on 'historic and cultural assets'. Development in the Green Belt at this location would result in the coalescence of Hemel Hempstead with Piccotts End, particularly if the whole area is developed for housing, rather than just the area to the south of Fletcher Way.

The option is located near local facilities, which could encourage walking and cycling, thereby having a positive effect on 'health', although the topography of the site may discourage these modes. Developing this option would also mean that there would be a loss of public open space, reducing the potential for recreational activities, having an adverse impact on 'health'.

Positive effects have been forecast against the majority of the social and economic objectives, including the 'housing', 'sustainable prosperity and growth', and 'fairer access to services' objectives. The option will provide housing, including a proportion of affordable housing, however the level of effects against these objectives is dependent on whether just the southern part of the site will be developed, which would provide approximately 80 units of housing, or whether the entire site is developed, which would provide approximately 350 units of housing. The provision of additional housing means there will be more residents in the community making facilities and shops more viable, especially if the area north of Fletcher Way is developed. This would help support the local economy. However, this option would result in adverse effects on 'revitalise town centres', as by developing new homes in the Green Belt around Hemel Hempstead this is not encouraging development in the centre of urban areas.\*

*\*Officer Note: The smaller site is in close proximity to the Old Town, which actually forms part of Hemel Hempstead town centre.*

#### Additional Considerations:

The larger area is subject to a greater number of development constraints than the smaller area of land bounded by Fletcher Way (Cherry Bounce).

Advice from the county Archaeologist is the proposed green belt release site lies N of the old town of Hemel Hempstead, between Piccotts End Road and Fletcher Way. Although it lies to the north of the known extent of the historic core of the settlement, the site still possesses moderate to high archaeological potential for evidence relating to both Roman and prehistoric occupation. Many examples of such occupation have been identified along the Gade Valley, including the Scheduled Roman building and settlement in Gadebridge Park (MHT88, SM 27881) – 320m

NW.

County Archaeologist's Recommendation:

"We consider there to be a high risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

The scheme would help to provide much needed housing, as because much of the land is within the ownership of Dacorum Borough Council there is the potential for a very large proportion of this to be affordable. Development of the smaller area would have a limited impact on the Old Town when approached from the north, although this could be mitigated through planting and careful design.

**OFFICER CONCLUSION**

There are questions over the deliverability of the larger site within the plan period. There are no such constraints on the smaller site and it should therefore be given further consideration. The limited capacity of this smaller area compared to the development costs associated with building on a steeply sloping site will however need to be explored further.

## LOCATION

**Marchmont Farm**

## DESCRIPTION

The land lies to the north of the town, on the upper slopes of the fields between Grovehill and Piccotts End.

Distance from:

- a) town centre 2675.08m
- b) local shop(s) 687.64m
- c) nearest bus stop 333.51m
- d) railway station 4716.92m
- e) primary school 841.39m
- f) secondary school 1650.44m

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

The site is in dual ownership. Part is owned by Gleeson Homes and part by the Homes and Communities Agency, both of whom have stated a willingness to bring the site forward jointly.

### Viability

The Inspector at the last Local Plan Inquiry supported the proposal, which was considered to be a logical extension on the Grovehill neighbourhood onto the adjacent land. No significant new infrastructure would be required as part of the development as it would be an extension of an existing neighbourhood whose services and facilities are assessed to have capacity. Substantial new tree planting would be required to create a new Green Belt boundary and help soften the appearance of the development. Primary access would be taken off the existing Link Road, which would be able to cope with the additional traffic. Primary school capacity may need to be increased in this area of the town in the future. Development of this site provides an opportunity to consider the enlargement of Aycliffe Drive School.

### Flexibility

Due to the relatively small scale of the site, there is considered to be limited scope for non-residential uses as part of a residential scheme. The space is available to provide a larger site than put forward at the last Local Plan Inquiry. However, the Inspector considered that any enlargement of the development area would be very damaging to the environment and reduce the benefits of proximity to Grovehill. These arguments remain valid.

### Deliverability

The site is being actively promoted and both landowner are keen to progress a scheme.

**Location progresses to Stage 2 assessment.**

## **Stage 2**

### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• The physical extent of the development would be restricted by keeping it to the east of the ridge in the landscape, which when landscaped would provide a new Green Belt boundary.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• The edge of the town would be brought closer to the settlement of Piccotts End. However, the Inspector at the last Local Plan Inquiry considered that providing development was kept to the east of the ridge in the landscape and</li></ul>

	there was substantial new planting to create a new Green Belt boundary, the two settlements would not merge.
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>• Development would form a ‘rounding off’ of Grovehill, limiting encroachment into the open countryside.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>• If the requirements under (2) above were met there would be no direct impact on Piccotts End Conservation Area or Area of Archaeological Significance. Development would be an addition to the existing neighbourhood of Grovehill and help reinforce the New Town structure.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> </ul>

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

This option is forecast as having positive effects on ‘greenhouse gas emissions’ and ‘air quality’, as the site has good access to local facilities which could decrease the need to travel, reducing the level of growth in emissions.

Adverse effects have been forecast for ‘biodiversity’, ‘soils’, and ‘use of brownfield sites’. The site is greenfield within the Green Belt, and would therefore result in loss or damage of habitats as well as soil sealing. The option would have a visual impact on the landscape of Gade Valley and Piccotts End, resulting in adverse impacts for ‘landscape’.

The option is located near local facilities, which could encourage walking and cycling, resulting in positive effects on ‘health’. This option is considered to be more sustainable than other greenfield sites due to the proximity to the existing link road, schools and local shops.

Positive effects have been forecast against the majority of the social and economic objectives, including ‘housing’, ‘sustainable prosperity and growth’, ‘fairer access to

services' objectives. The option will provide approximately 300 units of housing, including a proportion of affordable housing. The provision of additional housing means there will be more residents in the community making facilities and shops more viable. This would help support the local economy. However, this option would result in adverse effects on 'revitalise town centres', as by developing new homes in the Green Belt around Hemel Hempstead this is not encouraging development in the centre of urban areas.

Additional Considerations:

Grovehill Park would be encircled by new development on its western side. There is however scope to extend this open land as part of any development scheme, to ensure green links to the countryside are retained.

Advice from the county Archaeologist the proposed green belt release site lies W of Grove Hill Park. The site possesses moderate to high archaeological potential for evidence relating to both Roman and prehistoric occupation. . This is because such occupation is known to be concentrated along the Gade Valley in similar topographic positions.

County Archaeologist's Recommendation:

"We consider there to be a moderate risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

This scheme would help to provide much needed housing and a greater range of housing to meet long-term needs. The development would help to reinforce the existing neighbourhood structure and help ensure the continuing viability of existing services and facilities in Grovehill.

**OFFICER CONCLUSION**

The conclusion of the sustainability assessment is that this option is the most sustainable of the greenfield sites considered. It is also assessed to be a deliverable option, which does not require significant new infrastructure. For these reasons it should be given further consideration as a housing site.

## LOCATION

**West Hemel Hempstead (north)**

## DESCRIPTION

The northern section of a potential western expansion of the town, which is also known as Pouchen End. The site is bounded by Chaulden Lane and Pouchen End Lane, with the existing neighbourhood of Warners End to the east. The division between this site and West Hemel Hempstead (south) is marked by a field boundary (which also marks the change in land ownership).

Distance from:

a) town centre	3297.90m
b) local shop(s)	1053.53m
c) nearest bus stop	305.88m
d) railway station	2367.86m
e) primary school	1296.42m
f) secondary school	1036.45m

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

**(b) Deliverability:**

Promotion

Land was actively promoted through the last Local Plan review and this promotion continues. The land is owned by Taylor Wimpey, who have appointed agents Vincent and Goring.

Viability

The Inspector at the last Local Plan Inquiry was not supportive of development in this location, as it was considered that existing local infrastructure would not be able to cope with the additional population. However, the scale of development now being considered would be less than that previously discussed, which was a phased development totally c550 units. Access would have to be taken from Pouchen End Lane, which is very narrow and rural in character. Additional links could be created from the existing residential area of Warners End, although the capacity of existing roads to cope with additional traffic is unclear. Local health facilities are known to be at capacity.

Flexibility

The site is large enough to enable the inclusion of some non-residential uses, should these be required. However, the accessibility of these facilities would need to be carefully considered if they are to meet the needs of existing as well as new residents. Consideration could be given to the creation of new healthcare facilities to meet a local deficit. Any scheme would need to ensure that green links between Shrubhill Common and the countryside are maintained.

Deliverability

The site is being actively promoted and the developer is keen to progress a scheme.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• The physical extent of the development would be restricted by keeping it to the east of Pouchen End Lane, which would provide a new Green belt boundary. The boundary to the south is marked by a tree belt.</li></ul>
2. to prevent	<ul style="list-style-type: none"><li>• Development would be close to, but not absorb,</li></ul>

neighbouring towns from merging into one another	the small settlement of Pouchen End.
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>Development would be visible on the valley side, though less prominent than the southern slopes. Pouchen End Lane would form a clear physical barrier and prevent further encroachment.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>The visual impact on the valley would be less than if development were located on the lower slopes. The visual impact of the scheme could be further mitigated through careful screening (some of which has already been planted).</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

This option is forecast as having adverse effects on ‘greenhouse gas emissions’ and ‘air quality’, as the site is located at a distance from shops and facilities, which could increase the need to travel. Walking and cycling may be discouraged due to the topography of the area. Adverse effects have also been forecast for ‘biodiversity’, ‘soils’, and ‘use of brownfield sites’. The site is greenfield within the Green Belt, and would therefore result in loss or damage of habitats as well as soil sealing. The option would have a visual impact on the landscape of Bulborne Valley.

The option is located at a distance from shops and facilities which could discourage walking and cycling, and the topography of the site may discourage these modes. The local health facilities are at capacity, thereby having an adverse effect on ‘health’.

In terms of ‘equality and social exclusion’, the option is located at a distance from local facilities, and local health facilities are at capacity. However, there is potential capacity in local schools.

Positive effects have been forecast against the majority of the social and economic

objectives, including 'housing', 'sustainable prosperity and growth', and 'fairer access to services' objectives. The option will provide approximately 450 units of housing, including a proportion of affordable housing. The provision of additional housing means there will be more residents in the community making facilities and shops more viable. This would help support the local economy. However, this option would result in adverse effects on 'revitalise town centres', as by developing new homes in the Green Belt around Hemel Hempstead this is not encouraging development in the centre of urban areas.

Additional Considerations:

Advice from the county Archaeologist is the proposed green belt release site lies on the high ground, north and west of the Chaulden. Cropmarks indicative of medieval agricultural activity have been identified within the allocation site.

County Archaeologist's Recommendation:

"We consider there to be a moderate risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

Results from a run of the Hemel Hempstead Urban Transport model indicate that generally the traffic impact of Western Hemel on the wider road network are minimal to 2021 in both the morning and evening peak. In the longer term (to 2031) some junction upgrades may be required along the Leighton Buzzard Road in order to accommodate growth levels. A full assessment is provided in the report prepared for Hertfordshire Highways by Steer Davies Gleave (August 2010).

**(d) Compliance with Emerging Settlement Strategy:**

This scheme would help to provide much needed housing and a greater range of housing to meet long-term needs. It would not however form a natural extension to the existing neighbourhood of Earners End, due to its relatively large size and lack of capacity at existing neighbourhood services and facilities.

**OFFICER CONCLUSION**

If greenfield development is required at Hemel Hempstead, this site is considered to warrant further consideration. It would be preferable to land to the south, as the

northern slopes are less steep, development would be kept away from the lower valley slopes and there would be little or no impact on the Chilterns AONB.

## LOCATION

**West Hemel Hempstead (south)**

## DESCRIPTION

The southern section of a potential western expansion of the town, which is also known as Pouchen End. The southern boundary is marked by Chaulden Lane, with Pouchen End Lane to the west and the existing neighbourhood of Chaulden to the east. The division between this site and West Hemel Hempstead (north) is marked by a field boundary (which also marks the change in land ownership).

Distance from:

a) town centre	3059.43m
b) local shop(s)	622.21m
c) nearest bus stop	650.57m
d) railway station	1954.32m
e) primary school	752.98m
f) secondary school	1829.89m

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

**(b) Deliverability:**

Promotion

Land was actively promoted through the last Local Plan review and this promotion continues. The land is currently being promoted by Rapleys on behalf of Barratt Strategic Land.

Viability

The Inspector at the last Local Plan Inquiry was not supportive of development in this location, as it was considered that existing local infrastructure would not be able to cope with the additional population. However, the scale of development now being considered would be less than that previously discussed, which was a phased development totally c550 units. Access would have to be taken from Chaulden Lane or Pouchen End Lane, which are very narrow and rural in character. Additional links could be created from the existing residential area of Chaulden, although the capacity of existing roads to cope with the additional traffic is unclear. Local health facilities are known to be at capacity.

Flexibility

The site is large enough to enable the inclusion of some non-residential uses, should these be required. However, the accessibility of these would need to be carefully considered if they are intended to meet the needs of existing as well as new residents. The most likely types of uses are additional open space to serve the new population and help limit the visual impact of any development. Consideration could also be given to the creation of new healthcare facilities to meet a local deficit. Any scheme would need to ensure that green links between Shrubhill Common and the countryside are maintained.

Deliverability

The site is being actively promoted and the developer is keen to progress a scheme.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>The physical extent of the development would be restricted by keeping it to the east of Pouchen End Lane, which would provide a new Green Belt boundary.</li></ul>

<p>2. to prevent neighbouring towns from merging into one another</p>	<ul style="list-style-type: none"> <li>The small settlement of Pouchen End would be absorbed into the town, rather than retain its separate identity. Development in this location would also be very close to Winkwell to the south, although physical merging would not occur due to the barrier provided by the railway line.</li> </ul>
<p>3. to assist in safeguarding the countryside from encroachment</p>	<ul style="list-style-type: none"> <li>Development would occupy a prominent position in the landscape, being on the steep valley side. Pouchen End Lane and Chaulden Lane would however form a clear physical barrier and prevent further encroachment.</li> </ul>
<p>4. to preserve the setting and special character of historic towns</p>	<ul style="list-style-type: none"> <li>The green valley landscape is part of the character of Hemel Hempstead when approached from the west. However, the visual impact of development could be mitigated through the careful use of plating and location of buildings and open space within the site.</li> </ul>
<p>5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</p>	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

This option is forecast as having adverse effects on ‘greenhouse gas emissions’ and ‘air quality’, as the site is located at a distance from shops and facilities, which could increase the need to travel. Walking and cycling may be discouraged due to the topography of the area. Adverse effects have also been forecast for ‘biodiversity’, ‘soils’, and ‘use of brownfield sites’. The site is greenfield within the Greenbelt, and would therefore result in loss or damage of habitats as well as soil sealing. The option would have a significant visual impact on the landscape of Bulborne Valley and the nearby Chilterns AONB. The option could also impact on the existing green link between Shrubhill Common and the countryside.

The option is located at a distance from shops and facilities which could discourage walking and cycling, and the topography of the site may discourage these modes.

The local health facilities are at capacity, thereby having an adverse effect on 'health'. The option is located near A41 and the railway, which could result in noise levels that could affect health and wellbeing.

In terms of 'equality and social exclusion', the option is located at a distance from local facilities, and local health facilities are at capacity, resulting in adverse impacts on this objective.

Positive effects have been forecast against the majority of the social and economic objectives, including 'housing', 'sustainable prosperity and growth', and 'fairer access to services' objectives. The option will provide approximately 450 units of housing, including a proportion of affordable housing. The provision of additional housing means there will be more residents in the community making facilities and shops more viable. This would help support the local economy. However, this option would result in adverse effects on 'revitalise town centres', as by developing new homes in the Greenbelt around Hemel Hempstead this is not encouraging development in the centre of urban areas.

#### Additional Considerations:

Advice from the county Archaeologist is the proposed green belt release site lies between Pouchen End and Chaulden. Cropmarks indicative of medieval agricultural activity have been identified within the allocation site. The site also possesses moderate to high archaeological potential for evidence relating to both Roman and prehistoric occupation. This is because such occupation is known to be concentrated along the Gade Valley in similar topographic positions.

#### County Archaeologist's Recommendation:

"We consider there to be a moderate risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

Results from a run of the Hemel Hempstead Urban Transport model indicate that generally the traffic impact of Western Hemel on the wider road network are minimal to 2021 in both the morning and evening peak. In the longer term (to 2031) some junction upgrades may be required along the Leighton Buzzard Road in order to accommodate growth levels. A full assessment is provided in the report prepared for

Hertfordshire Highways by Steer Davies Gleave (August 2010).

**(d) Compliance with Emerging Settlement Strategy:**

This scheme would help to provide much needed housing and a greater range of housing to meet long-term needs. It would not however form a natural extension to the existing neighbourhood of Chaulden, due to its relatively large size and the lack of capacity of existing neighbourhood services and facilities.

**OFFICER CONCLUSION**

If greenfield development is required at Hemel Hempstead then this site is considered to merit further consideration. However, land to the north is assessed to be preferable to its topography and the desire to limit development on the lower valley slopes.

## LOCATION

Shendish (north)

## DESCRIPTION

The site is located to the south of the Hemel Hempstead, between the access road for Shendish Manor and the Manor Estate.

Distance from:

- |                     |  |
|---------------------|--|
| a) town centre      | 3457.04m   |
| b) local shop(s)    | 2103.37m   |
| c) nearest bus stop | 737.68m  |
| d) railway station  | Immediately adjacent to site but without direct access. 1287.41m |
| e) primary school   | 1866.17m   |
| f) secondary school | 3312.11m   |

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

Although none of the key environmental designations would be affected, consideration will need to be given to the site's potential impact upon a number of trees covered by TPOs and the parkland setting of Shendish Manor, a listed building.

**(b) Deliverability:**

Promotion

The land is now owned by Planned Holdings Limited – the new owners of Shendish Manor. The Director of this has confirmed to the Council that the current planning adviser has been retained to continue the site's promotion through the LDF. The land forms part of a wider scheme considered at the last Local Plan inquiry and continues to be promoted both as individual site and as part of a more comprehensive neighbourhood-scale development.

Viability

The Inspector at the last Local Plan Inquiry considered that the site was relatively well located in terms of non-car based modes of transport and in respect of most facilities and services. There would however be the need for improved access to London Road, Apsley, through a new / widened bridge over the railway. Initial technical work carried out on behalf of the landowners suggests that this would be possible. This viability work was however carried out on the basis of a development of a neighbourhood scale (c1,500 units), rather than the much smaller scale of development now being considered. London Road already suffers from severe congestion at peak times and additional traffic generated by development in this location would exacerbate this problem (for which there are no obvious technical solutions). The junction with London Road would require remodelling to comply with safety standards and there are questions as to whether there is sufficient land available to allow for this (without purchasing additional land or buildings which are in separate ownerships). A secondary access through to the extended Manor Estate has been suggested, as this would help reduce problems in Apsley. However, the Highway Authority may not support the creation of this link for cars as it could become an alternative to London Road (and hence a rat-run). The nearest Primary Schools are already at capacity and the County Council have advised that new residential development in this location would create particular education planning problems. New health facilities are already planned for Apsley.

Flexibility

The site is of sufficient size to be able to accommodate some non-residential uses. Although there is a pressing need for a new school in the Apsley / Nash Mills area, this site is unlikely to be suitable due to issues of accessibility and proximity to Two Waters School. A considerable area of open space may also need to be provided in order to protect the trees within the site that are covered by TPOs and to protect the setting of the listed buildings.

Deliverability

The site is being actively promoted and the landowner is keen to progress a scheme.

The main barrier to development is considered to be finding an access solution that meets the approval of the Highway Authority and the installation of a new or improved bridge over the railway line.

Location progresses to Stage 2 assessment.

## Stage 2

### Green Belt Impact:

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>Development in this location would breach a strong Green Belt boundary to the south of the town provided by the railway line. A new southern boundary to the town would have to be created - this would be provided by the Manor building plus new planning. There is no other strong physical barrier until the A41.</li> </ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> <li>Development in this location would erode the gap between Hemel Hempstead and both Rucklers Lane and Kings Langley. There would however be no physical merging of settlements.</li> </ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>The Inspector at the last Local Plan Inquiry was concerned that allowing development in this location would set a precedent for further development to the south of the railway line. This concern remains valid. The Inspector also recognised that it would be difficult to limit the size of the site in this location due to the difficulty of setting a new clear Green Belt boundary.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>The historical parkland of Shendish Manor, a listed building, would be considerably reduced and the landscape setting of the building affected.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

Location progresses to Stage 3 assessment.

### Stage 3

#### **(c) Conclusions of Independent Sustainability Assessment:**

This option is forecast as having positive effects on 'greenhouse gas emissions' as the site has good access to local facilities in Apsley. The site is also located close to a train station and there is potential for creation of a public transport link through Manor Estate, both of which could encourage a shift from private car use to public transport. However the potential for additional congestion on London Road (part of which is soon to be designated by the Council as an Air Quality Management Area) has led to an uncertain assessment in relation to 'air quality'.

Adverse effects have been forecast for 'biodiversity', 'soils', and 'use of brownfield sites'. The site is greenfield and would therefore result in loss or damage of habitats as well as soil sealing. The option is also located within a sand and gravel belt, which could have implications for safeguarding mineral reserves, resulting in adverse effects for 'resource efficiency'. Development of this option would have a significant visual impact on the landscape of Gade Valley, and could have a potential impact on the setting of Shendish Manor. Development in this area of the Green Belt would decrease the gap between Hemel Hempstead and Rucklers Lane. The option is located adjacent to an area of archaeological significance and is located near Shendish Manor, which is a Grade II listed building and therefore adverse effects have been identified for 'historic and cultural assets'.

The option is located near local facilities, which could encourage walking and cycling, although the topography of the site may discourage these modes. The site's location near to the A41 could result in noise levels that could also adversely affect health and wellbeing. Developing this option would also lead to the loss of recreational facilities, as well as reducing the recreational value of footpaths through the area, which would reduce opportunities for healthy lifestyles. These factors would result in an overall adverse effect on the 'health' objective.

The option is located near a local centre which would result in a positive effect on 'equality and social exclusion'. However, the two local primary schools are already at capacity and the location means that the area is relatively isolated from the rest of Hemel Hempstead.

Positive effects have been forecast against the majority of the social and economic objectives, including 'housing', 'sustainable prosperity and growth', and 'fairer access to services' objectives. The option will provide approximately 300 units of housing, including a proportion of affordable housing. The provision of additional housing means there will be more residents in the community making facilities and shops

more viable. This would help support the local economy. However, this option would result in adverse effects on 'revitalise town centres', as by developing new homes in the Green Belt around Hemel Hempstead this is not encouraging development in the centre of urban areas.

Additional Considerations:

Advice from the county Archaeologist is the proposed green belt release site lies between the mainline railway line and Shendish manor. The site possesses moderate to high archaeological potential for evidence relating to both Roman and prehistoric occupation. This is because such occupation is known to be concentrated along the Gade Valley. Archaeological field evaluation of the land between the proposed allocation site and Apsley Manor housing estate identified a number of features consistent with middle iron-age and Roman occupation/settlement. It is reasonable to suggest that aspects of the Roman settlement may extend into the proposed allocation site.

County Archaeologist's Recommendation:

"We consider there to be a high risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

The relative railway line effectively divides Shendish from the rest of Hemel Hempstead. Development in this location would therefore not support the vision of creating cohesive communities in the town's neighbourhoods. Traffic congestion is listed as a specific issue for the town and the Apsley area is one of the most seriously affected areas. Highway advice indicates that development in this location would exacerbate this problem. There would also be an impact on the long distance views across the valley side towards Shendish that are noted as an important characteristic of the town. The wider parkland setting for the Manor would also be affected by the development. The site would however lend itself to the provision of family homes, for which there is predicted demand.

## **OFFICER CONCLUSION**

Although being actively promoted by the landowner, there remain some concerns over the viability of a development smaller than neighbourhood scale in this location, due to the significant infrastructure costs associated with improving access to the site and overcoming highway safety and capacity concerns.

There are also serious concerns regarding setting a precedent for future development on land to the south of the railway line – a clear Green Belt boundary and the impact upon Shendish Manor and its parkland setting.

The site is physically quite isolated from the rest of the town and there are considered to be other greenfield options available that perform better against Green Belt and sustainability criteria.

## LOCATION

**Shendish (south)**

## DESCRIPTION

The site is located to the south of the Hemel Hempstead, between the access road for Shendish Manor and the small settlement of Rucklers Lane

Distance from:

a) town centre	3341.07m
b) local shop(s)	1968.53m
c) nearest bus stop	609.90m
d) railway station	11479.6m
e) primary school	1797.66m
f) secondary school	3163.18m

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

Although none of the key environmental designations would be affected, consideration will need to be given to the site's potential impact upon a number of trees covered by TPOs and the parkland setting of Shendish Manor, a listed building.

**(b) Deliverability:**

Promotion

The land is owner by the Vallis family, who are represented by Strutt and Parker and Boyer Planning. If the site were extended further westwards it would require the land known as 'Porterfield' owned by Mrs McWilliams. Both areas of land formed part of the scheme considered at the last Local Plan inquiry and continue to be promoted both as individual sites and as part of a more comprehensive development.

Viability

The Inspector at the last Local Plan Inquiry considered that the northern site was relatively well located in terms of non-car based modes of transport and in respect of most facilities and services. There would however be the need for improved access to London Road, Apsley, through a new / widened bridge over the railway. Initial technical work carried out on behalf of the landowners suggests that this would be possible. This viability work was however carried out on the basis of a development of a neighbourhood scale (c1,500 units), rather than the much smaller scale of development now being considered. London Road already suffers from severe congestion at peak times and additional traffic generated by development in this location would exacerbate this problem (for which there are no obvious technical solutions). The junction with London Road would require remodelling to comply with safety standards and there are questions as to whether there is sufficient land available to allow for this (without purchasing additional land or buildings which are in separate ownerships). A secondary access onto Rucklers Lane has also been proposed by the landowner. This is a narrow road and is unlikely to have the capacity to cope with an increased level of traffic – particularly at its junction with London Road / Hempstead Road. The nearest Primary Schools are already at capacity and the County Council have advised that new residential development in this location would create particular education planning problems. New health facilities are already planned for Apsley.

Flexibility

The site is of sufficient size to be able to accommodate some non-residential uses. Although there is a pressing need for a new school in the Apsley / Nash Mills area, this site is unlikely to be suitable due to issues of accessibility and proximity to Two Waters School. A considerable area of open space may also need to be provided in order to protect the trees within the site that are covered by TPOs. The 18 hole golf course would be lost.

Deliverability

The site is being actively promoted and the landowner is keen to progress a scheme.

The main barrier to development is considered to be finding an access solution that meets the approval of the Highway Authority and the installation of a new or improved bridge over the railway line.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>Development in this location would breach a strong Green Belt boundary to the south of the town provided by the railway line. A new southern boundary to the town would have to be created by additional planting, as there is no existing physical barrier until the A41.</li> </ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> <li>Development in this location would lead to the merging of Hemel Hempstead with the smaller settlement at Rucklers Lane. This would erode the gap between Hemel Hempstead and Kings Langley and almost merge the town and this village.</li> </ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>The Inspector at the last Local Plan Inquiry was concerned that allowing development in this location would set a precedent for further development to the south of the railway line. This concern remains valid. The Inspector also recognised that it would be difficult to limit the size of the site in this location due to the difficulty of setting a new clear Green Belt boundary.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>The historical parkland of Shendish Manor, a listed building, would be considerably reduced and the landscape setting of the building affected.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

This option is forecast as having positive effects on 'greenhouse gas emissions' as the site has good access to local facilities in Apsley. The site is also located close to a train station which could encourage a shift from private car use to public transport. However the potential for additional congestion on London Road (part of which is soon to be designated by the Council as an Air Quality Management Area) has led to an uncertain assessment in relation to 'air quality'.

Adverse effects have been forecast for 'biodiversity', 'soils', and 'use of brownfield sites'. The site is greenfield and would therefore result in loss or damage of habitats as well as soil sealing. The option is also located within a sand and gravel belt, which could have implications for safeguarding mineral reserves resulting in adverse effects for 'resource efficiency'. The option would have a visual impact on the landscape of Gade Valley, and could have a potential impact on the setting of Shendish Manor. Development in this area of the Greenbelt would decrease the gap between Hemel Hempstead and Rucklers Lane. The option is located adjacent to an area of archaeological significance and is located near Shendish Manor, which is a Grade II listed building and therefore adverse effects have been identified for 'historic and cultural assets'.

The option is located at near local facilities, which could encourage walking and cycling, although the topography of the site may discourage these modes. The site's location near to the A41 could result in noise levels that could also adversely affect health and wellbeing. These factors would result in an overall adverse effect on the 'health' objective.

The option is located near a local centre which would result in a positive effect on 'equality and social exclusion'. However, the two local primary schools are already at capacity and the location of the option means that the area is relatively isolated from the rest of Hemel Hempstead.

Positive effects have been forecast against the majority of the social and economic objectives, including 'housing', 'sustainable prosperity and growth', and 'fairer access to services' objectives. The option will provide approximately 300 units of housing, including a proportion of affordable housing. The provision of additional housing means there will be more residents in the community making facilities and shops more viable. This would help support the local economy. However, this option would

result in adverse effects on 'revitalise town centres', as by developing new homes in the Green Belt around Hemel Hempstead this is not encouraging development in the centre of urban areas.

Additional Considerations:

Advice from the county Archaeologist is the proposed green belt release site lies between the mainline railway line and Shendish Manor. The site possesses moderate to high archaeological potential for evidence relating to both Roman and prehistoric occupation. This is because such occupation is known to be concentrated along the Gade Valley in similar topographic positions.

County Archaeologist's Recommendation:

"We consider there to be a high risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

The relative railway line effectively divides Shendish from the rest of Hemel Hempstead. Development in this location would therefore not support the vision of creating cohesive communities in the town's neighbourhoods. Traffic congestion is listed as a specific issue for the town and the Apsley area is one of the most seriously affected areas. Highway advice indicates that development in this location would exacerbate this problem. There would also be an impact on the long distance views across the valley side towards Shendish that are noted as an important characteristic of the town. The loss of the golf course would decrease rather than increase the range of leisure facilities within the town. Shendish Golf Course is also noted as an important landscape feature on the southern side of the town. The wider parkland setting for the Manor would also be affected by the development. The site would however lend itself to the provision of family homes, for which there is predicted demand.

## **OFFICER CONCLUSION**

Although being actively promoted by the landowner, there remain some concerns over the viability of a development smaller than neighbourhood scale in this location, due to the significant infrastructure costs associated with improving access to the site and overcoming highway safety and capacity concerns. There are also serious concerns regarding setting a precedent for future development on land to the south of the railway line – a clear Green Belt boundary and the impact upon Shendish Manor and its parkland setting.

There are also serious concerns regarding setting a precedent for future development on land to the south of the railway line – a clear Green Belt boundary, and the merging of any new development with the small settlement at Rucklers Lane.

The site is physically quite isolated from the rest of the town and there are considered to be other greenfield options available that perform better against Green belt and sustainability criteria.

# Berkhamsted

## **General advice from the Highway Authority:**

To date, no work has been undertaken to quantify the level of congestion in Berkhamstead. The Berkhamsted Urban Transport Plan, due to be developed during the 2011/12, will offer a series of measures to ease congestion within the town if required in line with the national and County Council policies and within 'Framework' for the plan set out by the West Herts Area Transport Plan.

The issue of congestion on the A4146 from the A41 to Berkhamstead town centre was identified as a concern by the consultation report of the Berkhamsted and Northchurch Transport Plan report on 'Public Exhibition' held in March 2006 . Other issues included inappropriate parking, high speeds, dangerous junctions and the lack of parking capacity.

In terms of site options, there are a many reasons why the highway authority may favour one option for growth over another. Generally, the assessment of a site can be broken down to into three main areas, road capacity, accessibility and sustainability, and safety. All of these subjects are addressed in detail in the Transport Assessment that will accompany a future planning application.

Ideally future growth should be placed where it can build and benefit on existing sustainable transport infrastructure. If the sites are also in locations where there is sufficient capacity without any road safety issues the site would be acceptable. However, all these conditions rarely exist. In a majority of urban areas where future growth is identified the road network is likely to already be congested, particularly during the peak hours.

The purpose of the Transport Assessment and the pre application discussions is to accurately assess the impact of the proposal and to identify mitigation measures. These may consist of additional measures to support sustainable transport and/or schemes to increase the capacity of the network to accommodate the additional traffic.

In summary, it is difficult at this stage for the Highway Authority to criticise or to support any of the options because it is not clear what issues and mitigation measures will be brought forward during an application process. All of the options will come forward with their own combination of problems, in Berkhamsted congestion appears to be of particular concern. The growth in Berkhamsted will add to the current traffic conditions. Although individual proposals may address particular junctions the growth will only deliver improvements proportionate to the scale of impact. Although at times Berkhamsted suffers from traffic congestion, without a significant change in attitude to travel, the likelihood is that further growth may make the situation worse.

Whatever the future level of growth, the transport system has to provide for planned new development. Provision cannot be by new major infrastructure unless it is funded by the developments themselves and even where that is the case the impact of the additional traffic generated will extend across the whole network.

The key strategy therefore is to ensure new development is located and designed so that maximum use can be made of sustainable modes, including bus travel, to access services.

## LOCATION

Land off New Road, Northchurch

## DESCRIPTION

The site (1.7 ha) lies on the western side of New Road. It consists of a triangular area of open land with its northern boundary lying adjacent to the West Coast Main Line railway and its southern boundary facing onto the Grand Union Canal. To the south and east is housing.

Distance from:

g) town centre	2429.69m
h) local shop(s)	544.52m
i) nearest bus stop	There is a bus stop within 400m of site. However, services from the stop are limited.
j) railway station	2815.60m
k) primary school	289.85m
l) secondary school	2198.19m

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

To the north of the site lies the Chiltern Area of Outstanding Natural Beauty (AONB).

#### (b) Deliverability:

### Promotion

This is actively being promoted by the landowner (Banner Homes).

### Viability

The key issues affecting viability are delivering a high proportion of affordable housing and its contributions to any local highway improvements (possibly including the New Road – Springfield Road link if this is retained as a highway proposal). If the link is to be delivered then the Council would have to be flexible on other contributions.

### Flexibility

This is a relatively small site that is unlikely to provide scope to achieve other non residential uses.

### Deliverability

Berkhamsted and Northchurch continue to command high house prices locally and the site should prove appealing to the market. The site offers an attractive frontage onto the canal but would also have to deal with amenity issues associated with its proximity to the railway line.

**Location progresses to Stage 2 assessment.**

## **Stage 2**

### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• While the railway line forms a clear and defensible alternative boundary, development of the site would extend the built-up area on the western side of New Road, north of the existing canal.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• The site would not lead to any coalescence with any settlement.</li></ul>

3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>• While the railway line forms a clear and defensible alternative boundary, development of this open site would extend the built-up area on the western side of New Road, north of the existing canal.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>• The site would represent a small spread of built development up the valley sides, although the railway line would prevent further incursion northwards. However, the Local Plan Inquiry Inspector was concerned over the impact of the housing on views from the canal northwards towards the AONB.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> </ul>

This site was rejected by the Inspector at a previous Inquiry into the Local Plan on Green Belt grounds. It was seen as being visually prominent and affecting the view to the AONB.

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

Adverse effects have been forecast for the 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape' SA objectives as the sites is greenfield, within the Green Belt and would therefore result in loss of landscape character, loss of habitats and soil sealing. Positive effects have been forecast for 'housing', 'sustainable prosperity and growth', 'fairer access to services' and 'revitalise town centres' objectives. It will provide housing, including affordable. The provision of additional housing means there will be more residents in the community making facilities and shops more viable. This would help support the local economy. With regard to 'greenhouse gas emissions' and 'air quality', it is located at a distance from the town centre, which could encourage greater car use thereby leading to increasing emissions. The location and the topography of Berkhamsted has lead to the site being forecast as likely to have adverse effects on health as active travel such as walking and cycling would be discouraged. Combined positive and adverse effects have been forecast on 'sustainable locations' and 'equality & social exclusion' objectives for as although

it is both located a distance from the town centre, the site is close to a school or employment. Adverse effects have been forecast on 'historic & cultural assets' as the site is located in an area of archaeological significance and development could impact upon the setting of the Grand Union Canal. Uncertain effects have been forecast for this option on 'water quality/quantity' due to the proximity of the site to the canal and potential for polluted run-off entering the water course.

Additional Considerations:

The previous Local Plan Inquiry Inspector felt that the site was more accessible than the Durrants Lane / Shootersway proposal, but that it was still a distance from the town centre and poorly served by buses. He felt that pedestrian access was poor to the school and local centre. Recent comments from the County Council support the latter points. Furthermore, the site received a very large number of objections (as did most of the greenfield options) during the recent consultation on the Emerging Core Strategy.

Advice from the county Archaeologist is the proposed housing allocation site is situated in Northchurch, sandwiched between the railway line and the Grand Union Canal. A number of significant archaeological sites are known from the vicinity including at least two Roman buildings. Although some of the site may have been disturbed during construction of the canal and railway, the area of the proposed allocation site still possesses moderate archaeological potential.

County Archaeologist's Recommendation:

"We consider there to be a high risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependent upon the nature of any development proposal."

The Highway Authority has advised that the proposed link between Springfield Road and New Road is technically possible to implement, but costs would be very high. They advise that Hertfordshire County Council are unlikely to fund this project as the benefits are unlikely to outweigh the costs. For a full assessment please refer to the New Road / Springfield Road, Berkhamsted Stage 1 Feasibility Report (September 2010) produced by Hertfordshire Highways.

**(d) Compliance with Emerging Settlement Strategy:**

- Helps achieve a mix of housing types.

- Would result in a modest encroachment of development up the valley side.
- Delivers more affordable housing.

### **OFFICER CONCLUSION**

This is a modest site that can help deliver affordable housing for the town. It is a well defined site with the potential to create clear and defensible new boundaries to the Green Belt, and is close to a (limited) range of local facilities. While close to a bus stop, the services are not frequent and the location is at a distance from the town centre. The Inspector at the Inquiry into the Dacorum Borough Local Plan 1991-2011 had a number of reservations about the site in terms of its impact on views to the AONB, its suitability for pedestrians and the strength of the existing Green Belt boundary. Road access to the site is not particular good relative to the other greenfield options given the narrowing of the road because of the canal bridge. It may have to contribute to the provision of the New Road-Springfield Road link, although whether this is taken forward as a highways proposal still needs to be resolved with the County Council (through a detailed feasibility assessment ). There are also amenity issues as a result of its proximity to the railway line that would need to be addressed (these are likely to be mitigated through design and location of housing).

Given these points, there are concerns about the overall suitability of the site relative to the other greenfield options and whether it should be carried forward for further assessment. If the County Council believe that the New Road-Springfield Road link is feasible and would deliver overall highway improvements, then the site could be considered.

## LOCATION

Land south of Hilltop Road, Berkhamsted

## DESCRIPTION

A grassed rectangular parcel of land forming part of the playing fields of Ashlyns School. To the north, east and west of the site lies housing. A line of mature trees separates the site from Hilltop Road.

Distance from:

- |                     |   |
|---------------------|---|
| a) town centre      | 1055.94m                                |
| b) local shop(s)    | 840.59m                                 |
| c) nearest bus stop | 65m                                     |
| d) railway station  | 1648.71m                                |
| e) primary school   | 704.10m                                 |
| f) secondary school | Immediately adjacent to Ashlyns School. |

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

The site is being promoted by the Governors of Ashlyns School, although there is no

direct involvement with developers at this stage.

Viability

Berkhamsted continues to command high house prices locally and the site should prove attractive to the market. It should be able to meet demands for associated infrastructure and affordable housing.

Flexibility

This is a modest site where there is little realistic opportunity to deliver other small-scale supporting non residential uses. It would provide Ashlyns School with enabling development to secure improved school sports facilities on-site. However, the County Council are looking at longer-term educational needs in the town, and the site may be needed to provide for a new First Entry school.

Deliverability

There are no fundamental constraints to prevent the site coming forward if allocated for housing.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>This would represent a reasonable rounding off of the Green Belt boundary that is well related to existing housing.</li> </ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> <li>The site will not lead to any coalescence with any settlement.</li> </ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>This will represent encroachment of buildings into land that does contribute towards the openness of the Green Belt, although it is not rural in character.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>The site would represent a small spread of built development into open areas of the Green Belt, although not in a prominent part of its valley</li> </ul>

	setting.
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

This is a compact and reasonable rounding off of the urban area. However, the Inquiry Inspector to the Local Plan was concerned over the strong links between the site and the rest of the open school land. He felt that its removal would not secure a defensible Green Belt boundary.

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

Adverse effects have been forecast for the 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape' SA objectives as it is a greenfield sites, within the Green Belt and would therefore result in loss of landscape character, loss of habitats and soil sealing. The options will provide housing, including affordable. The provision of additional housing means there will be more residents in the community making facilities and shops more viable. This would help support the local economy. The site is relatively close to the town centre and the railway station which should reduce the need to travel by car. However, the gradient between the town centre and the site may make walking and cycling difficult. It would be close to the town centre however this option would result in loss of playing fields, which could limit leisure opportunities and again restrict opportunities for healthier lifestyles. Combined positive and adverse effects have been forecast on 'sustainable locations' and 'equality & social exclusion' objectives as, although it is both located a distance from the town centre, the site is close to schools or employment.

Additional Considerations:

Development may lead to the loss of existing mature trees on the site. Sports England has objected to the loss of school playing fields. The County Council has pointed out that the site is near to the town centre in terms of distance to walk/cycle and is the preferred greenfield option in the Berkhamsted Place Strategy in terms of sustainable transport. This also proved to be a very popular greenfield housing option with local residents during consultation on the Emerging Core Strategy.

Advice from the County Archaeologist is that the proposed housing allocation site lies south of Berkhamsted, next to Ashlyns School. Prehistoric and Roman artefacts, and evidence of prehistoric settlement have been identified in the vicinity. Based on this evidence, and topographic and geographic position of the proposed allocation site, it possesses moderate to high archaeological potential.

County Archaeologist's Recommendation:

"We consider there to be a high risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

- Helps achieve a mix of housing types.
- Will result in a modest encroachment of development up the valley side.
- Delivers more affordable housing.
- Could help deliver improved community / educational facilities for the town.
- Will put pressure on local schooling in the town.

**OFFICER CONCLUSION**

This is a modest and compact site that can help deliver affordable housing for the town whilst contributing to upgrading leisure facilities at Ashlyns School. It is reasonably located in terms of the town centre and bus services. The site does represent a rounding off of the Green Belt that is well related to existing housing. However, it would result in the loss of the school playing fields, which would have to be resolved with Sports England. The Inquiry Inspector was concerned about the long term defensibility of the Green Belt boundary with the adjoining school playing fields. Any development would put pressure on existing mature trees on the site. Importantly, land is required in Berkhamsted to meet future educational needs. The site is well located to satisfy these requirements in this area of the town, there is a lack of alternative sites for a primary school, and it already forms part of an existing school site. Given these points, Officers recommend that priority should be given to accommodate educational uses over housing.

## LOCATION

Land adjacent to Hanburys, Shootersway, Berkhamsted

## DESCRIPTION

The land (1.7 Ha) lies on the south side of Shootersway immediately adjacent to the British Film Institute site. It comprises extensive open land surrounding the garden associated with Hanburys.

Distance from:

- |                     |          |
|---------------------|----------|
| a) town centre      | 1393.47m |
| b) local shop(s)    | 1393.47m |
| c) nearest bus stop | 175.82m  |
| d) railway station  | 1774.64m |
| e) primary school   | 745.28m  |
| f) secondary school | 1035.84m |

*NB: the site is at the top of the valley. This is not reflected in the above figures.*

See Map 1.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

**(b) Deliverability:**

Promotion

The site is being actively promoted by the landowners, although there is no direct involvement with developers at this stage.

Viability

Berkhamsted continues to command high house prices locally and the site should prove attractive to the market.

Flexibility

This is a modest sized site where there is little realistic opportunities to deliver other non residential uses.

Deliverability

There are no fundamental constraints to prevent the site coming forward if allocated for housing.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• This will result in the spread of built development to the south side of Shootersway, although it would be well contained by existing boundary screening.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• The site will not lead to any coalescence with any settlement.</li></ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"><li>• It will lead to the loss of garden land that contributes to the general open and rural setting of the area.</li></ul>
4. to preserve the setting	<ul style="list-style-type: none"><li>• As this is a relatively modest and well contained site it will have limited impact on the character</li></ul>

and special character of historic towns	and setting of the town.
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

There is a need to create clear defensible boundaries, particularly to safeguard the narrow and open buffer between the southern edge of the site and the A41 bypass.

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

Adverse effects have been forecast for the 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape' SA objectives as the site is greenfield, within the Green Belt and would therefore result in loss of landscape character, loss of habitats and soil sealing. Positive effects have been forecast for 'housing', 'sustainable prosperity and growth', 'fairer access to services' and 'revitalise town centres' objectives. The option will provide housing, including affordable. The provision of additional housing means there will be more residents in the community making facilities and shops more viable. This would help support the local economy. With regard to 'greenhouse gas emissions' and 'air quality', it is located at a distance from the town centre, which could encourage greater car use thereby leading to increasing emissions. The option is the least accessible by walking and cycling due to the gradient between the development site and town centre. The location of the option and the topography of Berkhamsted have lead to it being forecast as likely to have adverse effects on health as active travel such as walking and cycling would be discouraged. It is located near to the A41 which could result in noise levels that could affect adversely effect health.

Additional Considerations:

The County Council has pointed out that there is a very limited bus service serving the site, it is distant and uphill from the town centre, and accessibility by pedestrians/cyclists is problematic.

Advice from the County Archaeologist is the proposed housing allocation site lies

between the A41 and Berkhamsted, adjacent to the National Film Archive. Archaeological evaluation preceding the construction of the A41 Berkhamsted bypass identified a number of prehistoric occupation sites in similar topographic positions along the Bulbourne valley.

County Archaeologist's Recommendation:

"We consider there to be a high risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

- Helps achieve a mix of housing types.
- Will result in a modest encroachment of development up the valley side.
- Delivers more affordable housing.
- 

**OFFICER CONCLUSION**

This is a modest and compact site that can help deliver affordable housing for the town. It relates well to the existing built development within the BFI site. The land is well contained by extensive boundary screening that will help create strong Green Belt boundaries. It will not lead to it setting a precedent for releasing land to the south of Berkhamsted between the built-up part of the town and the A41 bypass. However, it is located at a distance from the town centre, although development of the site could directly contribute towards and provide land for road improvements at the Shootersway / Kingshill Way junction.

Officers recommend that the site is given further consideration as a potential greenfield option.

## LOCATION

Land adjacent to Blegberry Gardens, Shootersway, Berkhamsted

## DESCRIPTION

The land (3.5 Ha) lies on the south side of Shootersway immediately adjacent to Blegberry Gardens. It comprises an open greenfield site.

Distance from:

a) town centre	2358.03m
b) local shop(s)	1685.91m
c) nearest bus stop	1015.72m
d) railway station	2727.36m
e) primary school	1052.44m
f) secondary school	2145.47m

*NB: the site is at the top of the valley. This is not reflected in the above figures.*

See Map 1

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

The western boundary lies next to a Wildlife Site. It also forms part of an Area of Archaeological Significance.

**(b) Deliverability:**

Promotion

The site is being actively promoted by the owners, although there is no direct involvement with developers at this stage.

Viability

Berkhamsted continues to command high house prices locally and the site should prove attractive to the market.

Flexibility

This is a relatively large sized site where there is likely to be some limited opportunities to deliver other non residential uses.

Deliverability

There are no fundamental constraints to prevent the site coming forward if allocated for housing.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• This will result in the spread of built development westwards on the south side of Shootersway and southwards towards the A41.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• The site will not lead to any coalescence with any settlement.</li></ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"><li>• It will lead to the loss countryside that contributes to the general open and rural setting of the bypass.</li></ul>
4. to preserve the setting	<ul style="list-style-type: none"><li>• As this is a relatively modest sized site it will</li></ul>

and special character of historic towns	have limited impact on the character and setting of the town. However, it could be seen as setting a precedent for the outward expansion of Berkhamsted towards the A41 bypass.
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

The distance between the built part of the town and the bypass is quite narrow to the south of Shootersway and Oakwood. Any development of the site would only serve to reduce the narrowness of the buffer further still.

**Location progresses to Stage 3 assessment.**

### Stage 3

#### **(c) Conclusions of Independent Sustainability Assessment:**

Adverse effects have been forecast for the 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape' SA objectives as the site is greenfield, within the Green Belt and would therefore result in loss of landscape character, loss of habitats and soil sealing. Positive effects have been forecast for the 'housing', 'sustainable prosperity and growth', 'fairer access to services' and 'revitalise town centres' objectives. The option will provide housing, including affordable. The provision of additional housing means there will be more residents in the community making facilities and shops more viable. This would help support the local economy. This option is the largest and would provide more housing than the other options, thereby having a greater effect on the local economy, it would also provide for greater developer contributions. With regard to 'greenhouse gas emissions' and 'air quality', it is located at a distance from the town centre, which could encourage greater car use thereby leading to increasing emissions. The site is the least accessible by walking and cycling due to the gradient between the development site and town centre. The location of the option and the topography of Berkhamsted have lead to it being forecast as likely to have adverse effects on health as active travel such as walking and cycling would be discouraged. The land is located near to the A41 which could result in noise levels that could affect adversely effect health. Adverse effects have been forecast for 'sustainable locations' and 'equality & social exclusion' as the site is located at a distance from the town centre and state schools.

Additional Considerations:

The site needs to be considered in terms of its cumulative impact, particularly on local roads, with the proposed Strategic housing site located in and around the Egerton Rothesay School. However, the site received a very large number of objections (as did most of the greenfield options) during the recent consultation on the Emerging Core Strategy.

Advice from the County Archaeologist is the proposed housing allocation site lies between the A41 and Berkhamsted.

Archaeological evaluation preceding the construction of the A41 Berkhamsted bypass identified a number of prehistoric occupation sites in similar topographic positions along the Bulbourne valley.

County Archaeologist's Recommendation:

"We consider there to be a high risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

- Helps achieve a mix of housing types.
- Delivers more affordable housing and potentially open space.
- Maintains valley setting and compact character of the town.

**OFFICER CONCLUSION**

This is the larger of the greenfield options identified in the Place Strategy and could help deliver a significant number of market and affordable housing for the town. It could also bring forward other community benefits such as open space. However, it is at a distance from the town centre and not well served by public transport. There would be cumulative impacts with the Durrants Lane / Shootersway site that would need to be carefully assessed, particularly highway and schooling issues. It would also represent a prominent outward expansion of the built-up area along Shootersway, and set a precedent for releasing land to the south of Berkhamsted between the built-up part of the town and the A41 bypass.

Officers recommended that this site is not given further consideration as a potential greenfield option.

## LOCATION

**Land south of Berkhamsted**

## DESCRIPTION

The site comprises seven almost continuous parcels of open farm land to the south side of Berkhamsted running from Upper Hall Park in the east to Shootersway to the west. The parcels of land vary in size from between 0.5 to 23 Ha.

Distance from:

Plot 1:

a) town centre	1536.69m
b) local shop(s)	1536.69m
c) nearest bus stop	338.05m
d) railway station	1917.86m
e) primary school	888.50m
f) secondary school	1179.06m

Plot 2,3,4:

a) town centre	1426.99m
b) local shop(s)	1211.24m
c) nearest bus stop	60m from Plots 2 & 3. 222.10m from Plot 4
d) railway station	1804.03m
e) primary school	1064.56m
f) secondary school	480.55m

Plot 5:

a) town centre	1350.41m
b) local shop(s)	1131.60m
c) nearest bus stop	407.90m
d) railway station	1721.42m
e) primary school	1037.96m
f) secondary school	428.45m

Plot 6:

a) town centre	1889.82m
b) local shop(s)	1621.81m
c) nearest bus stop	436.93m
d) railway station	2234.93m

- e) primary school 1043.96m
- f) secondary school 370.65m

Plot 7:

- a) town centre 1849.68m
- b) local shop(s) 1621.81m
- c) nearest bus stop 329.69m
- d) railway station 2234.93m
- e) primary school 1043.96m
- f) secondary school 370.65m

*NB: the site is at the top of the valley. This is not reflected in the above figures.*

See Map 1.

**ASSESSMENT**

**Stage 1**

**(a) Key Environmental Designations:**

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

All of Parcel 2 is a Wildlife Site. Part of Parcel 3 is a Wildlife Site. Parcel 7 lies adjacent to a Wildlife Site. Parcels 4, 5 and 6 will affect the setting of Ashlyns Hall (listed building) and Ashlyns Farm.

**(b) Deliverability:**

Promotion

The land is being actively promoted by the landowner and is all within a single ownership. However, no developer is involved at this stage. A Masterplan has been drawn up and this indicates that only parcel 1, 6 and 7 would be made available for

housing.

### Viability

Berkhamsted continues to command high house prices locally and collectively the land should prove attractive to the market. It is of a scale that should be able to meet demands for associated infrastructure and affordable housing.

### Flexibility

Given the scale of the land there is significant scope to secure other non residential uses, particularly open/leisure space. While at a distance from the town centre and employment areas, it is of a scale that could contribute towards improved public transport (community bus hub).

### Deliverability

There are no fundamental constraints to prevent the sites coming forward if allocated for housing.

**Location progresses to Stage 2 assessment.**

## **Stage 2**

### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• The scale of proposal will result in a major outward expansion of the built-up area into the Green Belt to the south of the town. It would weaken, narrow and put further pressure on the Green Belt between the existing urban area and the A41 bypass.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• Parcels 6 and 7 will lead to a weakening of the Green Belt with Bourne End / Hemel Hempstead.</li></ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"><li>• The scale of proposal will result in a major outward expansion of the built-up area into open countryside to the south of Berkhamsted and put pressure on the buffer of open land between the existing urban area and the A41</li></ul>

	bypass.
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>This will have a major impact on the valley setting and compact nature of the town.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

**Location rejected due to the scale of development and impact on the Green Belt.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

N/A

**(d) Compliance with Emerging Settlement Strategy:**

N/A

**OFFICER CONCLUSION**

The scale of proposal is clearly contrary to national Green Belt policies and beyond that needed to meet the predicted housing growth of Berkhamsted to 2031. It would have a major impact on the character and setting of the town, and lead to pressure to develop open countryside southwards towards the A41. While the site has the potential to deliver new community facilities, improve public transport, and contribute towards meeting deficits in open/leisure space, it would also put significant pressure on existing infrastructure such as roads and schooling. Smaller parcels in theory could be considered, but these also prove problematic in respect of their poor relationship to existing housing, proximity to the A41, local impact on open countryside, and poor direct access on to local roads. These sites proved very unpopular with local residents during the consultation on the Site Allocations DPD during late 2008.

Officers recommend that this land is not pursued as a greenfield housing option.

# Tring

**General advice from the Highway Authority:**

No significant highway issues relating to the scale of development proposed.

As previously stated the key strategy is to ensure new development is located and designed so that maximum use can be made of sustainable modes, including bus travel, to access services. Option 2 appears is closer to Tring rail station, on one boundary the site has access to the route that leads directly to Tring rail station the other boundary of the site is with the A4251 which has an established bus connection to neighbouring settlements. Please see general advice relating to Berkhamsted.

## LOCATION

Land to the West (Icknield Way)

## DESCRIPTION

Distance from:

- |                     |                              |
|---------------------|------------------------------|
| a) town centre      | 1726.41m                     |
| b) local shop(s)    | 993.60m                      |
| c) nearest bus stop | Immediately adjacent to site |
| d) railway station  | 4472.49m                     |
| e) primary school   | 1181.70m                     |
| f) secondary school | 2442.62m                     |

See Map 2.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

- Land to the west of the site is in the Chiltern AONB.

#### (b) Deliverability:

##### Promotion

The site is part of a larger site (T/h4) being actively promoted by the landowner Cala Homes (for housing, employment and open space).

### Viability

The site would not require any key infrastructure, other than water supply and waste treatment services, energy supply and road infrastructure.

### Flexibility

The site does have the potential to offer non residential uses, such as employment space and the larger site (T/h4) could accommodate new open space. However, detached school playing fields would be better sited near Tring Secondary School for ease of access and sustainable transport purposes. Additional cemetery space is also possible.

### Deliverability

The site is deliverable in the first phase of the housing programme.

**Location progresses to Stage 2 assessment.**

## **Stage 2**

### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• Development on this land would not constitute unrestricted sprawl or encourage it in the longer term, as the larger proposal area has clearly defined and defensible boundaries.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• The proposal would reduce the buffer zone between Tring and settlements to the west i.e. Drayton Beauchamp, Buckland, and Aston Clinton. However, it would not lead to their merging because of the defined boundaries of the site and the green gateway to the west.</li></ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"><li>• The larger proposal area has defined boundaries that would not detract from the compact nature of the town and would not lead to further encroachment of the countryside. However the boundary for the built element of the proposal would be defined by a field boundary, which is also the AONB boundary.</li></ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"><li>• As long as the proposal maintained the existing green gateway to the west of the site, the setting of the town could be preserved.</li><li>• The cemetery (designed by Huckvale for N</li></ul>

	Rothschild) would need to be screened / protected from any development on the adjacent land.
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> <li>• Development would relate well to the existing settlement and the site is close to the main employment area and local centre. The proposal would not detract from the compact nature of the town nor result in the significant erosion of the Green Belt and the Green Belt width to the west of Tring.</li> <li>• The proposal site would use existing field boundaries and a green gateway to help define a new Green Belt boundary.</li> <li>• In terms of sustainable development, the site is close to the general employment area, the town centre and services and facilities.</li> </ul>

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

Option 1 is located near to a local centre and is adjacent to the town's main employment area. However it is located 2km from the town centre. This could increase the use of the car to access town centre facilities and services, thereby increasing the growth of greenhouse gas emissions and other emission to air. There is also uncertainty around the level of out-commuting that may result from building the large number of houses on this site. If this is by car on the A41 there is the potential for increased levels of emissions. Option 1 is slightly further away from the town centre (1km) than option 2 (land to the east of Tring).

Both options are close to the A41, which means noise disturbance could affect the health and well-being of the new residents. Option 1 would allow for open space, however it would not be large enough to fulfil all of the town's leisure space aspirations.

Development of option 1 could involve the provision of some employment space, thereby helping to support the local economy. Also, the new housing on the site

should help to support the local services in the town, maintaining their viability and boosting the local economy.

Additional Considerations:

Emerging Core Strategy responses:

- A significant number of respondents to the Emerging Core Strategy objected to this land coming forward for housing development, primarily because of the adverse impact on the Green Belt and the AONB; the prominence of the site affecting the visual amenity of the green gateway; the lack of public transport and the poor relationship to the town centre; the fields may be required for local food production; and the development will push the settlement closer to Aston Clinton. Other issues include traffic and noise impacts; the development will create a burden on local services and schools. Some respondents also said that the site was either too big or too small and was more suitable for employment purposes.
- The responses in support of this site coming forward for development, considered the site was close to amenities, main transport routes and employment areas; it would achieve the minimum impact to the character and appearance of the town; it is available for development and it is a natural extension to the town; and could accommodate additional open space and cemetery space.

Advice from the county Archaeologist is The proposed housing allocation site lies west of Icknield Way Industrial Estate in Tring. The southern boundary of the site is formed by Akeman Street, a Roman Road.

County Archaeologist's Recommendation:

"We consider there to be a moderate risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

This proposal would support the emerging strategy fro Tring by delivering the minimum level of homes required on a greenfield site, a small extension to Icknield Way Business centre and some open space in a relatively sustainable location, with limited impacts to the town's compact nature. It would also support retention of the green gateway to the east.

## **OFFICER CONCLUSION**

There are no clearly defined boundaries for the area required for development, other than existing field boundaries which also mark the boundary of the AONB. The site is understood to be available for development straight away. It has the potential to offer open space, employment space and additional cemetery space, in addition to new homes. Whilst the site is not the closest to the town centre, it is near the employment area and a local centre. Development in this location would not detract from the compact nature of the town.

## LOCATION

Land to the east of Tring (Dunsley Farm)

## DESCRIPTION

Distance from:

a) town centre	1055.16m
b) local shop(s)	496.05m
c) nearest bus stop	420m
d) railway station	2438.34m
e) primary school	1321.01m
f) secondary school	711.98m

See Map 2.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

- Land to the east of Cow Lane is in the Chiltern AONB

#### (b) Deliverability:

##### Promotion

The majority of the site is being actively promoted by the landowner Hertfordshire County Council (for housing and open space).

### Viability

The site would not require any key infrastructure, other than water supply and waste treatment services, energy supply and road infrastructure. Developing here would result in the loss of 1 farm. The remaining farm could be relocated. This would achieve a highly accessible location for new development near to the town centre, supermarket and community services and facilities.

### Flexibility

The site has the potential to offer non residential uses, such as open space and detached school playing fields.

### Deliverability

The site would be deliverable in the final five year period of the housing programme or may be earlier depending upon the impact to the farms. If the site were developed it would result in the loss of one of the farms.

**Location progresses to Stage 2 assessment.**

## **Stage 2**

### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• The proposal would support the continued compact nature of the town and retain the existing green gateway.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• The proposal would reduce the buffer zone between Tring and Wigginton to the south. However, it would not lead to their merging because of the green gateway to the south of the site, the defined boundaries of the site, and because the A41 bypass and the edge of the Chiltern escarpment act as barriers which would prevent any physical merging.</li></ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"><li>• Not all of the land needs to be taken out of the Green Belt for the development of 150 homes and therefore clear boundaries will need to be defined (along field boundaries or hedges) to ensure that there is no further encroachment of the countryside.</li></ul>
4. to preserve the setting and special character	<ul style="list-style-type: none"><li>• As long as the proposal retains the existing green gateway to the south-west of the site,</li></ul>

of historic towns	and enhances the view of Dunsley Farm, the setting of the town could be preserved and enhanced because there are limited views onto the site from the south.
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> <li>• The proposal does not have clearly defined boundaries, but new development would relate well to the existing settlement and is close to the town centre which would help support the continued compact nature of the town. The green gateway to the south of the town would mitigate impacts on views and would remain in the Green Belt. Therefore, the proposal is not assessed to have a significant impact upon erosion of the Green Belt.</li> <li>• The proposal site has farm tracks, field boundaries and a green gateway which can help define a new boundary.</li> <li>• In terms of sustainable development, this site is the closest of those assessed in the Emerging Core Strategy to the supermarket, the town centre, community services and facilities and the train station.</li> </ul>

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

The site is located adjacent to a historic park and garden, and contains three Listed buildings. The site is classified as “pre 18<sup>th</sup> century enclosure” (approx 50% and the area closest to the town centre), “18-19<sup>th</sup> century enclosure” (approx 45% of the site), and the remainder is “built up modern” (HLC). Therefore adverse effects have been forecast for ‘historic & cultural assets’.

The site could provide for 150 dwellings and deliver significant areas of open space, and improved facilities. Due to the significant area of open space proposed this option could progress the ‘community identity & participation’ SA objective.

The site is close to the A41, which means noise disturbance could affect the health and well-being of the new residents.

The site will provide additional housing leading to a larger number of residents

therefore making facilities and shops more viable. This would help to support the local economy.

It should be noted however that this site contains a County Wildlife Site which may be affected by housing development depending on the area taken forward for development. Therefore an uncertainty remains surrounding potential affects on the 'biodiversity' SA objective.

#### Additional Considerations:

##### Emerging Core Strategy responses

- A significant number of response to the Emerging Core Strategy consultation objected to the proposal. This was primarily because of the affect to the AONB and its views, the size of the site, the effect on the character of the town, the effect and loss of the wildlife site, the impact on the setting of Pendley Manor, and the loss of two farms.
- The responses made to the Emerging Core Startgey in support of this site coming forward for development considered this site is more suitable for delivering additional leisure space. The site was also considered to be more appealing due to its central location with better access to services and transport links and the fact that it would leave Icknield Way available for further employment space.

Advice from the county Archaeologist is the proposed housing allocation site lies to the east of Tring Park, which includes the likely site of the deserted medieval settlement of Lower Dunsley. The southern boundary of the site is formed by Akeman Street, a Roman Road. The allocation site itself includes an area of degraded ridge and furrow and Dunsley Bungalow Small Holding. This property, including outbuildings and land within its curtilage is listed grade II.

##### County Archaeologist's Recommendation:

"Policy HE9 of the new PPS5 says that substantial harm or loss to grade II listed buildings should be exceptional. We therefore recommend that the full extent of the listed property is protected from any harmful effects of development.

With regards to the rest of the housing allocation site, we consider there to be a moderate risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

This proposal would deliver the minimum level of homes required on a greenfield site, in a relatively sustainable location with limited impacts to the town's character and setting. Although reduced in scale, the green gateway to the town could be retained by the careful location of development within the site. There is sufficient space for additional provision of open space and outdoor recreation space.

**OFFICER CONCLUSION**

Land adjoins the AONB. The site is larger than required and there are no clearly defined boundaries to mark the southern boundary of the site. Development in this location would help maintain the compact nature of the town. This site is not thought to be available until the latest phase of the housing programme and development here would result in the loss or relocation of 1 farm.

Of the sites considered in the Emerging Core Strategy, this is the closest to the supermarket, the town centre, community services and facilities, and the train station, particularly if the new development were sited on the footprint of Dunsley Farm buildings.

## LOCATION

Waterside Way, Tring

## DESCRIPTION

Distance from:

- |                     |          |
|---------------------|----------|
| a) town centre      | 1862.76m |
| b) local shop(s)    | 1794.99m |
| c) nearest bus stop | 410.27m  |
| d) railway station  | 3576.66m |
| e) primary school   | 1294.44m |
| f) secondary school | 2013.94m |

See Map 2.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

- Adjacent the AONB.

#### (b) Deliverability:

##### Promotion

The site is being actively promoted by Emery Planning Partnership/Land Planning Group PLC, and was put forward during the 2006 Site Appraisals consultation (referenced as T/h3).

### Viability

The site would not require any key infrastructure, other than water supply and waste treatment services, energy supply and highways.

### Flexibility

The site could support additional non-residential uses such as open space, marina facilities and sports facilities.

### Deliverability

The land would be deliverable in the first five year phase of the housing programme.

Land the other side of the Grand Union Canal (to the north) is an AONB and developing this site will have a significant impact on views within the AONB. If delivered, this development would extend the town's current built form away from its compact nature and it could lead to further unchecked sprawl and encroachment on the countryside out of scale with existing town. This development proposal would therefore have some adverse effects on landscape character, including the setting of the Grand Union Canal.

**Location progresses to Stage 2 assessment.**

## **Stage 2**

### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• It is considered that development in this location would constitute sprawl as the strong countryside boundary of Icknield Way would be breached and development would detract from the compact nature of the settlement.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• It would reduce the width of the Green Belt to the north of Tring. However the closest settlements are the hamlets of Marsworth and Wilstone and further development in this area is already there restricted due to the AONB, Green Belt and Rural Area designations.</li></ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"><li>• The proposal would detract from the compact nature of the town and would lead to further encroachment of the countryside to the north of the town. It would breach an important physical boundary to the north of the town – Icknield Way.</li></ul>

	<p>However, existing field boundaries and the canal would provide a relatively clear edge for the development site.</p>
<p>4. to preserve the setting and special character of historic towns</p>	<ul style="list-style-type: none"> <li>• The proposal would detract from the existing compact nature of the town by breaching the strong physical boundary of Icknield Way. Both are important to maintain as features of the town and its wider landscape setting.</li> </ul>
<p>5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</p>	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> <li>• The site does not relate well to the compact nature of the town it would result in the significant erosion of the Green Belt width to the north of the settlement.</li> <li>• The proposal has some clear boundaries; however field boundaries would be required to define the northern and western boundaries of the site.</li> <li>• In terms of sustainable development, the site is not as close to the A41 bypass as the options put forward in the Emerging Core Strategy. The site is relatively close to the main employment areas in the town. It is not near a local centre and is some distance from the town centre and supermarkets.</li> </ul>

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

This option is located at a distance from the town centre, which could increase the use of car therefore increasing green house gas emissions and emissions to air. Although this site has some pedestrian and/or cycle links to the town centre, which could reduce this need to travel by private car, minimising the effects of the development will be dependent on these modes being used.

This option would provide the wider town with areas of open space thereby having a positive effect on the 'health' SA objective. In addition, the pedestrian and/or cycle links could also encourage the local residents to have more active lifestyles.

Adverse effects have been identified on the 'sustainable locations' and 'equality and social exclusion' SA objectives for this option as it is located at a distance from the town centre. However, this option is located close to schools.

Waterside Way has the potential to provide for significant levels of affordable housing.

Positive effects have been forecast for this option on the 'sustainable prosperity and growth', 'fairer access to services' and 'revitalise town centres' objectives. The new housing should help to support the local services in the town, maintaining their viability and boosting the local economy, thereby helping to support sustainable urban living.. Development of Waterside Way could involve provision of some employment space, thereby helping to support the local economy.

Advice from the county Archaeologist is that the proposed green belt release site lies between the Grand Union Canal and Icknield Way. Two major Roman roads converge at Tring. Finds of Roman pottery and quern stone fragments have been identified from the area of Tringford reservoir.

County Archaeologist's Recommendation:

"We consider there to be a moderate risk that heritage assets with archaeological interest are present on the site, including the possibility that any assets present may be worthy of designation. In accordance with PPS 5 policies 9.6 and 9.1, the presence of such assets could be a reason for amendment or even refusal of any planning application. In accordance with policies 6.1 and 6.3 of PPS 5, it will therefore be necessary for archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal."

**(d) Compliance with Emerging Settlement Strategy:**

Although this proposal would provide much needed housing close to the main employment area and local schools, the proposal would not comply with Tring's long-term vision or the theme 'looking after the environment', which is to retain and enhance the character of the town and its compact nature. As well as maintaining the key features of the town's setting including the Grand Union Canal and Tring Reservoirs SSSI.

## **OFFICER CONCLUSION**

Part of the site is adjacent to the AONB. There are some clearly defined boundaries to the site, however the form of the development would impact on the current compact nature of the town. It is understood to be available for development straight away and the landowners consider it has potential to offer open space, a marina with employment space and outdoor pitches for local football clubs. In terms of sustainable development this site is not the closest option to the town centre and does not have any local shopping facilities close by, but it is quite near to the main employment area.

It is recommended that the site is rejected because of the impact upon the existing compact nature of the town, combined with the impact upon the adjacent AONB.

## LOCATION

Sports Forum Proposal, Dunsley Farm, Tring

## DESCRIPTION

Distance from:

- |                     |          |
|---------------------|----------|
| a) town centre      | 1055.16m |
| b) local shop(s)    | 496.05m  |
| c) nearest bus stop | 420m     |
| d) railway station  | 2438.34m |
| e) primary school   | 1321.01m |
| f) secondary school | 711.98m  |

See Map 2.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	x (part)
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

- Land to the east of Cow Lane is an AONB

#### (b) Deliverability:

##### Promotion

The majority of the site is being actively promoted by the landowner Hertfordshire County Council (for redevelopment and open space).

The Tring Sports Forum's proposal site includes Hertfordshire County Council Land and a small amount of land to the east of Cow Lane, which is currently used for sports facilities (and the intention would be for a similar use for this part of the site).

The proposal also includes:

- land north of HCC land, which is owned by Tring Town Council and is known as Pound Meadow (with the purpose of retaining Pound Meadow as it is);
- the cricket ground; and
- the adjacent playing fields.

The intention would be to deliver further sports facilities on the cricket ground and the playing fields.

As part of the proposal, the existing secondary school and public sports facilities would be re-sited to enable the site to come forward for housing development, which would help finance the proposal. However, the amount of housing required on the existing secondary school site would result in the loss of some designated Open Land. Some of this designated Open Land may also be required for the extension of Grove Primary School.

#### Viability

The proposal would require building a new secondary school and public sports facilities, as well as water supply and waste treatment services, energy supply and road infrastructure.

#### Flexibility

The site does have the potential to offer non-residential uses such as open space and detached school playing fields, and a small-scale light industrial business park.

#### Deliverability

The proposal is thought to be deliverable in the final five year period of the housing programme. If the site were developed it would result in the loss of both farms.

#### **Location rejected due to:**

- **part of the site falling within the Chilterns AONB**
- **scheme does not have the support of the main landowner (HCC)**
- **deliverability issues with moving the secondary school and sports space**
- **scheme would deliver more homes on the school site than required to finance the new school, sports facilities and leisure space on the Dunsley Farm site.**
- **Reduction in Open Land on the existing school site**
- **loss of both farms,**

- would result in development in the green gateway
- proposal does not consider the need to extend Grove Primary School in the future.

## Stage 2

### Green Belt Impact:

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	N/A
2. to prevent neighbouring towns from merging into one another	N/A
3. to assist in safeguarding the countryside from encroachment	N/A
4. to preserve the setting and special character of historic towns	N/A
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	N/A

## Stage 3

### (c) Conclusions of Independent Sustainability Assessment:

N/A

### (d) Compliance with Emerging Settlement Strategy:

N/A

### **OFFICER CONCLUSION**

The site/proposed scheme should be rejected because of the adverse effects development would have on AONB, existing Open Land surrounding Tring secondary school and deliverability issues, including:

- lack of support from the landowner for the proposed scheme;
- financing issues regarding a new secondary school and sports space;
- delivering more homes than required on the school site resulting in a reduction in designated Open Land;
- developing in the green gateway;
- considering the possible need to extend Grove Primary School in the future;
- delivering a lot of new outdoor recreation facilities, when it is not clear that there is an identified need for the local residents; and
- the loss or relocation of 1 farm.

## LOCATION

Land adjacent to Station Road, Tring

## DESCRIPTION

Distance from:

- |                     |                              |
|---------------------|------------------------------|
| a) town centre      | 1733.48m                     |
| b) local shop(s)    | 1665.71m                     |
| c) nearest bus stop | Immediately adjacent to site |
| d) railway station  | 1014.40m                     |
| e) primary school   | 1275.54m                     |
| f) secondary school | 1449.07m                     |

See Map 2.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	x (part)
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

- Land to the south of Station Road is in the Chilterns AONB

#### (b) Deliverability:

##### Promotion

Parts of the site, specifically T/h6 Station Road / Marshcroft Lane, Tring were promoted by the landowner in 2006 (November 2006, Schedule of Site Appraisals), but have not been actively promoted since.

T/h11 is also part of this site and was promoted for housing by DBC at the Local Plan Inquiry (November 2006, Schedule of Site Appraisals). T/h11 has not been actively promoted by the landowner for redevelopment since it was identified in November 2006.

Viability

The site would not require any key infrastructure other than water supply and waste treatment services, energy supply and road infrastructure.

Flexibility

This site would be suitable for delivering additional open space and improved facilities, as well as being a potential site for a detached playing field for Tring Secondary School.

Deliverability

Without active promotion of the site for development, the Council is unclear when this site is likely to be deliverable.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>Development would extend Tring in linear form to the East – eroding the existing compact nature of the town.</li> </ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> <li>Development would erode the compact nature of the town and merge Tring with the small settlement at Tring Station. It would also severely reduce the width of the Green Belt between Tring and the village of Aldbury.</li> </ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>Due to the above reasons, development in this location would constitute encroachment into the countryside which is largely open in nature (especially to the north of Station Road).</li> </ul>

	Development would have an adverse impact upon landscape character including the setting of the Grand Union Canal and the AONB.
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>The green approach to Tring from Tring Station is part of the distinctive character of the town and would be eroded. The setting of Pendley Manor, a Listed Building, would also be adversely affected.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a Greenfield site it will not support this aim.</li> </ul>

**Location rejected due to the impact of the development on the Green Belt.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

N/A

**(d) Compliance with Emerging Settlement Strategy:**

N/A

**OFFICER CONCLUSION**

The site should be rejected because of the adverse effects development would have on the Green Belt. Particularly in terms of eroding the compact nature of the town, and its impact upon landscape character, especially the setting of the adjacent AONB and Grand Union Canal.

# **Kings Langley**

**General advice from the Highway Authority:**

The key strategy is to ensure new development is located and designated so that maximum use can be made of sustainable modes, including bus travel to access services.

Kings Langley road network will require highway capacity improvements and/or alternative solutions if additional traffic volume is added.

## LOCATION

Rectory Farm, Kings Langley

## DESCRIPTION

Land to the north of the village bound by Hempstead Road to the west, the Grand Union Canal to the east, Gade Valley Close to the south and Kings Langley football club to the north. Noted as KL/h3 in the Schedule of Site Appraisals 2006.

Distance from:

a) town centre	914.65m
b) local shop(s)	724.28m
c) nearest bus stop	60m
d) railway station	2285.80m
e) primary school	929.64m
f) secondary school	1045.88m

See Map 4.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	x (part)

- A small part of the site is within flood zone 2 and is within close proximity to flood zone 3.
- As the site is partially previously developed, the fact that it is partially within flood zone 2 does not rule it out from further consideration at this stage.

**(b) Deliverability:**

Promotion

- Site put forward by agent, on behalf of land owner, for residential allocation in 2005 for consideration in the Site Allocations DPD.

Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- Limited capacity at Kings Langley Primary School.

Flexibility

- The site is large enough to accommodate some additional outdoor leisure space as well as the suggested level of residential development.

Deliverability

- The valley and canal-side location of this site mean its development could adversely effect the character of this part of the village, and views of and within the village.
- As long as there is interest from the landowner there is no physical reason why this site could not be deliverable within the next 5 years.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• Given the existing development on the opposite side of the road development of this site should not lead to unrestricted sprawl provided the area for development is tightly drawn.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• Development of the site would lead to the erosion of an important strategic gap between Kings Langley and Hemel Hempstead.</li><li>• Rejected by the Inspector at the previous Local Plan Inquiry due, amongst other reasons, to concerns about coalescence with Nash Mills.</li></ul>

<p>3. to assist in safeguarding the countryside from encroachment</p>	<ul style="list-style-type: none"> <li>• Development of this site would lead to some encroachment into the countryside to some extent. However, the quality of the countryside at this location is not considered to be particularly high.</li> </ul>
<p>4. to preserve the setting and special character of historic towns</p>	<ul style="list-style-type: none"> <li>• As long as it is designed sympathetically, development in this location should not impact the historic setting of Kings Langley – the core of which is in the centre of the village.</li> </ul>
<p>5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</p>	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> <li>• The Green Belt is already fairly narrow at this point.</li> <li>• Clear boundaries exist in terms of the canal, the roads and trees (boundary with the football club). However, if this site were released for development, it would probably be desirable to draw the boundary more tightly than this.</li> <li>• Development of the whole site would represent a very significant extension to Kings Langley village. However, if a small portion of the site were to be released for development then this would be a relatively sustainable location as it is close to core facilities.</li> </ul>

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

The site is located within the Green Belt, adjacent to a wildlife site and is partly a greenfield site. The development would therefore result in the net loss of habitats and soil sealing.

The potential removal of unattractive buildings would help to improve the landscape.

The proximity of the site to the canal makes the effect of this site on ‘water quality/quantity’ uncertain due to the potential for adverse effects from run-off. A small part of the site is located within flood zones 2 and 3 and there would be a flood risk for new development.

The site is located close to the village, which could encourage cycling and walking rather than private car use, which could improve local air quality and reduce growing greenhouse gas emissions. The site would also provide opportunities for open space and encourage walking and cycling thereby having positive effects on health.

In terms of the economic aspects. This site should help to provide good quality, affordable housing and help to make local facilities and services more viable through increasing the number of residents. This site should help revitalise the local centre by maintaining community vibrancy and vitality.

Additional Considerations:

- Development of this site would ‘*erode the vulnerable green wedge between the development on the opposite side of the canal...and the housing on the western side of the A4251...the release of this land...would also damage the landscape quality of the area.*’ (Inspector’s Report, Dacorum Borough Local Plan 1991-2011 Public Local Inquiry, September 2002)
- There have already been a lot of canal side developments in the area, impacting upon the wildlife along the canal corridor.
- Part of the site is within a key view corridor identified by the Urban Design Assessment.
- Development of this site would have an impact on views when entering the village from the north.
- HCC (Hertfordshire Property) state that the scale of housing growth is dependent upon the delivery of primary school education. Growth options should not be progressed unless there is capacity within primary schools to support that growth.
- If developed, this site could secure contributions needed to improve the towpath in the area.
- Reasonably accessible to local shops and public transport.
- Housing development here could be well integrated with the rest of the village.

Advice from the county Archaeologist is that the proposed housing allocation site lies NE of Kings Langley, between Hempstead Road and the River Gade / Grand Union Canal. Although it lies to the north of the known extent of the historic core of the settlement, the site still possesses moderate to high archaeological potential for evidence relating to both Roman and prehistoric occupation. This is because such occupation is known to be concentrated along the Gade Valley

County Archaeologist’s Recommendation:

“We consider there to be a high risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for

amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal.”

Advice from the Highway Authority is that the key strategy is to ensure new development is located and designated so that maximum use can be made of sustainable modes, including bus travel to access services. The site is located close to the A4251 and can therefore benefit from the bus services that operate in the area. However, the A4251 also represents a boundary to east west movement. Due to the function of the road the County Council has a longstanding policy that states that the principle of a new access would not normally be permitted.

**(d) Compliance with Emerging Settlement Strategy:**

- Development of this site would broadly comply with the emerging settlement strategy and will help meet the following aims of the vision:
  - limited growth will help support the vitality and viability of the village; and
  - development will be used to secure a high level of affordable, sustainable housing and improvements to outdoor leisure space.
- Development of this site may conflict with aim of the vision to conserve the natural heritage of the village, particularly in the context of its setting in the Gade Valley and the Grand Union Canal.
- Development of this site may also conflict with aim of the vision to protect important wildlife resources.
- Development of this site may conflict with the aim of the strategy to avoid coalescence with other settlements.
- Development of this site may help with the aim of the strategy to improve the state of the towpath.

**OFFICER CONCLUSION**

The main attractions of this site as a potential development location are:

- It is a relatively sustainable location as it is within walking distance of existing village facilities.
- The quality of the countryside here is not considered to be particularly high.
- The removal of the existing unattractive buildings would help to improve the appearance of the site within the landscape.

The main difficulties for this site as a development location are:

- It is partially within flood zone 2, and is close to flood zone 3
- It forms part of an important strategic Green Belt gap between Hemel

Hempstead and Kings Langley, and development may lead to coalescence

- It is adjacent to the canal, which is an important wildlife site.
- It would have an impact on views when entering the village from the north.

## LOCATION

Wayside and Broadfield Farm, Kings Langley

## DESCRIPTION

Land at the southern end of the village to the west of Watford Road and to the south of Great Park. Part of the site noted at KL/h8 in the Schedule of Site Appraisals 2008.

Distance from:

a) town centre	865.39m
b) local shop(s)	705.77m
c) nearest bus stop	195.92m
d) railway station	1056.23m
e) primary school	1560.60m
f) secondary school	1926.48m

See Map 4.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

- Site put forward by land owner (Herts Property) in 2008 for residential allocation for consideration through the Site Allocations DPD process. N.B.

The original site submitted to by Herts Property was very large; they subsequently refined the size of the site they were proposing for residential allocation to the area now under consideration.

Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- Limited capacity at Kings Langley Primary School.

Flexibility

- The site is large enough to accommodate some additional outdoor leisure space as well as the suggested level of residential development.
- The landowner has suggested a significant amount of land be allocated for open land uses (which could include outdoor leisure uses) as part of their proposal for residential allocation.

Deliverability

- Development of this site would involve the loss of some active farmland.
- As long as there is interest from the landowner there is no physical reason why this site could not be deliverable within the next 5 years.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>• Given the existing development on the opposite side of the road development of this site should not lead to unrestricted sprawl as long as the area for development is tightly drawn.</li> </ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> <li>• Development of the site would lead to a slight erosion the green belt gap between Kings Langley and Hunton Bridge. However, this is a large gap and its strategic importance is lessened by the A41 and M25 which act as barriers to the merging of settlements.</li> <li>• There would not be much danger of Kings Langley merging with another settlement through development of this site.</li> </ul>

<p>3. to assist in safeguarding the countryside from encroachment</p>	<ul style="list-style-type: none"> <li>• Development of this site would represent an encroachment into the countryside.</li> <li>• The quality of the countryside here is relatively high and is important for agriculture.</li> </ul>
<p>4. to preserve the setting and special character of historic towns</p>	<ul style="list-style-type: none"> <li>• There is a listed building within the site (Cedar Lodge) and so any new development would have an impact on the character of this building.</li> <li>• As long as it is designed sympathetically, development in this location should not impact the historic core of Kings Langley village.</li> </ul>
<p>5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</p>	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> <li>• The Green Belt is relatively wide in this location, but is broken up by the A41 and M25.</li> <li>• The part of the site proposed for residential development has clear boundaries on 3 sides (Watford Road to the east, existing houses to the north and a hedgerow to the south) but no existing clear physical boundary to west.</li> <li>• This is a fairly sustainable location for development in that it is within walking distance of the station and the core village facilities.</li> </ul>

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

The site is in the Green Belt, is greenfield and would result in the loss of habitats and soil sealing. It is also located within an “18<sup>th</sup>-19<sup>th</sup> century enclosure” (Historic Landscape Characterisation) and contains one Listed Building. There could therefore be adverse effects of developing this site on ‘historic & cultural assets’.

The site is located close to the village and the railway station. This could encourage cycling and walking rather than private car use, which could improve local air quality and reduce growing greenhouse gas emissions.

The site would also provide opportunities for open space and encourage walking and cycling thereby having positive effects on health. However, it would be affected by noise from both the M25 and the A41.

In terms of the economic aspects, the site should help to provide good quality, affordable housing and help to make local facilities and services more viable through increasing the number of residents. The sites should both help to revitalise the local centres by maintaining community vibrancy and vitality.

Additional Considerations:

- The working farm is part of heritage of the village and is very important for food security.
- The farm is one the county's last surviving working dairy farms.
- The site is well used for recreation (walking mainly)
- Development of this site would have an impact on views when entering the village from the south.
- There is a lack of physical boundaries to the south and west of the site.
- HCC (Hertfordshire Property) state that the scale of housing growth is dependent upon the delivery of primary school education. Growth options should not be progressed unless there is capacity within primary schools to support that growth.
- The site provides a green buffer between the village and the M25.

Advice from the county Archaeologist is that the proposed housing allocation site lies immediately to the south west of Kings Langley, close to Wayside and Broadfield Farms. The following historic and archaeological sites are known to lie close to the site:

Kings Langley is a settlement of medieval or earlier origins. The parish church of All Saints dates from the thirteenth century. To the west of the village are the remains of a medieval royal palace and Dominican Priory, whilst to the south lie the remains of a royal hunting lodge. All three sites are Scheduled Monuments. There are several other records on the Hertfordshire Historic Environment Record from the immediate vicinity of the proposed site. It is therefore considered that the area of the proposed site possesses high potential for survival of below ground medieval archaeological remains.

County Archaeologist's Recommendation:

"We consider there to be a high risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an

archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal. In this instance, we would also recommend that some limited and rapid archaeological assessment is undertaken before the site is allocated for development, in order to determine if the importance and extent of archaeological remains are such that they might affect the principle of development on the site. Such assessments normally comprise desk-based studies and carefully targeted archaeological test-pitting or trial trenching and are relatively inexpensive.”

Advice from the Highway Authority is that the key strategy is to ensure new development is located and designated so that maximum use can be made of sustainable modes, including bus travel to access services. The site is located close to the A4251 and can therefore benefit from the bus services that operate in the area. However, the A4251 also represents a boundary to east west movement. The site is closer to the railway station. Therefore the initial highway assessment would favour this location. Due to the function of the road the County Council has a longstanding policy that states that the principle of a new access would not normally be permitted.

**(d) Compliance with Emerging Settlement Strategy:**

- Development of this site would broadly comply with the emerging settlement strategy and will help meet the following aims of the vision:
  - limited growth will help support the vitality and viability of the village; and
  - development will be used to secure a high level of affordable, sustainable housing and improvements to outdoor leisure space.
- Development of this site may conflict with aim of the vision to conserve the natural and historic heritage of the village.

**OFFICER CONCLUSION**

The main attractions of this site as a potential development location are:

- It would be unlikely to lead to sprawl or coalescence with another settlement.
- It is a fairly sustainable location as it is within walking distance of the station and core village facilities.

The main difficulties of this site as a potential development location are:

- It would involve the loss of active farmland which is important for food security and as part of the village’s heritage. It is also one of the only dairy farms left in the county.
- There would be an impact on views when entering the village from the south.
- It would involve encroachment into the countryside, where the quality of the

countryside is relatively high, and is well used for recreation.

- It may have an adverse impact on historic and cultural assets of the village.

## LOCATION

Land North East of A41 bypass, Kings Langley

## DESCRIPTION

Land at the southern end of the village stretching from the edge of the urban area of the south west side of the village and Watford Road to the A41 bypass and down to the junction with the M25. Noted at KL/h8 in the Schedule of Site Appraisals 2008.

Distance from:

a) town centre	1126.28m
b) local shop(s)	966.66
c) nearest bus stop	456.81m
d) railway station	1317.12m
e) primary school	1821.49m
f) secondary school	2187.37m

See Map 4.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

- Site put forward by landowner (Herts Property) in 2008 for residential allocation for consideration through the Site Allocations DPD process. The

landowner has since confirmed that a smaller area was intended for detailed consideration. This is assessed as a separate location – ‘Wayside and Broadfield Farms.’

Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- Scale of development would put considerable strain on services and facilities in Kings Langley
- Limited capacity at Kings Langley Primary School.

Flexibility

- The site is large enough to accommodate significant amounts of additional outdoor leisure space as well as the suggested level of residential development.

Deliverability

- The site is almost the same size as the village of Kings Langley; its development would be entirely inappropriate in terms of scale.
- Development of this site would involve the loss of a large amount of active farmland.
- As long as there is interest from the landowner there is no physical reason why this site could not be deliverable within the plan period. However, the landowner is no longer promoting development of this wider site.

**Location progresses to Stage 2 assessment (although deliverability assessed to be an issue).**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>• The scale of the proposal will result in major outward expansion of the existing built-up area into the Green Belt to the west of the village. The expansion would almost double the size of the existing village. The scale of the development would be out of scale with the size of the existing village.</li> </ul>
2. to prevent neighbouring towns from merging into one	<ul style="list-style-type: none"> <li>• Whilst the A41 would prevent the physical merging with settlements to the west, the width of the Green belt boundary between Kings</li> </ul>

another	Langley and the village of Chipperfield would be significantly reduced.
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>Development of this scale would constitute major encroachment into the countryside.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>Due to its large scale, development of this land would have a major impact upon the character, setting and compact nature of the village.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>As this is a greenfield site it will not support this aim.</li> </ul>

**Location rejected due to the scale of the development and impact on the Green Belt.**

### Stage 3

**(c) Conclusions of Independent Sustainability Assessment:**

N/A

**(d) Compliance with Emerging Settlement Strategy:**

N/A

### OFFICER CONCLUSION

Location rejected due to the scale of the site in relation to the size of the village and its significant impact upon the Green Belt. Deliverability also questionable due to recent clarification of landowner intentions. A smaller area of land (Wayside and Broadfield Farms) has been separately assessed.

## LOCATION

East of Watford Road, Kings Langley

## DESCRIPTION

Land to the south of the village bound by Home Park Mill Link Road to the north, the borough boundary to the south, the Grand Union Canal to the east and Watford Road to the west. Noted as KL/h10 in the Schedule of Site Appraisals 2008.

Distance from:

a) town centre	1230.06m
b) local shop(s)	1075.92m
c) nearest bus stop	130m
d) railway station	922.88m
e) primary school	1895.16m
f) secondary school	2260.81m

See Map 4.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	x
Floodplain	x

#### (b) Deliverability:

##### Promotion

- Site promoted by Hertfordshire County Council (Herts Property) for

consideration through Site Allocations consultation.

#### Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and highways.
- Limited capacity at Kings Langley Primary School.

#### Flexibility

- The site is large enough to accommodate some additional outdoor leisure space as well as the suggested level of residential development.

#### Deliverability

- Site lies within a Scheduled Ancient Monument.
- Development would represent ribbon development along Watford Road.
- Development would have a significant impact on the character of this entrance into the village. It may also harm the character of this valley and canal side location.
- As long as there is interest from the landowner there is no physical reason why this site could not be deliverable within the next 5 years.

**Location rejected due to its location within a Scheduled Ancient Monument.**

**Stage 2****Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	N/A
2. to prevent neighbouring towns from merging into one another	N/A
3. to assist in safeguarding the countryside from encroachment	N/A
4. to preserve the setting and special character of historic towns	N/A
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	N/A

**Stage 3****(c) Conclusions of Independent Sustainability Assessment:**

N/A

**(d) Compliance with Emerging Settlement Strategy:**

N/A

**OFFICER CONCLUSION**

This site should be rejected from further consideration for development due to its impact upon a Scheduled Ancient Monument.

# Bovingdon

### **General advice of the Highway Authority:**

Ideally future growth should be placed where it can build and benefit from existing sustainable transport infrastructure. If the sites are also in locations where there is sufficient capacity without any road safety issues the site would be acceptable. However, all these conditions rarely exist. In a majority of urban areas where future growth is identified the road network is likely to already be congested, particularly during the peak hours.

The purpose of the Transport Assessment and the pre application discussions is to accurately assess the impact of the proposal and to identify mitigation measures. These may consist of additional measures to support sustainable transport and/or schemes to increase the capacity of the network to accommodate the additional traffic.

Residential development of the scale being suggested in Bovingdon is likely to generate in the region of 90 two way trips in the peak hours. The distribution of the trips will depend in part on the location of the sites. This will represent a relatively small impact on the existing level of overall congestion in Bovingdon.

There are a many reasons why the Highway Authority may favour one site over another. Generally, our assessment of a site can be broken down to into three main areas, road capacity, accessibility and sustainability, and safety. All of these subjects are addressed in detail in the Transport Assessment that will accompany a future planning application.

In summary, it is difficult at this stage for the Highway Authority to criticise or to support any of the options because it is not clear what issues and mitigation measures will be brought forward during an application process. All of the options will come forward with their own combination of problems, in Bovingdon congestion appears to be of particular concern. Although individual proposals may address particular junctions the growth will only deliver improvements proportionate to the scale of impact. Although at peak times Bovingdon suffers from traffic congestion, without a significant change in attitude to travel, the likelihood is that further growth may make the situation worse.

Whatever the future level of growth, the transport system has to provide for planned new development. Provision cannot be by new major infrastructure unless it is funded by the developments themselves and even where that is the case the impact of the additional traffic generated will extend across the whole network.

The key strategy therefore is to ensure new development is located and designed so that maximum use can be made of sustainable modes, including bus travel, to access services.

## LOCATION

Land at Duckhall Farm, Bovingdon (original submission)

## DESCRIPTION

Land at northern side of village comprising Duckhall Farm and associated fields. Noted as Bov/h8 in the Schedule of Site Appraisals 2008. N.b. following the submission of a revised site in July and December 2010 an assessment of the revised site was undertaken and follows this assessment.

Distance from:

- |                     |  |
|---------------------|--|
| a) town centre      | 644.53m                                      |
| b) local shop(s)    | 498.37m                                      |
| c) nearest bus stop | 243.76m                                      |
| d) primary school   | 644.53m                                      |
| e) secondary school | Nearest secondary school is in Kings Langley |

See Map 5.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

- Site put forward by landowner for consideration through the Site Allocations DPD process for residential allocation. The site was submitted for both Site

Allocations Consultations (2006 and 2008), although the site submitted in 2006 was smaller than that submitted in 2008.

Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- The Inspector at the Inquiry into the Dacorum Borough Local Plan 1991-2011 considered that the village had reached capacity and suffers from severe traffic congestion.
- The site contains 2 listed buildings, and adjoins 2 further listed buildings which could affect the viability of the site for residential development.
- Need to consider security implications due to proximity of the site to HMP The Mount.

Flexibility

- The site is large enough to accommodate non-residential uses such as open space and indoor and outdoor leisure facilities.

Deliverability

- Development of this site would lead to loss of at least one active farm (Duckhall Farm) and either the complete or partial loss of another (Honor Farm), depending on how much and which part of the site were to be developed.
- The larger site (shown in the 2008 Schedule of Site Appraisal) belongs to 2 landowners. This may lead to difficulties with deliverability, particularly if a significant proportion of the site is to be used for non-residential uses.
- The site contains 2 listed buildings, which may hamper delivery.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>• Development of this site may lead to 'sprawl' if the whole site is developed as it extends considerably further than the existing urban area along Hempstead Road.</li> <li>• If residential development is stopped in line with the existing urban area then sprawl should not be a problem.</li> </ul>
2. to prevent	<ul style="list-style-type: none"> <li>• If the part of the site adjacent to Hempstead</li> </ul>

neighbouring towns from merging into one another	<p>Road is developed this would reduce the gap between Bovingdon and Hemel Hempstead.</p> <ul style="list-style-type: none"> <li>• If the western part of the site (between existing housing and HMP The Mount) this would not be a problem.</li> </ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>• Development of this site would constitute a serious encroachment into the open countryside north of Bovingdon and along Hempstead Road.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>• The site contains 2 listed buildings and adjoins 2 further listed buildings, the character of which would be affected by development of this site.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> <li>• The Green Belt to the north west of the site is relatively wide, but is relatively narrow to the north east, between Bovingdon and Hemel Hempstead.</li> <li>• The natural and physical boundaries to development on the site are: the prison and an existing tree line to the north-west of the site; existing residential development and roads to the south-east and south-west of the site; and existing tree lines to the north-east of the site.</li> <li>• This would be a fairly sustainable location for development in that it is close to the services and facilities in the village, and to public transport links. However, the presence of the busy road between the site and the village may reduce the number of people likely to walk and cycle.</li> </ul>

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

As the site is greenfield, within the Green Belt adverse effects have been forecast for 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape'. Development would also result in loss of landscape character, loss of valuable habitats and soil sealing.

In relation to 'greenhouse gas emissions' and 'air quality', adverse effects have been identified as there is an existing issue with traffic congestion in the village, which may increase with more people locating to the area. However, potential positive effects which could help to mitigate these adverse effects have also been identified. The site is located close to the village, which could encourage cycling and walking rather than use of the car, although the presence of a busy road between the site and the village centre may discourage pedestrians and cyclists.

In terms of the social SA objectives the site provides opportunities for the creation of open space. However, uncertainties have been forecast for health as there is a busy road separating the site from the village centre which may pose an accident risk and could discourage the elderly, disabled people and children from moving around freely in the area. The site is located near to The Mount prison which could result in anxiety related to the fear of crime.

The site should help to provide affordable housing.

In terms of the economic aspects, the site should help to make local facilities and services more viable. It should also therefore help to revitalise local centres and maintain community vibrancy and vitality.

Additional Considerations:

- The hedgerows and grasslands on the site are part of an area of high local value in terms of wildlife and biodiversity. The site also provides a local wildlife habitat and contains a wildlife corridor.
- The site is in an area of "pre 18<sup>th</sup> century enclosure".
- The site provides an example of medieval strip farming.
- The site can be accessed without having to travel through the village.
- Development of the site may affect the views of the entrance into the village from the north-east.

Advice from the county Archaeologist is: the proposed housing allocation site is situated just north of Bovingdon village, a settlement of medieval origin. The site contains the historic farmstead of Duckhall Farm which includes a number of listed buildings, dating from the late medieval and early post medieval periods. It is likely that evidence relating to occupation during the medieval period survives within the allocation site.

County Archaeologist's Recommendation:

"Policy HE9 of the new PPS5 says that substantial harm or loss to grade II listed buildings should be exceptional. We therefore recommend that the full extent of the

listed properties are protected from any harmful effects of development.

We consider there to be a high risk that archaeological remains are present on the site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal. In this instance, we would also recommend that some limited and rapid archaeological assessment is undertaken before the site is allocated for development, in order to determine if the importance and extent of archaeological remains are such that they might affect the principle of development on the site. Such assessments normally comprise desk-based studies and carefully targeted archaeological test-pitting or trail trenching and are relatively inexpensive.”

**(d) Compliance with Emerging Settlement Strategy:**

- Development of this site would broadly comply with the emerging settlement strategy and will help meet the aim of the vision that new housing development will be used to secure new open space for the village and a high level of affordable housing.
- Development of this site may conflict with the following aims of the vision:
  - to conserve the natural, historic and built heritage of the village, particularly in the context of its setting within gently undulating open countryside; and
  - the protection of existing wildlife and biodiversity resources on the outskirts of the village.
- Depending on which part(s) of the site is developed, it may conflict with the aim of maintaining the compactness of the village.
- The working farms around the edge of the village are identified as an important source of employment. The strategy aims to support local businesses.

**OFFICER CONCLUSION**

The attractions of this site as a potential development options are that it is close to the existing village centre and that development could be accommodated with out extending past the lines of the existing urban area.

However, there are a number of significant difficulties with the development of the site:

- This site is in use as a working farm.
- It is one of few sites of relatively high wildlife value.

- Its development would represent encroachment into open countryside.
- There are two listed buildings on the site and a further two adjoining the site.
- There are two landowners, which may slow or impede delivery.

## LOCATION

**Land at Duck Hall Farm, Bovingdon (revised submission)**

## DESCRIPTION

Land at northern side of village comprising Duck Hall Farm. This is a smaller version of a site previously submitted and noted as Bov/h8 in the Schedule of Site Appraisals 2008. This assessment is based on information provided by the agents, which assumes development of 100 dwellings.

Distance from:

f) town centre	300m
g) local shop(s)	395m
h) nearest bus stop	400m
i) primary school	600m
j) secondary school	Nearest secondary school is in Kings Langley

See Map 5a.

## ASSESSMENT

### Stage 1

#### (c) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty	
---	--

(AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

**(d) Deliverability:**

Promotion

- Site put forward by agent on behalf of landowners to be considered through the Core Strategy DPD process for housing development (100 units). The site was submitted via a letter in July 2010 and as part of a response to the Draft Core Strategy consultation in December 2010.
- A much larger site, encompassing this site was submitted by the landowner for consideration through the Site Allocations DPD process in 2006 and 2008.

Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- The Inspector at the Inquiry into the Dacorum Borough Local Plan 1991-2011 considered that the village had reached capacity and suffers from severe traffic congestion.
- The site contains 2 listed buildings, and adjoins 2 further listed buildings which could affect the viability of the site for residential development.
- Need to consider security implications due to proximity of the site to HMP The Mount.

Flexibility

- The agent suggests that the site could accommodate 60 dwellings and a care home. Alternatively the site could accommodate 100 dwellings. Either of

these options would leave little space for other uses.

- It would be possible for the site to accommodate non-residential uses, such as open space, if 60 dwellings are developed without a care home.

#### Deliverability

- The original assessment of the larger site stated that ‘development of this site would lead to loss of at least one active farm (Duckhall Farm) and either the complete or partial loss of another (Honor Farm)’. The information supporting the submission of this smaller site states that ‘the farming venture can proceed on the retained land and is not compromised by the loss of the development site.’ However, it does not provide information about the extent to which existing farming ventures would be reduced.
- The submission states that the landowners are in collective agreement about promoting the site for residential development.
- The site contains 2 listed buildings, which may hamper delivery.

#### **Location progresses to Stage 2 assessment.**

#### **Stage 2**

#### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
6. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>• As it is proposed that the residential development is stopped in line with the existing urban area, sprawl should not be a problem.</li> </ul>
7. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> <li>• Although development of the site will reduce the gap between Bovingdon and Hemel Hempstead, it will do so by a very small amount in relation to the size of the gap as a whole.</li> </ul>
8. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>• Development of this site would represent an encroachment into the countryside.</li> <li>• The quality of the countryside here is relatively high and is important for agriculture.</li> </ul>
9. to preserve the setting and special character	<ul style="list-style-type: none"> <li>• The site contains 2 listed buildings and adjoins 2 further listed buildings, the character of which</li> </ul>

of historic towns	would be affected by development of this site.
10. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> <li>• The natural and physical boundaries to development on the site are: the prison and an existing tree line to the north-west of the site; existing residential development and roads to the south-east and south-west of the site; and an existing tree line along part of the north-east of the site. The other part of the north-eastern edge of the site does not have an existing boundary.</li> <li>• This would be a fairly sustainable location for development in that it is close to the services and facilities in the village, and to public transport links. However, the presence of the busy road between the site and the village may reduce the number of people likely to walk and cycle.</li> </ul>

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(e) Conclusions of Independent Sustainability Assessment:**

The conclusions below relate to the Sustainability Appraisal undertaken for the larger site, consulted on as a potential local allocation in the Emerging Core Strategy. The conclusions are considered to remain valid except where they pertain to the scale of development.

As the site is greenfield, within the Green Belt adverse effects have been forecast for 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape'. Development would also result in loss of landscape character, loss of valuable habitats and soil sealing.

In relation to 'greenhouse gas emissions' and 'air quality', adverse effects have been identified as there is an existing issue with traffic congestion in the village, which may increase with more people locating to the area. However, potential positive effects which could help to mitigate these adverse effects have also been identified. The site

is located close to the village, which could encourage cycling and walking rather than use of the car, although the presence of a busy road between the site and the village centre may discourage pedestrians and cyclists.

In terms of the social SA objectives the site provides opportunities for the creation of open space. However, uncertainties have been forecast for health as there is a busy road separating the site from the village centre which may pose an accident risk and could discourage the elderly, disabled people and children from moving around freely in the area. The site is located near to The Mount prison which could result in anxiety related to the fear of crime.

The site should help to provide affordable housing.

In terms of the economic aspects, the site should help to make local facilities and services more viable. It should also therefore help to revitalise local centres and maintain community vibrancy and vitality.

Additional Considerations:

- The hedgerows and grasslands on the site are part of an area of high local value in terms of wildlife and biodiversity. The site also provides a local wildlife habitat and contains a wildlife corridor.
- The site is in an area of “pre 18<sup>th</sup> century enclosure”.
- The site provides an example of medieval strip farming.
- The site can be accessed without having to travel through the village.
- Development of the site may affect the views of the entrance into the village from the north-east.

Advice from the county Archaeologist (relating to the larger site included within the Emerging Core Strategy) is: the proposed housing allocation site is situated just north of Bovingdon village, a settlement of medieval origin. The site contains the historic farmstead of Duckhall Farm which includes a number of listed buildings, dating from the late medieval and early post medieval periods. It is likely that evidence relating to occupation during the medieval period survives within the allocation site.

County Archaeologist’s Recommendation:

“Policy HE9 of the new PPS5 says that substantial harm or loss to grade II listed buildings should be exceptional. We therefore recommend that the full extent of the listed properties are protected from any harmful effects of development.

We consider there to be a high risk that archaeological remains are present on the

site, including the possibility of nationally important remains that may be worthy of preservation *in situ*. Because the presence of such remains could be a reason for amendment or even refusal of any planning application, it is necessary that an archaeological assessment take place before any planning application is submitted. The details of the scope of any archaeological assessment will be dependant upon the nature of any development proposal. In this instance, we would also recommend that some limited and rapid archaeological assessment is undertaken before the site is allocated for development, in order to determine if the importance and extent of archaeological remains are such that they might affect the principle of development on the site. Such assessments normally comprise desk-based studies and carefully targeted archaeological test-pitting or trial trenching and are relatively inexpensive.”

**(f) Compliance with the Bovingdon Place Strategy:**

- Development of this site would broadly comply with the emerging settlement strategy and may help meet the aim of the vision that new housing development will be used to secure new open space for the village and a high level of affordable housing (depending on the scale of development).
- Development of this site may conflict with the following aims of the vision:
  - to conserve the natural, historic and built heritage of the village, particularly in the context of its setting within gently undulating open countryside; and
  - the protection of existing wildlife and biodiversity resources on the outskirts of the village.
- The working farms around the edge of the village are identified as an important source of employment. The strategy aims to support local businesses.

**OFFICER CONCLUSION**

The attractions of this site as a potential development options are that it is close to the existing village centre and that development could be accommodated with out extending past the lines of the existing urban area.

However, there are a number of significant difficulties with the development of the site:

- This site is in use as a working farm.
- It is one of few sites of relatively high wildlife value.

- Its development would represent encroachment into open countryside.
- There are two listed buildings on the site and a further two adjoining the site.

## LOCATION

Land rear of Green Lane, Bovingdon

## DESCRIPTION

Land on the south eastern edge of the village to the rear of Green Lane and Austins Mead. Comprises the sites noted as Bov/h9 and Bov/h2a in the Schedule of Site Appraisals 2008.

Distance from:

- |                     |  |
|---------------------|--|
| a) town centre      | 1156.34m                                     |
| b) local shop(s)    | 950.67m                                      |
| c) nearest bus stop | 669.67m                                      |
| d) primary school   | 1156.34m                                     |
| e) secondary school | Nearest secondary school is in Kings Langley |

See Map 5.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

- The southern part of the site was submitted by the landowner for consideration through the Site Allocations DPD process for residential allocation in 2005.

- This part of the site was re-submitted for consideration through the Site Allocations DPD process for residential allocation in 2007 along with the northern part of the site.
- The land owner of the southern part of the site has been in touch with the Council since the 2008 Site Allocations consultation to discuss the non-residential elements of their proposal.

Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- The Inspector at the Inquiry into the Dacorum Borough Local Plan 1991-2011 considered that the village had reached capacity and suffers from severe traffic congestion.
- Access to the site is not obvious and could be problematic.

Flexibility

- The landowner has proposed that a residential care home for elderly and a multi-use medical centre be provided on the site as well as residential accommodation.
- The site is large enough to accommodate non-residential uses such as open space and indoor and outdoor leisure facilities.

Deliverability

- The site belongs to 2 landowners. This may lead to difficulties with deliverability although both landowners have written to the Council outlining their willingness to work together.
- There do not appear to be any physical constraints to the development of this site.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>• Careful thought as to how much and which parts of this site are developed for residential and any other use will limit the extent to which it represents unrestricted sprawl.</li> <li>• However, Green Lane represents an important boundary to the village, so any development</li> </ul>

	behind it could be considered as 'sprawl'.
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> <li>• Development of this site should not lead to any coalescence with other settlements.</li> </ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>• Development of this site would '<i>constitute a serious encroachment into the countryside</i>' south of Bovington. (Inspector's Report, Local Plan Inquiry).</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>• There are no listed buildings on or adjacent to the site, and the site is not particularly close to the historic core of Bovington. Therefore, its development should not significantly affect the historic character of the village</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a greenfield site it will not support this aim.</li> <li>• The Green Belt is relatively wide at this location.</li> <li>• The physical constraints of existing housing exist to the north-east and north-west of the site. To the south-east and south-west of the site the only barriers are existing tree lines and hedgerows.</li> <li>• The site is a relatively sustainable location as it is close to the existing services and facilities in Bovington.</li> </ul>

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

As the site is greenfield, within the Green Belt adverse effects have been forecast for the 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape'. Development would also result in loss of landscape character, loss of valuable habitats and soil sealing. However as the site is located within an area of biodiversity deficiency, it could provide opportunities for new habitat creation.

In relation to 'greenhouse gas emissions' and 'air quality', adverse effects have been identified as there is an existing issue with traffic congestion in the village, which may increase with more people locating to the area. However, potential positive effects

which could help to mitigate these adverse effects have also been identified. The site is located close to the village, which could encourage cycling and walking rather than use of the car.

In terms of the social SA objectives the site provides opportunities for the creation of open space and should help to provide affordable housing.

In terms of the economic aspects, development of the site should help to make local facilities and services more viable. It should also therefore help to revitalise local centres and maintain community vibrancy and vitality.

#### Additional Considerations:

- There are no frontages onto existing roads within the village.
- The site may be an important wildlife space as it is at the junction of long back gardens and open countryside. It also contains a network of old hedgerows which are an important wildlife habitat.
- Development would have a significant impact on public footpaths, which are well used.
- Development of the site would adversely affect the existing surrounding dwellings.
- The proposal by the land owner for a residential care home and multi-use health centre may reduce the level of contributions that can be secured towards other aims such as affordable housing and additional open space.

Advice from the county Archaeologist is that the proposed housing allocation site lies south of Bovingdon, a settlement of medieval origin. Evidence from the wider area suggests potential for prehistoric and Roman sites.

#### County Archaeologist's Recommendation:

"We consider there to be some risk that archaeological remains that are worthy of preservation *in situ*, may be present. It is therefore recommended that an archaeological site impact assessment should be produced before any development proposal is submitted. The objective of such an assessment is to determine the extent to which any previous usage of the site has affected its archaeological potential. Such assessments normally comprise desk-based studies, augmented by geotechnical information as appropriate. Further archaeological field evaluation may be required before determination of any application (and preferably before submission of an application); if it is considered that the site still retains significant potential for archaeological remains worthy of preservation *in situ*."

Concerns have been raised regarding the lack of an obvious access point to the site. Advice from the Highway Authority is that a site access will need to be established at

an early stage. At this current stage in the process individual accesses are not being considered.

**(d) Compliance with Emerging Settlement Strategy:**

- Development of this site would broadly comply with the emerging settlement strategy and would help meet the aim of the vision that new housing development would be used to secure new open space for the village and a high level of affordable housing. Although the extent to which this aim is met, may be reduced by the landowners proposal for a care home and additional health facilities on the site.
- Development of this site may conflict with the following aims of the vision:
  - to conserve the natural heritage of the village, particularly in the context of its setting within gently undulating open countryside; and
  - the protection of existing wildlife and biodiversity resources on the outskirts of the village.
- Depending on which part(s) of the site is developed, it may conflict with the aim of maintaining the compactness of the village.

**OFFICER CONCLUSION**

The main attractions of this site as a potential development option are:

- Its close proximity to the village.
- The limited impact its development will have on the character of the village.
- The landowner(s) is keen to provide a care home and additional health facilities.

The main problems with development of this site are:

- It would break an important existing boundary of the village (Green Lane).
- The aim of the land owner to provide a care home and additional health facilities may reduce the amount of affordable housing and open space that can be provided.
- It would constitute a serious encroachment into the open countryside.
- There is no obvious point of access.

## LOCATION

Grange Farm, Bovingdon

## DESCRIPTION

Lane on the south-west edge of the village to the rear of the Moody Estate. The site is bound by Chesham Road, Bovingdon Green Lane, the houses of the Moody Estate and Grange Farm. Noted as Bov/h6 in the Schedule of Site Appraisals 2006.

Distance from:

- |                     |                                    |
|---------------------|------------------------------------|
| a) town centre      | 1527.91m                           |
| b) local shop(s)    | 1380.34m                           |
| c) nearest bus stop | Immediately adjacent to site       |
| d) primary school   | 1527.91m                           |
| e) secondary school | Nearest school is in Kings Langley |

See Map 5.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

- The site was identified by the landowner for residential development by way of representation to the Deposit Draft of the Local Plan in the mid to late 1990s.

### Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- The inspector at the Local Plan Inquiry considered that the village had reached capacity and suffers from severe traffic congestion.

### Flexibility

- The site is large enough to accommodate non-residential uses such as open space and indoor and outdoor leisure facilities.

### Deliverability

- Development of the site would have a major effect on views into the village when entering from the south-west
- As long as there is interest from the landowner there is no physical reason why this site could not be deliverable within the next 5 years.

**Location progresses to Stage 2 assessment.**

## **Stage 2**

### **Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"><li>• Development of this site would represent sprawl of Bovingdon as it would involve extending the urban area beyond existing boundaries.</li></ul>
2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"><li>• Development of this site should not lead to any coalescence with other settlements.</li></ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"><li>• Development of this site would 'result in a very significant encroachment into the countryside' south-west of Bovingdon. (Inspector's Report, Local Plan Inquiry)</li></ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"><li>• There are two listed buildings adjacent to the site, on the opposite side of Chesham Road, and development of the site would affect the character of these buildings.</li><li>• However, the site is not particularly close to the historic core of Bovingdon. Therefore, its development should not significantly affect the historic character of the core of the village.</li></ul>

<p>5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</p>	<ul style="list-style-type: none"> <li>• As this is a Greenfield site it will not support this aim.</li> <li>• The Green Belt is relatively wide at this point.</li> <li>• There are existing physical barriers on three sides of the site; Chesham Road to the north-west, Bovingdon Green Lane to the south-west and the Moody Estate to the north-east. The south-east side of the site is bounded by an existing hedgerow/tree line.</li> <li>• This is not a particularly sustainable location for new development as it is '<i>fairly remote from the village centre</i>'. (Inspector's Report, Local Plan Inquiry)</li> </ul>
---	--

**Location progresses to Stage 3 assessment.**

**Stage 3**

**(c) Conclusions of Independent Sustainability Assessment:**

As the site is greenfield, within the Green Belt adverse effects have been forecast for the 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape' and development of the site would result in loss of landscape character, loss of valuable habitats and soil sealing. Part of Bovingdon Brickworks is managed by Box Moor Trust as a wildlife habitat.

In relation to 'greenhouse gas emissions' and 'air quality', adverse effects have been identified as there is an existing issue with traffic congestion in the village, which may increase with more people locating to the area. The site is located further from the village than other potential development sites which could discourage cycling and walking, however the area between the site and the village centre are relatively flat, which makes walking and cycling feasible.

In terms of the social SA objectives the site provides opportunities for the creation of open space, and is likely to provide the largest amount of space of the four options assessed as part of the Emerging Core Strategy consultation. As the site is further from the village centre than other potential development sites community facilities would be harder to reach.

The site should help to provide affordable housing.

In terms of the economic aspects, the site should help to make local facilities and

services more viable. It should also therefore help to revitalise the local centre and maintain community vibrancy and vitality.

Additional Considerations:

- There is good road access to the site.
- The edge of the Moody Estate represents an important boundary to the village.
- A high value local biodiversity wildlife corridor runs through the site.
- The site is prominent from roads into the village.
- Development of this site may adversely effect the character of Bovingdon Green.

Advice from the county archaeologist is: the proposed housing allocation site lies between Bovingdon village and Bovingdon Brickworks, close to the hamlet of Bovingdon Green. It is likely that this settlement has medieval origins. Evidence from the wider area suggests potential for prehistoric and Roman sites.

County Archaeologist's Recommendation:

"We consider there to be some risk that archaeological remains that are worthy of preservation *in situ*, may be present. It is therefore recommended that an archaeological site impact assessment should be produced before any development proposal is submitted. The objective of such an assessment is to determine the extent to which any previous usage of the site has affected its archaeological potential. Such assessments normally comprise desk-based studies, augmented by geotechnical information as appropriate. Further archaeological field evaluation may be required before determination of any application (and preferably before submission of an application); if it is considered that the site still retains significant potential for archaeological remains worthy of preservation *in situ*. "

**(d) Compliance with Emerging Settlement Strategy:**

- Development of this site would broadly comply with the emerging settlement strategy and would help meet the aim of the vision that new housing development will be used to secure new open space for the village and a high level of affordable housing.
- Development of this site may conflict with the following aims of the vision:
  - Bovingdon will remain a compact village;
  - to conserve the natural heritage of the village, particularly in the context of its setting within gently undulating open countryside; and
  - the protection of existing wildlife and biodiversity resources on the outskirts of the village. (N.B. The site of the old Bovingdon Brickworks, now managed by the Box Moor Trust is identified as one of the most

valuable local wildlife sites around the village.)

- Development of the site may conflict with the aim that growth should not interfere with the landscape setting of Bovingdon and key views and gateways into and out of the village.

### **OFFICER CONCLUSION**

The main attractions of development at this site are that it has good road access and could accommodate significant open space.

The main difficulties with developing this site are:

- It would have a significant impact on the purposes of including land within the greenbelt, particularly 'sprawl' and 'encroachment on the countryside'.
- It would break an important existing boundary of the village (The Moody Estate).
- It is an important wildlife site.
- Landowner interest is unknown.
- The site is remote from the village centre.

## LOCATION

Land North of Chesham Road, Bovingdon

## DESCRIPTION

Land on the northern edge of the village, north of Chesham Road and west of Howard Agne Close.

Distance from:

- |                     |  |
|---------------------|--|
| a) town centre      | 986.31m                                      |
| b) local shop(s)    | 842.53m                                      |
| c) nearest bus stop | 187.16m                                      |
| d) primary school   | 986.31m                                      |
| e) secondary school | Nearest secondary school is in Kings Langley |

See Map 5.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

- The western section is part of a much larger site (Bovingdon Airfield) promoted by landowners for consideration through the Site Allocations DPD process.
- The site considered here (North of Chesham Road) was identified by officers

as a potential development site. It is not known if there is landowner interest for developing the eastern part of the site.

Viability

- There is a small reservoir on part of the site, which may have implications for the viability of development on this part of the site.
- The entrance to the prison runs through the site.
- Need to consider security implications due to proximity of the site to HMP The Mount together with the impact on air traffic navigation beacon with the CAA.
- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- The inspector at the Inquiry into the Dacorum Borough Local Plan 1991-2011 considered that the village had reached capacity and suffers from severe traffic congestion.
- The ownership of part of the site is unknown and the presence of more than one landowner presents potential problems for delivery.

Flexibility

- The site is large enough to accommodate non-residential uses such as open space and indoor and outdoor leisure facilities.

Deliverability

- There is a small reservoir on part of the site, which could lead to serious difficulties with development on this part of the site.
- The entrance to the prison running through the site may have implications for its delivery.
- As long as there is interest and co-operation from the landowners there is no physical reason why this site could not be deliverable within the next 5 years.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>• Development of this site could represent sprawl depending on how much and which parts of the site are developed. In particular, developing part of the airfield would extend the urban area and it may be hard to maintain a strict defensible boundary to the green belt.</li> </ul>

2. to prevent neighbouring towns from merging into one another	<ul style="list-style-type: none"> <li>• Development of this site should not lead to any coalescence with other settlements.</li> </ul>
3. to assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>• Development of the site would not represent an encroachment into the countryside as the presence of the airfield, prison and Chesham Road mean that this area is not open countryside.</li> </ul>
4. to preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>• There are no listed buildings on or adjacent to the site and its development would not impact on the historic core of Bovingdon.</li> </ul>
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	<ul style="list-style-type: none"> <li>• As this is a Greenfield site it will not support this aim.</li> <li>• The Green Belt is relatively wide at this location.</li> <li>• There are no clear defensible boundaries around the site, with the exception of Chesham Road which runs along the south-eastern edge of the site.</li> <li>• This is not a particularly sustainable location for development as it is relatively remote from the village centre.</li> </ul>

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

As the site is partly greenfield, within the Green Belt adverse effects have been forecast for the 'biodiversity', 'soils', 'use of brownfield sites' and 'landscape' and its development would result in loss of landscape character, loss of valuable habitats and soil sealing. However, the site is located on a site of approx 60% previously developed land, which provides opportunities for this option to make environmental improvements. The site is located in a high value local biodiversity wildlife corridor.

In relation to 'greenhouse gas emissions' and 'air quality', adverse effects have been identified as there is an existing issue with traffic congestion in the village, which may increase with more people locating to the area. However, potential positive effects which could help to mitigate these adverse effects have also been identified. Although the site is located further from the village than the other potential

development sites which could discourage cycling and walking. However the area between the site and the village centre is relatively flat, which makes walking and cycling feasible, although the site is also separated from the village by a relatively busy road which may discourage pedestrians and cyclists.

In terms of the social SA objectives development of the site provides opportunities for the creation of open space. However, uncertainties have been forecast for health as there is a busy road separating the site from the village centre which may pose an accident risk and could discourage the elderly, disabled people and children from moving around freely in the area. The site is also located near to The Mount prison which could result in anxiety related to the fear of crime. As the site is located further from the village centre than the other potential development sites community facilities would be harder to reach.

Development of the site should help to provide affordable housing.

In terms of the economic aspects, development of the site should help to make local facilities and services more viable. It should also therefore help to revitalise local centres and maintain community vibrancy and vitality.

#### Additional Considerations:

- The site has good road access and does not represent an important part of the countryside surrounding the village.
- The proximity of the site to the prison may affect the operation of the prison.
- Development of the site presents an opportunity to deliver environmental improvements of part of the airfield.
- Development of this part of the airfield for housing could increase pressure for developing other parts of the airfield.

Advice from the county Archaeologist is that the proposed housing allocation site is situated between the village of Bovingdon and Bovingdon airfield. Bovingdon airfield is significant in terms of WWII history. Bovingdon was established in 1941-2, with three runways. It was built for Bomber Command but in 1942 was allocated to the USAAF, and B17 bombers began to arrive. The airfield was the closest Eighth Army Air Force base to London and the various command centres, and was a major staging post for aircraft returning to the US (including the Memphis Belle). At the end of the war it was the departure point for thousands of US servicemen returning home. In April 1946 Bovingdon was handed back to the RAF. It was used as a maintenance base by the Ministry of Civil Aviation for a time, until the USAF returned in 1952. The USAF left in 1962; three war films were subsequently made on the site.

The airfield closed in 1972. Evidence from the wider area suggests there is also potential for prehistoric and Roman sites.

County Archaeologist's Recommendation:

"We consider there to be some risk that archaeological remains that are worthy of preservation *in situ*, may be present. It is therefore recommended that an archaeological site impact assessment should be produced before any development proposal is submitted. The objective of such an assessment is to determine the extent to which any previous usage of the site has affected its archaeological potential. Such assessments normally comprise desk-based studies, augmented by geotechnical information as appropriate. Further archaeological field evaluation may be required before determination of any application (and preferably before submission of an application); if it is considered that the site still retains significant potential for archaeological remains worthy of preservation *in situ*."

**(d) Compliance with Emerging Settlement Strategy:**

- Development of this site would broadly comply with the emerging settlement strategy and will help meet the aim of the vision that new housing development will be used to secure new open space for the village and a high level of affordable housing.
- Development of this site may conflict with the aim of the vision that Bovingdon will remain a compact village.
- Development of the site may conflict with the aim that growth will not interfere with the landscape setting of Bovingdon and key views and gateways into and out of the village.

**OFFICER CONCLUSION**

This site is an attractive development option for a number of reasons:

- The impact of development on this site on the greenbelt is relatively low.
- A significant proportion of the site is previously developed land.
- Development of the site would not lead to the loss of agricultural land, or an area of high quality countryside.
- The site has good access.

However, there are also some significant drawbacks to consider:

- Landowner interest for part of the site is unknown, which has serious implications on deliverability.
- The presence of a small reservoir may have serious implications on the viability of the site.
- The proximity to the prison, and in particular the fact that the prison entrance runs through the site, may have implications for the operation of the prison if this site is delivered.

## LOCATION

**Bovingdon Airfield**

## DESCRIPTION

Land comprising part of the airfield at Bovingdon. Noted at Bov/h10 in the Schedule of Site Appraisals 2008.

Distance from:

- |                     |   |
|---------------------|---|
| a) town centre      | 2213.32m  |
| b) local shop(s)    | 2077.99m  |
| c) nearest bus stop | Immediately adjacent to the site                  |
| d) primary school   | 2213.32m  |
| e) secondary school | Nearest school in the Borough is in Kings Langley |

See Map 5.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

#### (b) Deliverability:

##### Promotion

- Land put forward by land owner for consideration through the Site Allocations DPD process as residential allocation.

### Viability

- The site would require key infrastructure such as water supply and waste treatment services, energy supply and road infrastructure.
- Scale of development would put considerable strain on services and facilities in Bovingdon
- Need to consider security implications due to proximity of the site to HMP The Mount together with the impact on air traffic navigation beacon with the CAA.
- The Inspector at the Inquiry into the Dacorum Borough Local Plan 1991-2011 considered that the village had reached capacity and suffers from severe traffic congestion.

### Flexibility

- The site is large enough to accommodate a significant amount of non-residential uses such as open space and indoor and outdoor leisure facilities.

### Deliverability

- Development of this site would result in a major northern expansion of the village into the open countryside, the scale of which would be entirely inappropriate.
- As long as there is interest from the landowner there is no physical reason why this site could not be deliverable within the next 5 years.

**Location rejected due to the scale of development in relation to the size of the village.**

**Stage 2****Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	N/A
2. to prevent neighbouring towns from merging into one another	N/A
3. to assist in safeguarding the countryside from encroachment	N/A
4. to preserve the setting and special character of historic towns	N/A
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	N/A

**Stage 3****(c) Conclusions of Independent Sustainability Assessment:**

N/A

**(d) Compliance with Emerging Settlement Strategy:**

N/A

**OFFICER CONCLUSION**

Location rejected due to the scale of the site in relation to the size of the village.

## **Part 2 - Sites**

**Berkhamsted**   ▪ Durrants Lane and Shootersway

**Markyate**       ▪ Hicks Road

## LOCATION

Land at Durrants Lane / Shootersway, Berkhamsted

## DESCRIPTION

Site lies on the corner of Durrants Lane and Shootersway. The land includes the school buildings and playing fields of Egerton Rothesay School and two adjoining fields that are separated by a wooded copse.

Distance from:

a) town centre	2209.45m
b) local shop(s)	1482.72m
c) nearest bus stop	626.77m
d) railway station	2596.76m
e) primary school	640.79m
f) secondary school	1917.15m

*NB: the site is at the top of the valley. This is not reflected in the above figures.*

See Map 2

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	

Area of Archaeological Significance (Grim's Ditch) runs through the school site.  
A small Wildlife Site (Meadow) exists across Shootersway to the south of the site.

**(b) Deliverability:**

Promotion

This is being actively promoted by the three landowners.

Viability

The key issues affecting viability are:

1. Providing sufficient enabling development to deliver improvements to Egerton Rothesay School;
2. Much needed affordable housing in the area; and
3. Providing additional leisure space to help offset the deficiency in the town.

The presence of a covenant on the site (restricting where particular types of buildings can go) also limits the flexibility of layout and general viability. The developer is required to bring forward a scheme that is satisfactory in 'planning' terms and that also satisfies the covenant.

Although improvements to local infrastructure (drainage and transport) are likely to be needed, these are not expected to hinder the development.

The number of homes allowed on the site will dictate whether the improvements (school, leisure space and affordable homes) can be delivered.

Flexibility

The site has the capacity to deliver improvements to non-residential uses. Principally, improvements to the school (which caters for children with learning difficulties), dual use of replacement school playing fields to enable public use, additional informal open space and additional sports pitches on adjoining land. The latter could be used to satisfy the needs of local sporting teams.

Deliverability

Berkhamsted continues to be an attractive place to live, commanding high house prices. There is no evidence to suggest that development here would be unattractive to the market. The site would provide a mix of housing types with a focus on family homes.

**Location progresses to Stage 2 assessment.**

**Stage 2****Green Belt Impact:**

<b>Purpose</b>	<b>Commentary</b>
1. to check the unrestricted sprawl of large built-up areas	N/A
2. to prevent neighbouring towns from merging into one another	N/A
3. to assist in safeguarding the countryside from encroachment	N/A
4. to preserve the setting and special character of historic towns	N/A
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	N/A

The site is not in the Green Belt, being excluded and identified as a mixed housing / leisure / community proposal in the adopted Dacorum Borough Local Plan 1991-2011(proposal references H37/C1/L1).

**Location progresses to Stage 3 assessment.**

**Stage 3****(c) Conclusions of Independent Sustainability Assessment:**

The overall impact of the development on SA objectives varies slightly depending on whether Option 1 or Option 2 is selected. However, they are not dissimilar overall. The site is greenfield and there would be the loss of some habitats. It is adjacent to a

wildlife site and Area of Archaeological Importance, but does not present any flooding risk. The site's location at a distance from the town centre means that it is assessed as having a minor adverse impacts on a number of objectives including greenhouse gas emissions, air quality, health, sustainable locations, equality and social exclusion. Option 1 is seen as having a lower impact on greenhouse gas emissions and air quality. Option 2 is more beneficial for health, sustainable locations, equality and social exclusion because it provides more leisure and affordable housing.

Development is seen as having a positive impact where existing buildings are replaced with more energy efficient ones, in minimising resource use where the building is refurbished, in providing good quality housing, and through the additional housing supporting local shops and services.

#### Additional Considerations:

The increased number of homes in the revised scheme has proved unpopular with local residents who commented on the Emerging Core Strategy consultation. The higher level of housing will have to be dealt with carefully because the surrounding housing (particularly to the southeast) is very low density. Some concern has been raised on the impact on local roads, particularly the junction of Shootersway with Kingshill Way.

The Highway Authority has advised that a development of approximately 200 dwellings will generate in the region of 90 vehicles in peak periods. There will be local junction improvements required to accommodate the additional traffic. An application for development will be accompanied by a Transport Assessment that will consider the impact of the development and mitigation measures, including road safety. Contributions towards improvements to the junction of Kingshill Road / Shootersway may form part of this package.

#### **(d) Compliance with Emerging Settlement Strategy:**

- The site has been put forward as a 'strategic site'. The development package would contribute to achieving the vision for Berkhamsted as a settlement.
- It would help provide a large number of homes and a mix of housing types without the need for an additional Green Belt release.
- Maintains a compact settlement pattern without undermining its valley character.
- Delivers more affordable housing and open space.
- Helps improve on the quality of existing educational facilities.
- Would put pressure on local schooling in the town.

## **OFFICER CONCLUSION**

The site is not in the Green Belt (being removed during the last Local Plan review) and represents an opportunity for securing a number of local community benefits including additional open space and affordable housing. It also represents a key site for delivering a mix of housing types and sizes in Berkhamsted. The land would not have any significant environmental impact sufficient to reject it as a suitable site for future housing.

The Sustainability Appraisal does not indicate that the Option 2 (higher housing number) would have a significant adverse impact on SA objectives. However, there is a slight adverse impact on some SA objectives (greenhouse gas emissions and air quality). Conversely Option 2 is assessed to be more beneficial for health, sustainable locations, equality and social exclusion.

## LOCATION

Hicks Road, Markyate

## DESCRIPTION

**Option 1:** partial redevelopment of site for approximately 40-60 dwellings, consolidated employment uses, shops, doctor's surgery and the de-culverting of the River Ver.

Distance from:

m) village centre	301m
n) local shop(s)	249m
o) nearest bus stop	133m
p) railway station	n/a
q) primary school	844m.
r) secondary school	St. Albans, Harpenden or Hemel Hempstead

See Map 6.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	x

Although the site is within a floodplain the Environment Agency has not objected to the principle of development. They have advised that a flood risk assessment should be undertaken and mitigation measures included if necessary. It is expected that the proposed de-culverting of the river and the provision of an appropriate buffer zone will contribute to reducing the risk of flooding in the area.

Officers believe that the overall benefits of the regeneration would outweigh the risk of flooding from the River Ver.

The Council will need to provide evidence that the Flood Risk Sequential Test and Exception Test as advocated in PPS25 has been satisfactorily met. This will be produced with input from the Sustainability Appraisal to support the final version of the Core Strategy.

**(b) Deliverability:**

Promotion

- The site is being actively promoted by the developer who has submitted a draft Masterplan and an employment land assessment.

Viability

- Because of the current market conditions, the lower level of housing proposed in this option is unlikely to deliver the range of infrastructure and other uses proposed i.e. new surgery, retail, open space and de-culverting of the river.

Flexibility

- The land available and the level of housing provided would not deliver the range of non residential uses.

Deliverability

- There is nothing to suggest that the housing element would not be delivered. There are no insurmountable capacity issues at the local primary school and the Council understands that there are no unmanageable flood risk and transport barriers.
- However, it is unlikely that the development would deliver the range of non-residential uses and other improvements being proposed.

**Location progresses to Stage 2 assessment.**

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the unrestricted sprawl of large built-up areas	N/a
2. to prevent neighbouring towns from merging into one another	N/a
3. to assist in safeguarding the countryside from encroachment	N/a

4. to preserve the setting and special character of historic towns	N/a
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	N/a

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

- Positive effects on biodiversity and water quality/quantity are expected through the de-culverting the River Ver.
- However, a large part of the site is in flood zones 2 and 3 and there would therefore be flood risk for new developments.
- The site is located in the centre of the village which could encourage cycling and walking. However, poor public transport connections could equally result in higher car.
- Re-use of this brownfield site is likely to have positive effects on landscape & townscape and community identity & participation as redevelopment of the vacant and redundant buildings in the existing industrial estate would help to improve the appearance of this part of the village.
- There would be good access to facilities thereby having positive effects on a number of social and economic objectives.
- Potential conflict between housing and industrial uses.

#### Additional Considerations:

- Although this scheme would reduce the amount of employment land available for industrial, storage and distribution uses, these uses would be consolidated onto a smaller part of the site.
- The introduction of non-residential uses would provide additional job opportunities in the service sector.

The Highway Authority advises that a development of this scale will generate in the region of 120 two way trips in the peak hour. This will represent a relatively small impact on the existing level of overall vehicle movements in Markyate. The distribution of the trips and any mitigation measures will be determined by the

## Transport Assessment.

It is difficult to favour one option over another. Both will provide a level of mixed use in the Hicks Road area and the benefits this type of development bring. However, with both options it is important to take opportunities to fully integrate the Hicks Road proposal into the village. It is understood the current footway provision is poor near to the junction with the High Street.

### **(d) Compliance with Emerging Settlement Strategy:**

- Pursuing this proposal (40-60 dwellings) is unlikely to deliver the range of other uses originally proposed.
- A smaller and solely housing scheme is unlikely to achieve the vision for the village as outlined in the emerging settlement strategy, particularly the following which are extracts from the vision:
  - *'...increasing the vibrancy of the village by improving the range of services and facilities.*
  - *The emphasis will be on increasing the number and range of shops and services and improved health care. New housing development will be used to secure improvements...'*
- The overwhelming majority of respondents to the emerging Core Strategy consultation agreed with the vision for Markyate.

### **OFFICER CONCLUSION**

It is unlikely this scheme (40-60 dwellings) could realistically deliver the range of uses and improvements proposed. Therefore, it is unlikely that the development, in this form, could be delivered. Furthermore, it would not substantially contribute to the vision for Markyate as outlined in the Emerging Core Strategy.

## LOCATION

Hicks Road, Markyate

## DESCRIPTION

**Option 2:** *Redevelopment of site for approximately 100 dwellings, shops, services and the relocation of the employment uses to the southern edge of the village.*

Distance from:

- |                     |  |
|---------------------|--|
| s) village centre   | 301m                                     |
| t) local shop(s)    | 249m                                     |
| u) nearest bus stop | 133m                                     |
| v) railway station  | n/a                                      |
| w) primary school   | 844m.                                    |
| x) secondary school | St. Albans, Harpenden or Hemel Hempstead |

Distance of new employment site from:

- |                     |  |
|---------------------|--|
| a) village centre   | 971m                                     |
| b) local shop(s)    | -  |
| c) nearest bus stop | 298m                                     |
| d) railway station  | n/a                                      |
| e) primary school   | 2495m.                                   |
| f) secondary school | St. Albans, Harpenden or Hemel Hempstead |

See Map 6.

## ASSESSMENT

### Stage 1

#### (a) Key Environmental Designations:

Chiltern Area of Outstanding Natural Beauty (AONB)	
Special Area of Conservation (SAC)	
Site of Special Scientific Interest (SSSI)	
Local Nature Reserve (LNR)	
Semi-Natural Ancient Woodland	
Historic Park or Garden	
Scheduled Ancient Monument (SAM)	
Floodplain	x

Although the site is within a floodplain the Environment Agency has not objected to the principle of development. They have advised that a flood risk assessment should be undertaken and mitigation measures included if necessary. It is expected that the proposed de-culverting of the river and the provision of an appropriate buffer zone

will contribute to reducing the risk of flooding in the area.

Officers believe that the overall benefits of the regeneration would outweigh the risk of flooding from the River Ver.

The Council will need to provide evidence that the Flood Risk Sequential Test and Exception Test as advocated in PPS25 has been satisfactorily met. This will be produced with input from the Sustainability Appraisal to support the final version of the Core Strategy.

**(b) Deliverability:**

Promotion

- The site is being actively promoted by the developer who has submitted a Masterplan and an employment land assessment.

Viability

- The higher housing number being proposed is more likely to enable the delivery of the range of uses and other improvements outlined.

Flexibility

- The larger site and higher housing number would enable to the delivery of a greater range of non residential uses and other improvements.

Deliverability

- It is understood that there are no major barriers to the development. There are no insurmountable capacity issues at the primary school, even with a higher number of homes, and we understand that there are no unmanageable flood risk and transport barriers.
- In the absence of any landowner promoting land to the south for new employment uses, this component of the scheme is considered to be undeliverable. This impacts the suitability of the entire scheme because all existing employment land in the village would be lost. We would wish to retain employment uses in the village.

**Part progression to Stage 2 assessment.**

It is unlikely that the new employment site can be delivered and as such this component of the proposal will not be taken forward. The redevelopment of the Hicks Road site itself is considered to be deliverable and will be taken forward for further consideration.

**Stage 2**

**Green Belt Impact:**

Purpose	Commentary
1. to check the	N/a

unrestricted sprawl of large built-up areas	
2. to prevent neighbouring towns from merging into one another	N/a
3. to assist in safeguarding the countryside from encroachment	N/a
4. to preserve the setting and special character of historic towns	N/a
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.	N/a

**Location progresses to Stage 3 assessment.**

### **Stage 3**

#### **(c) Conclusions of Independent Sustainability Assessment:**

- Positive effects on biodiversity and water quality/quantity are expected through the de-culverting the River Ver.
- Re-use of this brownfield site is likely to have positive effects on landscape & townscape and community identity & participation as redevelopment of the vacant and redundant buildings would help to improve the appearance of this part of the village.
- Provide more housing, employment and other community facilities are positives.
- The new employment site on the southern edge of the village is a greenfield site, is in the Greenbelt and within a wildlife corridor. It is likely to result in a loss of habitats, impact landscape character and soil sealing. The site is also on the edge of flood zones 2 and 3 and there would therefore be flood risk for new developments.
- Relocating employment uses out of the centre of the village is likely to increase the dependency on private transport to access employment. This could result in an increase in the level of greenhouse gas emissions and other emissions to air.
- However, removing lorries and vans associated with the Hicks Road Industrial Estate from the village centre is likely to result in some local air quality

improvements.

Additional Considerations:

- This proposal is likely to result in the complete loss of employment land at Hicks Road. This would not be replaced meaning many local businesses would suffer
- However, the introduction of non-residential uses would provide additional job opportunities in the service sector.

The Highway Authority advises that a development of this scale will generate in the region of 120 two way trips in the peak hour. This will represent a relatively small impact on the existing level of overall vehicle movements in Markyate. The distribution of the trips and any mitigation measures will be determined by the Transport Assessment.

It is difficult to favour one option over another. Both will provide a level of mixed use in the Hicks Road area and the benefits this type of development bring. However, with both options it is important to take opportunities to fully integrate the Hicks Road proposal into the village. It is understood the current footway provision is poor near to the junction with the High Street.

The complete redevelopment of the Hicks Road site is likely to offer greater opportunities to introduce a better overall layout and more opportunities to mitigate the effects of the development. As previously stated mitigation measures will generally be proportionate to the scale of the development. The removal of the employment site to a specific area in the settlement may also have benefits from a transport point of view particularly in area travel planning where specific measures can be introduced to reduce dependence on the private car.

**(d) Compliance with Emerging Settlement Strategy:**

- This proposal (100 dwellings) is more likely to deliver the range of other uses proposed as the overall development becomes more economically viable.
- As such, this scheme is more likely to contribute to the vision for Markyate and tackle some of the key issues in the village. The elements of the vision that are likely to be addressed through the development are:
  - ‘...increasing the vibrancy of the village by improving the range of services and facilities.
  - The emphasis will be on increasing the number and range of shops and services and improved health care. New housing development will be used to secure improvements...’
- The overwhelming majority of respondents to the emerging Core Strategy consultation agreed with the vision for Markyate.
- However, because a new employment site (to the south) cannot be found, there are concerns that this scheme would result in the loss of the existing employment provision in the village.

## **OFFICER CONCLUSION**

Although this scheme is likely to go some way to achieving the vision for Markyate by providing a range of non-residential uses and other improvements, the lack of an alternative employment site means that Markyate would lose most, if not all, of its existing employment base. This proposal, in its entirety, is unlikely to be deliverable.

# Conclusions

## **Part 1 – Locations**

### **Hemel Hempstead:**

Based on the assessments in Section 3, the recommended sequence for any Green Belt land release at Hemel Hempstead is as follows:

1. Marchmont Farm
2. Old Town (smaller part comprising land bounded by Fletcher Way)
3. West Hemel Hempstead (north)
4. West Hemel Hempstead (south)
5. Shendish (north)
6. Shendish (south)
7. Nash Mills
8. Felden

This assessment does not include any land outside Dacorum Borough Council's administrative control, some of which have been highlighted as favourable options within previous assessments.

If both the northern and southern parts of West Hemel Hempstead or Shendish are considered together, the cumulative impact would be the same as for the original 'neighbourhood' assessed within the Core Strategy Supplementary Issues and Options – Growth at Hemel Hempstead, November 2006.

### **Berkhamsted:**

The following Green Belt locations have been assessed:

- Land off New Road, Northchurch
- Land south of Hilltop Road, Berkhamsted
- Land adjacent to Hanburys, Shootersway, Berkhamsted
- Land adjacent to Blegberry Gardens, Shootersway, Berkhamsted
- Land south of Berkhamsted

It is recommended that Land South of Berkhamsted is rejected and not pursued for development for the reasons set out in Section 3. Of the remaining locations, the following priority order for release of land for housing is recommended:

1. Land adjacent to Hanburys, Shootersway
2. Land off New Road (if required to deliver the New Road – Springfield Road link)

3. Land adjacent to Blegberry Gardens, Shootersway

It is also recommend that priority be given to safeguarding land south of Hilltop Road for educational purposes rather than housing.

**Tring:**

The following Green Belt locations have been assessed:

1. Land to the West (Icknield Way)
2. Land to the East (Dunsley Farm)
3. Waterside Way
4. Tring Sports Forum proposal, Dunsley Farm
5. Land adjacent to Station Road

It is recommend that Options 3-5 are rejected and not pursued for development for the reasons set out in Section 3. Options 1 and 2 are both considered suitable for development. However development on Option 2 may have a negative impact on the green gateway into Tring and has deliverability issues. It is therefore recommended that Option 1 is carried forward as the preferred site should there be the need for a Green Belt release in Tring.

**Kings Langley:**

The following Green Belt locations have been assessed:

1. Rectory Farm
2. Wayside and Broadfield Farm
3. Land North East of A41 bypass
4. East of Watford Road

This assessment does not include any land outside Dacorum Borough Council's administrative control.

It is recommend that Options 3 and 4 are rejected and not pursued for development for the reasons set out in Section 3. Although Options 1 and 2 are both considered suitable for development, it is recommended that neither are taken forward at the present time. This is due to advice from the County Council regarding the lack of capacity at Kings Langley primary school and because the future needs of the village are expected to be met through new development planned in the Three Rivers part of Kings Langley. If it were decided that a local allocation within Dacorum's administrative area was required, it is recommended that preference is given to

Option 1 as development of Option 2 would involve the loss of active farmland as discussed in Section 3.

**Bovingdon:**

The following Green Belt locations have been assessed:

1. Land at Duckhall Farm
2. Land Rear of Green Lane
3. Grange Farm
4. Land North of Chesham Road
5. Bovingdon Airfield

It is recommended that Option 5 is rejected and not pursued for development for the reasons set out in Section 3. Options 1-4 are all considered suitable for development and there are advantages and disadvantages of each. On balance, it is recommended that part of Option 4 be the preferred local allocation. Development of the part of the land to the east of Lancaster Drive would not lead to the extension of the urban area boundary and would have a limited impact on the Green Belt. The other three locations may be considered as options for facilities such as a residential care home and/or allotments in the future. They may also be considered for residential development if the landowners of Option 4 do not pursue the delivery of housing, following more detailed discussions with the Council.

## **Part 2 – Sites**

### **Berkhamsted**

Land at Durrants Lane / Shootersway represents a major opportunity to achieve a number of key benefits for the town. The landowners do not consider that the existing proposal contained within the Local Plan (option 1) is viable in its current form and would not deliver the range and scale of community benefits, particularly to allow for refurbishment of the existing Egerton Rothesay school, of a larger development (option 2). The latter also emerged more successful from the Sustainability Assessment and is supported by the school. Officers therefore support option 2 because it would provide for a mix of housing, greater levels of affordable housing, secure improvements to the school, and additional open space/sport pitches. However, the support is on the basis of a reduced capacity (up to 200 homes) to reflect concerns over density.

This proposal should be progressed through a detailed masterplan which will inform the final site requirements (included within the Core Strategy).

### **Markyate**

The future of Hicks Road is central to what can be achieved in Markyate during the plan period. The redevelopment of Hicks Road needs to inject activity into the village and help to revitalise the village centre by providing retail, a public square and other non-residential uses. It must also include a number of physical improvements and contribute significantly to meeting the long term vision of Markyate as outlined in the emerging Core Strategy.

Both option 1 and 2 raise viability issues. Because of the lower housing numbers under option 1, it is unlikely that the range of uses and other improvements could be delivered. The new employment site outlined as part of option 2 is unlikely to be delivered because of a lack of landowner interest in releasing the site for redevelopment.

Officers recommend that the most appropriate solution, and the one that would bring the greatest overall benefits to the village, is to amalgamate the two options. In practice this would involve the provision of up to 80 dwellings, new office accommodation, retail, public square, open space, new enlarged surgery and a nursing home. This proposal would provide opportunities to consolidate existing business activity, and increase employment density by retaining the most suitable

premises (Sharose Court) and providing additional employment opportunities. This proposal should be progressed through a detailed masterplan which will inform the final site requirements (included within the Core Strategy).

# **Appendix 1**

## **Sustainability Appraisal Framework**

## Appendix 1: Sustainability Appraisal Framework

Objective	Criteria	Indicators ( <b>Bold indicates existing</b> )
<b>Biodiversity</b>		
1. To protect, maintain and enhance biodiversity and geodiversity at all levels, including the maintenance and enhancement of Biodiversity Action Plan habitats and species in line with local targets	To protect, maintain and enhance designated wildlife and geological sites (international, national and local) and protected species to achieve favourable condition	Herts QoL WH6 Condition of SSSIs (contextual indicator) and HBRC number, area and condition of SSSIs HBRC Change in areas designated for their intrinsic value
	To restore characteristic habitats and species, to achieve BAP targets	HBRC Change in Priority Habitats
	To support farming and countryside practices that enhance wider biodiversity and landscape quality by economically and socially valuable activities (e.g. grazing, coppicing, nature reserves)	Herts QoL WH3 Wildlife Sites and HBRC number and area of Wildlife Sites HBRC no. of Wildlife Sites lost or degraded by development or gained/secured by agreements Herts QoL WH1 Water voles Herts QoL WH2 Birds (contextual indicator) Herts QoL WH4 Pipistrelle bats Herts QoL WH5 Butterflies HBRC distribution/change of key species in Herts HBRC distribution/change of protected species in Herts COI 8 Changes in areas and populations of biodiversity importance

Objective	Criteria	Indicators ( <b>Bold indicates existing</b> )
	To manage woodlands and other habitats of value for biodiversity in a sustainable manner and protect them against conversion to other uses	% woodland cover in District
	To recognise the social/environmental value and increase access to woodlands, wildlife & geological sites and green spaces particularly near/in urban areas	Percentage of wildlife sites accessible by sustainable modes of travel
	To encourage people to come into contact with, understand, and enjoy nature	Number of visitors to wildlife sites
<b>Water</b>		
2. To protect, maintain and enhance water resources (including water quality and quantity) while taking into account the impacts of climate change	To raise awareness and encourage higher water efficiency and conservation by for instance promoting water reuse in new and existing developments	Level of awareness of water issues and the need for water saving (contextual indicator) Average household water consumption per capita Commercial water consumption Proportion of housing (existing and new development) with installed water efficient devices/water metres Herts QoL WR3 River quality objectives EA Biological and chemical river quality (contextual indicator) Number and severity of pollution incidents to surface water and groundwater
	To ensure water consumption does not exceed levels which can be supported by natural processes and storage systems	
	To improve chemical and biological quality and flow of rivers and encourage practices which reduce nitrate levels in groundwater	
	To improve flow of rivers	
	To reduce the number and severity of pollution incidents	
	To maintain or restore the integrity of water dependent wildlife sites in the area	

<b>Objective</b>	<b>Criteria</b>	<b>Indicators (Bold indicates existing)</b>
3. Ensure that new developments avoid areas which are at risk from flooding and natural flood storage areas	To avoid developments in areas being at risk from fluvial, sewer or groundwater flooding (for instance natural flood plains) while taking into account the impacts of climate change	Number of properties at risk from flooding
	To ensure that developments, which are at risk from flooding or are likely to be at risk in future due to climate change, are sufficiently adapted	Proportion of runoff from new developments which is directed into Sustainable Urban Drainage Systems (SUDs) <sup>1</sup>
	To promote properly maintained sustainable urban drainage systems to reduce flood risk and run off in areas outside Source Protection Zones 1 (SPZ)	
<b>Soil</b>		
4. Minimise development of land with high quality soils and minimise the degradation/loss of soils due to new developments	To safeguard high quality soils, such as agricultural land grades 1, 2 and 3a) from development	Amount of high quality agricultural land degraded/lost to development
	To limit contamination/degradation/loss of soils due to development	Area/percentage of contaminated land remediated Number of development sites having a policy to safeguard soils Area of proposed new developments on greenfield sites
<b>Climatic Factors</b>		
5. Reduce the impacts of climate change, with a particular focus on	To minimise greenhouse gas emissions (particularly CO <sub>2</sub> ) for instance through more energy efficient design and reducing the need to travel	NAIE Emissions of greenhouse gases (particularly CO <sub>2</sub> ) per capita grouped per type of source

<sup>1</sup> Sustainable Urban Drainage Systems (SUDS) are management practices and physical structures designed to drain surface water in a more sustainable way than conventional systems.

Objective	Criteria	Indicators ( <b>Bold indicates existing</b> )
reducing the consumption of fossil fuels and levels of CO <sub>2</sub>	To promote increased carbon sequestration e.g. through increases in woodland cover	BV 63 Energy efficiency - average SAP rating of authority dwellings BV 80a (i) Actual/'Typical' energy consumption LA buildings - electricity BV 80a (ii) Actual/'Typical' energy consumption LA buildings - fossil fuels Herts QoL EN1 Energy efficiency in homes - overall reduction in CO <sub>2</sub> emissions % Herts QoL EN2 Energy efficiency in public buildings
	To adopt lifestyle changes which help to mitigate and adapt to climate change, such as promoting water and energy efficiency (through for instance higher levels of home insulation)	
6. Ensure that developments are capable of withstanding the effects of climate change (adaptation to climate change)	To promote design measures which enable developments to withstand and accommodate the likely impacts and results of climate change (for instance through robust and weather resistant building structures)	Percentage of new developments considered to be 'climate change proof' (For indicators regarding renewable energy see section on material assets)
<b>Air Quality</b>		
7. Achieve good air quality, especially in urban areas	To reduce the need to travel by car through planning settlement patterns and economic activity in a way that reduces dependence on the car and maintains access to work and essential services for non-car-owners	NAIE Levels of key air pollutants (e.g. Benzene, 1,3-Butadiene, CO <sub>2</sub> , Lead, NO <sub>2</sub> , PM10, SO <sub>2</sub> ) within the local authority area, and within the East of England Herts QoL QoL27 Air Pollution Herts QoL TR1 Volume of motor
	To integrate land use and transport planning by for instance:	

Objective	Criteria	Indicators ( <b>Bold indicates existing</b> )
	<ul style="list-style-type: none"> <li>▪ Promoting Green Transport Plans, including car pools, car sharing as part of new developments</li> <li>▪ Ensuring services and facilities are accessible by sustainable modes of transport</li> </ul> <p>To ensure that development proposals do not make existing air quality problems worse</p> <p>To address existing or potential air quality problems</p>	<p>traffic</p> <p>Herts QoL TR2 Modal split</p> <p>Number of days when air pollution reported as moderate or higher within the local authority area</p> <p>Number of designated AQMAs</p>
<b>Material Assets</b>		
8. Maximise the use of previously developed land and buildings, and the efficient use of land	<p>To concentrate new developments on previously developed land (PDL)</p> <p>To avoid use of Greenfield sites for development</p> <p>To maximise the efficient use of land and existing buildings by measures such as higher densities and mixed use developments</p> <p>To encourage the remediation of contaminated and derelict land and buildings</p>	<p>COI 1(a) &amp; (c) Amount of land developed for employment by type and percentage which is on previously developed land</p> <p>COI 1(b) Amount of land developed for employment by type, which is in development and/or regeneration areas defined in the LDF</p> <p>COI 2(b) Percentage of new and converted dwellings on previously developed land</p> <p>COI 2(c) Percentage of new dwellings completed at: less than 30, between 30 and 50 and above 50 dwellings per hectare</p>

Objective	Criteria	Indicators ( <b>Bold indicates existing</b> )
		<p>Herts QoL LU3 Residential development on previously developed land</p> <p>BV106 % of new homes built on previously developed land</p>
<p>9. To use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources or recycled alternatives wherever possible</p>	<p>To encourage maximum efficiency and appropriate use of materials, particularly from local and regional sources</p>	<p>Amount and percentage of secondary and recycled materials (including minerals and aggregates) used in construction</p>
	<p>To require new developments to incorporate renewable, secondary, or sustainably sourced local materials in buildings and infrastructure</p>	<p>BV82a Household waste - percentage recycled</p>
	<p>To safeguard reserves of exploitable minerals from sterilisation by other developments</p>	<p>BV82b Household waste - percentage composted</p>
	<p>To promote renewable energy sources as part of new or refurbished developments</p>	<p>BV82c Household waste - percentage of heat, power and other energy recovered</p>
	<p>To increase recycling and composting rates and encourage easily accessible recycling systems as part of new developments</p>	<p>BV82d Household waste - percentage landfilled</p>
	<p>To promote awareness regarding waste/recycling and renewable energy issues through education programmes in schools and the community</p>	<p>BV84 Kg of household waste collected per head</p> <p>Herts QoL WS1 Household waste per capita</p> <p>Herts QoL WS3 Percentage of waste recycled</p> <p>Proportion of developments which incorporates design measures to</p>

Objective	Criteria	Indicators ( <b>Bold indicates existing</b> )
		facilitate sustainable household waste management
<b>Cultural Heritage</b>		
10. To identify, maintain and enhance the historic environment and cultural assets	<p>To safeguard and enhance the historic environment and restore historic character where appropriate, based on sound historical evidence</p> <p>To promote local distinctiveness by maintaining and restoring historic buildings and areas, encouraging the re-use of valued buildings and thoughtful high quality design in housing and mixed use developments – to a density which respects the local context and townscape character, and includes enhancement of the public realm</p> <p>To promote public education, enjoyment and access of the built heritage and archaeology</p>	<p>Number of Listed Buildings at Risk</p> <p>Number and condition of Scheduled Ancient Monuments (SAMs)</p> <p>Number and condition of Registered Parks and Gardens</p> <p>Number of Conservation Areas</p> <p>% of Conservation Areas with character appraisals</p> <p>Percentage of historic buildings and structures open to the public</p> <p>Numbers of historic assets taken from the ‘at risk’ category</p> <p>Number of historic assets restored/reused</p> <p>Number of locally important buildings to be demolished</p> <p>Changes inconsistent with historic landscape</p> <p>Quality in the built environment as measured by public perception surveys</p> <p>A measure of increased public access or interpretation of sites</p>

Objective	Criteria	Indicators (Bold indicates existing)
<b>Landscape</b>		
11. To conserve and enhance landscape and townscape character and encourage local distinctiveness	To protect and enhance landscape and townscape character	CQC Changes inconsistent with (local) landscape character Area of designated landscapes affected by/lost to development CPRE Light pollution and tranquillity mapping
	To evaluate the sensitivity of the landscape to new/inappropriate developments and avoid inappropriate developments in these areas	
	To protect 'dark skies' from light pollution, and promote low energy and less invasive lighting sources while considering the balance between safety and environmental impacts	
	To minimise the visual impact of new developments	
<b>Population and Human Health</b>		
12. To encourage healthier lifestyles and reduce adverse health impacts of new developments	To promote the health advantages of walking and cycling and community based activities	Length and condition of cycle / footpath network Number and condition of sports facilities COI 4(c) Percentage of eligible open spaces managed to green flag award standards Percentage of population with access to public open space Herts QoL NO1 Noise complaints received per 1000 population Herts QoL NO2 Source of noise complaints
	To identify, protect and enhance open spaces, such as rivers and canals, parks and gardens, allotments and playing fields, and the links between them, for the benefit of people and wildlife	
	To include specific design and amenity policies to minimise noise and odour pollution, particularly in residential areas	
	To narrow the income gap between the poorest and wealthiest parts of the area and to reduce health differential	

Objective	Criteria	Indicators ( <b>Bold indicates existing</b> )
13. To deliver more sustainable patterns of location of development	To reduce the need to travel through closer integration of housing, jobs and services	Percentage of health facilities accessible by sustainable modes of travel Herts QoL TR2 Modal split Accessibility modelling
	To promote better and more sustainable access to health facilities	
<b>Social Factors</b>		
14. Promote equity & address social exclusion by closing the gap between the poorest communities and the rest	To include measures which will improve everyone's access to high quality health, education, recreation, community facilities and public transport	Index of Multiple Deprivation BV156 % of local authority buildings suitable for and accessible by disabled people BV170a Number of visits to/usage's of museums per 1,000 population BV 117 Visits to libraries Number per capita Herts QoL SE3 Transport: access to public services COI 3(b) Percentage of new residential development within 30 minutes of a GP, hospital, primary & secondary school, employment and major health centre Herts QoL ED1 GCSE performance Herts QoL ED2 Adult education level 2* Herts QoL QoL9 Young people with Level 2 qualifications
	To ensure facilities and services are accessible by people with disabilities and minority groups	
	To encourage people to access the learning and skills they need for high quality of life To ensure that the LDF does not discriminate on the basis of disability, ethnic minority, or gender	

Objective	Criteria	Indicators ( <b>BS</b> indicates existing)
		BV38 % of pupils achieving 5 or more GCSEs at grades A* - C or equivalent % pensioners in households with below average income % children in households with below half average income
15. Ensure that everyone has access to good quality housing that meets their needs	Promote a range housing types and tenure, including high quality affordable and key worker housing	COI 2(d) Affordable housing completions BV184a LA homes which were non-decent at start of year BV184b Change in proportion on non-decent homes (negative means deterioration in stock) Herts QoL HS1 Affordable housing (house price/earnings affordability ratio) Herts QoL HS2 Statutorily unfit homes Herts QoL HS3 Homelessness
16. Enhance community identity and participation	To recognise the value of the multi-cultural/faith diversity of the peoples in the region	Number of community facilities per 10,000 population
	To improve the quality of life in urban areas by making them more attractive places in which to live and work, and to visit	Town centre health checks CABE design review of schemes with significant impacts (if conducted)
	To encourage high quality design in new developments, including mixed uses, to create	

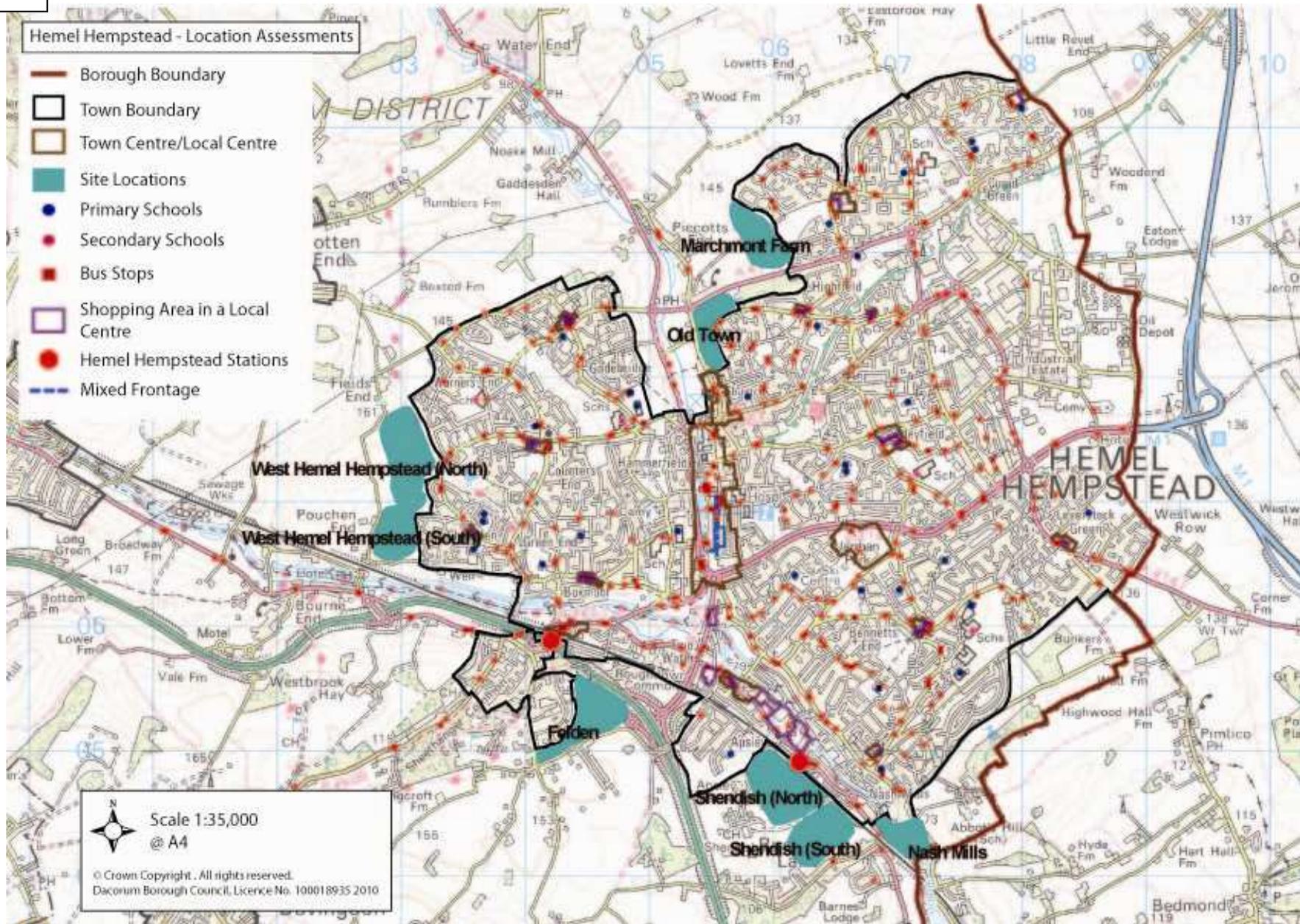
Objective	Criteria	Indicators (Bold indicates existing)
	local identity and encourage a sense of community pride	
17. Reduce both crime and fear of crime	<p>To reduce all levels of crime with particular focus on violent, drug related, environmental and racially motivated crime</p> <p>To plan new developments to help reducing crime and fear of crime through thoughtful design of the physical environment, and by promoting well-used streets and public spaces</p> <p>To support government-sponsored crime/safety initiatives, maximising the use of all tools available to police, local authorities and other agencies to tackle anti-social behaviour</p>	<p>BV126a Burglaries No. per 1,000 households</p> <p>BV127a Robberies per 1000 population and percentage detected</p> <p>BV127b violent offences committed in a public place per 1,000 population</p> <p>BV127c violent offences committed in connection with licensed premises per 1,000 population</p> <p>BV127d violent offences committed under the influence per 1,000 population</p> <p>BV128a Vehicle crimes No. per 1,000 population</p> <p>BV174 Number of recorded racial incidents per 100,000 population</p> <p>Fear of crime statistics</p>
<b>Economic Factors</b>		
18. Achieve sustainable levels of prosperity and economic growth	<p>To support an economy in the Authority which draws on the knowledge base, creativity and enterprise of its people</p> <p>To promote and support economic diversity, small and medium sized enterprises and community-based enterprises</p>	<p>Herts QoL EC1 Percentage rise in GVA</p> <p>Herts QoL UN1 Long term unemployment</p> <p>Herts QoL QoL1 Proportion of people of working age in employment</p>

Objective	Criteria	Indicators ( <b>Bold indicates existing</b> )
	To support the economy with high quality infrastructure and a high quality environment	COI 1(f) Amount of employment land lost to residential development Business start up failures
19. Achieve a more equitable sharing of the benefits of prosperity across all sectors of society and fairer access to services, focusing on deprived areas in the region	To encourage local provision of and access to jobs and services	Herts QoL QoL5 The percentage increase/decrease in the number of local jobs In/out commuting balance Rate of growth of businesses (urban and rural)
	To improve the competitiveness of the rural economy	
20. Revitalise town centres to promote a return to sustainable urban living	To promote the role of local centres as centres for sustainable development providing services, housing and employment, drawing on the principles of urban renaissance	COI 4(b) Percentage of completed retail, office and leisure development in town centres
	To encourage well-designed mixed-use developments in the heart of urban areas, create viable and attractive town centres that have vitality and life, and discourage out-of-town developments	

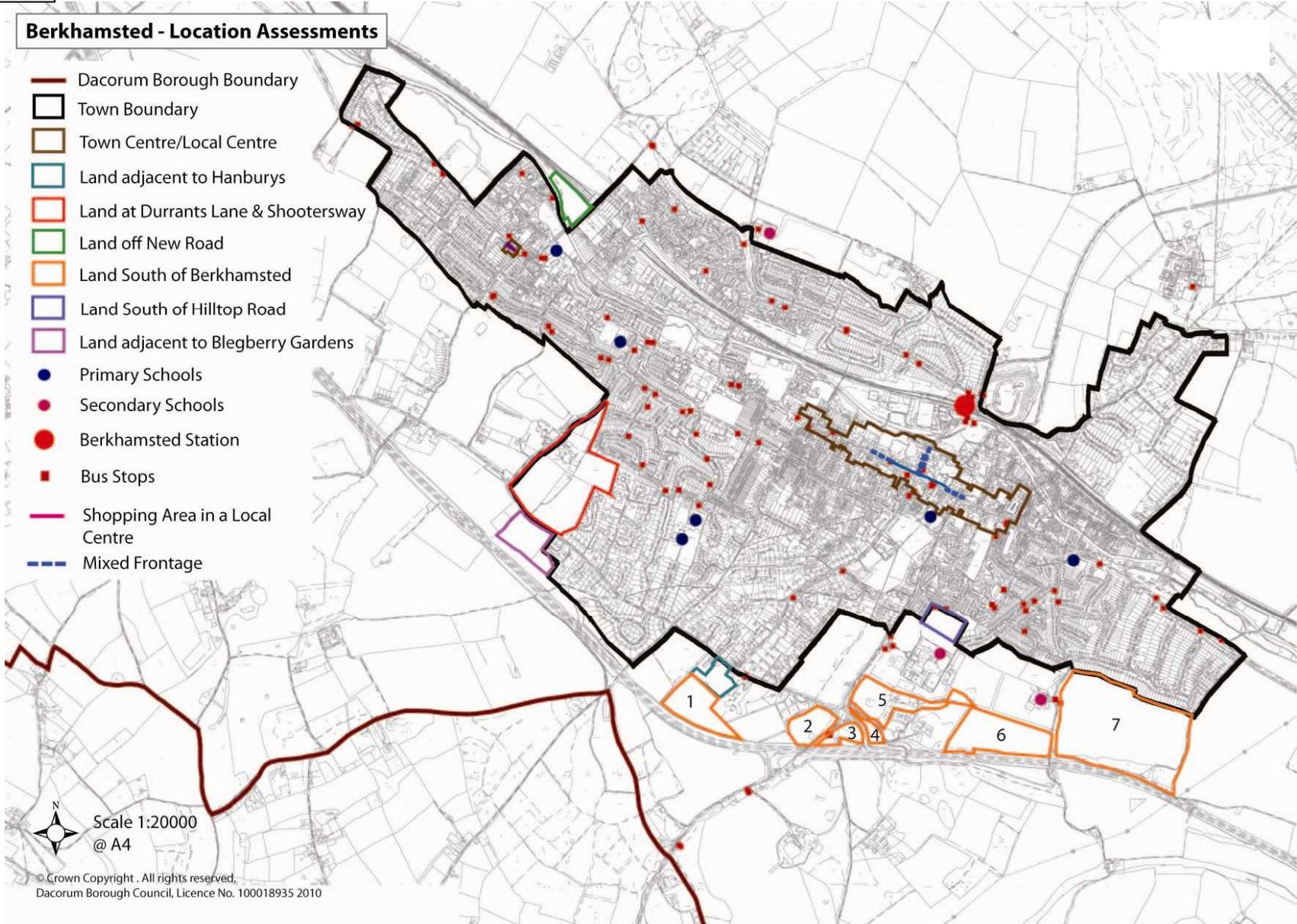
# Appendix 2

## Maps

Map 1



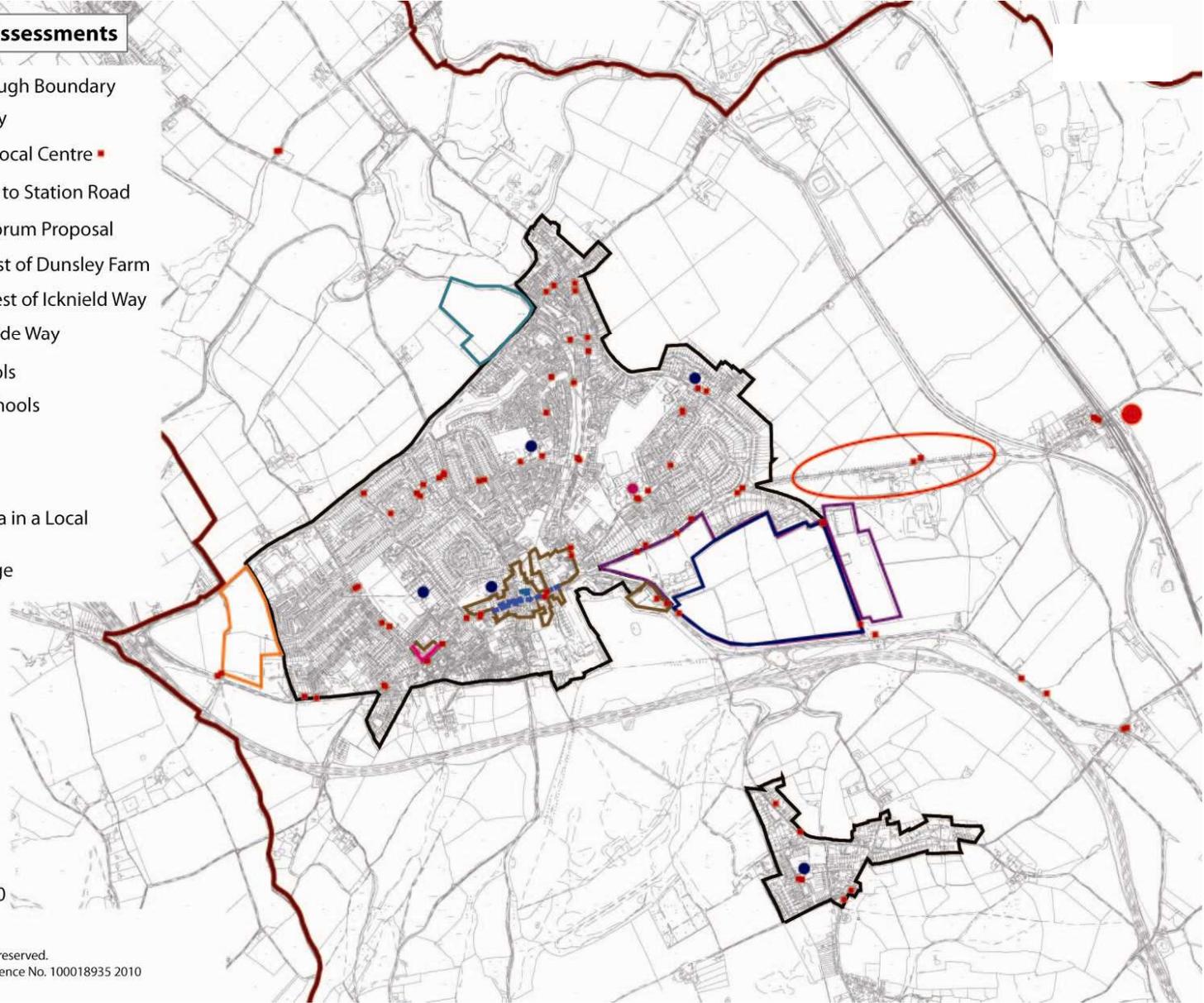
# Map 2



# Map 3

## Tring - Location Assessments

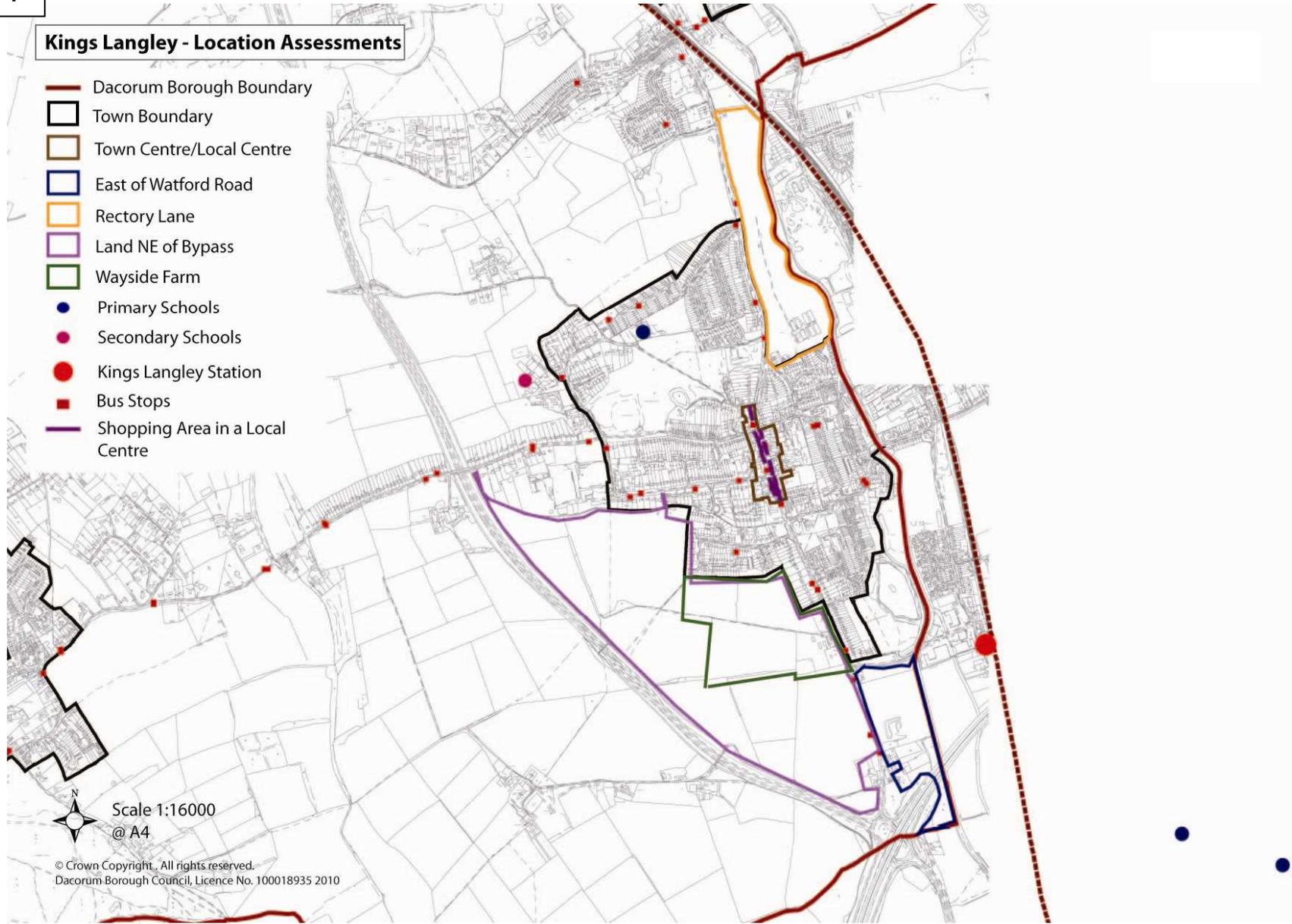
-  Dacorum Borough Boundary
-  Town Boundary
-  Town Centre/Local Centre
-  Land Adjacent to Station Road
-  Tring Sports Forum Proposal
-  Land to the East of Dunsley Farm
-  Land to the West of Icknield Way
-  Tring - Waterside Way
-  Primary Schools
-  Secondary Schools
-  Tring Station
-  Bus Stops
-  Shopping Area in a Local Centre
-  Mixed Frontage



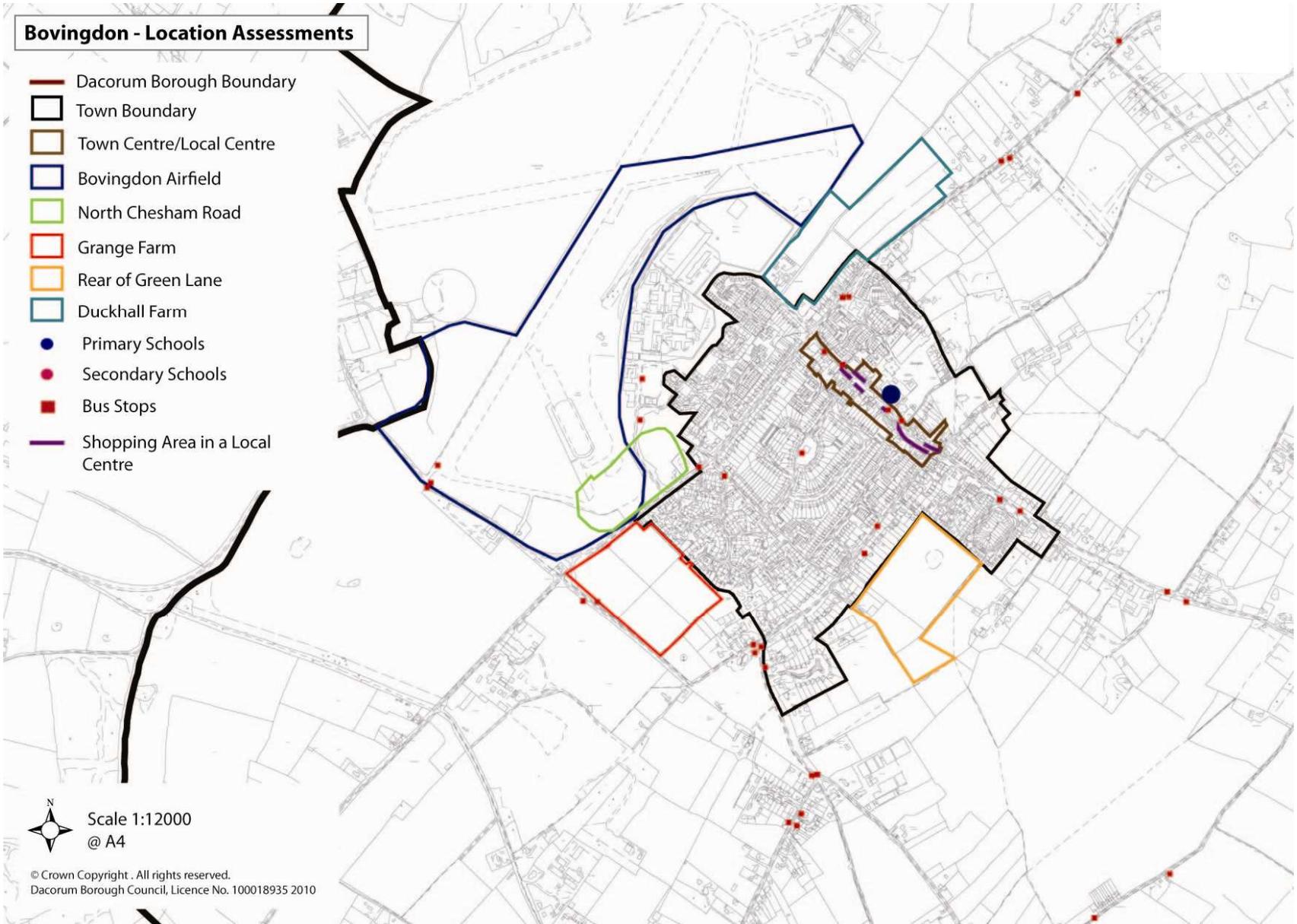
Scale 1:22000  
@ A4

© Crown Copyright. All rights reserved.  
Dacorum Borough Council, Licence No. 100018935 2010

Map 4



# Map 5



Map 5a

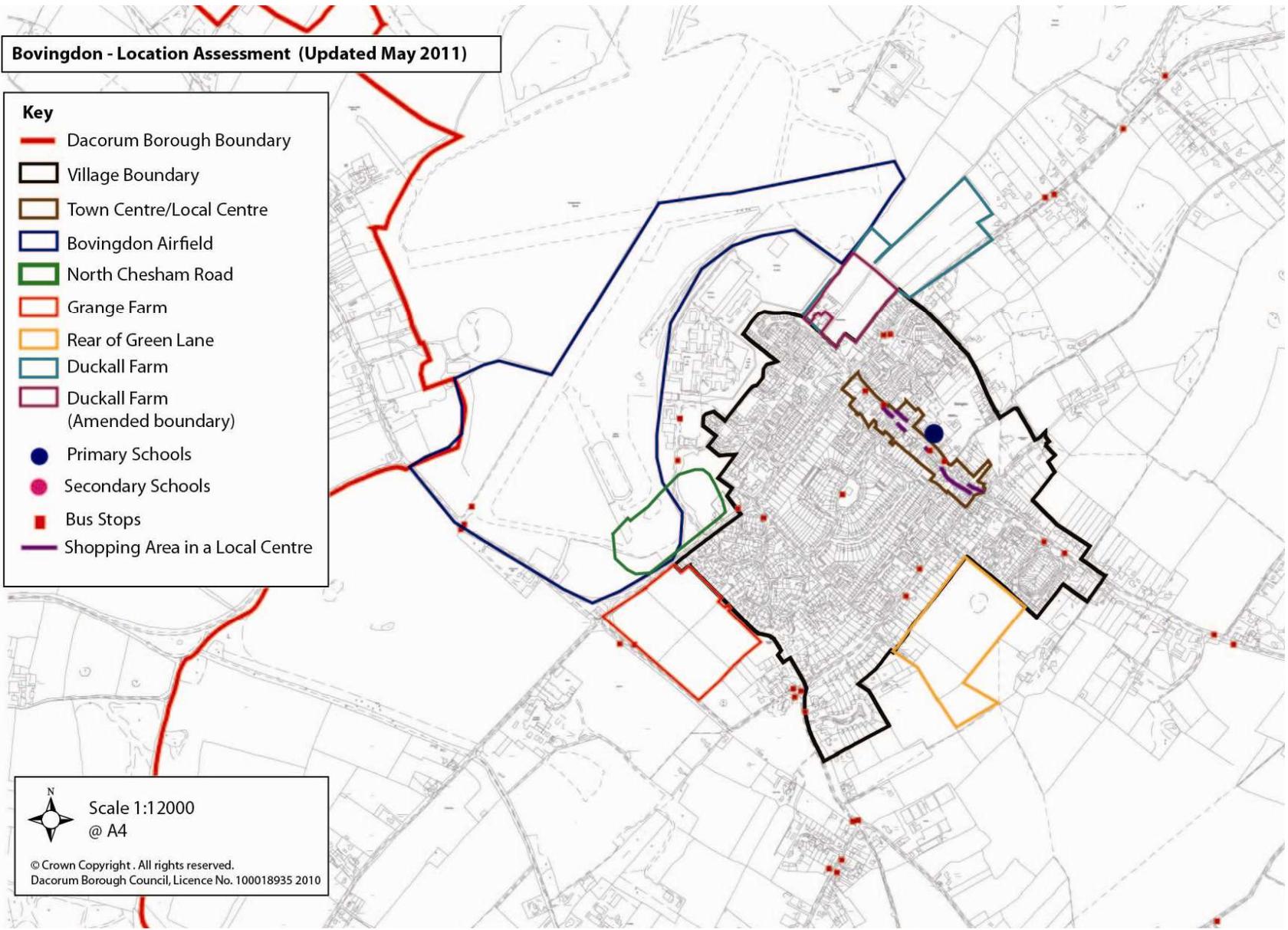
**Bovingdon - Location Assessment (Updated May 2011)**

**Key**

-  Dacorum Borough Boundary
-  Village Boundary
-  Town Centre/Local Centre
-  Bovingdon Airfield
-  North Chesham Road
-  Grange Farm
-  Rear of Green Lane
-  Duckall Farm
-  Duckall Farm (Amended boundary)
-  Primary Schools
-  Secondary Schools
-  Bus Stops
-  Shopping Area in a Local Centre

 Scale 1:12000  
@ A4

© Crown Copyright . All rights reserved.  
Dacorum Borough Council, Licence No. 100018935 2010



# Map 6

## Markyate - Location Assessments

-  Town Boundary
-  Town Centre/Local Centre
-  Dammersely Close
-  Hicks Road
-  Primary Schools
-  Secondary Schools
-  Bus Stops
-  Shopping Area in a Local Centre

