



Site Selection: Appendix B Sites for detailed testing

Dacorum Local Plan (2020-2038)
Emerging Strategy for Growth
November 2020

Appendix B presents the Council’s summary and recommendations for the 36 sites outside of the urban area of the six main settlements (35 in the Green Belt) which were subject to detailed evidence based testing including informal engagement with key stakeholders. Key evidence which has informed the Council’s recommendations are published alongside Local Plan and includes:

- AECOM Site Assessment Study
- Site Assessment Study Addendum
- COMET Strategic Transport Model Run
- Strategic Flood Risk Assessment (Level 1 & 2)
- Green Belt Assessment (Stages 1-3)
- Landscape Sensitivity Assessment
- Sustainability Appraisal

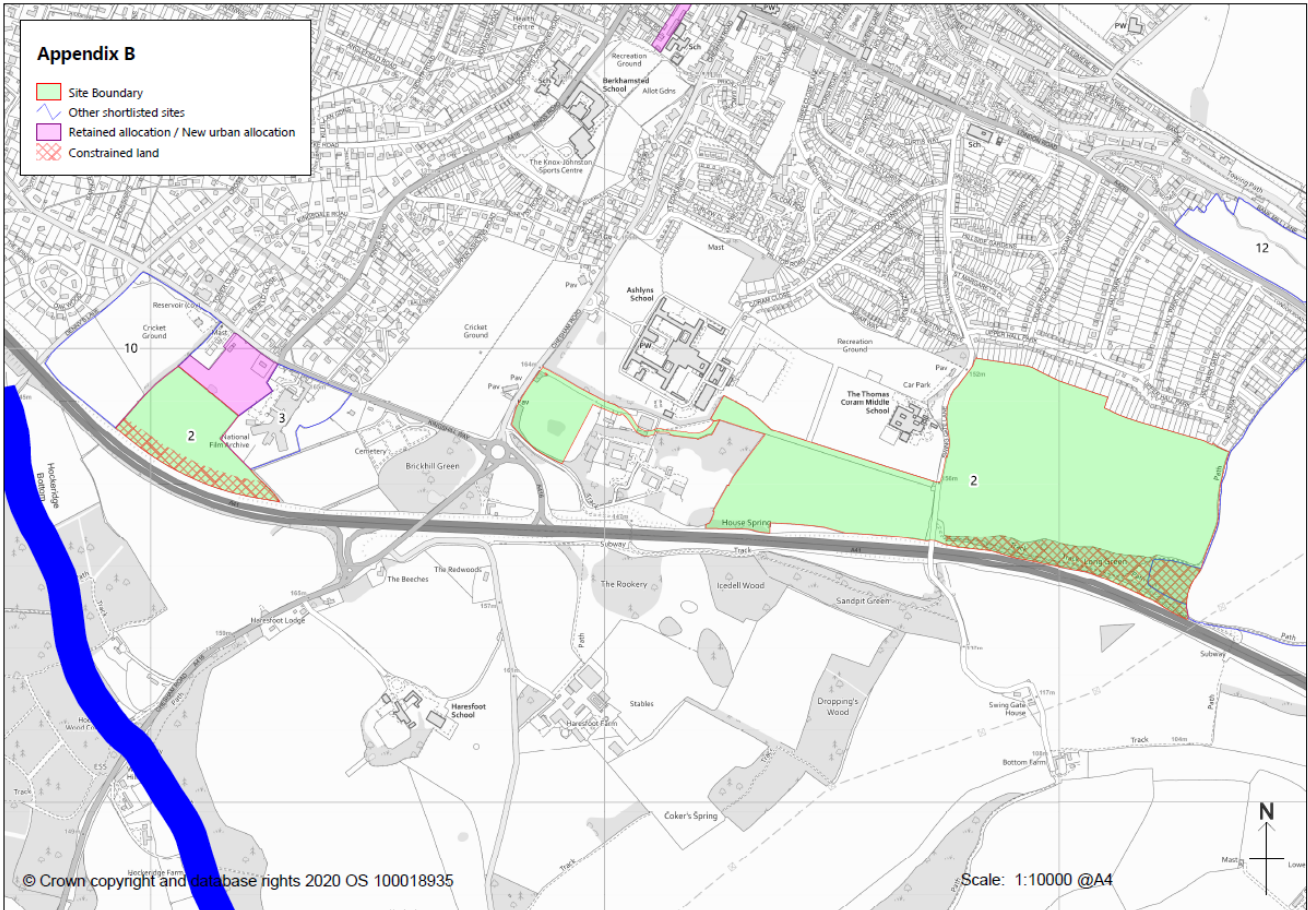
Note on site boundaries: As the Local Plan has evolved, a number of site boundaries have been updated. The boundaries included in this Appendix are up-to-date and therefore may not align with those included in some of the supporting evidence studies.

Site	Berkhamsted	72	Land south of Link Road / west of Fletcher Way
2a	South of Berkhamsted		
2b	Land between Hanburys and A41	74	North and North-East of Hemel
3	British Film Institute Archive, Kingshill Way	78	Polehanger Lane
4	Blegberry Gardens	80	Pouchen End Lane
10	Haslam Playing Fields	81	Red Lion Lane
12	Land south of Bank Mill Lane	82	Shendish Manor and Fairfields
15	Ivy House Lane and Grovefield		
16	Land between Shootersway and A41 (Rossway Farm)	Site	Kings Langley
17	East of Berkhamsted	89	Hill Farm
18	Land east of Darrs Lane	94	Land North of Coniston Road
20	Lock Field, New Road, Northchurch	97	Rectory Farm
		99	Wayside Farm
Site	Bovingdon	Site	Markyate
33	Duckhall Farm	105a	Cotton Spring Farm
34	Fox Meadow	114	London Road
35	Grange Farm		
39	Homefield	Site	Tring
41/42	Land north of Vicarage Lane/Land south of Hempstead Road	122	Dunsley Farm
		124	East of Tring
		128	South of Gammel Farm, Bulbourne Road
Site	Hemel Hempstead	132	New Mill
62	Fields End Farm	Site	New Settlement Options
63	Fields End Lane	148L	Bovingdon Airfield
66	Land adjacent to the Red Lion public house	155L	Land near to Long Marston

Berkhamsted

Site Number: 2

Site Name: South of Berkhamsted



Description:

Two parcels of land, all located to the south of the existing built-up area of Berkhamsted. The larger parcel of land is bounded by the A41 to the south, agricultural land to the east (site “East of Berkhamsted”) and the built up area of Berkhamsted to the north, including existing primary and secondary school education. The smaller site is bounded by the existing Local Allocation 4 to the north, the A41 to the south, playing fields (site “Haslam Playing Fields”) to the west and the BFI archives to the east.

Capacity of site (from Site Assessment Study)

667 dwellings across both parcels.

Potential for new Public/Community Facilities

The site is of a scale that could deliver additional community facilities for Berkhamsted, including a new community hub and primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing and is in close proximity to the existing secondary school in Berkhamsted.

Landscape

The overall site is considered to have a moderate-high landscape sensitivity. The western parcel is less sensitive in landscape terms than the eastern parcel. The site forms part of the setting of the AONB.

Green Belt Evaluation

The Stage 2 Green Belt Study identifies the two sites form part of larger parcels (Parcels D-S2a and D-S2b), both of which are considered to make the least contribution to the purposes of the Green Belt. The larger site broadly corresponds with Parcel D-S2b so its contribution to the purposes of the Green Belt is unchanged. The site to the west is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.

Flooding

The site is at low risk of flooding from all sources.

Ecology

A designated wildlife site (woodland) is located in the south-eastern corner of the site, adjacent to the A41. A substantial development of this scale could

	give rise to possible impacts on European designated sites in the area, such as Chiltern Beechwoods SAC. Suitable Alternative Natural Greenspace (SANG) may be needed on-site to offset any likely impacts. There are TPOs located in the north-eastern area of the site.
Historic Environment	There are a number of grade II listed buildings in close proximity to the boundaries of the site and development could impact upon the setting of these. The western parcel is in an area of archaeological significance.
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including on Chesham Road, the A416, Swing Gate Lane and London Road. Development of the larger parcel in tandem with the “East of Berkhamsted” allocation could provide for a new link road between Chesham Road and London Road, which would alleviate traffic through the centre of Berkhamsted.
Public Transport	Site is in reasonable distance to frequent bus services of 500 and 501 to both Aylesbury and Watford. Site is also within a 5 minute walk to more local, but less frequent services for Berkhamsted. The site is of a scale that could provide new/enhanced public transport connections with the existing town and wider area.
Access	Existing access is available onto the Eastern and Western parts of site. Access is also likely to be provided from Swing Gate lane. As noted above, a new link road could deliver access to London Road.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is adjacent to the A41 which could give rise to noise and air quality issues. These are likely to be mitigated through an appropriate buffer. Site is located within a radon affected area, which is common for this location and can be mitigated through protection measures. Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	✓	?	-	X	✓	?	X	X	X	✓	✓	✓	✓	✓

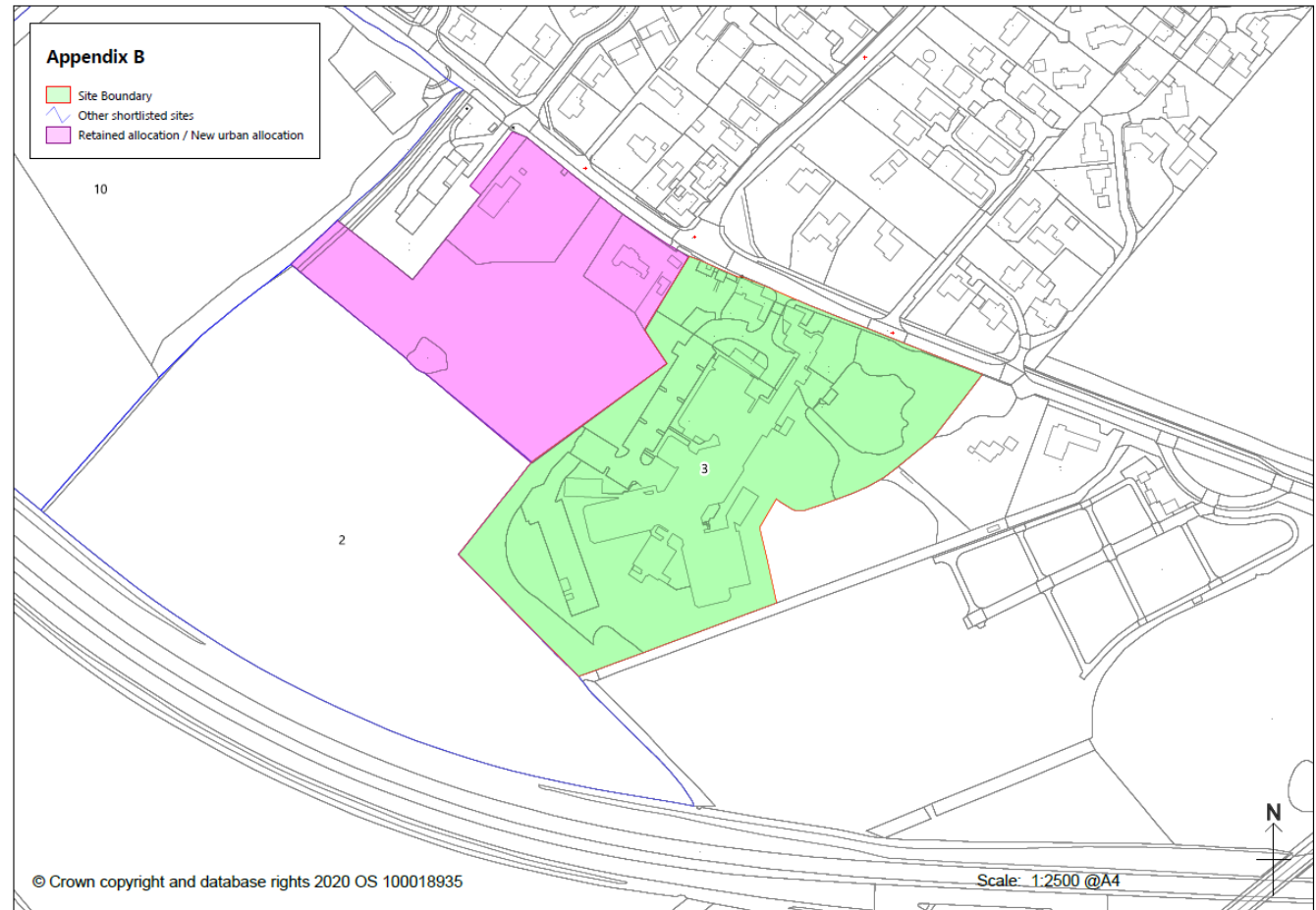
Officer Recommendation for new Local Plan: Two sites are proposed for an allocation of around 850 and 70 dwellings respectively, with public open space. The larger site should also deliver additional services and facilities in the form of a new primary school and a new community hub.

Both sites perform reasonably well with respect to identified constraints, which are likely to be addressed through appropriate mitigation. Given their limited contribution to Green Belt purposes, limited landscape

impact and spatial relationship with the existing settlement of Berkhamsted, officers consider that the capacity/densities of these sites should be optimised. This is on the basis that the larger site can deliver additional new services and facilities to serve existing and new communities in Berkhamsted, including a new community hub and primary school as a minimum.

Site Number: 3

Site Name: British Film Institute Archive, Kingshill Way



Description:	An area of previously developed land currently in use by the British Film Institute for the preservation/conservation of the national film archives. It is bounded to the west by the existing Local Allocation 5, to the east by the cemetery, to the south by agricultural land and A41, and to the north by the A416 and the existing built-up area of Berkhamsted.
Capacity of site (from Site Assessment Study)	93 dwellings.
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly although land can provide public open space to serve a deficit in this area of the town. Site currently employs approximately 100 people which would be lost through redevelopment. These are predominantly specialist jobs, the majority of which would be retained through relocation of the facilities to another BFI site.
Landscape	The overall site is considered to have a low-moderate landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels D-S2a) which is considered to make the least contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is at low risk of flooding from all sources.
Ecology	There are no identified ecological constraints associated with this site.
Historic Environment	The site contains a grade 2 listed building (Granary at Ernest Lindgreen House). Any development would need to conserve and enhance its setting. The south eastern corner of the site is in an area of archaeological significance.

Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network. If larger scale growth is proposed in the south west of Berkhamsted, it is likely that this would give rise to further traffic issues along Shootersway, particularly at the junction with the A416/Kings Road and the A41 junction. The impact of the site in highway terms is offset by its current use which employs approximately 100 people.
Public Transport	Site is a 15-20 minute walk from the frequent 500 service to Watford as well as the infrequent 502 service to Hemel Hempstead. Development of this site in isolation would unlikely result in enhancements to the public transport network at Berkhamsted.
Access	Site has existing access onto Kingshill Way, although it is constrained by the listed buildings in this location. Alternative access could be provided closer to the north eastern corner onto Kingshill Way.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is in the vicinity of the A41 which could give rise to air and noise pollution, although this is less of an issue when compared to other sites in the area. Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

Sustainability Appraisal

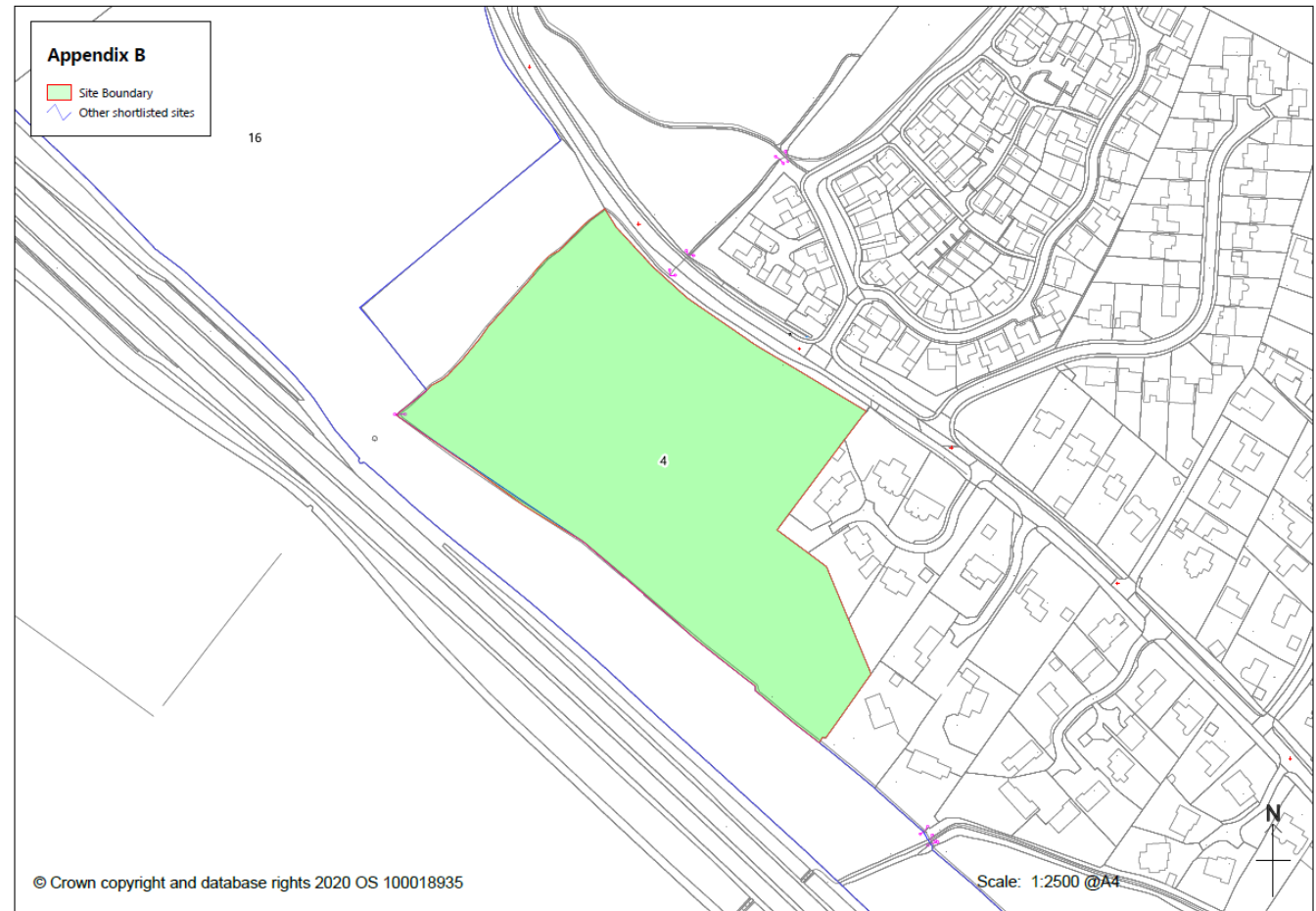
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment		
-	?	?	X	X	✓	?	?	?	X	✓	X	✓	✓	X	✓	?

Officer Recommendation for new Local Plan: Site is proposed for an allocation of around 100 dwellings, with public open space.

Site performs reasonably well with respect to identified constraints, which are likely to be addressed through appropriate mitigation. Given the brownfield nature of the site, its limited contribution to Green Belt purposes, its limited landscape impact and spatial relationship with the existing settlement of Berkhamsted, officers consider that the capacity/densities of this site should be optimised. The site is not expected to be delivered in the first five years of the plan and officers are confident that there is a reasonable prospect that the site will become available for development in the middle of the plan period.

Site Number: 4

Site Name: Blegberry Gardens

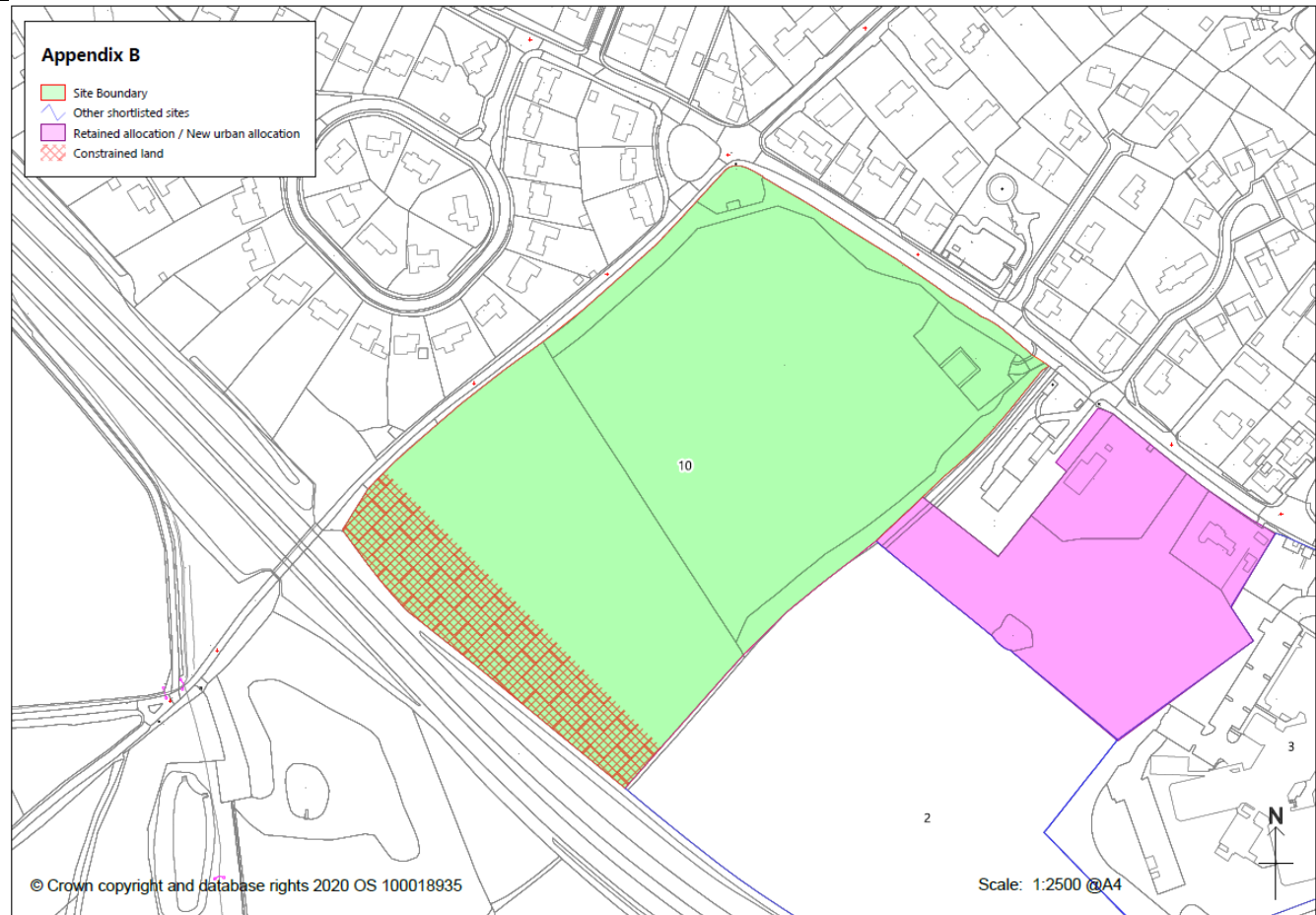


Description:	Site principally consists of agricultural land and is bounded by agricultural land and the A41 to the south and west, and the built-up area of Berkhamsted to the north and east.
Capacity of site (from Site Assessment Study)	74 dwellings.
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although land can provide public open space to serve a deficit in this area of the town.
Landscape	The overall site is considered to have a moderate landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel BK-A11) which is considered to make a moderate contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	Site is wholly within Flood Zone 1. The site is at a higher risk of surface water flooding. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.
Ecology	Site is adjacent to local wildlife site. There are TPOs on the eastern part of the site.
Historic Environment	Site is in an area of archaeological significance.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which, in isolation, would have a limited impact upon the local road network. If larger scale growth is proposed in the south west of Berkhamsted, it is likely that this would give rise to further traffic issues along Shootersway, particularly at the junction with the A416/Kings Road and the A41 junction.

Public Transport	Site is of short walking distance to the local infrequent bus services of the 502/532 and 354. Development of this site in isolation would unlikely result in enhancements to the public transport network at Berkhamsted.														
Access	Site has existing access onto Shootersway.														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.														
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	Site is in the vicinity of the A41 which could give rise to air and noise pollution, although this is less of an issue when compared to other sites in the area. Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk. An historical inert landfill is located on-site encroaching onto the south-western corner of the site. This is associated with the construction of the A41 and the risk of possible contamination is low.														
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	?	?	X	X	X	?	?	X	X	✓	X	✓	✓	✓	✓
Officer Recommendation for new Local Plan: Site is proposed for an allocation of up to 100 dwellings, with public open space.															
Site performs reasonably well with respect to identified constraints, which are likely to be addressed through appropriate mitigation. Officers consider that the capacity identified in the Site Assessment Study is not fully reflective of the particular merits of the site, and consider that the development potential of the site should be optimised. While the impact of development on the local highway network is likely to be less than with other sites, a joined up approach to delivering highway improvements, particularly along Shootersway and the junction with the A416, is needed to ensure any significant impacts are sufficiently mitigated.															

Site Number: 10

Site Name: Haslam Playing Fields

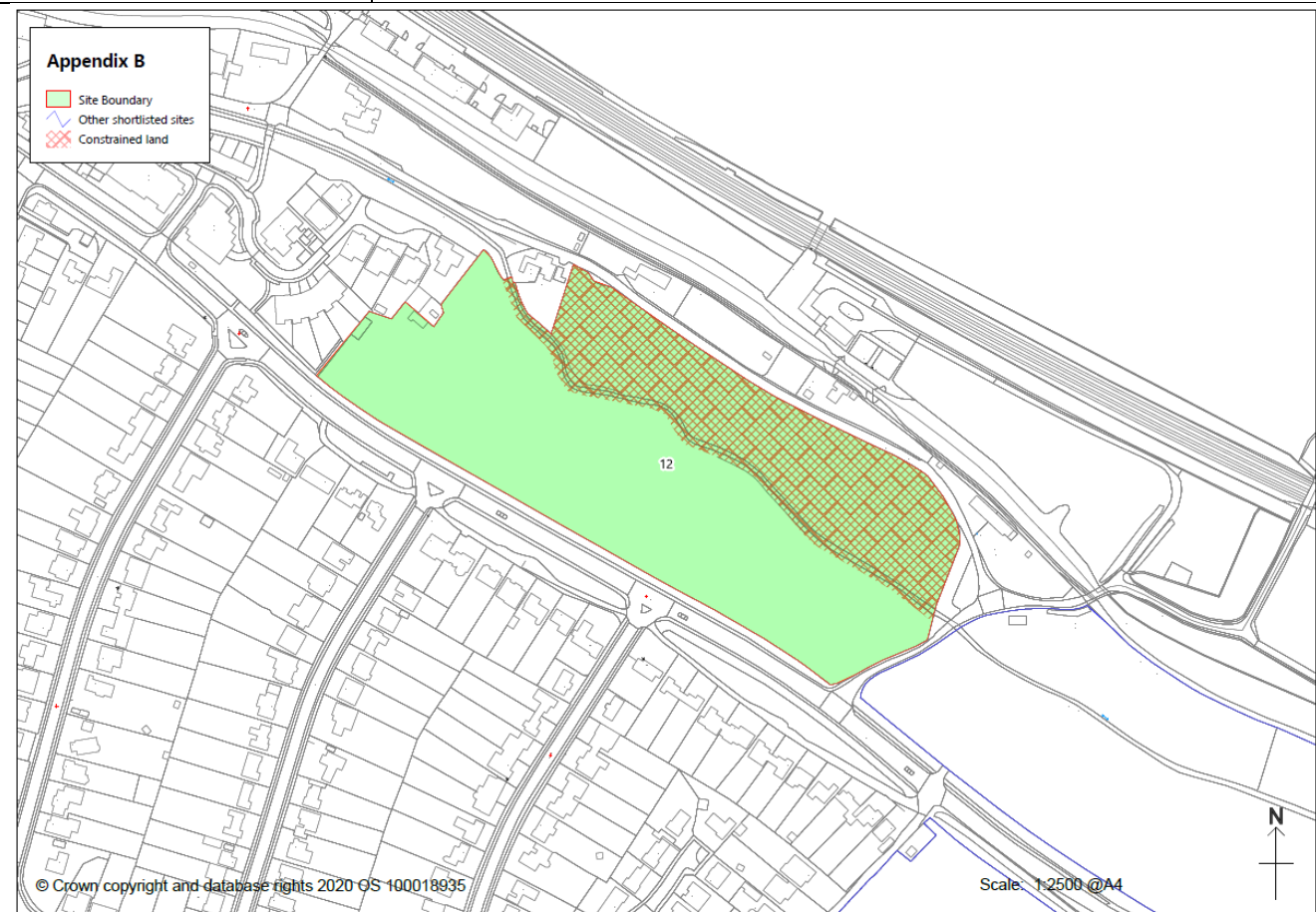


Description:	Site consists of existing sports playing fields which serve the pupils of Berkhamsted School and the local football club. Approximately a third of the site consists of agricultural land and separates the sports pitches from the A41. Sites is bounded to the north and west by the existing built-up area of Berkhamsted, and to the east by agricultural land and the existing Local Allocation "Hanburys".
Capacity of site (from Site Assessment Study)	144 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities in this area, although land can provide public open space to serve a deficit in this area of the town. Development of this site would result in the loss of sports facilities principally serving pupils of Berkhamsted School. An alternative location has been identified for re-provision of these alongside additional sports facilities and there is in-principle support from Sports England to the new facilities.
Landscape	The overall site is considered to have a moderate landscape sensitivity. Land near to the A41 has a low-moderate sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels D-S2a) which is considered to make the least contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is at low risk of flooding from all sources.
Ecology	There are no identified ecological constraints associated with this site.

Historic Environment	Development of the site is unlikely to impact upon the setting and location of heritage assets in the area. Site is not within an area of archaeological significance.														
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network. If larger scale growth is proposed in the south west of Berkhamsted, it is likely that this would give rise to further traffic issues along Shootersway, particularly at the junction with the A416/Kings Road and the A41 junction.														
Public Transport	Site is a 15-20 minute walk from the frequent 500/501 service to Watford. The 502 and 532 bus service to Hemel Hempstead is a 10 minute walk and is infrequent in comparison to the 500/501 service. Development of this site in isolation would unlikely result in enhancements to the public transport network at Berkhamsted.														
Access	Site has existing access onto Shootersway. Alternative access could be provided via Denny's Lane.														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.														
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	Site is adjacent to the A41 which could give rise to noise and air quality issues. These are likely to be mitigated. Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk.														
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	✓	?	?	X	X	X	?	?	X	X	✓	X	✓	✓	✓
Officer Recommendation for new Local Plan: Site is proposed for an allocation of around 150 dwellings, with public open space.															
Site performs reasonably well with respect to identified constraints, which are likely to be addressed through appropriate mitigation. Given the site's limited contribution to Green Belt purposes and spatial relationship with the existing settlement of Berkhamsted, officers consider that the capacity/densities of this site should be optimised. Officers consider there is sufficient evidence to justify relocating the existing sports facilities to the Haresfoot campus, just south of the junction with the A41. While the impact of development on the local highway network is likely to be less than with other sites, a joined up approach to delivering highway improvements, particularly along Shootersway and the junction with the A416, is needed to ensure any significant impacts are sufficiently mitigated.															

Site Number: 12

Site Name: Land at Bank Mill

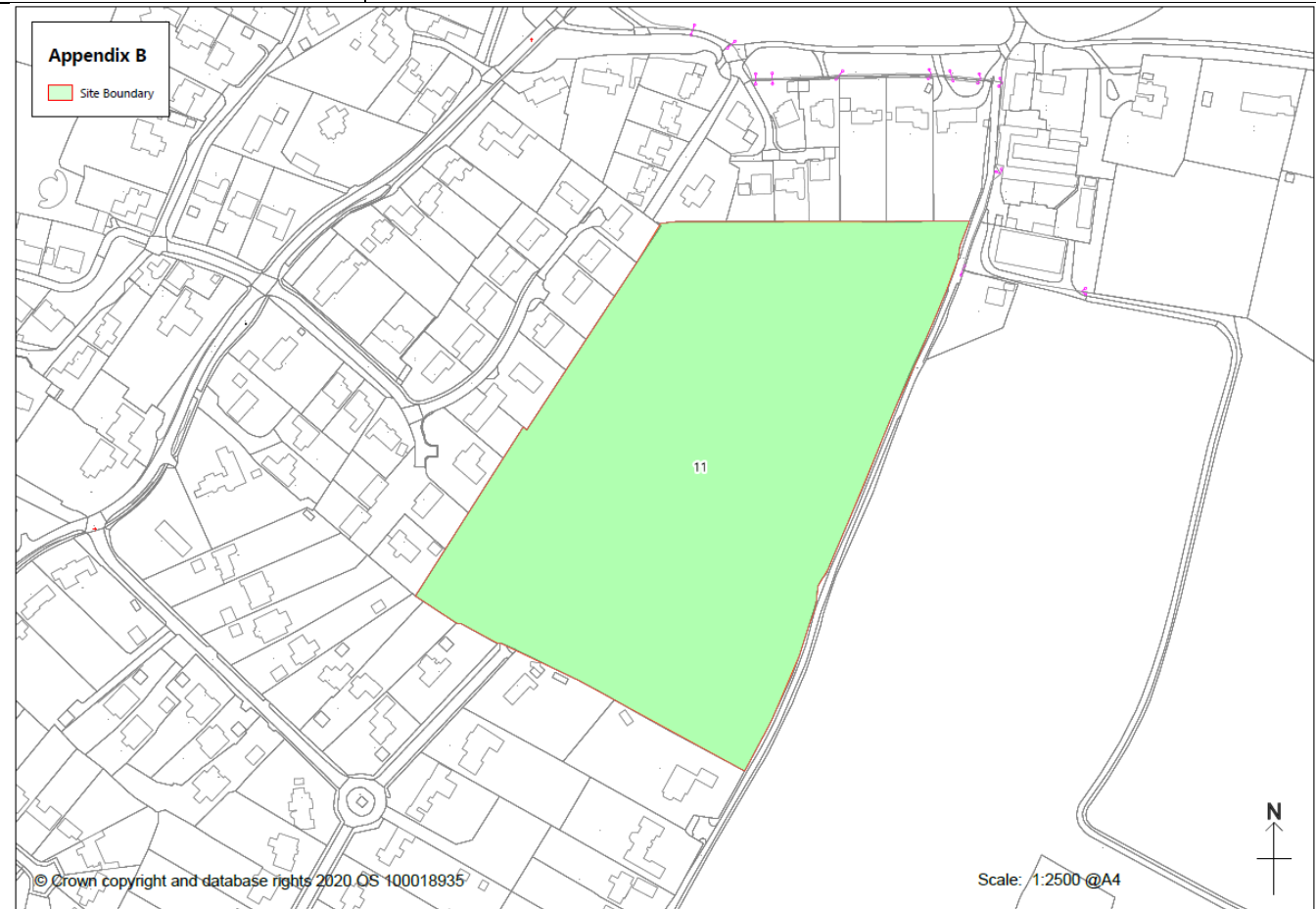


Description:	Predominantly agricultural land that is split by the River Bulbourne which flows through the site from north west to south east. Land is bounded to the west and south by the built-up area of Berkhamsted (including the London Road), to the north by Bank Mill Lane and the Grand Union Canal, and the east by Bullbeggars Lane and agricultural land.
Capacity of site (from Site Assessment Study)	56 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although land can provide public open space.
Landscape	The overall site is considered to have a moderate-high landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site consists of two parcels (Parcels BK-A9a and BK-A9b) which are considered to make the least contribution to the purposes of the Green Belt.
Flooding	The site includes the River Bulbourne (Flood Zones 2 and 3). The allocation of the whole of the site for development would need to pass both the sequential test and exception test. Development could be sequentially be located towards areas at lower risk of flooding, and this would logically be located on the land nearest to London Road. A policy requirement could be included to ensure this would satisfy the sequential test.
Ecology	There are no identified ecological constraints associated with this site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Historic Environment	The northern boundary of the site is within the setting of a grade II listed building.

	The site is wholly within the eastern edge of the Berkhamsted Conservation Area.														
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network.														
Public Transport	The site is situated next to the frequent 500 services to both Aylesbury and Watford, as well as the less frequent 502 service to Hemel Hempstead. Development of this site in isolation would unlikely result in enhancements to the public transport network at Berkhamsted.														
Access	Existing access is available from London Road.														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.														
Public Services	Site is of a scale that is unlikely to deliver new community services and facilities in this area.														
Other Utilities	Minor power lines cross the northern part of the site from east to west. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	Site is located within a radon affected area, which is common for this location and can be mitigated through protection measures. Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk.														
Minerals Consultation Area	Site is located within the Sand & Gravel Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	?	X	✓	?	X	?	?	X	✓	✓	✓	✓	✓	✓	
Officer Recommendation for new Local Plan: Site is proposed for an allocation of around 50 dwellings, with public open space.															
Site performs reasonably well with respect to a number of constraints. The presence of the River Bulbourne gives rise to an increased risk of flooding, particularly on the land north of the river. No residential development should take place on land north of the river, and should be enhanced to deliver new public open space. The site is located in Berkhamsted conservation area, however the special characteristics of the conservation area principally relate to the setting of the canal and listed buildings to the north and north-east of the site. Focussing any development to the south of the river reduces the likely impacts on these features, although development will still need to be carefully considered in design terms.															

Site Number:15

Site Name: Ivy House Lane and Grovefield

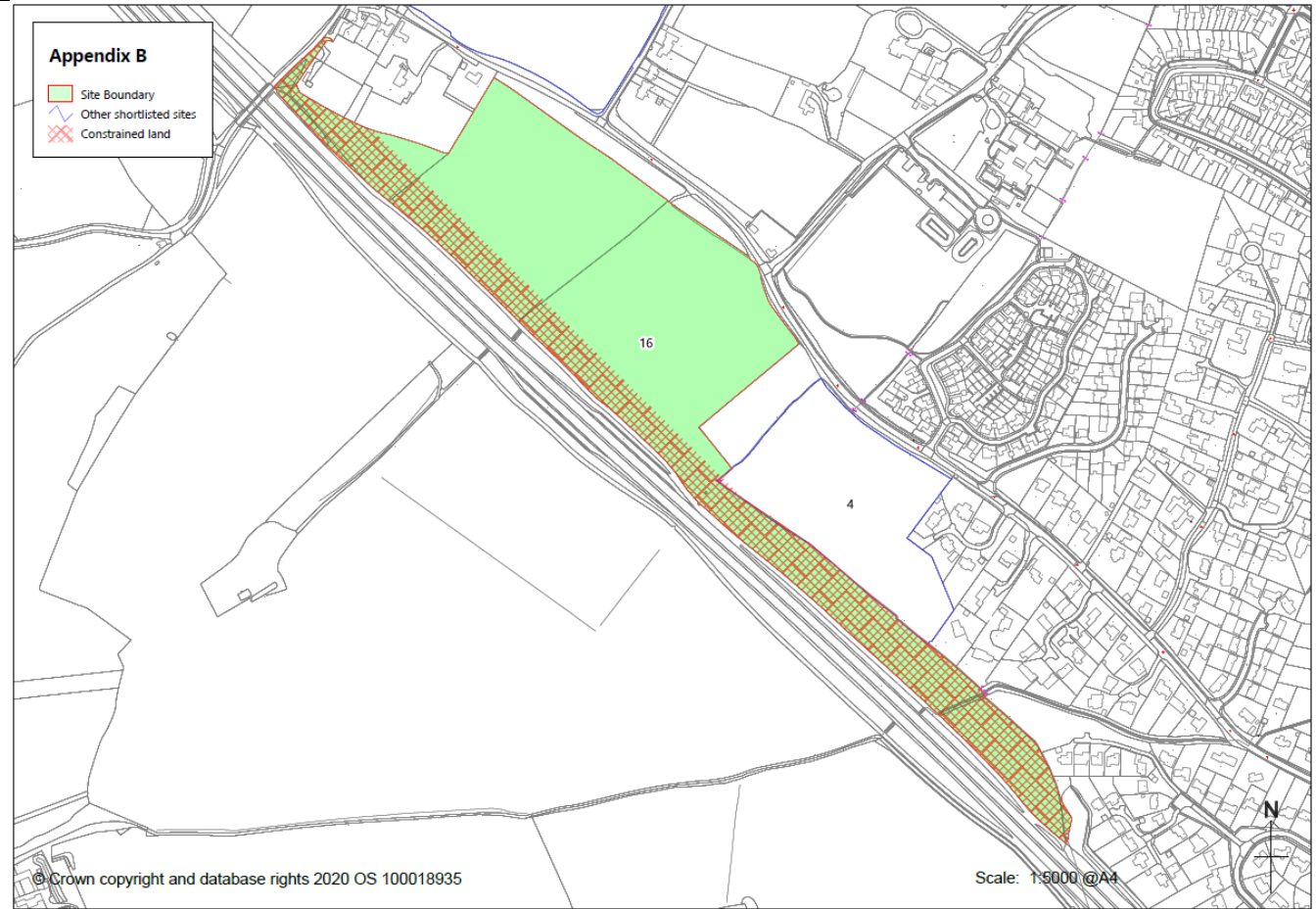


Description:	Predominantly agricultural land bounded to the north, west and south by the built-up area of Berkhamsted, and to the east by open agricultural land.
Capacity of site (from Site Assessment Study)	110 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although land can provide public open space.
Landscape	The overall site is considered to have a moderate landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels BK-A7) which is considered to make the least contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel BK-A7 so its contribution to the purposes of the Green Belt is unchanged.
Flooding	The site is at low risk of flooding from all sources.
Ecology	There are TPOs on the northern boundary of the site.
Historic Environment	The site is in the setting of a small number of grade II listed buildings.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network. If larger scale growth is proposed in the south west of Berkhamsted, it is likely that this would give rise to further traffic issues along Shootersway, particularly at the junction with the A416/Kings Road and the A41 junction.
Public Transport	Site is not within reasonable distance from frequent bus services. The 500 services to both Watford and Aylesbury are a 20-25 minute walk from the site. Development of this site in isolation would unlikely result in enhancements to the public transport network at Berkhamsted.
Access	The site is accessible from Ivy House Lane, however Ivy House Lane is considered not suitable to serve residential development of the scale associated with this

	site. It has not been made clear to officers how and where safe site access could be provided via Hunter's Park to the west, however an alternative proposal for access via Meadway (private road) to the south west could be technically feasible.														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.														
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk. Site is located within a radon affected area, which is common for this location and can be mitigated through protection measures.														
Minerals Consultation Area	Site is not located in a Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	?	-	X	X	X	-	?	X	X	✓	X	X	✓	✓	✓
Officer Recommendation for new Local Plan: Site is not proposed as an allocation.															
Site performs reasonably well on a number of constraints, most of which are likely to be addressed through appropriate mitigation. A key constraint to development in this location is in respect to safe site access from Ivy House Lane, however a technical solution is likely to be feasible from other local roads in the area. Spatially, the site is distant from other sites which have the potential to deliver significant new infrastructure such as new schools and community hubs, important to delivering the strategy for Berkhamsted. For these reasons, officers consider that there are more appropriate locations in Berkhamsted which are capable to delivering the strategy.															

Site Number:16

Site Name: Land between Shootersway and A41 (Rossway Farm)



Description:	Predominantly agricultural land bounded to the north, west and south by the built-up area of Berkhamsted, and to the east by open agricultural land.
Capacity of site (from Site Assessment Study)	Estimated at 14.02 hectares multiplied by 17.5 dwellings per hectare = 245 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although land can provide public open space.
Landscape	The overall site is considered to have a low-moderate landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel BK-A11) which is considered to make a moderate contribution to the purposes of the Green Belt. The site broadly corresponds with BK-A11 so its contribution to the purposes of the Green Belt is unchanged.
Flooding	The site is at low risk of flooding from all sources.
Ecology	The site is adjacent to a Local Wildlife Site. There are TPOs on the western edge of the site, where development is unlikely to take place.
Historic Environment	The site is in the setting of the Old Cottage (grade II) listed building. Part of the site is located in an area of archaeological significance. The site is adjacent to Woodcock Hill (a Locally Registered Park and Garden).
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours. If larger scale growth is proposed in the south west of Berkhamsted, it is likely that this would give rise to further traffic issues along Shootersway, particularly at the junction with the A416/Kings Road and the A41 junction.
Public Transport	Site is of short walking distance to the local infrequent bus services of the 502/532 and 354.

	Development of this site in isolation would unlikely result in enhancements to the public transport network at Berkhamsted.
Access	The site has existing access from Shootersway.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is in the vicinity of the A41 which could give rise to air and noise pollution, although this is less of an issue when compared to other sites in the area. Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk. An historical inert landfill is located on the site. This is associated with the construction of the A41 and the risk of possible contamination is low.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

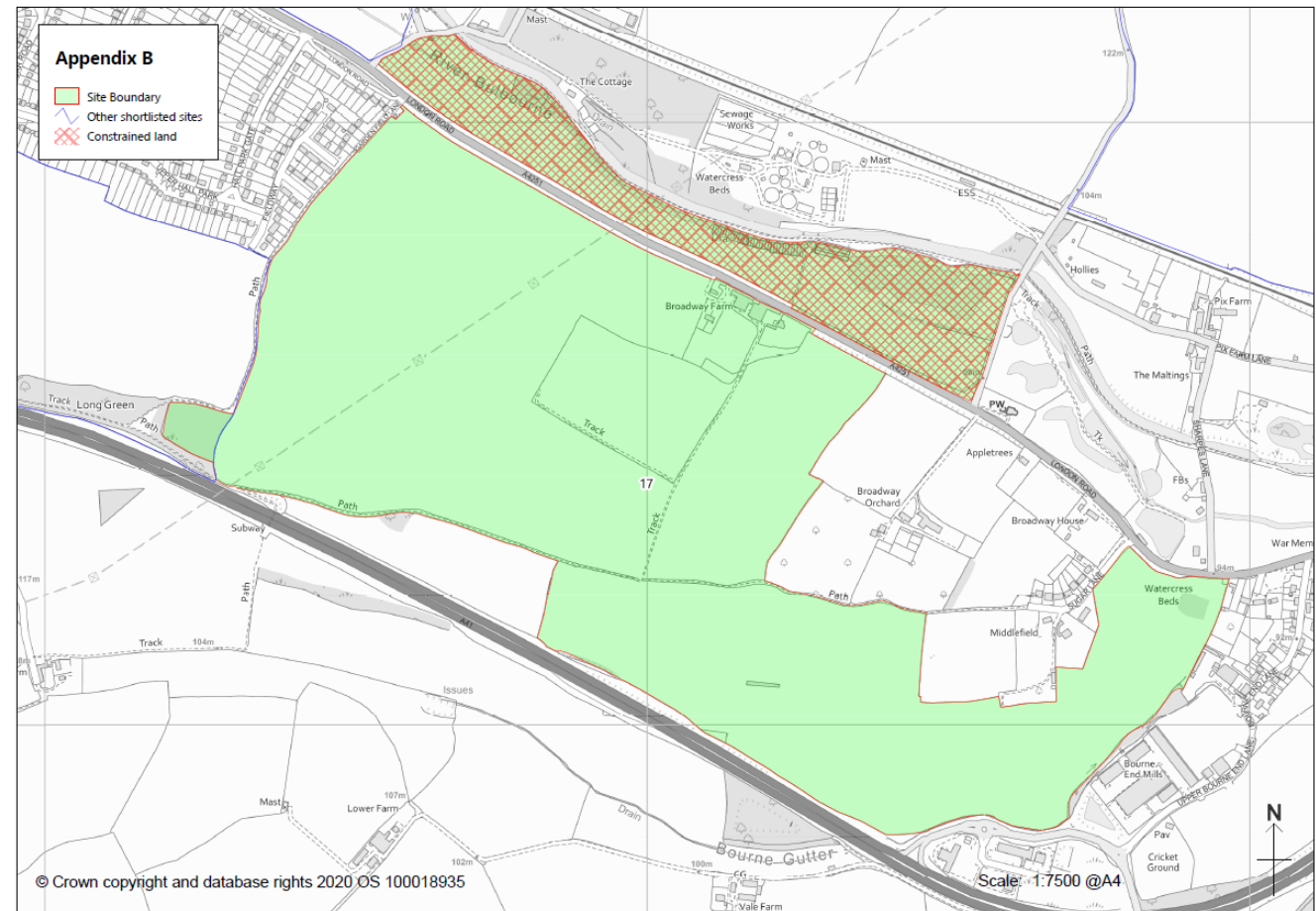
Sustainability Appraisal														
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	-	X	X	X	?	?	X	X	✓	X	✓	✓	✓

Officer Recommendation for new Local Plan: Site is proposed for an allocation of around 200 dwellings

Site performs reasonably well on a number of constraints, which are likely to be addressed through appropriate mitigation. In reviewing AECOM’s Site Assessment Study conclusion for this site, officers consider that the impact of development on the AONB would likely be less harmful when compared to other sites. This is further justified through landscape evidence which concludes a low-moderate sensitivity to development of the site. While the impact of development on the local highway network is likely to be less than with other sites, a joined up approach to delivering highway improvements, particularly along Shootersway and the junction with the A416, is needed to ensure any significant impacts are sufficiently mitigated. Overall, the site is likely to make a significant contribution towards the delivery of new and enhanced infrastructure, services and facilities for new and existing communities in the area, and forms a logical rounding off of development to the south-west of Berkhamsted/Northchurch.

Site Number: 17

Site Name: Land East of Berkhamsted



Description:	Agricultural land bounded to the west by the built up area of Berkhamsted and agricultural land (site: South of Berkhamsted), to the south by the A41, to the north by London Road and to the east by A41 services, employment land and the existing settlement of Bourne End.
Capacity of site (from Site Assessment Study)	1,240 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Berkhamsted, including a new local centre and primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing.
Landscape	The overall site is considered to have a high landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of two parcels (Parcels BK-A9 and BK-A10) which are considered to make a moderate and strong contribution to the purposes of the Green Belt. The site, while smaller in terms of area to the parcel assessed, is still substantial in scale and therefore its contribution to the purposes of the Green Belt is unchanged.
Flooding	Part of the site north of the London Road includes the River Bulbourne (Flood Zone 2 and 3). The allocation of the whole of the site for development would need to pass both the sequential test and exception test. This land is not intended to be developed and is instead proposed to deliver a country park to serve existing and future residents of Berkhamsted and therefore passes the sequential test. The remainder of the site south of the London Road is wholly within Flood Zone 1.
Ecology	Small portion of western edge of the site overlaps with a designated Local Wildlife Site. It is likely that any impacts can be sufficiently mitigated. A

	substantial development of this scale could give rise to possible impacts on European designated sites in the area, such as Chiltern Beechwoods SAC. Suitable Alternative Natural Greenspace (SANG) may be needed on-site to offset any likely impacts. This could be delivered on land north of London Road.
Historic Environment	The eastern part of the wider site is in close proximity of the historic core of Bourne Village, which containing a number of listed buildings. This reduces the development potential of the whole. Development of a smaller area of land (identified by AECOM Site Assessment Study as Site 17a) would reduce these impacts, however it is likely that significant mitigation would be required to offset likely impacts. Development of the site has the potential to impact upon a number of grade II listed buildings in the area.
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including the London Road, Chesham Road and the A416. Development of the larger parcel in tandem with the “South of Berkhamsted” site could provide for a new link road between Chesham Road and London Road, which would alleviate traffic through the centre of Berkhamsted.
Public Transport	Site is situated next to the frequent 500 bus service to Aylesbury. A site of this scale could see the enhancement of local public transport services.
Access	Two main points of access would be required, and likely to be from the London Road. Site is accessible from several points on the local road network. As noted above, a new link road could deliver access to Chesham Road/A416.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Significant upgrades are likely to be required to ensure sufficient capacity is available ahead of development. Depending on the location of new development, there may be odour issues associated with Berkhamsted treatment works to the north of the site.
Other Utilities	There are major power lines/pylons which traverse the site. These are likely to impact the development potential of the site if retained. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is adjacent to the A41 which could give rise to noise and air quality issues. These are likely to be mitigated through an appropriate buffer. Site is located within a radon affected area, which is common for this location and can be mitigated through protection measures. Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk. Historical landfill and sewage works are located north of the site but this is north of the canal/River Bulbourne and unlikely to result in on-site contamination.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

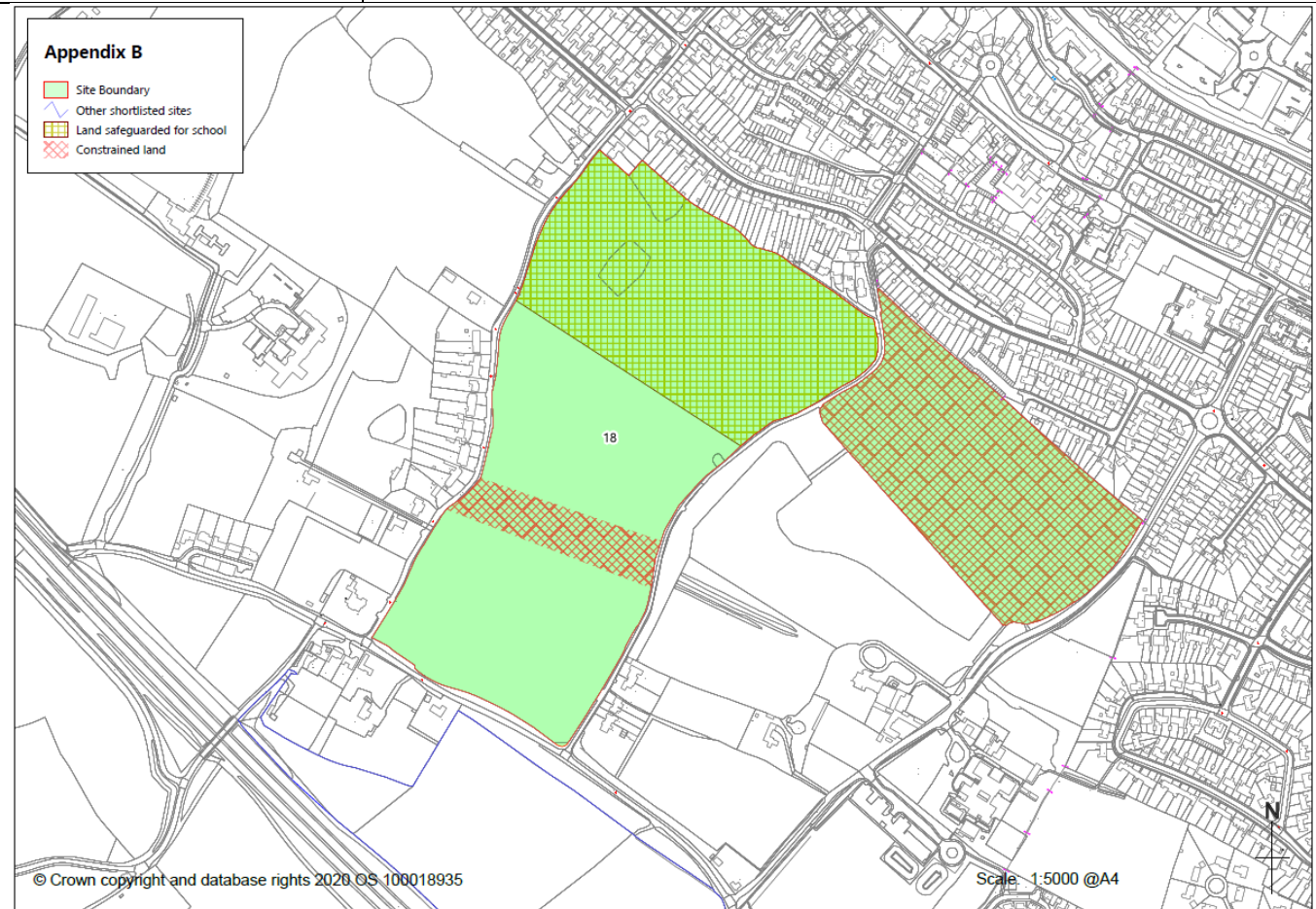
Sustainability Appraisal														
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	✓	?	?	X	✓	?	X	?	XX	X	✓	✓	✓	✓

Officer Recommendation for new Local Plan: Site is not proposed as an allocation.

The site suffers from a number of constraints, principally relating to Green Belt and landscape sensitivities including the potential for development to impact the setting of the Chilterns. Development of the whole of the site would erode the important open gap separating Berkhamsted with Bourne End village and with Hemel Hempstead. Officers considered a smaller scale of growth which would reduce the impact on a number of these issues, however additional evidence has concluded that landscape sensitivity remains high. In reviewing proposed mitigation measures for the site, officers are not confident that a smaller scale of development will result in a less than significant impact on the immediate and wider landscape including the setting of the Chilterns AONB. Officers have given serious consideration to the sustainability merits of the site, including the potential to deliver significant new infrastructure such as new education provision, a new community hub, public open space, potential new sports/leisure facilities and a new link road linking London Road with the A416 (via site 2: South of Berkhamsted). Currently officers do not consider the merits of the site outweigh the impact that development would have on landscape, particularly the setting of the CAONB and in terms of the impact development would have on the role and function of the Green Belt in this location, eroding the gap between the settlements of Berkhamsted and Hemel Hempstead; both of which would be significant. On balance, officers consider there are more appropriate sites elsewhere which can deliver the strategy and which will not give rise to such significant impacts.

Site Number: 18

Site Name: Land East of Darrs Lane



Description:	Maximum Capacity: 398
Capacity of site (from Site Assessment Study)	398 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Berkhamsted, including a new local centre and primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing.
Landscape	The overall site is considered to have a moderate landscape sensitivity. The land to the south, on the higher plateau, has a moderate-high landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel BK-A12) which is considered to make a moderate contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel D-S2b so its contribution to the purposes of the Green Belt is unchanged.
Flooding	The site is at low risk of flooding from all sources.
Ecology	There are no identified ecological constraints associated with this site.
Historic Environment	A section of Grim's Ditch (listed structure) is located to the east and the route of the ditch runs through the site. The route should remain undeveloped and an appropriate buffer maintained which will reduce the development potential of the flat southern half of the site. Development could impact upon the setting of the Old Cottage (grade II) listed building, located on the edge of the south western corner of the site. The eastern part of the site includes Woodcock Hill, a Locally Registered Park and Garden. No development should take place on this part of the site.

	The site is approximately 150 metres from the Northchurch Conservation Area but development of the site is unlikely to impact upon its setting as it is screened by existing development. The site is within an area of archaeological significance.
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including along Shootersway and Kings Road/A416. Significant improvements would likely be required, including enhancements to Darr's Lane, Durrants Lane, Berkhamsted High Street, Shootersway, Kings Road and the A416.
Public Transport	Site is within walking distance to the frequent 500 bus services to both Watford and Aylesbury. Site is also within walking distance to the less frequent bus service of 532 to Hemel Hempstead. A site of this scale has the potential to provide new/enhanced public transport connections with the existing town and wider area.
Access	Existing access is available from Darr's Lane and Durrants Lane, although Bell Lane is not considered suitable for vehicle access.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater - Significant upgrades are likely to be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation, Seaford Chalk Formation, Holywell Nodular Chalk Formation, New Pit Chalk Formation and the Chalk Rock Member.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	✓	?	-	X	X	X	?	X	X	✓	✓	✓	✓	✓

Officer Recommendation for East of Darrs Lane, Berkhamsted: Site is proposed for an allocation of around 200 dwellings, significant new/enhanced public open space and safeguarded land for a new secondary school.

The site suffers from a number of constraints, which impact the development potential of the site. Part of the site includes the route of Grim's Ditch, and a suitable buffer should be applied to avoid development in this location. Additionally, Woodcock Hill is a Locally Registered Park and Garden exists on land to the east of Bell Lane. This land could be enhanced as a public park serving existing and future communities.

While the impact of development on the local highway network is likely to be less than with other sites, a joined up approach to delivering highway improvements, particularly along Shootersway and the junction with the A416, is needed to ensure any significant impacts are sufficiently mitigated.

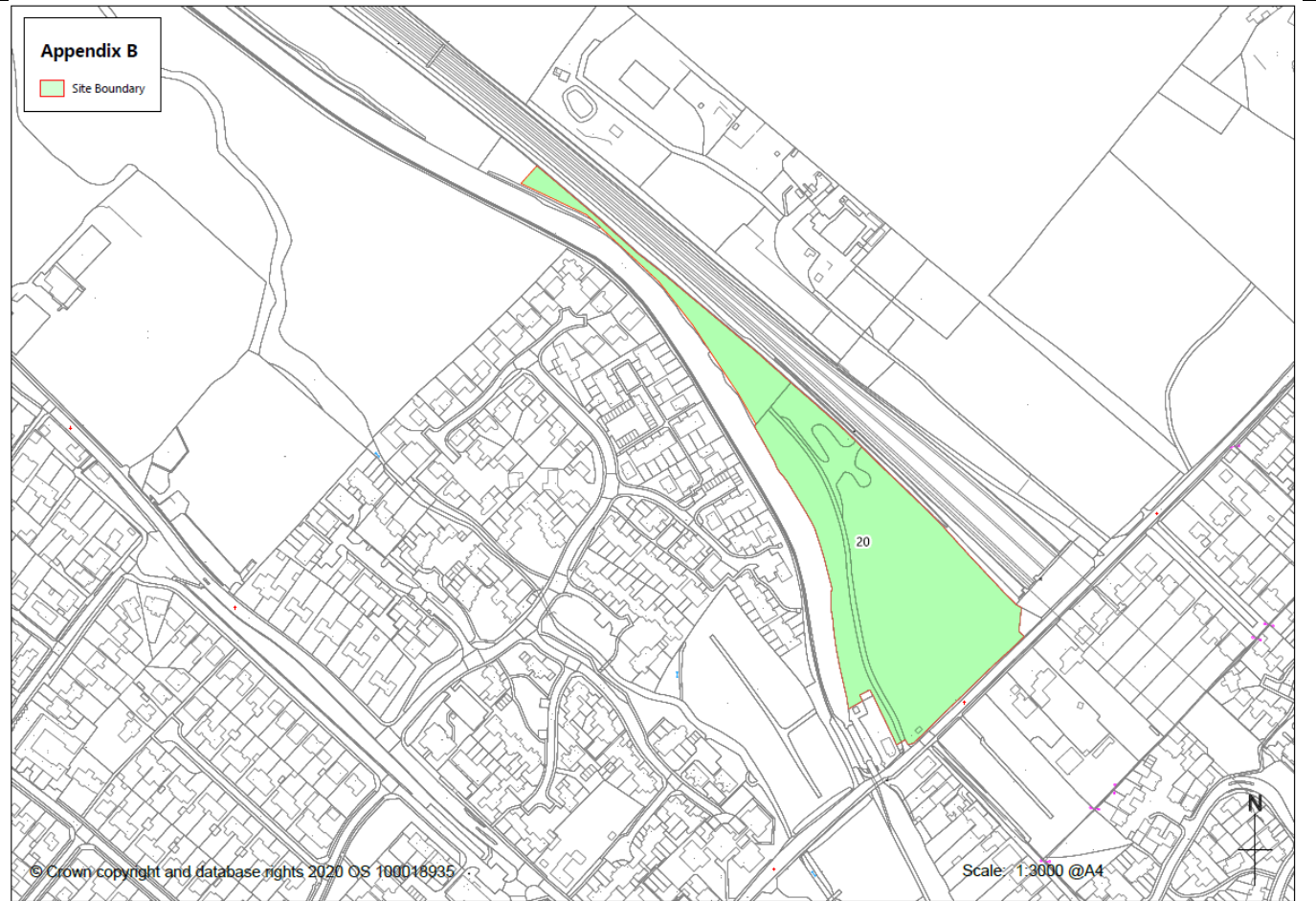
Part of the site to the north west is identified as a potential suitable location for a new secondary school, and is safeguarded from any other forms of development. The southern part of the site, closest to Shootersway is identified as having some development potential.

The identified constraints need to be balanced against the potential for the site to deliver key infrastructure such as primary/secondary school education. Having regard to alternatives, officers consider that the site is suitable to deliver a range of new uses, including significant open space and contribute towards the delivery of a new

secondary school to the west of Berkhamsted (and Northchurch) and plays an important role in delivering the strategy of the new Local Plan.

Site Number: 20

Site Name: Lock Field, New Road, Northchurch



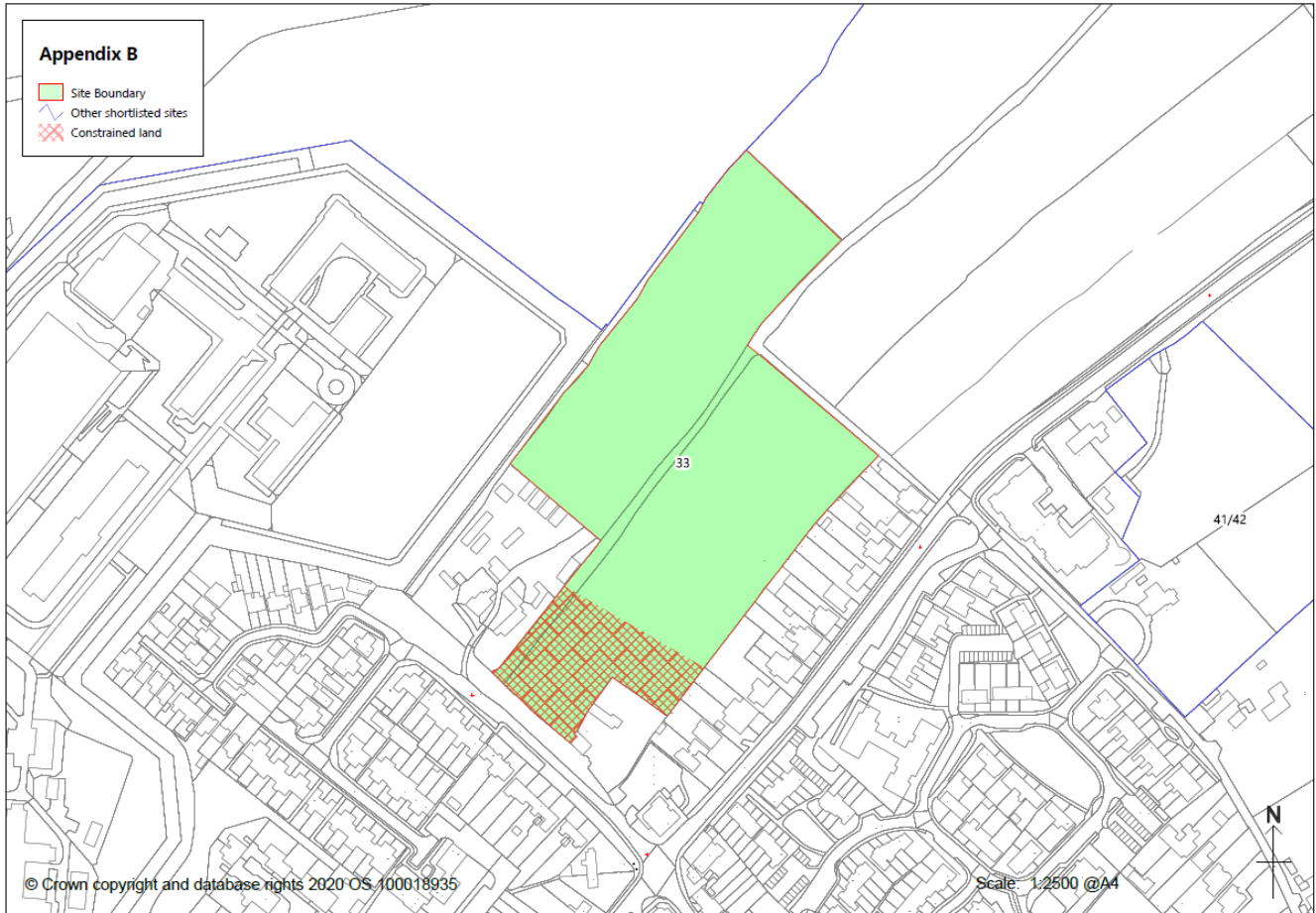
Description:	Long thin area of agricultural land bounded on the south by the Grand Union Canal and the built-up area of Berkhamsted, to the north by the railway line, and to the east by the built-up area of Berkhamsted.
Capacity of site (from Site Assessment Study)	81 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities in this area although it can deliver public open space and could contribute towards enhancements to the Grand Union Canal and associated towpath.
Landscape	The overall site is considered to have a low-moderate landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels BK-A1) which is considered to make a weak contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	<p>The site includes the Grand Union Canal (Flood Zone 2 and 3) along its southern boundary. Development can be located away from areas of higher risk of flooding and a policy requirement ensuring this would satisfy the sequential test.</p> <p>Part of the site is also at a higher risk of surface water flooding. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.</p>
Ecology	There are no identified ecological constraints associated with this site.

Historic Environment	The site is located adjacent to the Grand Union Canal. The site is approximately 100 metres north of the Northchurch Conservation Area but is separated from it by the land between the canal and the River Bulbourne and its setting is unlikely to be affected by development on this site. The site is adjacent to an area of archaeological significance.														
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network.														
Public Transport	Site is within walking distance to the frequent 500 service to Watford and Aylesbury. Site is also within walking distance to the less frequent 502 service to Hemel Hempstead. Development of this site in isolation would unlikely result in enhancements to the public transport network at Berkhamsted.														
Access	Existing access is available from New Road														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater - No infrastructure concerns as a result of development of this site.														
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	Rail infrastructure is located adjacent to the north of the site and is likely to be a source of noise pollution. Site is underlain by a Principal Aquifer associated with the Holywell Nodular Chalk Formation and New Pit Chalk Formation.														
Minerals Consultation Area	Site is not located within a Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing		SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	-	✓	?	X	-	?	X	✓	X	✓	✓	✓	✓	✓
Officer Recommendation for new Local Plan: Site is proposed for an allocation of around 60 dwellings															
The site performs reasonably well on a number of constraints. Part of the site is at a higher risk of flooding, associated with the Grand Union Canal, however this can be appropriately mitigated. Development of the site will deliver proportionate enhancements to the local transport area, early delivery of housing and the site is well placed in proximity to other important services and facilities in the area. For these reasons, it is recommended that the site is allocated in the new Local Plan.															

Bovingdon

Site Number: 33

Site Name: Duckhall Farm

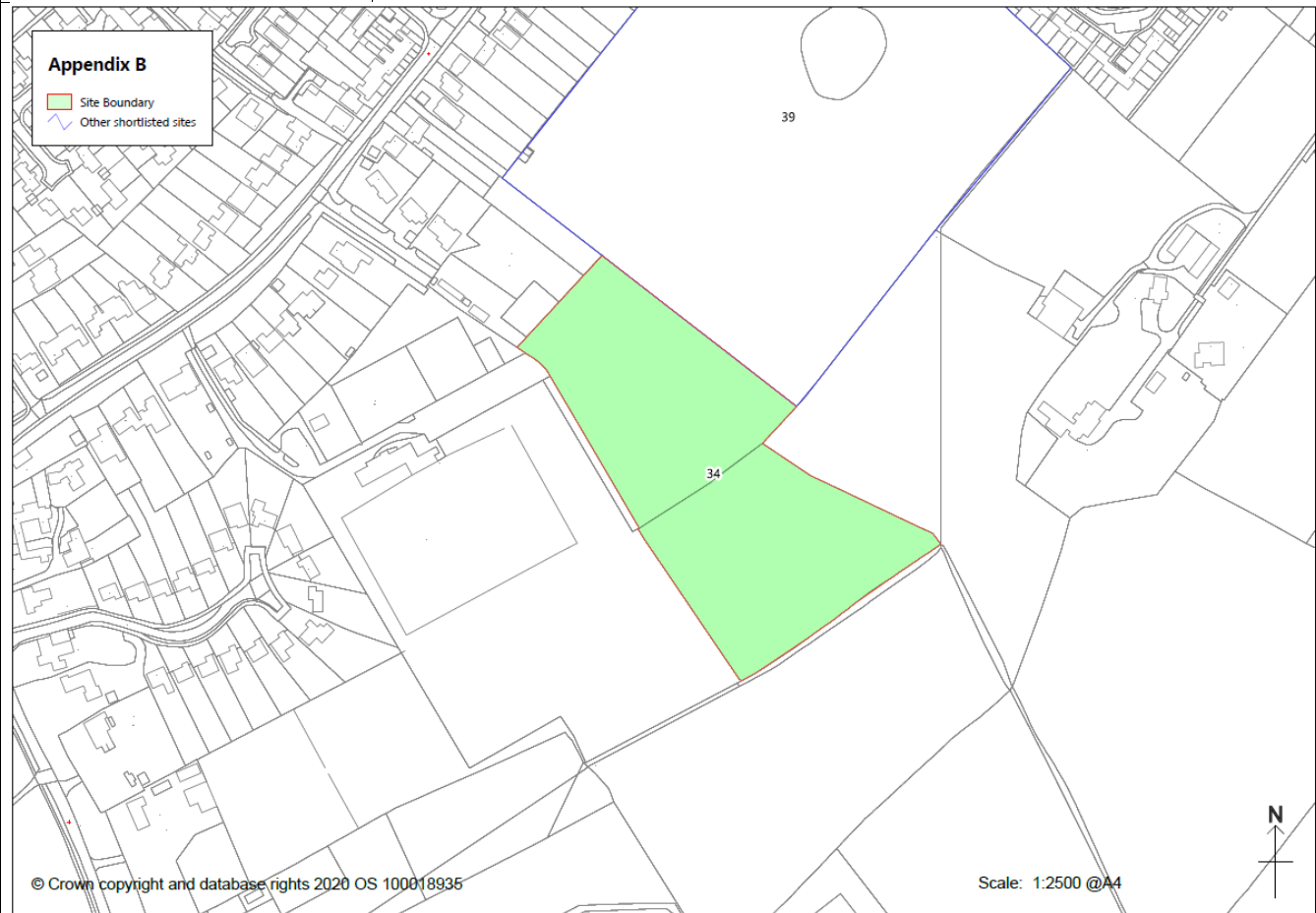


Description:	Predominantly agricultural land bounded to the south by the built-up area of Bovington, to the west by Bovington Airfield and HMP The Mount, and to the north east by agricultural land.
Capacity of site (from Site Assessment Study)	72 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although land can provide public open space. Adjacent land to the north-east of the site is in the same ownership and can be made available for an enhanced public park in this location.
Landscape	The overall site is considered to have a moderate landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel BV-A2) which is considered to make a moderate contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is wholly in Flood Zone 1 but there are historic records of localised flooding in the area. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.
Ecology	There are no identified ecological constraints associated with this site.
Historic Environment	Development of this site would likely have an impact on designated heritage assets in the area. There are four Grade II listed buildings along the south western edge of the site, however their setting have already been compromised by other development including HMP The Mount. The site is historically associated with the adjacent Duckhall Farm buildings, however there is mature hedgerows on the boundary of the site which offer good screening, and planning permission has also been granted for the construction of additional dwellings next to the existing farm buildings, further reducing any impacts from this site.

	Honours Farm is now in use as a private residence and no longer operates as a farm. It is more exposed to the impacts of development of the site, particularly if access is to be provided from Newhouse Road. Officers consider that such impacts can be sufficiently mitigated and its setting potentially enhanced, although this is likely to reduce the development potential of this site.													
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network, when compared to alternatives.													
Public Transport	The site is within walking distance to good quality public transport connections to major towns in the area such as the hourly bus services of the 105/352 to Hemel Hempstead, the 105 to Uxbridge/Amersham and the 352 to Watford. Development of this site in isolation would unlikely result in enhancements to the public transport network at Bovingdon. The site is also in reasonable proximity to existing services and facilities on Bovingdon High Street.													
Access	Site is accessible from the local road network (Newhouse Road) and has good access to local facilities and public transport. Alternative access may be achievable onto Hempstead Road via land in the same ownership.													
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater - No infrastructure concerns as a result of development of this site.													
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.													
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. The site is located within a radon affected area.													
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.													
Sustainability Appraisal														
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	?	✓	✓	X	?	?	X	✓	✓	X	✓	✓	✓
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.														
Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development, however careful consideration is needed to ensure that development does not impact upon the setting of Honours Farm (a listed building with open views into the site) and other heritage assets in close proximity to the site. On this basis and having regard to alternative sites in Bovingdon, officers consider there are other sites that are less constrained and offer more sustainability benefits, and therefore do not recommend the site is allocated to deliver the strategy of the new Local Plan.														

Site Number: 34

Site Name: Fox Meadow

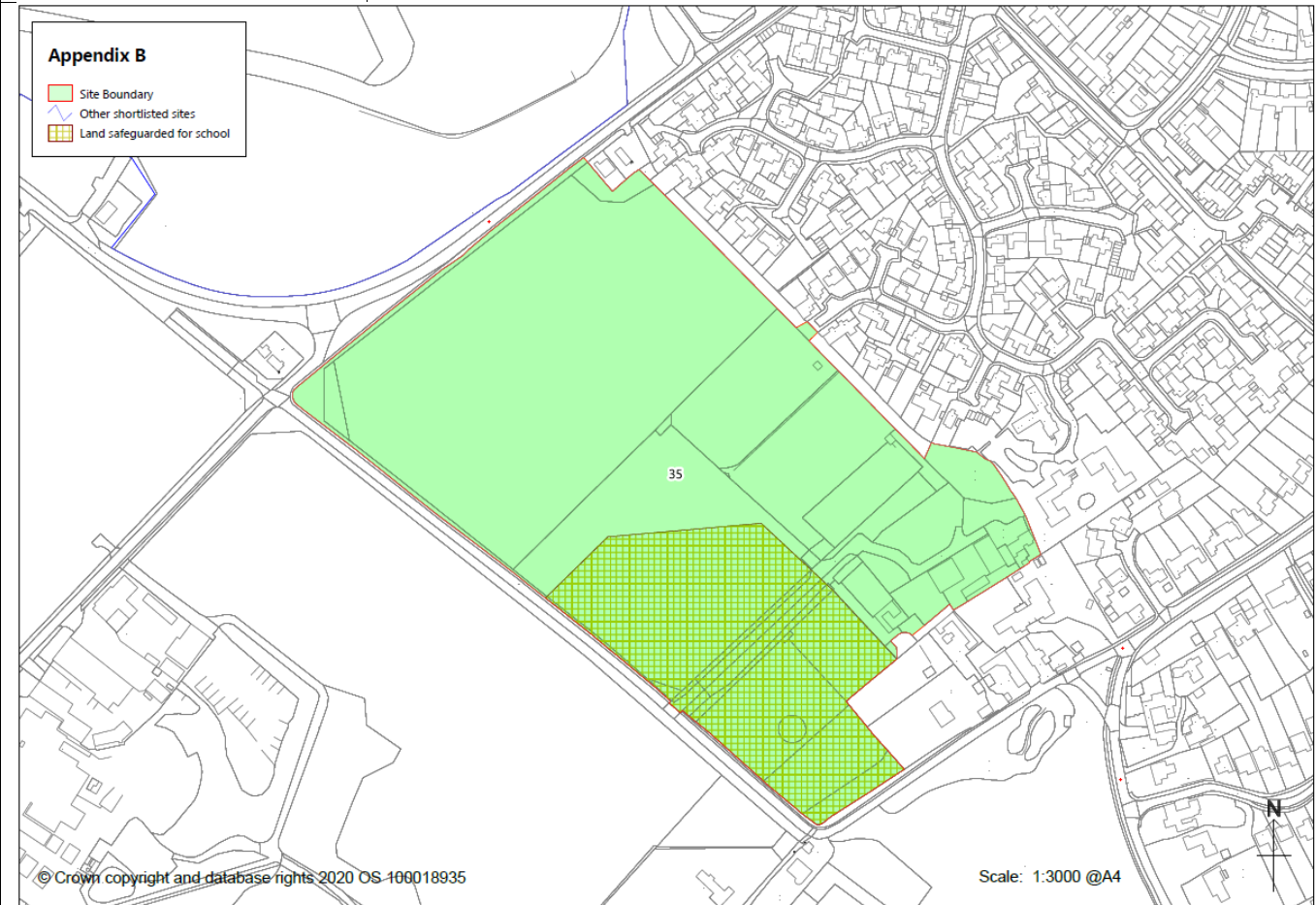


Description:	Site consists predominantly agricultural land and is bounded to the north by the existing built up area of Bovingdon, to the east and south by agricultural land (including site 39 – Homefield), and to the west by Bovingdon Football Club.
Capacity of site (from Site Assessment Study)	24 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although it can provide public open space. More suitable access could be provided to the adjacent football ground from this site. Engagement to date has also identified the potential to provide small scale community facilities (such as land for a new scout hut/hall) towards the southern end of the site.
Landscape	The overall site is considered to have a moderate landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels BV-A5) which is considered to make a weak contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is at low risk of flooding from all sources.
Ecology	There are no identified ecological constraints associated with this site.
Historic Environment	Development of this site would unlikely have an impact on designated heritage assets in the area.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network, when compared to alternatives.

	Development of this site in isolation would unlikely result in enhancements to the public transport network at Bovingdon however the site is close to good quality public transport connections to major towns in the area.														
Public Transport	Site is within walking distance to hourly bus services of the 105 to Uxbridge/Amersham as well as the 105 to Hemel Hempstead. Site is also within walking distance to the less frequent bus services of the 352 to Watford as well as the 352 to Hemel Hempstead. Development of this site in isolation would unlikely result in enhancements to the public transport network at Bovingdon.														
Access	Site is not directly accessible from the local road network and would require access from Louise Walk, which is a private cul-de-sac. Louise Walk is in the same ownership as the landowner of the site and can be sufficiently enhanced to allow for safe pedestrian and vehicular access to the site. Further linkages could be provided through the adjacent Site 132 – New Mill.														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.														
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation.														
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
?	?	-	✓	✓	XX	?	-	X	✓	✓	✓	✓	✓	✓	
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.															
Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development. While there is expected to be no technical issue to delivering access onto Green Lane, issues currently exist with on-street parking which give rise to highway safety issues and it is unclear how this could be effectively managed to ensure appropriate sight lines are achieved in addition to enhancing traffic flows at peak periods. On this basis and having regard to alternative sites in Bovingdon, officers consider there are other sites that are less constrained and offer more sustainability benefits, and therefore do not recommend the site is allocated to deliver the strategy of the new Local Plan.															

Site Number:35

Site Name: Grange Farm



Description:	Site consists predominantly of agricultural land and some small scale commercial units.
Capacity of site (from Site Assessment Study)	252 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Bovingdon, including a new primary school to meet existing and future needs, however it would impact upon the amount of housing that the site could deliver.
Landscape	The overall site is considered to have a moderate landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels BV-A6) which is considered to make the least contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel BV-A6 so its contribution to the purposes of the Green Belt is unchanged.
Flooding	The site is wholly in Flood Zone 1. Site is at a higher risk of surface water flooding. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.
Ecology	Some TPOs exist along the north-eastern boundary of the site. These are likely to be retained through any development of the site. The site is also adjacent to a Local Wildlife Site to the west.
Historic Environment	Development of this site could have an impact on designated heritage assets in the area. The nearest listed building is adjacent to the western corner of the site and is currently well screened by mature boundary trees on the edge of the site. The retention of these trees and possible further landscaping should ensure the setting of the listed building is respected and maintained.
Highways Impact:	Development is likely to have an impact on the local road network at peak periods, including Chesham Road, Green Lane and the B4505. Enhancements to

	the road network would likely be required, including enhancements to the Leyhill Road Junction.
Public Transport	Site is within walking distance to hourly bus services of the 105 to Uxbridge/Amersham and the 105 service to Hemel Hempstead. Development of this site could provide for new/enhanced public transport connections with the wider area, although such enhancements will likely depend on additional opportunities for growth along these corridors.
Access	Site is accessible from the local road network (B4505/Chesham Road and Green Lane). Reasonable access to local facilities and good access to public transport although services are limited.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. A historic landfill and motors services and repairs garage are located to the west of the site and could be a potential source of contamination. Officers consider the risk of contamination to be low.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	?	✓	✓	XX	?	?	X	✓	✓	✓	✓	✓	✓

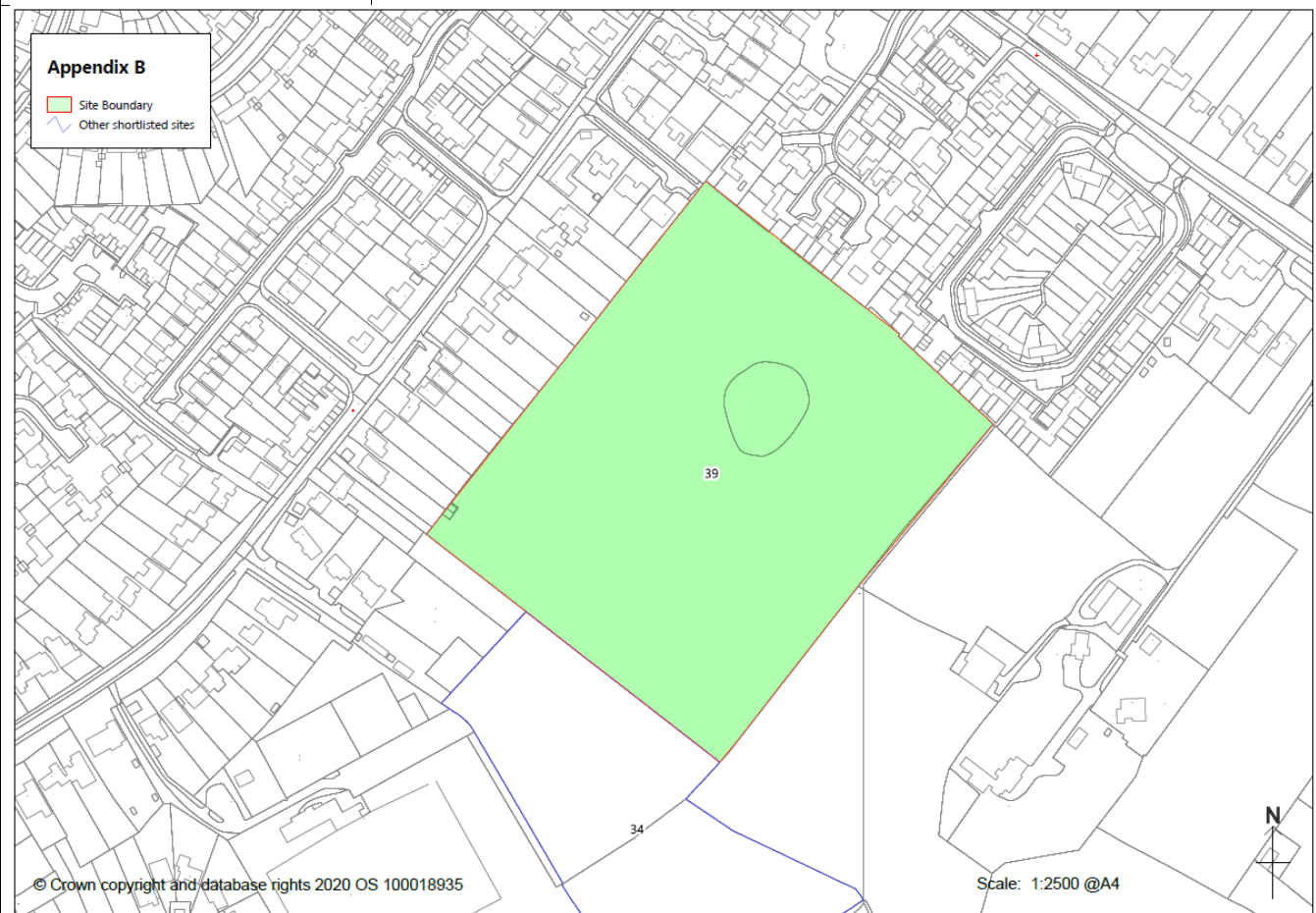
Officer Recommendation for New Local Plan: Site is proposed for an allocation of around 150 dwellings with public open space, and sufficient land should be safeguarded for a new three form-entry primary school.

Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development. Development of the site would assist in the delivery of new drainage infrastructure that would address known surface water flooding issues for existing communities in the area. This will be implemented as part of a new public park which to serve the wider village.

Having regard to the above and other alternative sites in Bovington, on balance officers consider that Grange Farm is the most sustainable option, bringing a number of benefits for Bovington as well as meeting the wider strategy of the Local Plan. Officers therefore recommend its allocation in the new Local Plan.

Site Number: 39

Site Name: Homefield

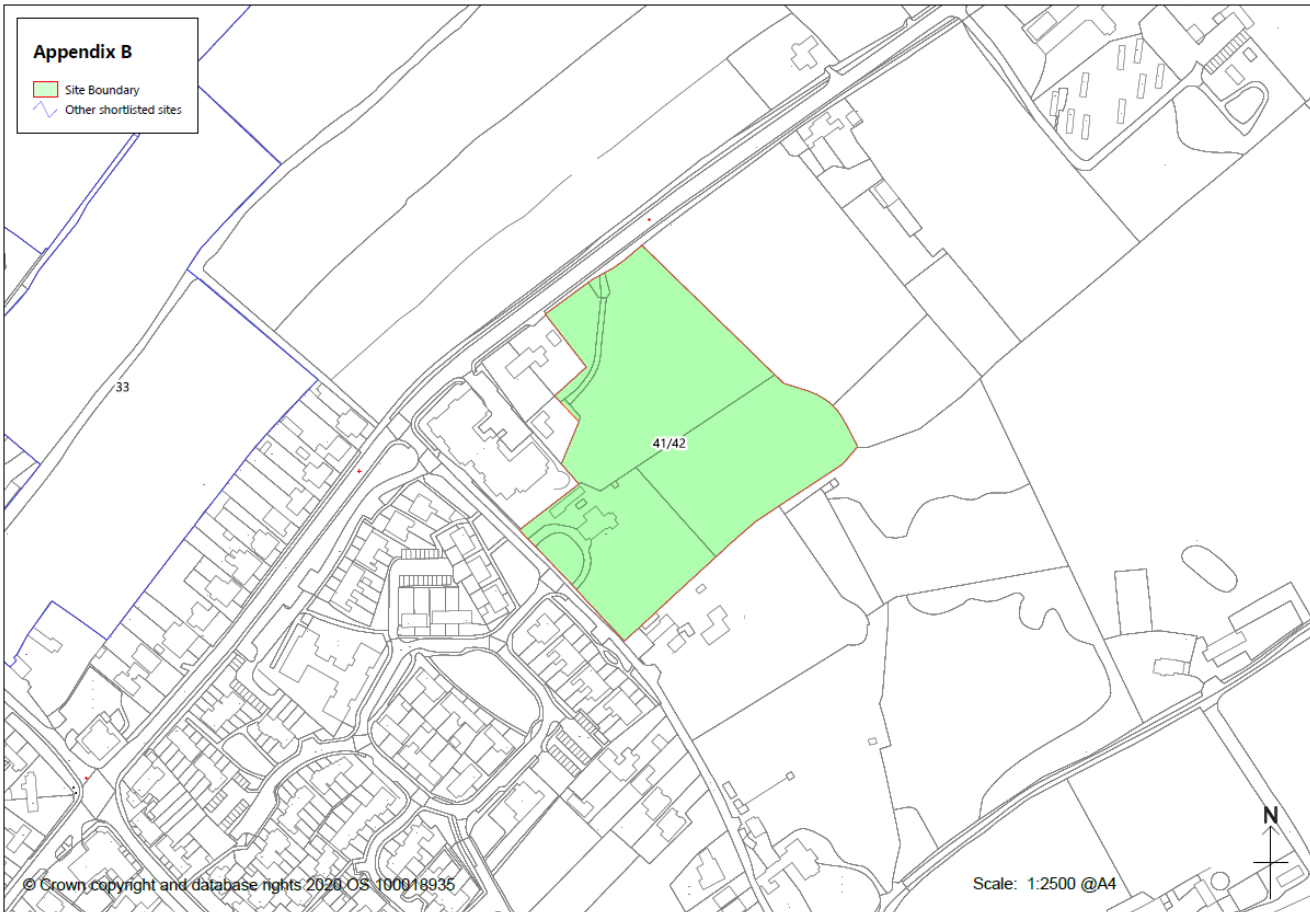


Description:	Site consists of agricultural land and is bounded on the north west and north east by the existing built-up area of Bovington, to the south east and south west by agricultural land (including site 34 – Fox Meadow)
Maximum Capacity:	112 dwellings.
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Bovington, including a new primary school to meet existing and future needs, however it would impact upon the amount of housing that the site could deliver.
Landscape	The overall site is considered to have a low landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site which matches the extent of Parcels D-SS2 and is considered to make the least contribution to the purposes of the Green Belt.
Flooding	The site is at low risk of flooding from all sources.
Ecology	No known ecological constraints.
Historic Environment	Development of this site would unlikely have an impact on designated heritage assets in the area.
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including, Green Lane, High Street and Chipperfield Road. Enhancements to the road network would likely be required, including enhancements to the Green Lane / Chipperfield Road Junction.
Public Transport	Site is within walking distance to hourly bus services of the 105 to Uxbridge/Amersham as well as the 105 to Hemel Hempstead. Site is also within walking distance to the less frequent bus services of the 352 to Watford as well as the 352 to Hemel Hempstead. Development of this site could provide for new/enhanced public transport connections with the wider area, although such enhancements will likely depend on additional opportunities for growth along these corridors.

Access	Site is accessible from the local road network via Homefield and possibly a secondary access from Yew Tree Drive. Enhancements to Homefield should deliver safe pedestrian and vehicular access. Further linkages could be provided through the adjacent Site 34 – Fox Meadow.														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.														
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation.														
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	?	-	✓	✓	X	?	-	X	✓	✓	✓	✓	✓	✓	
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.															
Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development. While there is expected to be no technical issue to delivering access onto Green Lane, issues currently exist with on-street parking which give rise to highway safety issues and it is unclear how this could be effectively managed to ensure appropriate sight lines are achieved in addition to enhancing traffic flows at peak periods. On this basis and having regard to alternative sites in Bovingdon, officers consider there are other sites that are less constrained and offer more sustainability benefits than this site, and therefore do not recommend the site is allocated to deliver the strategy of the new Local Plan.															

Site Number: 41/42

Site Name: Land North of Vicarage Lane / Land South of Hempstead Road



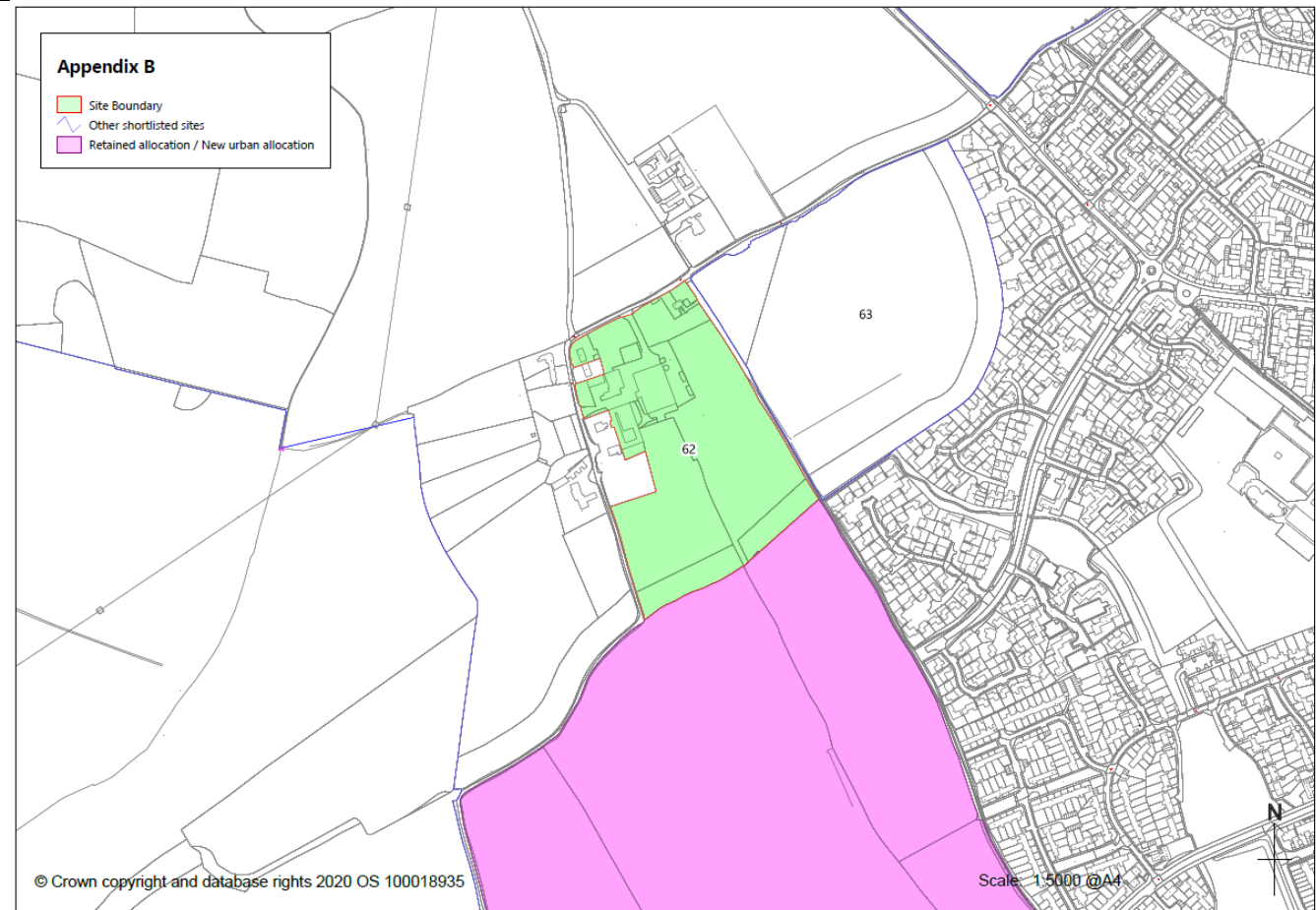
Description:	Two separate parcels of land predominantly consist of agricultural land along with a private residence, bounded to the south west by the existing built-up area of Bovington
Capacity of site (from Site Assessment Study)	25 dwellings (site 41) + 25 dwellings (site 42) = 50 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although it can provide public open space.
Landscape	The overall site is considered to have a moderate landscape sensitivity. The eastern field has a moderate-high landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel BV-A3) which is considered to make a strong contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is wholly in Flood Zone 1 but there are historic records of localised flooding in the area. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.
But green Ecology	There are no identified ecological constraints associated with this site.
Historic Environment	The southern boundary of the site shares a boundary with the Bovington Conservation Area. The boundary consists of a mature hedgerow with trees which would likely conserve the special characteristics of the site.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network, when compared to alternatives.
Public Transport	The site is within walking distance to good quality public transport connections to major towns in the area such as the hourly bus services of the 105/352 to Hemel Hempstead, the 105 to Uxbridge/Amersham and the 352 to Watford.

	Development of this site in isolation would unlikely result in enhancements to the public transport network at Bovingdon. The site is in reasonable proximity to existing services and facilities on Bovingdon High Street.														
Access	Site is accessible from the Hempstead Road, although enhancements to the local road network in this location would likely be required. A new pedestrian access onto Vicarage Lane could provide a more direct route for residents to existing services and facilities on Bovingdon High Street.														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.														
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. Site is located within a radon affected area. A vehicle restoration centre is located adjacent to the site and officers consider the risk of contamination as a result of this to be low.														
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	?	?	✓	✓	X	?	?	X	✓	✓	-	✓	✓	✓	
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.															
Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development, however careful consideration is needed to ensure that development does not impact upon the setting of Bovingdon Conservation Area. On this basis and having regard to alternative sites in Bovingdon, officers consider there are other sites that are less constrained and offer more sustainability benefits than this site, and therefore do not recommend the site is allocated to deliver the strategy of the new Local Plan.															

Hemel Hempstead

Site Number: 62

Site Name: Fields End Farm

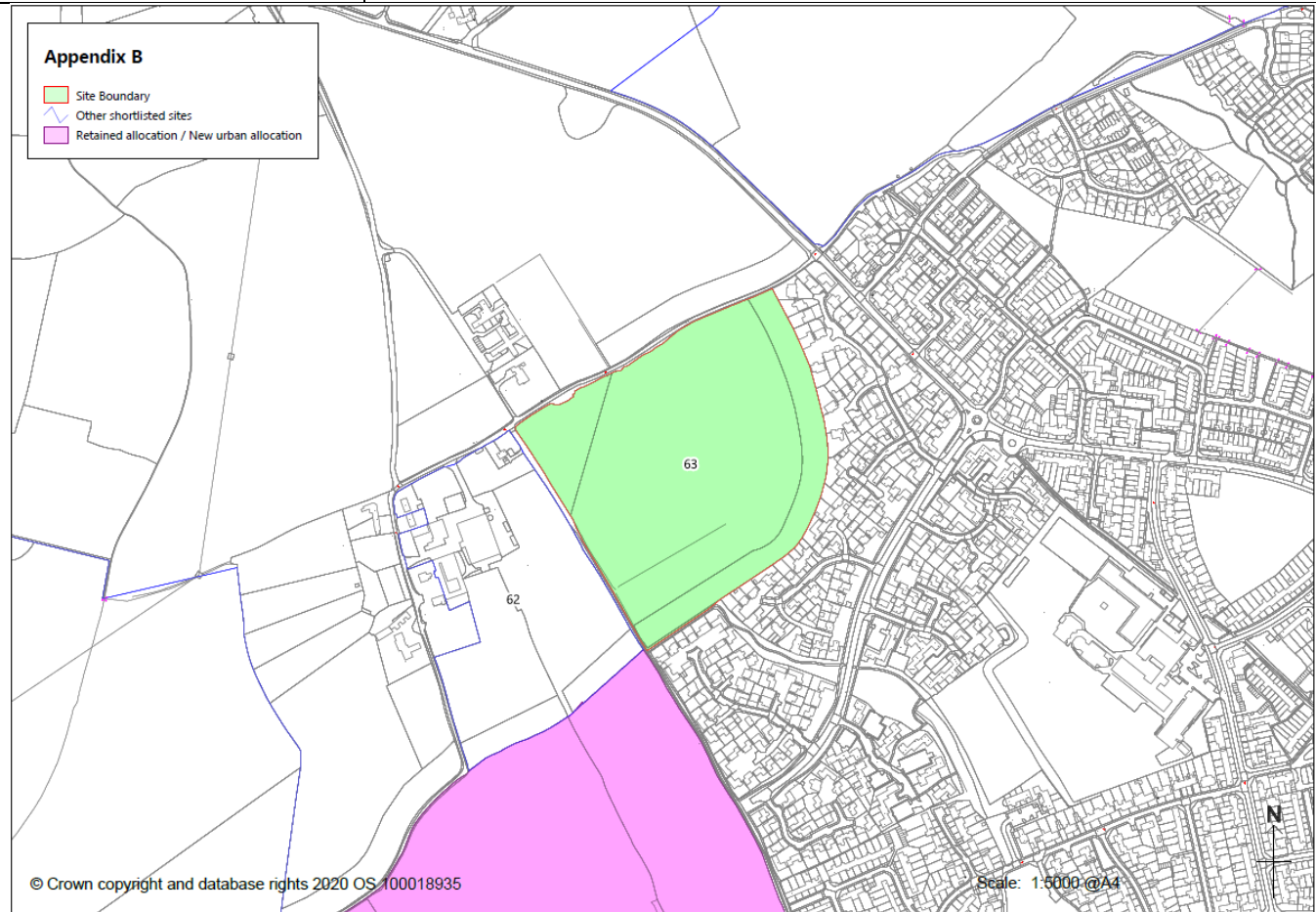


Description:	Site consists of some agricultural land and business premises that are in active economic use at present, bounded on all sides by agricultural land (including to the south, the existing Local Allocation 3 – West Hemel).
Capacity of site (from Site Assessment Study)	155 dwellings.
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Hemel Hempstead, including a new primary school to meet existing and future needs, however it would impact upon the amount of housing that the site could deliver. The existing Local Allocation 3 (West of Hemel Hempstead) to the immediate south is expected to deliver a range of new community facilities and services.
Landscape	The overall site is considered to have a moderate landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel HH-A6) which is considered to make a strong contribution to the purposes of the Green Belt. The site is approximately half of the parcel assessed but includes the land furthest from the settlement. It is therefore considered that its contribution to the purposes of the Green Belt is unchanged.
Flooding	The site is at low risk of flooding from all sources.
Ecology	No known ecological constraints identified.
Historic Environment	Development of this site would unlikely have an impact on designated heritage assets in the area.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have limited impact on the local road network if developed in isolation.

Public Transport	Site is within reasonable distance to local bus services of the number 4 to Hemel Hempstead and 3 to Grovehill which both run every half an hour. Development of this site has the potential to contribute towards an enhanced public transport network in Hemel Hempstead.														
Access	Current access is available from Fields End Lane and Pouchen End Lane, however significant enhancements/improvements would be required to enable residential development of this site. This could be overcome if access could be provided from the adjacent Local Allocation 3 to the south (with access proposed to be provided from Long Chaulden and the Avenue) however the site would be reliant on the timely delivery of that allocation.														
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.														
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.														
Environmental Health	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. The presence of light industrial units on the site could give rise to some contamination. Officers consider the risk of this is low/medium. Site is located within a radon affected area.														
Minerals Consultation Area	Site is not located within a Mineral Safeguarding Area.														
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	?	-	X	X	✓ X	-	-	X	✓ X	✓	?	✓	✓	✓ X	
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.															
Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development. Access is a key constraint to this site, and would likely be dependent on new links to be provided via the adjacent Local Allocation 3, rather than enhancements to the existing local road network (i.e. Fields End Lane). Officers consider that the site, in isolation, does not relate particularly well to the existing settlement pattern of Hemel Hempstead, but recognise that a more comprehensive scale of development could be considered with the parcel to the east (Site 63: Fields End Lane). There are a number of existing businesses in operation within and adjacent to the site, with a reasonably prospect that they can be retained in the future. For these reasons, officers consider that, on balance, there are more suitable sites elsewhere which can better deliver the strategy of the new Local Plan.															

Site Number: 63

Site Name: Fields End Lane



Description:	Site predominantly consist of agricultural land enclosed by mature tree belts. Site is bounded on the south and east by the built up area of Hemel Hempstead, and to the north and west by agricultural land, farm buildings and light industrial units (including site 63 – Fields End Farm)
Capacity of site (from Site Assessment Study)	200 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Hemel Hempstead, including a new primary school to meet existing and future needs, however it would impact upon the amount of housing that the site could deliver. The existing Local Allocation 3 (West of Hemel Hempstead) to the south-west is expected to deliver a range of new community facilities and services.
Landscape	The overall site is considered to have a moderate-high landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel HH-A6) which is considered to make a strong contribution to the purposes of the Green Belt. The site is approximately half of the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is at low risk of flooding from all sources.
Ecology	Mature banks of trees are likely to be rich in biodiversity and are well established green corridors on the north western edge of Hemel Hempstead. TPOs no longer exist on site and relate to a historic field boundary that was removed through the development of Warners End.
Historic Environment	Development of this site would unlikely have an impact on designated heritage assets in the area.

Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have an impact on the local road network if developed in isolation. Development of this site has the potential to provide contributions to improvements in transport infrastructure.
Public Transport	Site is within reasonable distance to local bus services of the number 4 to Hemel Hempstead and number 3 to Grovehill which both run every half an hour. Development of this site has the potential to contribute towards an enhanced public transport network in Hemel Hempstead.
Access	Current access is available from Fields End Lane and Pouchen End Lane, however significant enhancements/improvements would be required to enable residential development of this site. This could be overcome if access could be provided from Local Allocation 3 to the south (via site 62 Fields End Farm) however the site would be reliant on the timely delivery of that allocation.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. Site is located within a radon affected area.
Minerals Consultation Area	Site is not located within a Mineral Safeguarding Area.

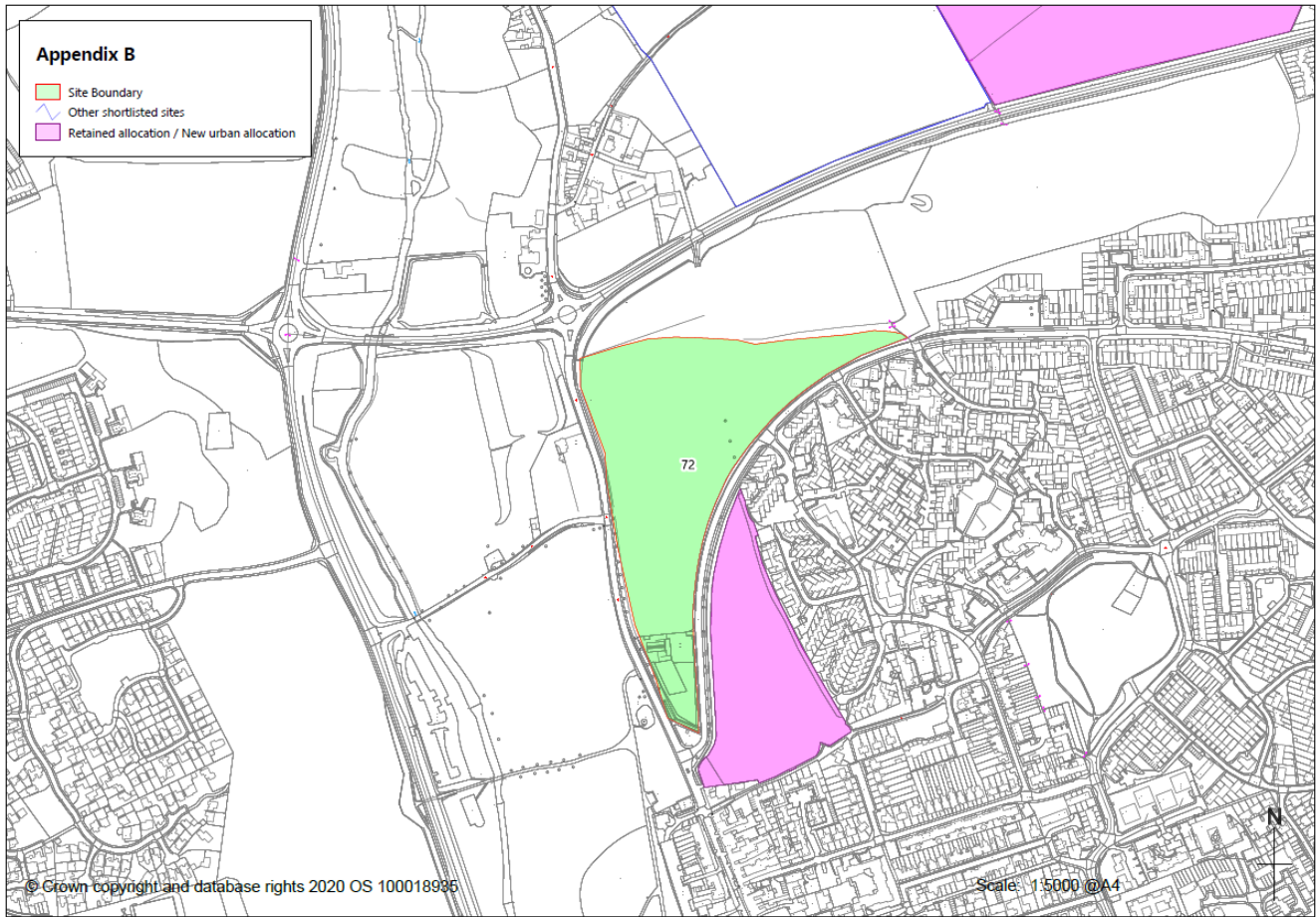
Sustainability Appraisal															
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	?	-	X	X	X	-	-	X	✓	X	X	?	✓	✓	✓

Officer Recommendation for New Local Plan: Site is not proposed as an allocation.

Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development. Access is a key constraint to this site, and would likely be dependent on new links to be provided rather than enhancements to the existing local road network (i.e. Fields End Lane). Officers consider that the site, in isolation, does not relate particularly well to the existing settlement pattern of Hemel Hempstead, separated by an established woodland belt, but recognise that a more comprehensive scale of development could be considered with the parcel to the west (Site 62: Fields End Farm). Officers consider that, on balance, there are more suitable sites elsewhere which can better deliver the strategy of the new Local Plan.

Site Number:72

Site Name: Land South of Link Road/West of Fletcher Way

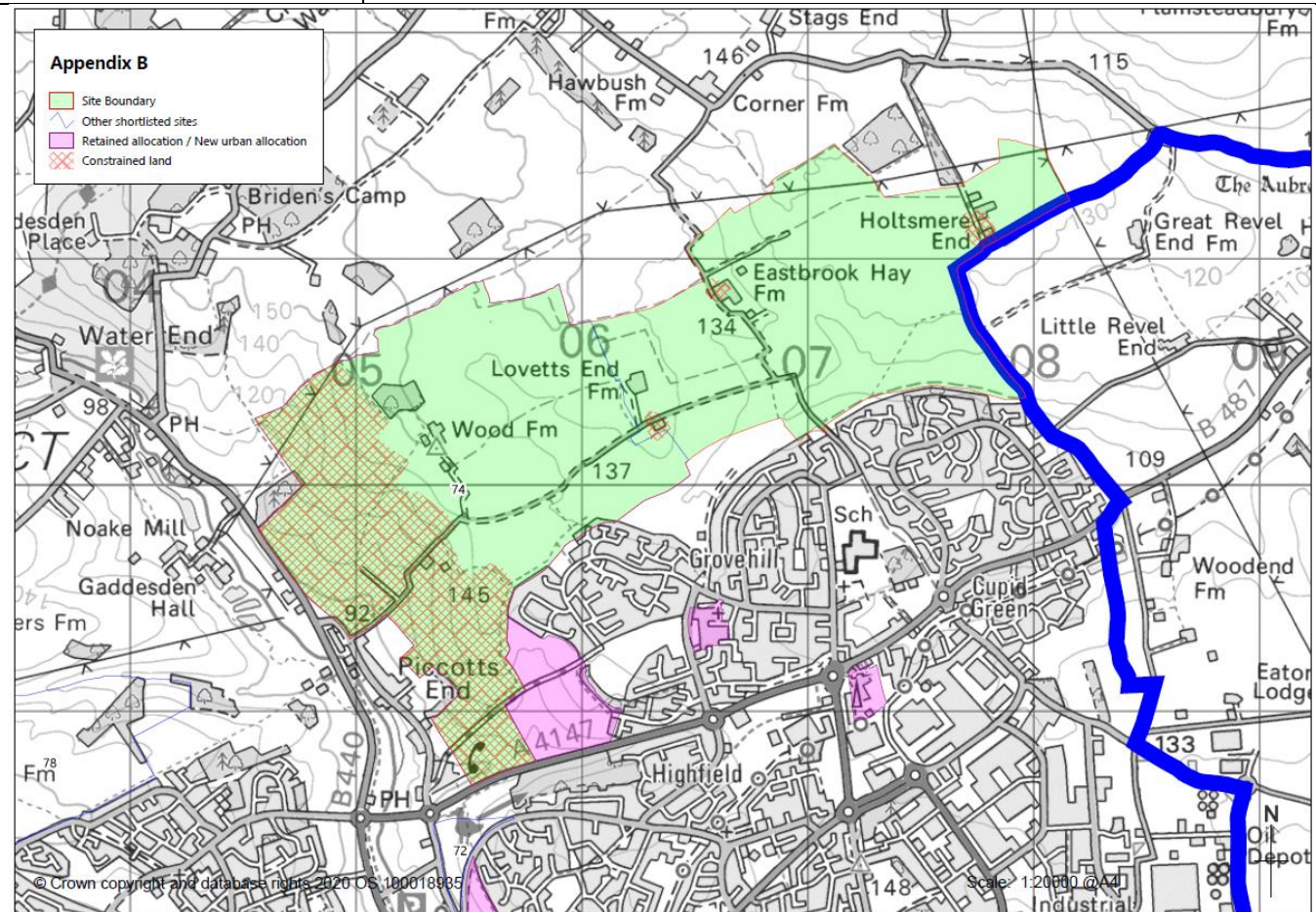


<p>Description:</p>	<p>Site principally comprises of an equine riding school and include a number of buildings associated with that use. It is surrounded by mature hedgerows and trees which screen much of the site. The site is bounded by Gadebridge park to the west, the built-up area of Hemel Hempstead to the east (including the existing Local Allocation 2) any by woodland to the north. The site is crossed by a number of public footpaths.</p>
<p>Capacity of site (from Site Assessment Study)</p>	<p>144 dwellings</p>
<p>Potential for new Public/Community Facilities</p>	<p>The site is of a scale that could deliver additional community facilities for Hemel Hempstead, however the topography of the site means that this is unlikely. It would also impact the ability of the site to deliver housing. The site is in close proximity to Gadebridge park and is in walking distance of Hemel Hempstead Town Centre.</p>
<p>Landscape</p>	<p>The overall site is considered to have a moderate-high landscape sensitivity.</p>
<p>Green Belt Evaluation</p>	<p>The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels HH-A3) which is considered to make the least contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.</p>
<p>Flooding</p>	<p>The site is at low risk of flooding from all sources.</p>

Ecology	Site is adjacent to a Local Wildlife Site and Local Nature Reserve (Howe Grove) and development of this site could result in increased recreational pressure as well as air quality/noise pressures which may affect these designations.													
Historic Environment	The site lies immediately between the Hemel Hempstead Conservation Area and Piccotts End Conservation Area, both of which have a large concentration of listed buildings. The site is likely to represent an important open space between these two historic cores. Site is also adjacent to an area of archaeological significance.													
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network, when compared to alternatives.													
Public Transport	Site is in a reasonable proximity to Hemel Hempstead Town Centre and where there are high quality public transport connections. Site is also within walking distance to local, frequent bus services to the town centre and Grovehill (Service Nos. 4 and 5). Development of this site in isolation is unlikely to deliver enhancements to the public transport network in the area.													
Access	Site is accessible from the Fletcher Way, although improvements to this access are likely to be required to accommodate a residential scheme on this site.													
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.													
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.													
Environmental Health	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation.													
Minerals Consultation Area	Site is located within the Sand & Gravel Mineral Safeguarding Area.													
Sustainability Appraisal														
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	-	✓	✓	X	?	?	X	?	✓	✓	✓	✓	✓
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.														
Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development. A key constrained for this site is in relation to landscape sensitivities and its location within the important open gap separating the two Conservation Areas of Hemel Hempstead (Old Town) and Piccotts End. The scale of the site limits the opportunities for sufficient landscape mitigation to offset the sensitivities and maintain both a visual and perceived separation between Hemel Hempstead and Piccotts End, particularly with views from the west. Officers consider that, on balance, there are other sites which are more suitable to delivering the strategy of the new Local Plan.														

Site Number: 74

Site Name: North and North-East Hemel



<p>Description:</p>	<p>Site predominantly consists of agricultural land, farm buildings (including a number of listed buildings) bounded to the south by the existing built-up area of Hemel Hempstead and Piccotts End, to the north by the Chilterns AONB, to the east by the boundary with St. Albans City and District Council (which includes the proposed allocation Hemel North) and to the west by the Gade Valley and the Leighton Buzzard Road.</p>
<p>Capacity of site (from Site Assessment Study)</p>	<p>5,095 dwellings</p>
<p>Potential for new Public/Community Facilities</p>	<p>Site of this scale has significant potential to deliver large scale community services ranging from multiple local/neighbourhood centres that incorporate primary and secondary schools, to sports and leisure facilities. A large green buffer of open space is expected to be preserved and enhanced along the northern boundary of the site, as well as the provision of significant new open space to be woven into new communities. Development of this scale is likely to provide additional services such as GP's and retail units to serve existing and future communities.</p>
<p>Landscape</p>	<p>The overall site is considered to have a high landscape sensitivity. The south and west of the site has a moderate to moderate-high landscape sensitivity. The site forms part of the setting of the AONB.</p>
<p>Green Belt Evaluation</p>	<p>The Stage 2 Green Belt Study identifies the site forms part of two larger parcels (Parcels HH-A1 and HH-A2) and is considered to make a strong contribution to the purposes of the Green Belt. It is noted that parcel HH-A2 represents only a small part of the site and makes a moderate contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel HH-A1 so its contribution to the purposes of the Green Belt is unchanged.</p>
<p>Flooding</p>	<p>The site is at low risk of flooding from all sources.</p>

	There are at least two large flow routes through the site which are likely to be associated with small watercourses.
Ecology	Pockets of Ancient Woodland and Local Wildlife Sites exist both within and on the edge of the site. A substantial development of this scale could give rise to possible impacts on European designated sites in the area, such as Chiltern Beechwoods SAC. Suitable Alternative Natural Greenspace (SANG) may be needed on-site to offset any likely impacts.
Historic Environment	Development of this site would have an impact on designated heritage assets located on and within the vicinity of the site. Due to the scale of the development, the impact on the setting of a number of listed buildings and other heritage assets on site should be mitigated through careful masterplanning and design. In some instances, there may be opportunities to enhance the setting of some of these assets where their setting has already diminished over time.
Highways Impact	Development of this site would likely result in a significant increase in traffic to and from the site at peak hours, when compared to alternatives. Although the scale of the site would likely result in the provision of significant infrastructure on site, both in terms of new roads (potentially including a new strategic link road) which could alleviate pressures on the existing network, new public transport corridors, new sustainable transport link such as dedicated cycleways and footpaths, and new local centres (including schools) which would likely contain many of the trips to within the boundaries of the site.
Public Transport	Site is within reasonable distance to the local bus services at Grovehill and Highfield, but is more distant from the local bus services in Gadebridge. Development of this site has the potential to deliver significant enhancements to the public transport network for Hemel Hempstead, including the delivery of dedicated new bus routes.
Access	Site of this scale has multiple access opportunities onto the local road network. Key access is likely to be provided from Leighton Buzzard Road, and would require significant enhancements in the vicinity of the junction. Secondary access for initial phases along the western part of the site is likely to be provided via LA1 - Marchmont Farm if required. There is the potential for a new link road to be provided from Leighton Buzzard road through the site to Junction 8 of the M1 and this may also provide additional enhancements to the strategic road network. Development of this site would also require a significant amount of new transport infrastructure including: new roads, cycle and pedestrian facilities and greater public transport provisions.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations are likely to be required. Wastewater – Significant upgrades are likely to be required to ensure sufficient capacity is available ahead of development.
Other Utilities	Major power lines/pylons traverse the eastern edge of the site and are unlikely to impact the development potential of the site in this location. Reinforcement works are required to accommodate growth on the site, although significant new gas pipe laying is not likely to be required. Separate connections may be required for the east and west of the site.
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation.
Minerals Consultation Area	Site is not located within a Mineral Safeguarding Area.
Sustainability Appraisal	

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	✓	?	-	✓	X	?	X	X	✓	✓	X	✓	✓	✓

Officer recommendation for New Local Plan: Site is proposed for an allocation of approximately 5,500 dwellings alongside significant new open space (including the potential for a country park of borough-wide significance). It should deliver new communities and neighbourhoods. Up to 1,500 dwellings are expected to be delivered within the plan period up to 2036, with the remaining land safeguarded for future development beyond the plan period. Development of the site as a whole is predicted to be completed by 2050.

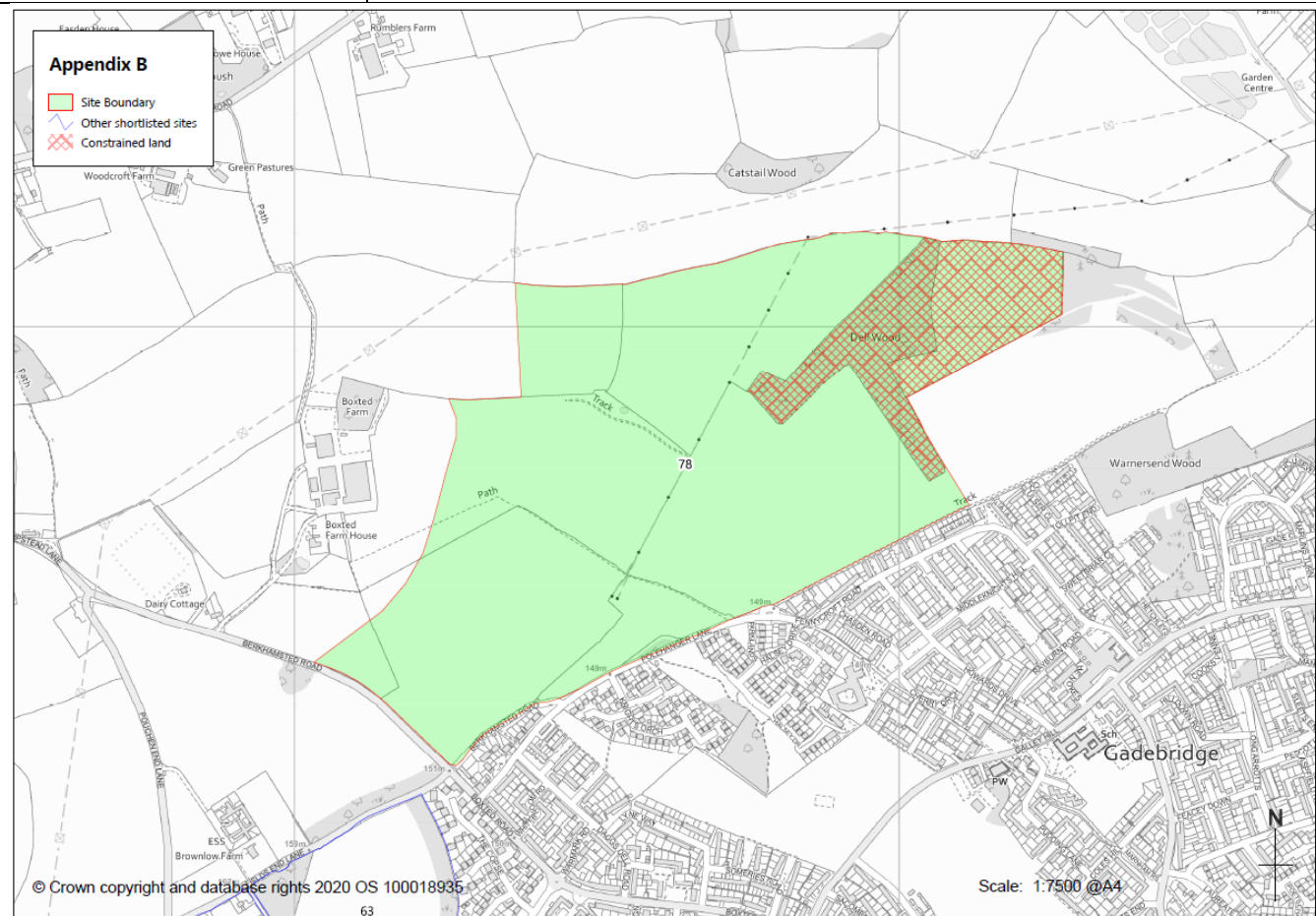
The site is the largest considered through the selection process for the Local Plan and with that, it performs relatively poorly in relation to a number of constraints such as Green Belt, landscape sensitivity and highways impacts. Development of the site would likely result in significant pressures on existing infrastructure, however this is considered against the merits of the site delivering significant new infrastructure, such as new roads, dedicated sustainable transport corridors, community hubs/local centres, schools, health and other facilities alongside new public open space, new green infrastructure and substantial landscape mitigation measures. Officers agree with the AECOM Site Assessment Study recommendation that the western part of the site is unsuitable for development due to heritage, landscape and visual and coalescence impacts on Piccotts End and the undeveloped Gade Valley.

Officers are confident that any adverse impacts can be sufficiently mitigated to ensure no significant effects occur, including in relation to the setting of the Chilterns AONB and the many heritage assets located in the Gade Valley.

Officers have considered the merits of this site against other reasonable alternatives, and conclude that it represents the most sustainable solution to long term growth for Hemel Hempstead, having regard to the prevailing nature of development expected to come forward on land to the east of Hemel Hempstead (in St. Albans City and District). For this reason, the site is recommended as two separate allocations in the new Local Plan, with one of these safeguarded for longer term development beyond the plan period.

Site Number: 78

Site Name: Polehanger Lane

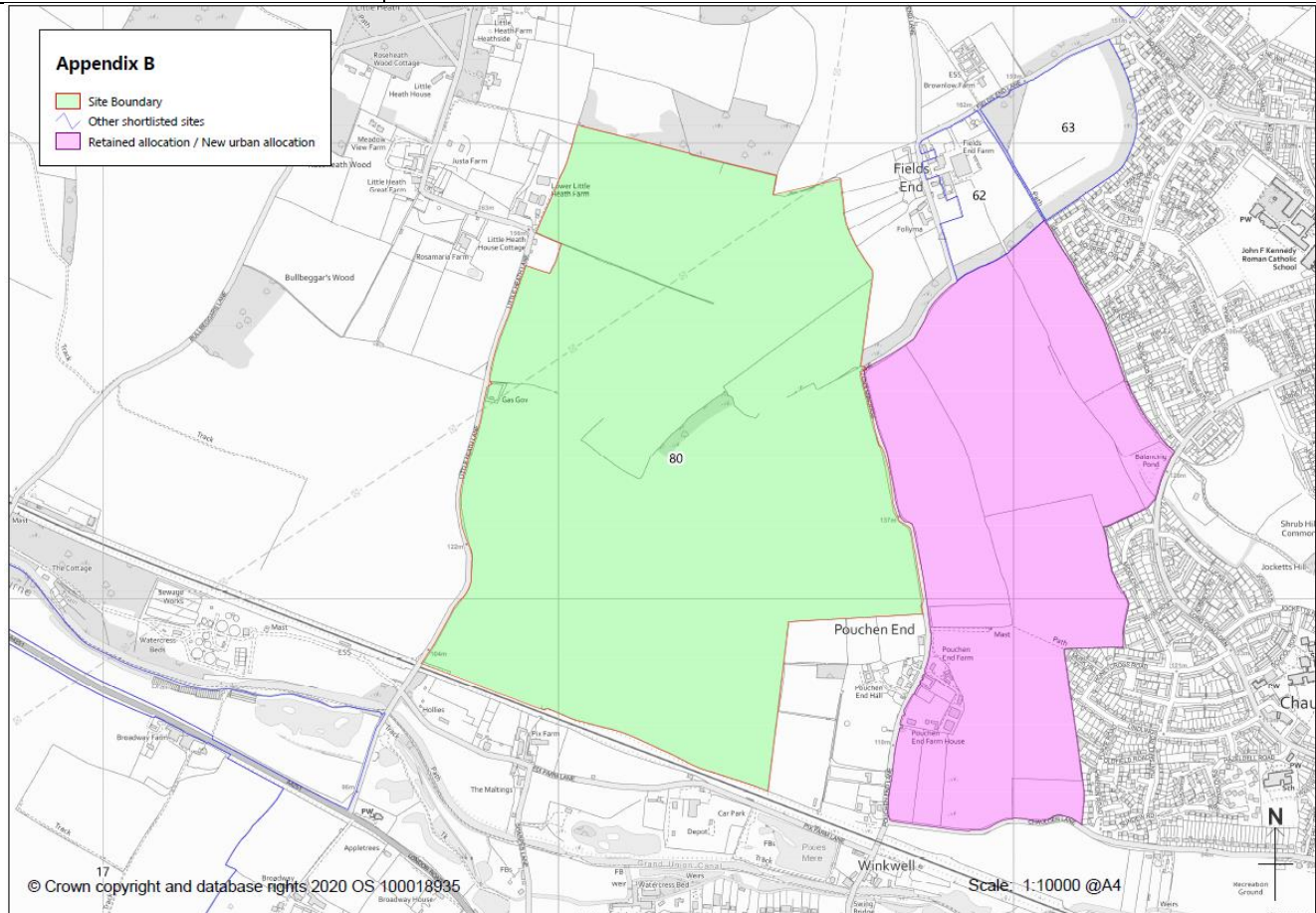


Description:	Site consists predominantly of agricultural land with an area of woodland towards its eastern end, bounded to the south by the built up area of Hemel Hempstead, and to the north, east and west by agricultural land and associated farm buildings, including some small scale businesses.
Capacity of site (from Site Assessment Study)	824 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Hemel Hempstead, including a new local centre and primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing.
Landscape	The overall site is considered to have a moderate-high landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel HH-A5) which is considered to make a strong contribution to the purposes of the Green Belt. The site is smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is at low risk of flooding from all sources. There are a number of flow paths through the site which are likely to be associated with a watercourse.
Ecology	Dell Wood in the eastern part of the site is designated ancient woodland. Area of ancient woodland is also a Local Wildlife Site. The eastern boundary of the site is adjacent to another Local Wildlife site. Officers agree with the AECOM Site Assessment Study recommendation that none of this land on the eastern edge could be developed on. A substantial development of this scale could give rise to possible impacts on European designated sites in the area, such as Chiltern

	Beechwoods SAC. Suitable Alternative Natural Greenspace (SANG) may be needed on-site to offset any likely impacts.															
Historic Environment	Development of this site could have an impact on a listed building approximately 175 metres to the west of the site. Officers consider this could be dealt with through careful design and masterplanning.															
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including Polehanger Lane and Berkhamsted Road. The site could also make a positive contribution to new/enhanced sustainable transport connections in this area.															
Public Transport	Site is within reasonable distance to local bus services of the number 4 to Hemel Hempstead and number 3 to Grovehill which both run every half an hour. Development of this site has the potential to contribute towards an enhanced public transport network in Hemel Hempstead.															
Access	The site is accessible from Polehanger Lane and new access could be provided via Berkhamsted Road. For larger scale development, it is likely that two points of access would be required.															
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations are likely to be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.															
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.															
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. A paper packaging manufacturer is located approximately 130m north-west of the site. Officers consider the risk of contamination to the site is low. Site is located within a radon affected area.															
Minerals Consultation Area	Site is not located within a Mineral Safeguarding Area.															
Sustainability Appraisal																
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change		SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing		SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	-	?	✓	?	X	-	?	X	✓	X	✓	✓	✓✓	✓	✓
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.																
Site performs well on a number of identified constraints, many of which are likely to be sufficiently mitigated through development. Officers agree with the AECOM Site Assessment Study recommendation that the eastern part of the site is unsuitable for development due to the presence of Local Wildlife Sites and Ancient Woodland. Excluding this area also prevents development from encroaching on the Gade valley and its many landscape and heritage assets. The impact on the setting of the listed building to the west of the site is likely to be mitigated through careful design and masterplanning. Officers consider that while the site performs well in general, on balance, there are other sites which are more suitable to deliver the strategy of the new Local Plan, including the potential to maximise sustainable transport modes and the delivery of new infrastructure to meet existing and future needs.																

Site Number: 80

Site Name: Pouchen End Lane



Description:

Site predominantly consists of a large area of agricultural land to the west of Hemel Hempstead, bounded on all sites by agricultural land, with the eastern boundary adjoining the existing Local Allocation 3 – West of Hemel.

Capacity of site (from Site Assessment Study)

360 dwellings

Potential for new Public/Community Facilities

The site is of a scale that could deliver additional community facilities for Hemel Hempstead, including a new local centre and primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing. The existing Local Allocation 3 (West of Hemel Hempstead) to the immediate east is expected to deliver a number of new community facilities and services.

Landscape

The overall site is considered to have a high landscape sensitivity. The site forms part of the setting of the AONB.

Green Belt Evaluation

The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel HH-A14) which is considered to make a moderate contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel HH-A14 so its contribution to the purposes of the Green Belt is unchanged.

Flooding

The site is at low risk of flooding from all sources. There are a number of flowpaths through the site which are likely to be associated with a watercourse.

Ecology

There is a small area of Ancient Woodland and a Local Wildlife Site within the middle of the site. Any development would need to ensure no adverse effects on these designations.

Historic Environment

Development of this site is likely to have an impact on designated heritage assets located in the vicinity of the site. The south-east corner of the site lies in close proximity to the north-east corner of the Bourne End Conservation

	Area, and there are a number of listed buildings also in close proximity of the site. A reduced area (site 80a) would significantly reduce these impacts.
Highways Impact	Development likely to have a significant impact on the local road network at peak periods. Development of the site would have potential to provide improved infrastructure provisions in the area in order to mitigate local traffic congestion. This could be through the provision of a new road through the site which could relieve traffic congestion to the west of Hemel.
Public Transport	Site is within a 10 minute walk from the nearest local bus services. The number 4 bus to Hemel and the number 3 bus to Grovehill both run every half an hour. Development of this site has the potential to deliver enhancements to the public transport network, although this is dependent on the scale of development that could come forward on this site and how it would integrate with new services on the adjacent allocation.
Access	Site is accessible from Pouchen End Lane and Little Heath Lane. Both roads are narrow with no existing footpaths and would require significant enhancements to accommodate a residential scheme on this site, unless alternative access arrangements are provided.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations are likely to be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. There are concerns about how gas could be supplied to this site, if required, due to constraints associated with the railway line. Reinforcement works would be required.
Environmental Health	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation, Chalk Rock Member and Holywell Nodular Chalk Formation and New Pit Chalk Formation. Site is located within a radon affected area
Minerals Consultation Area	Site is not located within a Mineral Safeguarding Area.

Sustainability Appraisal

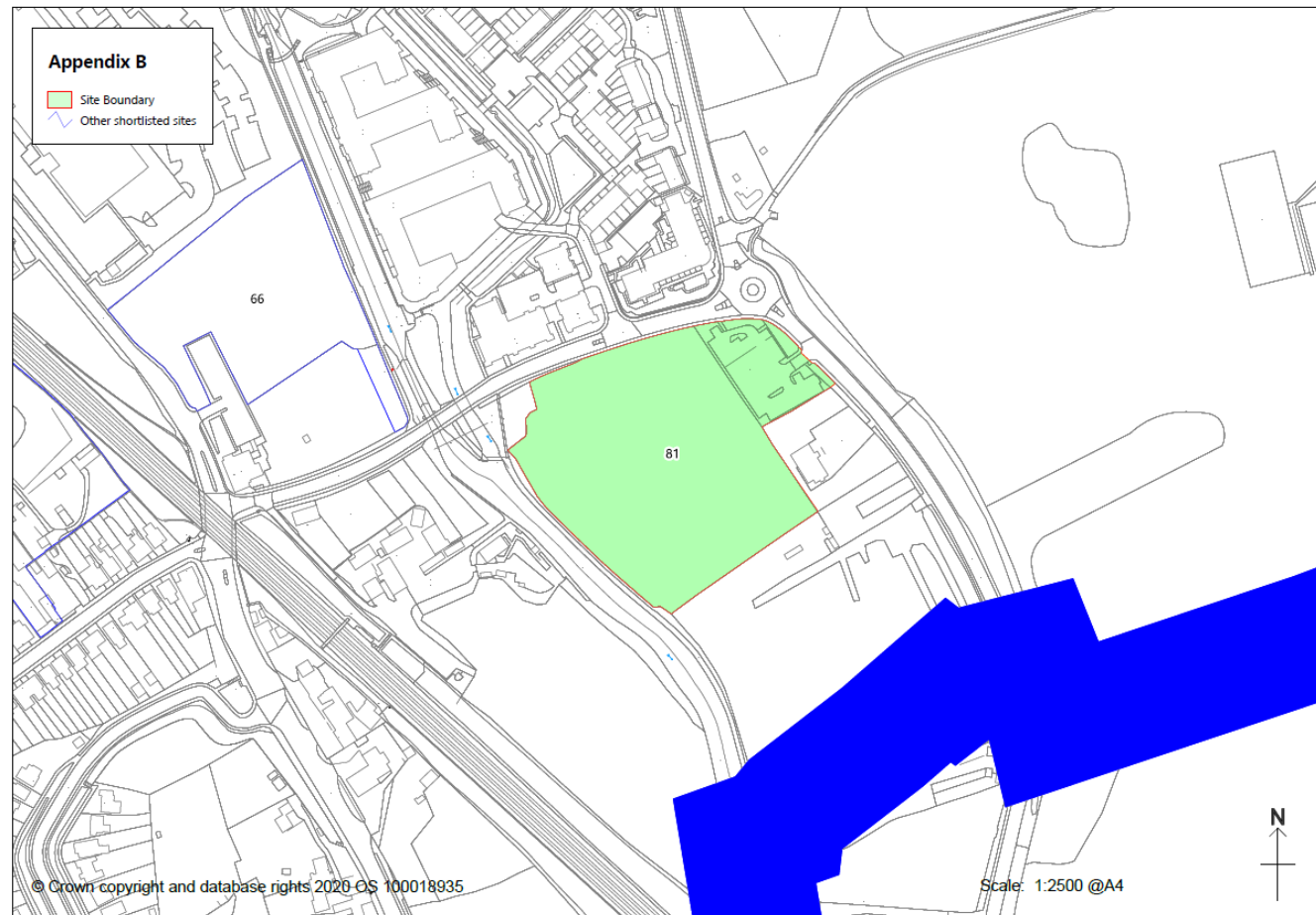
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	?	-	X	X	X	-	?	X	X	✓	✓	?	✓	✓	✓

Officer Recommendation for New Local Plan: Site is not proposed as an allocation.

The site performs reasonably well on a number of criteria. Officers agree with the AECOM Site Assessment Study's conclusions that development of the whole site is likely to give rise to significant landscape and Green Belt issues, including the potential risk of coalescence with nearby settlements. Delivering suitable access to the site is likely to be dependent on the delivery of the adjacent Local Allocation 3 – West of Hemel, and this has an impact on when the site would be able to come forward for development. Officers have reviewed a smaller area of land to see if it could address a number of these constraints, however concerns remain that the landscape impacts (including perceived coalescence with Berkhamsted) are likely to be significant. Therefore officers consider that there are other sites which are more appropriate to meet the strategy of the new Local Plan.

Site Number: 81

Site Name: Red Lion Lane



Description:	Site predominantly consists of agricultural land, car park and vacant derelict land. Bounded to the east by the Lower Road and Nash Mills Village Hall, to the north by Red Lion Lane, to the south by the car boot sale site and to the west by the Grand Union Canal/River Gade.
Capacity of site (from Site Assessment Study)	53 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although land can provide public open space.
Landscape	The overall site is considered to have a low landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel HH-A12) which is considered to make a moderate contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is wholly in Flood Zone 1. Site is at a higher risk of surface water flooding. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.
Ecology	The site is adjacent to the Local Wildlife Site associated with the Grand Union Canal
Historic Environment	The site is adjacent to the Abbots Hill Locally Registered Park and Garden where development would likely impact its setting to the east. The site is well screened from the Red Lion Public House (Grade II listed building) to the west.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network, when compared to alternatives.

Public Transport	Site is within reasonable distance to the 500 bus service to Watford and Aylesbury. Site is also in reasonable distance (15 min walk) to Apsley train station. Development of the site could contribute towards public transport enhancements in the area.
Access	Existing access is available from Lower Road.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	The site is underlain by a Principal Aquifer associated with the Holywell Nodular Chalk Formation and New Pit Chalk Formation, Chalk Rock Member, and the Lewes Nodular Chalk Formation and Seaford Chalk Formation. The site includes an old builder's yard which be a potential risk of contamination. Officers consider the risk of such contamination to be low.
Minerals Consultation Area	Site is located within the Sand & Gravel Mineral Safeguarding Area.

Sustainability Appraisal

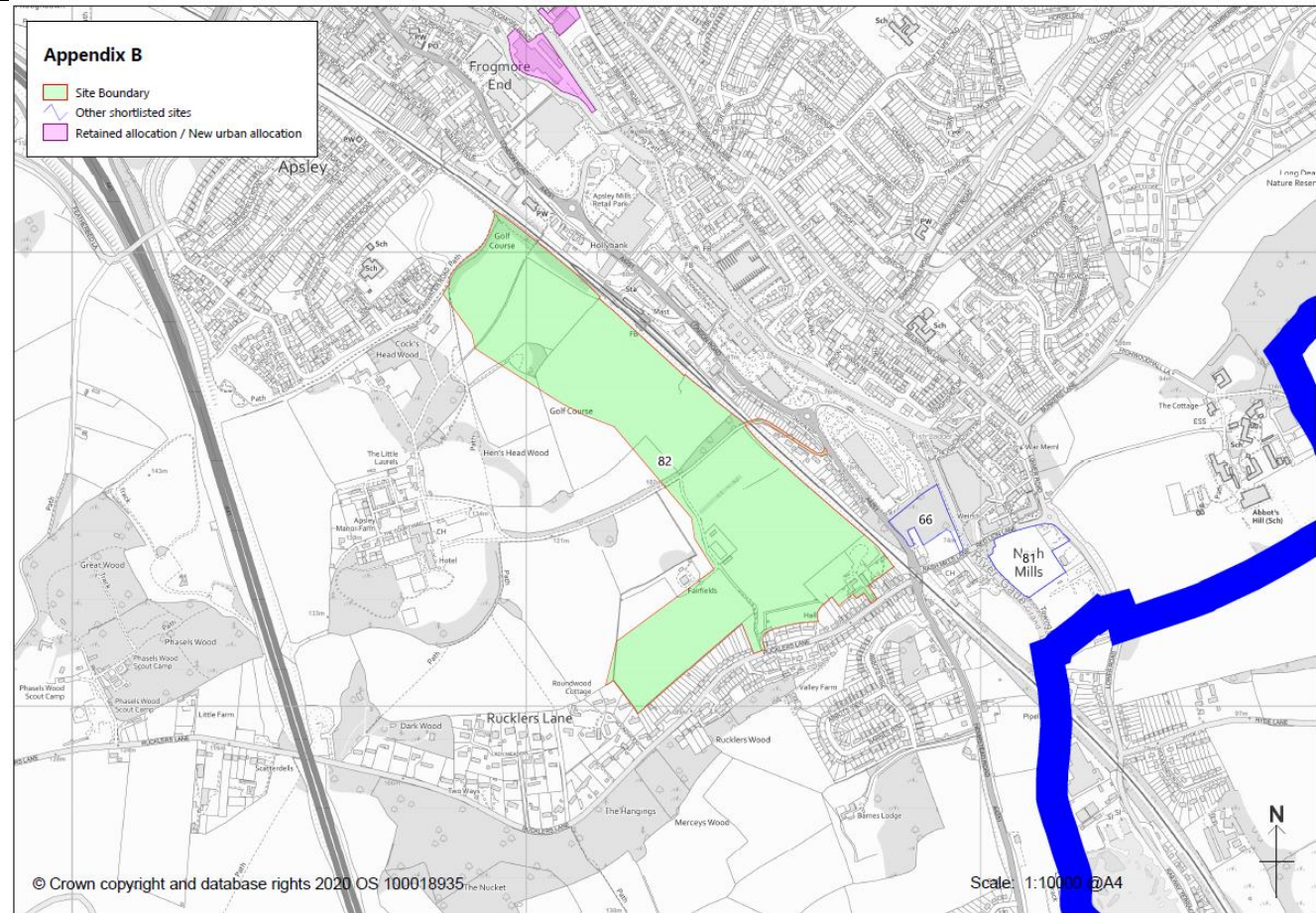
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
?	?	?	✓	✓	X	?	?	?	?	✓	-	✓	✓	✓

Officer Recommendation for New Local Plan: Site is not proposed as an allocation.

Site performs well on a number of identified criteria, with the majority of identified constraints likely to be sufficiently mitigated through development. Flood risk is a particular constraint to development of this site. The flood maps for this area have been updated since the Site Assessment Study was completed, and demonstrates that while fluvial flood risk has decreased (i.e. Flood Zones 2 and 3), surface water flooding remains an issue for the vast majority of the site. Sequentially, officers consider that there are more appropriate sites outside of the built up area of the six main settlements that are capable of delivering the strategy, and therefore is not recommended as an allocation.

Site Number: 82

Site Name: Shendish Manor and Fairfields



<p>Description:</p>	<p>Site comprises part golf course that is in active economic use at present, part open land historically associated with Shendish Manor. This includes small areas of woodland and other buildings associated with the estate. Site is bounded to the north, east and south by the built-up area of Hemel Hempstead and Rucklers Lane (located in the parish of Kings Langley), and to the west by the grounds of Shendish Manor, including the remaining part of the golf course. The railway line acts as the boundary to the east.</p>
<p>Capacity of site (from Site Assessment Study)</p>	<p>554 dwellings.</p>
<p>Potential for new Public/Community Facilities</p>	<p>The site is of a scale that could deliver additional community facilities for Hemel Hempstead, including a new local centre and primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing.</p>
<p>Landscape</p>	<p>The overall site is considered to have a high landscape sensitivity. Part of the site in the south eastern corner has a moderate landscape sensitivity.</p>
<p>Green Belt Evaluation</p>	<p>The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel D-S3) which is considered to make a contribution contribution to the purposes of the Green Belt. The site is smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.</p>
<p>Flooding</p>	<p>The site is at low risk of flooding from all sources. There are a number of flowpaths through the site which are likely to be associated with a watercourse.</p>
<p>Ecology</p>	<p>No known ecological constraints identified, however the nature of the grounds are likely to mean that the land is rich in biodiversity.</p>

Historic Environment	The grounds of Shendish Manor are identified as a Local Registered Park or Garden of Historic Interest. A number of listed buildings exist in the vicinity of the site, however these are generally well screened from the site by mature woodland on the site boundary.
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including the A41 and A4251. Development of the whole parcel could provide for some enhancements to existing infrastructure in the area, although it is unclear at this stage how this could be achieved.
Public Transport	Site is within reasonable distance to the 500 bus service to Watford and Aylesbury. Site is also in reasonable distance to Apsley train station. Development of the site could contribute towards public transport enhancements in the area.
Access	The site has an existing access onto the A4251 (providing access to Shendish Manor hotel and golf course) although significant enhancements would likely be required in order to deliver a residential-led scheme and a second point of access may also be required. There are no existing footpaths on the current access and there does not appear to be sufficient width to accommodate a footpath on the section of access road between London Road and the railway bridge.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater – Local upgrades may be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. The site is located within the Hertfordshire Mineral Consultation Area for sand and gravel resources. Furthermore, rail infrastructure is located adjacent to the east of the site, which is considered as a potential source of contamination, including noise and air pollution.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

Sustainability Appraisal																
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality		SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing		SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	-	✓	✓	X	X	?	?	X	?	✓	✓	✓	✓✓	✓	?

Officer Recommendation for New Local Plan: Site is not proposed as an allocation.

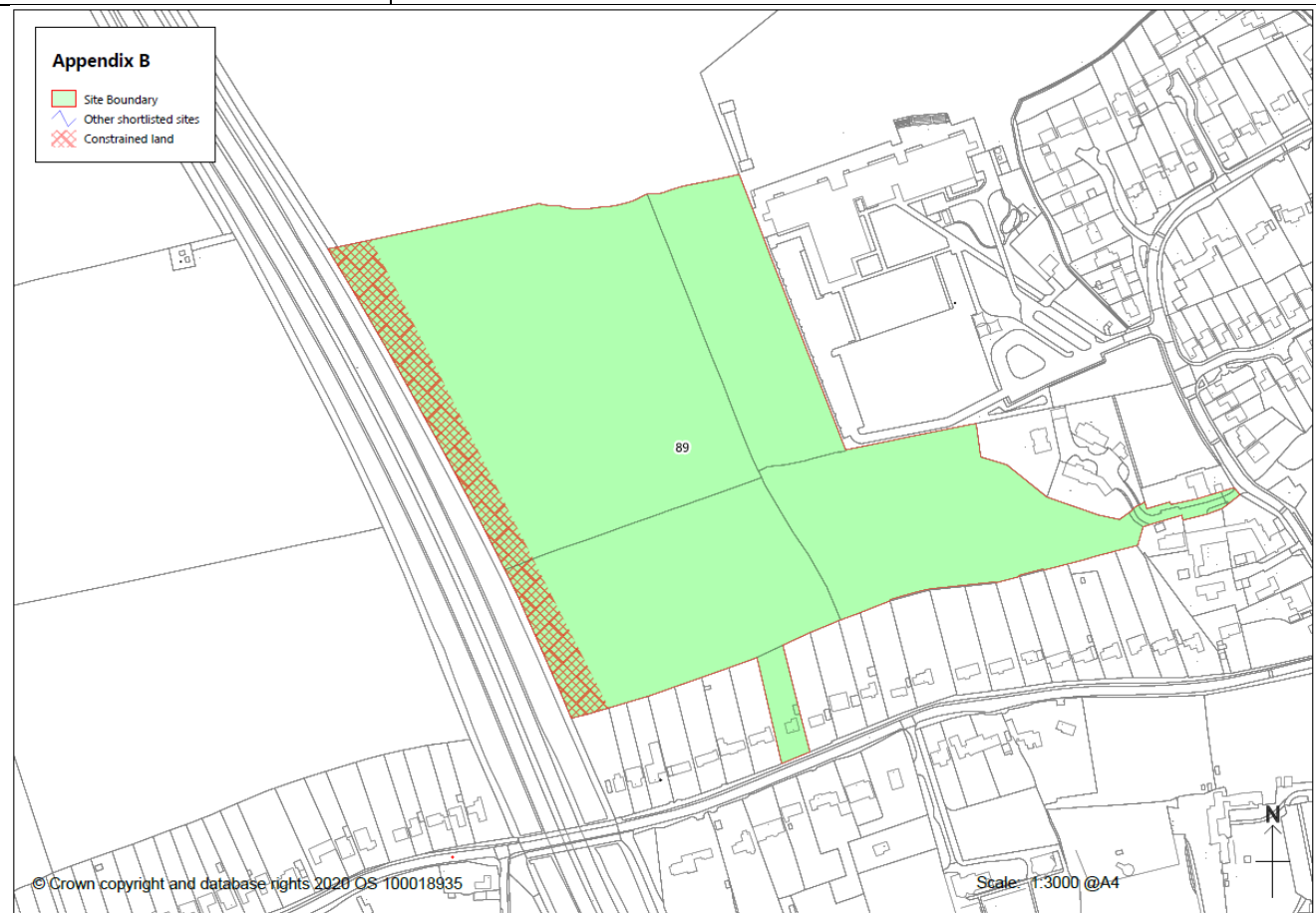
Site performs well on a number of identified criteria, with the majority of identified constraints likely to be sufficiently mitigated alongside development, and the site's close proximity to Apsley station is seen as a significant positive. Officers remain concerned about how safe site access can be provided over the railway line or onto the Rucklers Lane. While a technical solution may be achievable for this, the impact that development of

this site may have on the local and strategic road network could be significant, particularly with respect to the Air Quality Management Areas to the north of the site and Junction 20 of the M25 to the south. The delivery of new on site infrastructure such as a school could exacerbate these concerns. A smaller scale of development may address a number of these issues, however officers consider that, on balance, there are more suitable sites in the area which can better deliver the strategy of the Local Plan.

Kings Langley

Site Number: 89

Site Name: Hill Farm



Description:	Site predominantly consists of agricultural land, and is bounded to the south by the existing built-up area of Kings Langley, to the east by Kings Langley Secondary School, to the west by the A41 and to the north by agricultural land.
Capacity of site (from Site Assessment Study)	205 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Hemel Hempstead, however the site is immediately adjacent to Kings Langley secondary school and in close proximity to the primary school. The provision of community facilities would also impact the ability of the site to deliver housing.
Landscape	The overall site is considered to have a low-moderate landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels D-S2a) which is considered to make the least contribution to the purposes of the Green Belt. The site is smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is at low risk of flooding from all sources.
Ecology	There are no identified ecological constraints associated with this site.
Historic Environment	Development of the site has the potential to impact upon the setting of the adjacent Conservation Area and a small number of listed buildings, although it

	<p>is likely that these can be sufficiently mitigated through careful design and masterplanning of the site.</p> <p>The site is in the vicinity of two scheduled monuments and areas of archaeological significance. Any remains are likely to be restricted to their immediate areas and are unlikely to extend into this site.</p>
Highways Impact	<p>Development would likely result in an increase in traffic to and from the site in peak hours, which would likely have an impact on the local road network, including Love Lane, Chipperfield Road, Vicarage Lane and Hempstead Road. The site is adjacent to Kings Langley Secondary School and is within walking/cycle distance of Kings Langley High Street. There are opportunities to provide new/enhanced sustainable transport linkages with the existing High Street.</p>
Public Transport	<p>Site is within walking distance to the 500 bus services to Aylesbury and Watford, with a frequency of every 15-30 minutes.</p> <p>Development of this site could contribute towards public transport enhancements in the area.</p>
Access	<p>Site has an existing access from Love Lane, although the access would likely need to be enhanced/widened to allow for the scale of growth promoted. Alternative access has also been identified through residential properties on Chipperfield Road. This is likely to be achievable.</p>
Water and Wastewater	<p>Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required.</p> <p>Wastewater - No infrastructure concerns as a result of development of this site.</p>
Other Utilities	<p>No major power lines/pylons or gas pipelines traverse the site.</p> <p>No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.</p>
Environmental Health	<p>Site is underlain by a Principal Aquifer associated with the Lewis Nodular Chalk Formation and Seaford Chalk Formation.</p> <p>A historic landfill is located to the west of the site, beyond the A41. Officers consider that the potential for contamination of the site as a result of this historic landfill is relatively low.</p> <p>Site is located within the Hertfordshire Mineral Consultation Area for sand and gravel resources. Hertfordshire County Council have confirmed that the land is unlikely to come forward for mineral extractions.</p>
Minerals Consultation Area	<p>Site is located within the Brick Clay Mineral Safeguarding Area.</p>

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change		SA5 Air quality		SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing		SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	-	X	✓	X	✓	X	?	?	X	✓	X	✓	✓	✓	✓	✓

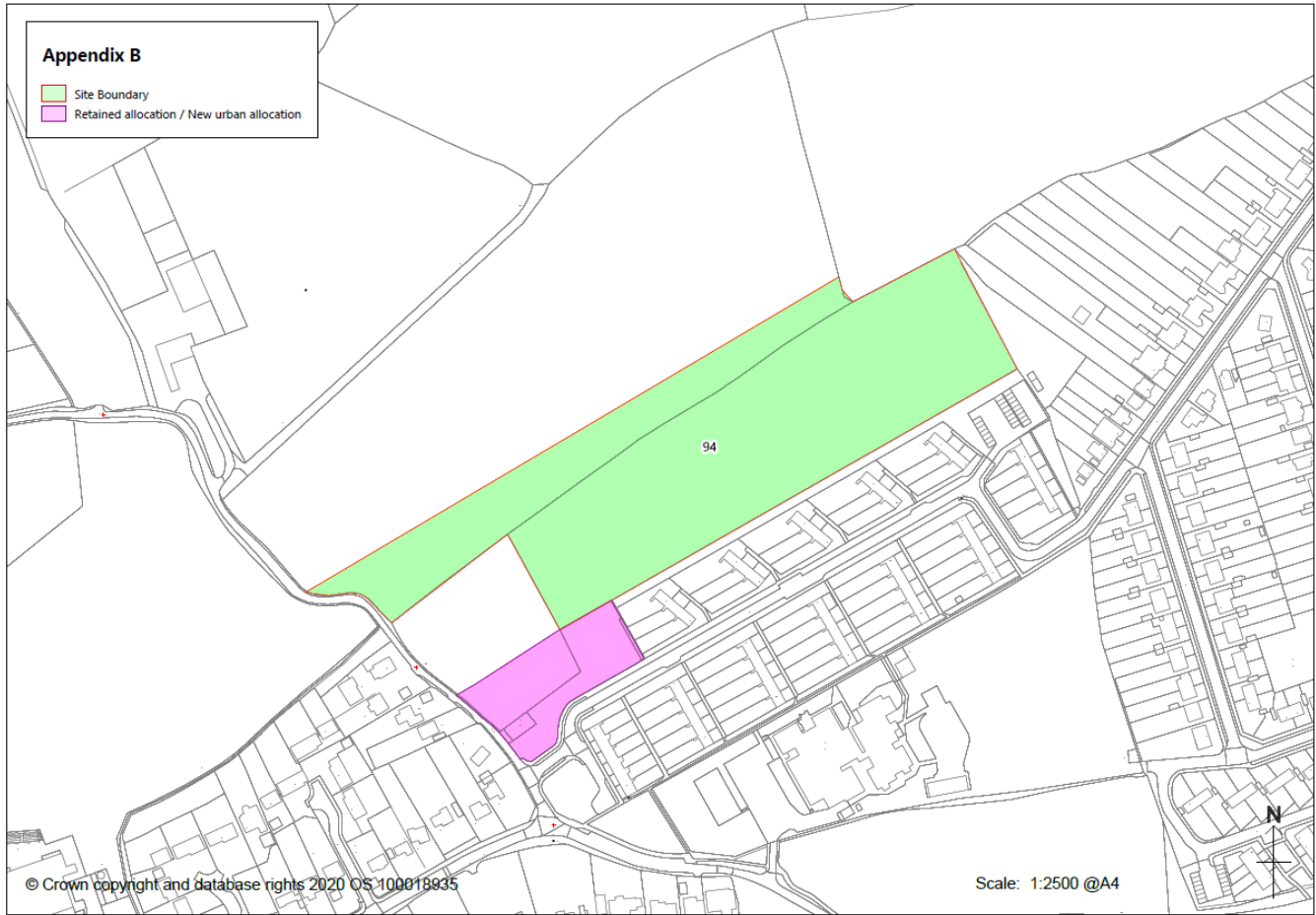
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.

Site performs well on a number of identified criteria, with the majority of identified constraints likely to be sufficiently mitigated alongside development. Access was initially identified in the AECOM Site Assessment Study as a constraint although an alternative proposal has been identified which overcomes this constraint.

The site relates well to existing facilities such as primary and secondary education, but is distant from the main high street/A4251 and the train station, relative to other alternatives in the area. Officers consider that, on balance, there are more suitable sites in the area which can better deliver the strategy of the Local Plan.

Site Number: 94

Site Name: Land North of Coniston Road



Description:	Site predominantly consists of agricultural land, bounded to the south and east by the built-up area of Kings Langley (including extended private gardens which stretch into the Green Belt), and to the north and west by agricultural land and Barnes Lane.
Capacity of site (from Site Assessment Study)	62 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although it can provide public open space.
Landscape	The overall site is considered to have a high landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel KL-A2) which is considered to make a moderate contribution to the purposes of the Green Belt. The site is smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is at low risk of flooding from all sources.
Ecology	There are no identified ecological constraints associated with this site.
Historic Environment	Development of this site would unlikely have an impact on designated heritage assets in the area, however it is located adjacent to an area of archaeological significance.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network, particularly when compared to alternatives in the area.
Public Transport	Site is within walking distance to the 500 bus services to Aylesbury and Watford, with a frequency of every 15-30 minutes. Development of this site could contribute towards public transport enhancements in the area.

Access	Site has no direct access to the local road network and would have to be accessed by the existing allocation H/18, which has not come forward for development yet. Safe access is unlikely to be provided from Barnes Lane. Local facilities are available and site has reasonable access to the public transport network
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater - No infrastructure concerns as a result of development of this site.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation. Site is also located within the Hertfordshire Mineral Consultation Area for sand and Gravel Resources. Local car dealership is located 240m north-west of the site and is considered as a potential source of contamination, however officers consider this risk to be low.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

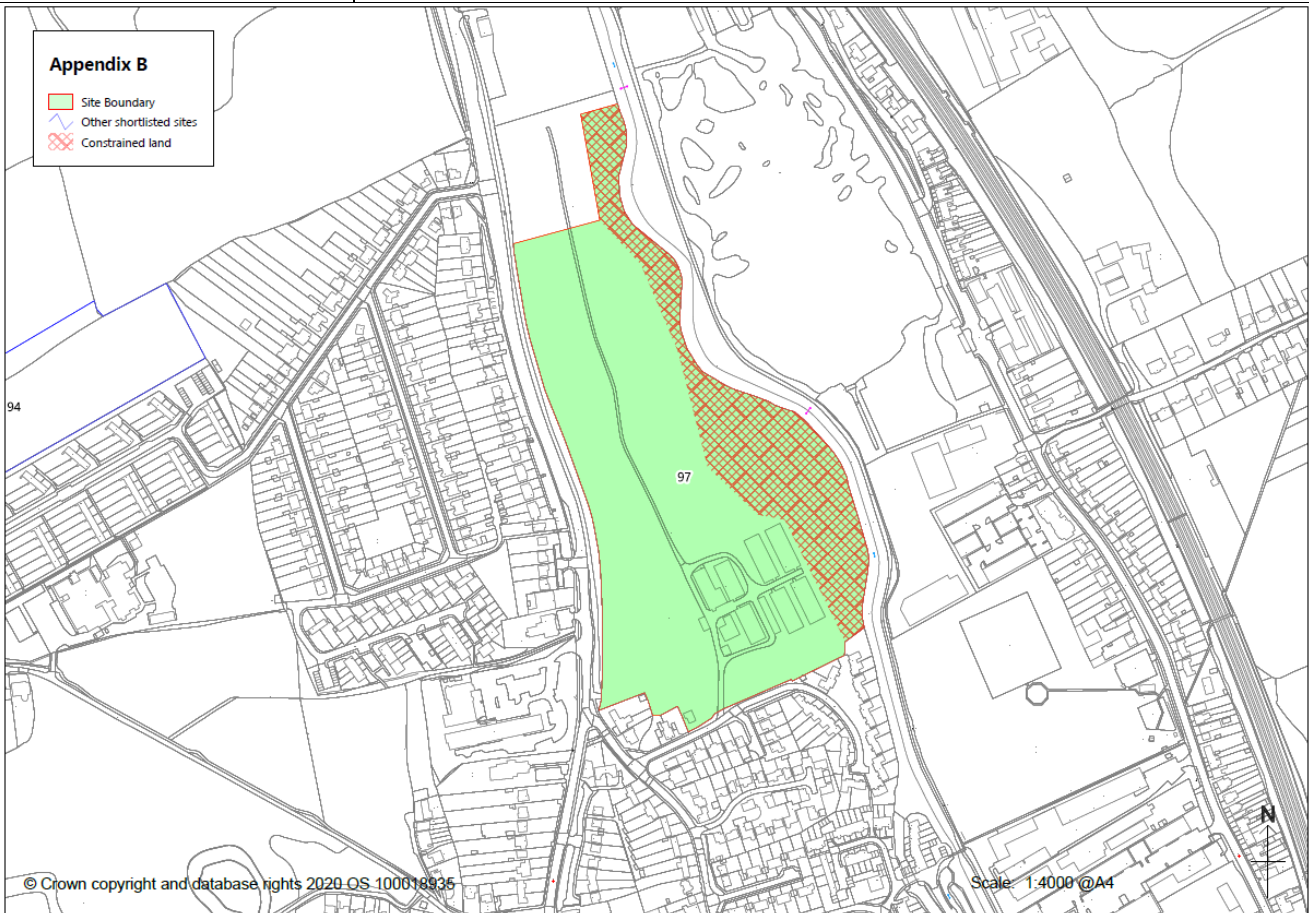
Sustainability Appraisal																	
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change		SA5 Air quality		SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing		SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	-	-	X	✓	X	✓	X	?	-	X	X	✓	✓	-	✓	✓	✓

Officer Recommendation for New Local Plan: Site is not proposed as an allocation.

Site performs well on a number of identified criteria, with the majority of identified constraints likely to be sufficiently mitigated alongside development. Landscape sensitivity is quite high with open views to the north and officers are unclear if the erosion of the important open gap could be sufficiently mitigated. The site relates well to existing facilities such as primary and secondary education, but is distant from the main high street/A4251 and the train station, relative to other alternatives in the area. Officers consider that, on balance, there are more suitable sites in the area which can better deliver the strategy of the Local Plan.

Site Number: 97

Site Name: Rectory Farm



<p>Description:</p>	<p>Site predominantly consist of agricultural land with an area of previously developed land towards the southern end of the site that is in use for small scale businesses. Site is bounded to the west and south by the built-up area of Kings Langley, to the east by the Grand Union Canal, and to the north by Kings Langley Football Club.</p>
<p>Capacity of site (from Site Assessment Study)</p>	<p>241 dwellings</p>
<p>Potential for new Public/Community Facilities</p>	<p>The site is of a scale that could deliver additional community facilities for Kings Langley, including a new primary school to meet existing and future needs, however it would impact upon the amount of housing that the site could deliver. Engagement to date has demonstrated the ability for the site to deliver a riverside park to serve existing and future residents of Kings Langley.</p>
<p>Landscape</p>	<p>The overall site is considered to have a low landscape sensitivity. The eastern part of the site has a low-moderate landscape sensitivity.</p>
<p>Green Belt Evaluation</p>	<p>The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels KL-A1a) which is considered to make the least contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel KL-A1a so its contribution to the purposes of the Green Belt is unchanged.</p>
<p>Flooding</p>	<p>The site is adjacent the Grand Union Canal/River Gade (Flood Zones 2 and 3) and there are higher areas of flood risk on the eastern part of the site. The allocation of the whole of the site for development would need to pass both the sequential test and exception test. Development could be sequentially be located towards areas at lower risk of flooding, and this would logically be located on the land to the south and west. A policy requirement ensuring this would satisfy the sequential test.</p>
<p>Ecology</p>	<p>Site is adjacent to a Local Wildlife Site associated with the Grand Union Canal. There are a number of TPOs comprising of Poplars and Willows within and on</p>

	the edge of the site. Officers consider that development of the site should be able to retain these features.
Historic Environment	Development of this site would unlikely have an impact on designated heritage assets in the area, however it is located adjacent to the Grand Union Canal.
Highways Impact	Development would likely result in an increase in traffic to and from the site in peak hours, which would likely have an impact on the local road network, including Hempstead Road (A4251). The site is adjacent to a high quality public transport corridor with connections to a number of major towns in the area.
Public Transport	Site is adjacent to the 500 bus services to Aylesbury and Watford, with a frequency of every 15-30 minutes. Site is also within reasonable distance of Kings Langley train station. Development of this site could contribute towards public transport enhancements in the area.
Access	Site has an existing access from Rectory Lane/Gade Valley Close, although the access would likely need to be enhanced/widened to allow for the scale of growth promoted. A more suitable alternative access onto Hempstead Road is likely to be achievable.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater - No infrastructure concerns as a result of development of this site.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. A vehicle repair and servicing centre is present on site and may be a potential source of contamination. A historic landfill is located within 50m to 250m north of the site. Officers consider the risk of contamination from the landfill is low as it is located on the opposite side of the Grand Union Canal/River Gade.
Minerals Consultation Area	Site is located within the Sand & Gravel Mineral Safeguarding Area.

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment				
X	✓	?	X	✓	✓	X	?	-	X	✓	✓	✓	✓	✓	X	✓	X	✓

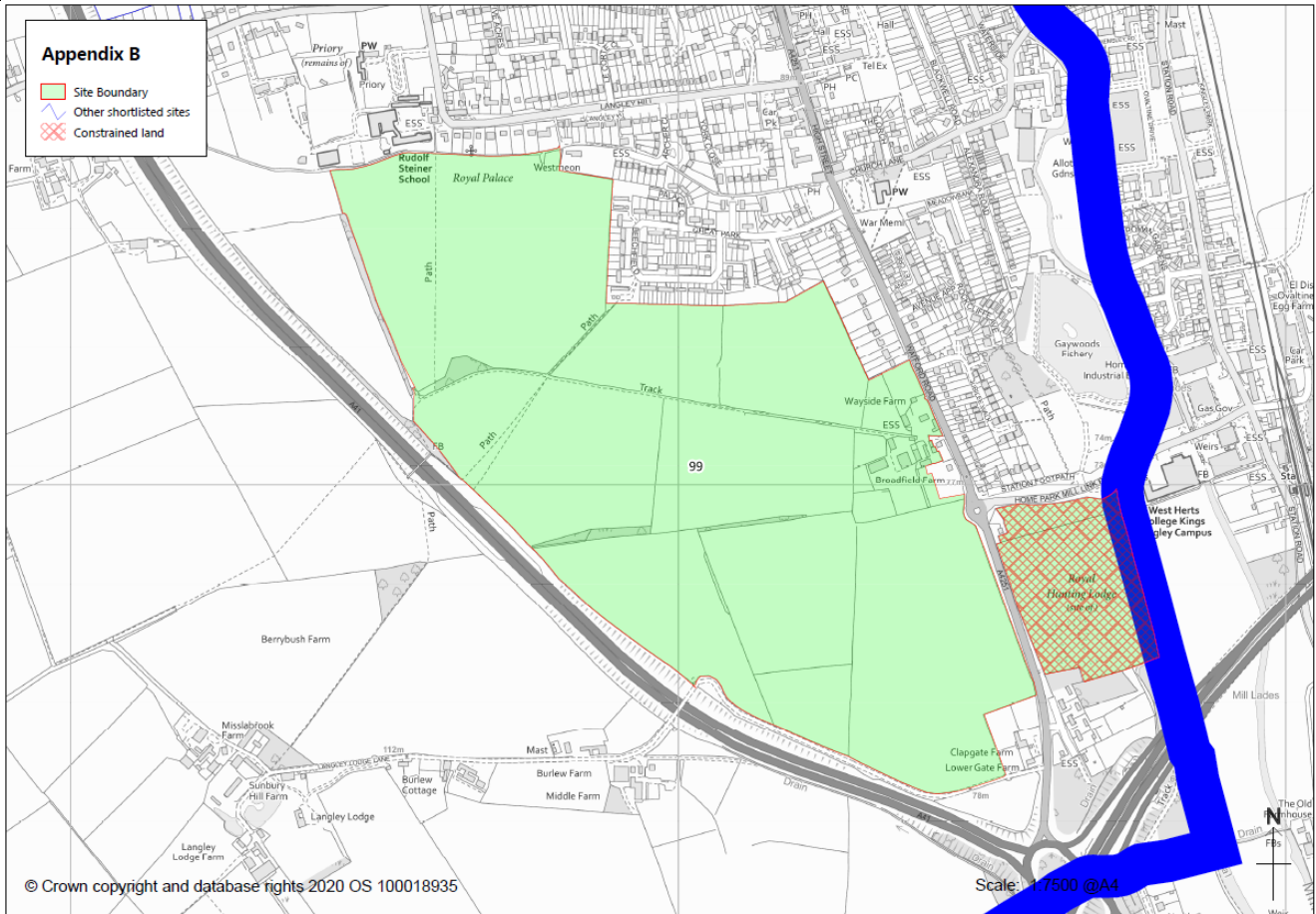
Officer Recommendation for New Local Plan: Site is proposed for an allocation of around 200 dwellings, including the provision of open space and allotments to serve existing and future needs of Kings Langley.

Site performs well on a number of identified criteria, with the majority of identified constraints likely to be sufficiently mitigated alongside development. The site is well located in close proximity to the main high street/A4251, is in reasonable distance to the train station to the south and primary and secondary schools to the west. Part of the site (predominantly brownfield) has already received planning permission for 55 dwellings.

The eastern part of the site is at a higher risk of flooding from the River Gade/Grand Union Canal. Flood risk has already been looked at in detail through the recently permitted scheme for 55 dwellings on the brownfield element of this site. Having regard to the sustainability merits of the site and its location, officers are confident that development can avoid areas of higher flood risk within the site through appropriately worded policy requirements, and would deliver a new public park to serve both existing and future communities. On this basis and having regard to alternatives in the area, officer recommend that the site is allocated to meet the strategy of the new Local Plan.

Site Number: 99

Site Name: Wayside Farm, Middle Farm and A4251



Description:	Predominantly agricultural land bounded to the north and east by the built-up area of Kings Langley and the Grand Union Canal, to the west and south by the A41, mature hedgerows. The M25 A41 junction lies just beyond this.
Capacity of site (from Site Assessment Study)	401 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver significant new community services and facilities for Kings Langley, including a new local centre, employment land and a primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing.
Landscape	The overall site is considered to have a high landscape sensitivity.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of two larger parcels (Parcels KL-A4 and KL-A5) and is considered to make a moderate contribution to the purposes of the Green Belt. It is noted that parcel KL-A5 represents only a small part of the site and makes a strong contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel KL-A4 so its contribution to the purposes of the Green Belt is unchanged.
Flooding	The eastern part of the site (east of the A4251) includes the River Gade (Flood Zones 2 and 3). The allocation of the whole of the site for development would need to pass both the sequential test and exception test. Excluding the land to the east of the A4251 from development would satisfy the sequential test. The western part of the site is at low risk of flooding from all sources, however there are a number of flowpaths through the site which are likely to be associated with a watercourse.
Ecology	The parcel of land to the east of the A4251 is adjacent to a Local Wildlife Site associated with the Grand Union Canal.

Historic Environment	<p>Development of this site would likely impact on designated heritage assets in the area. There are a cluster of listed buildings at the northern end of the site, with another adjacent to the site on the A4251. The eastern parcel is adjacent to the Grand Union Canal.</p> <p>The eastern parcel of the site predominantly consists of a Scheduled Monument associated with a moated site and is unsuitable for development. The northern edge of the larger parcel of land is adjacent to a Kings Langley Conservation Area and couple of Scheduled Monuments associated with one of Henry VIII's royal palaces. The larger parcel is associated with the Royal Park of the Kings Langley Estate and could have further historical merit, particularly towards the northern end of the site.</p>
Highways Impact	<p>Development would likely result in an increase in traffic to and from the site in peak hours, which would likely have an impact on the local road network, including Hempstead Road (A4251).</p> <p>Large scale development would likely require significant improvements will need to be made to the local and strategic highway network, including in particular with the A41/M25 junction to the south of the site.</p>
Public Transport	<p>Site is within walking distance to the 500 bus services to Aylesbury and Watford, with a frequency of every 15-30 minutes.</p> <p>Site is also within reasonable distance of Kings Langley train station. Development of this site could contribute towards public transport enhancements in the area.</p>
Access	<p>Site is accessible from the local road network (Langley Lodge Lane). Road is narrow with no footpaths and has poor access to local facilities. Alternative access is likely to be achieved with A4251</p>
Water and Wastewater	<p>Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required.</p> <p>Wastewater - No infrastructure concerns as a result of development of this site.</p>
Other Utilities	<p>No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.</p>
Environmental Health	<p>The site is underlain by a Principal Aquifer associated with the Sussex White Chalk Formation.</p> <p>Large parts of the north western part of the larger parcel consist of historic landfill.</p>
Minerals Consultation Area	<p>The site is located in the Brick Clay Mineral Safeguarding Area</p>

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	X	✓	✓	X	?	X	X	✓	X	✓	✓	✓	✓

Officer Recommendation for New Local Plan: Site is not proposed as an allocation.

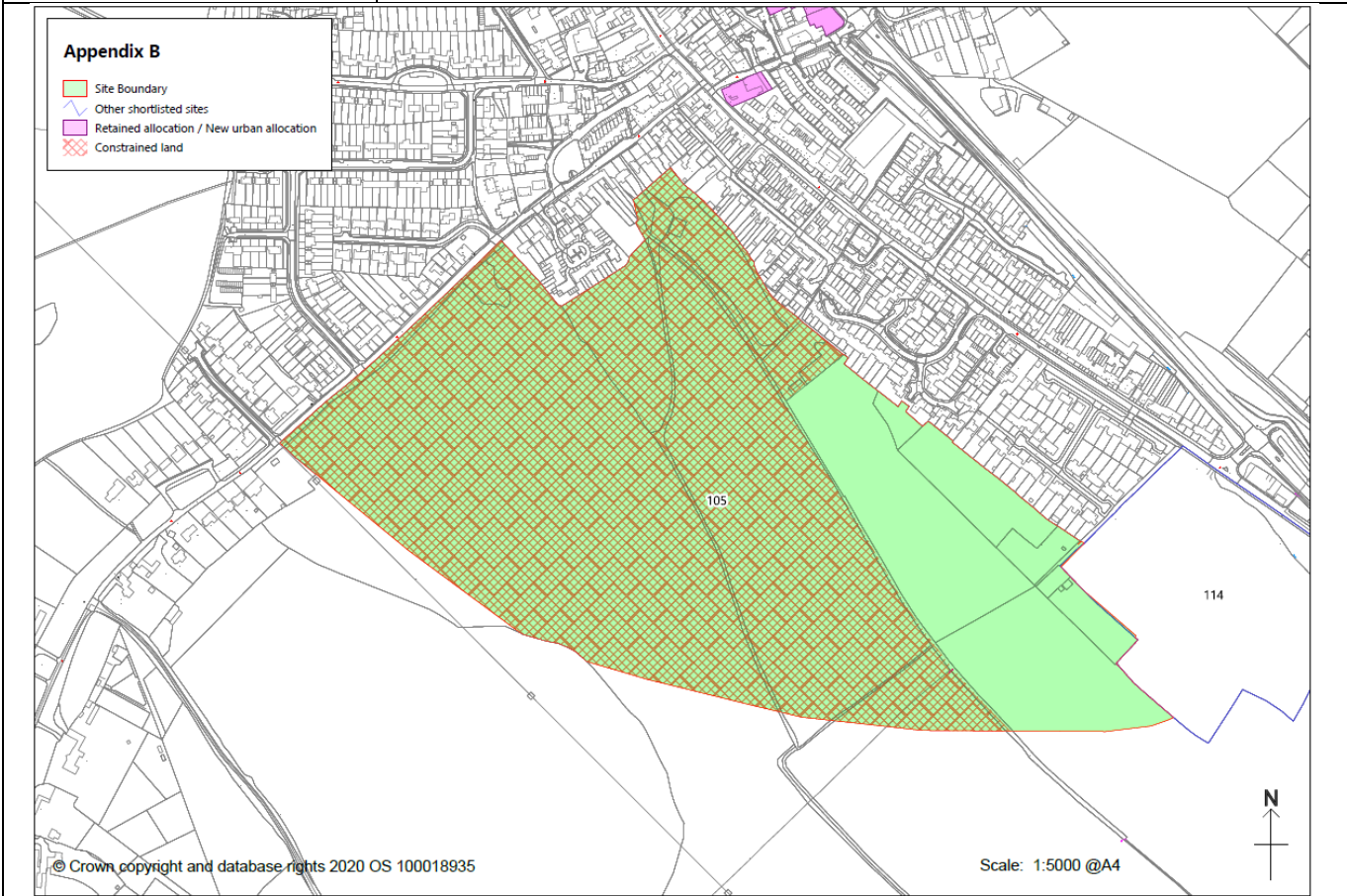
The site performs well on a number of criteria, including its spatial relationship to the strategic highway network, the train station and to the high street/A4251. The site however experiences a number of different constraints which do impact its development potential. The land to the east of the London Road is a Scheduled Monument

which is also at higher risk of flooding. Officers agree with the AECOM Site Assessment Study that much of the land to the west of London Road is highly sensitive in landscape terms and this is backed up by the more recent Landscape Sensitivity Assessment. Land to the north of the parcel is associated with the site of the historic Royal Palace and associated park, which date from the 14th century and is likely to have significant archaeological value. Having regard to this and other alternative in the area, officers consider the site is not suitable for allocating in the new Local Plan.

Markyate

Site Number: 105

Site Name: Cotton Spring Farm



Description:	Site comprises of a number of uses including public open space, allotments and agricultural land. The site adjoins the southern edge of the built-up area of Markyate and is bounded by other agricultural land to the east, south and west.
Capacity of site (from Site Assessment Study)	39 dwellings
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although it can provide public open space.
Landscape	The overall site is considered to have a high landscape sensitivity. The smaller fields to the north east of the site has a moderate landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel MY-A3) which is considered to make a strong contribution to the purposes of the Green Belt. The site is smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is at low risk of flooding from all sources. Access to the suitable part of the site is reliant on access being provided from the adjacent site, South of London Road, which includes the River Ver. If necessary infrastructure is required over the River Ver to enable development of this site to come forward, then the site would need to pass the sequential and exception test to merit site selection.
Ecology	There are no identified ecological constraints associated with this site.
Historic Environment	There are no identified built heritage or archaeological constraints associated with this site.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network.

	Development of this site in isolation would unlikely result in enhancements to the public transport network at Markyate, but is well located near to existing services.
Public Transport	Site is within walking distance to the local bus services. The 46 serves both Luton and Hemel and the 34 serves St Albans and Dunstable. Development of this site in isolation is unlikely to deliver public transport enhancements for the local and wider area.
Access	Direct access to site would be provided from Pickford Road although this would likely require development of land in the Chilterns AONB. Secondary access could be provided from the adjacent site (114, London Road).
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater - No infrastructure concerns as a result of development of this site.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	The site is underlain by a Principal Aquifer associated with the Holywell Nodular Chalk Formation and New Pit Chalk Formation.
Minerals Consultation Area	Site is not located in a Mineral Safeguarding Area.

Sustainability Appraisal

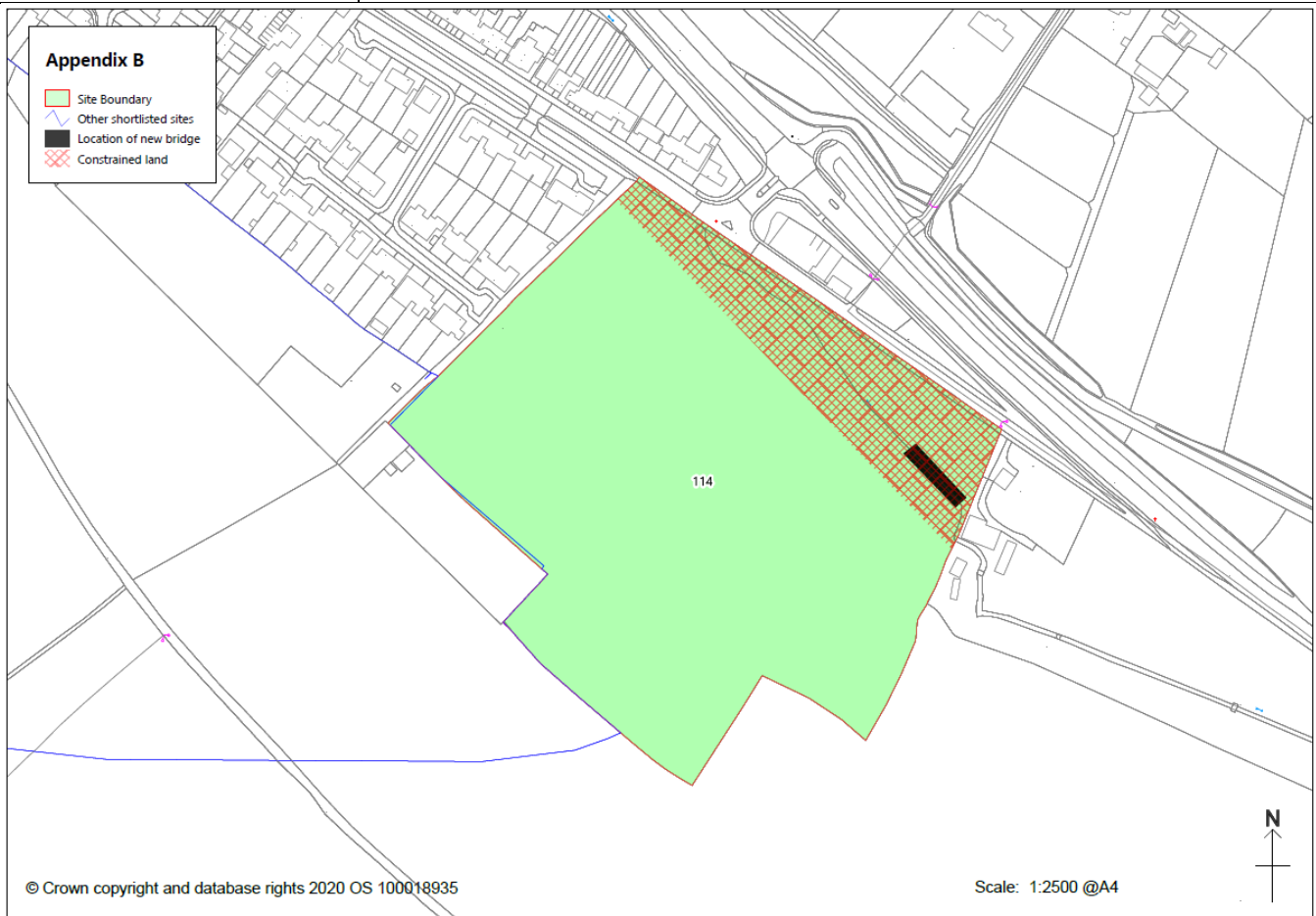
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	-	?	?	?	X	-	?	X	X	✓	✓	✓	✓	✓

Officer recommendation for the new Local Plan: Site is not proposed as an allocation.

The site performs well on a number of criteria, but there are a number of different constraints which do impact its development potential. The majority of the land is located in the AONB, which the NPPF attaches the highest status of protection. A small portion of the site is located outside of the AONB (but still within its setting) and adjoins the built up area of Markyate. Access to the site is also an issue. As officers are not recommending any development within the AONB, access is unlikely to be provided from Pickford Road, to the west of the site. It is highly unlikely that safe access could be provided from the established residential area to the north east, however a technical solution may be possible. The most credible point of access would be from the adjacent site 114 – London Road, which is also promoted for allocation in the new Local Plan, and requires a new single span bridge over the River Ver to be delivered in order to enable development. Sequentially, this site is unlikely to come forward for development in isolation and officers therefore consider that there are more suitable sites capable of delivering the strategy of the Local Plan.

Site Number: 114

Site Name: London Road



Description:	Parcel of agricultural land which adjoins the south eastern corner of the settlement of Markyate, bounded by agricultural land to the east and south, and by the London Road and A5183 to the north. The River Ver crosses through the northern portion of the site.
Capacity of site (from Site Assessment Study)	131 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Markyate, including a new primary school to meet existing and future needs, however it would impact upon the amount of housing that the site could deliver. Engagement to date has demonstrated the ability for the site to deliver a parkland setting around the River Ver to serve existing and future residents of Markyate.
Landscape	The overall site is considered to have a low-moderate landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel MY-A3) which is considered to make a strong contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site includes the River Ver (Flood Zone 2 and 3). While residential development can be sequentially located away from areas of higher flood risk within the site, necessary infrastructure in the form of a single-span bridge is needed to enable development. The allocation of the site therefore needs to satisfy the sequential and exception test to site selection.
Ecology	There are no identified ecological constraints associated with this site.

Historic Environment	There are no identified built heritage or archaeological constraints associated with this site.
Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network.
Public Transport	The site is in walking distance to the frequent 34 and 46 services to Luton Town Centre and Dunstable. Site is also within walking distance to local, yet infrequent bus services such as the 34 to St Albans, 46 to Hemel Hempstead, the 807 to Harpenden and the 846 to Markyate. Development of this site in isolation is unlikely to delivery public transport enhancements for the local and wider area.
Access	It is unlikely that safe site access can be provided via Dammersey Close, avoiding the River Ver (Flood Zone 2/3). Access would be required to cross the River Ver. The crossing point which would have the least risk is close to the eastern boundary. The provision of a new bridge in this location could impact upon the viability of the site.
Water and Wastewater	Water – There is sufficient water supply in the region, however reinforcements to the network, including possible new pumping stations may be required. Wastewater - No infrastructure concerns as a result of development of this site.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	Site is underlain by a Principal Aquifer associated with the Holywell Nodular Chalk Formation and New Pit Chalk Formation. A vehicle repair and servicing centre is located to the north of the site and may be a source of contamination. As any development of the site is likely to be to the south of the River Ver, this is unlikely to be an issue. The A5183 may be a source of noise pollution.
Minerals Consultation Area	Site is not located in a Mineral Safeguarding Area.

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	✓	?	XX	?	X	-	-	X	✓	X	✓	✓	✓	✓

Officer recommendation for new Local Plan: Site is proposed for an allocation of around 150 dwellings with public open space, subject to masterplanning

The site performs well on a number of criteria, with the majority of identified constraints likely to be mitigated through new development. Part of the site includes the River Ver, which traverse the site and gives rise to a higher risk of flooding on part of the site. Access would also be required to cross the River in order to enable development of the site. Officers have considered the sequential test for flood risk and consider that any new residential development can avoid areas of higher flood risk through effectively policy wording.

Exception Test to flood risk: The requirement for a single-span bridge means that the site would need to pass the exception test to site selection. Officers consider that there are no other suitable and available sites in Markyate which are at lower risk of flooding. The adjacent site 105 – Cotton Spring Farm is expected to also require access

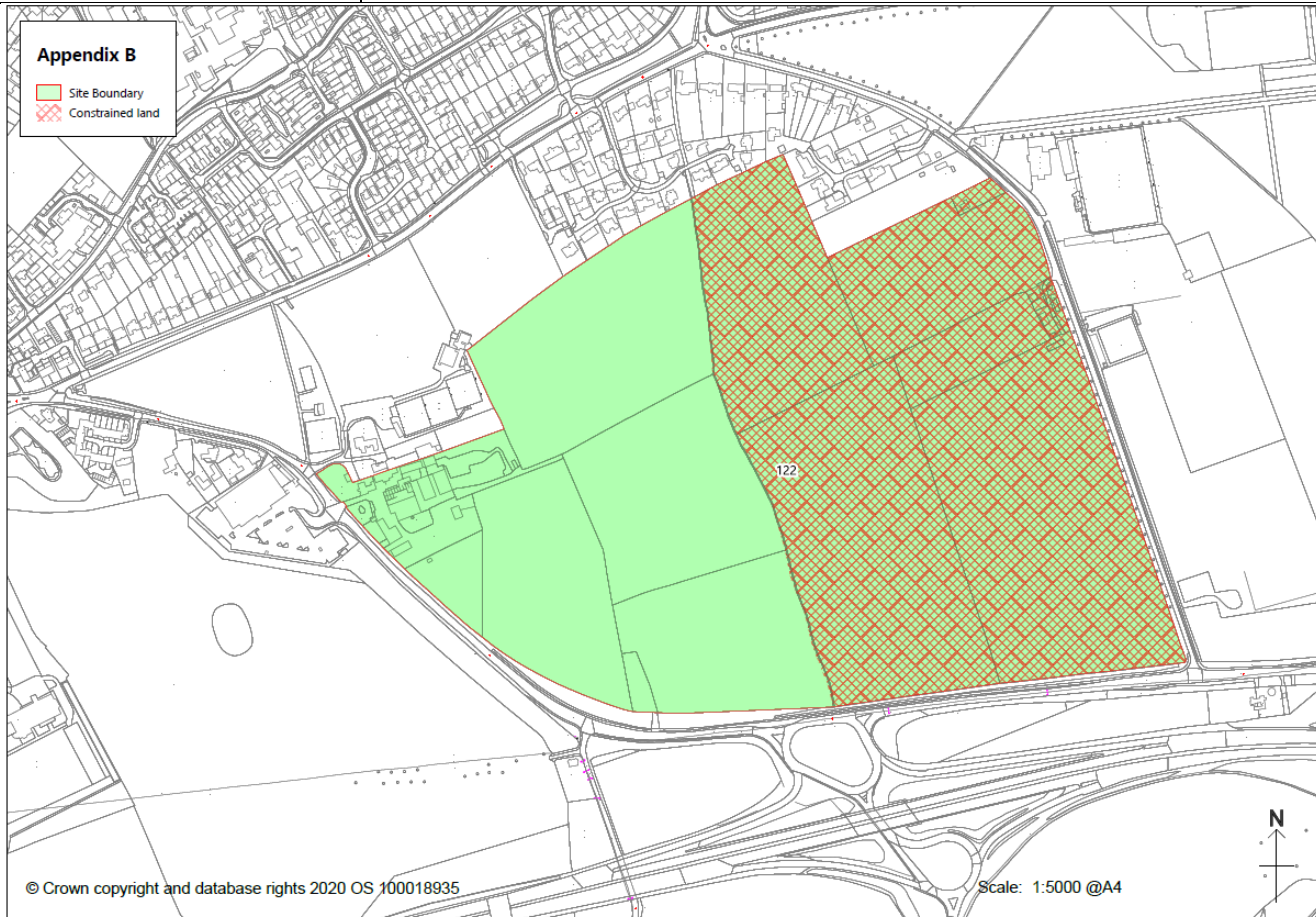
from this site in order to unlock development. Engagement with the Environment Agency has identified the most suitable crossing point over the river, minimises the risk for flooding.

Having regard to the outputs of evidence prepared to date, including the sustainability appraisal, officers consider that the allocation of the site will deliver wider sustainability benefits for both Markyate and the borough as a whole, including substantial new public open space, much needed housing (including affordable housing) and biodiversity gains outweigh the flood risk associated with this site. The level 2 SFRA identifies a number of recommendations which can be captured through a site specific policy requirement and will ensure that development will be safe for its lifetime. Having regard to this, officers consider that the exception test is passed in this instance and recommend the site is allocated to meet the strategy of the Local Plan.

Tring

Site Number: 122

Site Name: Dunsley Farm



Description:

Predominantly agricultural land, with some farm buildings and small-scale commercial development, bounded to the north and west by formal sports facilities, a large convenience supermarket, Tring Park and the wider built-up area of Tring. Site is bounded to the east by further sports facilities and the grounds of Pendley Manor, and to the south by the A4251 and A41.

Capacity of site (from Site Assessment Study)

287 dwellings

Potential for new Public/Community Facilities

The site is of a scale that could deliver additional community facilities for Tring, including a new local centre and primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing and would likely require some or all of the land designated a Local Wildlife Site. The site is also expected to deliver employment land to meet local and wider borough needs.

Landscape

The overall site is considered to have a moderate landscape sensitivity. The site forms part of the setting of the AONB.

Green Belt Evaluation

The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel TR-A5) which is considered to make a moderate contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel TR-A5 so its contribution to the purposes of the Green Belt is unchanged.

Flooding

The site is wholly in Flood Zone 1. Site is at a higher risk of surface water flooding. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.

Ecology

The majority of the eastern part of the site consists of a designated Local Wildlife Site. Further work is needed to fully understand the particular characteristics of this designation, which is given for its meadow value and species that grow there. In the absence of detailed survey work at this stage, it

	is considered that this part of the site is not suitable for development, but could be used for biodiversity enhancements and retained as open space.
Historic Environment	The site is adjacent to Tring Park (Registered Park and Garden) but is well screened by a mature hedgerow. The Park separates the site from Tring Conservation Area. There are a number of areas of archaeological significance in the vicinity of the site and it is likely that an archaeological evaluation would be required early in the planning process.
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including the London Road, Cow Lane and Station Road. Development of the whole parcel could provide for some enhancements to existing junctions in the area, including the Cow Lane junction with Station Road. The site could also make a positive contribution to new/enhanced sustainable transport connections with the existing town and to Tring Station.
Public Transport	Site is in walking distance with a range of frequent bus services, including the 500 service to Hemel Hempstead, Aylesbury, Watford and Berkhamsted. Development of this site could contribute towards public transport enhancements in the local and wider area.
Access	Existing access if available from London Road. Access could also be provided via Cow Lane, if the eastern portion of the site was suitable for development.
Water and Wastewater	Water/Wastewater – Significant upgrades are likely to be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	The site is underlain by a Principal Aquifer associated with the Holywell Nodular Chalk Formation and New Pit Chalk Formation. Site in proximity to the A41 which could give rise to noise quality issues. Any effects are likely to be mitigated through an appropriate buffer if required.
Minerals Consultation Area	Site is not located in a Mineral Safeguarding Area.

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing		SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	?	✓	✓	X	-	?	X	✓	X	✓	✓	✓	✓	✓

Officer Recommendation for new Local Plan: Site is proposed for an allocation of around 400 dwellings, approximately 5 hectares of new employment land to serve local needs and will deliver a new primary school.

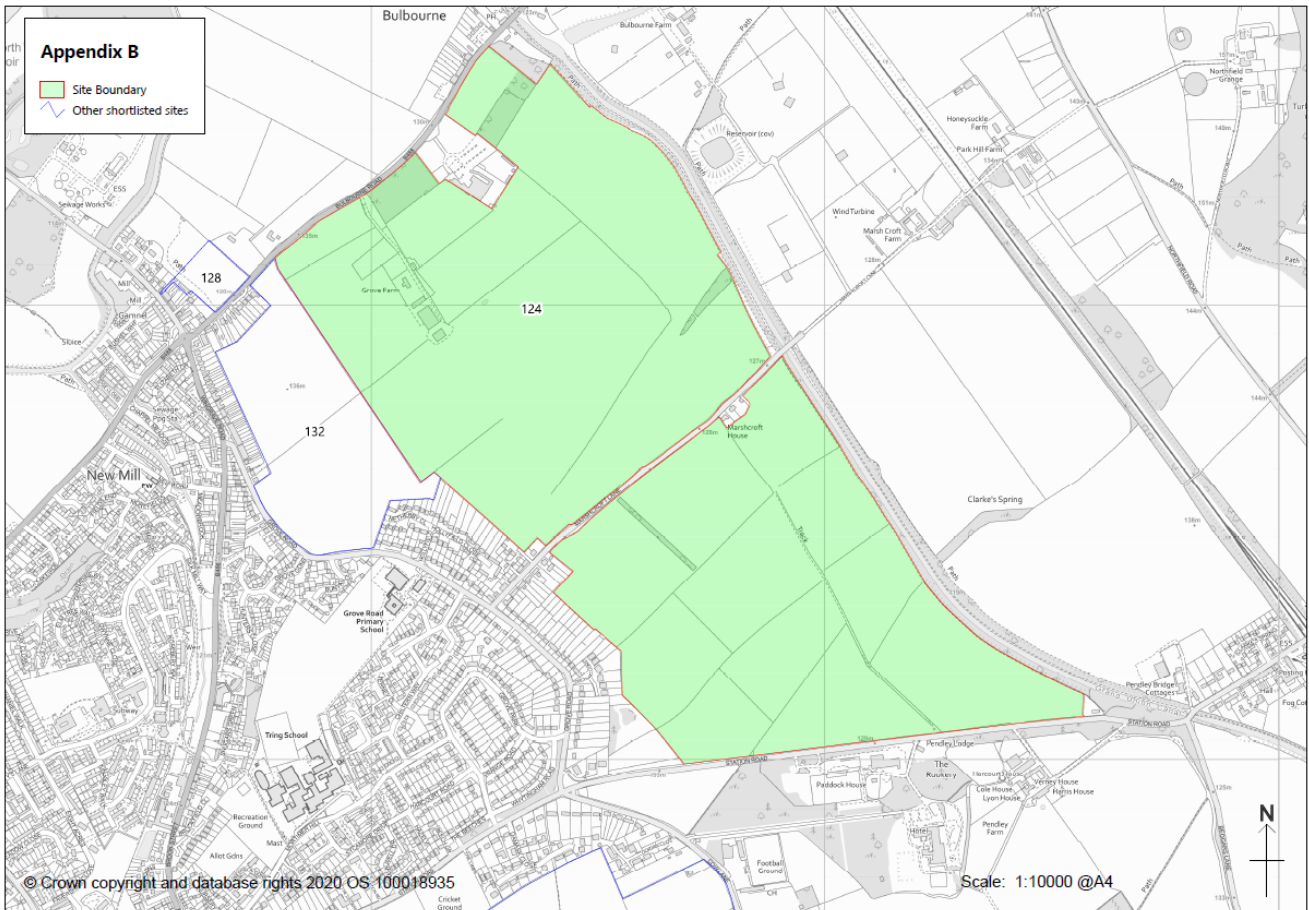
The site performs well against a number of identified constraints, including its relationship with the existing town centre and proximity to the A41. The site is within the setting of the Chilterns AONB, although the impact of development on its setting is likely to be less when compared to alternatives. In addition to this, the eastern part of the site is currently designated a Local Wildlife Site. Officers are currently considering the merits of the Local Wildlife Site, including if it contains priority habitats and species, and are currently taking a cautious view that this land should not be developed on. Depending on the outputs of detailed survey work of this site, this situation will be reviewed prior to the plan being finalised.

Any development would need to respect heritage assets in the area, and officers believe that can be adequately mitigated. The site's location adjacent to the junction with the A41 is also a benefit in terms of reducing impacts on the local road network, when compared to alternatives in the area, and is reasonably well positioned relative to the existing town centre and to the train station.

The identified constraints need to be balanced against the site's potential to deliver important new infrastructure for the town, namely in respect to education provision and new employment land to serve local needs. Having regard to this and alternative sites, officers recommend that the site is allocated to meet the strategy of the new Local Plan.

Site Number: 124

Site Name: Land East of Tring



<p>Description:</p>	<p>Site predominantly consists of agricultural land and is bounded to the west by the existing built up area of Tring and agricultural land (Site 132 – New Mill), to the south by Station Road and the grounds of Pendley Manor, to the east by the Grand Union Canal and to the north by the B488/Bulbourne Road. The site is bisected by Marshcroft Lane (Roman Road).</p>
<p>Capacity of site (from Site Assessment Study)</p>	<p>2,084 dwellings</p>
<p>Potential for new Public/Community Facilities</p>	<p>Site of this scale has significant potential to deliver large scale community services ranging from multiple local/neighbourhood centres that incorporate primary schools, a new secondary school, and sports and leisure facilities. Engagement to date has identified the potential to deliver a large area of open space along the northern boundary of the site, as well as additional open space to be woven into new communities. Development of this scale is likely to provide additional services such as GP’s and retail units to serve existing and future communities.</p>
<p>Landscape</p>	<p>The overall site is considered to have a moderate-high landscape sensitivity. The site forms part of the setting of the AONB.</p>
<p>Green Belt Evaluation</p>	<p>The Stage 2 Green Belt Study identifies the site forms part of two larger parcel (Parcel TR-A2 and TR-A3) which are considered to make a strong contribution to the purposes of the Green Belt. The site broadly corresponds with the extent of these parcels and includes the land furthest from the settlement. It is therefore considered that its contribution to the purposes of the Green Belt is unchanged.</p>
<p>Flooding</p>	<p>The site is wholly in Flood Zone 1. Site is at a higher risk of surface water flooding. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.</p>
<p>Ecology</p>	<p>The Grand Union Canal adjacent to the site is a designated Local Wildlife Site, as is a parcel of land adjacent to the south-western corner of the site. Any</p>

	development would need to ensure that these areas are protected and where possible enhanced. Large scale development could give rise to possible adverse effects on other important designated sites in the area (Chiltern Beechwood SAC, Tring Reservoirs SSSI). Suitable Alternative Natural Greenspace (SANG) may need to be required to offset such effects.
Historic Environment	The plot is bisected by Marshcroft Lane (Roman Road) which crosses the canal on a Grade II listed bridge. There are a number of Grade II listed buildings surrounding the site. The site also lies within an area of archaeological significance.
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including Station Road, Bulbourne Road and routes through to the A41 junction, including Cow Lane and London Road. Development of the whole parcel could provide a new link road through the site linking Station Road and Bulbourne Road and this would likely alleviate pressures on some routes such as Brook Street.
Public Transport	Site is within walking distance to the frequent local bus services to Tring, as well as the 61 and 164 services to Aylesbury with a frequency of every 30minutes to 1 hour. Site is also within walking distance to the less frequent bus services to Dunstable, Ivinghoe and Pitstone. Site is in reasonable distance to Tring train station. Development of this site could contribute towards significant public transport enhancements in the area, including the delivery of dedicated new bus services.
Access	Existing access is available from Bulbourne Road and access is likely to be provided onto Station Road. Marshcroft Lane is not suitable for vehicular access. Further linkages could be provided through the adjacent Site 132 – New Mill.
Water and Wastewater	Water/Wastewater – Significant upgrades are likely to be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	The site is underlain by a Principal Aquifer associated with the West Melbury Marly Chalk Formation and Zig Zag Chalk Formation. Development may impact local air quality, and will need mitigation.
Minerals Consultation Area	Site is not located in a Mineral Safeguarding Area.

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change	SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment		
X	✓	?	?	X	✓	X	✓	XX	-	X	X	✓	✓	✓	✓	✓

Officer Recommendation for New Local Plan: Site is proposed for an allocation of around 1,400 dwellings, a new community hub with sports and leisure facilities, primary and secondary school education, and a new link road between Bulbourne Road and Station Road.

The site performs well against a number of identified criteria, including in particular the site's relationship to the train station. The site forms part of the setting of the Chilterns AONB which gives rise to additional landscape sensitivities. Officers consider that these impacts can be mitigated through the delivery of a new

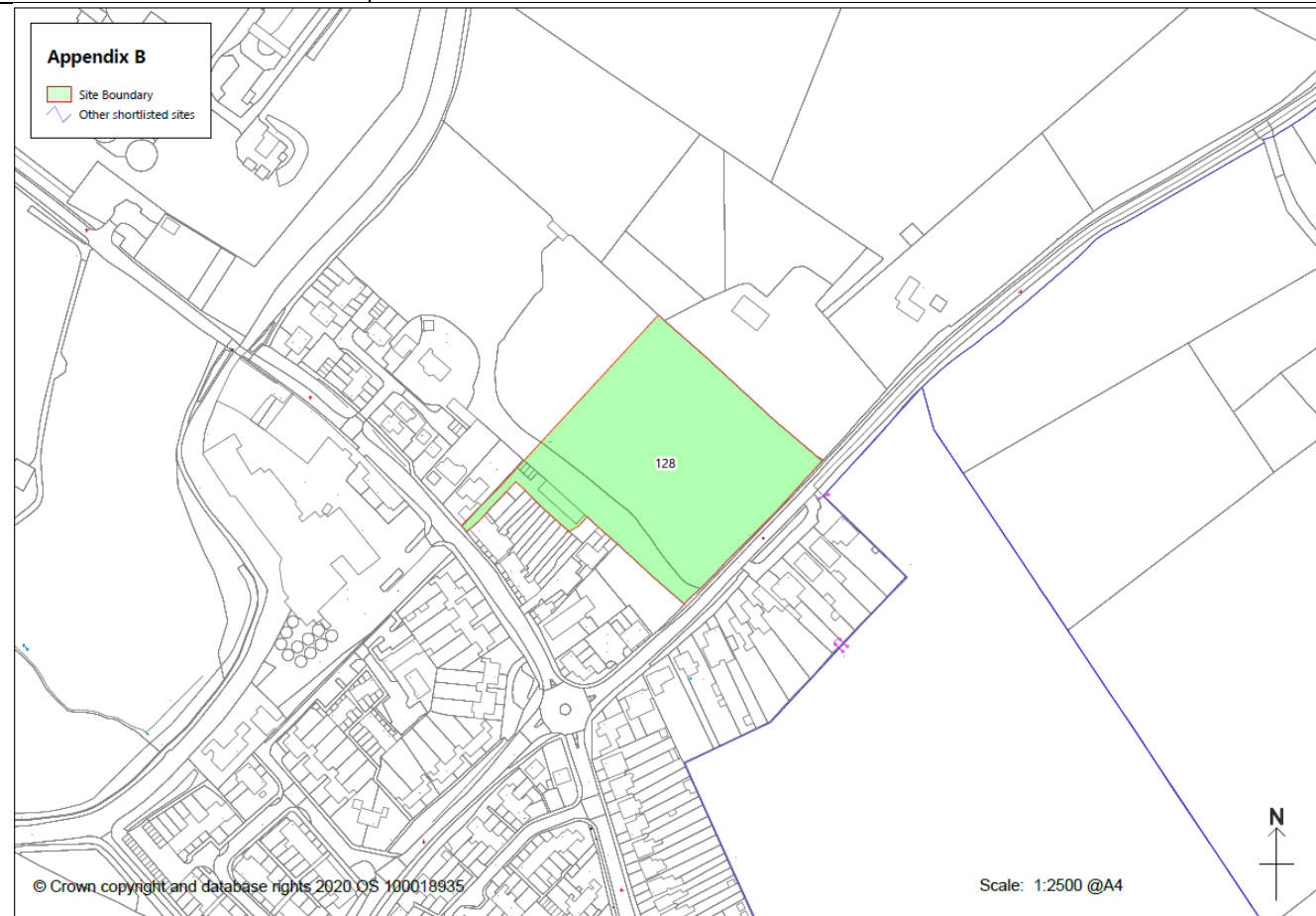
landscape structure across the site, and the delivery of a linear park parallel to the Grand Union Canal should deliver additional screening as well as sufficient Suitable Alternative Natural Greenspace to offset recreational impacts on the Chiltern Beechwoods SAC.

The site has the potential to deliver significant new social and community infrastructure to benefit both new and existing communities, when compared to some alternative sites. These include a new community hub, formal and informal recreation space, a primary and secondary school, a new link road between Bulbourne Road and Station Road, and high quality sustainable transport links to the town centre and to the train station. On this basis, officers recommend that the site

Spatially, the site's relationship with the adjacent site New Mill is critical to ensuring the sustainable movement of people through the settlement and it is important that this opportunity is maximised to ensure the Tring place strategy is delivered.

Site Number: 128

Site Name: Land South of Gannel Farm, Bulbourne Road



Description:	Site predominantly consists of agricultural land and bounded to the south by the Bulbourne Road and the built-up area of Tring, and to the north by agricultural land. The sewage treatment works lies just beyond the extended parcel of land to the north west.
Capacity of site (from Site Assessment Study)	39 dwellings.
Potential for new Public/Community Facilities	Site is of a scale that is unlikely to deliver significant new community services and facilities directly, although it can provide public open space.
Landscape	The overall site is considered to have a moderate landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel TR-A1) which is considered to make a strong contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is wholly in Flood Zone 1. Site is at a higher risk of groundwater flooding. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.
Ecology	Site is approximately 350m from Tring Reservoirs SSSI, an important area for habitats associated with open water and is an important area for breeding, passage and wintering birds, and for interesting invertebrate communities. Development of this site in isolation would unlikely have an impact on the special characteristics of the SSSI.
Historic Environment	Development of this site would unlikely have an impact on designated heritage assets in the area.

Highways Impact	Development of this site would likely result in an increase in traffic to and from the site at peak hours, which would have a limited impact upon the local road network, particularly when compared to alternatives in the area.
Public Transport	Site is within walking distance to a range of bus services providing for the local area which are however, infrequent. Site is distant from frequent bus services to Watford and Aylesbury. Development of this site in isolation is unlikely to deliver enhancements to the public transport network in the area.
Access	Site has existing access from Tringford Road, however this is considered inadequate for the purposes of development of this site. Site is accessible to the local road network and to local facilities.
Water and Wastewater	Water/Wastewater – No infrastructure concerns as a result of development of this site.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	The site is underlain by a Principal Aquifer associated with the West Marly Melbury Chalk Formation and Zig Zag Chalk Formation. Heygates Grain is located approximately 50m south-west of the site, and may be a potential source of contamination, however the risk of this is considered to be low.
Minerals Consultation Area	Site is not located in a Mineral Safeguarding Area.

Sustainability Appraisal

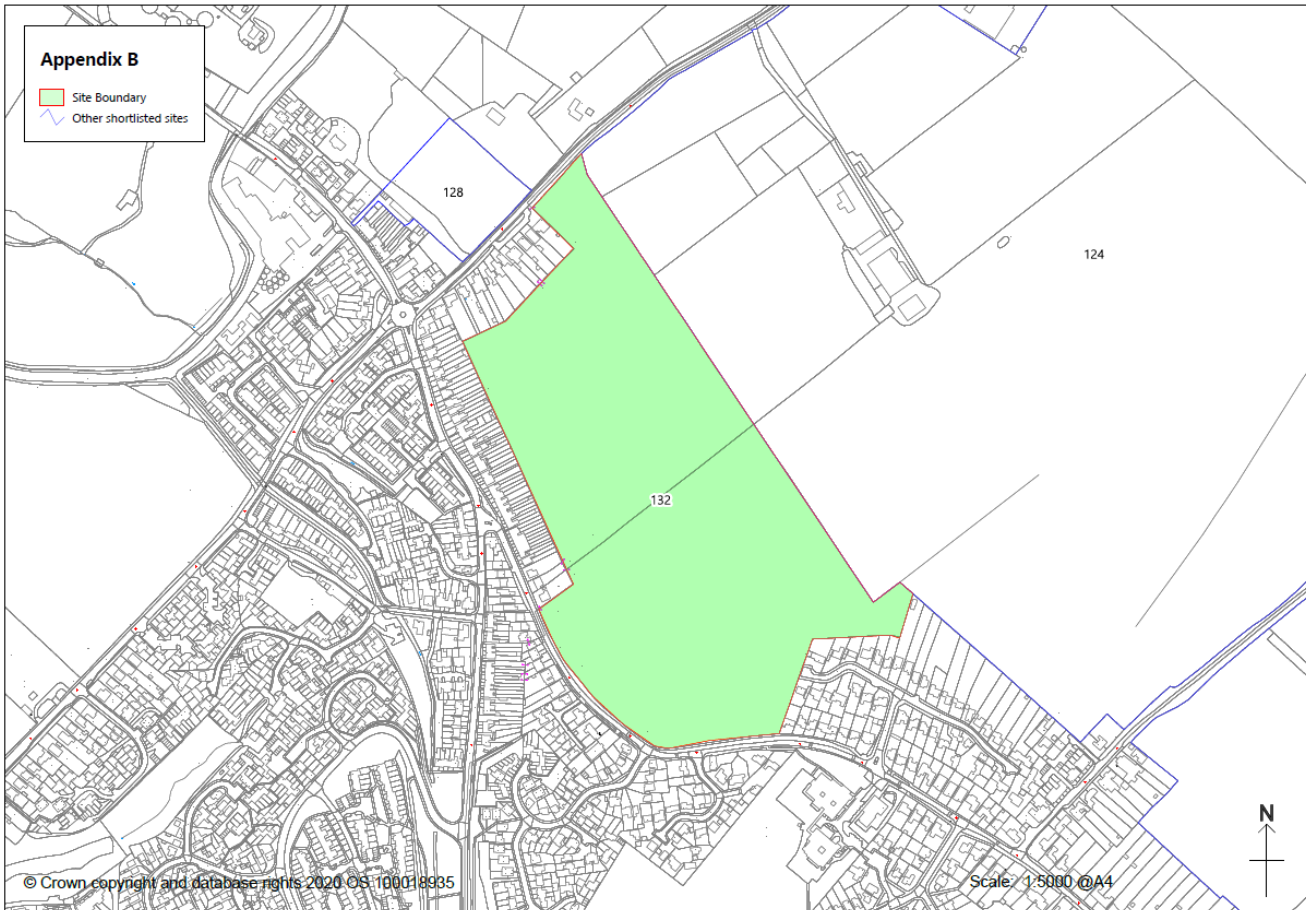
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change		SA5 Air quality		SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	-	-	X	✓	X	✓	X	-	-	X	✓	✓	✓	✓	✓	✓

Officer Recommendation for New Local Plan: Site is not proposed as an allocation.

Site performs reasonably well with respect to a number of identified criteria. Parts of the site are exposed to wider views however officers consider that these impacts are much smaller when compared to alternative sites, and can be appropriately mitigated. The site is unlikely to deliver any substantial infrastructure to serve both existing and new communities, and would only make a limited contribution towards meeting future housing needs, when compared against alternatives elsewhere in Tring. Having regard to the potential to deliver housing in the short term, officers consider that there are more suitable sites elsewhere which will help to deliver the strategy of the Local Plan.

Site Number: 132

Site Name: New Mill



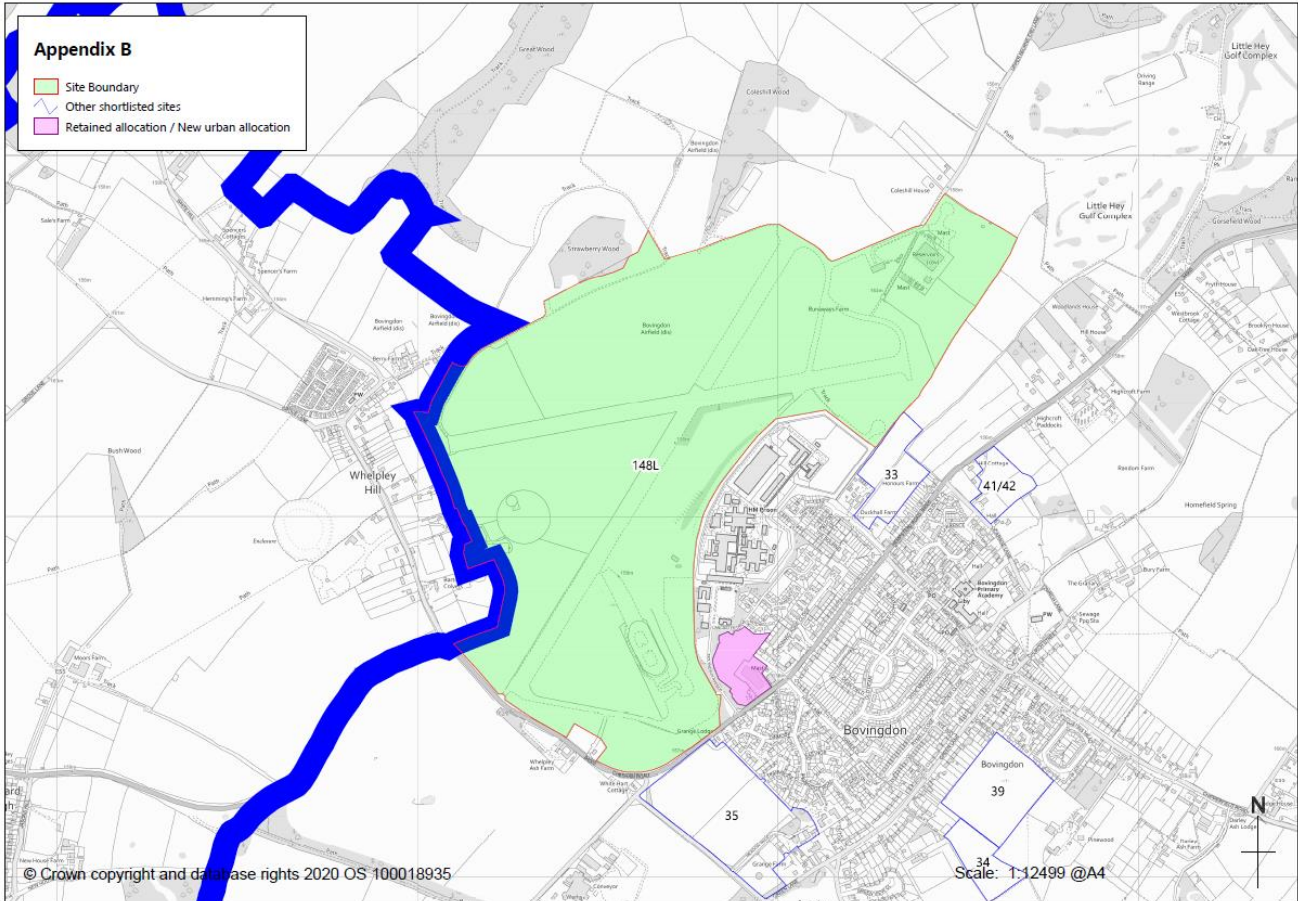
Description:	Site predominantly consist of agricultural land and is bounded to the south, west and north by the existing built-up area of Tring, Grove Road and Bulbourne Road and to the east by agricultural land (site 124 – East of Tring)
Capacity of site (from Site Assessment Study)	367 dwellings
Potential for new Public/Community Facilities	The site is of a scale that could deliver additional community facilities for Tring, including a new local centre and primary school. Site is of a sufficient scale that could provide a secondary school, however this would reduce the ability of the site to deliver housing.
Landscape	The overall site is considered to have a moderate landscape sensitivity. The site forms part of the setting of the AONB.
Green Belt Evaluation	The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcel TR-A2) which is considered to make a strong contribution to the purposes of the Green Belt. The site is much smaller than the parcel assessed and therefore it could be concluded that its contribution to the purposes of the Green Belt would be less than that stated in the study.
Flooding	The site is wholly in Flood Zone 1. Site is at a higher risk of surface water flooding. Any risks are likely to be mitigated through more detailed analysis at the planning application stage.
Ecology	Site is approximately 500m from Tring Reservoirs SSSI, an important area for habitats associated with open water and is an important area for breeding, passage and wintering birds, and for interesting invertebrate communities. Development of this site in isolation would unlikely have an impact on the special characteristics of the SSSI.
Historic Environment	Development of this site would unlikely have an impact on designated heritage assets in the area.

Highways Impact	Development is likely to have an impact on the local road network at peak periods, including Bulbourne Road, and Grove Road and routes through to the A41 junction, including Station Road, Cow Lane and London Road. Improvements would likely be required to important junctions in the area, in particular the junction of Station Road with Grove Road and Cow Lane. The site could also make a positive contribution to new/enhanced sustainable transport connections with the existing town and to Tring Station.															
Public Transport	Site is within walking distance to a wide range of bus services to the local area and surrounding area. The more frequent services being to Tring, and Aylesbury. Site is also distant to frequent bus services to other major settlements such as Berkhamsted, Watford and Hemel Hempstead. Development of this site could contribute towards public transport enhancements in the local and wider area.															
Access	Existing access is available from Grove Road although the location of the access may need to be revised to ensure it meets current highway safety standards. Access is also likely to be made available onto Bulbourne Road. Further linkages could be provided through the adjacent Site 124 – East of Tring.															
Water and Wastewater	Water / Wastewater - Significant upgrades are likely to be required to ensure sufficient capacity is available ahead of development.															
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.															
Environmental Health	Site is underlain by a Principal Aquifer with the West Melbury Marly Chalk formation and Zig Zag chalk formation.															
Minerals Consultation Area	Site is not located in a Mineral Safeguarding Area.															
Sustainability Appraisal																
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change		SA5 Air quality		SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment
X	?	?	X	✓	X	?	X	-	-	X	✓	✓	✓	✓	✓	✓
Officer Recommendation for New Local Plan: Site is proposed for an allocation of around 400 dwellings, including the provision of open space to serve existing and future needs, and high quality sustainable transport linkages which connect with Site 124 – East of Tring and to the Train Station.																
The site performs well against a number of identified criteria, and is considered a logical extension to the settlement of Tring. The site forms part of the setting of the Chilterns AONB which gives rise to additional landscape sensitivities, however the allocation of the land to the east reduces this impact. Highways Impacts on Grove Road are a constraint and it is likely that development of this site would deliver junction improvements with Station Road and with Wingrave Road. The constraints need to be considered against the site’s potential to deliver high quality links, new public open space and green corridors with the wider area, delivering safe routes for people to walk and cycle to the town centre, key areas of employment, the train station and the new community hub on adjacent land. Having regard to this, officers recommend the site is allocated to meet the strategy of the new Local Plan. Spatially, the site’s relationship with the adjacent site East of Tring is critical to ensuring the sustainable movement of people through the settlement and it is important that this opportunity is maximised to ensure the Tring place strategy is delivered.																

New Settlement Options

Site Number: 148L

Site Name: Bovington



Description:

Site predominantly consists of a former airfield, including a large amount of previously development land. It is bounded to the south by HMP The Mount and the settlement of Bovington, to the east and north by agricultural land/open countryside, and to the west by the hamlet of Whelpey Hill. Site is the current location for a number of active businesses, including a film studio, regular market and motor racing experiences.

Capacity of site (from Site Assessment Study Addendum)

2,140 dwellings

Potential for new Public/Community Facilities

Site of this scale has significant potential to deliver large scale community services ranging from multiple local/neighbourhood centres that incorporate primary schools, a new secondary school, and sports and leisure facilities. Development of this scale is likely to provide additional services such as GP's and retail units to serve existing and future communities.

Landscape

The overall site is considered to have a low-moderate landscape sensitivity.

Green Belt Evaluation

The Stage 2 Green Belt Study identifies the site forms part of a larger parcel (Parcels BV-A1) which is considered to make a weak contribution to the purposes of the Green Belt. The site broadly corresponds with Parcel BV-A1 so its contribution to the purposes of the Green Belt is unchanged.

Flooding

The site is at low risk of flooding from all sources.

Ecology

There is an ancient woodland adjacent to the northern boundary of the site. This is also a designated local wildlife site and there are a number of other wildlife sites in to the north and north east of the site. There are TPOs on the northern boundary of the site.

Historic Environment

There are a small number of listed buildings in close proximity to the southern and western boundaries of the site. Any potential impacts of development are

	likely to be mitigated through masterplanning and careful design. The site is relatively distant from Bovington Conservation Area. The former use of the site as an RAF and USAAF base during World War II may give rise to some additional heritage value. This would need to be explored in advance of any development.
Highways Impact	Development is likely to have an impact on the local road network at peak periods, including Chesham Road, Green Lane and the B4505. Significant enhancements to the local and wider road network would likely be required as a result of development of this site.
Public Transport	Site is within a reasonable distance to hourly bus services of the 105 to Uxbridge/Amersham and the 105 service to Hemel Hempstead. Development of this site could deliver new/enhanced public transport connections with the wider area, although such enhancements will likely depend on additional opportunities for growth along these corridors.
Access	Existing access if available from Chesham Road and Upper Bourne End Lane. Significant enhancements to existing access arrangements are likely to be required to accommodate a new settlement in this location.
Water and Wastewater	Water/Wastewater – Significant upgrades would likely be required to ensure sufficient capacity is available ahead of development.
Other Utilities	No major power lines/pylons or gas pipelines traverse the site. No significant issues have been identified with respect to gas or electricity provision for the site, although some reinforcements or enhancements to these networks may be required to accommodate growth.
Environmental Health	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation. An historical inert landfill is located on-site. Given the existing uses on this site, there is potential for ground contamination to exist which could impact upon the development potential of the site.
Minerals Consultation Area	Site is located within the Brick Clay Mineral Safeguarding Area.

Sustainability Appraisal

SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change		SA5 Air quality		SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
?	✓	-	-	✓	X	✓	X	✓	-	?	X	✓	X	✓	✓✓	✓	✓

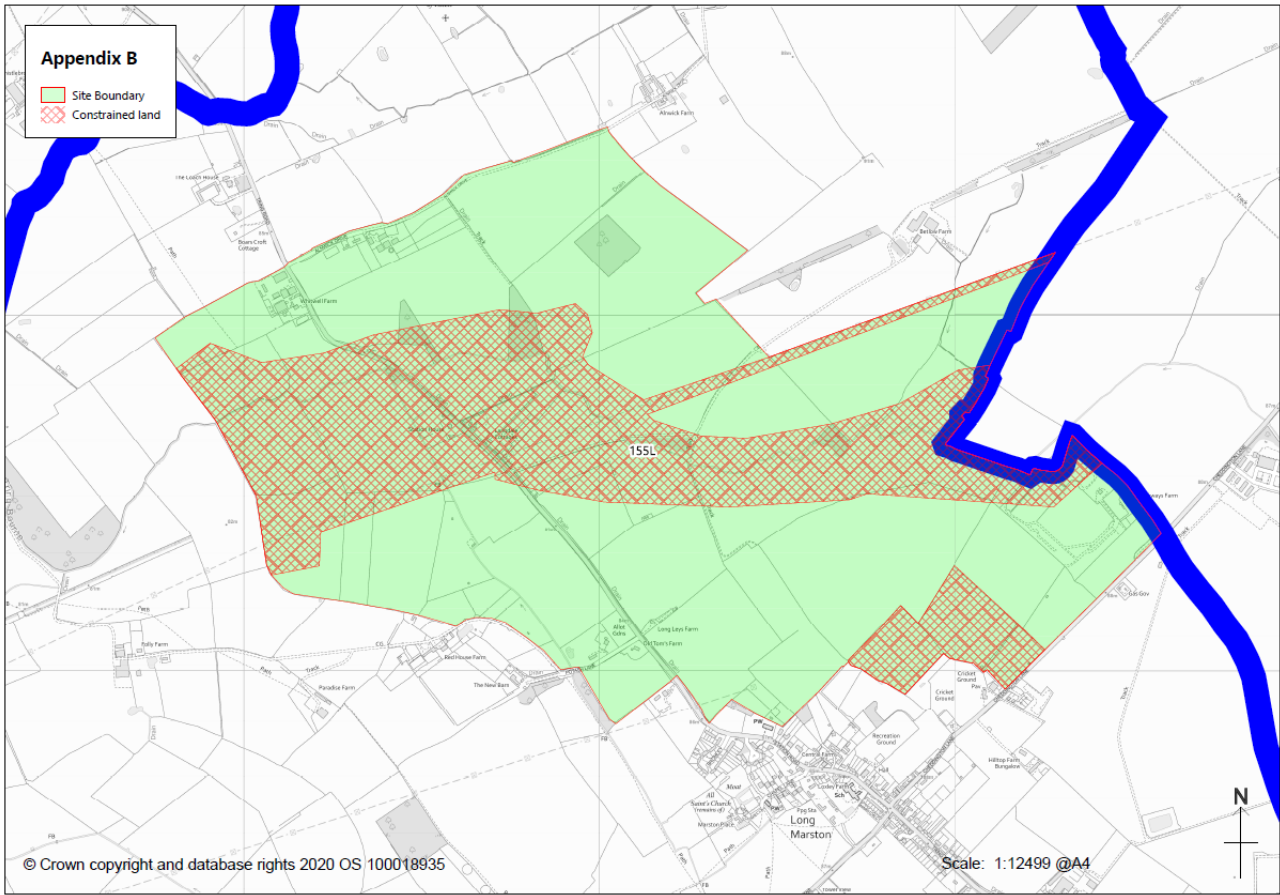
Officer Recommendation for new Local Plan: Site is not proposed as an allocation.

The site performs well on a number of criteria, including the previously developed nature of the site. The flat, open nature of the site gives rise to landscape constraints however it is expected that any new development would be expected to deliver significant new landscape infrastructure to mitigate adverse effects. A major urban expansion or delivery of a new settlement in this location would likely require a strategic solution to transport infrastructure in the area, given the site's distance from high order facilities, including key areas of work. It is recognised that any development would need to deliver new on-site infrastructure, such as a local centre, primary and secondary school provision, employment opportunities and public open space for example, in order to minimise the need to travel elsewhere. A key constraint at this stage is that the site currently serves a number of economic roles that are important to the local area. These include film production facilities, a well-established market and a number of smaller businesses. At present, the site is not promoted for

redevelopment and there is no reasonable prospect that the site will be made available during the Local Plan period. For this reason, the site is not recommended for allocation in the new Local Plan.

Site Number: 155L

Site Name: Land near to Long Marston



Description:

Site predominantly consists of agricultural land in the open countryside. The site is bounded to the south by the village of Long Marston, and to the east, north and west by agricultural land. It also includes a number of residential dwellings, farm buildings and other rural enterprises.

Capacity of site (from Site Assessment Study Addendum)

3,481 dwellings

Potential for new Public/Community Facilities

Site of this scale has significant potential to deliver large scale community services ranging from multiple local/neighbourhood centres that incorporate primary schools, a new secondary school, and sports and leisure facilities. Development of this scale is likely to provide additional services such as GP's and retail units to serve future communities.

Landscape

The overall site is considered to have a high landscape sensitivity, although there is potential for the sensitivity to be less in some localised parts. The site forms part of the setting of the AONB.

Green Belt Evaluation

Not applicable as the site is not located in the Green Belt.

Flooding

The site includes a substantial area of the River Thames flood plain (Flood Zone 2 and 3) which bisects the site from east to west. While residential development can be sequentially located away from areas of higher flood risk within the site, it is likely that necessary infrastructure in the form of new bridges are likely to be required as part of wider enhancements to the local road network, including to the A41. The allocation of the site therefore needs to satisfy the sequential and exception test to site selection.

Ecology

There are designated Local Wildlife Sites off Cheddington Lane and adjacent to the Cricket Ground, within the site. These would likely need to be retained and where possible enhanced alongside any development. There is likely to be significant biodiversity along the River Thames corridor.

Historic Environment	There are a number of listed buildings in close proximity to the southern boundary of the site. Any potential impacts of development are likely to be mitigated through masterplanning and careful design. Part of the site is within two Areas of Archaeological Significance. A scheduled monument is located adjacent to the northern boundary of the site and may be a constraint to development in this area.															
Highways Impact	The existing road network in the area of the site would be unlikely to cope with growth proposed as part of a new settlement in this location. Significant new upgrades would likely be required, including a strategic solution to connecting with the A41.															
Public Transport	Site is remote from local bus services, however development of this site could deliver new public transport connections with the wider area, although such enhancements will likely depend on additional opportunities for growth along these corridors. Site is approximately 4-5km from Cheddington train station (Buckinghamshire).															
Access	Access is likely to be available from Cheddington Lane and Station Road. Significant enhancements to existing access arrangements are likely to be required to accommodate a new settlement in this location.															
Water and Wastewater	Water/Wastewater – Significant upgrades are likely to be required to ensure sufficient capacity is available ahead of development.															
Other Utilities	Major power lines/pylons traverse the site. Significant reinforcements or enhancements to the gas or electricity networks may be required to accommodate growth.															
Environmental Health	The site is underlain by the Gaunt Formation and Upper Greensand Formation.															
Minerals Consultation Area	Site is not located in a Mineral Safeguarding Area.															
Sustainability Appraisal																
SA1 Biodiversity	SA2 Water	SA3 Flood risk	SA4 Climate change		SA5 Air quality	SA6 Soils	SA7 Resource efficiency	SA8 Historic environment	SA9 Landscape	SA10 Health and wellbeing	SA11 Sustainable locations	SA12 Community cohesion	SA13 Housing	SA14 Economy	SA15 Employment	
X	✓	?	XX	X	✓	X	X	-	?	XX	?	X	✓	✓✓	✓	✓
Officer Recommendation for New Local Plan: Site is not proposed as an allocation.																
The site performs well on a number of criteria, however there are a number of identified constraints that impact its development potential. A key constraint is in relation to flood risk, with large areas of the site located in Flood Zones 2 and 3. It is highly unlikely that development within this site, or in the vicinity of the site, would avoid areas of higher flood risk, particularly with respect to the delivery of essential infrastructure. In addition to this, the delivery of a new settlement in this location would have a significant adverse effect on the immediate and wider landscape, including view to and from the Chilterns AONB. At present, the site is not promoted for development and there is no reasonable prospect that the site will be made available during the Local Plan period. For this reason, as well as consideration of landscape and flood risk issues (including application of the sequential test), the site is not recommended for allocation in the new Local Plan.																