

# PLANNING FOR GROWTH



Potential sites for housing and employment

October 2018

Public Engagement







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## Foreword

This document marks the next stage of public engagement on the new Local Plan for our area.

Once finalised, this new Local Plan will replace our existing Core Strategy (2013), the Elstree Way Corridor Area Action Plan (2015) and Site Allocations and Development Management Policies (2016).

Last autumn, during our 'Issues and Options' consultation, we asked for your views on the general approach we should follow when deciding where new homes and employment space should be located in Hertsmere. This looked at broad locations, or 'areas of search' for development.

The latest projections for Hertsmere based on Central Government requirements indicate a need for at least 500 more homes and a similar number of jobs each year. We know that like most parts of the country, Hertsmere needs to accommodate significantly more new development over the next 15 years and beyond than it has done in the past. It will need to plan for new homes, jobs and the infrastructure necessary to support this growth. This is a challenging task, but one that we must tackle.

This next stage of the Local Plan process seeks your feedback on a range of specific sites that have been put forward by landowners and developers for possible inclusion within our new Local Plan. We won't need to allocate all of them for development, so are asking for your help in deciding which are in the most appropriate locations that could be developed with the least impact on the environment.

Please let us have your feedback on the sites within this document and encourage others to do so too. We look forward to receiving your comments.



Councillor Morris Bright MBE  
Leader of the Council



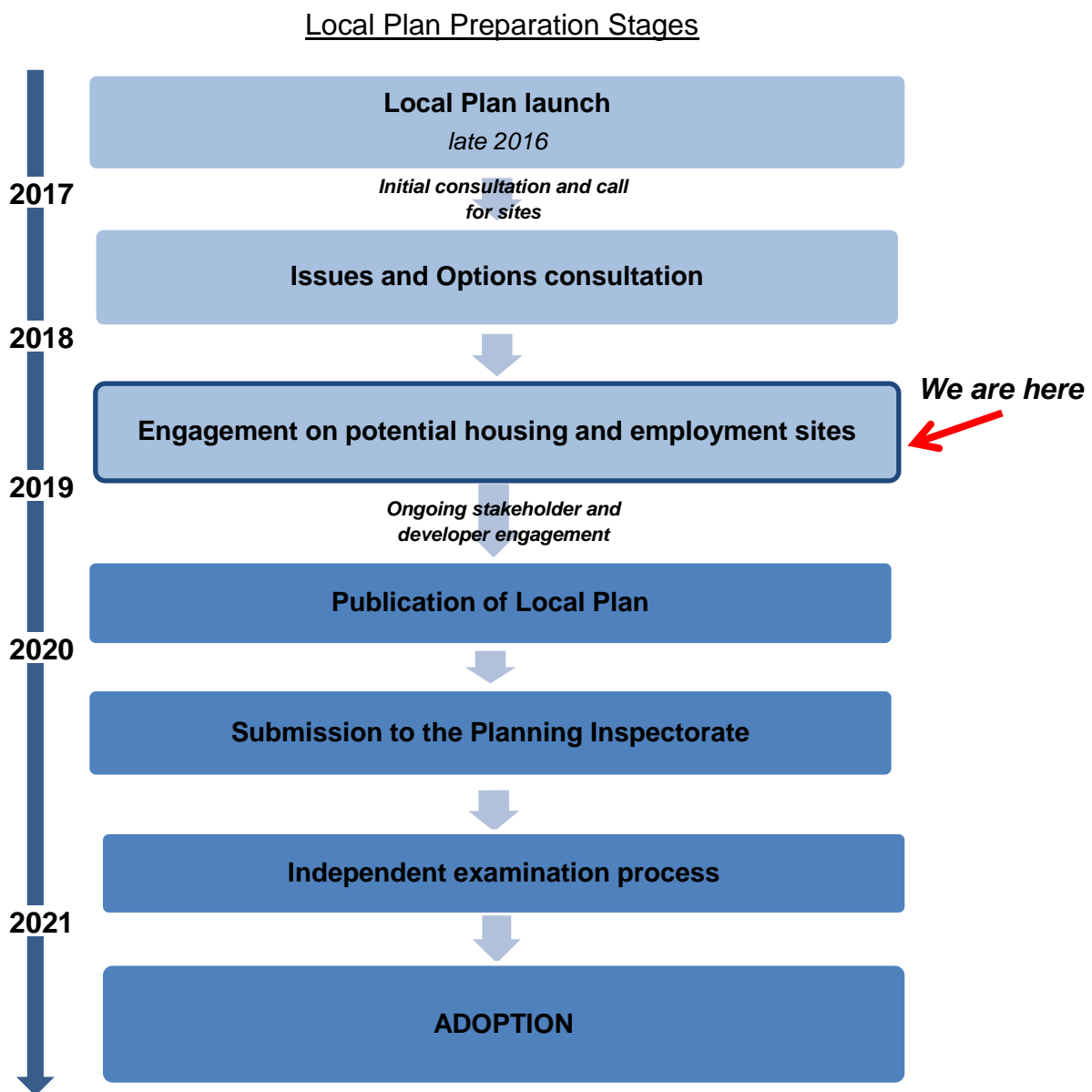
Councillor Dr Harvey Cohen  
Portfolio Holder for Planning and Localism



# 1. Introduction

## Background

- 1.1 This report provides an opportunity for you to have your say in the next stage of the new Local Plan for Hertsmere. It focuses on potential locations for housing and employment opportunities, with a particular emphasis on sites which may be suitable for the development of at least 250 homes.
- 1.2 As illustrated below we have already asked for your views on some of the issues that you thought the new Local Plan should cover, particularly about the different approaches we could take to accommodating growth.





- 1.3 This report takes things a step further. In order to plan for the future needs of the borough we will require land that is both suitable and available for development, so landowners and developers were asked to provide details of sites for further consideration. We want your feedback on specific sites that have been put forward by landowners and developers for us to consider including within the new Local Plan.

### **What is a local plan and why do we need one?**

- 1.4 At Hertsmere Borough Council we are responsible for developing a long-term growth strategy for the borough through our Local Plan. The Local Plan is a 15 year plan to guide decisions on the delivery of new homes, schools, employment and services, while also protecting and enhancing our local environment.
- 1.5 Development is best managed with an up-to-date Local Plan setting out clearly where and how future growth should take place. The government is very clear that local authorities are expected to have up-to-date plans in place to guide development within their area and to plan for the infrastructure, homes and jobs that residents need. Failure to have an up-to-date plan could risk government intervention and result in the loss of local democratic control of the process.
- 1.6 Having an up-to-date plan in place means that your council retains control over where development should be located, rather than it being delivered in an ad hoc way as a result of speculative development, sometimes without sufficient benefit to local communities or full consideration of local infrastructure.
- 1.7 Our current Local Plan gives priority to locating new development on land within existing built-up areas, including the Elstree Way Corridor in Borehamwood. The current plan however could only identify land for around 45 per cent of the housing needed in the borough by 2027, mainly because of its focus on protecting the green belt.
- 1.8 The lack of new homes is not just a local problem. Due to the acute housing shortage across England the planning system needs to make sufficient land available for new homes. This is reflected in the latest National Planning Policy Framework and it remains the government's intention that every community should have an up-to-date, sufficiently ambitious local plan in order to help achieve this.

### **What you've already told us**

- 1.9 Our first 'Planning for Growth' newsletter was sent to all homes in the borough in 2016 and sought your initial views on how best to plan for homes, jobs and infrastructure in Hertsmere. We also notified key organisations and interested groups of the consultation.

1.10 Our second newsletter accompanied the Issues and Options consultation in 2017 and almost 700 people attended drop-in sessions held across the borough. The main themes emerging from the community were:

- Infrastructure improvements are needed before development takes place
- Education and health provision in existing settlements remains a concern
- Traffic congestion
- Divided views on the green belt, some people feeling it should not be touched but while others consider some green belt release is a better option than building at higher densities within existing settlements, provided sufficient infrastructure is provided up front
- Public uncertainty about how the housing and jobs figures have been derived.

*Infrastructure means basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.*

1.11 The table below summarises your feedback on a number of broad approaches for accommodating growth:

<b>Development approach</b>	<b>Overall feedback</b>
Redevelopment of urban brownfield sites (these are sites which have previously been built on)	This was supported by the majority of people as the first option we should consider when looking for sites for new development.
Growth through new garden suburbs	There was general support for this approach, provided they are well-located and able to support the infrastructure needs of the new and existing residents.
Village growth	This approach to growth was supported by about half of the people who responded. There were concerns that many villages lacked sufficient facilities to make them suitable locations for growth.
Creating a new garden village	There was general support for the idea of a new settlement, although concerns were raised about its location and how long this would take to get started on the ground.

1.12 Support for a new garden village was expressed by residents from all of the main built up areas in the borough. Some responses were also received from outside the borough, particularly from London Colney, objecting to the potential creation of a garden village within the area of search, and specifically near to junction 22 of the M25. We also received a wide range of views from local

organisations, infrastructure providers and from the development industry itself. For more details about our previous consultation, and what you told us, please see our website: [www.hertsmere.gov.uk/newlocalplan](http://www.hertsmere.gov.uk/newlocalplan)

1.13 Our aim has been, and continues to be, to engage with all members of the community at the earliest possible stage. It is clear from the consultation already undertaken that any significant growth will only be supported where there is the right infrastructure in place, there is high quality design, and you have been fully engaged in the process. This is why we are asking for your views on all of the sites that have been put forward for housing and employment before we make any decisions on which to allocate for future development.

**Working with neighbouring councils**

1.14 As we explained in the previous consultation, many planning issues cover a much wider area than Hertsmere alone. Increasingly we have been working with other councils in South West Hertfordshire (which includes Hertsmere) in particular, Dacorum, St Albans, Watford and Three Rivers, on planning and infrastructure issues that affect us all. This work will continue, and will include preparation of a Joint Strategic Plan for South West Hertfordshire, which will help provide a long term framework for plan-making and for securing infrastructure and investment across local authority boundaries.

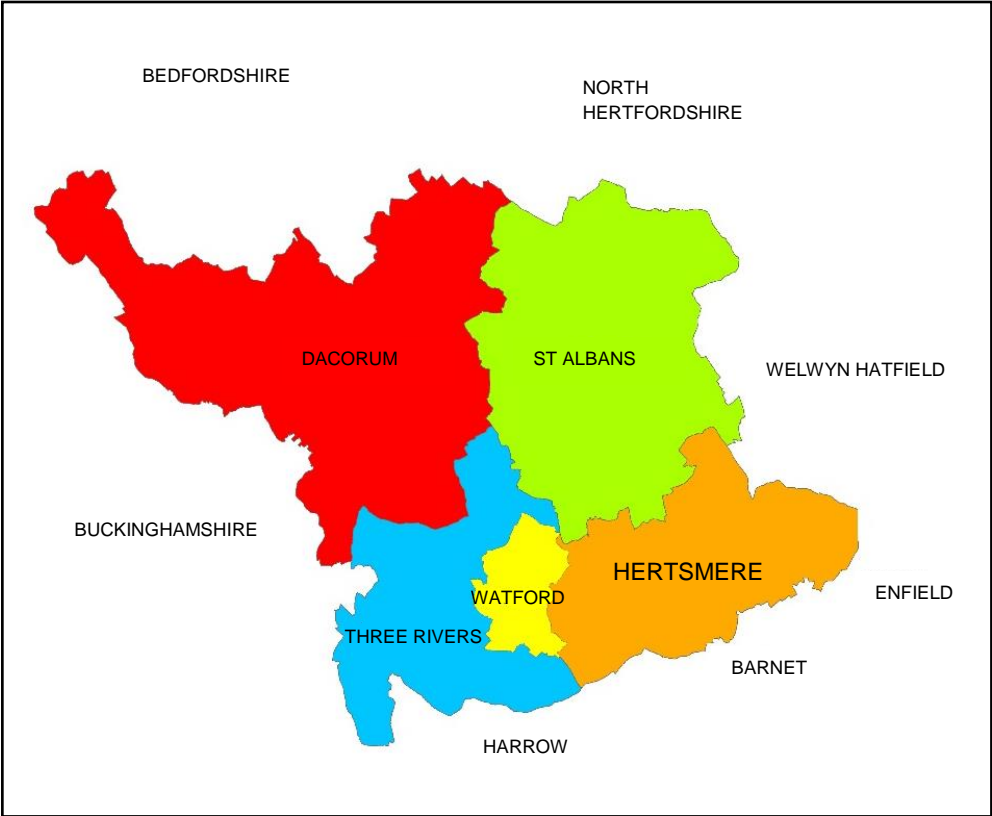


Figure 1: Hertsmere's neighbouring authorities

*Neighbouring Authorities:*

*Hertfordshire Boroughs: Dacorum, St Albans, Watford, Three Rivers, Welwyn Hatfield*

*Greater London Boroughs: Harrow, Barnet, Enfield*

1.15 To help with this joint working the five councils in South West Hertfordshire have all agreed that our Local Plans will cover the period up to 2036.

1.16 We have already spoken to our neighbouring councils about sites that may impact on their areas. We have also met infrastructure providers who have helped us prepare a draft Infrastructure Delivery Plan. This focuses on existing infrastructure provision and highlights where we know this is already under pressure or where new provision is already planned. We have referred to key infrastructure considerations as part of our initial assessment of sites. Once we decide on exactly which sites we will include within our plan, the infrastructure needs of each site will be set out clearly within our Local Plan, and the Infrastructure Delivery Plan updated to reflect this.

### **How many new homes are needed?**

*The target for the number of homes required across the borough comes directly from the central government standard approach that will be used by all boroughs across the UK. This number is derived from population and household projections with adjustments made to take account of local house price to earnings ratios.*

1.17 The government now has a standard method for calculating local authorities' housing needs, based on national population and household forecasts. The most recent forecasts, issued in September 2018, equate to a need for 444 homes per year, in Hertsmere. However, the government now requires Councils to include a buffer of up to 20% more homes on top of this figure, to ensure there is sufficient choice in the housing market, to take account of fluctuations in the market and to address historic under-delivery of homes. Although the basic figure for Hertsmere is around 25% lower than we indicated in 2017 (because of changes in national population and household projections) the level of overall housing need across South West Hertfordshire has not significantly changed and we anticipate a need to plan for at least 500 homes per year in Hertsmere.

1.18 The shortage of new homes over recent decades means that the government has committed to seeing more homes built<sup>1</sup>. The government has also stated

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<sup>1</sup> *Fixing our broken housing market*, Department for Communities and Local Government (2017)

that it will consider adjusting the standard method to ensure enough new homes are built. This means that the precise number of new homes required may be subject to further change.

- 1.19 Regardless of the precise housing requirement, we still expect to have a level of need greater than we can accommodate within our existing settlements, and so we will need to look to Green Belt sites for the shortfall. However we must ensure that all opportunities within our existing built up areas are identified so that the amount of Green Belt land required is kept to an absolute minimum.

### **What this document covers**

- 1.20 This document contains information about sites which may be suitable for meeting our future growth requirements. We know that our Local Plan needs to set out how all types of land-use need to be managed but this report only focuses on land for housing and employment, particularly through the delivery of larger sites. Due to the number of homes needed, we know that our Local Plan will require locations which can accommodate significant numbers of homes and supporting infrastructure.
- 1.21 Potential locations for growth have been subject to a number of initial technical assessments. Using the findings of these assessments we have prepared individual summaries for each strategic site. These include a plan of the area, a summary of the type of development proposed, and the anticipated benefits/opportunities and challenges/constraints. A guide to help you interpret these summaries is contained in Appendix 1.
- 1.22 We have also listed a number of smaller sites which may be suitable for development as we are committed to ensuring that there are a range of opportunities for small and medium-sized housebuilders, as well as those wishing to bring forward custom or self-build housing.
- 1.23 We welcome your views on these potential locations for growth and would ask you to highlight any other benefits/opportunities and challenges/constraints which may exist.
- 1.24 This engagement document falls into three main parts:
- **Potential housing locations** (*strategic sites suitable for the development of at least 250 homes*).
  - **Potential employment locations**
  - **Other site options** (*housing sites which could cater for up to 250 homes*)

*Please note that sites specifically promoted for leisure, tourism or education are not included in this report*

1.25 There is an opportunity for you to provide any extra comments after each site summary and at the end of this document. You can also suggest other potential sites that you think we should consider for future development.

## 2. Potential housing and employment locations

- 2.1 We need to identify land which is suitable and available for development in order for our Local Plan to be deliverable. If we cannot demonstrate this, an independent Inspector (appointed by the government) will not support the plan following its public examination and we will need to undertake further work before it can be adopted.
- 2.2 We have been made aware of potential housing locations for the Local Plan through:
- Land promotions made as part of responses to the previous Issues and Options consultation;
  - A ‘Call for Sites’ process where landowners and developers were invited to provide details of potential development sites; and
  - Any other sites we have identified as part of our Land Availability Assessment<sup>2</sup>, a technical study which considers the suitability, availability and achievability of land for development.
- 2.3 The Land Availability Assessment is one of a number of technical studies prepared to inform our local planning framework and we have produced similar assessments when preparing our current Local Plan. However, the assessment and identification of sites has no status in formally allocating land for future development and is not a consideration in any future decision that we make on individual planning applications. Other technical work which has been prepared to inform this report is summarised below.

Name of Study	Purpose of the assessment
Green Belt Assessment	A detailed Green Belt assessment has identified the quality of the green belt in different areas. Although 79% of the borough is designated as green belt, the extent to which it meets green belt purposes, such as stopping urban sprawl and town merging, varies considerably.
Accessibility mapping	Detailed mapping to assess the proximity of development sites to existing public transport and local services. Directing development to locations which are currently accessible or can be made much more accessible is a key priority.
High level transport assessment	The County Council, which has overall responsibility for highways and transport, assessed the strategic housing sites against its own transport policies.

- 2.4 Due to the large number of potential sites put forward, and the strong public support for there to be sites of sufficient size to provide for their own local

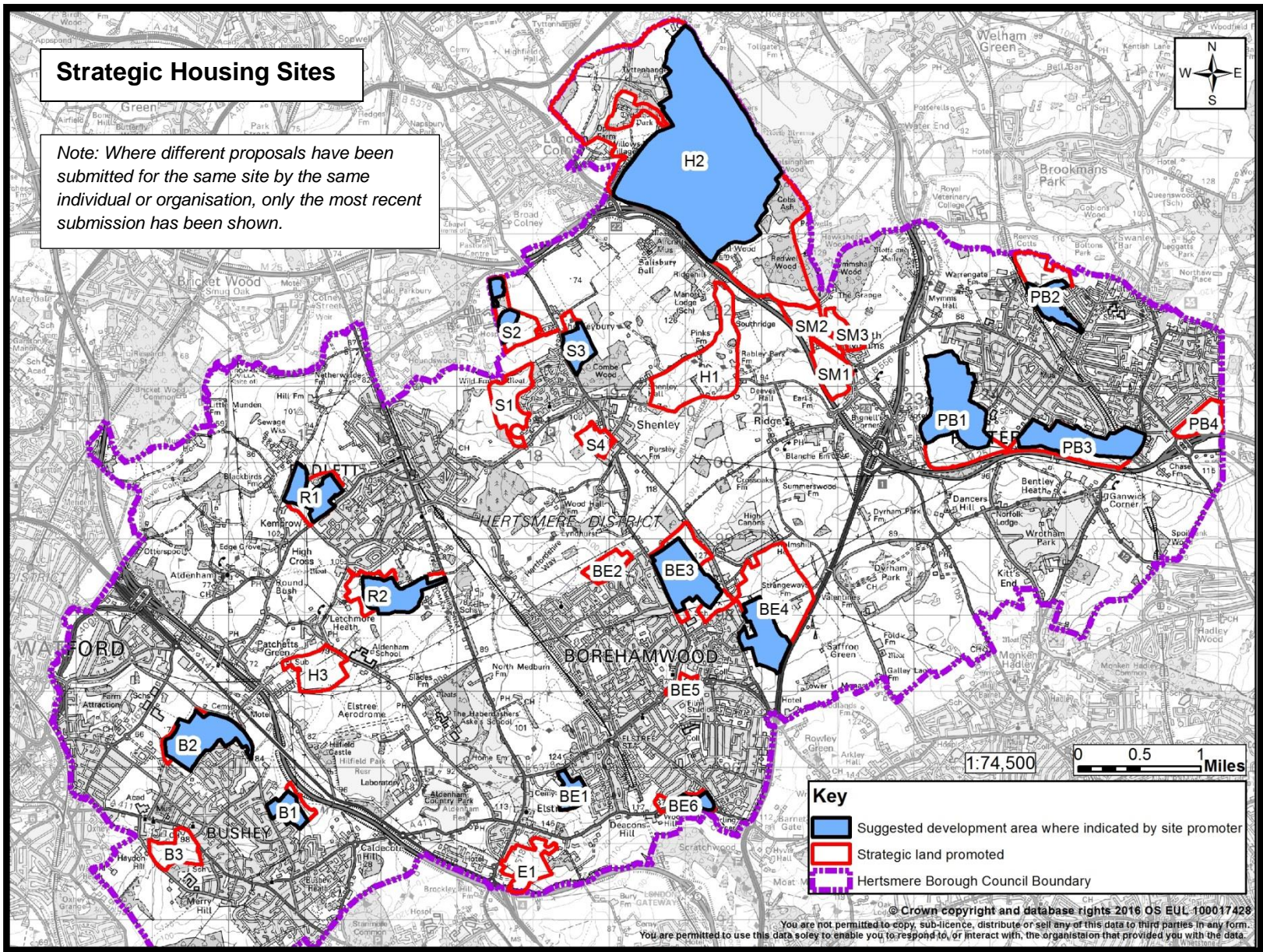
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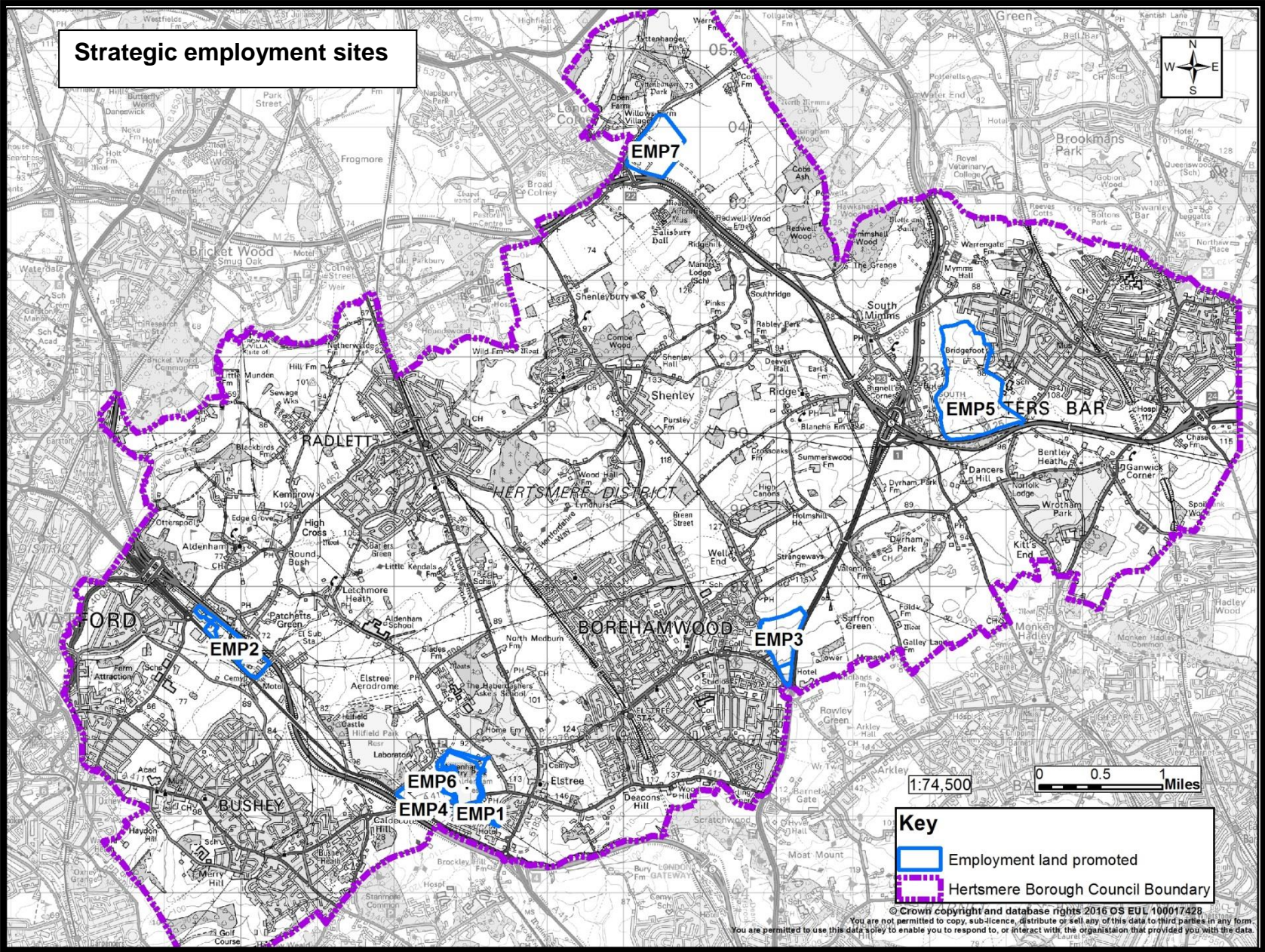
<sup>2</sup> This is formally known as a Housing and Employment Land Availability Assessment (HELAA) but will be referred to in this document as the Land Availability Assessment.

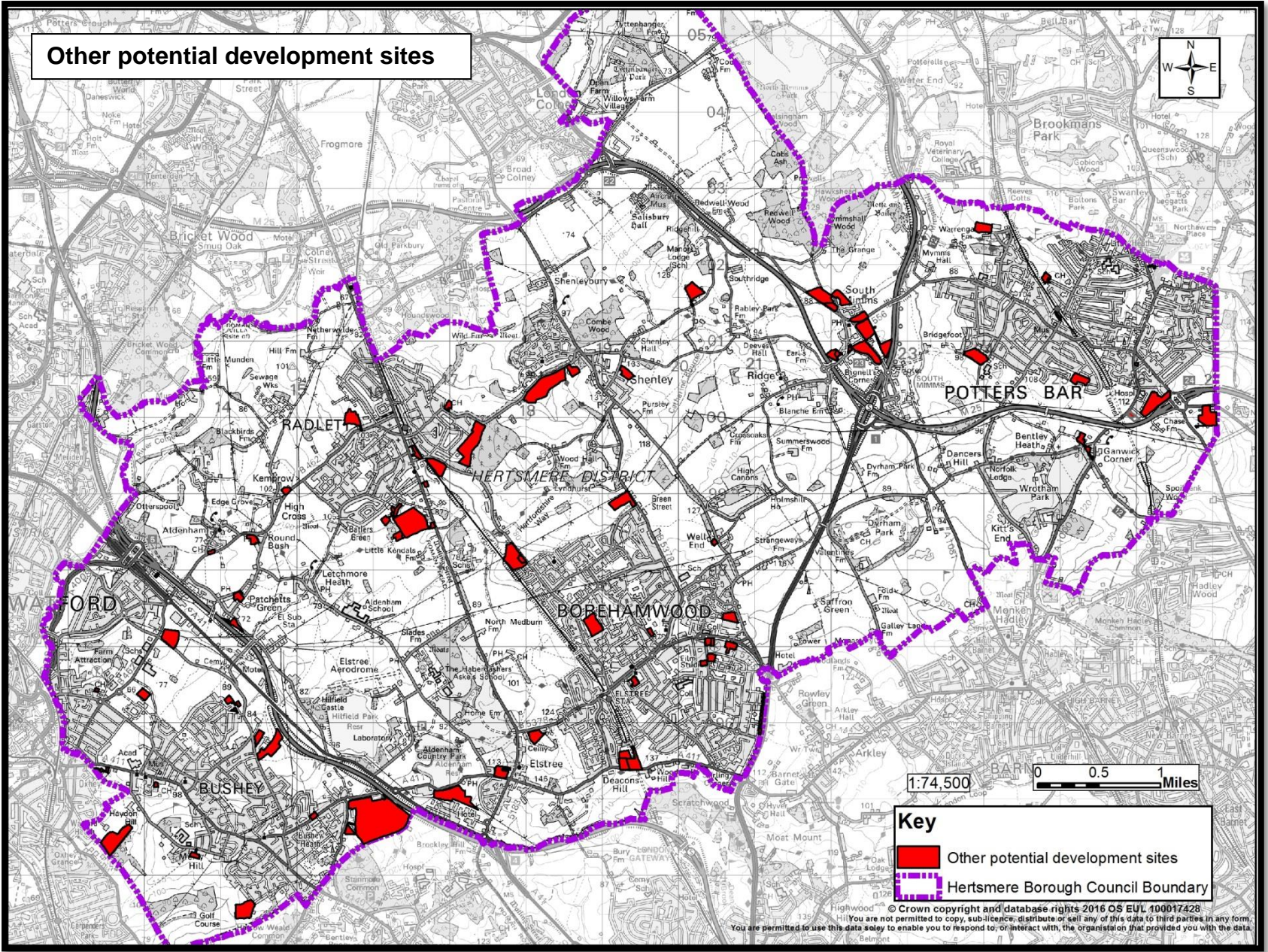
infrastructure needs, the first part of each settlement section focuses on 'strategic' sites. We have defined this as single or adjoining sites with the potential to accommodate at least 250 new homes.

- 2.5 The decision was made to highlight the larger residential sites as they will make up the largest contribution towards meeting the central governments housing targets for Hertsmere. However, smaller sites can be built out more quickly and will have an important role in delivering additional choice in the local housing market. Individual assessments of these sites have been carried out but due to the large number of potential development opportunities, they are simply listed in this document on a settlement by settlement basis with a link to the relevant section of our Land Availability Assessment (which provides further detail).
- 2.6 Our initial assessment of the number of homes which could be delivered in each location is based on an established methodology we use for calculating potential site capacity. In some instances, site promoters have put forward a particular number of homes but to ensure consistency, we have applied the same method for calculating potential site capacity for all sites. This includes an assumption that on larger sites, an increasing amount of land will not be used for housing but for supporting infrastructure including roads, shops, open space, schools and other community facilities. Furthermore, where a developed area has been indicated by the site promoter the site capacity methodology has been adjusted accordingly.
- 2.7 Whilst all sites within this document have a stated capacity figure, a number of these sites require further assessment to establish their suitability for development; as potential significant technical constraints have been identified. These sites are highlighted within this document with an asterisk after the capacity figure. More information in regards to these sites and why they may not be wholly or partly suitable can be found in the Land Availability Assessment.
- 2.8 This report summarises our initial assessment of sites which have been promoted for development. Additional technical studies have also been submitted by a number of landowners and developers in support of their proposals and we recognise that more work will be required, particularly around infrastructure requirements, before our Plan can be considered for public examination. The feedback we receive will help guide our consideration of the right locations for future growth.











### 3. Borehamwood and Elstree

#### Infrastructure Overview – Borehamwood & Elstree

Population	36,500
Increase since 2011	+1,700
Number of households	15,080
Number of Businesses Units (offices, workshops, manufacturing and warehouses only)	420
Number of community services	
Primary Schools	10
Secondary Schools/Colleges	3
GP Practices	4
Dental Surgeries	10
Post Offices	3
Pharmacies	9

#### Key infrastructure needs

##### Education

There are plans for a new primary school to meet the need arising from existing and proposed (in our current local plan) housing numbers and Hertfordshire County Council has advised us that further additional provision would be required for any future housing proposals beyond that. There is expansion potential at two schools (Kenilworth and Meryfield) but these may not be well located for new development and, to enable flexibility in school place planning, it would be prudent to retain some expansion potential for population fluctuations and not in response to housing developments.

Hertfordshire County Council has advised us that although there is scope for an extra form of entry at Hertswood Academy, an additional secondary school will be required to serve Borehamwood.

##### Health

Herts Valleys Clinical Commissioning Group (CCG) is the NHS organisation responsible for commissioning (planning, designing and buying) health services on behalf of people who live across south west Hertfordshire. The Council's own plan for the Elstree Way Corridor already identifies a site for a new health facility to serve Borehamwood and we are continuing to engage with the CCG to identify specific NHS requirements elsewhere in the town.

The CCG has stated that Fairbrook Surgery is operating in cramped conditions and the Grove Medical Centre is at capacity, meaning that both have very limited ability to accept new patients. Despite the Theobald Medical Centre having capacity "on paper", their actual capacity is limited due to layout of the building. This combined with the fact that their premises fall short of the current NHS building guidelines, means that improvements or relocation will be necessary in order to accommodate further growth.

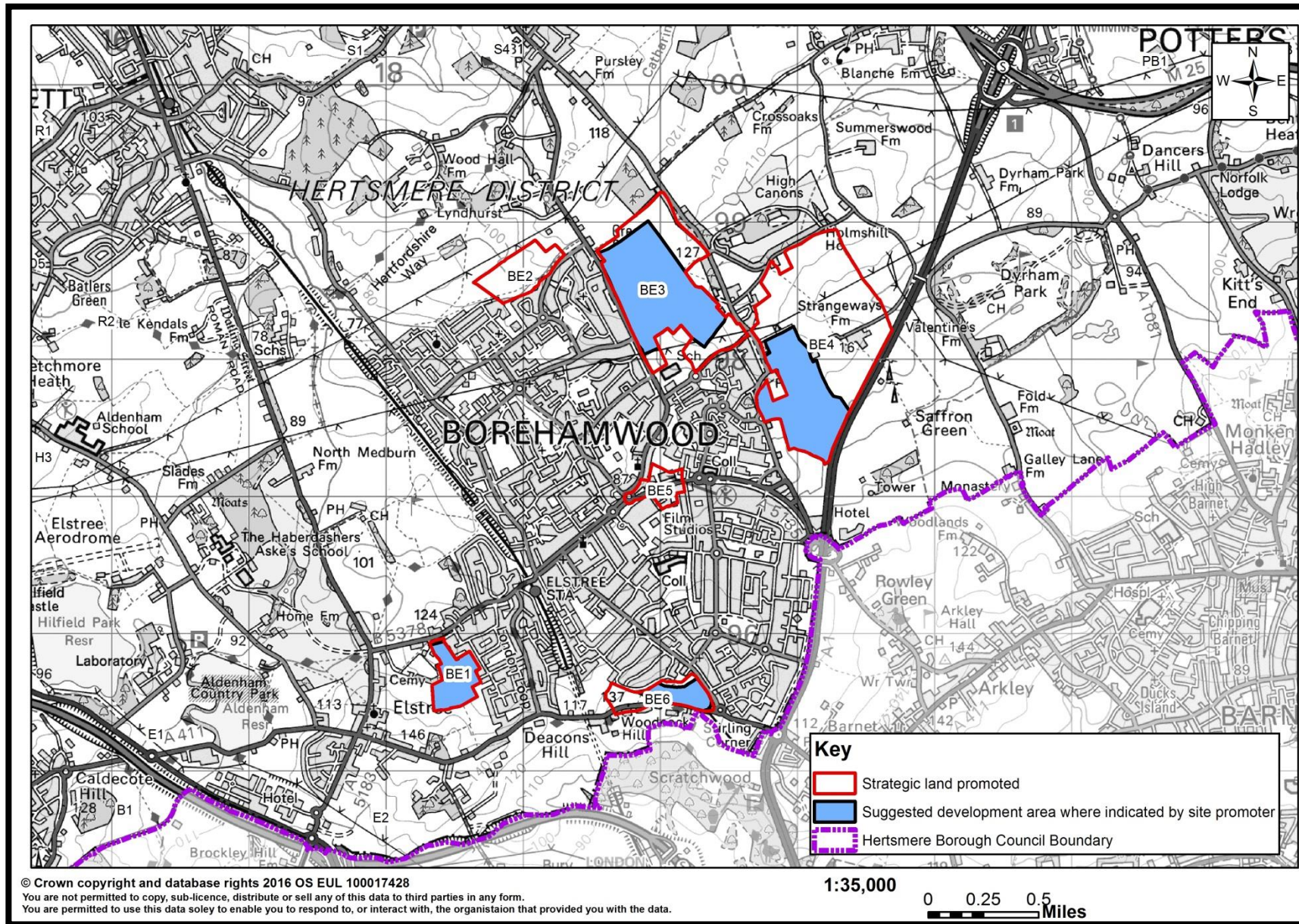
### **Transport**

**Traffic modelling was undertaken to forecast changes in journey times across the road network. Depending on the number and location of strategic housing sites developed across the borough, road journey times from Borehamwood to nearby centres such as Watford, St Albans and Barnet could increase by up to 9 minutes at peak times and up to 6 minutes at other times. This means it will be necessary for growth to be accompanied by significant investment in local public transport and other initiatives such as car clubs, as well as measures to lower the number of new cars on the road by locating development near to local services.**

**Some investment has already taken place and as part of the Thameslink Programme capacity from Elstree and Borehamwood station has improved. The station has recently benefitted from platform extensions allowing for longer 12 car trains, additional train services and disabled access improvements. Work on a £1.5m transformation scheme, including enlarged ticket office and additional cycle parking, will begin in the autumn.**

### 3.1 Strategic housing sites – Borehamwood & Elstree

The following sites with the potential to provide more than 250 new homes have been submitted for our consideration within Elstree and Borehamwood:



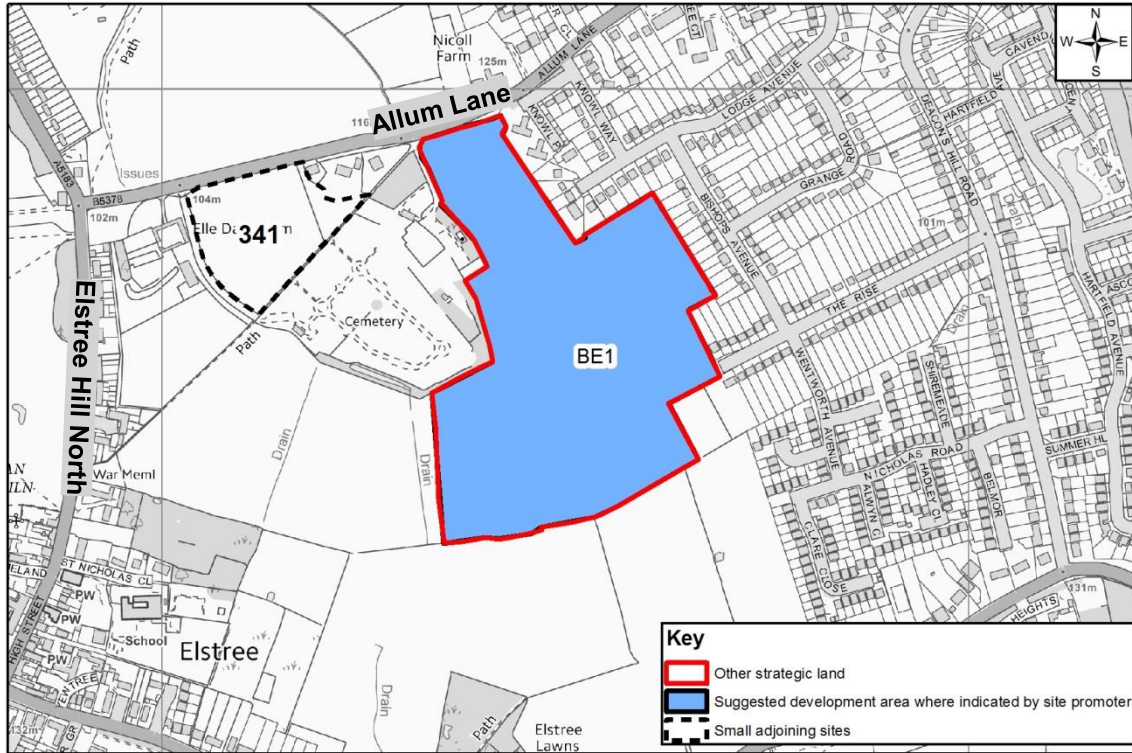
## STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

Site reference number	Site address
BE1	Land south of Allum Lane, Elstree
BE2	Land north of Stapleton Road, Borehamwood
BE3	Land off Cowley Hill, Borehamwood
BE4	Land off Well End Road, Borehamwood
BE5	Elstree Way Corridor
BE6	Land north of Barnet Lane, Borehamwood



# STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<b>Site address / location</b>	Land South of Allum Lane, Elstree	<b>Site reference</b>	BE1
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1:9,000 Miles

## Site information

<b>Total Size (ha) gross</b>	12.1	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Endurance Estates on behalf of the Farrow Howkings Trust and owners of HEL159 (Elle Dani Farm) and HEL340 (Allum Lane east)
<b>Current use</b>	Equestrian centre, agricultural land and open pastures used for grazing horses.	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Located on Green Belt land between two areas of residential development Elstree and Borehamwood to east, and Elstree village to the south west. Cemetery and civic amenities site in the centre of the site.		
<b>Potential to be joined to another site(s)</b>	Site 341 (Allum Lane West) immediately adjoins the overall site but is detached from the area being promoted for development		

## STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<b>Proposed use</b>	Residential	<b>Potential capacity</b>	280 homes
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### **High level assessments**

<b>Land Availability Assessment (2018)</b>	<p>Although originally promoted as a number of land parcels in different ownerships, the site is now being promoted through a single developer meaning there would be no access and ownership barriers.</p> <p>There are a number of environmental factors to consider including protected trees and archaeological sites and locally listed building, as well as the proximity of the household waste recycling centre.</p> <p>Some of the overall area south of Allum Lane is in a relatively accessible location, approximately half a mile from Elstree and Borehamwood station and the town centre, although the pedestrian route is quite undulating. The 615, 107 and 306 bus routes all stop nearby on Allum Lane.</p>
<b>Site ref:</b>	
<b>HELAA 393 (incorporating 210, 340 and superseding 159 and 391)</b>	
<b>Green Belt assessment (Stage 1)</b>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 2 (coalescence of settlements), as the site helps to prevent outward sprawl of Borehamwood and forms a natural gap between Borehamwood and Elstree Village.</p> <p>However, the western part of the site is physically and visually more aligned with the edge of Borehamwood and Elstree, and has limited connections to the wider countryside; meaning that it plays less of a role in terms of purpose 2, and due to its limited relationship with the wider countryside it scores less strongly against purposes 1 and 3.</p>
<b>Green Belt assessment (Stage 2)</b>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which BE1 is located as meeting the Green Belt Purposes Assessment criteria strongly and playing an important role in relation to the wider Green Belt. However, the assessment identifies that the north east part of BE1 is less important for preventing coalescence and maintaining openness and scale of the gap between Elstree and Borehamwood and should therefore be subject to further consideration.</p>
<b>Accessibility mapping</b>	<p>The accessibility mapping identified the site as scoring 5 out of 10 with the site considered to be reasonably close to public transport and local services.</p>
<b>High level transport assessment</b>	<p>Without any transport improvements, 25% of the County Council's transport policy requirements were met. 'Concerns' were raised against 60% of policy requirements and 'significant concerns' raised against 15% of policy requirements.</p>

### **Summary**

<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable</p>	<p>Environmental constraints including protected trees, archaeological sites and locally listed buildings.</p> <p>The site adjoins a household waste recycling centre</p> <p>Local highways impact including effect of additional</p>

## STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

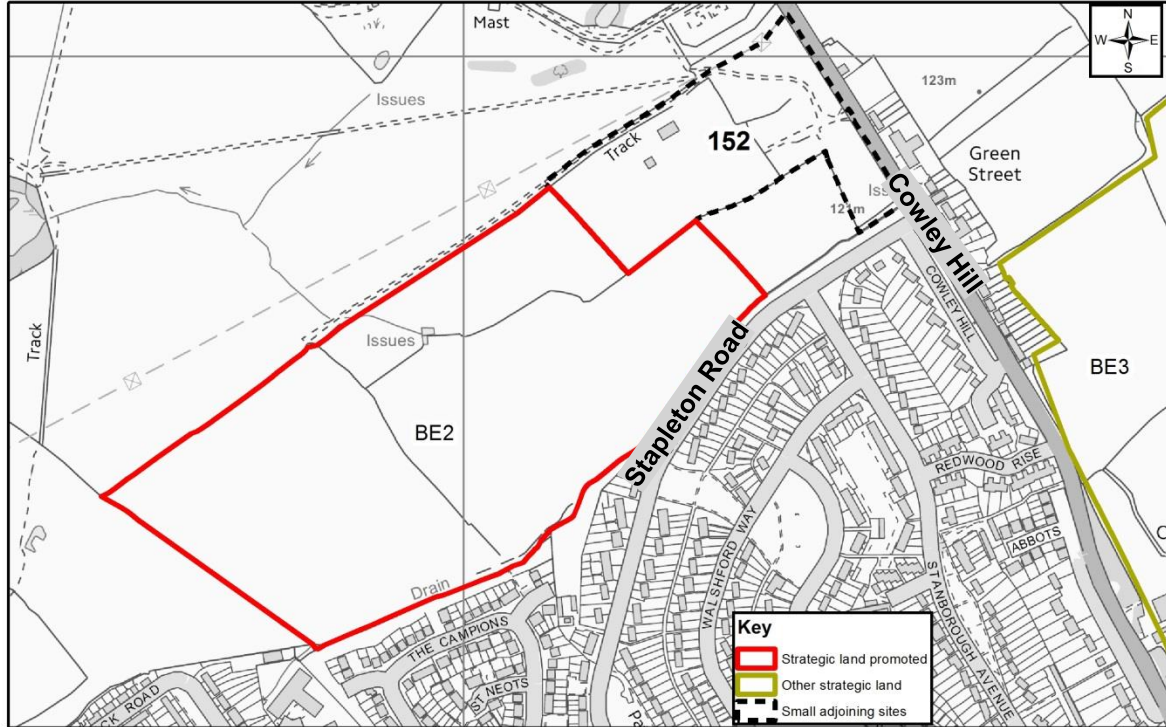
housing	traffic onto Allum Lane and local residential roads
Opportunity to provide some self-build housing plots	Loss of green belt land
Accessible location	Landscape and visual impact
Approximately 800m from Elstree and Borehamwood station and the town centre	Likely requirement for another new primary school, as well as a new secondary school, arising from any significant new growth in Elstree and Borehamwood
Various bus routes stopping nearby on Allum Lane	Existing GP practices in the area have limited or no additional capacity although no health facility proposed on Elstree Way



**Please provide your comments on site BE1**

# STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<b>Site address / location</b>	Land North of Stapleton Road, Borehamwood	<b>Site reference</b>	BE2
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1:7,500 0 0.1 0.2 Miles

## Site information

<b>Total Size (ha) gross</b>	14.7	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Boyer Planning on behalf of Woodhall Estate/Fairfax Acquisitions Ltd
<b>Current use</b>	Agricultural land located at the edge of a Borehamwood.	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	To the south is the built up area of Borehamwood whereas the character in other directions is largely open fields in agricultural use.		
<b>Potential to be joined to another site(s)</b>	HEL152 (Lyndhurst Farm) immediately adjoins the site, to the north east, and would potentially be capable of joining with the site.  Another large site on Cowley Hill (BE3) has also been promoted.		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	350 homes

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b> HELAA 359</p>	<p>A large part of the site is designated as a local wildlife site. However, much of this is now used for arable farming suggesting that the local wildlife designation made in the 1990s is no longer valid. An ecology assessment submitted by the site owner supports this position.</p> <p>The site itself can only be accessed from Stapleton Road although pedestrian and cycle access could potentially be secured via The Champions and Retford Close. Leeming Road shops and a local convenience store on Thirsk Road are close by. Borehamwood town centre is some distance away although the 658, 306 and two school bus routes, (823 and 358) serve Stapleton Road.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguard the countryside). Located at the edge of Borehamwood the site forms part of the wider gap between Borehamwood, Radlett and Shenley where the scale of the gap is such that there is little risk of settlements coalescing, but where overall openness is important to preserving the perceived gap. The southern part of the area is less important for preventing coalescence but it is connected to Borehamwood and prevents its outward sprawl into open land.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt assessment identifies the sub- area within which BE2 is located as meeting the Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.</p>
<p><b>Accessibility mapping</b></p>	<p>The accessibility mapping identified the site as scoring 5 out of 10 with the site considered to be reasonably accessible to public transport and local services.</p>
<p><b>High level transport assessment</b></p>	<p>Without any transport improvements, 25% of the County Council's transport policy requirements were met. 'Concerns' were raised against 75% of policy requirements. No 'significant concerns' were raised against any policy requirements.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide some self-build housing plots</p> <p>Relatively close proximity to shops on Leeming Road</p>	<p>Ecological value of the site</p> <p>Site can only be accessed via Stapleton Road</p> <p>Considerable distance from the town centre and station and so not within walking distance</p> <p>Local highways impact including cumulative effect of additional traffic onto Stapleton Road, Cowley Hill and other nearby roads</p>

## STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

with convenience store nearby on Thirsk Road

Scope to co-ordinate with other development opportunities along Stapleton Road/Cowley Hill

A number of bus routes run along Stapleton Road.

Loss of green belt land

Landscape and visual impact

Likely requirement for another new primary school, as well as a new secondary school, arising from any significant new growth in Borehamwood

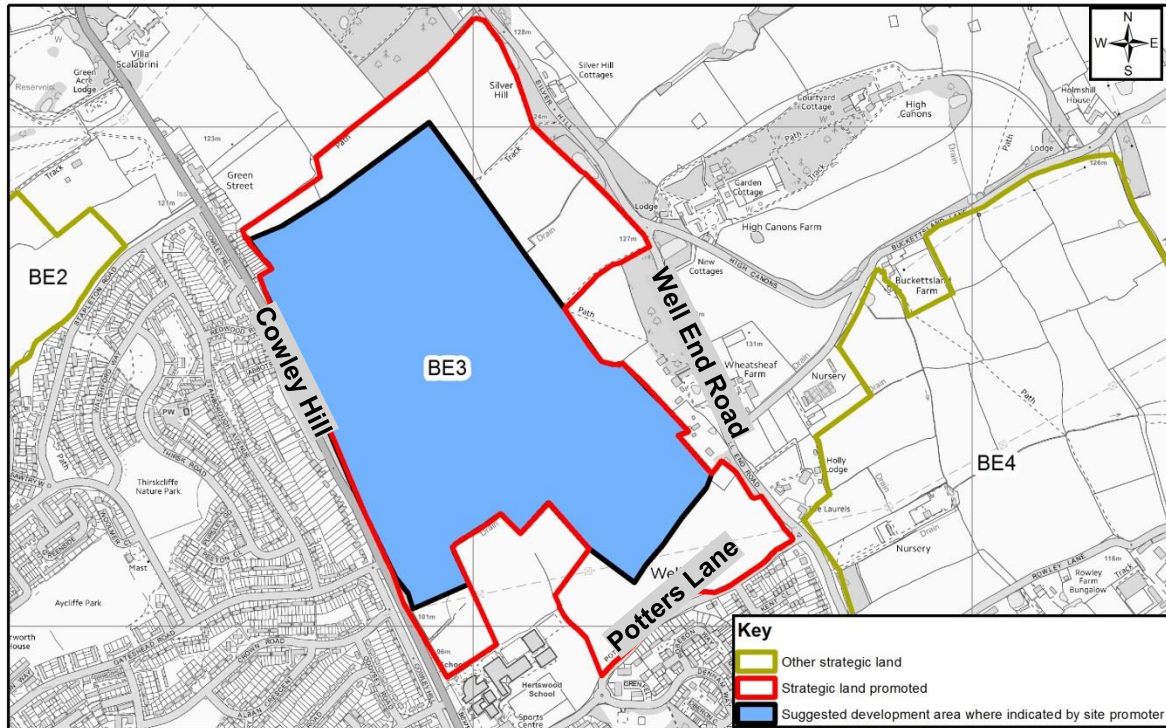
Existing GP practices in the area have limited or no additional capacity although no health facility proposed on Elstree Way



**Please provide your comments on site BE2**

# STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<b>Site address / location</b>	Land off Cowley Hill, Borehamwood	<b>Site reference</b>	BE3
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## Site information

<b>Total Size (ha) gross</b>	68.27	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Woolf Bond Planning LLP on behalf of Wrotham Park Estates
<b>Current use</b>	Primarily agriculture	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Residential to the west and south. Agriculture / open fields to the north and east. Scout campsite on the eastern boundary.		
<b>Potential to be joined to another site(s)</b>	Two other large site have also been promoted within the vicinity BE2 (North of Stapleton Road) and BE4 (off Well End Road)		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	800 homes

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 347</b></p>	<p>Environmental factors to consider include three local wildlife sites adjacent to northern boundary and eastern boundary and a number of watercourses across the site. Any development would need to be located away from watercourses in accordance with EA requirements.</p> <p>Access from the local road network is proposed in three locations although Potters Lane is particularly narrow and would require significant improvement to accommodate additional vehicular movements. A number of bus routes currently run along Cowley Hill, mainly to the south of the site next to Hertwsod Academy, including the 601 and 658, but the site is some distance from the centre of Borehamwood.</p> <p>Although a range of new local facilities are proposed including a new local centre, the northern end of the site, close to the junction of Cowley Hill and Stapleton Road, is almost two miles from Elstree and Borehamwood station and over a mile from the town centre</p>
<b>Green Belt assessment (Stage 1)</b>	The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside from encroachment) as the area prevents encroachment of the urban realm into the countryside. Cowley Hill is identified as one of a number of durable boundary features with the area as a whole largely comprising open fields with long views and an unspoilt rural character.
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt assessment identifies the sub-area within which BE3 is located as meeting the Green Belt Purpose Assessment criteria moderately and making an important contribution to the wider Green Belt. However, the Assessment identifies the south east part of BE3 as making little contribution to preventing coalescence and encroachment into the countryside and being less important for its contribution to the wider Green Belt. It recommends that this part of the site be subject to further consideration (in combination with part of the adjoining site BE4).
<b>Accessibility mapping</b>	The accessibility mapping identified the site as scoring 3 out of 10 for accessibility, as much of the site is located a considerable distance from public transport and local services.
<b>High level transport assessment</b>	Without any transport improvements, 15% of the County Council's transport policy requirements were met. 'Concerns' were raised against 75% of policy requirements and 'significant concerns' raised against 10% of policy requirements.

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering garden suburb development with supporting infrastructure</p> <p>Scope to provide a new primary school, community</p>	<p>Much of the site is over 1.5 miles from the town centre and station and so not within walking distance</p> <p>Local highways impact onto Cowley Hill and other</p>



## STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

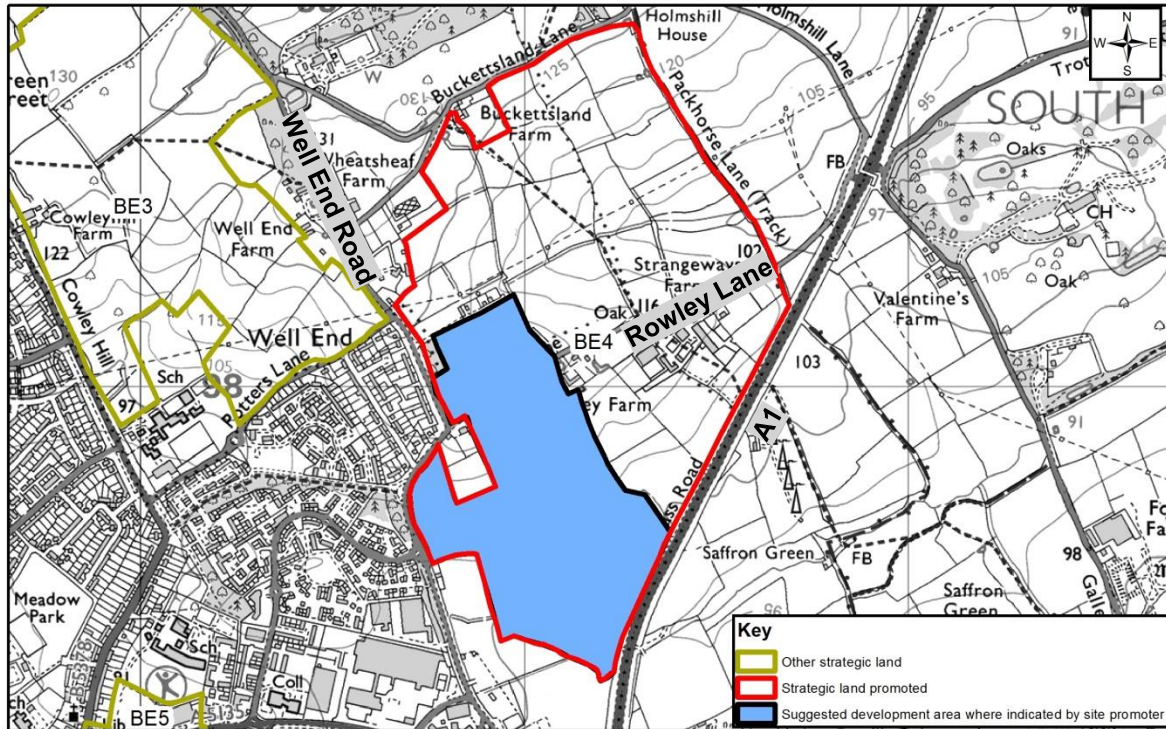
<p>facilities and a new local centre</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide a significant number of self-build housing plots</p> <p>Close proximity to Hertswood Academy secondary school</p> <p>A variety of different locations/options for potential access points onto the public highway are available.</p> <p>A number of bus routes currently run along Cowley Hill</p>	<p>nearby roads</p> <p>A significant number of watercourses run across the site so further assessments needed</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p> <p>Likely requirement for another new primary school, as well as a new secondary school, arising from any significant new growth in Borehamwood</p> <p>Existing GP practices in the area have limited or no additional capacity although no health facility proposed on Elstree Way</p>
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**Please provide your comments on site BE3**

# STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<b>Site address / location</b>	Land off Well End Road, Borehamwood	<b>Site reference</b>	BE4
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## Site information

<b>Total Size (ha) gross</b>	105.56HA	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Woolf Bond Planning LLP on behalf of Wrotham Park Estates
<b>Current use</b>	Primarily agricultural land and buildings.	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Residential to the west. Agriculture to the north, east and south. A1 to the southeast.		
<b>Potential to be joined to another site(s)</b>	Shares a boundary at the south of the site with EMP3 (promoted for employment use) which incorporates part of BE4.		
<b>Proposed use</b>	Residential development, with sports and employment uses.	<b>Potential capacity</b>	600 homes

**High level assessments**

<b>Land Availability Assessment (2018)</b>	<p>The site comprises two parts, one to the north of Well End Road and the other to the south. The land is proposed for residential development and a mix of residential/employment respectively. The main vehicular access proposed would be through the creation of an eastern arm at the roundabout with Studio Way with secondary access onto Rowley lane.</p> <p>A significant number of watercourses run across the site with the south eastern part of site located within an area of flood risk. Any development will need to be sited away from watercourses with attenuation required for other flood risks, such as surface water flooding.</p>
<b>Site ref:</b> <b>HELAA 376</b>	<p>The site is some distance from the centre of Borehamwood, up to two miles from Elstree and Borehamwood station and over one mile from the edge of Borehamwood town centre. Currently no buses serve the site with the nearest bus stop 200m from the south west site boundary. A detailed highway assessment would be required to assess the impact on both the local road network and the strategic road network, given the proximity to the A1.</p>
<b>Green Belt assessment (Stage 1)</b>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring highly for purpose 3 (safeguarding the countryside). Rowley Lane is identified as one of a number of durable boundary features with the area as a whole which largely comprises of open fields with long views and an unspoilt rural character.</p>
<b>Green Belt assessment (Stage 2)</b>	<p>BE4 lies within two Stage 2 Green Belt assessment sub-areas. The assessment identifies the sub-area south of Rowley Lane as meeting Green Belt purpose assessment criteria moderately and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration. The Assessment identifies the sub-area north of Rowley Lane as meeting Green Belt Purpose Assessment criteria strongly but identifies the western part as making a lesser contribution. It recommends that this part of the site be subject to further consideration (in combination with the south east part of site BE3).</p>
<b>Accessibility Mapping</b>	<p>The accessibility mapping identified the site as scoring 3 out of 10 for accessibility, as the majority of the site, especially the eastern side, is a considerable distance from public transport and local services.</p>
<b>High level transport assessment</b>	<p>tbc</p>

**Summary**

<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide some self-build housing plots</p>	<p>Rowley Farm contains a listed building in the northern part of the site with a further listed building, Nelson Cottage, enclosed by but not within the site.</p> <p>Poor public transport accessibility with no buses currently serving the site, which is over 1.5 miles from the station</p>

## STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

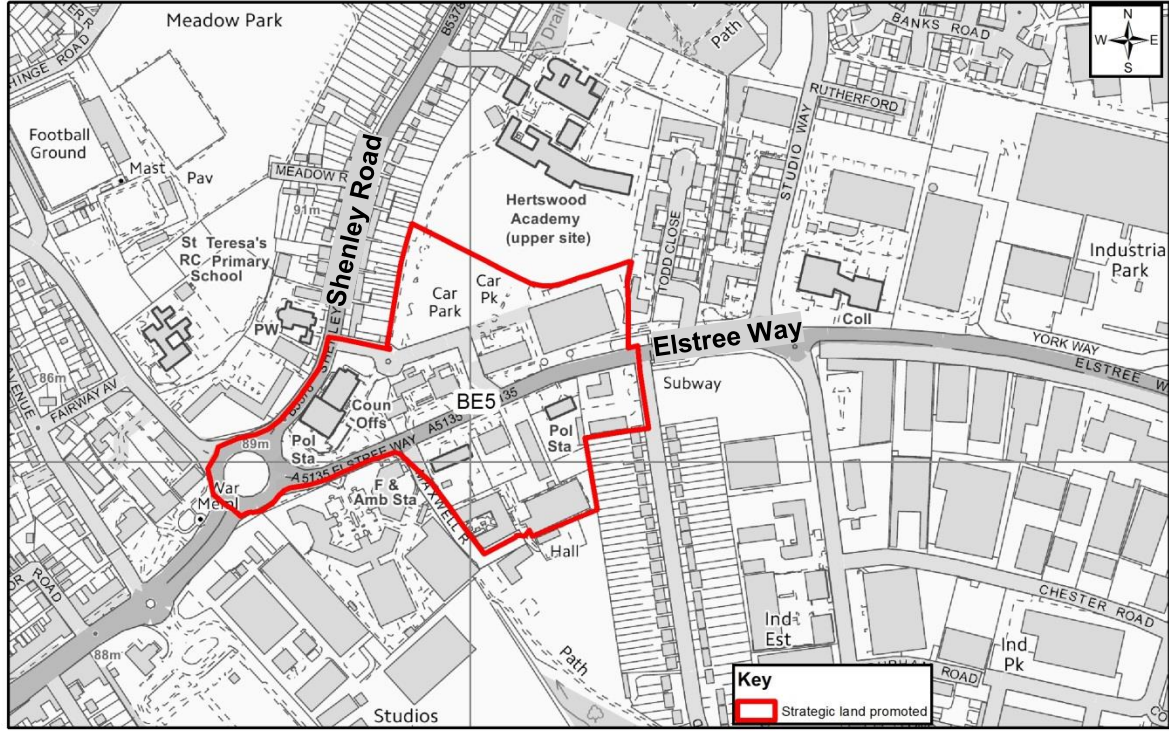
<p>Creation of local employment opportunities and investment in the town</p> <p>Scope to co-ordinate with other employment opportunities south of the site</p> <p>Some of the site is already safeguarded for employment development within the current Local Plan</p> <p>Proximity to A1 and M25 for businesses</p>	<p>Part of the site is located within an area of flood risk</p> <p>Loss of green belt land.</p> <p>Landscape and visual impact.</p> <p>Likely requirement for another new primary school, as well as a new secondary school, arising from any significant new growth in Borehamwood</p> <p>Existing GP practices in the area have limited or no additional capacity although no health facility proposed on Elstree Way</p>
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**Please provide your comments on site BE4**

# STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<b>Site address / location</b>	Elstree Way Corridor Opportunity Sites, Borehamwood	<b>Site reference</b>	BE5
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## Site information

<b>Total Size (ha) gross</b>	7.5	<b>Site source</b>	Hertsmere Local Plan 2012-2027 Elstree Way Corridor Action Plan 2013
		<b>Site promoter</b>	Hertsmere Borough Council
<b>Current use</b>	Community uses, emergency services and residential	<b>Issues and Options site category</b>	Redevelopment of urban brownfield sites
<b>Surrounding uses</b>	Commercial development to the east along Elstree Way, town centre activities to the east and residential development to the north and south east		
<b>Potential to be joined to another site(s)</b>	A number of other smaller development sites nearby are identified in the Elstree Way Corridor Area Action Plan.		
<b>Proposed use</b>	Residential and relocated emergency services	<b>Potential capacity</b>	585

**High level assessments**


<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref: HELAA 392</b></p>	<p>A number of different sites which together make up the Opportunity Area identified in the adopted Elstree Way Corridor Area Action Plan, part of the Council's current Local Plan. The Opportunity Area is also a nationally designated housing zone and comprises a range of community and civic uses within the core part of the EWC.</p> <p>To date, almost 800 units have been built within the wider EWC including sites facing onto Studio Way, Manor Way and Brook Road. This excludes sites immediate adjoining the EWC which have either been built out (Horizon One) or are under construction at the former Hertswood School site.</p> <p>The continued rationalisation of public sector land holdings within the EWC provides an opportunity to build out the Opportunity Area on the north and south of Elstree Way itself. The Area Action Plan identifies the main Opportunity Area for the delivery of up to 800 units. 215 of these are either built out or are currently under construction meaning the scope remains to deliver up to 585 additional units within the parameters set out in the adopted Plan. Although the entire area is allocated for development and the majority of the sites are currently available, it is recognised that the job centre plus and adjoining garage sites are not currently available which comprise around 12% of the developable area. These sites are unlikely to be deliverable within the next 5 years, meaning an estimated 500 units can be delivered within the first 5 years and the remaining 85 thereafter.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>n/a</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>n/a</p>
<p><b>Accessibility mapping</b></p>	<p>The accessibility mapping identified the site as scoring 8 out of 10 for accessibility, as the area is located within close proximity of public transport and range of local services.</p>
<p><b>High level transport assessment</b></p>	<p>tbc</p>

**Summary**

<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Already accepted as an appropriate planning strategy for the future of this part of Borehamwood following independent examination</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p>	<p>Local highways impact onto Elstree Way and Shenley Road and other nearby roads</p> <p>Majority of highway and public realm improvements envisaged have yet to be implemented</p> <p>Preference for an alternative location to the reserved site at Maxwell Park for a new primary school</p>

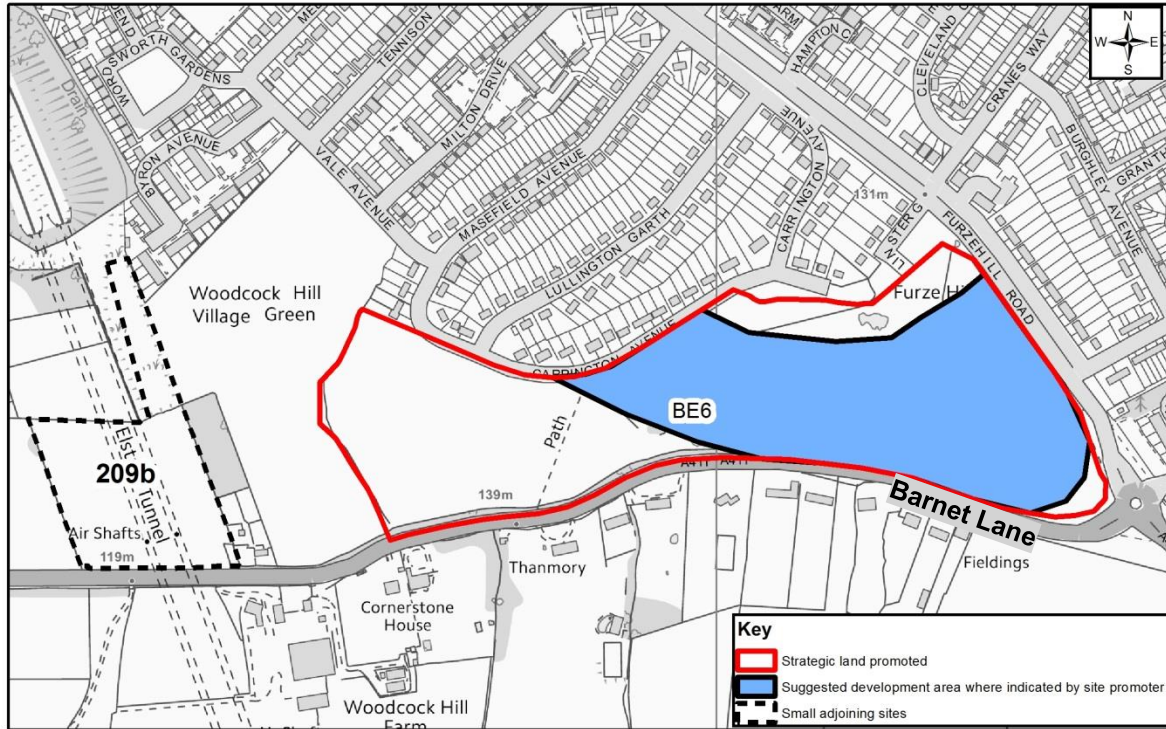
## STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<p>Proximity to Borehamwood town centre and station</p> <p>A number of bus routes currently run along Elstree Way</p> <p>A requirement for developers to provide affordable housing</p> <p>Scope to co-ordinate with other opportunities surrounding the site and deliver public realm improvements</p> <p>Land set aside for new health facility</p> <p>Proximity to local primary and secondary schools including Hertswood Academy and St Teresa's Primary School</p>	<p>Site assembly requirements involving different public sector-owned sites</p> <p>Existing GP practices in the area have limited or no additional capacity although no health facility proposed on Elstree Way</p>
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 **Please provide your comments on site BE5**

# STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<b>Site address / location</b>	Land north of Barnet Lane, Borehamwood	<b>Site reference</b>	BE6
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## Site information

<b>Total Size (ha) gross</b>	12.63	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Barratt Homes on behalf of the owner
<b>Current use</b>	Open land on the edge of built up area.	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	There are residential areas to the north, south and east of the site. The open land runs right up to the edge of built up area; Woodcock Hill Village Green is located to the west.		
<b>Potential to be joined to another site(s)</b>	The site directly west of Woodcock Hill Village Green, site 209b, has also been submitted in conjunction with this site.		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	320 homes




<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 209a</b></p>	<p>The western side of the site forms part of Woodcock Village Green which is also a local wildlife site. Other environmental factors to consider include a large number of protected trees across the site.</p> <p>Given these constraints, the area indicated for future residential development by the site promoter would be to the east of the village green and amounts to approximately half of the entire 12.6ha site. A concept plan submitted indicates that the village green site presents an opportunity for a school site but the village green designation would preclude development from taking place.</p> <p>The site is approximately a mile on foot from (via Coleridge Way) the station and (via Furzehill Road) the town centre would potentially be accessed via both Barnet Lane and Furzehill Road. The 107 and 292 bus routes serve the south east corner of the site which is 400m from the Morrison's supermarket.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the area within which the site is located as scoring moderately overall. The area was identified as playing an important role in preventing encroachment into the countryside south of Borehamwood, as well as forming a small part of the less essential gap between Borehamwood and Greater London. However due to the scale and character of the site, development is unlikely to cause merging between settlements. Furthermore, Barnet Lane and the M1 are likely to contribute to the prevention of coalescence between Borehamwood and Greater London.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which BE6 lies as meeting the Green Belt Purpose Assessment criteria strongly, but making a less important contribution to the wider Green Belt. The Assessment recommends the sub-area for further consideration, in combination with the sub-area to the west.</p>
<p><b>Accessibility mapping</b></p>	<p>The accessibility mapping identified the site as scoring 6 out of 10 for accessibility, as the site is considered to be fairly close to public transport and local services.</p>
<p><b>High level transport assessment</b></p>	<p>Without any transport improvements, 17.5% of the County Council's transport policy requirements were met. 'Concerns' were raised against 65% of policy requirements and 'significant concerns' raised against 17.5% of policy requirements.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Existing bus routes (107, 292) serving the south east corner of the site.</p> <p>Close proximity to Morrison's supermarket.</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family</p>	<p>The western side of the site forms part of Woodcock Village Green which is also a Local Wildlife Site (Woodcock Hill Fields) and so cannot be developed</p> <p>A Tree Preservation Order covers a large number of trees across the site.</p> <p>As only around 50% of the site can be developed, the</p>

## STRATEGIC HOUSING SITES, BOREHAMWOOD AND ELSTREE

<p>housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide self-build housing plots</p> <p>Scope to secure improvements to Woodcock Hill Village Green as part of any development</p> <p>Close proximity to Summerwood Primary School</p> <p>Within walking distance of train station and Borehamwood town centre</p>	<p>scale of development may not be able to support as much supporting infrastructure</p> <p>Likely requirement for another new primary school, as well as a new secondary school, arising from any significant new growth in Borehamwood</p> <p>Existing GP practices in the area have limited or no additional capacity although no health facility proposed on Elstree Way</p> <p>Local highways impact including cumulative effect of additional traffic onto Barnet Lane and Stirling Corner</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p>
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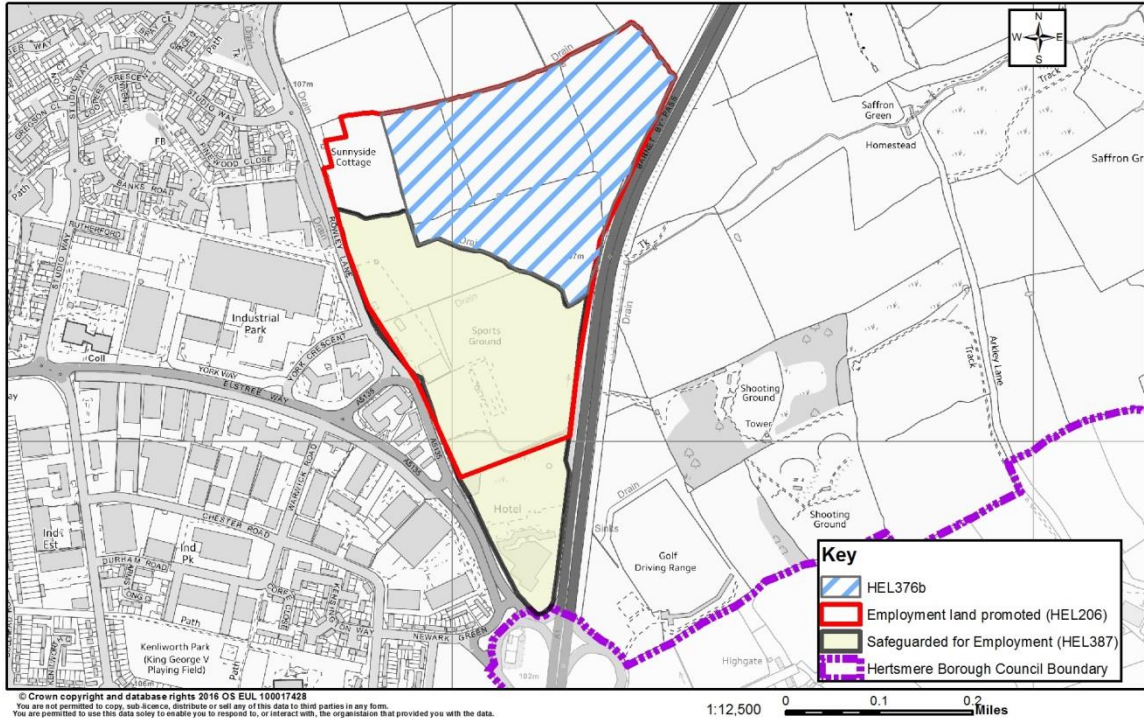


**Please provide your comments on site BE6**



3.2 Employment sites – Borehamwood & Elstree

<b>Site address / location</b>	Land east of Rowley Lane, Borehamwood	<b>Site reference</b>	<b>EMP3</b>
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**Site information**

<b>Total Size (ha) gross</b>	29.8 (HEL208) Employment land promoted	<b>Site source</b>	Call for sites 2017/Issues & Options 2017
	14.5 (HEL 387) site safeguarded for employment	<b>Site promoter</b>	Lichfields on behalf of Legal and General Assurance Society Ltd and Woolf Bond Planning on behalf of Wrotham Park Estates
<b>Current use</b>	Open land on the edge of built up area.	<b>Issues and Options site category</b>	Employment site
<b>Surrounding uses</b>	Borehamwood to West. A1M runs along the Eastern Edge. Hotel to South of the Site, Open fields with minor development to North.		
<b>Potential to be joined to another site(s)</b>	No		

## EMPLOYMENT SITES, BOREHAMWOOD AND ELSTREE

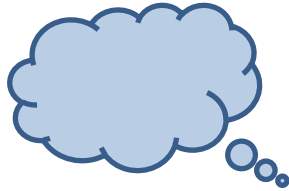
<b>Proposed use</b>	Economic development	<b>Potential capacity</b>	Number of jobs created dependent on businesses which would locate to the site
<b>High level assessments</b>			
<b>Land Availability Assessment (2018)</b>	The area promoted for employment use comprises open countryside in the Green Belt to the north but is largely undeveloped in the centre with land safeguarded for employment or developed in the south. Part of the site is within Flood Zones 2 and 3 and several watercourses cross the site. Several listed buildings and a wildlife site adjoin the northern part of the area. Access would be onto Rowley Lane, including through the creation of an eastern arm at the roundabout with Studio Way.		
<b>Site ref:</b> <b>HELAA 206 376b and 387</b>	The northern end of the site (HEL376B) is some distance from the centre of Borehamwood, being up to two miles from the rail station and over one mile from the edge of the town centre. Currently no buses serve the site, with the nearest bus stop approximately 200m from the south west site boundary. A detailed highway assessment would be required to assess the impact on both the local road network and the strategic road network, given the proximity to the A1.		
<b>Green Belt assessment (Stage 1)</b>	<p>A large proportion of the site has previously been safeguarded for economic development, and is not located within the Green Belt. The northern part of the site however, lies within the Green Belt.</p> <p>The Stage 1 Green Belt assessment identified much of the area within which northern part the site is located as scoring highly for purpose 3 (safeguarding the countryside). Rowley Lane is identified as one of a number of durable boundary features with the area as a whole largely comprising of open fields with long views and an unspoilt rural character.</p>		
<b>Green Belt assessment (Stage 2)</b>	The southern part of EMP3 is safeguarded land which is outside the Green Belt. The Stage 2 Green Belt assessment identifies the sub-area within which the northern part of EMP3 lies as meeting the Green Belt Purpose Assessment criteria moderately and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.		
<b>Accessibility Mapping</b>	The accessibility mapping identified the site as scoring 3 out of 10 with the site located a considerable distance from public transport and other local services.		

### **Summary**

<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>A significant part of the area is already accepted as an appropriate location for economic development following independent examination of current Local Plan</p> <p>Logical extension of existing industrial estate/employment area bringing inward investment to Borehamwood</p> <p>Close proximity to A1 and M25</p>	<p>Local highways impact including cumulative effect of additional traffic onto surrounding roads and A1 junction</p> <p>Some distance from train station and town centre</p> <p>Loss of green belt land beyond existing safeguarded employment</p> <p>Landscape and visual impact beyond the southern part of the site</p>

## EMPLOYMENT SITES, BOREHAMWOOD AND ELSTREE

Potential to improve the appearance of the southern part of the site close to the junction with the A1



**Please provide your comments on site EMP3**

3.3 Other potential development sites – Borehamwood & Elstree

N.B. Sites below 0.25ha or promoted for fewer than 5 homes have not been included

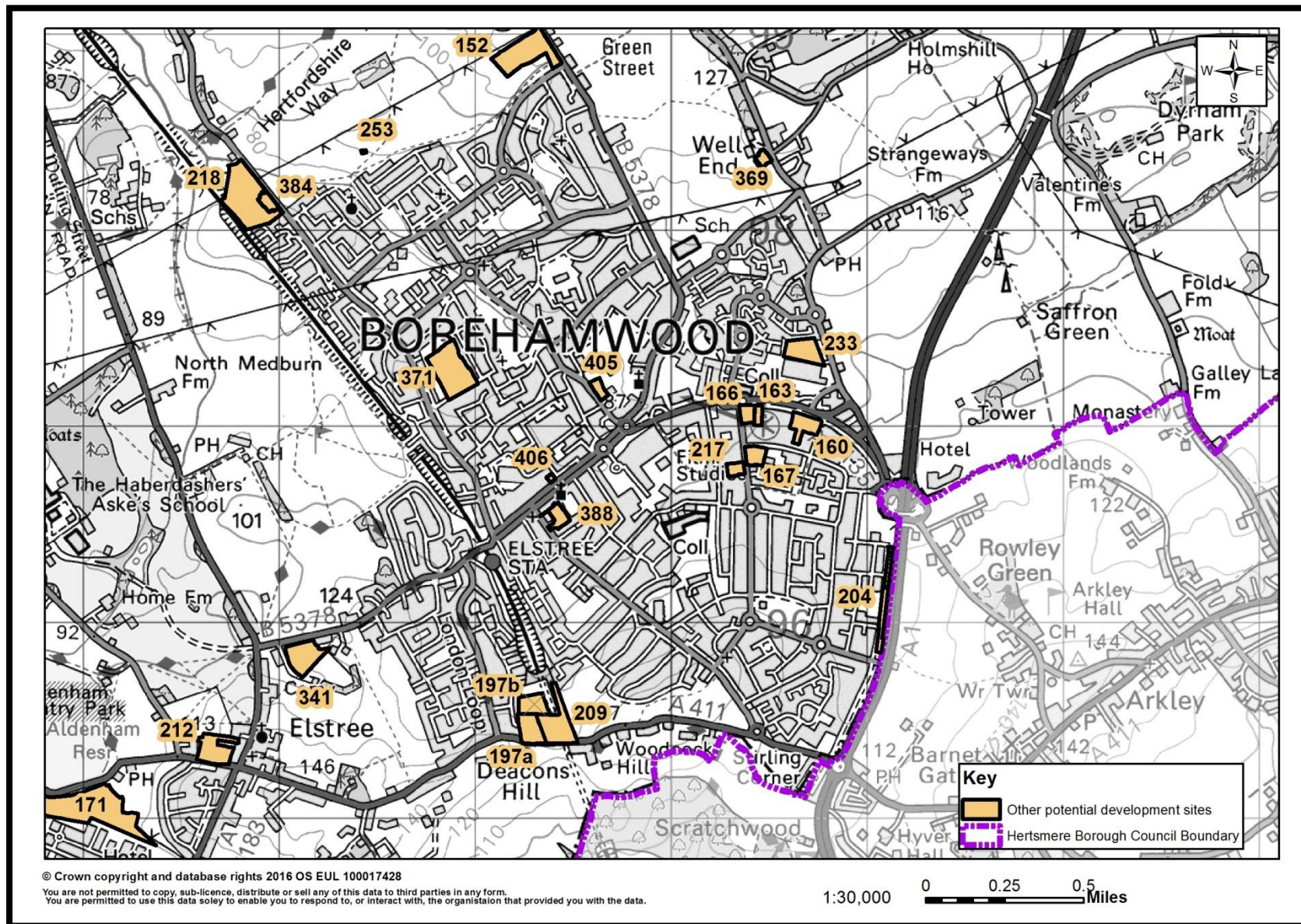
Borehamwood and Elstree		
Land Availability Assessment reference	Location	Brief description of potential use <i>(for site capacities with an asterisk please see paragraph 2.7)</i>
HEL152	Lyndhurst Farm, Green Street	Residential, estimated capacity for 100 homes
HEL160	Elstree Gate	Residential, estimated capacity for 80 homes
HEL163	Evelyn House, 3 Elstree Way	Residential, estimated capacity for 25 homes
HEL166	1 Elstree Way	Mixed Use, estimated capacity for 35 homes
HEL167	1-3 Manor Point, Manor Way	Residential, estimated capacity for 50 homes
HEL197a	Land north of Barnet Lane 1	Residential, estimated capacity for 55 homes
HEL197b	Land north of Barnet Lane 2	Residential, estimated capacity for 50 homes
HEL204	Land at Stangate Crescent and Wandsford Park near the Barnet by-pass	Residential, estimated capacity for 50 homes*
HEL209b	Land North of Barnet Lane	Mixed Use, estimated capacity for 70 homes*
HEL217	Manor Place Industrial Estate	Residential, estimated capacity for 30 homes
HEL218	Organ Hall Farm, Theobald Street	Residential, estimated capacity for 130 homes
HEL233	1 and 2 Borehamwood Industrial Park, Rowley Lane	Residential, estimated capacity for 95 homes
HEL341	Allum Lane West	Residential, estimated capacity for 65 homes
HEL369	Well End Lodge, Well End Road	Residential, estimated capacity for 15 homes*
HEL371	Old Haberdashers Sports Ground, Croxdale Road	Residential, estimated capacity for 140 homes*
HEL384	Organ Hall Farm (buildings)	Residential, estimated capacity for 35 homes
HEL388	The Point, Borehamwood	Residential, estimated capacity for 55 homes*
HEL405	Brook Road Car Park	Retention of surface parking with development above. Type of development sought yet to be determined by Council.
HEL406	Clarendon Road Car Park	Retention of surface parking with development above. Type of development sought yet to be determined by Council.



**Please provide your comments on the other potential development sites in Borehamwood and Elstree.**

*(Please state the Land Availability Assessment reference of the site you are referring to at the beginning of your comments)*

# OTHER POTENTIAL DEVELOPMENT SITES, BOREHAMWOOD AND ELSTREE





## 4. Bushey

### Infrastructure Overview - Bushey

Population	27,500
Increase since 2011	+1,750
Number of households	11,120
Number of Businesses Units (offices, workshops, manufacturing and warehouses only)	150

### Number of community services

Primary Schools	14
Secondary Schools/Colleges	6
GP Practices	5
Dental Surgeries	6
Post Offices	3
Pharmacies	5

### Key infrastructure needs

#### Education

There is a relationship between Rickmansworth, Watford and Bushey in terms of school place provision, given their geographic proximity and pupils move between them to attend secondary school. An increase in housing would require additional school places as there is no capacity within Bushey schools. A new school site will be needed to meet education need arising from any future housing proposals.

#### Health

Herts Valleys Clinical Commissioning Group (CCG) is the NHS organisation responsible for commissioning (planning, designing and buying) health services on behalf of people who live across south west Hertfordshire. Attenborough and Manor View practices in Bushey recently relocated to new, purpose built premises and are able to take on quite significant growth (approximately 5,000 patients) before reaching capacity. However, the Little Bushey and Schopwick practices located in Bushey Heath are operating in cramped conditions and are therefore unable to absorb any growth in the area.

#### Transport

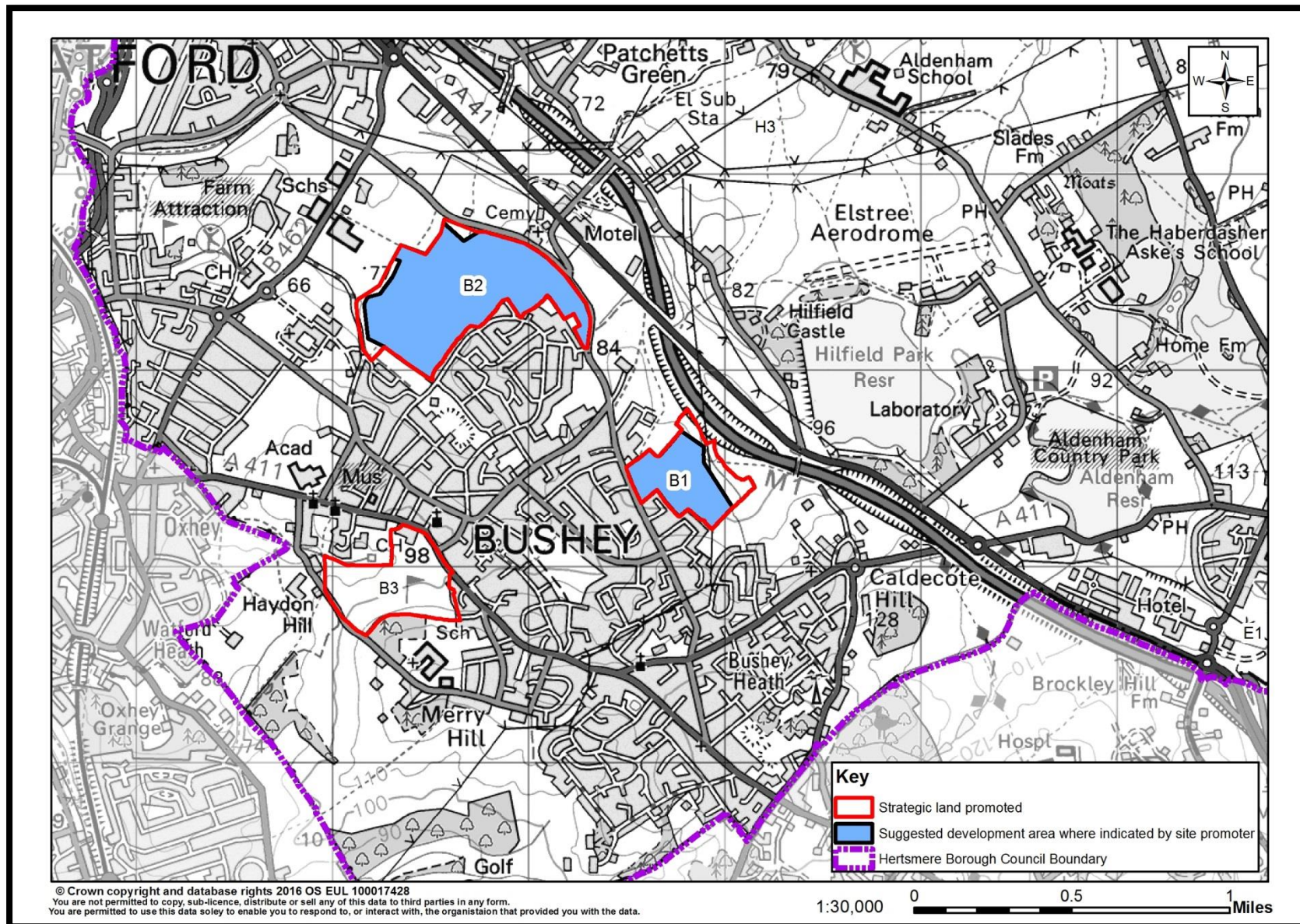
Traffic modelling was undertaken to forecast changes in journey times across the road network. Depending on the number and location of strategic housing sites developed across the borough, road journey times from Bushey to nearby centres such as Borehamwood, Watford and St Albans could increase by up to 10 minutes at peak times and up to 4 minutes at other times. This means it will be necessary for growth to be accompanied by significant investment in local public transport and other initiatives such as car clubs, as well as measures to lower the number of new cars on the road by locating development near to local services.



# STRATEGIC HOUSING SITES, BUSHEY

## 4.1 Strategic housing sites – Bushey

The following sites with the potential to provide more than 250 new homes have been submitted for our consideration within Bushey:

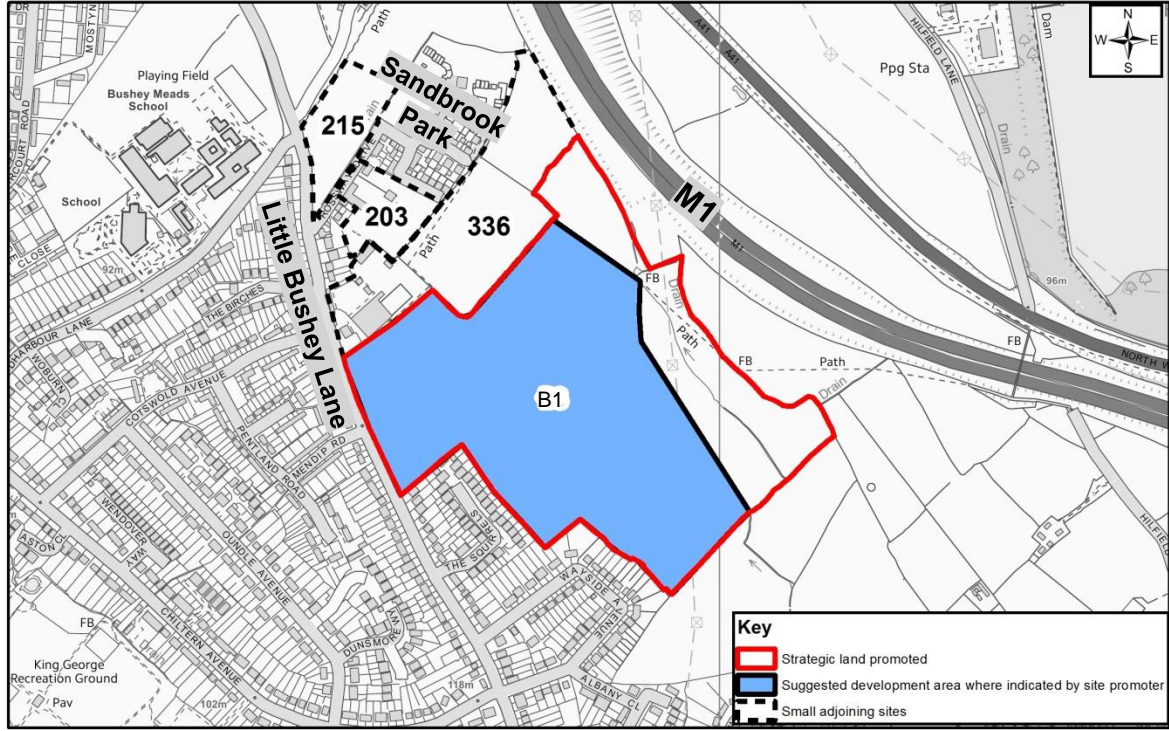


## STRATEGIC HOUSING SITES, BUSHEY

Site number	Site address
<b>B1</b>	Land south-east of Hart's Farm Stables, Bushey
<b>B2</b>	Land north of Farm Way, Bushey Heath (Compass Park)
<b>B3</b>	Former Bushey Golf and Country Club

# STRATEGIC HOUSING SITES, BUSHEY

<b>Site address / location</b>	Land south-east of Hart's Farm Stables, Bushey	<b>Site reference</b>	<b>B1</b>
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## Site information

<b>Total Size (ha) gross</b>	18.2ha	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Barton Willmore on behalf of Redrow Homes Ltd
<b>Current use</b>	Pasture used for grazing horses	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Residential to the west and south west, equestrian to the north, pasture to the south and motorway (M1) to the east		
<b>Potential to be joined to another site(s)</b>	A number of other sites east of Little Bushey Lane and south of Coldharbour Lane have either been developed (Sandbrook Park), approved (south of Sandbrook Park - 203) or promoted (215, 336). 336 (Harts Farm) immediately adjoins the site and would potentially be capable of joining with the site.		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	240 homes - plus 130 (site 336)

## STRATEGIC HOUSING SITES, BUSHEY

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 201</b></p>	<p>Flood Zone and pylons/overhead power lines across north east part of site. Northern part of site is approximately 40m from M1 motorway albeit elevated from carriageway. No other environmental or topographical constraints affecting the site. Land close to approved Rossway Drive residential developments for over 130 units, one of which has now been built out as well as an area of post-war residential development to the east of the building line on Little Bushey Lane towards Elstree Road.</p> <p>Access would be directly onto Little Bushey Lane. A detailed highway assessment would be required to assess the impact on the local road network and the strategic road network, taking account of other sites being promoted in the vicinity and given the proximity of the site to both the A41 and Junction 5 of the M1. Although Sandy Lane offers direct access onto the A41, it is a particularly narrow road and unsuitable for larger volumes of traffic.</p> <p>Currently the site is not served by any bus routes, the centre of which is broadly equidistant from Bushey Village and Bushey Heath centres, both of which are over 1 mile away on foot. There are no local shopping parades particularly close to this part of Bushey with the convenience shops on Harcourt Road approximately 1 mile away. Although the site is within 800m of a secondary school (Bushey Meads), any significant scale of development in this location would need to address the relatively limited access to services within the vicinity of the site.</p>
<b>Green Belt assessment (Stage 1)</b>	The Stage 1 Green Belt assessment identified much of area within which the site is located as scoring strongly against purpose 2 (coalescence of settlements), forming part of the essential gap between Watford and Bushey Heath/Bushey Village, as well as the essential gap between those settlements and North Bushey and Elstree.
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt assessment identifies the sub-area within which B1 is located as meeting Green Belt Purpose Assessment criteria moderately and making a less important contribution to the wider Green Belt. It recommends the sub-area for further consideration, in combination with the sub-area to the north-west.
<b>Accessibility mapping</b>	The accessibility mapping identified the site as scoring 3 out of 10 for accessibility as much of the site is located a considerable distance from public transport and local services.
<b>High level transport assessment</b>	Without any transport improvements, 25% of the County Council's transport policy requirements were met. 'Concerns' were raised against 65% of policy requirements and 'significant concerns' raised against 10% of policy requirements.

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering a new garden suburb with supporting infrastructure between Bushey and the M1</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable</p>	<p>Local highways impact including additional traffic onto Little Bushey Lane</p> <p>Loss of green belt land</p> <p>Integrating development with built and permitted schemes on Rossway Drive</p> <p>Landscape and visual impact</p>

## STRATEGIC HOUSING SITES, BUSHEY

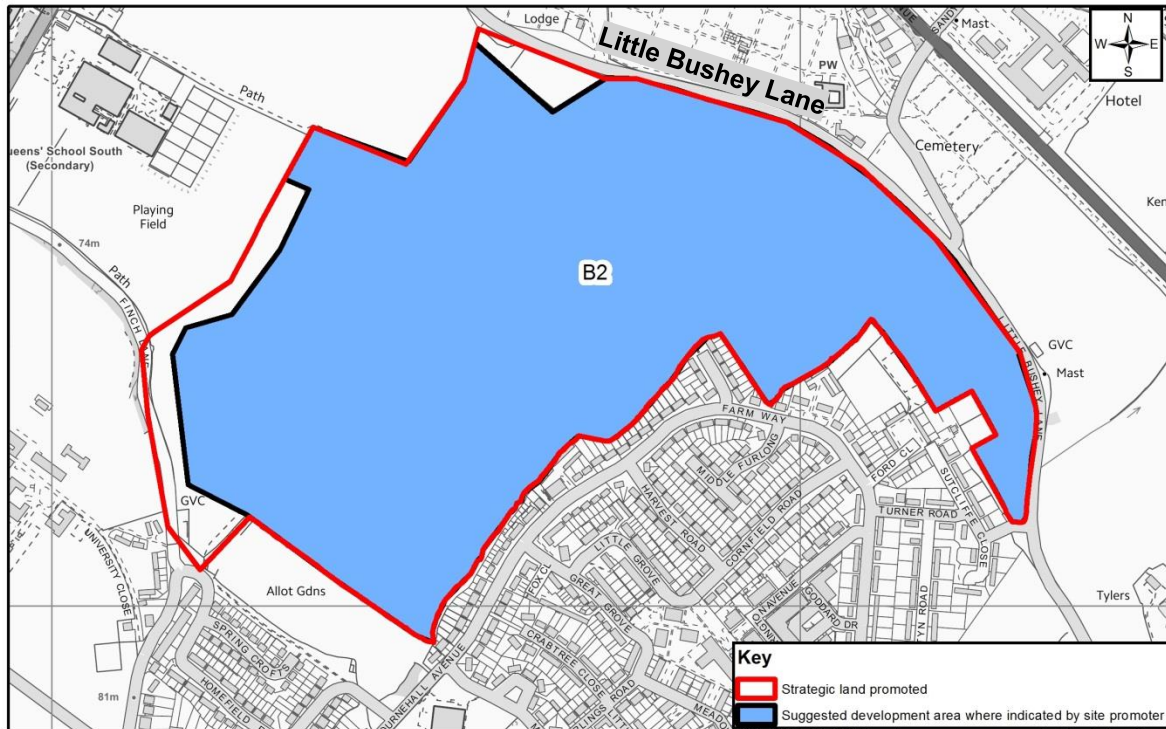
<p>housing</p> <p>Opportunity to provide some self-build housing plots</p> <p>Close proximity to secondary school</p> <p>Scope to co-ordinate with other development opportunities east of Little Bushey Lane/south of Coldharbour Lane</p> <p>Connectivity with A41 and M1</p>	<p>Potential noise impact from M1</p> <p>No public transport serving the site</p> <p>Likely requirement for new schools arising from any significant new growth in Bushey</p> <p>New Bushey Medical Centre on London Road but Little Bushey and Schopwick practices in Bushey Heath are operating in cramped conditions and are therefore unable to absorb any growth in the area</p>
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**Please provide your comments on site B1**

## STRATEGIC HOUSING SITES, BUSHEY

<b>Site address / location</b>	Land north of Farm Way, Bushey Heath (Compass Park)	<b>Site reference</b>	<b>B2</b>
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### Site information

<b>Total Size (ha) gross</b>	48.5ha	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Strutt and Parker on behalf of Masonic Charitable Foundation
<b>Current use</b>	Agricultural land	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Residential towards the south of the site, cemetery towards the east of the site, playing fields and Queens Secondary School towards the north of the site.		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Residential development, with other facilities and services.	<b>Potential capacity</b>	850 homes



<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 181</b></p>	<p>Environmental factors to be considered include a local wildlife site in the south east of the site and an area of historic landfill in the north of the site. Further investigations would be required to assess the extent to which this would restrict development.</p> <p>Road access from surrounding highway network is limited to Little Bushey Lane with no vehicular access from Bournehall Avenue and Finch Lane. A detailed highway assessment would be required to assess the impact on both the local road network and the strategic road network given the proximity of the site to both the A41 and Junction 5 of the M1. Although Sandy Lane offers direct access onto the A41, it is a particularly narrow road and unsuitable for larger volumes of traffic.</p> <p>The site is currently served by two bus routes on Bournehall Road, the 306 and (school service only) 823 although neither route runs directly into Bushey village which is around a mile away on foot. Bushey train station and Watford town centre are further away but are approximately 10 minutes and 15 minutes away by bus respectively.</p>
<b>Green Belt assessment (Stage 1)</b>	The site makes up a significant proportion of an area scoring highly for purpose 2 (prevent neighbouring towns merging into one another) as the land prevents outward sprawl of Watford, and forms a natural gap between Watford and Bushey Heath/Bushey Village, as well as the essential gap between those settlements and North Bushey and Elstree.
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt assessment identifies the sub-area within which B2 is located as meeting Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.
<b>Accessibility mapping</b>	The accessibility mapping identified the site as scoring 4 out of 10 for accessibility, as much of the site is located a considerable distance from public transport and local services.
<b>High level transport assessment</b>	Without any transport improvements, 30% of the County Council's transport policy requirements were met and 'concerns' were raised against 70% of policy requirements. No 'significant concerns' were raised against any policy requirements.

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering a new garden suburb to the west of Little Bushey Lane with supporting infrastructure</p> <p>Scope to provide a new primary school, community facilities, a care home, business units and a new local centre</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family</p>	<p>Local highways impact including effect of additional traffic onto Little Bushey Lane</p> <p>Vehicular access into the site limited to Little Bushey Lane</p> <p>Sandy Lane likely to be unsuitable for additional traffic onto A41</p> <p>Loss of green belt land</p>

## STRATEGIC HOUSING SITES, BUSHEY

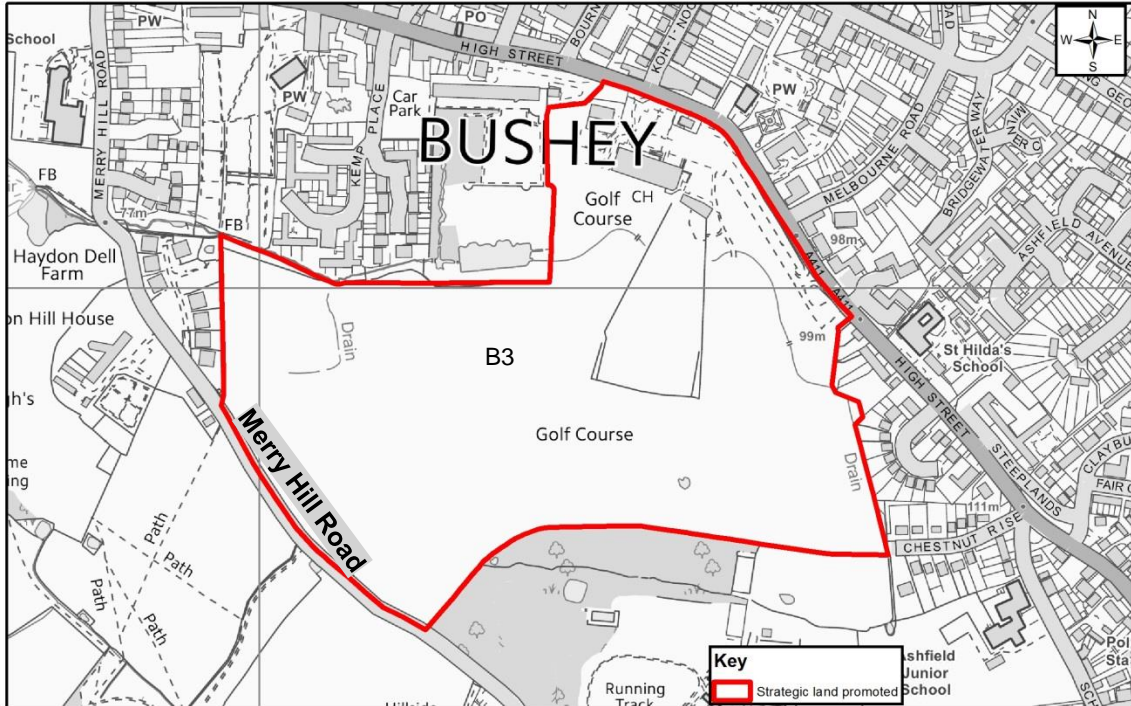
<p>housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide a significant number of self-build housing plots</p> <p>Close proximity to Bournehall Primary School and Queens' School</p> <p>Potential to connect with A41 and M1</p>	<p>Landscape and visual impact</p> <p>Local wildlife site in the south east of the site.</p> <p>Historic landfill in the north of the site</p> <p>Likely requirement for new schools arising from any significant new growth in Bushey</p> <p>New Bushey Medical Centre on London Road but Little Bushey and Schopwick practices in Bushey Heath are operating in cramped conditions and are therefore unable to absorb any growth in the area</p>
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**Please provide your comments on site B2**

# STRATEGIC HOUSING SITES, BUSHEY

<b>Site address / location</b>	Former Bushey Golf and Country Club	<b>Site reference</b>	B3
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## Site information

<b>Total Size (ha) gross</b>	22ha	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Hertsmere Borough Council
<b>Current use</b>	Community Centre, Two houses, Former country club, golf course and associated buildings and facilities	<b>Issues and Options site category</b>	Dependent on how the entire site is utilised which is yet to be determined by Hertsmere Borough Council
<b>Surrounding uses</b>	The centre of Bushey Village is immediately to the west of the site with residential areas beyond to the north and east. To the south west are two schools and beyond Merry Hill Road, agricultural land and open countryside.		
<b>Potential to be joined to another site(s)</b>	No		

## STRATEGIC HOUSING SITES, BUSHEY

<b>Proposed use</b>	Dependent on how the entire site is utilised which is yet to be determined by Hertsmere Borough Council	<b>Potential capacity</b>	Dependent on how the entire site is utilised which is yet to be determined by Hertsmere Borough Council
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### ***High level assessments***

<b>Land Availability Assessment (2018)</b>	<p>Significant complex of existing buildings, other structures and hardstanding, together with pair of semi-detached houses to the front. Large area of hardstanding (car park). Principle of some development acceptable under paragraph 145 of NPPF which allows for 'limited infilling or the partial or complete redevelopment of previously developed sites...which would not have a greater impact on the openness of the Green Belt' as 'appropriate development'. The actual quantum of 'appropriate development' within the Green Belt would depend on assessment of building footprint and volume.</p> <p>Majority of existing buildings are close to lowest part of the site with a 'dip' in the landscape, containing watercourse, before the site noticeably rises to the south west. Significant gradient means any development beyond PDL part of the site would affect current open vista when viewed from the main road (A411). Landscape and visual assessment would be required. Site is available following closure of golf club although re-provision or relocation of existing community facilities would need to be considered under current planning policy framework.</p>
<b>Site ref:</b> <b>HELAA 176</b>	<p>The current footprint of development amounts to approximately 2,600 sq. m for the purposes of assessing the previously developed part of the site. The quantum of development which could potentially be accommodated is such that it could be treated as a potential allocation, where development parameters can be clearly set, rather than as a potential windfall site.</p> <p>Subject to more detailed technical assessments and based on a mix of flats of houses, the PDL part of the site is available and considered to be suitable, available and achievable for 80 homes.</p> <p>Beyond the previously developed area and subject to clarification about the amount of open space which would be retained, a landscape and visual assessment and traffic impact would guide assessment of potential capacity. Access would be likely to be taken directly from the High Street as the principal point of ingress/egress although the wider golf course abuts Merry Hill Road to the south. The lower part of the site is in an accessible location, abutting Bushey Village district centre and on two existing bus routes 142 (Watford- Brent Cross) and 258 (Watford – South Harrow).</p>
<b>Green Belt assessment (Stage 1)</b>	<p>The site forms part of a wider area identified in the Stage 1 Green Belt assessment as strongly performing in terms of preventing sprawl and coalescence of settlements. Although the assessment recognised that the area north of Merry Hill Road felt more detached from the wider countryside, given its recent land use, it was considered to fulfil an important Green Belt function, particularly in terms of encroachment.</p>
<b>Green Belt assessment (Stage 2)</b>	<p>The sub-area corresponding with B3 is considered to play a particularly important role in preserving the setting and special character of the historic core of Bushey and associated Conservation Area. If removed from the Green Belt, this would harm the performance of the wider Green Belt purpose relating to the setting of historic towns. The site is not recommended for further consideration.</p>

## STRATEGIC HOUSING SITES, BUSHEY

<b>Accessibility Mapping</b>	The accessibility mapping assessment identified the site as having a medium to high level of accessibility to public transport and local shops, schools and other services, scoring 6 out of 10.
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<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Ultimately will be dependent on how the entire site is utilised which is yet to be determined by Hertsmere Borough Council. However, known benefits and opportunities include:</p> <p>Scope to provide new and improved community facilities</p> <p>Accessible location close to existing shops and services including new Bushey Medical Centre on London Road</p> <p>Approximately 1 mile from Bushey train station</p> <p>Various bus routes stopping on the High Street connecting to Watford and other centres</p>	<p>Ultimately will be dependent on how the entire site is utilised which is yet to be determined by Hertsmere Borough Council. However, known challenges and constraints include:</p> <p>Local highways impact including effect of additional traffic onto High Street and local residential roads</p> <p>Closure of current community facilities</p> <p>Potential development on green belt land</p> <p>Landscape and visual impact</p> <p>Likely requirement for new schools arising from any significant new growth in Bushey</p>

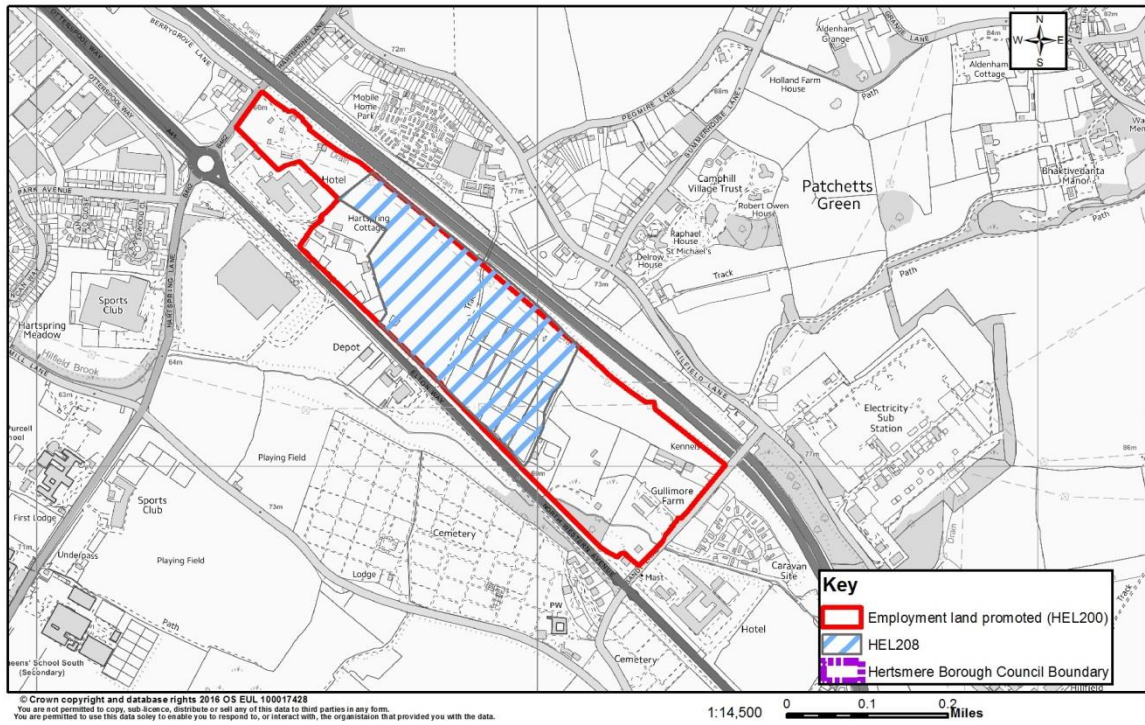


Please provide your comments on site B3

# STRATEGIC HOUSING SITES, BUSHEY

## 4.2 Employment sites – Bushey

<b>Site address / location</b>	Land between A41 and M1, near Hilton Hotel, Bushey (1)	<b>Site reference</b>	<b>EMP2</b>
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### Site information

<b>Total Size (ha) gross</b>	25.0 (HEL200)	<b>Site source</b>	Call for sites 2017
	11.5 (HEL208)	<b>Site promoter</b>	Sanders Laing on behalf of Turlin Holdings and DP9 Ltd on behalf of NBP Ltd
<b>Current use</b>	Land between A41 and M1	<b>Issues and Options site category</b>	Employment site
<b>Surrounding uses</b>	Patchetts Green to North on the other side of the M1. South of the A41 is Bushey. SE is a hotel. NW is minor development and brownfield sites.		
<b>Potential to be joined to another site(s)</b>	HEL208 which has been promoted separately is located entirely within the site boundary of HEL200.		
<b>Proposed use</b>	Economic development	<b>Potential capacity</b>	Number of jobs created dependent on businesses which would locate to the

## STRATEGIC HOUSING SITES, BUSHEY

			site
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<b>High level assessments</b>	
<b>Land Availability Assessment (2018)</b>  <b>Site ref:</b>  <b>HELAA 200</b>	<p>Promoted for employment or mixed use development, the whole site (promoted as HEL200) is tightly bound by the M1 to the north east and A41 to the south west and contains a number of different land uses. The central part, which has been separately submitted as HEL208 and promoted for open storage and school use, is relatively open. Hilfield Brook runs across the south west corner of the site.</p> <p>The site is not particularly accessible by public transport nor well served by community facilities as it is not on a bus routes and it is over a mile and a half into either Bushey or Watford centres.</p> <p>Much of the land in this location is in multiple ownerships and it is unclear how many of the land parcels are available, with 12 separate owners being identified.</p>
<b>Green Belt assessment (Stage 1)</b>	<p>The Stage 1 Green Belt assessment identified much of the area within which the site is located as scoring strongly against purpose 2 (coalescence of settlements), forming part of the gap between Bushey and smaller rural village of Patchetts Green. It also plays an important role in preventing ribbon development along the A41, and retaining a gap between North Bushey and Bushey Heath/Bushey Village.</p>
<b>Green Belt assessment (Stage 2)</b>	<p>Not yet assessed</p>
<b>Accessibility Mapping</b>	<p>The accessibility mapping identified the site as scoring 3 out of 10 with the site located a considerable distance from public transport and other local services.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Potential to improve the appearance of parts of the site</p> <p>Proximity to A41</p>	<p>Loss of Green Belt in gap between Bushey and Patchetts Green</p> <p>Ribbon development along A41</p> <p>Some distance from train station, public transport and town centres</p> <p>Impact on those existing residential uses within and adjoining the site</p> <p>Multiple ownerships may limit deliverability</p> <p>Potentially unsightly open storage proposal (HEL208)</p>

## STRATEGIC HOUSING SITES, BUSHEY

	Incompatibility of school and open storage proposal (HEL208)
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**Please provide your comments on site EMP2**



## OTHER POTENTIAL DEVELOPMENT SITES, BUSHEY

### 4.3 Other potential development sites – Bushey

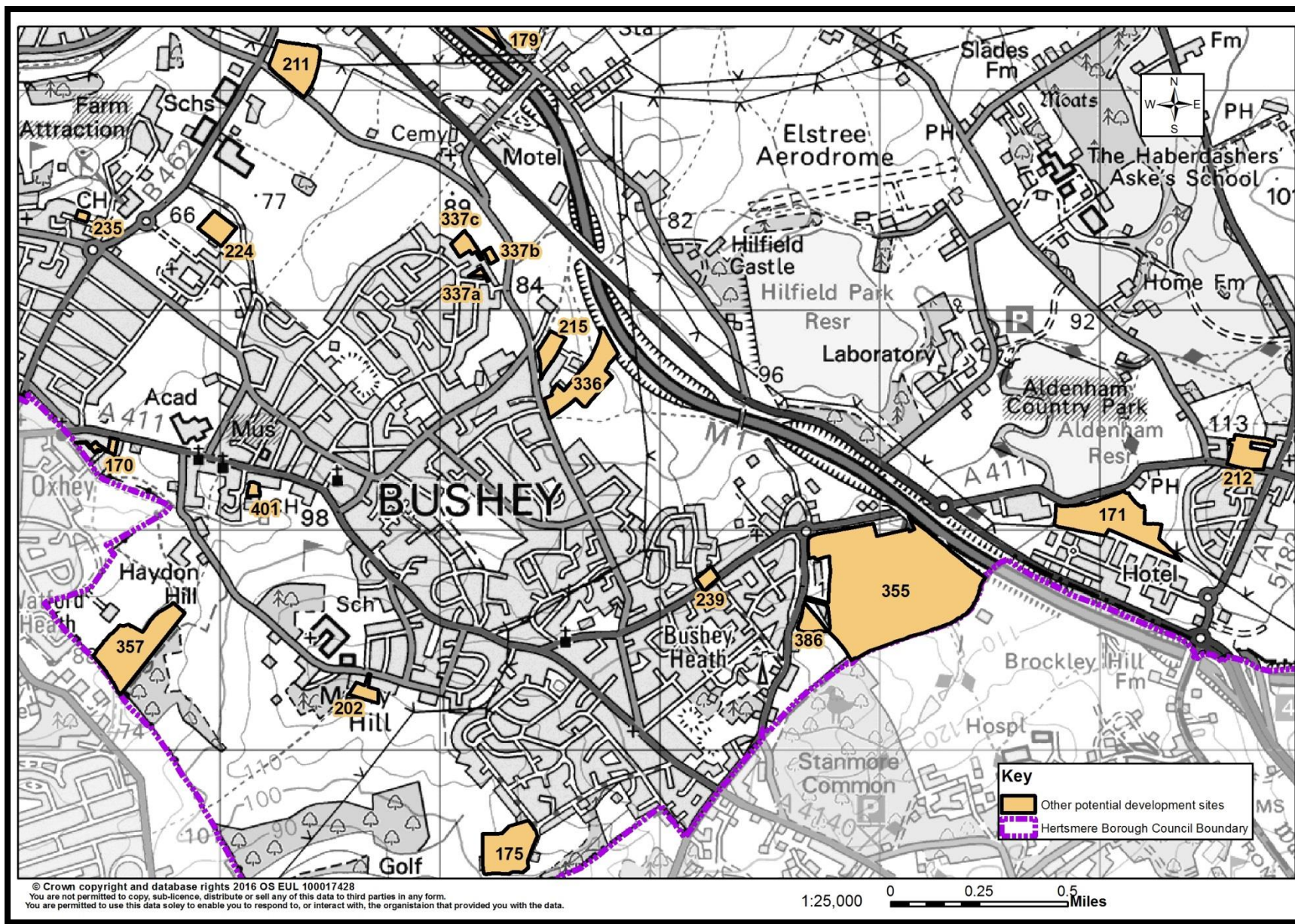
N.B. Sites below 0.25ha or promoted for fewer than 5 homes have not been included

<b>Bushey</b>		
<b>Land Availability Assessment reference</b>	<b>Location</b>	<b>Brief description of potential use</b> <i>(for site capacities with an asterisk please see paragraph 2.7)</i>
HEL170	Bushey Health Centre, London Road	Residential, estimated capacity for 25 dwellings
HEL175	Hartsbourne Country Club, Hartsbourne Ave	Residential, estimated capacity for 130 dwellings
HEL202	Land at Merry Hill Road	Residential, estimated capacity for 30 dwellings
HEL211	Land on the north side of Little Bushey Lane near Hartspring Lane	Residential, estimated capacity for 110 dwellings
HEL215	Land west of Rossway Drive	Residential, estimated capacity for 40 dwellings
HEL224	Royal Connaught Park, Marlborough Drive	Residential, estimated capacity for 45 dwellings
HEL235	Bushey Hall Garage, Bushey Hall Drive	Residential, estimated capacity for 15 dwellings
HEL239	Elstree Road (The Paddock)	Residential, estimated capacity for 20 dwellings
HEL336	Hart's Farm, Little Bushey Lane	Residential, estimated capacity for 130 dwellings
HEL337A	Land east of Farm Way (site 3)	Residential, estimated capacity for 10 dwellings
HEL337B	Land east of Farm Way (site 2)	Residential, estimated capacity for 10 dwellings
HEL337C	Land east of Farm Way (site 1)	Residential, estimated capacity for 30 dwellings
HEL355	Land south of Elstree Road	Residential, estimated capacity for 180 retirement plus 18 self-build units*
HEL357	Oxhey Lane	Residential, estimated capacity for 170 dwellings
HEL386	Gravel allotments, Heathbourne Road	Residential, estimated capacity for 30 dwellings
HEL401	Kemp Place Car Park	Retention of surface parking with development above. Type of development sought yet to be determined by Council.



**Please provide your comments on the other potential development sites in Bushey.** *(Please state the Land Availability Assessment reference of the site you are referring to at the beginning of your comments)*

## OTHER POTENTIAL DEVELOPMENT SITES, BUSHEY



## 5. Potters Bar

### Infrastructure Overview - Potters Bar

Population	22,900
Increase since 2011	+1,050
Number of households	9,260
Number of Businesses Units (offices, workshops, manufacturing and warehouses only)	430
Number of community services	
Primary Schools	7
Secondary Schools/Colleges	2
GP Practices	4
Dental Surgeries	7
Post Offices	3
Pharmacies	4

#### Key infrastructure needs

##### Education

An increase in housing would require additional school places as the schools in the town are currently at capacity. Current forecasts indicate a shortage of places in Potters Bar from 2022/23. There is expansion potential at two schools however they may not be well located for new development and, to enable flexibility in school place planning, it would be prudent to retain some expansion potential for population fluctuations and not in response to housing developments.

##### Health

Herts Valleys Clinical Commissioning Group (CCG) is the NHS organisation responsible for commissioning (planning, designing and buying) health services on behalf of people who live across south west Hertfordshire. Annandale and Highview Surgeries have recently moved into new, purpose built premises and therefore have some capacity. Parkfield Surgery is also purpose built and can absorb some new growth. However, it should be noted that in case of significant housing development in the area, extension of existing or additional facilities may be required in order to maintain the level of service expected from providers.

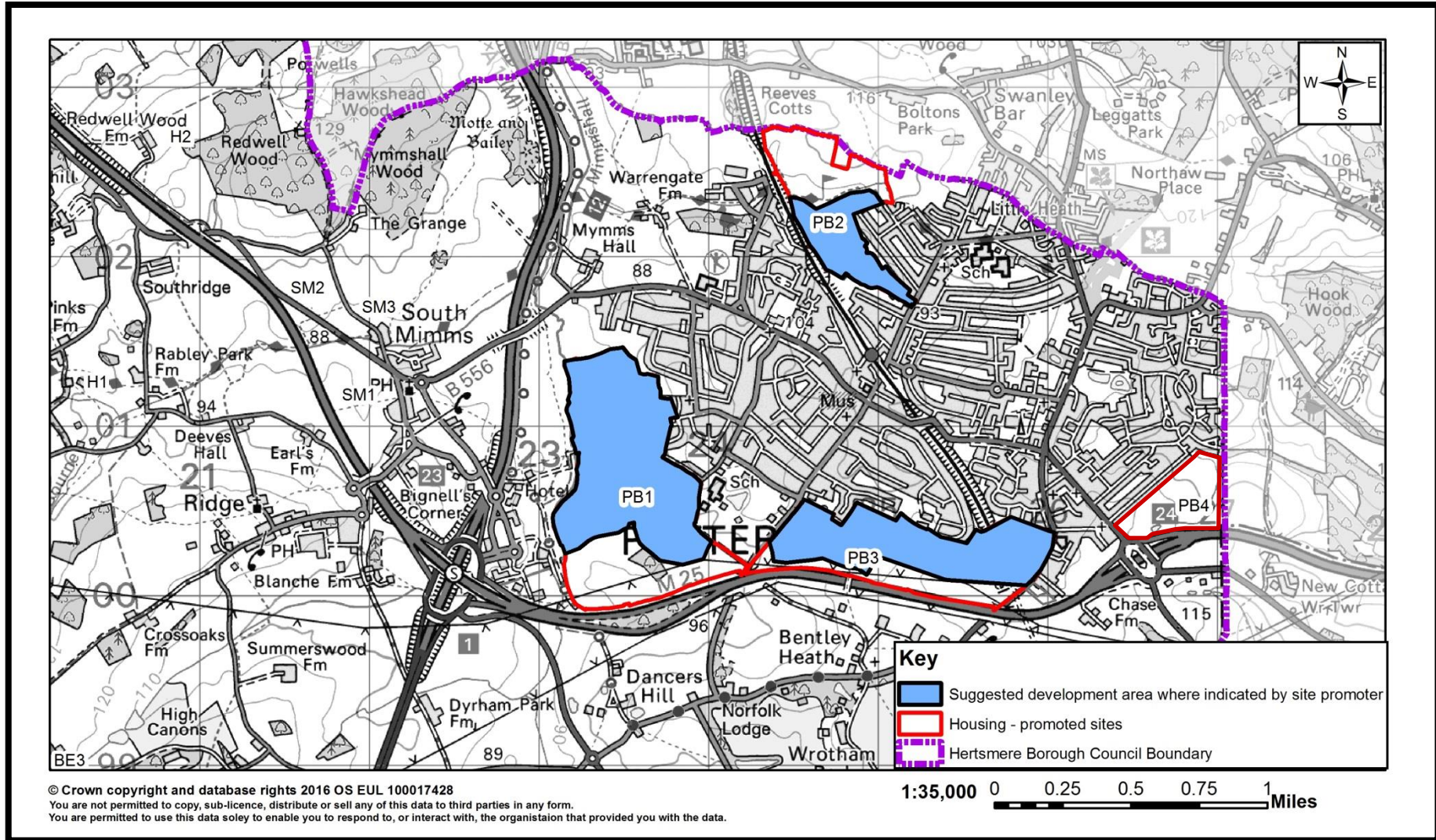
##### Transport

Traffic modelling was undertaken to forecast changes in journey times across the road network. Depending on the number and location of strategic housing sites developed across the borough, road journey times from Potters Bar to nearby centres such as Hatfield, St Albans and Barnet could increase by up to 3 minutes at peak times and up to 2 minutes at other times. This means it may be necessary for growth to be accompanied by investment in local public transport and other initiatives such as car clubs, as well as measures to lower the number of new cars on the road by locating development near to local services.



5.1 Strategic housing sites – Potters Bar

The following sites with the potential to provide more than 250 new homes have been submitted for our consideration within Potters Bar:

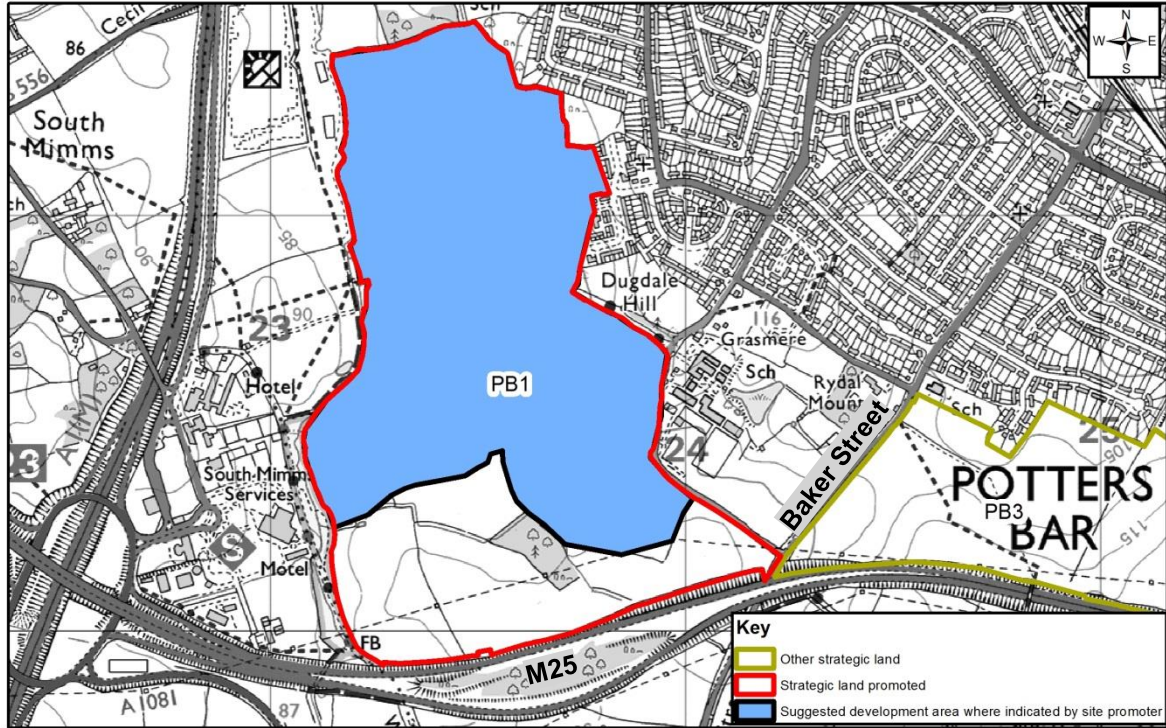


## STRATEGIC HOUSING SITES, POTTERS BAR

Site number	Site address
<b>PB1</b>	Land west of Dugdale Hill and Baker Street, Potters Bar
<b>PB2</b>	Land north/ west of The Avenue (Potters Bar Golf Course), Potters Bar
<b>PB3</b>	Land south of Oakroyd Avenue and west of Barnet Road, Potters Bar
<b>PB4</b>	Land south of Park Avenue and east of Southgate Road, Potters Bar

## STRATEGIC HOUSING SITES, POTTERS BAR

<b>Site address / location</b>	Land west of Dugdale Hill and Baker Street, Potters Bar	<b>Site reference</b>	PB1
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### Site information

<b>Total Size (ha) gross</b>	101.9HA	<b>Site source</b>	Issues and Options 2017
		<b>Site promoter</b>	Woolf Bond Planning LLP on behalf of Wrotham Park Estates
<b>Current use</b>	Open fields, farm buildings	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Solar farm, A1(M) and South Mimms services to the west, residential and school to the east, M25 to the south, open fields/ farm land north		
<b>Potential to be joined to another site(s)</b>	Site 178 to the east. site 362 to the south east.		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	1300 homes*(see paragraph 2.7)

## STRATEGIC HOUSING SITES, POTTERS BAR

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b> HELAA 361</p>	<p>Environmental factors to be considered include an area at risk from flooding and two local wildlife sites to the far west of the site. Part of the site also adjoins the M25 where noise and air quality would need to be considered.</p> <p>The indicative masterplan shows a new road linking Baker Street with Swanland Road, with pedestrian access onto Sawyers Lane and Windmore Avenue. However, the latter is not currently possible due to land south of Windmore Avenue being in separate ownership.</p> <p>A local centre together with a primary school and a range of other facilities are shown but detailed traffic assessments of the impact on local roads would be needed. Parts of the site are around 1.5 miles from the station and there is currently limited public transport connectivity, primarily through the 242. Extra bus routes would be needed to reduce reliance on car but the site is considered to be in a less accessible location than other land promoted by the landowner to the south of the town.</p>
<b>Green Belt assessment (Stage 1)</b>	<p>The Stage 1 Green Belt assessment identified much of the area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside), as the site plays an important role in preventing encroachment into an area of very open countryside. A small number of smaller sub-areas were identified as being of less significance, including Wroxham School and the paddocks north of Bridgefoot Lane, which are in separate ownership.</p>
<b>Green Belt assessment (Stage 2)</b>	<p>PB1 lies within two Stage 2 Green Belt Assessment sub-areas. The Assessment identifies the sub-area to the north of Bridgefoot Lane as meeting Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt and it does not recommend the sub-area for further consideration.</p> <p>The Assessment also identifies the sub-area to the south of Bridgefoot Lane as meeting Green Belt purpose assessment criteria strongly and making an important contribution to the wider Green Belt and it does not recommend this sub-area for further consideration.</p>
<b>Accessibility mapping</b>	<p>The accessibility mapping identified the site as scoring 3 out of 10 for accessibility as much of the site is located a considerable distance from public transport and other local services.</p>
<b>High level transport assessment</b>	<p>Without any transport improvements, 20% of the County Council's transport policy requirements were met. 'Concerns' were raised against 70% of policy requirements and 'significant concerns' were raised against 10% of policy requirements.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering a new garden suburb with supporting infrastructure between Potters Bar and Junction 23 of the M25</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p>	<p>Environmental constraints affect part of the site including area of flood risk and Local Wildlife Sites (Wash Lane and Bridgefoot House) to the far west of the site.</p> <p>Local highways impact including cumulative effect of additional traffic onto surrounding roads</p>



## STRATEGIC HOUSING SITES, POTTERS BAR

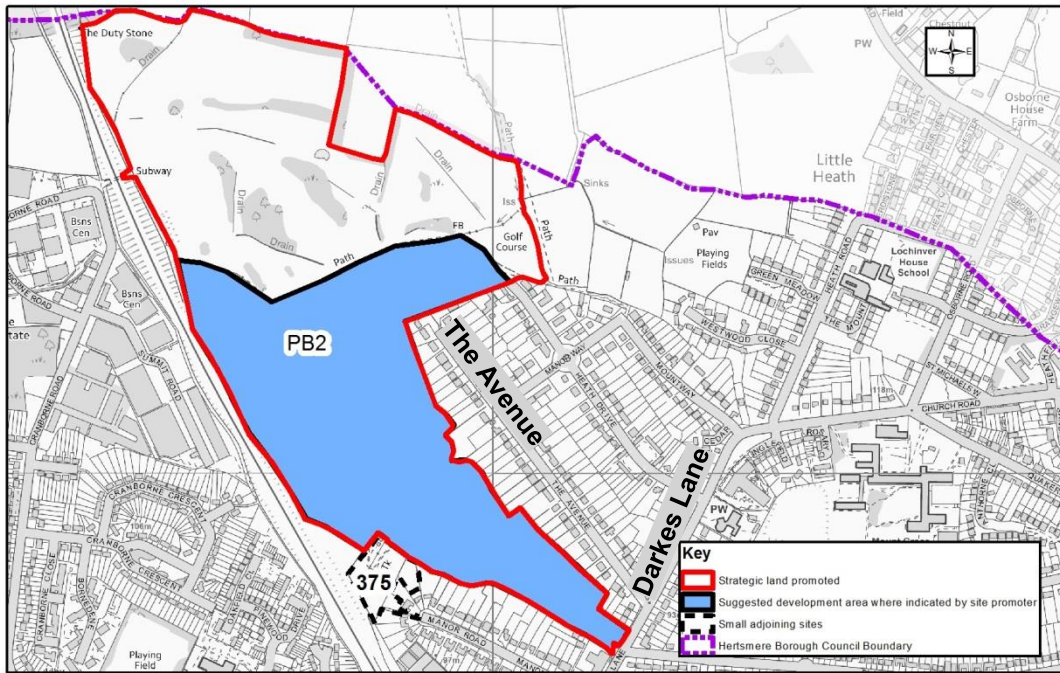
<p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide a significant number of self-build housing plots</p> <p>Proposal includes a new local centre and primary school</p> <p>Scope to co-ordinate with other development opportunities east of the site.</p> <p>Close proximity to Dame Alice Owens school</p>	<p>Limited bus services currently run near the site</p> <p>Noise and/or air quality impact from the M25</p> <p>Loss of green belt land.</p> <p>Landscape and visual impact</p> <p>Some expansion potential at existing schools but likely requirement for increased education provision arising from any significant new growth in Potters Bar</p> <p>Annandale and Highview GP practices occupy new premises in the north of the town and have some capacity but significant growth in the area will require new or extended GP provision</p>
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**Please provide your comments on site PB1**

## STRATEGIC HOUSING SITES, POTTERS BAR

<b>Site address / location</b>	Land north/ west of The Avenue (Potters Bar Golf Course), Potters Bar	<b>Site reference</b>	<b>PB2</b>
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### Site information

<b>Total Size (ha) gross</b>	40.23HA	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Lichfields on behalf of CEG
<b>Current use</b>	Golf Course	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Open Fields / Agricultural to the North. Residential to the East and South. Railway line on the Western boundary. Industrial and Residential on the other side of the railway line.		
<b>Potential to be joined to another site(s)</b>	Site 375 to the southwest would potentially be capable of joining with this site.		
<b>Proposed use</b>	Residential development and 9 hole golf course.	<b>Potential capacity</b>	570 homes

### High level assessments

<b>Land Availability Assessment</b>	The entrance to the site, which is accessed off Darkes Lane, is located close to town centre. Darkes Lane (West) Conservation Area adjoins the site to the north and east with the western boundary formed by the East Coast Main Line. The lower half of the site, in particular, is located within close proximity of the town centre, station and local services. A
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## STRATEGIC HOUSING SITES, POTTERS BAR

<p><b>(2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 251</b></p>	<p>number of bus routes stop close to the site entrance on Darkes Lane including the 84 and 398.</p> <p>Potters Bar Brook and other watercourses run through the site with the Council's recently updated flood risk assessment for the borough indicating that the site falls within areas at risk of flooding. Under these circumstances, it would be necessary to demonstrate that any proposed development lies outside the areas at greatest flood risk (1 in 20 year flood extents).</p> <p>Modelling undertaken by the owners' consultants indicates that the area of greatest flood risk is within the central portion of the site adjacent to the Brook and the Environment Agency has accepted, subject to further technical work. It is understood that all development sought would be within the areas of lower flood risk but further mitigation work would be required, including addressing the existing access which is located within an area of flood risk.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the area within which the site is in as moderately performing overall. The area as a whole maintains the scale and openness of the gap between Potters Bar and Brookmans Park. However, the golf course is identified as being less important for preventing coalescence given that it is boundary to the east, west and south by development and a densely planted buffer to the north. On this basis, was recommended for further consideration.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which PB2 is located as meeting Green Belt Purpose Assessment criteria moderately and making a less important contribution to the wider Green Belt. The Assessment recommends the sub-area for further consideration in combination with the sub-area adjoining to the north-east.</p>
<p><b>Accessibility mapping</b></p>	<p>The accessibility mapping identified the site as scoring 6 out of 10 for accessibility, as the site is considered to be fairly close to public transport and local services, particularly that part located closest to Darkes Lane.</p>
<p><b>High level transport assessment</b></p>	<p>Without any transport improvements, 75% of the County Council's transport policy requirements were met and 'concerns' were raised against 25% of policy requirements. No 'significant concerns' were raised against any policy requirements.</p>

### **Summary**

Benefits and opportunities	Challenges and constraints
<p>Scale of growth capable of delivering a new garden suburb close to Potters Bar town centre (Darkes Lane) and station</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide significant number of self-build housing plots</p>	<p>Potters Bar Brook run through the site with central part of the site being an area of flood risk</p> <p>Potential noise mitigation issues from the railway line</p> <p>Loss of green belt land</p> <p>Landscape and visual impact.</p> <p>Increase in traffic on Darkes Lane from the development</p> <p>Local education and health capacity – details awaited from HCC and CCG</p>

## STRATEGIC HOUSING SITES, POTTERS BAR

Lower half of the site, in particular, within very close proximity of local shops and services as well as Mount Grace school

Annandale and Highview GP practices relatively close to the site

A number of bus routes nearby on Darkes Lane including the 84 (Barnet – St Albans) and 398 (Watford – Potters Bar)

Some expansion potential at existing schools but likely requirement for increased education provision arising from any significant new growth in Potters Bar

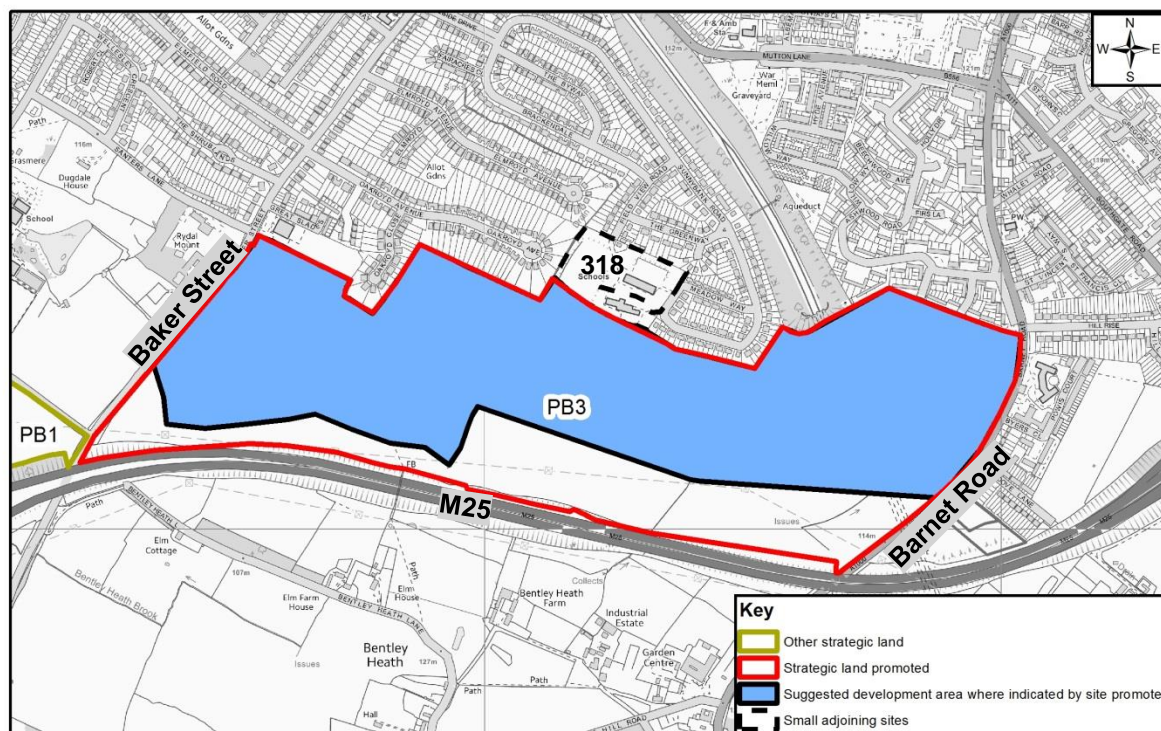
Annandale and Highview surgeries town occupy new premises and have some capacity but significant residential growth will require new or extended GP provision



**Please provide your comments on site PB2**

## STRATEGIC HOUSING SITES, POTTERS BAR

<b>Site address / location</b>	Land south of Oakroyd Avenue and west of Barnet Road, Potters Bar	<b>Site reference</b>	<b>PB3</b>
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### Site information

<b>Total Size (ha) gross</b>	63.5ha	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Woolf Bond Planning LLP on behalf of Wrotham Park Estates
<b>Current use</b>	Whilst the site itself is open and rural in character it is surrounded by Potters bar to the north and east, and the M25 to the south.	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Baker Street and school to west, residential to north, Barnet Road and residential to east, M25 to south.		
<b>Potential to be joined to another site(s)</b>	Site 318 (former Sunnybank School site) adjoins the site to the north.		
<b>Proposed use</b>	Residential with sports/leisure and educational facilities.	<b>Potential capacity</b>	880 homes


## STRATEGIC HOUSING SITES, POTTERS BAR

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 362 (incorporating 377 and 378)</b></p>	<p>Environmental factors to be considered include flood risk affecting the eastern fringe of the site close to Barnet Road and the East Coast Main Line tunnel running through the site. The site is also adjacent to the M25 where noise and air quality would need to be considered. The Royds Conservation Area is to the north of the site.</p> <p>The indicative masterplan contains a new local centre, primary school, a range of other community facilities and a new central spine road linking Barnet Road and Baker Street. Detailed assessments of the impact on the local highway network would be necessary with the centre of the site approximately a mile from Potters Bar station and a similar distance from both Darkes Lane and the High Street town centres. Scope may exist for improved cycle and bus connections, particularly to Potters Bar station/Darkes Lane, along Baker Street. A limited number of bus routes serve the outer edges of the site including the 84 on the Barnet Road side of the site but none of the buses along Baker Street currently stop near the site. Additional bus routes would need to run through the site rather than relying on existing or new stops on Barnet Road and Baker Street.</p>
<b>Green Belt assessment (Stage 1)</b>	<p>The Stage 1 Green Belt assessment identified much of the area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside), as the site maintains a largely open character particularly to the far west. The area also forms a small less essential part of the gap between Potters Bar and Greater London, however given the scale and character of the overall gap it is less important than others for restricting the merging of these settlements. Furthermore, a small number of sub-areas were identified as being of less significance, including the former Sunny Bank school/playing fields site which abuts HEL362.</p>
<b>Green Belt assessment (Stage 2)</b>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which PB3 is located as meeting Green Belt Purpose Assessment criteria moderately and making a less important contribution to the wider Green Belt. The Assessment recommends the sub-area for further consideration in combination with the sub-area across Baker Street to the west,</p>
<b>Accessibility Mapping</b>	<p>The accessibility mapping identified the site as scoring 5 out of 10 for accessibility, as much of the site is located a considerable distance from public transport and local services.</p>
<b>High level transport assessment</b>	<p>Without any transport improvements, 10% of the County Council's transport policy requirements were met. 'Concerns' were raised against 75% of policy requirements and 'significant concerns' were raised against any 15% of policy requirements.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering a new garden suburb with supporting infrastructure between Potters Bar and the M25</p> <p>Proposal includes a new local centre and primary school</p> <p>Delivery of a mix of new homes to meet needs of</p>	<p>Local highways impact including cumulative effect of additional traffic onto Barnet Road and Baker Street</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p>

## STRATEGIC HOUSING SITES, POTTERS BAR

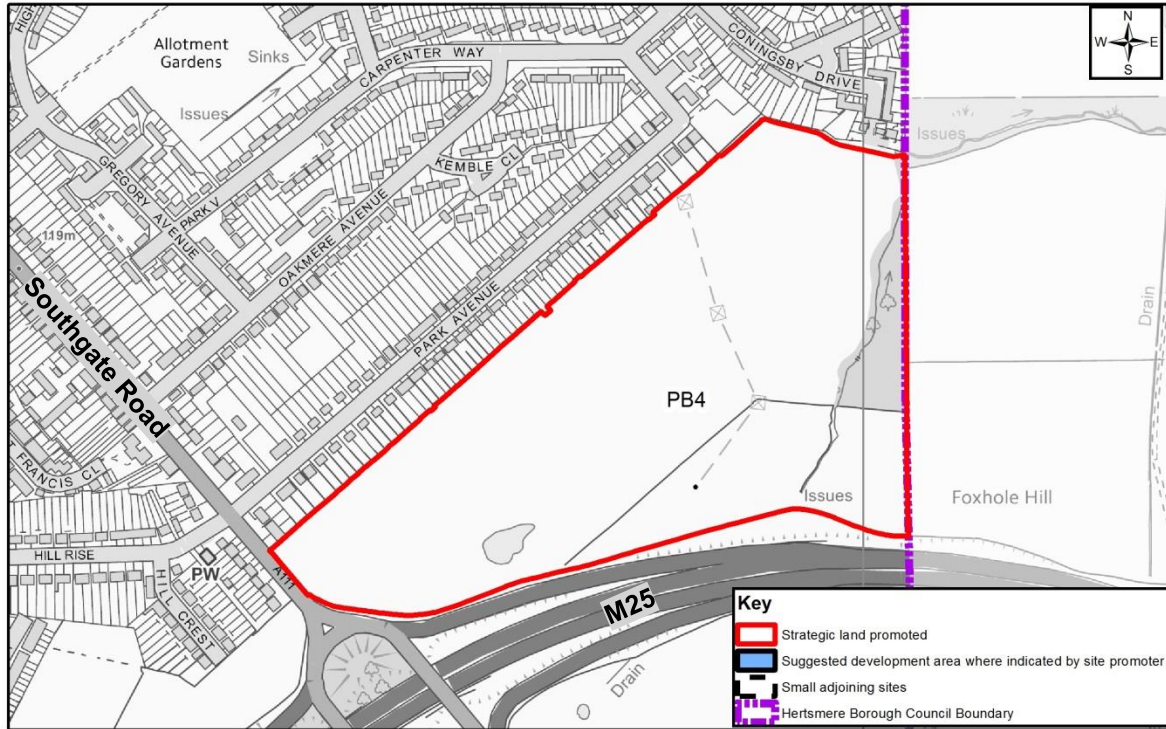
<p>local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide a significant number of self-build housing plots</p> <p>Scope to co-ordinate with other development opportunities to the east of Baker Street</p> <p>Approximately one mile from Potters Bar station</p> <p>Similar distance to both Darkes Lane and High Street town centres</p>	<p>Royds Conservation Area to the north of the site</p> <p>Area of flood risk affecting eastern fringe of the site close to Barnet Road.</p> <p>East Coast Main Line tunnel runs through part of the site</p> <p>A limited number of bus routes currently serving the outer edges of the site including 84 on the Barnet Road side of the site. No buses on Baker Street currently stop near the site</p> <p>Potential noise and/or air quality impact from M25</p> <p>Some expansion potential at existing schools but likely requirement for increased education provision arising from any significant new growth in Potters Bar</p> <p>Annandale and Highview surgeries in the north of the town occupy new premises and have some capacity but significant residential growth elsewhere will require new or extended GP provision</p>
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**Please provide your comments on site PB3**

## STRATEGIC HOUSING SITES, POTTERS BAR

<b>Site address / location</b>	Land south of Park Avenue and east of Southgate Road, Potters Bar	<b>Site reference</b>	PB4
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### Site information

<b>Total Size (ha) gross</b>	17.4ha	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Knight Frank on behalf of LB Enfield
<b>Current use</b>	Open countryside land within Green Belt.	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Residential to north, west and east of the site, M25 to the south		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	440 homes*(see paragraph 2.7)



<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b> HELAA 161</p>	<p>The north west part of the site is within a flood zone with the site sloping towards the M25. As the site adjoins the M25, part of the land may be too close to motorway to develop for housing. The site is located within the Green Belt.</p> <p>There is presently no vehicular access into the site and access via Southgate Road is considered to be very unlikely given its immediate proximity to M25 junction. Access via Park Avenue would require the use of land which is within separate ownership and which is subject to flood risk. The Council's own flood risk assessment of the borough sets out that safe access/egress must be provided or new developments located in areas at risk of flooding. This would be likely to preclude the use of an access onto Park Avenue as the principal point of access into the site.</p> <p>Given these constraints, the site is not considered to be deliverable on the basis of information provided.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside); due to the site having an open and rural character throughout, and forming part of the wider gap between Potters Bar and Cuffley, which helps to maintain the overall openness of the gap and ensure its overall physical scale is maintained.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which PB4 is located as meeting Green Belt Purpose Assessment criteria moderately and making a less important contribution to the wider Green Belt. The Assessment recommends the sub-area for further consideration.</p>
<p><b>Accessibility Mapping</b></p>	<p>The accessibility mapping identified the site as scoring 5 out of 10 with the site considered to be reasonably close to public transport and local services.</p>
<p><b>High level transport assessment</b></p>	<p>Without any transport improvements, 25% of the County Council's transport policy requirements were met. 'Concerns' were raised against 50% of policy requirements and 'significant concerns' were raised against any 25% of policy requirements.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide some self-build housing plots</p> <p>Scope to co-ordinate with other development opportunities west of Southgate Road</p>	<p>The north west part of the site sits within the flood zone (FZ3)</p> <p>Potential noise and/air quality impact from M25</p> <p>Presently no vehicular access to the site</p> <p>Access via Southgate Road unlikely due to its proximity to M25 junction and via Park Avenue would require acquisition of land outside of promoter's ownership and within a flood zone.</p>

## STRATEGIC HOUSING SITES, POTTERS BAR

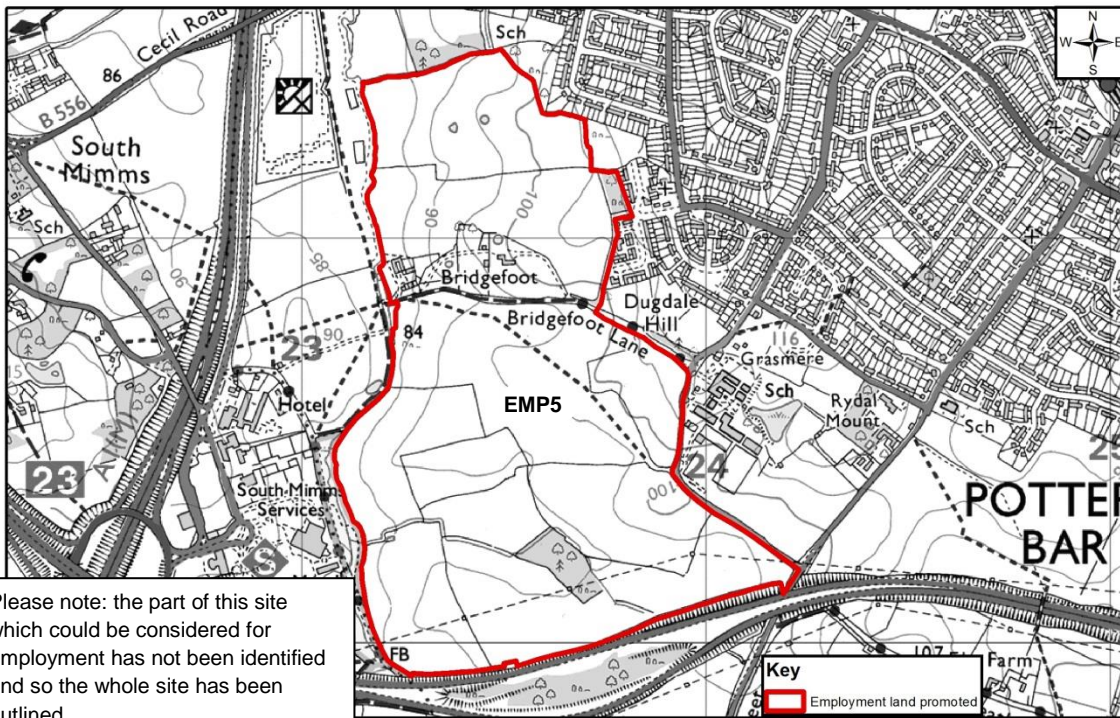
	<p>Loss of green belt land</p> <p>Landscape and visual impact</p> <p>Some expansion potential at existing schools but likely requirement for increased education provision arising from any significant new growth in Potters Bar</p> <p>Annandale and Highview surgeries in the north of the town occupy new premises and have some capacity but significant residential growth elsewhere will require new or extended GP provision</p>
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**Please provide your comments on site PB4**

5.2 Employment sites – Potters Bar

<b>Site address / location</b>	Wrotham Park Estate land, West of Baker Street	<b>Site reference</b>	<b>EMP5</b>
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Please note: the part of this site which could be considered for employment has not been identified and so the whole site has been outlined.

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<b>Site information</b>			
<b>Total Size (ha) gross</b>	108	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Woolf Bond on behalf of Wrotham Park Estate
<b>Current use</b>	Open land on the edge of built up area.	<b>Issues and Options site category</b>	Employment site
<b>Surrounding uses</b>	Residential development to the north-east and east, the M25 to the south, the South Mimms services to the south west and agricultural land in the north-west.		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Economic development	<b>Potential capacity</b>	Number of jobs created dependent on businesses which would locate to

## EMPLOYMENT SITES, POTTERS BAR

			the site
<b>High level assessments</b>			
<b>Land Availability Assessment (2018)</b>  <b>Site ref:</b>  <b>HELAA 361</b>	<p>The site has been promoted for primarily residential and community uses; its proximity to South Mimms Service area and strategic transport routes however indicate that should development take place in the area it may be appropriate for the area to the west of the site to be considered for employment related development. Environmental factors to be considered include an area at risk from flooding and a local wildlife site to the far west of the site along the Mimmshall Brook. Part of the site also adjoins the M25 where noise and air quality would need to be considered.</p> <p>The indicative masterplan for the promoted residential development shows a new road linking Baker Street with Swanland Road. Detailed traffic assessments of the impact on local and strategic roads would be needed. Parts of the site are around 1.5 miles from the station and there is currently limited public transport connectivity, primarily through the 242. Extra bus routes would be needed to reduce reliance on car transport.</p>		
<b>Green Belt assessment (Stage 1)</b>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside), as the site plays an important role in preventing encroachment into an area of very open countryside. A small number of sub-areas were identified as being of less significance, including Wroxham School and the paddocks north of Bridgefoot Lane, which are in separate ownership.</p>		
<b>Green Belt assessment (Stage 2)</b>	<p>EMP5 lies within two Stage 2 Green Belt Assessment sub-areas. The Assessment identifies the sub-area to the north of Bridgefoot Lane as meeting Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt and it does not recommend the sub-area for further consideration.</p> <p>The Assessment also identifies the sub-area to the south of Bridgefoot Lane as meeting Green Belt purpose assessment criteria strongly and making an important contribution to the wider Green Belt and it does not recommend this sub-area for further consideration.</p>		
<b>Accessibility Mapping</b>	<p>The accessibility mapping identified the site as scoring 3 out of 10 for accessibility as much of the site is located a considerable distance from public transport and other local services.</p>		

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Potential to establish functional linkages to research and commercial uses nearby</p> <p>Potential for creating new transport link between Potters Bar and South Mimms via Swanland Road</p> <p>Potential for additional local employment opportunities, reducing out-commuting</p>	<p>Loss of Green Belt land</p> <p>Some distance from train station, public transport and town centre</p> <p>Potential highways impact</p> <p>Landscape and visual impact</p> <p>Potential noise and air quality impact from M25</p> <p>Various environmental constraints, including local</p>

## EMPLOYMENT SITES, POTTERS BAR

	wildlife site Flood risk in part of area
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**Please provide your comments on site EMP5**

### 5.3 Other potential development sites – Potters Bar

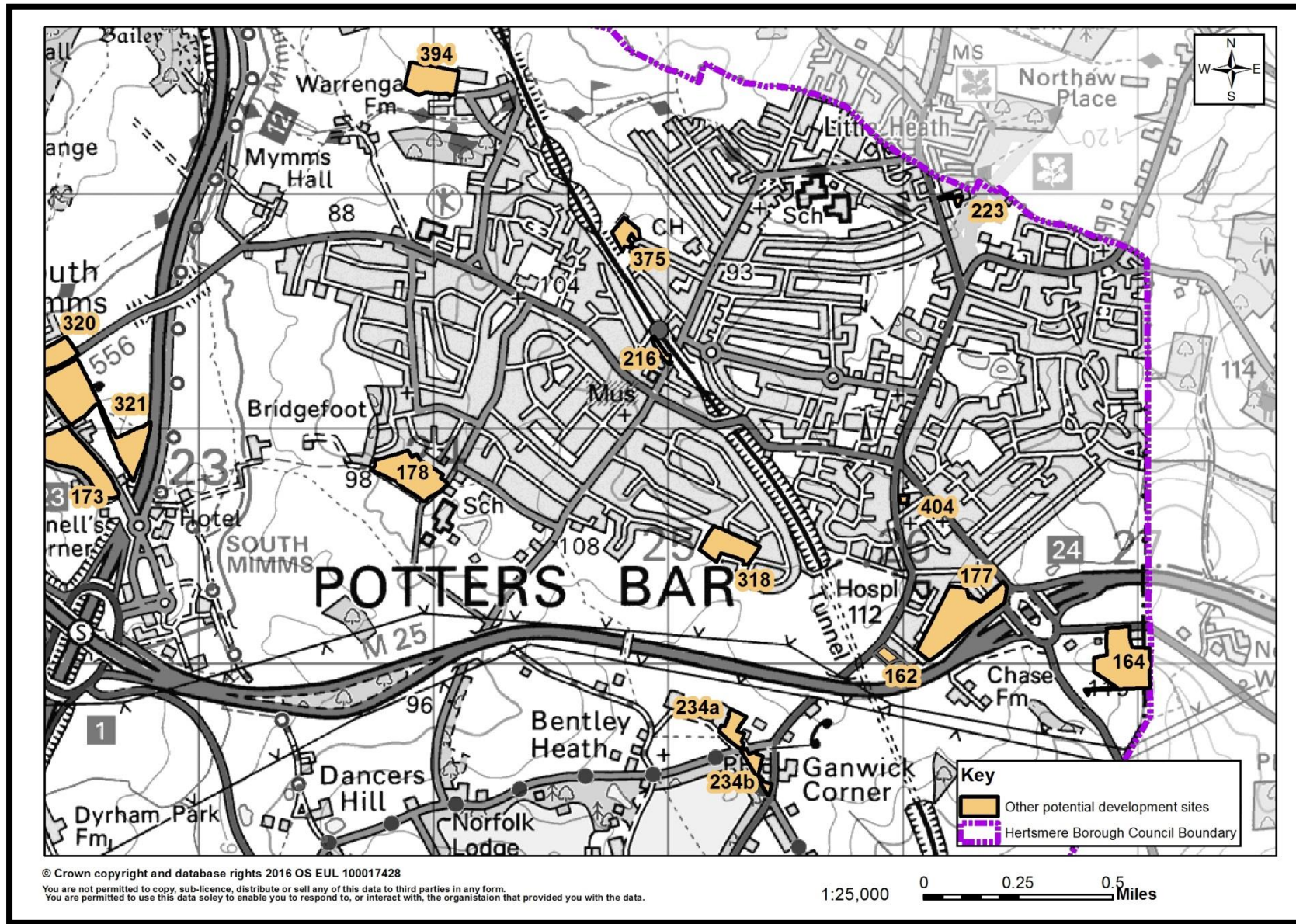
N.B. Sites below 0.25ha or promoted for fewer than 5 homes have not been included

Potters Bar		
Land Availability Assessment reference	Location	Brief description of potential use (for site capacities with an asterisk please see paragraph 2.7)
HEL162	Land south of Barnet Road	Residential, estimated capacity for 20 dwellings
HEL164	Fenny Slade, The Ridgeway	Residential, estimated capacity for 110 dwellings*
HEL177	Dove Lane	Residential, estimated capacity for 160 dwellings
HEL178	Rushfield, Dugdale Hill Lane	Residential, estimated capacity for 110 dwellings*
HEL216	Land west of Potters Bar station, Darkes Lane	Residential, estimated capacity for 15 dwellings
HEL223	75 Hatfield Road	Residential, estimated capacity for 10 dwellings*
HEL234a	Well Cottage, Bentley Heath (Wagon Road)	Residential, estimated capacity for 20 dwellings
HEL234b	Well Cottage, Bentley Heath (White House, Dancers Hill Road)	Residential, estimated capacity for 30 dwellings
HEL318	HCC 6 -former Sunny Bank Primary School	Residential, estimated capacity for 75 dwellings
HEL375	Manor Road	Residential, estimated capacity for 30 dwellings
HEL404	Barnet Road Car Park/ Clayton Centre	Retention of surface parking with development above. Type of development sought yet to be determined by Council.
HEL394	Safeguarded employment land, north west of Cranborne Road industrial estate	Employment development



**Please provide your comments on the other potential development sites in Potters Bar.** (Please state the Land Availability Assessment reference of the site you are referring to at the beginning of your comments)

# OTHER POTENTIAL DEVELOPMENT SITES, POTTERS BAR







6. Radlett

Infrastructure Overview - Radlett

Population	8,300
Increase since 2011	+380
Number of households	3,360
Number of Businesses Units (offices, workshops, manufacturing and warehouses only)	80
Number of community services	
Primary Schools	3
Secondary Schools/Colleges	0
GP Practices	1
Dental Surgeries	4
Post Offices	1
Pharmacies	2

Key infrastructure needs

Education

In Radlett there is considered to be sufficient capacity within existing schools for the short term. An increase in housing would require additional school places as there is only a small amount of capacity within Radlett schools. There is no expansion capacity within the town and a new school site will be sought to meet education need arising from any future housing proposals.

Health

Herts Valleys Clinical Commissioning Group is the NHS organisation responsible for commissioning (planning, designing and buying) health services on behalf of people who live across south west Hertfordshire.

Radlett is served by the Red House practice’s main surgery, which is the most, constrained in Hertsmere Locality. Premises have been extended in the past and due to limited ability to expand further; new facilities will be required in order to cope with population increase.

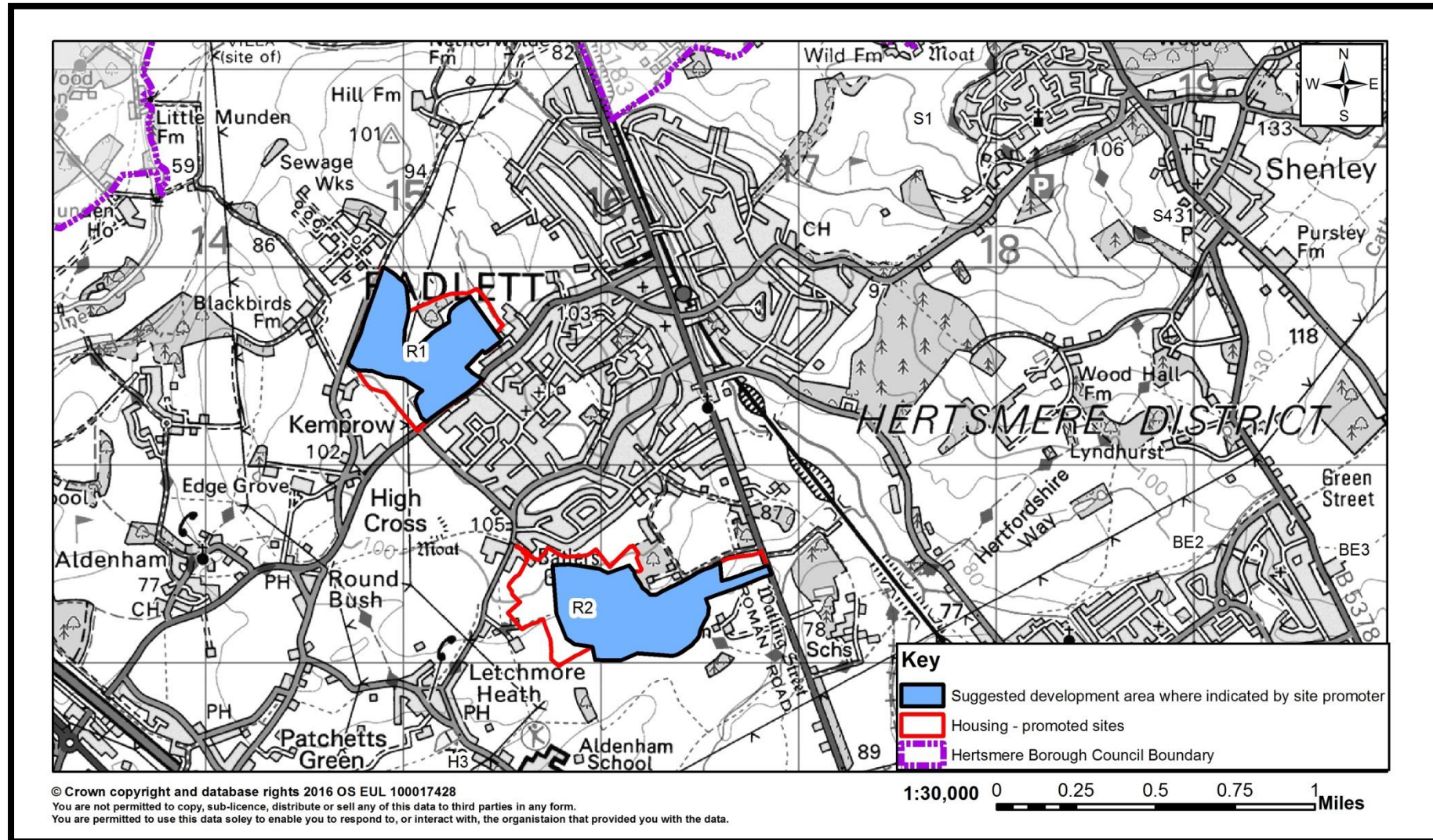
Transport

Traffic modelling was undertaken to forecast changes in journey times across the road network. Depending on the number and location of strategic housing sites developed across the borough, road journey times from Radlett to nearby centres such as Watford, St Albans and Barnet could increase by up to 4 minutes at peak times and up to 1 minute at other times. This means it will be necessary for growth to be accompanied by significant investment in local public transport and other initiatives such as car clubs, as well as measures to lower the number of new cars on the road by locating development near to local services. As part of the Thameslink Programme capacity from Radlett station has improved. The station has recently benefitted from platform extensions allowing for longer 12 car trains and increased capacity. However, disabled access to all platforms does not exist with a passenger lift yet to be installed.

# STRATEGIC HOUSING SITES, RADLETT

## 6.1 Strategic housing sites – Radlett

The following sites with the potential to provide more than 250 new homes have been submitted for our consideration within Radlett:

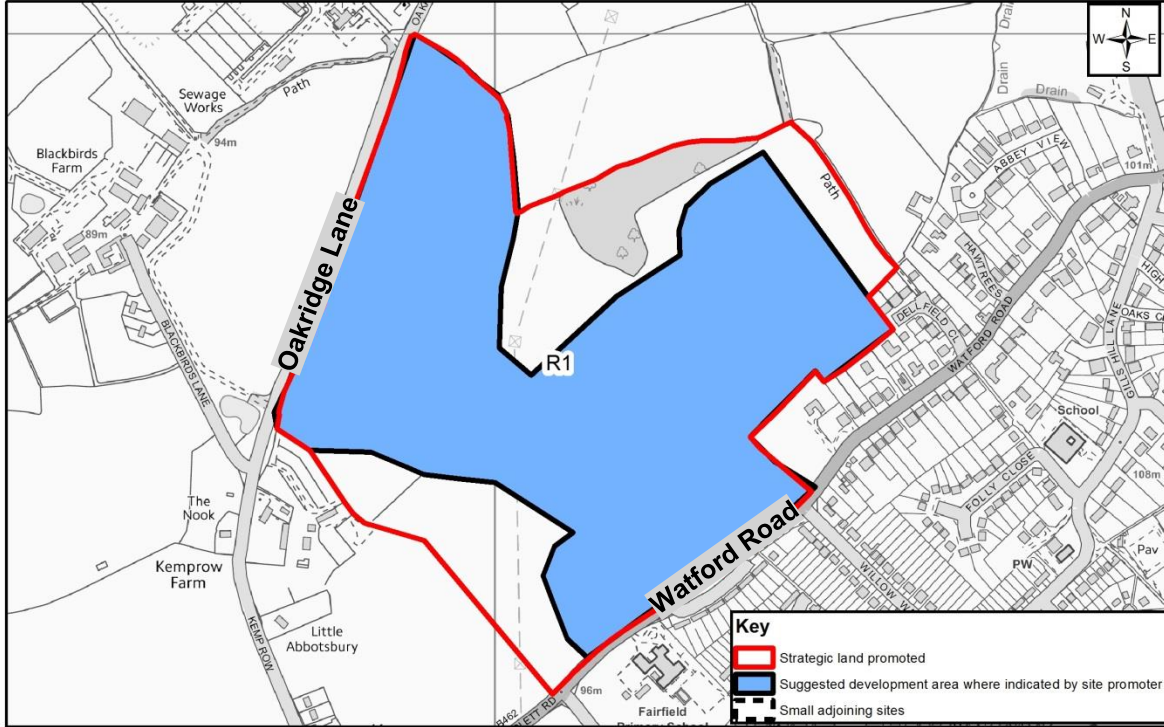


## STRATEGIC HOUSING SITES, RADLETT

Site number	Site address
R1	Land north-west of Watford Road, (Kemprow Farm, Crown Estate), Radlett
R2	Land south of The Ridgeway (Home Farm), Radlett

# STRATEGIC HOUSING SITES, RADLETT

<b>Site address / location</b>	Land north-west of Watford Road, (Kemprow Farm, Crown Estate), Radlett	<b>Site reference</b>	R1
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## Site information

<b>Total Size (ha) gross</b>	35.86ha	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Savills on behalf of the Crown Estate
<b>Current use</b>	Agricultural land	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Residential to south east, open fields to north-east, small settlements to north-west and west.		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	500 homes

## STRATEGIC HOUSING SITES, RADLETT

### **High level assessments**

<b>Land Availability Assessment (2018)</b>  <b>Site ref:</b>  <b>HELAA 379 (incorporating 172a)</b>	<p>Environmental factors to be considered include the presence of Dellfield Wood which is designated as a local wildlife site, as well as a smaller copse.</p> <p>The site can currently be accessed from Watford Road which would be the principal point of access. Oakridge Lane can be reached from the north of the site but does not provide a route through to Watling Street as it becomes a narrow track to the north of Blackbirds Lane. The site fronts onto Watford Road and is opposite Fairfield Primary School, on the 398 and 602 bus routes and within one mile of the station and Radlett district centre. Despite being a relatively well connected location, a detailed assessment of the impact on local highway network would be required were the site to be considered further.</p>
<b>Green Belt assessment (Stage 1)</b>	The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside from encroachment).
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt assessment identifies the sub-area within which R1 is located as meeting Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.
<b>Accessibility mapping</b>	The accessibility mapping identified the overall site as scoring 4 out of 10 for accessibility, due much of the site being located some distance from public transport and local services. The part of the site fronting onto Watford Road scores more strongly given its proximity to bus routes and the centre of Radlett.
<b>High level transport assessment</b>	Without any transport improvements, 55% of the County Council's transport policy requirements were met. 'Concerns' were raised against 25% of policy requirements and 'significant concerns' were raised against any 20% of policy requirements.

### **Summary**

<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering a new garden suburb with supporting infrastructure on the north side of Watford Road</p> <p>Proposal includes both a local centre and new primary school were larger area to be brought forward for development</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide significant number of self-build</p>	<p>Local highways impact including cumulative effect of additional traffic onto Radlett/Watford Road and Oakridge Lane from the current planned and promoted development sites in the vicinity.</p> <p>Loss of green belt land</p> <p>Integrating the new development with existing development along Watford Road.</p> <p>Landscape and visual impact.</p> <p>Accessibility to the north west of the site would be via Oakridge Lane which becomes a narrow track as it runs north east towards Colney Street/Frogmore</p>

## STRATEGIC HOUSING SITES, RADLETT

housing plots

Southern part of the site, in particular, within walking distance of the station and district centre

Area of ancient woodland (Dellfield Wood) and Local Wildlife Site, along with a smaller copse nearer to Watford Road

Any significant growth in Radlett would require a site for a new primary school to be identified. Currently no secondary school provision exists in Radlett.

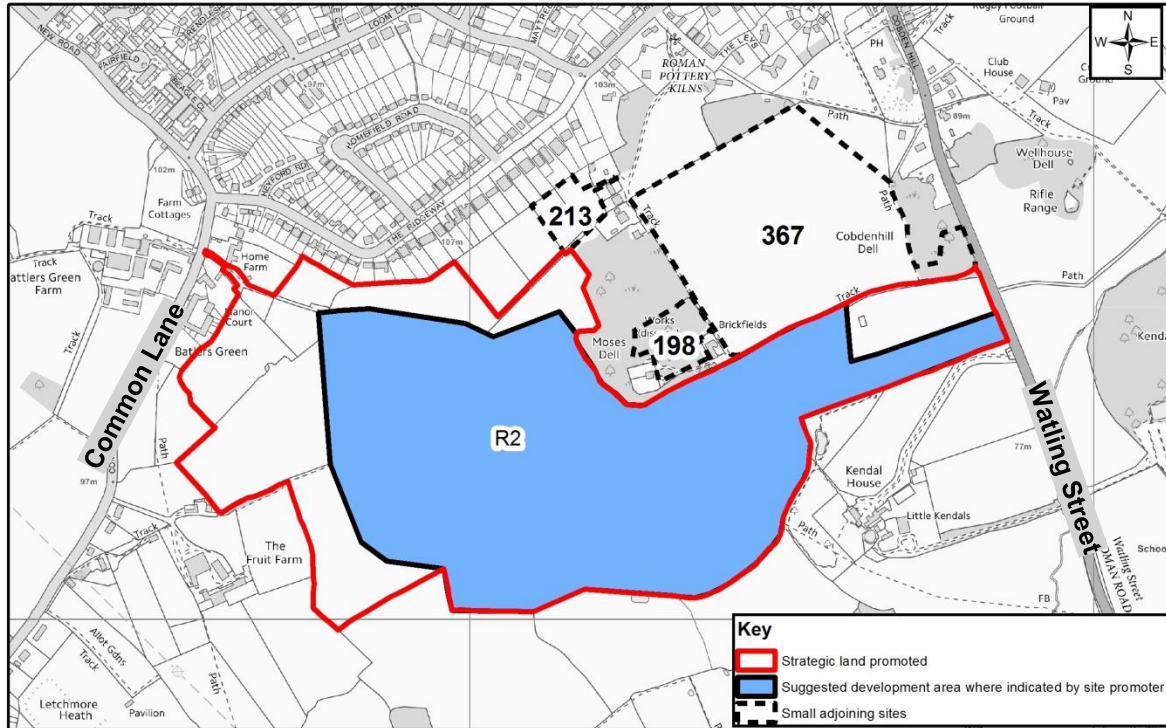
The Red House GP practice is a very constrained site with limited ability to expand further. New facilities on a new site likely to be required to meet the long term needs of Radlett.



**Please provide your comments on site R1**

## STRATEGIC HOUSING SITES, RADLETT

<b>Site address / location</b>	Land south of The Ridgeway (Home Farm), Radlett	<b>Site reference</b>	R2
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### Site information

<b>Total Size (ha) gross</b>	41.6	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Beaulieu Land Consultancy Ltd on behalf of owner
<b>Current use</b>	Agricultural and open pastures	<b>Issues and Options site category</b>	Growth through new Garden Suburbs
<b>Surrounding uses</b>	Residential to the north and north west, agricultural buildings to the south west, and open fields and agricultural land surrounds the rest of the site.		
<b>Potential to be joined to another site(s)</b>	Potential to be joined to with site 367, which is situated to the east of the site and located to the west of Watling Street. Also the site shares a boundary with site 213 which is located South of the Ridgeway and to the north west of the site.		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	560 homes

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 346</b></p>	<p>A large and generally flat area of open countryside to the south west of Radlett. Access via Common Lane is currently via footpath 17 which runs between the main house Home Farm and the complex of listed buildings at Battlers Green House. There would appear to be no scope to provide vehicular access from Common Lane. There are no buses routes serving the Common Lane side of the site although the west of the site is close to Battlers Green Farm 'shopping village and tea rooms' and approximately 0.5m from the local shops on Battlers Green drive.</p> <p>Access from Watling Street which is around 0.75 miles from Radlett Station is currently via footpath 71. The footpath has limited vehicular rights through landowner permission or private access rights and runs parallel to Cobden Hill Dell, an area of protected woodland and a local wildlife site, restricting the ability to create a new access in this location. Since originally submitting the site, the promoter has expanded the site boundary to include an additional area of land to create a new access from Watling Street. However, this area is in separate ownership and there is no indication that the land is currently available.</p>
<b>Green Belt assessment (Stage 1)</b>	The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside from encroachment) as the area maintains the historic setting of Radlett and the gap between Radlett and Bushey Heath/Bushey Village and Elstree. This area also plays a particularly important role in preventing encroachment into the unspoilt countryside.
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt assessment identifies the sub-area within which R2 is located as meeting Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.
<b>Accessibility mapping</b>	The accessibility mapping identified the site as scoring 2 out of 10 for accessibility, as the majority of the site is located a considerable distance from public transport and local services.
<b>High level transport assessment</b>	Without any transport improvements, 20% of the County Council's transport policy requirements were met. 'Concerns' were raised against 55% of policy requirements and 'significant concerns' were raised against any 25% of policy requirements.

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering a new garden suburb with supporting infrastructure to the south of Radlett</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable</p>	<p>Very limited vehicular access from Common Lane</p> <p>Vehicular access from Watling Street through or adjacent to an area of protected woodland</p> <p>Land adjoining woodland currently in separate ownership</p> <p>Local highways impact including effect on narrow</p>



## STRATEGIC HOUSING SITES, RADLETT

<p>housing</p> <p>Opportunity to provide a significant number of self-build housing plots</p> <p>Scope to co-ordinate with other development opportunities south of The Ridgeway and west of Watling Street</p> <p>Approximately 0.5m from the local shops on Battlers Green drive.</p>	<p>residential street access through the north of the site</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p> <p>No bus routes serving the Common Lane side of the site</p> <p>Any significant growth in Radlett would require a site for a new primary school to be identified. Currently no secondary school provision exists in Radlett.</p> <p>The Red House GP practice is a very constrained site with limited ability to expand further. New facilities on a new site likely to be required to meet the long term needs of Radlett.</p>
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**Please provide your comments on site R2**

## 6.2 Other potential development sites – Radlett

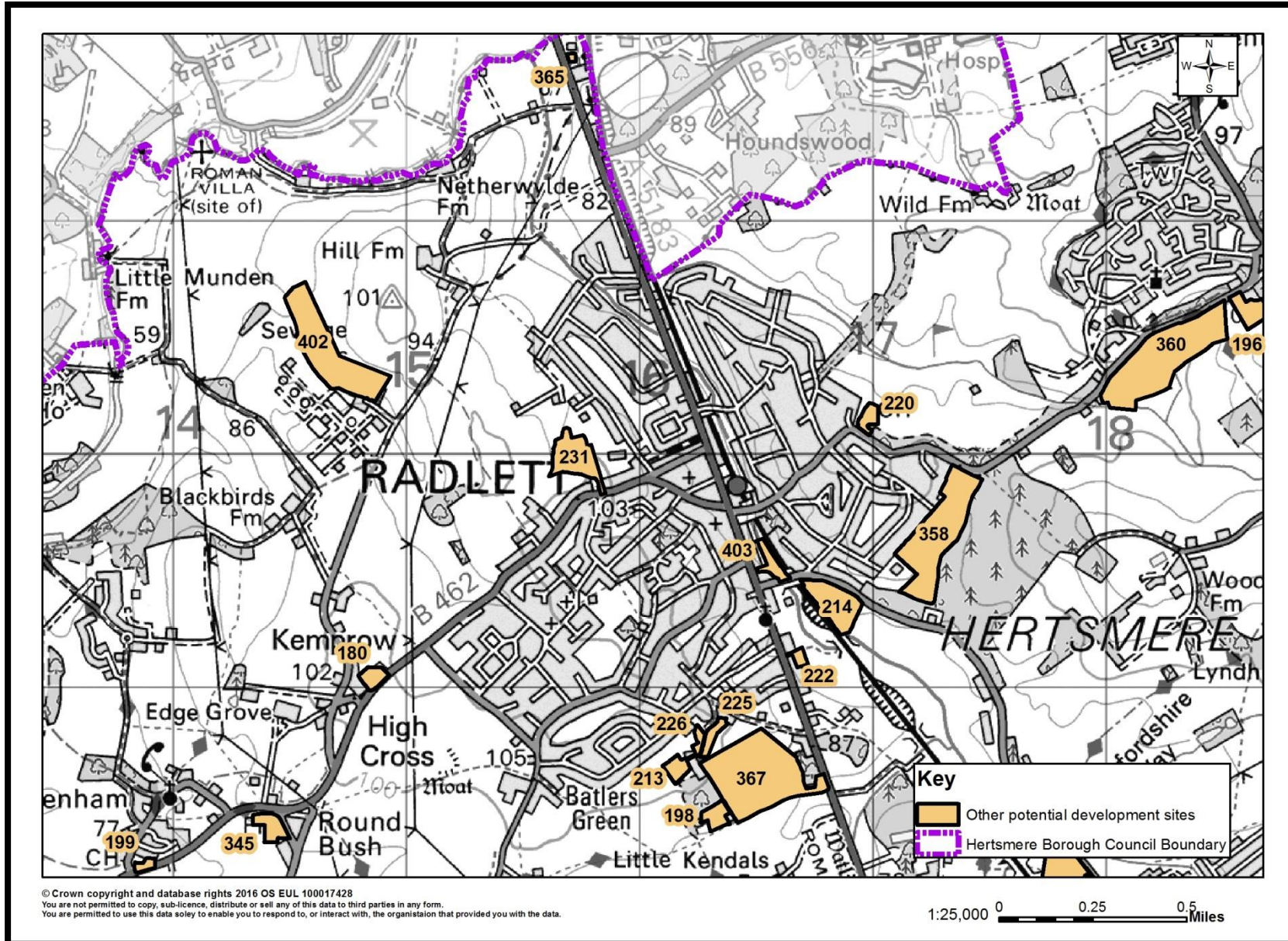
N.B. Sites below 0.25ha or promoted for fewer than 5 homes have not been included

Radlett		
Land Availability Assessment reference	Location	Brief description of potential use (for site capacities with an asterisk please see paragraph 2.7)
HEL180	Kemprow, between White House and Adelaide Lodge, Kemprow	Residential, estimated capacity for 25 dwellings
HEL198	Land at Brickfields (adjacent to Moses Dell), Watling Street	Residential, estimated capacity for 25 dwellings*
HEL213	Land at rear of The Ridgeway	Residential, estimated capacity for 25 dwellings*
HEL214	Land south of Theobold Street	Residential, estimated capacity for 90 dwellings
HEL220	Porters Park Golf Club, Shenley Hill	Residential, estimated capacity for 30 dwellings
HEL222	r/o 5-15 Cobden Hill	Residential, estimated capacity for 15 dwellings
HEL225	SE of track between Loom Lane and Brickfields	Residential, estimated capacity for 20 dwellings*
HEL226	NW of track between Loom Lane and Brickfields	Residential, estimated capacity for 15 dwellings*
HEL231	Starveacres, 16 Watford Road	Residential, estimated capacity for 90 dwellings
HEL358	Land south of Shenley Road	Residential, estimated capacity for 230 dwellings
HEL365	land adjacent to Bridgefoot Cottages, Watling Street	Mixed use, estimated capacity for 5 dwellings*
HEL367	Land west of Watling Street	Residential, estimated capacity for 230 dwellings*
HEL402	Aldenham depot	Commercial development but type of development sought yet to be determined by the Council.
HEL403	Newberries Car Park	Retention of surface parking with development above. Type of development sought yet to be determined by Council.



**Please provide your comments on the other potential development sites in Radlett** (Please state the Land Availability Assessment reference of the site you are referring to at the beginning of your comments)

# OTHER POTENTIAL DEVELOPMENT SITES, RADLETT





## 7. Shenley

### Infrastructure Overview - Shenley

<b>Population</b>	4,000
<b>Increase since 2011</b>	+200
<b>Number of households</b>	2,150
<b>Number of Businesses Units (offices, workshops, manufacturing and warehouses only)</b>	20
<b>Number of community services</b>	
<b>Primary Schools</b>	2
<b>Secondary Schools/Colleges</b>	0
<b>GP Practices</b>	1
<b>Dental Surgeries</b>	1
<b>Post Offices</b>	0
<b>Pharmacies</b>	0

### Key infrastructure needs

#### Education

There are two schools in the Shenley planning area, one of which is a Jewish faith school. There is no expansion capacity within the village and a new school site would need to be sought to meet education need arising from any future housing proposals. A sustainable solution to rising demand in the village might be complex, depending on the level of housing proposed.

#### Health

Herts Valleys Clinical Commissioning Group is the NHS organisation responsible for commissioning (planning, designing and buying) health services on behalf of people who live across south west Hertfordshire. Shenley is served by the Red House practice's branch Gateways Surgery, which is constrained and unable to absorb any growth.

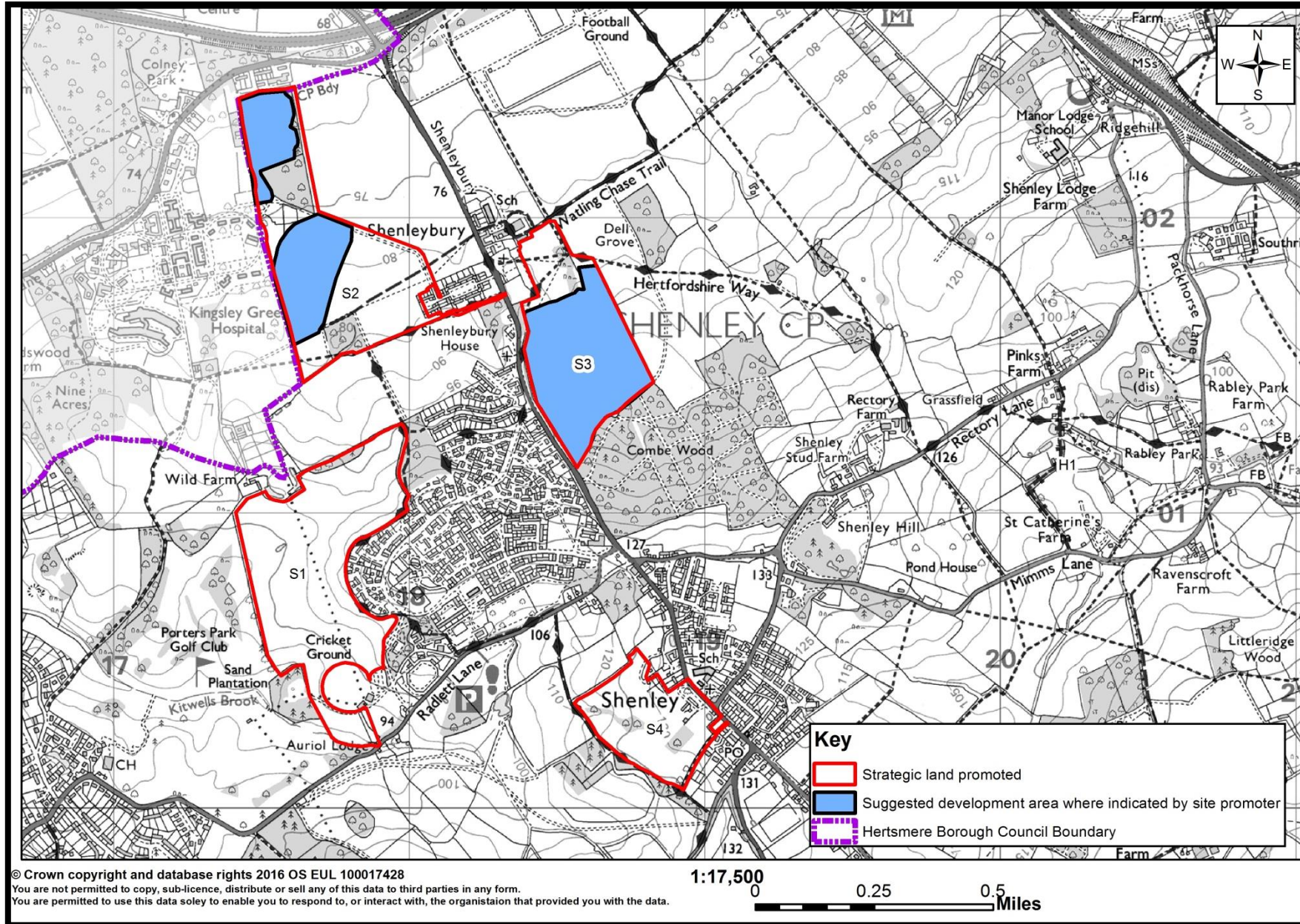
#### Transport

Traffic modelling was undertaken to forecast changes in journey times across the road network. Depending on the number and location of strategic housing sites developed across the borough, road journey times from Shenley to nearby centres such as Watford, St Albans and Barnet could increase by up to 9 minutes at peak times and up to 6 minutes at other times. This means it will be necessary for growth to be accompanied by significant investment in local public transport and other initiatives such as car clubs, as well as measures to lower the number of new cars on the road by locating development near to local services.

# STRATEGIC HOUSING SITES, SHENLEY

## 7.1 Strategic housing sites - Shenley

The following sites with the potential to provide more than 250 new homes have been submitted for our consideration within Shenley:

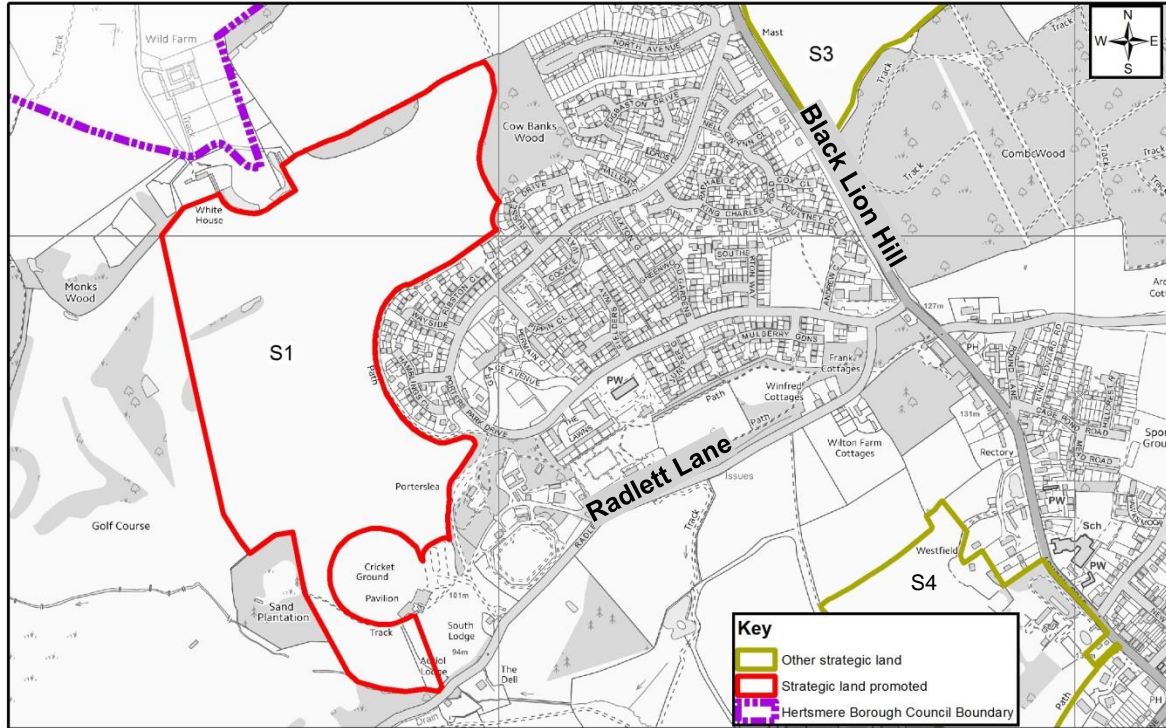


## STRATEGIC HOUSING SITES, SHENLEY

Site number	Site address
<b>S1</b>	Land West of Porters Park Drive, Shenley
<b>S2</b>	Land west of Shenleybury Cottages (Harperbury Hospital), Shenley
<b>S3</b>	Land east of Black Lion Hill (Rectory Farm), Shenley
<b>S4</b>	Land north of Woodhall Lane (Shenley Grange – North & South), Shenley

# STRATEGIC HOUSING SITES, SHENLEY

<b>Site address / location</b>	Land West of Porters Park Drive, Shenley	<b>Site reference</b>	<b>S1</b>
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## Site information

<b>Total Size (ha) gross</b>	31.92	<b>Site source</b>	Issues and Options 2017
		<b>Site promoter</b>	Heronslea Group
<b>Current use</b>	Open Fields	<b>Issues and Options site category</b>	Supporting larger rural communities – growth of key villages
<b>Surrounding uses</b>	Open fields to the north, Wild Farm dwelling to the north west, Porters Park Golf Course to the west, Cricket club to the south, residential development at Porters Park to the east.		
<b>Potential to be joined to another site(s)</b>	Land to the north within Harperbury hospital site (HCC) has been submitted by Bloor Homes (Site 350)		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	530 homes*(see paragraph 2.7)



## STRATEGIC HOUSING SITES, SHENLEY

### **High level assessments**


<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 370</b></p>	<p>Environmental factors to consider include a flood zone and local wildlife site within and adjoining the south west of the site. There are also a number of protected trees close to the site boundary within the Porters Park estate.</p> <p>The centre of the site is approximately a mile on foot, along Radlett Lane, to local shops and services although the 602 bus provides a connection to both Andrews Close shops and Radlett Station.</p> <p>There is presently no vehicular access directly onto either Radlett Lane or Porters Park Drive. Access onto Radlett Lane would be via a relatively narrow gap between the Sand Plantation and cricket ground, narrowing to a point adjacent to Kitwells Brook. The frontage onto Radlett Lane is heavily planted and the Council's recently updated Flood Risk Assessment for the borough requires safe access/egress for new developments located in areas at risk of flooding. This would be likely to preclude the use of an access onto Radlett Lane as the principal point of access into the site.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 2 (coalescence of settlements), forming part of the essential gap between Shenley and Radlett.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which S1 is located as meeting Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.</p>
<p><b>Accessibility Mapping</b></p>	<p>The accessibility mapping identified the site as scoring 2 out of 10 for accessibility, as large portions of the site are located a considerable distance from public transport and local services.</p>

### **Summary**

<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering garden suburb development with supporting infrastructure to the west of Porters Park estate</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide self-build housing plots</p>	<p>Flood zone (FZ3) and Local Wildlife Site within and adjoining the south west of the site, A small part of the site, north west of the Porters Park estate, lies within an archaeological site</p> <p>Statutory and locally listed buildings nearby within Shenley Park/Porters Park estate and at Wild Farm/White House to the north</p> <p>Difficulty securing vehicular access into the site</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p> <p>Number of protected trees around the perimeter of the site</p>

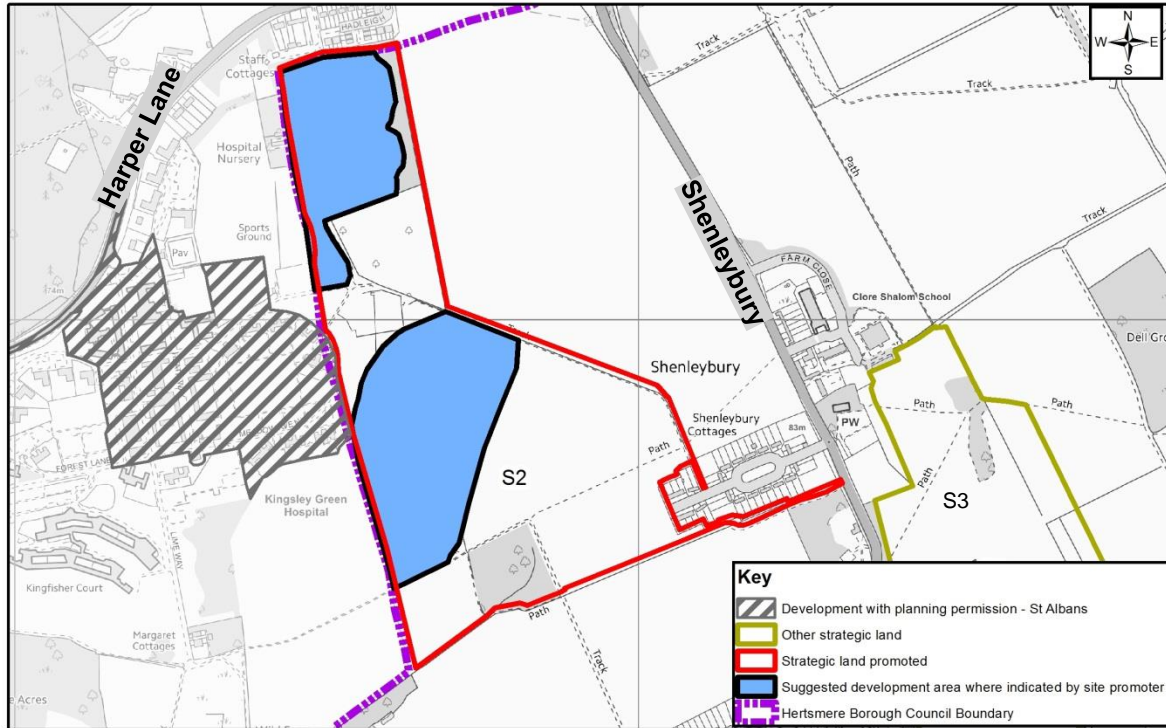
## STRATEGIC HOUSING SITES, SHENLEY

	<p>Narrowing of the gap between Shenley and Radlett which are currently a little over 0.5m apart at their closest</p> <p>No scope to expand Shenley Primary School on its current site. Any significant growth in Shenley would require a site for a new primary school.</p> <p>Gateways Surgery cannot accommodate any additional growth</p>
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	<p><b>Please provide your comments on site S1</b></p>
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## STRATEGIC HOUSING SITES, SHENLEY

<b>Site address / location</b>	Land west of Shenleybury Cottages (Harperbury Hospital), Shenley	<b>Site reference</b>	<b>S2</b>
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### Site information

<b>Total Size (ha) gross</b>	29.68	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Pegasus group on behalf of Bloor Homes and Department of Health and Social Care
<b>Current use</b>	Sporting facilities, agricultural and amenity land	<b>Issues and Options site category</b>	Supporting larger rural communities – growth of key villages
<b>Surrounding uses</b>	The former hospital is sited within an open rural area between the M25 and Shenley village, but separate from both. The rural character extends north of the M25 up to the edge of London Colney. The site is surrounded by residential to the north, open fields to the east, residential to the south, open fields to the southwest, proposed residential development to the west.		
<b>Potential to be joined to another site(s)</b>	There is additional land within and adjoining the former Harperbury hospital site including sites (sites 350B, 350C, 3550D, 350E) although some of this land lies within the borough of St Albans.		
<b>Proposed use</b>	Residential with sports/leisure and educational facilities.	<b>Potential capacity</b>	230 homes – together with 206 homes in St Albans (permission granted)

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p>HEL350A/174A (HEL389a&amp;b)</p>	<p>The wider Harperbury Hospital site extends across two local authority areas, being within both Hertsmere and St Albans. The land promoted is primarily to the east of the Kingsley Green NHS facility still operating at the site.</p> <p>Various parcels of land have been promoted initially by the Department of Health and subsequently by the developer who now owns them. There are a number of environmental factors to consider including protected trees, local wildlife sites and an archaeological site in and around the site. Existing sports pitches (St Albans Rangers FC) are within the proposed development area but the promoter has indicated the pitches would be relocated within the site.</p> <p>Over 20 hectares of development are proposed including land within St Albans district which has planning permission for 206 homes which is under construction. The northern part of the site would be accessed off Harper Lane while the southern area could be accessed through the development which is currently being built.</p> <p>No bus routes currently serve Harper Lane and other than Radlett Lodge, a specialist school, there are no community facilities, shops or other local services within walking distance of the site. Additional development at the site, coupled with the construction of the scheme already approved, has the potential to increase the sustainability of the site. However this would be based on its ability to deliver public transport and other infrastructure improvements. However, this would ultimately depend on the amount of additional development at the site.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 2 (preventing the merging of neighbouring settlements), as the area forms the essential gap between Shenley and Radlett with only 6% of the area currently being built on.</p> <p>The Stage 1 assessment considered further sub-division of the Green Belt area within which the site is located as being possible at Harperbury Hospital as the boundaries in this locality are not considered durable. However, the development of the southern part of Site A would lead to encroachment beyond the existing tree line and towards Shenleybury/Porters Park, further narrowing the gap between Harperbury and Shenley and the overall gap between London Colney and Shenley. The northern part of Site A, comprising approximately 5ha in Hertsmere, together with an adjacent area to the west of the tree belt, in St Albans, is more self-contained and may have a reduced impact on the purpose of the Green Belt.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which S2 is located as meeting Green Belt Purpose Assessment criteria moderately and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.</p>
<p><b>Accessibility Mapping</b></p>	<p>The accessibility mapping identified the site as scoring 2 out of 10 for accessibility as the site is located a considerable distance from public transport and local services.</p>

## STRATEGIC HOUSING SITES, SHENLEY

<b>High level transport assessment</b>	Without any transport improvements, 20% of the County Council's transport policy requirements were met. 'Concerns' were raised against 55% of policy requirements and 'significant concerns' were raised against any 25% of policy requirements.
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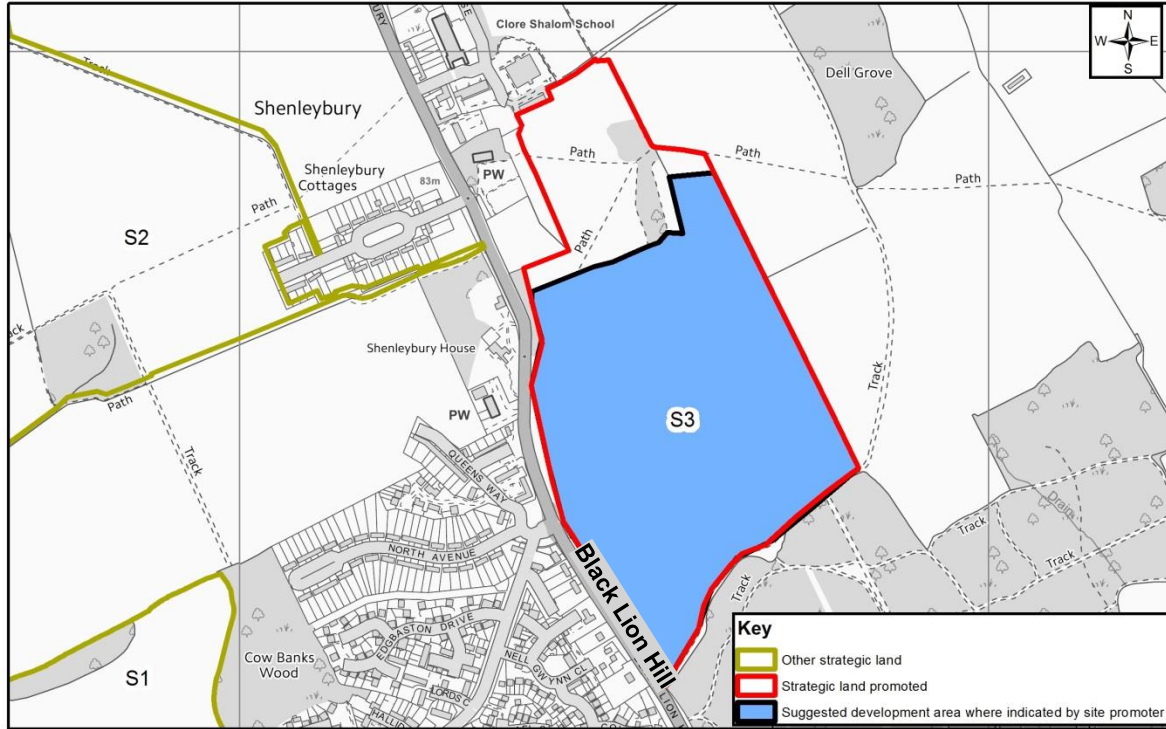
<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scope to co-ordinate with other development opportunities around Shenleybury and along Harper Lane</p> <p>Land south and south west of Harperbury Hospital already has planning permission for 206 homes</p> <p>Potential to secure improved accessibility including public transport to the operational NHS and residential parts of the site</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide some self-build housing plots</p>	<p>Site is entirely car dependent with no bus routes or shops/services nearby with associated traffic impact on local roads</p> <p>Requires co-ordinated approach with neighbouring local authority to prevent piecemeal development on the site</p> <p>Archaeological site covering part of the site</p> <p>St Albans Rangers FC sports pitches are within the proposed development area and would need to be relocated</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p> <p>Potential noise impact from M25</p> <p>No scope to expand Shenley Primary School on its current site. Any significant growth in Shenley would require a site for a new primary school/</p> <p>Gateways Surgery cannot accommodate any additional growth</p>



**Please provide your comments on site S2**

# STRATEGIC HOUSING SITES, SHENLEY

<b>Site address / location</b>	Land east of Black Lion Hill (Rectory Farm), Shenley	<b>Site reference</b>	<b>S3</b>
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## Site information


<b>Total Size (ha) gross</b>	20.48	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Savills on behalf of the owners
<b>Current use</b>	Agricultural land	<b>Issues and Options site category</b>	Supporting larger rural communities – growth of key villages
<b>Surrounding uses</b>	Church, Farm Close business units and Clore Shalom school to the north, residential to west/south west, woodland to the south and fields and woodland to east.		
<b>Potential to be joined to another site(s)</b>	The site includes both the site 236a and b and could be expanded further to include agricultural land to the east.		
<b>Proposed use</b>	Residential	<b>Potential capacity</b>	370 homes

<b>High level assessments</b>	
<b>Land Availability Assessment (2018) Site ref:</b> <b>HELAA 236</b>	<p>No environmental constraints across much of the site although an area of protected woodland is located in the north east. There is also woodland to the south of the site, which is a designated local wildlife site, and acts as a hard buffer to the southern edge of the site.</p> <p>The site fronts onto Black Lion Hill and is close to the 602, 658 and 358 bus routes. Local services including shops, health practitioners and two schools are within walking distance, with Andrew Close shops nearby.</p>
<b>Green Belt assessment (Stage 1)</b>	<p>The site was identified in the Stage 1 Green Belt assessment as forming part of a strongly performing area of Green Belt which prevents sprawl and maintains the gaps between Borehamwood, Radlett, London Colney, Potters Bar and Greater London. The majority of this area comprises open fields with long views and maintains an unspoilt rural character preventing ribbon development ribbon development along London Road, ensuring that the gap is not reduced perceptually.</p> <p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside), as the majority of the area is open fields with long views with an unspoilt rural character that helps to prevent ribbon development along London Road, and ensure that the gap is not reduced perceptually.</p> <p>This area of Green Belt also prevents sprawl and maintains the gaps between Borehamwood, Radlett, London Colney, Potters Bar and Greater London. However, given the scale and character of the overall gap, it is less important than others for restricting the merging of these settlements.</p>
<b>Green Belt assessment (Stage 2)</b>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which S3 is located as meeting Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.</p>
<b>Accessibility mapping</b>	<p>The accessibility mapping identified the site as scoring 4 out of 10 for accessibility, as much of the site is located a considerable distance from public transport and local services.</p>
<b>High level transport assessment</b>	<p>Without any transport improvements, 30% of the County Council's transport policy requirements were met. 'Concerns' were raised against 50% of policy requirements and 'significant concerns' were raised against any 20% of policy requirements.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Good accessibility to local amenities and services including two schools and the Andrew Close shops</p> <p>Close to a number of bus routes with 602 and 358 within walking distance</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p>	<p>Area of protected woodland in the north east part of the site. The site also adjoins Combe Wood ancient woodland</p> <p>Local highways impact including cumulative effect of additional traffic onto Black Lion Hill</p> <p>Loss of green belt land</p>

**STRATEGIC HOUSING SITES, SHENLEY**

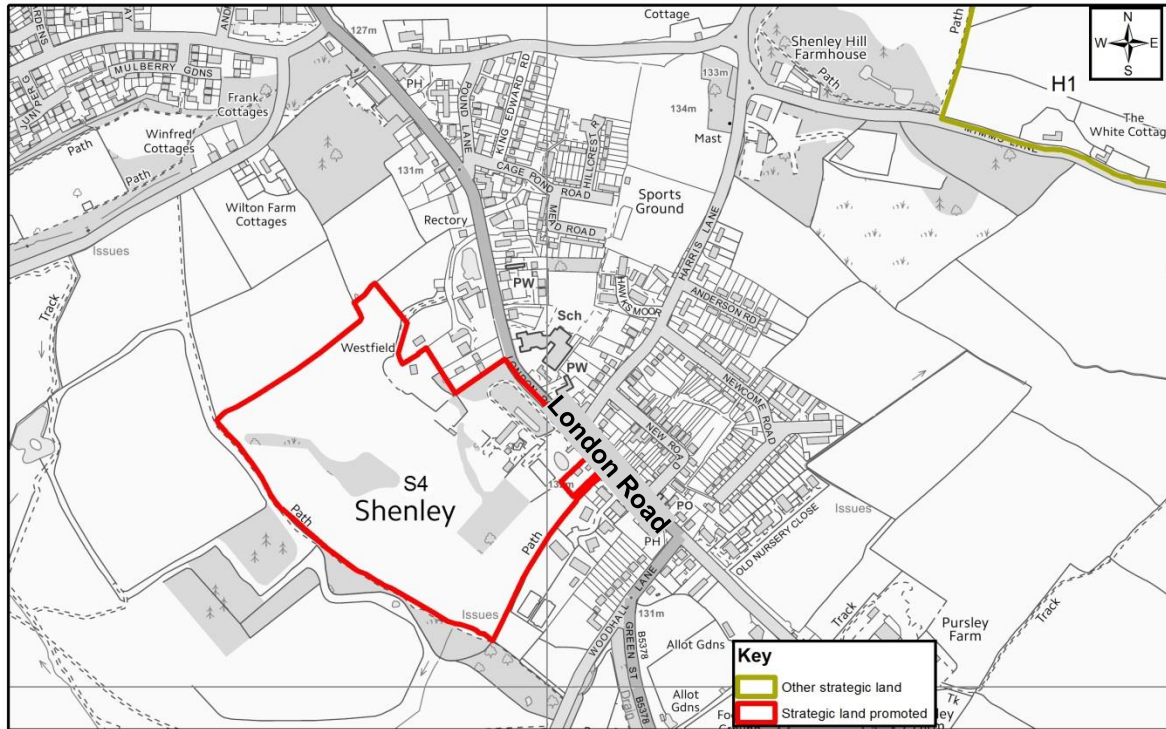
<p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide some self-build housing plots</p>	<p>Landscape and visual impact</p> <p>No scope to expand Shenley Primary School on its current site. Any significant growth in Shenley would require a site for a new primary school.</p> <p>Gateways Surgery cannot accommodate any additional growth</p>
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 **Please provide your comments on site S3**



## STRATEGIC HOUSING SITES, SHENLEY

<b>Site address / location</b>	Land north of Woodhall Lane (Shenley Grange – North & South), Shenley	<b>Site reference</b>	<b>S4</b>
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### Site information

<b>Total Size (ha) gross</b>	12.1	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	One of the land owners on behalf of owners of both sites
<b>Current use</b>	Applicant states residential. Much of site however is fields	<b>Issues and Options site category</b>	Supporting larger rural communities – growth of key villages
<b>Surrounding uses</b>	Residential properties in Shenley to east, open fields to north and west, Shenley Grange residential and adjoining fields to south.		
<b>Potential to be joined to another site(s)</b>	Sites are in separate ownership although they have been promoted together. Land at Wilton Farm has been promoted separately but would not form a contiguous site with S4 due to separate land ownership to the north.		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	380 homes

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 348 &amp; 349</b></p>	<p>Located close to the centre of the old village, comprising two adjacent sites within different ownerships but submitted to the Council jointly. Some of the land includes a very large rear garden to 43 London Road beyond which the site comprises open fields which gently slope towards Woodhall Spinney, a bridleway connecting the site to Radlett Lane.</p> <p>The Spinney itself is a local wildlife site. The land is former parkland belonging to the original Shenley Grange estate which is the reason behind the clear difference in the character and appearance of the more sparsely developed west side of London from the east side opposite.</p> <p>The area is within walking distance of a number of local services, including the primary school, health practitioners, shop and community hall. The 602, 658 and 358 bus routes run close to the site. Vehicular access into the front of the site is currently via a private road off London Road which serves a number of properties or via 43 London Road itself.</p>
<b>Green Belt assessment (Stage 1)</b>	The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring highly for purpose 3 (safeguarding the countryside). However, the area immediately west of London Road was identified as being more visually connected to the settlement edge and meaning that it had a more limited relationship with the wider countryside and was therefore recommended for further consideration.
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt assessment identifies the sub-area within which S4 is located as meeting Green Belt Purpose Assessment criteria strongly and making a partly less important contribution to the wider Green Belt. The Assessment indicates that the southern and eastern part of the sub-area, within which S4 is contained, does not play a fundamental role in relation to the wider Green Belt and recommends this part of the sub- for further consideration.
<b>Accessibility mapping</b>	The accessibility mapping identified the site as scoring 4 out of 10 for accessibility, as much of the site is located a considerable distance from public transport and local services.
<b>High level transport assessment</b>	Without any transport improvements, 25% of the County Council's transport policy requirements were met. 'Concerns' were raised against 60% of policy requirements and 'significant concerns' were raised against any 15% of policy requirements.
<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p>	<p>Adjacent to local heritage constraints including Shenley Village Conservation Area and an archaeological site</p> <p>Borders Woodhall Spinney, a Local Wildlife Site</p> <p>The sites are in separate ownership although they</p>

## STRATEGIC HOUSING SITES, SHENLEY

<p>Opportunity to provide some self-build housing plots</p> <p>Site is within walking distance of local school and range of other community facilities</p> <p>658, 602 and 358 bus services available close to the site</p> <p>Scope to co-ordinate with other development opportunities north west of the site</p> <p>The principle of limited additional infill development has been accepted through an existing planning application (16/1671/FUL)</p> <p>Growth supported in this location in the draft Shenley Neighbourhood Plan (June 2018, Regulation 14)</p>	<p>have been promoted together</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p> <p>Currently limited vehicular access to site using a private road</p> <p>Local highways impact including cumulative effect of additional traffic onto London Road</p> <p>No scope to expand Shenley Primary School on its current site. Any significant growth in Shenley would require a site for a new primary school</p> <p>Gateways Surgery cannot accommodate any additional growth</p>
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**Please provide your comments on site S4**



7.2 Other potential development sites – Shenley

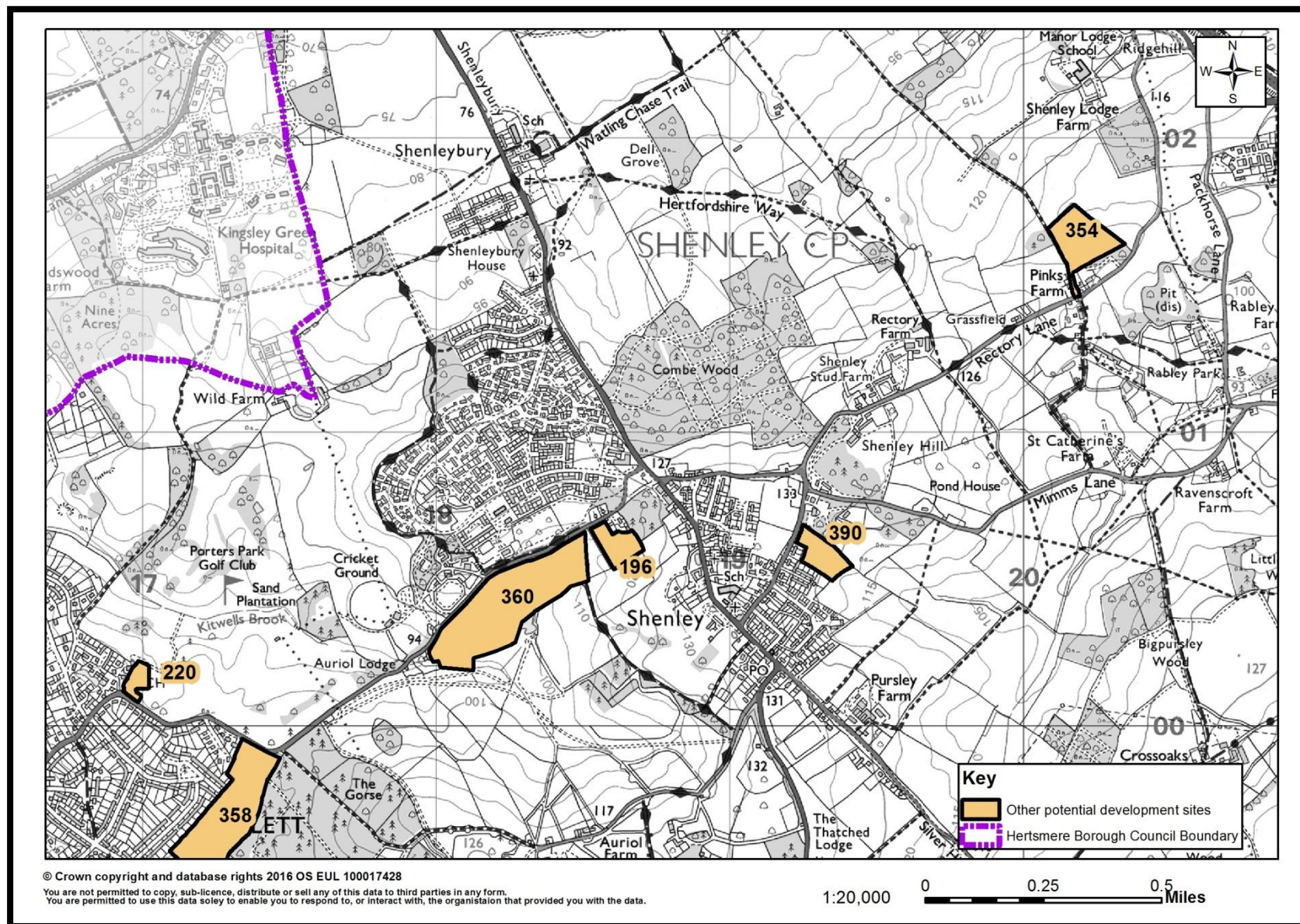
N.B Sites below 0.25ha or promoted for fewer than 5 dwellings are not included

South Mimms		
Land Availability Assessment reference	Location	Brief description of potential use (for site capacities with an asterisk please see paragraph 2.7)
HEL196	land adj Wilton End cottage, Radlett Lane	Residential, estimated capacity for 45 dwellings
HEL354	Land north of Fox Hollows, Rectory Lane	Residential, estimated capacity for 75 dwellings*
HEL360	Land south of Radlett Lane	Residential, estimated capacity for 230 dwellings
HEL390	Land adj 52 Harris Lane	Residential, estimated capacity for 50 dwellings



**Please provide your comments on the other potential development sites in Shenley.** (Please state the Land Availability Assessment reference of the site you are referring to at the beginning of your comments)

## OTHER POTENTIAL DEVELOPMENT SITES, SHENLEY





## 8. Elstree Village

### Infrastructure Overview - Elstree Village

Population	1,700
Increase since 2011	+100
Number of households	1,880
Number of Businesses Units (offices, workshops, manufacturing and warehouses only)	20
Number of community services	
Primary Schools	1
Secondary Schools/Colleges	0
GP Practices	1
Dental Surgeries	1
Post Offices	0
Pharmacies	1

#### Key infrastructure needs

##### Education

St Nicholas CoE school serves Elstree but as it only has one form of entry, the school has limited scope to accommodate additional demand arising from new development in the village.

##### Health

Herts Valleys Clinical Commissioning Group (CCG) is the NHS organisation responsible for commissioning (planning, designing and buying) health services on behalf of people who live across south west Hertfordshire. Schopwick surgery currently serves Elstree Village but has no physical space to expand to meet growth in the area.

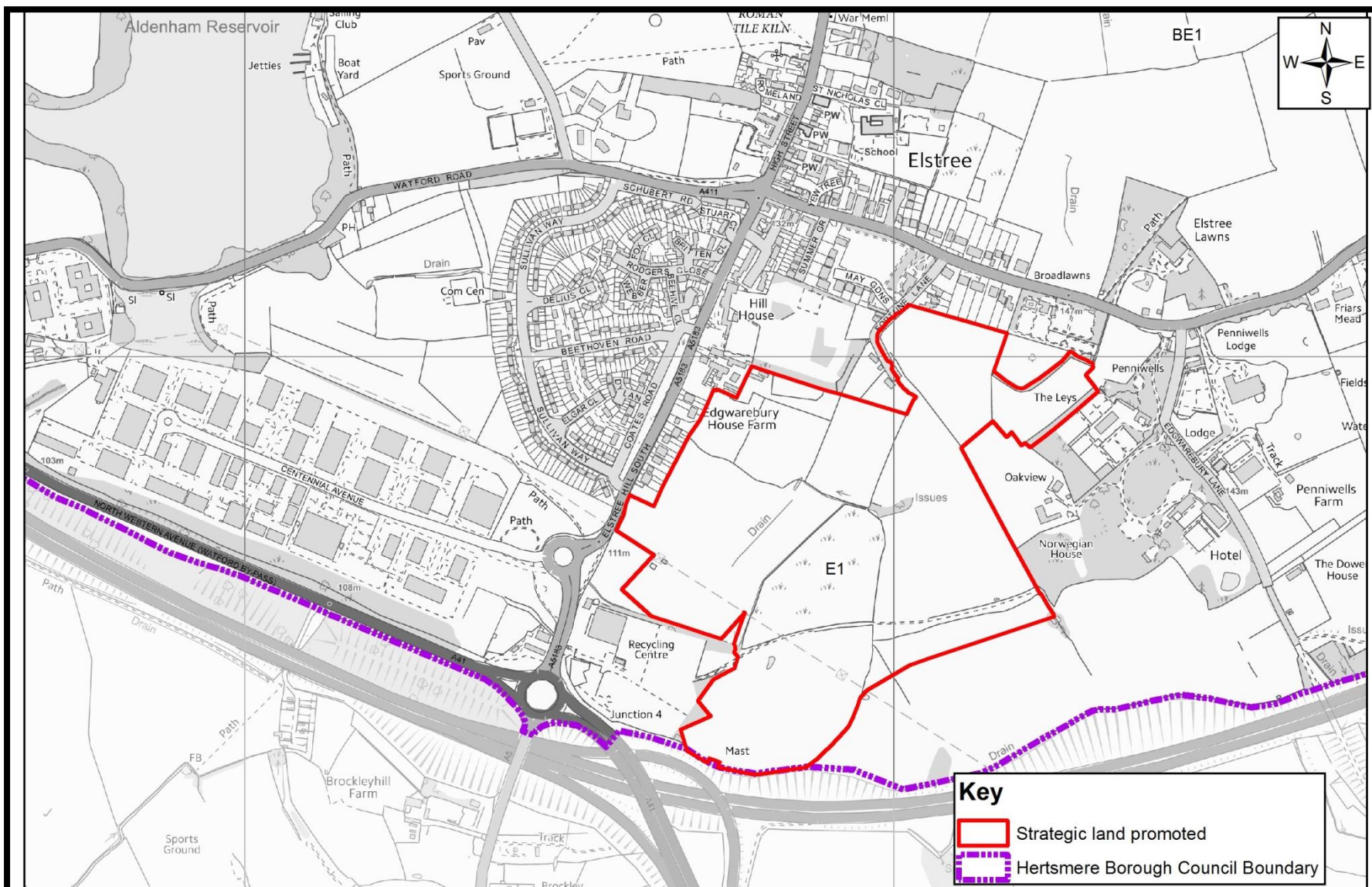
##### Transport

Traffic modelling was undertaken to forecast changes in journey times across the road network. Depending on the number and location of strategic housing sites developed across the borough, road journey times from Elstree Village to nearby centres such as Radlett, Watford, St Albans and Barnet could increase up to 6 minutes at peak times and up to 2 minutes other times. This means it will be necessary for growth to be accompanied by investment in local public transport and other initiatives such as car clubs, as well as measures to lower the number of new cars on the road by locating development near to local services.

# STRATEGIC HOUSING SITES, ELSTREE VILLAGE

## 8.1 Strategic housing sites – Elstree Village

The following sites with the potential to provide more than 250 new homes have been submitted for our consideration within Elstree Village:



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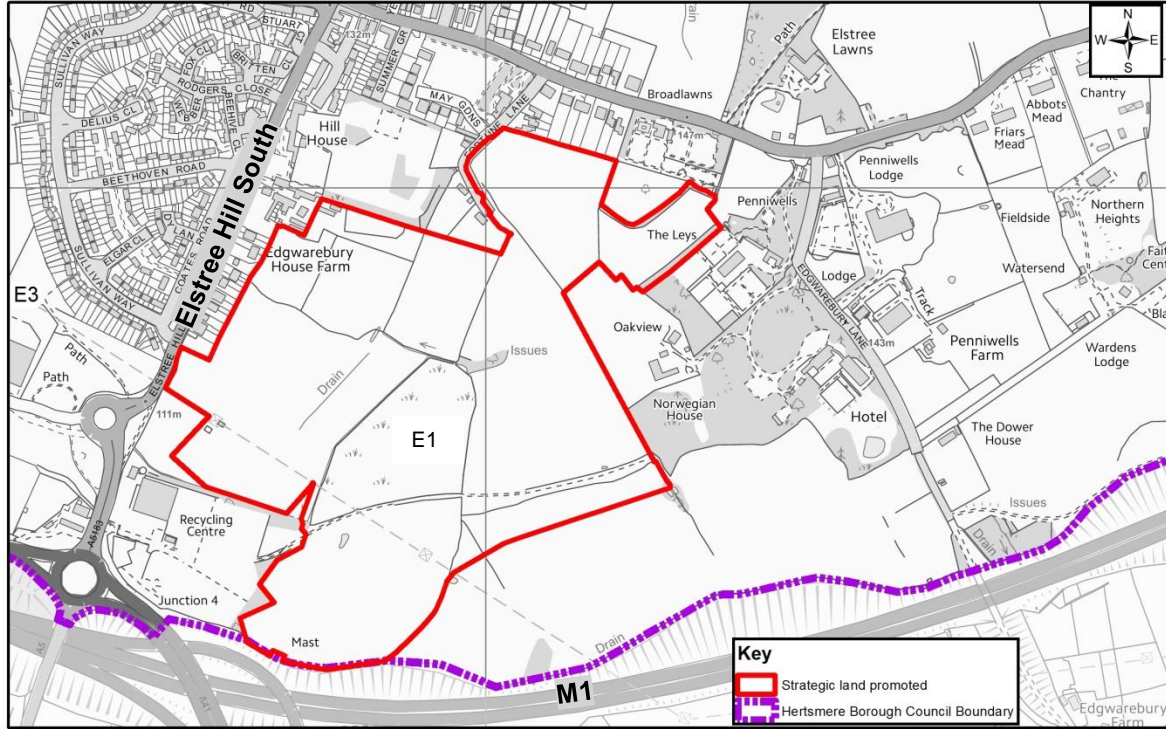


## STRATEGIC HOUSING SITES, ELSTREE VILLAGE

Site number	Site address
E1	Land east of Elstree Hill South (Edgwarebury House Farm), Elstree

## STRATEGIC HOUSING SITES, ELSTREE VILLAGE

<b>Site address / location</b>	Land east of Elstree Hill South (Edgwarebury House Farm), Elstree	<b>Site reference</b>	<b>E1</b>
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### Site information

<b>Total Size (ha) gross</b>	28.44	<b>Site source</b>	Issues and Options 2017
		<b>Site promoter</b>	Hertfordshire County Council
<b>Current use</b>	Mixed farm land	<b>Issues and Options site category</b>	Supporting larger rural communities - growth of key villages
<b>Surrounding uses</b>	Residential to the north and north west, Elstree Hill and recycling centre to the south west, M1 to the south, residential and hotel to the east and north east.		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	550 homes

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 274</b></p>	<p>The area comprises a series of land parcels owned by Hertfordshire County Council with the north west of the site located within Elstree Village conservation area.</p> <p>A significant amount of previously developed land and buildings is located to the west of the site near Elstree Hill South. Government policy allows for some development in the Green Belt where there is previously developed land and buildings although the amount in this part of the site would be guided by an assessment of building footprint and volume.</p> <p>The site as a whole is reach either from Elstree Hill South (where there is currently an access into Edwarebury House Farm and a separate access close to Centennial Park) to the west or from Fortune Lane/Barnet Lane to the north. Fortune Lane is particularly narrow and unlikely to be suitable as a principal access for any significant amount of development. The south west part of the site is adjacent to a recycling centre and close to the junction with the A41 and the northbound junction 4 of the M1. However, junction 4 has no southbound slip.</p> <p>The site is close to Centennial Park and within walking distance of local services in Elstree Village. It is currently served by the 107 and 615 bus routes on Elstree Hill South. There are currently no buses along Barnet Lane into Elstree Village.</p>
<b>Green Belt assessment (Stage 1)</b>	The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 2 (preventing coalescence); as it was identified as forming a substantial proportion of the gap between Borehamwood and London in this locality. Furthermore, the site also helps to protect the countryside from encroachment.
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt assessment identifies the sub-area within which E1 is located as meeting Green Belt Purpose Assessment criteria moderately and making a partly less important contribution to the wider Green Belt. The assessment identifies the northern part of the sub-area as not playing a fundamental role in relation to the wider Green Belt due to its greater sense of containment and more limited visual links to the wider countryside and therefore recommends it for further consideration.
<b>Accessibility mapping</b>	The accessibility mapping identified the site as scoring 4 out of 10 for accessibility, as much of the site is located a considerable distance from public transport and local services.
<b>High level transport assessment</b>	Without any transport improvements, 10% of policy requirements were met, 55% of policy requirements raised concerns and 35% raised significant concerns.

**Summary**

Benefits and opportunities	Challenges and constraints
<p>Scope to deliver sustainable growth of Elstree Village including expanded education and health facilities</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide significant number of self-build housing plots</p> <p>The site is close to Centennial Park and within walking distance of existing local services in Elstree Village.</p> <p>Currently served by two bus routes on Elstree Hill South 107 (Edgware - New Barnet) and 615 (Stanmore to Hatfield).</p>	<p>Loss of green belt land</p> <p>Adjoins listed building (Laura Ashley hotel) and locally listed Edgwarebury House Farm buildings</p> <p>Significant tree cover to the north of the site</p> <p>Landscape and visual impact</p> <p>Potential noise and air quality issues due to proximity to M1.</p> <p>Due to its width, Fortune lane unlikely to be a suitable means of access into the site</p> <p>Site is adjacent to a recycling centre</p> <p>St Nicholas CoE only has 1 form of entry and currently has limited scope to accommodate extra numbers</p> <p>No scope to expand Schopwick surgery on its current site</p>

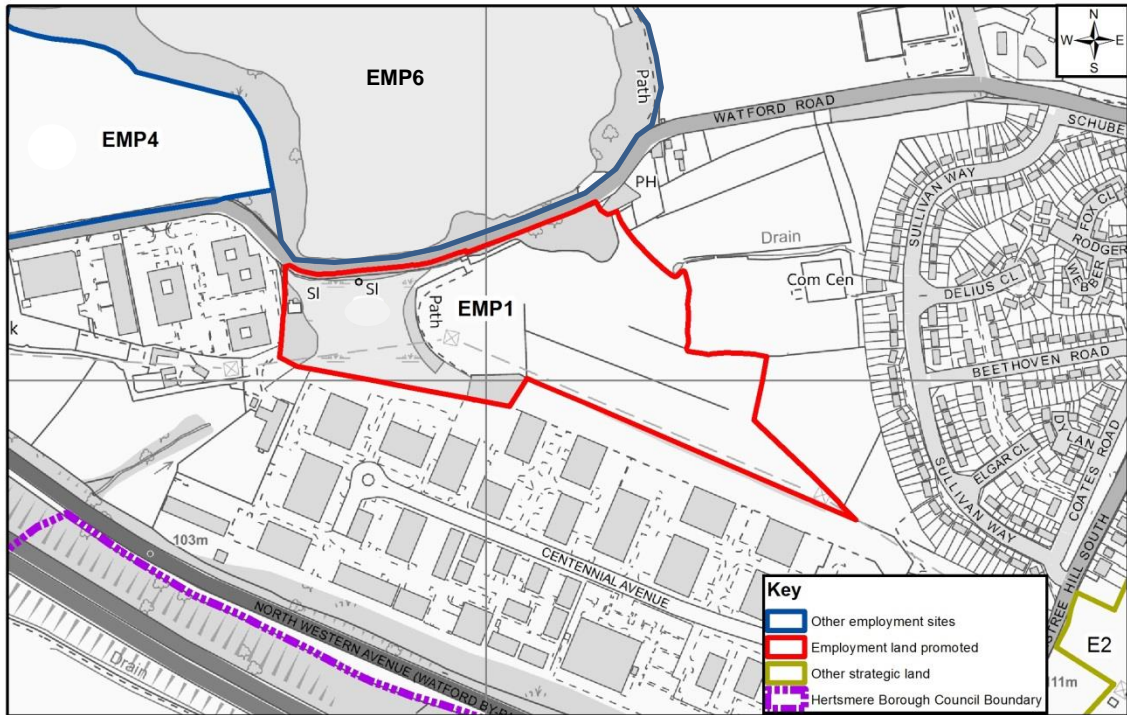


**Please provide your comments on site E1**

# EMPLOYMENT SITES, ELSTREE VILLAGE

## 8.2 Employment sites – Elstree Village

<b>Site address / location</b>	Land North of Centennial Park, Elstree	<b>Site reference</b>	<b>EMP1</b>
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### Site information

<b>Total Size (ha) gross</b>	7	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Pegasus Group on behalf of Taylor Wimpey
<b>Current use</b>	Open land on the edge of built up area.	<b>Issues and Options site category</b>	Employment site
<b>Surrounding uses</b>	Industrial areas to the South and West. North is Aldenham Country Park and reservoir. East is open fields and residential.		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Economic development	<b>Potential capacity</b>	Number of jobs created dependent on businesses which would locate to the

## EMPLOYMENT SITES, ELSTREE VILLAGE

			site
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### ***High level assessments***

<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 171</b></p>	<p>The site lies immediately to the north of key employment site Centennial Park and to the east of The Waterfront business park and Lismirrane industrial park. It is vacant paddock land which was historically in arable use. It has previously been unsuccessfully promoted for residential development in association with proposed structural works to the Aldenham reservoir dam which lies to the north across Watford Road; the current promotion for residential use appears to be independent of this previous connection with Aldenham Reservoir.</p> <p>The site adjoins Local Wildlife Site Composers Park but there do not appear to be any other environmental or topographical issues constraining development. The proximity of existing commercial premises is however one issue that could influence the identification of any future use of the site.</p> <p>The site is not particularly well served by public transport, but the 306 (Watford – Borehamwood) does pass the site on Watford Road. It is approximately half a mile to Elstree village and 1.8 miles to Elstree and Borehamwood rail station.</p> <p>(The current promoters of the site are proposing residential, not employment development. As the capacity for residential development would be below the threshold for identifying it as strategic, the site is listed with other smaller sites promoted for residential development in the Elstree village area).</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 2 (preventing coalescence); as it was identified as maintaining the gap between Elstree and Bushey Heath/Bushey Village.</p> <p>However, the southern part of the area around Centennial Business Park has an urban character in contrast to the wider area. As it is already completely developed, it makes a limited contribution to purpose 2 and the other Green Belt purposes if considered alone.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which EMP1 is located as meeting the Green Belt Purpose Assessment criteria moderately and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.</p>
<p><b>Accessibility Mapping</b></p>	<p>The accessibility mapping identified the site as scoring 4 out of 10 for accessibility, as the site is located a reasonable distance from public transport and local services.</p>

## EMPLOYMENT SITES, ELSTREE VILLAGE

### Summary

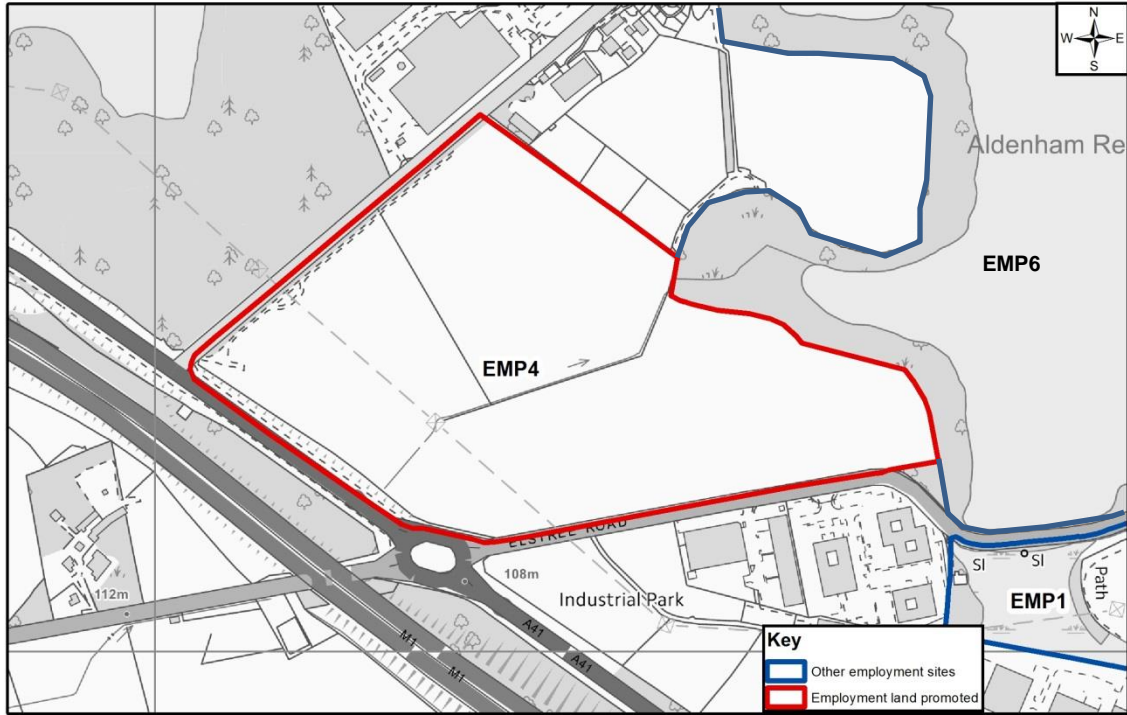
Benefits and opportunities	Challenges and constraints
<p>Potential extension to key employment site Centennial Park.</p> <p>Clustering of employment uses/businesses in adjoining employment and research premises</p> <p>Proximity to A41</p> <p>Potential for increasing local employment opportunities and reducing out-commuting</p>	<p>Loss of Green Belt land</p> <p>Some distance from train station, public transport and town centre</p> <p>Potential highways impact</p> <p>Landscape and visual impact</p> <p>Various environmental constraints, including adjacent local wildlife site</p>



**Please provide your comments on site  
EMP1**

## EMPLOYMENT SITES, ELSTREE VILLAGE

<b>Site address / location</b>	Land adjacent to Elstree Road, A41 and Dagger Lane	<b>Site reference</b>	<b>EMP4</b>
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### Site information

<b>Total Size (ha) gross</b>	17.4	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	DLA Town Planning on behalf of owner
<b>Current use</b>	Open land on the edge of built up area.	<b>Issues and Options site category</b>	Employment site
<b>Surrounding uses</b>	Industrial area to the south. Aldenham reservoir and country park to east. A41 to west. Woodland/ open fields north		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Economic development	<b>Potential capacity</b>	Number of jobs created dependent on businesses which would locate to the site



## EMPLOYMENT SITES, ELSTREE VILLAGE

### **High level assessments**

<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 238</b></p>	<p>The site is located between the A41, Centennial Park and Bio Products on Dagger Lane and adjoins Aldenham Reservoir. It is also close to The Waterfront business park and Lismirrane industrial park, as well as the Bio Products site on Dagger Lane. It is being promoted for employment uses, including B1 units, a hotel and ancillary service/leisure uses. There are no known particular environmental or topographical constraints to development.</p> <p>Access is proposed onto Elstree Road and Dagger Lane. The site is not particularly well served by public transport, but the 306 (Watford – Borehamwood) does pass the site on Elstree Road. It is approximately 1 mile to Elstree village and 2.2 miles to Elstree and Borehamwood rail station.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 2 (preventing coalescence); as it was identified as maintaining the gap between Elstree and Bushey Heath/Bushey Village.</p> <p>However, the southern part of the area around Centennial Business Park has an urban character in contrast to the wider area. As it is already completely developed, it makes a limited contribution to purpose 2 and the other Green Belt purposes if considered alone.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt assessment identifies the sub-area within which EMP4 is located as meeting Green Belt Purpose Assessment criteria moderately and making an important contribution to the wider Green Belt. It does not recommend this sub-area for further consideration.</p>
<p><b>Accessibility Mapping</b></p>	<p>The accessibility mapping identified the site as scoring 4 out of 10 for accessibility, as the site is located a reasonable distance from public transport and local services.</p>

### **Summary**

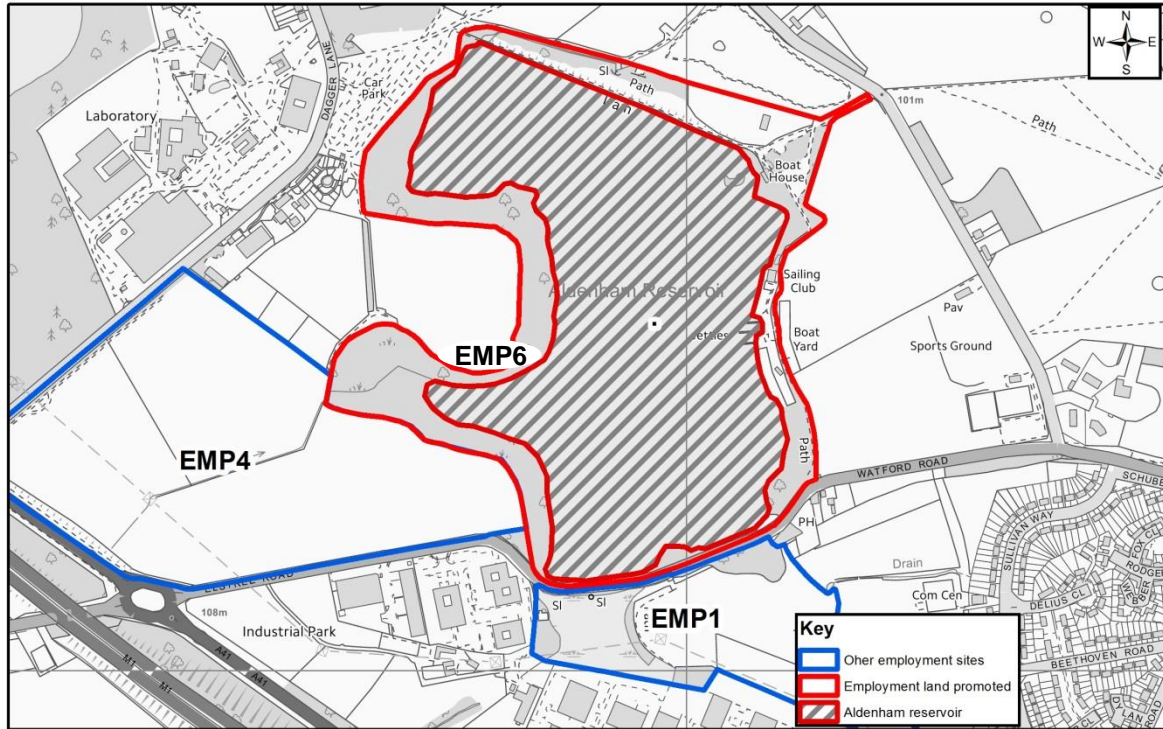
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Potential extension to key employment site Centennial Park.</p> <p>Clustering of employment uses/businesses in adjoining employment and research premises</p> <p>Proximity to A41</p> <p>Potential for increasing local employment opportunities and reducing out-commuting</p>	<p>Loss of Green Belt land</p> <p>Some distance from train station, public transport and town centre</p> <p>Potential highways impact</p> <p>Landscape and visual impact</p> <p>Various environmental constraints, including adjacent local wildlife site</p>



**Please provide your comments on site  
EMP4**

## EMPLOYMENT SITES, ELSTREE VILLAGE

<b>Site address / location</b>	Perimeter land around Aldenham Reservoir	<b>Site reference</b>	EMP6
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### Site information

<b>Total Size (ha) gross</b>	10.24 (This excludes Aldenham Reservoir)	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	CC Town Planning on behalf of Liberty Lake Leisure Ltd
<b>Current use</b>	Woodland area around Aldenham Reservoir	<b>Issues and Options site category</b>	Employment site
<b>Surrounding uses</b>	Bounded by reservoir and Aldenham Country Park wider area. Industrial area to the south. Aldenham reservoir and country park to east. A41 to west. Woodland/ open fields north		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Economic development	<b>Potential capacity</b>	Number of jobs created dependent on businesses which would locate to the site

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 169</b></p>	<p>The site comprises the largely wooded area around the edge of Aldenham Reservoir. It is being promoted for employment development including B1 uses. The promoters would also like to include several uses which are allied to the use of the reservoir (for example bicycle hire, boat hire, cafeteria, restaurant, bed &amp; breakfast lodge, managers lodge) which would be and ensure its continued attraction as a publicly accessible location for education, sport and recreation. Their intention is that these ancillary uses could potentially serve to generate income which could be reinvested to secure the future of the reservoir as a publically accessible destination.</p> <p>The site is a designated Local Wildlife site and adjoins listed Butterfield Cottages on Aldenham Road. Access to the Country Park, which is not served by public transport, is off Aldenham Road</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 2 (preventing coalescence) as it was identified as maintaining the gap between Elstree and Bushey Heath/Bushey Village.</p> <p>However, the southern part of the area around Centennial Business Park has an urban character in contrast to the wider area. As it is already completely developed, it makes a limited contribution to purpose 2 and the other Green Belt purposes if considered alone.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>not yet assessed</p>
<p><b>Accessibility Mapping</b></p>	<p>The accessibility mapping identified the site as scoring 3 out of 10 for accessibility, as much of the site is located a considerable distance from public transport and local services.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Potential for enhancing facilities at the reservoir and country park</p> <p>Local employment opportunities reducing the need for out-commuting</p>	<p>Limited land available, potential impact on wildlife designation</p> <p>Traffic implications of new development</p> <p>Impact on landscape</p> <p>Impact on Green Belt</p>



**Please provide your comments on site  
EMP6**

8.3 Other potential development sites – Elstree Village

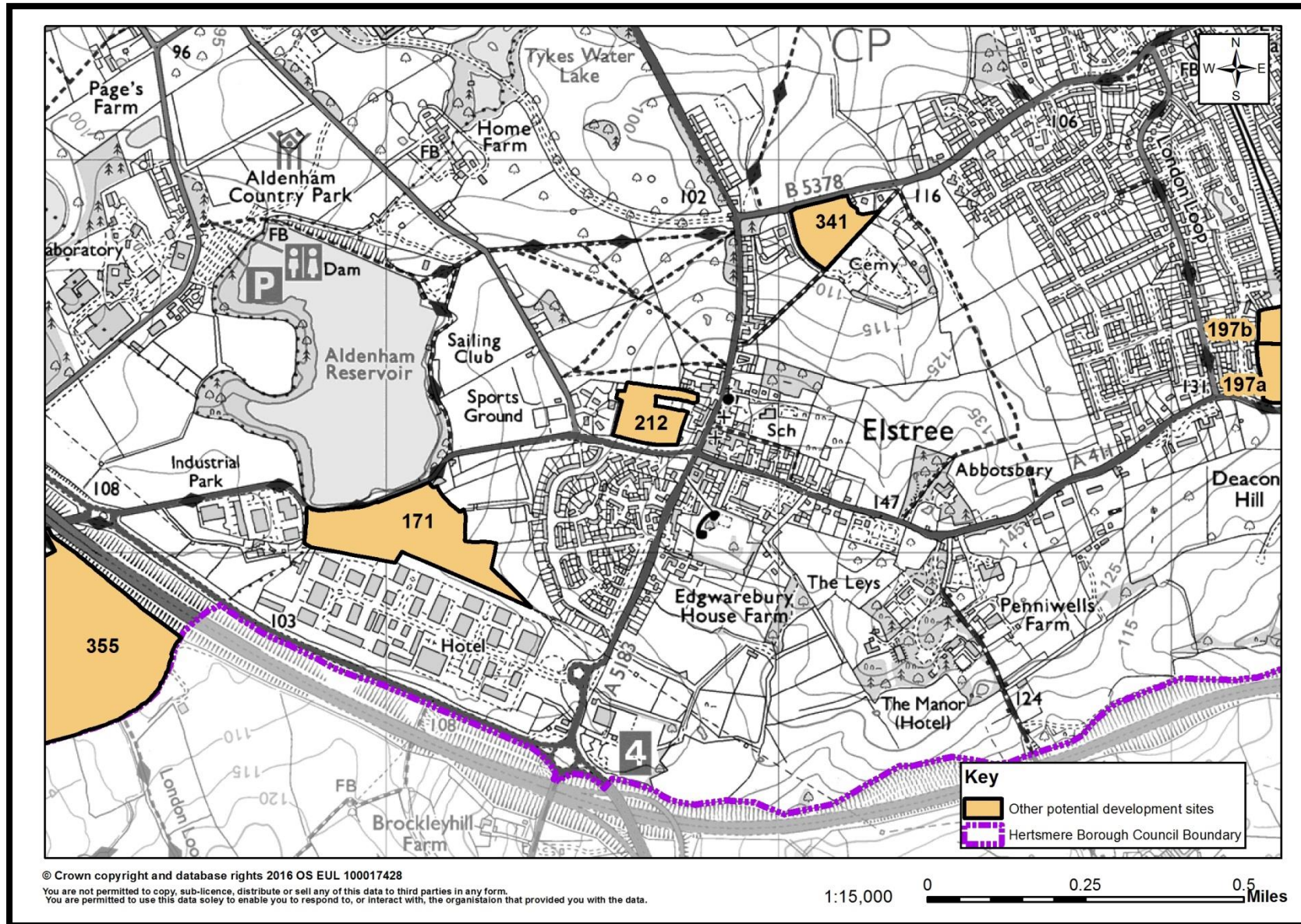
N.B Sites below 0.25ha or where promoted for fewer than 5 dwellings are not included

Elstree Village		
Land Availability Assessment reference	Location	Brief description of potential use (for site capacities with an asterisk please see paragraph 2.7)
HEL171	Land North of Centennial Park, Elstree	Residential, estimated capacity for 180 dwellings
HEL212	Land off Watford Road	Residential, estimated capacity for 65 dwellings



**Please provide your comments on the other potential development sites in Elstree Village.** (Please state the Land Availability Assessment reference of the site you are referring to at the beginning of or comments)

# OTHER POTENTIAL DEVELOPMENT SITES, ELSTREE VILLAGE







9. South Mimms

**Infrastructure Overview - South Mimms**

Population	900
Increase since 2011	+50
Number of households	345
Number of Businesses Units (offices, workshops, manufacturing and warehouses only)	3
Number of community services	
Primary Schools	1
Secondary Schools/Colleges	0
GP Practices	0
Dental Surgeries	0
Post Offices	0
Pharmacies	0

**Key infrastructure needs**

**Education**

South Mimms is currently served by St Giles C of E primary school. In the case of significant housing growth in the area, additional school capacity would be required.

**Health**

Herts Valleys Clinical Commissioning Group is the NHS organisation responsible for commissioning (planning, designing and buying) health services on behalf of people who live across south west Hertfordshire.

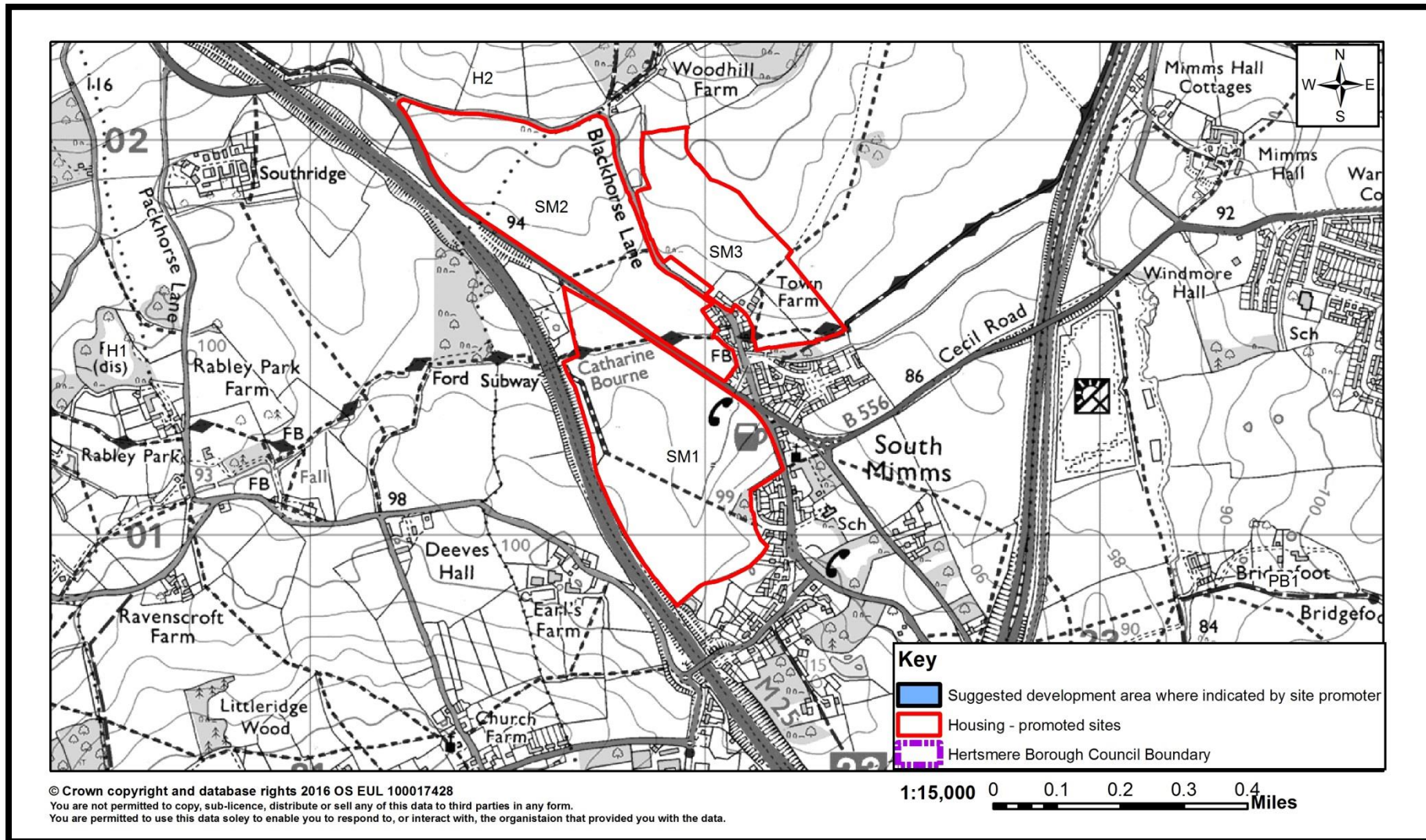
There is currently no local GP service provision. The area is served by GP practices in Potters Bar. These surgeries have some capacity. However, it should be noted that in case of significant housing development in the area, extension of existing or additional facilities may be required in order to maintain the level of service expected from providers.

**Transport**

Traffic modelling was undertaken to forecast changes in journey times across the road network. Depending on the number and location of strategic housing sites developed across the borough, road journey times from South Mimms to nearby centres such as Hatfield, St Albans and Barnet could increase up to 2 minutes at peak times and up to a minute at other times. This means it will be necessary for growth to be accompanied by significant investment in local public transport and other initiatives such as car clubs, as well as measures to lower the number of new cars on the road by locating development near to local services.

### 9.1 Strategic housing sites – South Mimms

The following sites with the potential to provide more than 250 new homes have been submitted for our consideration within South Mimms:

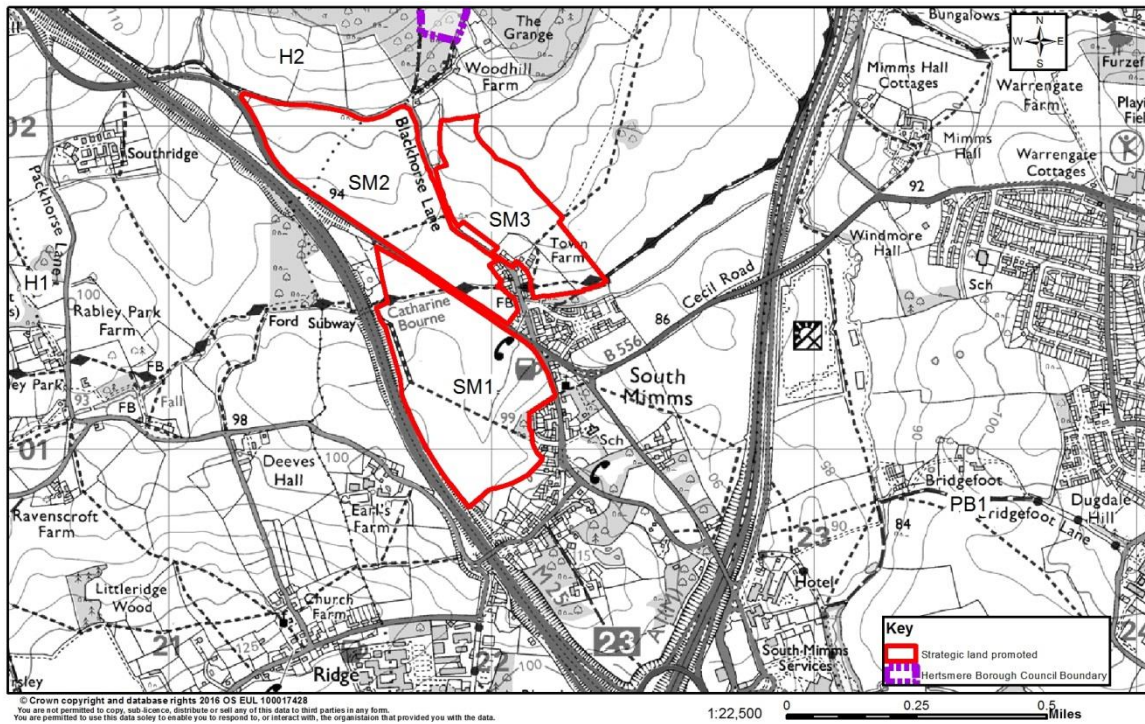


## STRATEGIC HOUSING SITES, SOUTH MIMMS

Site number	Site address
<b>SM1</b>	Land south of St Albans Road, South Mimms
<b>SM2</b>	Land north of St Albans Road, South Mimms
<b>SM3</b>	Land north-east of Black Horse Lane, South Mimms

## STRATEGIC HOUSING SITES, SOUTH MIMMS

<b>Site address / location</b>	Land to north and west of South Mimms village	<b>Site reference</b>	<b>SM1 SM2 SM3</b>
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### Site information

<b>Total Size (ha) gross</b>	SM1 – 23.9ha SM2 – 21.3ha SM3 – 12.7ha	<b>Site source</b>	Call for sites 2017
		<b>Site promoters</b>	JB Planning Associates on behalf of Gascoyne Cecil Estates King and Co on behalf of BW Field Hertfordshire County Council Woolf Bond on behalf of Wrotham Park Estate
<b>Current use</b>	Primarily agricultural and grazing land	<b>Issues and Options site category</b>	Meeting the needs of key villages
<b>Surrounding uses</b>	South Mimms village and adjacent agricultural and grazing land.		
<b>Potential to be joined to another site(s)</b>	A number of other smaller sites have been promoted nearby within or adjacent to the village		
<b>Proposed use</b>	Residential development	<b>Potential capacity</b>	SM1 450 homes SM2 390 homes SM3 270 homes

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 385a-c (incorporates HEL205 and HEL228a&amp;b)</b></p>	<p>A series of land parcels to the north and west of South Mimms village in different ownerships being promoted separately. An extension of the village to the north and/or west would, in addition to needing to meet a range of technical and infrastructure requirements, require an agreed and co-ordinated approach from different landowners. This is not presently the case and so currently the land cannot be treated as available for more comprehensive development.</p> <p>South Mimms is one of the larger villages in the borough and represents one of a number of more rural locations which could accommodate some additional growth to meet the housing and infrastructure needs of the village and wider area. However, the Council has emphasised the need for villages to retain their own distinct and separate identities and all the land being promoted around South Mimms is greater than would be required to meet the needs of the village and wider area.</p>
<b>Green Belt assessment (Stage 1)</b>	The Stage 1 Green Belt assessment identified much of the wider area within which the land north of St Albans Road (SM2 and SM3) is located, as scoring strongly against meeting Green Belt purposes. Much of the wider area within which the land south of St Albans Road (SM1) is located scores moderately overall in terms of meeting Green Belt purposes with the area.
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt assessment identifies the sub-areas within which the sites are located as meeting Green Belt Purpose Assessment criteria strongly and making an important contribution to the wider Green Belt. It does not recommend them for further consideration.
<b>Accessibility Mapping</b>	The accessibility mapping identified the land south of St Albans Road (SM1) as scoring 5 out of 10 with the site considered to be reasonably close to public transport and local services. The land north of St Albans Road (SM2 and SM3) is identified as scoring 4 out of 10 for accessibility.
<b>High level transport assessment</b>	Without any transport improvements, 5% of the County Council's transport policy requirements were met. 'Concerns' were raised against 75% of policy requirements and 'significant concerns' were raised against any 20% of policy requirements.

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of meeting the needs of South Mimms village development with supporting facilities including local shop(s)</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable</p>	<p>Location currently has limited accessibility and services</p> <p>Local highways impact including cumulative effect of additional traffic onto St Albans Road and Blackhorse Lane, the latter being a narrow country lane.</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p>

## STRATEGIC HOUSING SITES, SOUTH MIMMS

housing Opportunity to provide self-build housing plots Potential employment creation within part of SM2 (see EMP11) Proximity to village primary school	Potential noise impact from M25 (SM1 and SM2) Any growth would require additional school capacity in South Mimms No GP provision within the village with closest surgeries in Potters Bar
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**Please provide your comments on site SM1;  
SM2 and SM3** *(Please state the site reference of the site  
you are referring to at the beginning of your comments)*



## 9.2 Other potential development sites – South Mimms

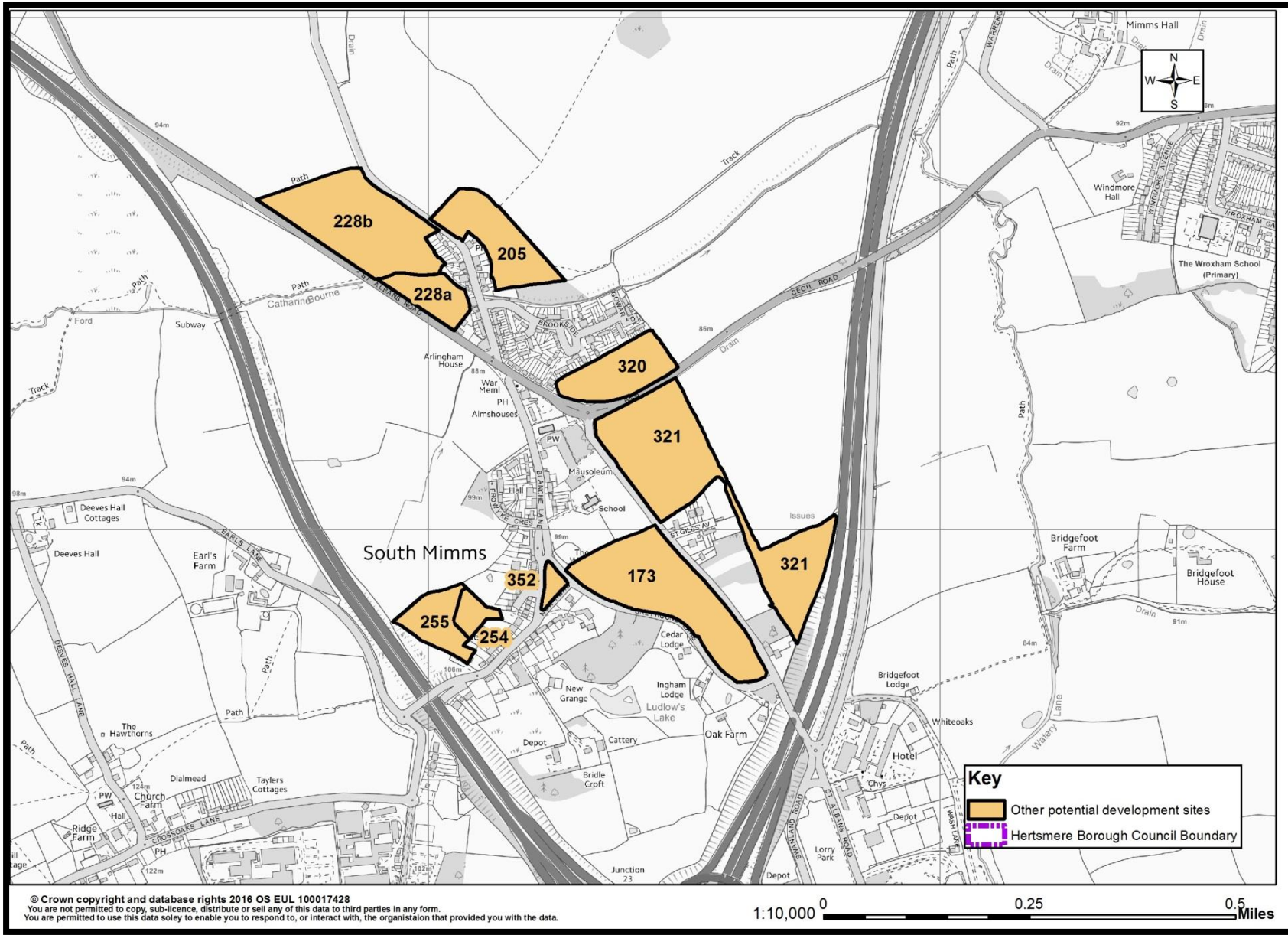
N.B Sites below 0.25ha or promoted for fewer than 5 homes have not been included.

South Mimms		
Land Availability Assessment reference	Location	Brief description of potential use <i>(for site capacities with an asterisk please see paragraph 2.7)</i>
HEL173	Greyhound Lane	Residential, estimated capacity for 110 dwellings
HEL205	Land at Town Farm, Blackhorse Lane	Residential, estimated capacity for 60 dwellings
HEL228a	St Albans Road, South Mimms	Residential, estimated capacity for 35 dwellings
HEL228b	St Albans Road, South Mimms	Mixed use, estimated capacity for 70 dwellings
HEL254	land r/o Altus, 4 Blanche Lane (east)	Residential, estimated capacity for 15 dwellings
HEL255	land r/o Altus, 4 Blanche Lane (west)	Residential, estimated capacity for 35 dwellings
HEL320	Land Formerly Part of Earl and Cross Keys Farm (north site), Cecil Road	Residential, estimated capacity for 60 dwellings
HEL321	Land Formerly Part of Earl and Cross Keys Farm (south site), Cecil Road	Residential, estimated capacity for 175 dwellings
HEL352	Land at White House, Greyhound Lane	Residential, estimated capacity for 10 dwellings*



**Please provide your comments on the other potential development sites in South Mimms.** *(Please state the Land Availability Assessment reference of the site you are referring to at the beginning of or comments)*





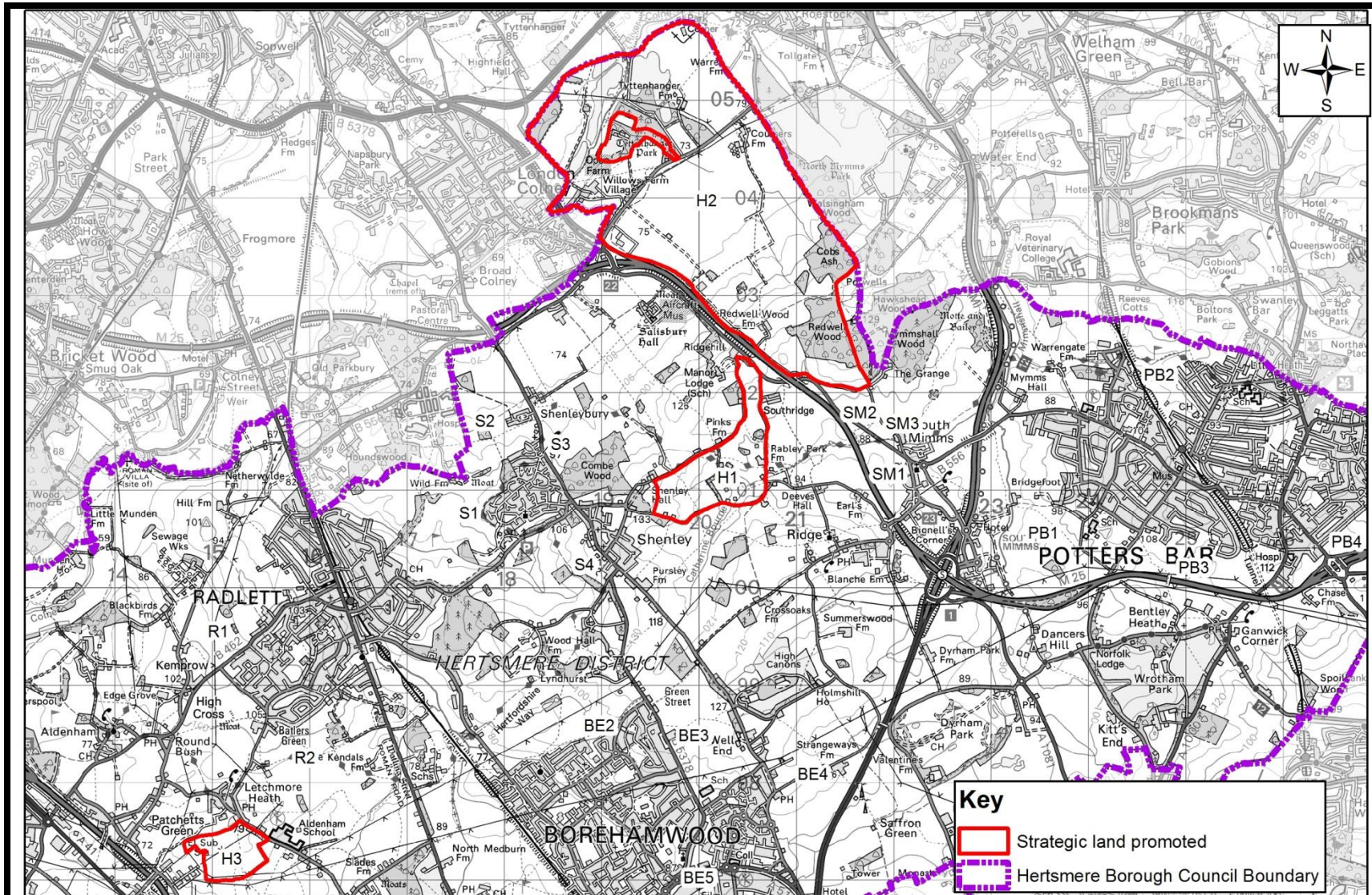


**10. Other locations**

# STRATEGIC HOUSING SITES, OTHER LOCATIONS

## 10.1 Strategic housing sites

The following sites with the potential to provide more than 250 new homes have been submitted for our consideration.



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## STRATEGIC HOUSING SITES, OTHER LOCATIONS

Site number	Site address
H1	Land south of Rectory Lane (Rabley Green)
H2	Tyttenhanger Estate (North of M25/B556)
H3	Land west of Aldenham School, Letchmore Heath

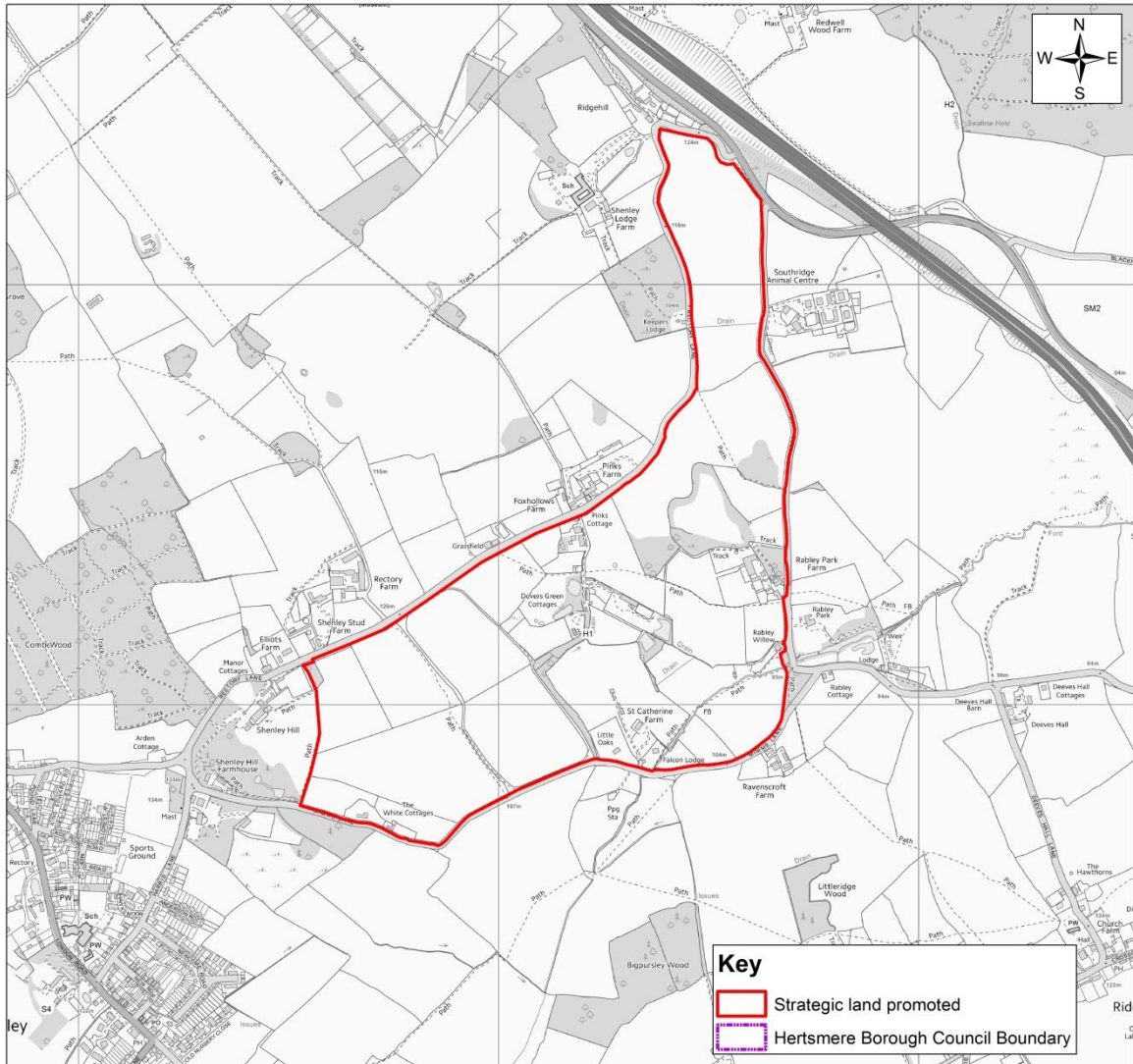
# STRATEGIC HOUSING SITES, OTHER LOCATIONS

**Site address / location**

Rabley Green, east of Shenley

**Site reference**

H1



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0 0.2 0.4 Miles

## Site information

<b>Total Size (ha) gross</b>	83	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Aurora Properties Ltd
<b>Current use</b>	Agricultural land with occasional buildings, small areas of woodland	<b>Issues and Options site category</b>	New Garden Village

## STRATEGIC HOUSING SITES, OTHER LOCATIONS

<b>Surrounding uses</b>	The site is located on Green Belt land between Shenley and the B556. The majority of surrounding land is agricultural/pasture with Manor Lodge School and Southridge animal centre located close to the northern part of the site.		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Mixed use: New Garden Village	<b>Potential capacity</b>	1,500 homes promoted

### ***High level assessments***

<b>Land Availability Assessment (2018)</b>	<p>No significant environmental or topographic constraints within the wider area promoted which adjoins Shenley Village Conservation Area to the west. There are various Grade 2 listed buildings adjacent to the boundary of the land promoted as well as one listed building within the site, adjacent to the eastern boundary at Rabley Farm.</p> <p>Access into the majority of the land is currently achieved via Rectory Lane, Mimms Lane and Packhorse Lane which serve the limited number of properties within the site. It is unlikely that these narrow country lanes could support any significant increase in traffic. The northern edge of the site, between Manor Lodge School and Southridge Animal Centre, runs parallel to the B556. However, the land within this part of the site appears not to be within the ownership of the four parties identified by the site promoter as owning the promoted land. Unless this land becomes available, access to the B556 would not be achievable. Furthermore, Land Registry searches have indicated that there are more than 15 land parcels in different ownerships with no indication that all of these parties would make their land available.</p>		
<b>Site ref:</b> <b>HELAA 221</b>			
<b>Green Belt assessment (Stage 1)</b>	The site is identified as forming part of a strongly performing, large area of Green Belt which prevents sprawl and maintains the gaps between Borehamwood and London Colney, preventing ribbon development along Mimms Lane. The majority of the area comprises open fields with long views and maintains an unspoilt rural character.		
<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt Assessment identifies three adjoining sub-areas which make up the extent of the land promoted for the garden village. Two of the sub-areas comprising nearly 60% of the site are considered to make a strong contribution to preventing encroachment into the countryside and maintaining the largely rural character of the area. The middle sub-area, which comprises the remainder of the proposed garden village site, is considered to perform a moderate role and its release would be unlikely to harm the performance of the wider strategic green belt.		
<b>Accessibility mapping</b>	The accessibility mapping identified the site as scoring 2 out of 10 for accessibility, as the majority of the site is located a considerable distance from public transport and local services.		
<b>High level transport assessment</b>	Without any transport improvements, 5% of the County Council's transport policy requirements were met. 'Concerns' were raised against 40% of policy requirements and 'significant concerns' were raised against any 55% of policy requirements.		

## STRATEGIC HOUSING SITES, OTHER LOCATIONS

### **Summary**

<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Potential scope to deliver a significant quantum of residential development with some supporting facilities</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide a significant number of self-build housing plots</p>	<p>Land in multiple ownerships</p> <p>Presently no access to B556 due to separate ownerships</p> <p>Access into site currently dependent on narrow country roads</p> <p>Below the optimum size for the delivery of a self-contained garden village</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p>

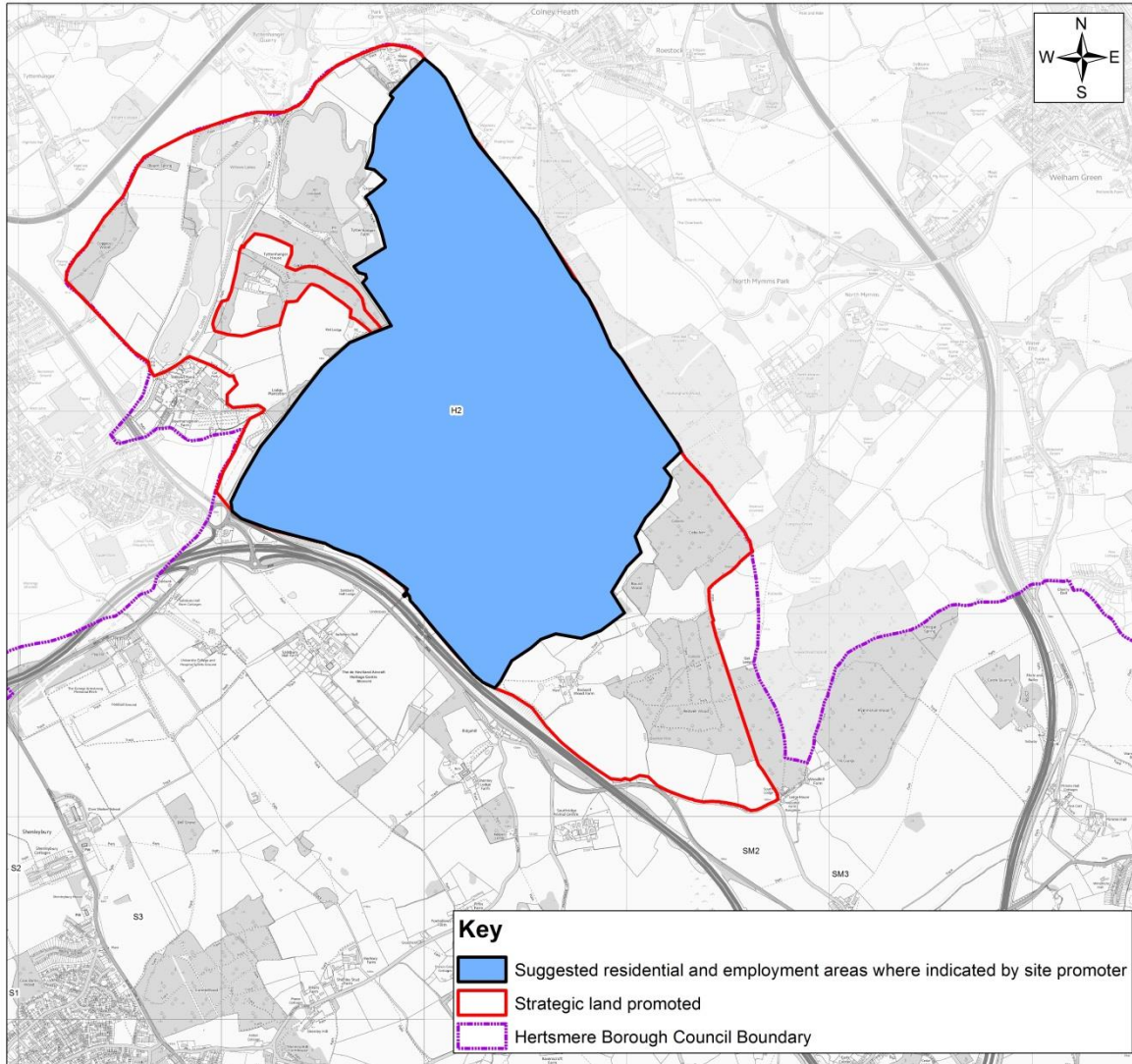
**Please provide your comments on site H1**





# STRATEGIC HOUSING SITES, OTHER LOCATIONS

<b>Site address / location</b>	Tyttenhanger Estate (North of M25/B556)	<b>Site reference</b>	<b>H2</b>
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0 0.25 0.5 Miles

## Site information

<b>Total Size (ha) gross</b>	612.1	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Turleys on behalf of Trustees to the Tyttenhanger Estate
<b>Current use</b>	Agricultural land with buildings, woodland, and open pastures make up the majority of the site. An in vessel composting plant and	<b>Issues and Options site category</b>	New Garden Village

## STRATEGIC HOUSING SITES, OTHER LOCATIONS

	anaerobic digester plant are also located on the site as well as a quarry.		
<b>Surrounding uses</b>	The sites are located on Green Belt land east/ south east of London Colney and north of South Mimms, close to the junction 22 of the M25 (motorway). The two major sites are located north and south of Coursers Road in the parcel of land which is bordered by Walsingham Wood and Fendricks Wood to the east and the M25 (motorway) to the west.		
<b>Potential to be joined to another site(s)</b>	Site 382D immediately adjoins the site and would be potentially capable of joining with the main site. Additional land south of the M25/B556 in the same ownership was submitted to the Call for Sites but not currently being promoted. Further details available in the Land Availability Assessment.		
<b>Proposed use</b>	Mixed use: New Garden Village with leisure, educational and employment/business facilities.	<b>Potential capacity</b>	4,000+ homes promoted

### ***High level assessments***

<b>Land Availability Assessment (2018)</b>	Over 400 hectares of land have been promoted, the majority of which is to the south of Coursers Road. Given that this is such a large area of land, a number of environmental factors affect different parts of the overall site including areas of protected woodland, a Site of Special Scientific Interest (Redwell Wood) and local wildlife sites. Colney Heath Nature Reserve is nearby in St Albans district. There are also archaeological sites on Coursers Farm and a much larger archaeological site to the west. Various public rights of way run through the site and part of the land is subject to consent for continued sand and gravel extraction.
<b>Site ref:</b> <b>HELAA 382/332</b>	A limited number of bus routes currently serve the northern and western boundaries of the site along Coursers Road with the nearest existing centre being Colney Fields.  Notwithstanding the environmental constraints affecting parts of the land, significant proportions of the site are potentially capable of accommodating development, subject to adequate mitigation and supporting infrastructure.
<b>Green Belt assessment (Stage 1)</b>	The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside from encroachment), as the site is in a rural location with the majority of the site being agricultural land and woodland. The parcel is not at the edge of a distinct large built-up area and therefore cannot be considered to meet purpose 1 (to check the unrestricted sprawl of large built up areas).  HEL382C is also identified as performing moderately with regard forming part of the wider gap between Borehamwood and London Colney, with site 382A forming part of the wider gap between London Colney, St Albans and Hatfield.

## STRATEGIC HOUSING SITES, OTHER LOCATIONS

<b>Green Belt assessment (Stage 2)</b>	The Stage 2 Green Belt Assessment indicates that parts of the proposed Garden Village site meet the Green Belt purposes to a varying extent. It concludes that if released in its entirety the site would harm the wider strategic Green Belt. The Assessment however identifies that there would be more limited harm to the wider Green Belt if a smaller part of the area south of Coursers Road were to be released, due to the presence of strongly defined boundaries, its visual containment, and separation between this area and surrounding settlements.
<b>Accessibility mapping</b>	The accessibility mapping identified the site as scoring 2 out of 10 for accessibility, as the majority of the site is located a considerable distance from public transport and local services.
<b>High level transport assessment</b>	Without any transport improvements, 5% of the County Council's transport policy requirements were met. 'Concerns' were raised against 40% of policy requirements and 'significant concerns' were raised against any 55% of policy requirements.

### **Summary**

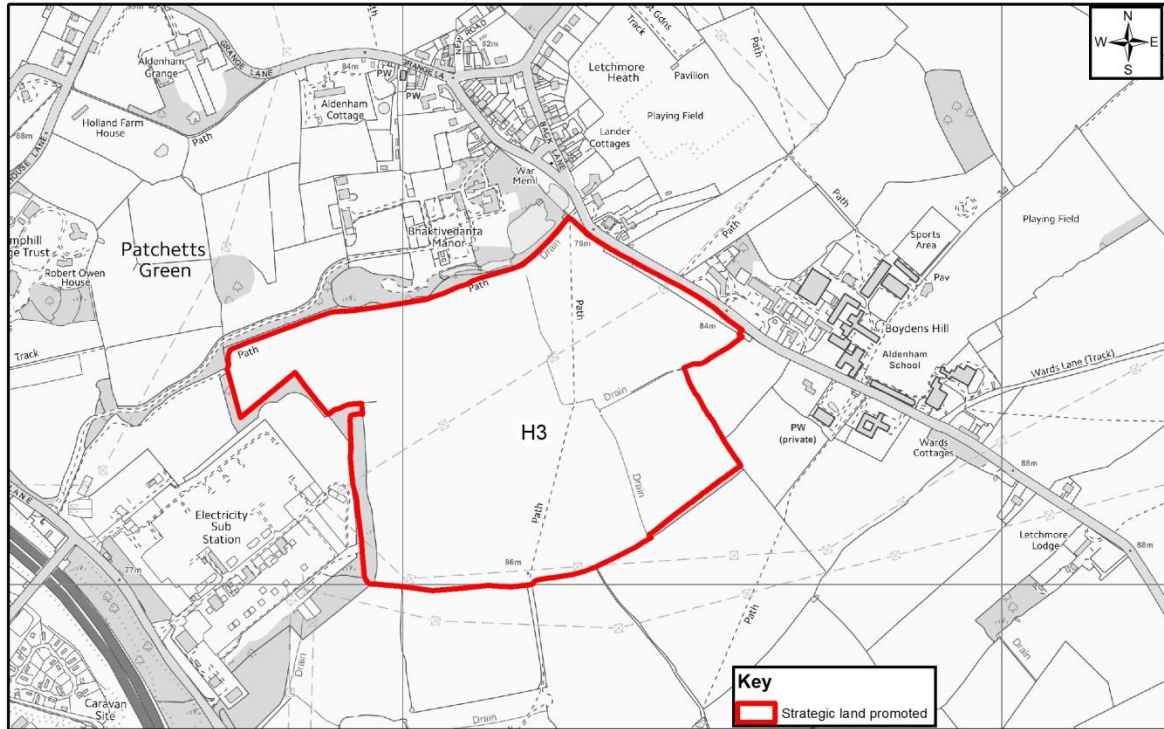
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Scale of growth capable of delivering a new garden village on land in single ownership</p> <p>Sufficient land for new homes and jobs supported by a village centre, schools, open space and other community facilities</p> <p>Reduced out-commuting due to provision of business accommodation</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide a significant number of self-build housing plots</p> <p>Separate cycle and pedestrian routes within the proposed village</p> <p>Link road proposed to B556 for provision of fast (non-stopping) route to Potters Bar station</p> <p>Various existing bus routes run along the northern and western boundaries including 84 and 658</p>	<p>Highways impact including cumulative effect of additional traffic onto Coursers Road and Junction 22 of the M25</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p> <p>Potential noise and air quality impact from M25</p> <p>Various environmental constraints, including protected and ancient woodland, local wildlife sites and various archaeological sites.</p> <p>Anaerobic digester plant and in Vessel composting site within close proximity of proposed areas for development</p> <p>The site adjoins two flood risk zones due to its proximity to the River Colne</p> <p>Local education and health capacity – details awaited from HCC and CCG</p>



**Please provide your comments on site H2**

## STRATEGIC HOUSING SITES, OTHER LOCATIONS

<b>Site address / location</b>	Land west of Aldenham School, Letchmore Heath	<b>Site reference</b>	<b>H3</b>
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1:12,500 0 0.1 0.2 Miles

### Site information

<b>Total Size (ha) gross</b>	31.6	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Promoted by the land owner
<b>Current use</b>	Agricultural land	<b>Issues and Options site category</b>	Meeting the needs of other villages
<b>Surrounding uses</b>	Agricultural to the south, electrical substation to the west, Aldenham school to the east and the Hari Krishna site (Bhaktivedanta Manor) to the north.		
<b>Potential to be joined to another site(s)</b>	No		
<b>Proposed use</b>	Residential	<b>Potential capacity</b>	500 homes

## STRATEGIC HOUSING SITES, OTHER LOCATIONS

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 343</b></p>	<p>A small part of the site is within Local Wildlife Site (Land by Elstree Sub Station), a moderately diverse area of neutral grassland supporting a number of species. The site adjoins Letchmore Heath Conservation Area and the Grade II listed Bhaktivedanta Manor. Access to the site is from Aldenham Road, presently via a short u-shaped track. There are a number of drains running across the site as well as public footpaths running along the northern boundary (footpath 29) and south west across the site (footpaths 30 and 14).</p> <p>The site forms part of a moderately performing area in the Stage 1 Green Belt assessment with a largely open character. Notwithstanding this designation, the development of any significant quantum of development is also likely to be dependent on the capacity of Aldenham Road to accommodate additional traffic movements, the impact on the adjoining Conservation Area and the sustainability of directing growth to Letchmore Heath, which is one of the smallest villages in the local settlement hierarchy.</p> <p>Under the current policy framework the site is not suitable for development. Were this to change and additional development in the Green Belt in this location deemed acceptable in line with paragraph 136 of the NPPF, subject to detailed technical assessments of the impact on the locality, the site could potentially be suitable, available and achievable for 500 homes. However, currently the site can only be recorded in the category of sites as not currently acceptable.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring reasonably well against purposes 2 and 3 (preventing coalescence &amp; safeguarding the countryside from encroachment), as the site is in a rural location with the majority of the site being agricultural land .</p> <p>Although the villages of Patchett's Green and Letchmore Heath diminish the openness of the Green Belt slightly, this area of Green Belt still maintains its rural, low density character and helps to restrict further encroachment from the larger settlements in the borough. The site does not adjoin an existing settlement and therefore cannot be considered to meet purpose 1 (to check the unrestricted sprawl of large built up areas).</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>Not yet assessed</p>
<p><b>Accessibility mapping</b></p>	<p>The accessibility mapping identified the site as scoring 1 out of 10 for accessibility, as the entire site is located a considerable distance from public transport and local services.</p>
<p><b>High level transport assessment</b></p>	<p>tbc</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>

## STRATEGIC HOUSING SITES, OTHER LOCATIONS

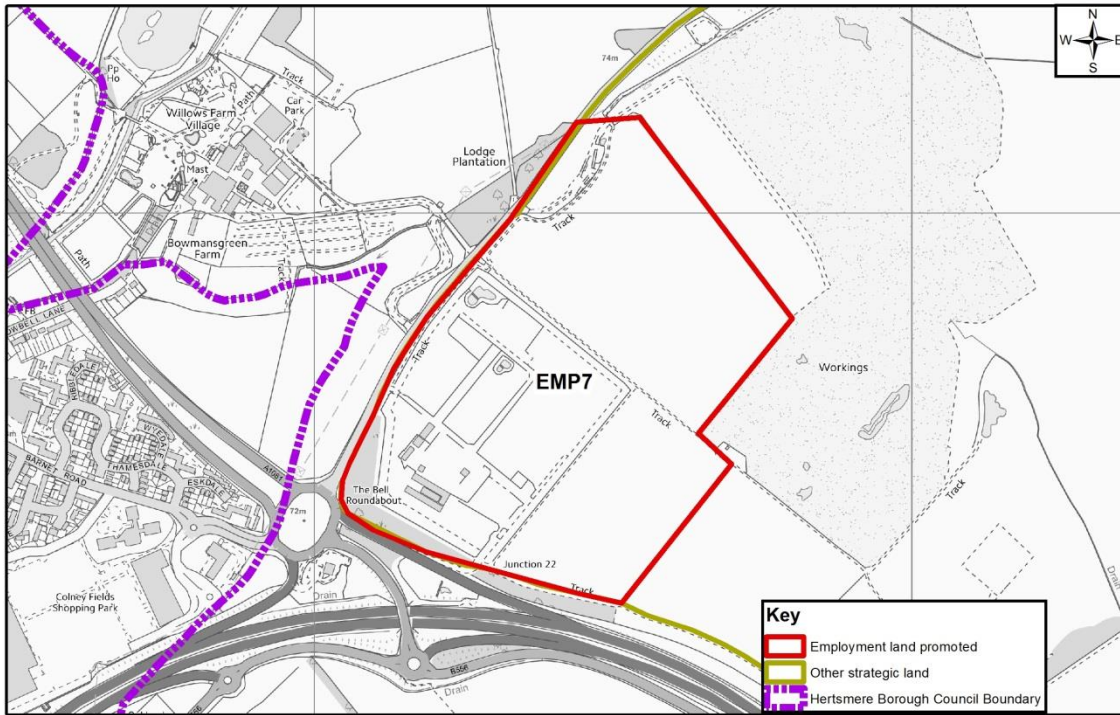
<p>Potential scope to deliver a significant quantum of residential development with some supporting facilities</p> <p>Delivery of a mix of new homes to meet needs of local community including both flats and family housing</p> <p>A requirement for developers to provide affordable housing</p> <p>Opportunity to provide a significant number of self-build housing plots</p>	<p>Impact on character and function of a small village arising from any significant amount of development</p> <p>Site is poorly located in terms of proximity to local services</p> <p>Adjacent to conservation area</p> <p>Highways impact including cumulative effect of additional traffic in Letchmore Heath</p> <p>Limited bus services currently run near the site</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p>
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**Please provide your comments on site H3**

10.2 Employment sites

<b>Site address / location</b>	Land east of M25 Junction 22	<b>Site reference</b>	<b>EMP7</b>
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1:12,500 0 0.1 0.2 Miles

**Site information**

<b>Total Size (ha) gross</b>	Up to 40ha	<b>Site source</b>	Call for sites 2017
		<b>Site promoter</b>	Turleys on behalf of Trustees of the Tyttenhanger Estate
<b>Current use</b>	Open land on the edge of built up area.	<b>Issues and Options site category</b>	Employment site
<b>Surrounding uses</b>	Tyttenhanger estate east of site. M25 runs along SW edge of site. Coursers Road running along north west of the site. The land forms part of the proposed garden village,		
<b>Potential to be joined to another site(s)</b>	The land forms part of the proposed garden village.		
<b>Proposed use</b>	Economic development and Innovation Hub	<b>Potential capacity</b>	4,000 jobs indicated by site promoter



## EMPLOYMENT SITES, OTHER LOCATIONS

<b>High level assessments</b>	
<p><b>Land Availability Assessment (2018)</b></p> <p><b>Site ref:</b></p> <p><b>HELAA 382</b></p>	<p>The area promoted for economic development and an innovation hub would be sited closest to junction 22 of the M25. There are a number of environmental constraints within this particular part of the proposed area for the garden village including a local wildlife site (Coursers Road Gravel Pit) and archaeological site. However, the land is subject to consent for continued sand and gravel extraction, parts of which have already been worked out and restored. Further assessments would be required to ascertain the ground conditions and the extent of environmental constraints.</p> <p>Various public rights of way run through the site and a limited number of bus routes currently serve the northern of the site along Coursers Road with the nearest existing centre being Colney Fields.</p>
<p><b>Green Belt assessment (Stage 1)</b></p>	<p>The Stage 1 Green Belt assessment identified much of the wider area within which the site is located as scoring strongly against purpose 3 (safeguarding the countryside from encroachment), as the site is in a rural location with the majority of the site being agricultural land and woodland. The parcel is not at the edge of a distinct large built-up area and therefore cannot be considered to meet purpose 1 (to check the unrestricted sprawl of large built up areas).</p> <p>The area is also identified as performing moderately with regard to forming part of the wider gap between Borehamwood and London Colney, and the wider gap between London Colney, St Albans and Hatfield.</p>
<p><b>Green Belt assessment (Stage 2)</b></p>	<p>The Stage 2 Green Belt Assessment indicates that parts of the proposed Garden Village site meet the Green Belt purposes to a varying extent. It concludes that if released in its entirety the site would harm the wider strategic Green Belt. The Assessment however identifies that there would be more limited harm to the wider Green Belt if a smaller part of the area south of Coursers Road were to be released, due to the presence of strongly defined boundaries, its visual containment, and separation between this area and surrounding settlements.</p>
<p><b>Accessibility Mapping</b></p>	<p>The accessibility mapping identified the site as scoring 2 out of 10 for accessibility, as the majority of the site is located a considerable distance from public transport and local services.</p>

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>Creation of significant employment and innovation opportunities to serve the proposed new garden village</p> <p>Reduced out-commuting from proposed garden village, greater self-containment and reduced emissions with dedicated pedestrian and cycle links</p> <p>Clustering of businesses and greater support for start-up companies through business incubators</p> <p>Proximity to other innovation sites including research facilities at South Mimms, Building Research Establishment and University of Hertfordshire</p> <p>Link road proposed to B556 for provision of fast (non-</p>	<p>Highways impact including cumulative effect of additional traffic onto Coursers Road and Junction 22 of the M25</p> <p>Limited bus services currently run near the site</p> <p>Loss of green belt land</p> <p>Landscape and visual impact</p> <p>Potential noise and air quality impact from M25</p> <p>Various environmental constraints, including local wildlife site and archaeological sites</p>

## EMPLOYMENT SITES, OTHER LOCATIONS

stopping) route to Potters Bar station



**Please provide your comments on site  
EMP7**

**10.3 Other potential development sites – Other locations**

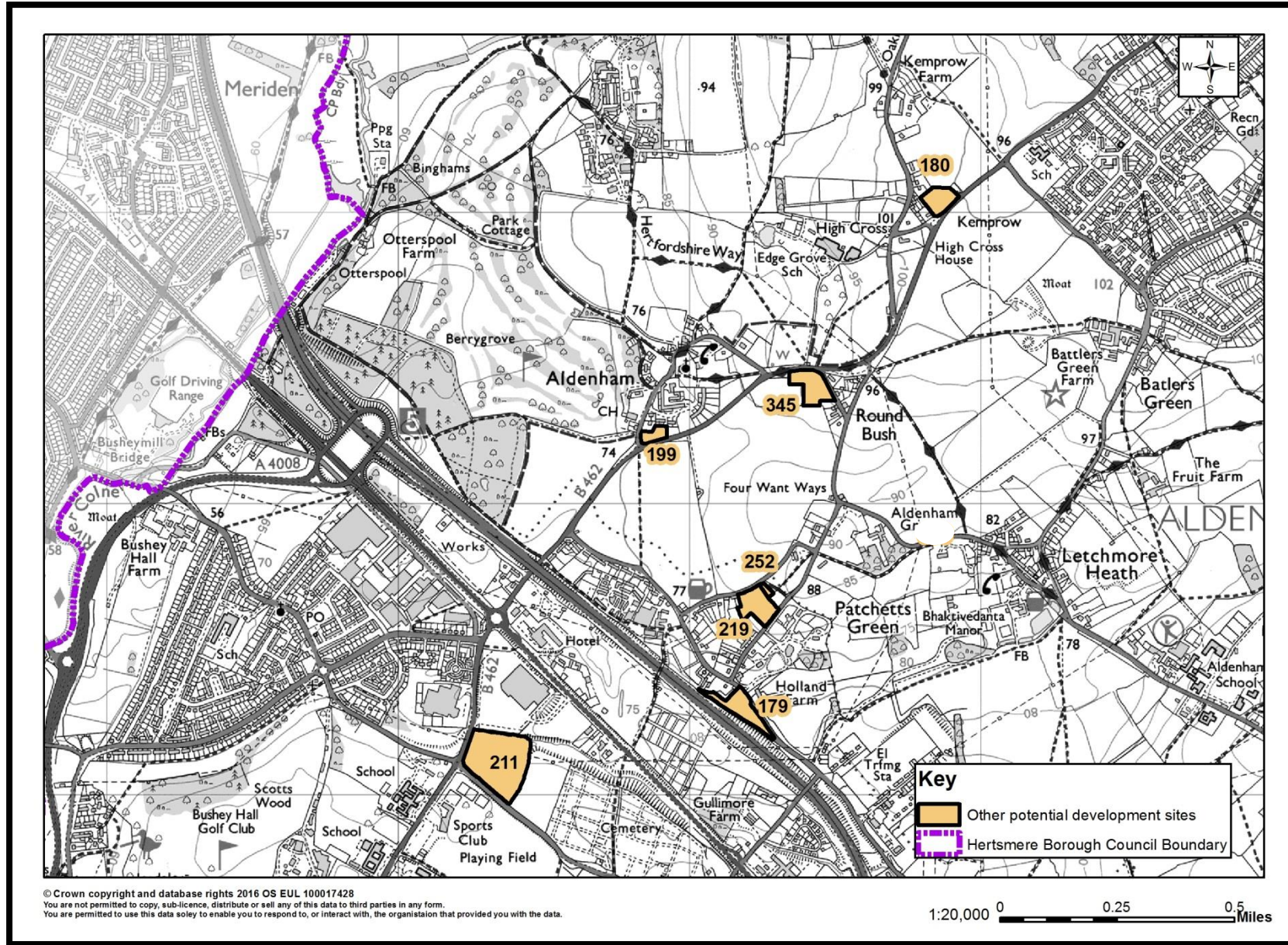
N.B Sites below 0.25ha or promoting fewer than 5 homes are not been included

Other locations		
Land Availability Assessment reference	Location	Brief description of potential use <i>(for site capacities with an asterisk please see paragraph 2.7)</i>
HEL179	Hillfield Lane, Patchetts Green	Residential, estimated capacity for 5 dwellings
HEL199	Land at Church Lane, Aldenham	Residential, estimated capacity for 15 dwellings
HEL219 & HEL252	Pegmire Lane, Patchetts Green	Residential, estimated capacity for 35 dwellings
HEL345	Aldenham Glebe, Roundbush Nursery, Round Bush	Residential, estimated capacity for 35 dwellings



**Please provide your comments on the other potential development sites stated above.** *(Please state the Land Availability Assessment reference of the site you are referring to at the beginning of or comments)*

# OTHER POTENTIAL DEVELOPMENT SITES, OTHER LOCATIONS





**If you have any other comments to make, please add them here.**



## 11. Are there any other site options?

- 11.1 This report focuses mainly on sites promoted by or on behalf of land owners and commercial developers. We have also reviewed any other development opportunities, including land owned by Hertsmere Borough Council and Hertfordshire County Council, as well as land already identified as suitable for future development in our current Local Plan.
- 11.2 There may be other sites available for housing and employment development and the engagement we are now carrying out on potential sites provides an opportunity for land elsewhere to be promoted. The Council has not decided which locations it considers to be most suitable for development and if you are aware of any other sites, please include this in your response.

## 12. How to get involved

To respond to this document please do so by 20<sup>th</sup> December 2018 by:



**Responding online:** at [www.hertsmere.gov.uk/newlocalplan](http://www.hertsmere.gov.uk/newlocalplan). If you are already reading this document through our online portal, the easiest way to respond is to do so directly through the portal. There are a number of questions you might like to answer (you will need to spend a few moments setting up an online account first).



**Responding by post:** if you are reading a paper copy of this document you can also post responses to this address: Planning Strategy Team, Hertsmere Borough Council, Civic Offices, Elstree Way, Borehamwood, Herts, WD6 1WA

## 13. What happens next?

After this consultation closes, we will look carefully at all of the feedback received and summarise this in a consultation report. This consultation report will set out the key issues raised and our response to these. Councillors will then be asked to agree how we will take the new Local Plan forward towards public examination. This is known as the Pre-Submission or 'Publication' stage and will be a full draft plan complete with policies and further detail on the sites we wish to include.

If you have any queries, you can also contact the Planning Strategy Team at [local.plan@hertsmere.gov.uk](mailto:local.plan@hertsmere.gov.uk)

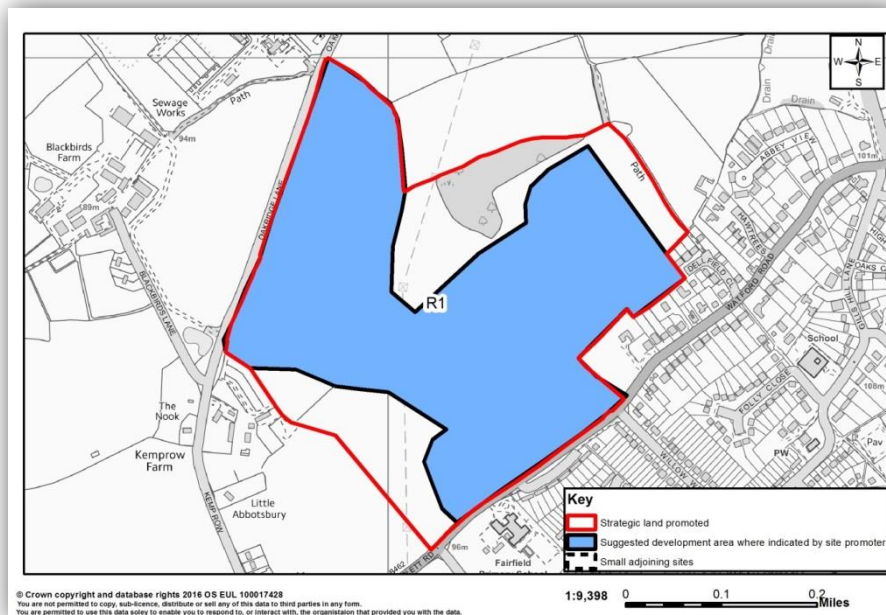
### Data protection:

*Everyone who comments on this report will be added to our consultation database which is held on an online portal managed by Keystone Objective on behalf of the Council. Comments will be attributed to named individuals, but no further personal data will be publicly available.*

## Appendix 1 Explanation of strategic site summary

<b>Site address / location</b>	The location of the land being promoted for development. This may not correspond to a postal address.	<b>Site reference</b>	A number the Council has given to identify the site.
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Each site summary has a plan showing the location of the site here



### Site information

<b>Total Size (ha) gross</b>	The total size of the site in hectares. 1 hectare is the same as 2.4 acres.	<b>Site source</b>	This describes how we have been made aware of the site. In most cases, this followed our public 'Call for Sites' in 2016/17. Some sites were submitted following our 'Issues and Options' public consultation in 2017.
		<b>Site promoter</b>	The landowner or other organisation promoting the site for development. Sometimes an agent or planning consultant will promote it on their behalf.



<b>Current use</b>	This describes how the land is currently being used.	<b>Issues and Options site category</b>	Our 'Issues and Options' public consultation in 2017 set out five approaches for future growth in the borough. This box describes which category the site most closely relates to.
<b>Surrounding uses</b>	A short description of how land around the site is used.		
<b>Potential to be joined to another site(s)</b>	There may be other sites which have been promoted nearby which could provide an opportunity for a larger area of land to be considered for development. A reference number will help you to identify the site elsewhere in this report.		
<b>Proposed use</b>	The use of the land being sought by the site owner or promoter.	<b>Potential capacity</b>	The number of new homes which could potentially be built on the site. We have provided a number based on our methodology for assessing site capacity except for the garden village promotions where the site promoter's capacity has been stated. The figures here are an indication only and do not mean that this exact number of homes would be built, were the site to be taken forward for development.

<b>High level assessments</b>	
<b>Land Availability Assessment (2018)</b>	A summary of the findings in our Land Availability Assessment - , a technical study which assesses the suitability, availability and achievability of land for development. This document can be viewed on the Council's website and assesses all land which may be suitable for development.
<b>Green Belt assessment (Stage 1)</b>	A summary of the findings of a high level assessment of the extent to which our Green Belt still meets the government's requirements for retaining Green Belt land. Almost 80% of the borough is green belt and this assessment divided it up into a number of large areas.
<b>Green Belt assessment (Stage 2)</b>	A summary of the findings from a more detailed assessment of our Green Belt which looked at much smaller areas of land, known as sub-areas, particularly around the edge of existing built up areas.
<b>Accessibility Mapping</b>	A summary of how accessible a site is in terms of proximity to shops, schools, local services and public transport.

<b>Summary</b>	
<b>Benefits and opportunities</b>	<b>Challenges and constraints</b>
<p>We have included a list of key benefits/opportunities and challenges/constraints associated with any development of the site. This is intended to aid your consideration of land being promoted in the borough for development but is a guide and not intended to be a list of all</p>	