



Strategic Housing Land Availability Assessment November 2020

Addendum to the AECOM Site Assessment Study

Dacorum Local Plan 2020 - 2038

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1. Introduction

1.1 This addendum reviews the suitability of additional sites put to the Council since the completion of the Site Assessment Study conducted by AECOM in January 2020. The AECOM Site Assessment Study provided a comprehensive assessment of all those sites presented through the Call for sites. The study includes a three-step process to assessment, which is summarised as follows:

- Pre-phase 1 initial sift to remove sites that were not worth assessing due to duplication or limited scale
- Phase 1- taking account of intrinsic constraints such as land designations or the sites poor relation to an urban area.
- Phase 2- Takes into account a number of different elements to understand a sites suitability including transport, environmental effect and land designations etc.

1.2 This addendum follows the same approach as set out above for a number of omission sites and sites promoted since the completion of this study as was done by AECOM. The conclusion in this addendum are used in tandem with the AECOM Site Assessment Study to determine what sites are suitable for further consideration as potential allocations in the new Local Plan.

1.3 The following provides a brief summary as to those sites that were promoted and subsequently dismissed through this process and which were carried forward to a full assessment at Phase 2.

1.4 Pre-phase 1 initial sift: Sites were initially filtered out if they were:

- Less than 0.3 hectares in size
- Could be merged with another site
- Overlaps 100% with another site
- Were granted planning permission or were already allocated

1.5 Once this first sift was completed they were a further two phases for assessing sites. These are set out as follows:

Phase 1

This was a high level desktop assessment that removes those sites with fundamental constraints such as:

- Site is situated in the open countryside for planning purposes
- Site falls wholly within the AONB

Phase 2

Reviewed sites in a more comprehensive way looking at:

- Transport and Accessibility
- Flood Risk
- Green Belt impacts of potential site allocations

- Geo-environmental constraints
- Agricultural Land Quality
- Existing and Neighbouring Land uses
- Potential for mix of housing types
- Heritage
- Local Landscape and Visual Impact
- Regeneration Potential
- Economic Development Potential
- Environmental Impact
- Spatial Opportunities and Constraints

1.6 A total of 10 additional sites were promoted for possible allocation in the new Local Plan. In addition to this, a further two sites have been identified by the Council at Bovington and Long Marston for assessment. The sites are listed in the following table.

Table 1 – List of sites considered in the addendum

Reference	Site Name/Location	Nearest Settlement
145L	Land at Station Road	Aldbury
146L	Kenwood Nurseries	Bovington
147L	South of Hempstead Road (larger site)	Bovington
148L	Bovington Airfield	Bovington
149L	Gaddesden Estate	Hemel Hempstead
150L	Shendish Manor (second site)	Hemel Hempstead
151L	Chaulden Lane	Hemel Hempstead
152L	Shaffords Knoll Farm	Hemel Hempstead
153L	Barnes Lane	Kings Langley
154L	Land at Coniston Road (adj to allocation)	Kings Langley
155L	New settlement near Long Marston	Long Marston
156L	South of Aylesbury Road	Tring

2. Pre-Phase 1 Assessment

2.1 Based on the same criteria used by AECOM in the original site assessment no sites were discounted as part of a pre-phase 1 assessment and subsequently all assessed through phase 1.

3. Phase 1 Assessment

3.1 Following the same approach to the Phase 1 assessment, four sites are identified as unsuitable and are removed from further consideration. These are:

Table 2 – Sites discounted as unsuitable at Phase 1

Reference	Site Name/Location	Settlement	Justification
145L	Land at Station Road	Aldbury	100% of site falls in the AONB.
146L	Kenwood Nurseries	Bovingdon	Site is situated in the open countryside for planning purposes.
149L	Gaddesden Estate	Hemel Hempstead	Site is situated in the open countryside for planning purposes.
156L	South of Aylesbury Road	Tring	100% of site falls in the AONB.

4. Phase 2 Assessment

4.1 A total of eight sites were taken forward to the phase 2 assessment using the same methodology as AECOM to ensure a consistent approach has been followed. The proformas for these sites are included later in this addendum, however a summary of the key outcomes is presented in the table below.

Table 3 – Summary of sites subject to Phase 2 assessment

Reference	Site Name/Location	Settlement	Phase 2 assessment
147L	South of Hempstead Road (larger site)	Bovingdon	Unsuitable for allocation
148L	New settlement at Bovingdon Airfield	Bovingdon	Suitable site – major constraints
150L	Shendish Manor (second site)	Hemel Hempstead	Unsuitable for allocation
151L	Chaulden Lane	Hemel Hempstead	Suitable site – major constraints
152L	Shaffords Knoll Farm	Hemel Hempstead	Suitable site – major constraints
153L	Barnes Lane	Kings Langley	Unsuitable for allocation
154L	Land at Coniston Road (adj to allocation)	Kings Langley	Suitable site – minor constraints

Reference	Site Name/Location	Settlement	Phase 2 assessment
155L	New settlement near Long Marston	Long Marston	Suitable site – major constraints

5. Conclusions

5.1 Based on the conclusions of the Phase 2 assessment there is a theoretical capacity of the sites considered suitable to deliver 5,815 dwellings. The details of which can be found in the table below.

Table 4 – Theoretical capacity of sites considered suitable for further consideration

Reference	Site Name/Location	Settlement	Site area (Gross)	Density (Gross)	Estimated potential
148L	Bovingdon Airfield	Bovingdon	122.33ha	17.5dph	2,140
151L	Chaulden Lane	Hemel Hempstead	5.64ha	29dph	131
152L	Shaffords Knoll Farm	Hemel Hempstead	1.87ha	29dph	54
154L	Land at Coniston Road (adj. to allocation)	Kings Langley	0.43ha	22dph	9
155L	Long Marston	Long Marston	270.55ha	17.5dph	3,481
				Total	5,815

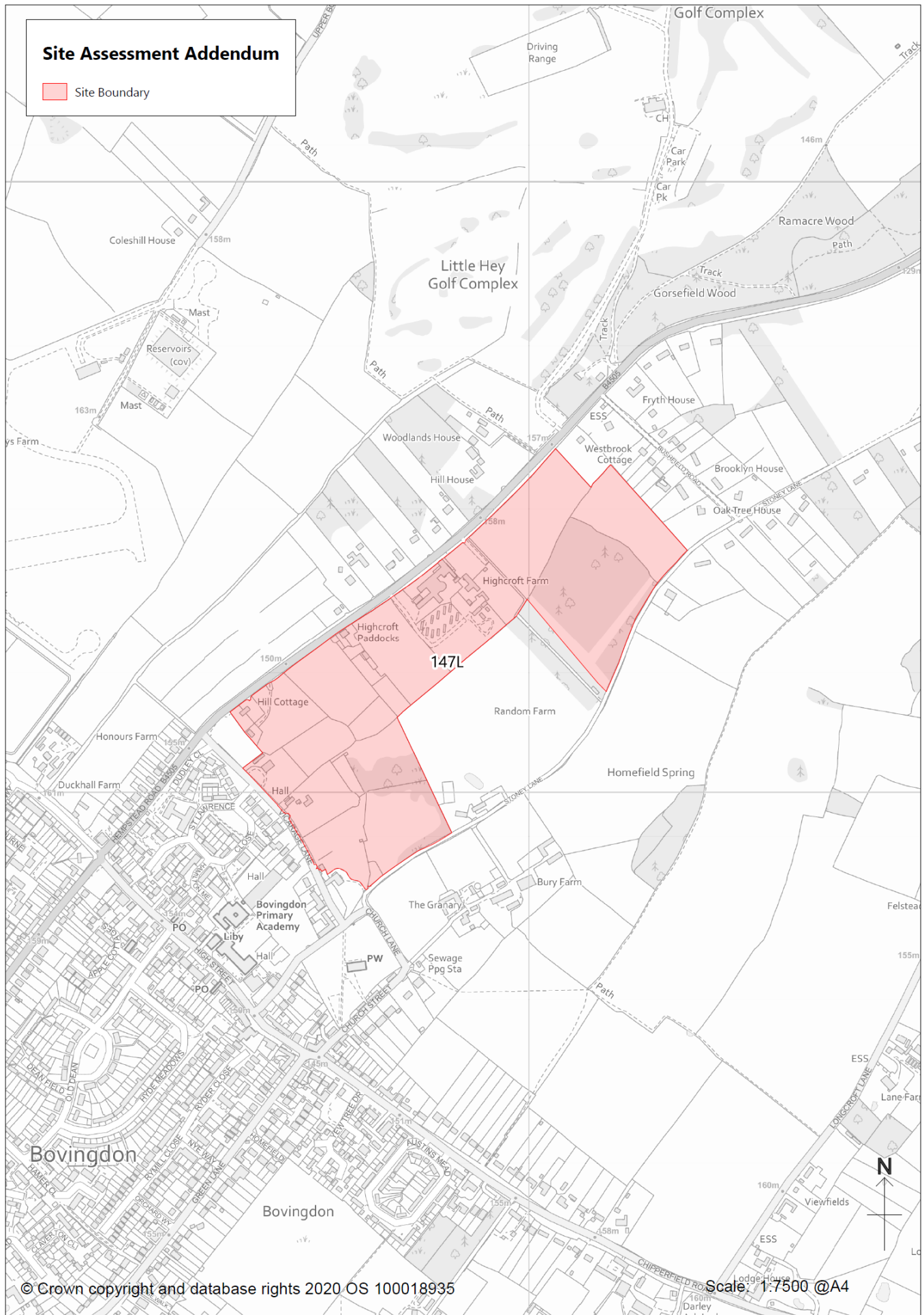
Phase 2 Assessment: Detailed Assessment Proformas

Site Number: 147L Site Name: Land South of Hempstead Road (Larger Site Option)

Settlement	Bovingdon										
Gross Area (ha)	19.46										
Net Developable Area (ha)	15.57										
Current Use (Greenfield / Brownfield / Mixture)	Mixture										
Proposed Use	Residential										
Design Case Study	17.5 dph										
Gross Density (dph)	17.5										
Net Density (dph)	N/A										
Gross dwelling Capacity (dwellings)	340										
Employment floorspace capacity (sq. m, net)	n/a										
Transport	The site is accessible from the local road network (Hempstead Road); good access to local facilities and public transport.										
Flooding	The site is shown to be susceptible to surface water flooding. Flow routing and drainage requirements must be considered early in the site planning process to ensure the risk is effectively managed on site and the risk to neighbouring areas is not increased and where possible is reduced. As the site is greater than 1 hectare a Flood Risk Assessment will be required to accompany a planning application.										
In Green Belt?	Yes										
Green Belt Review Overall Conclusions	Sub-area would compromise the ability of the wider Green Belt to meet its purposes - exclude from further consideration										
Geo-environmental conclusions	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation, and therefore consideration should be given to Controlled Waters as a receptor to any potential ground contamination. In addition, the site is located within a radon affected area with a radon potential band of 3-5%, requiring the adoption of basic radon protective measures for new developments. Furthermore, a vehicle restoration centre is located on-site, which is considered to be a potential source of contamination with the potential to impact the site.										
Agricultural land quality grade	Some non-agricultural and Grade 3										
Existing use	Agriculture, hotel and housing										
Neighbouring land use:											
	<table border="1"> <thead> <tr> <th>Housing</th> <th>Industrial</th> <th>Agricultural</th> <th>Social infrastructure</th> <th>Other uses</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">x</td> <td></td> <td style="text-align: center;">x</td> <td></td> <td style="text-align: center;">x</td> </tr> </tbody> </table>	Housing	Industrial	Agricultural	Social infrastructure	Other uses	x		x		x
Housing	Industrial	Agricultural	Social infrastructure	Other uses							
x		x		x							
Conclusion on potential land use based on neighbouring uses	Residential										
Potential for mix of housing types-conclusion	n/a										
Heritage assets-conclusion	Part of the site falls within the Bovingdon Conservation Area and development on the site will likely change the conservation area's setting. The closest listed building to the site is the Grade II listed Church Gate and Church Lane House (NHLE 1172796) located approx. 140m south east of the site on the same side of Vicarage Lane. The asset is well screened from the site by vegetation and the buildings at St Lawrence Hall and development on the site will not impact on the asset.										

Site Number: 147L Site Name: Land South of Hempstead Road (Larger Site Option)

Landscape and visual impact- conclusion	The site is not within the Chilterns AONB and would be unlikely to impact the setting of the Chilterns AONB due to distance and intervening features. The site is within LCA 107 of the DLCA; the condition of the LCA is described as moderate, and the strength of character is described as moderate. The site is on very gently sloping ground and comprises a mixture of small paddocks and pasture, gardens and detached properties. The site is enclosed and divided by mature vegetation. The site adjoins the main built-up area to the south-west and to its north-east. Overall, the site is judged to perform reasonably on this criterion with minor constraints as a result of the mature trees and vegetation around the site.
Regeneration potential- indices of Multiple Deprivation score	40% least deprived
Regeneration potential- Indices of Multiple Deprivation (surroundings)	40% least deprived
Economic development potential- assessment conclusion	The area has a good concentration of employers, but these businesses are in not in knowledge intensive sectors and have an unskilled labour force. A good proportion of this employment is at the nearby prison. Therefore, the area does not seem to attract good quality businesses that drive economic development. In addition, the employees have to travel far to their place of work due to the small amount of housing in Bovingdon. The poor connectivity means that these workers have to travel via car rather than sustainably, and even access by car is fairly weak. Bovingdon is labelled as a "place with limited opportunity" for economic development and this is confirmed in the Local Plan Issues and Options Consultation 2017.
Environmental designations- Conclusion	Some TPOs in the built up area in the north.
Spatial Opportunities and Constraints- local character and history	Any development at this site would be a change to the historic nucleated form of Bovingdon which gives a perception of a spur out into the open countryside because only one of its short sides joins the existing settlement.
Spatial Opportunities and Constraints- coalescence risk	Low risk of coalescence
Spatial Opportunities and Constraints- defensible boundary potential	Site has defensible boundaries based on existing development and hedgerows
Noise and pollution- bad neighbour uses?	None found
Overall site conclusion- comments	Site is considered unsuitable for allocation due to its poor performance on the Green Belt criterion and its impact on the character and identity of Bovingdon, despite moderate performance on other criteria. If only the western half of site were considered and/or PDL at Bobsleigh Hotel only, site would perform better; this is reflected in the assessments for Sites 41 and 42, which overlap this site, as well as by the fact that a small development is already progressing at the western end of the site.
Overall site conclusion- final rating	Unsuitable for allocation- but see also conclusions for sites 41 and 42 (AECOM Site Assessment Study).

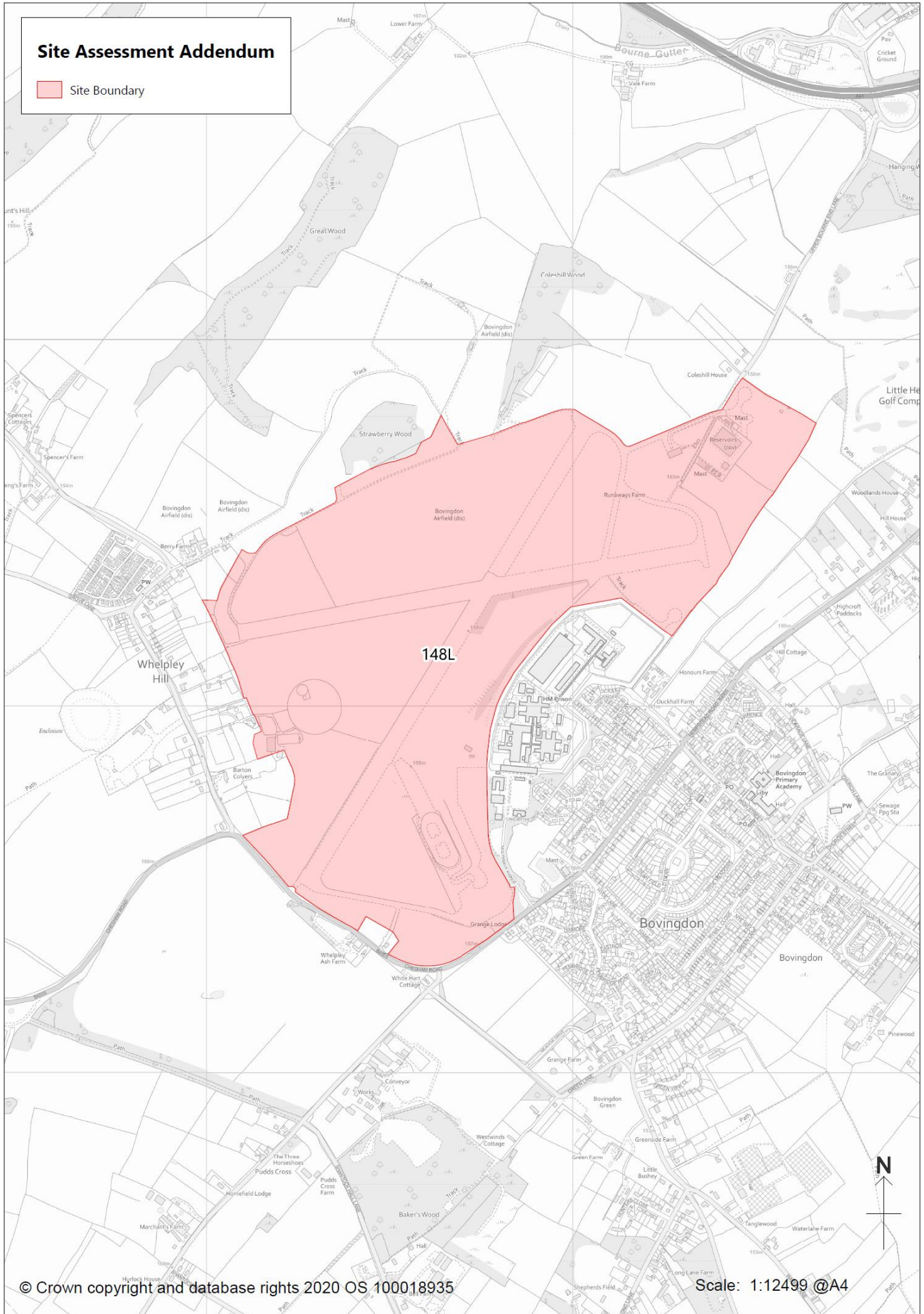


Site Number: 148L Site Name: Bovingdon Airfield

Settlement	Bovingdon										
Gross Area (ha)	122.33										
Net Developable Area (ha)	97.86										
Current Use (Greenfield / Brownfield / Mixture)	Mixture										
Proposed Use	Residential										
Design Case Study	17.5 dph										
Gross Density (dph)	17.5										
Net Density (dph)	N/A										
Gross dwelling Capacity (dwellings)	2,140										
Employment floorspace capacity (sq. m, net)	n/a										
Transport	The site is accessible from the local road network (Chesham Road and Upper Bourne End Lane); good access to local facilities and public transport.										
Flooding	The site is shown to be susceptible to surface water flooding. Flow routing and drainage requirements must be considered early in the site planning process to ensure the risk is effectively managed on site and the risk to neighbouring areas is not increased and where possible is reduced. As the site is greater than 1 hectare a Flood Risk Assessment will be required to accompany a planning application.										
In Green Belt?	Yes										
Green Belt Review Overall Conclusions	Sub-area would not compromise the ability of the wider Green Belt to meets its purposes – consider the whole sub-area further.										
Geo-environmental conclusions	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation, and therefore consideration should be given to Controlled Waters as a receptor to any potential ground contamination. In addition, the site is located within a radon affected area with a radon potential band of 3-5%, requiring the adoption of basic radon protective measures for new developments. A historical inert landfill has been identified on-site, considered to be a potential source of contamination that could impact redevelopment options.										
Agricultural land quality grade	Other land primarily in non-agricultural use										
Existing use	Disused airfield, used for Bovingdon market, track racing and other small business uses										
Neighbouring land use:											
	<table border="1"> <thead> <tr> <th>Housing</th> <th>Industrial</th> <th>Agricultural</th> <th>Social infrastructure</th> <th>Other uses</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">x</td> <td></td> <td style="text-align: center;">x</td> <td></td> <td style="text-align: center;">x</td> </tr> </tbody> </table>	Housing	Industrial	Agricultural	Social infrastructure	Other uses	x		x		x
Housing	Industrial	Agricultural	Social infrastructure	Other uses							
x		x		x							
Conclusion on potential land use based on neighbouring uses	Mixed use										
Potential for mix of housing types-conclusion	Scale of site is large enough to support full range of housing types highlighted as needed through the SHMA, from 1 bed to 4+ bed, as well as specialist housing, e.g. for older people										
Heritage assets-conclusion	The site does not contain any designated heritage assets, however the site is likely to have some heritage merit due to its former use as an RAF and USAAF base during World War II. There are a small number of listed buildings in close proximity to the southern and western boundaries of the site. The site is relatively distant from Bovingdon Conservation Area.										

Site Number: 148L Site Name: Bovingdon Airfield

Landscape and visual impact- conclusion	The site is not within the Chilterns AONB, however due to the scale of the site, significant development could impact the setting of the Chilterns AONB as a result of the site’s elevated position and relatively few screening features along its immediate boundary. There are a number of mature wooded areas (including ancient woodland) in the vicinity of the site which can offer screening from long distance views. The site is within LCA 107 of the DLCA; the condition of the LCA is described as moderate, and the strength of character is described as moderate. The site is on very gently sloping ground and comprises a mixture of hardstanding runways and open areas of natural grassland. The site adjoins the main built-up area to the south, including HMP The Mount. Overall, the site is judged to perform reasonably on this criterion with major constraints as a result of the large, open nature of the site and likely visual sensitivities from short, medium and longer term views.
Regeneration potential- indices of Multiple Deprivation score	10% least deprived
Regeneration potential- Indices of Multiple Deprivation (surroundings)	40% least deprived
Economic development potential- assessment conclusion	The area has a good concentration of employers, but these businesses are in not in knowledge intensive sectors and have an unskilled labour force. A good proportion of this employment is at the nearby prison. Therefore, the area does not seem to attract businesses that drive economic development. In addition, the employees have to travel far to their place of work due to the small amount of housing in Bovingdon. The poor connectivity means that these workers have to travel via car rather than sustainably, and even access by car is fairly weak. Bovingdon is labelled as a "place with limited opportunity" for economic development and this is confirmed in the Local Plan Issues and Options Consultation 2017.
Environmental designations- Conclusion	Some TPOs on a small section of the northern boundary of the site.
Spatial Opportunities and Constraints- local character and history	Large scale development on this site would irreperably change the landscape to the north of Bovingdon. There is heritage merit in the site’s former use as an airfield during World War II, which development would need to respond to.
Spatial Opportunities and Constraints- coalescence risk	There is a risk of coalescence with Whelpey Hill, a hamlet to the west of the site.
Spatial Opportunities and Constraints- defensible boundary potential	Site has existing defensible boundaries that would need to be strengthened if development was to come forward on the site.
Noise and pollution- bad neighbour uses?	None found
Overall site conclusion- comments	The scale, location and previously developed nature of the site means it has a unique ability to provide transformational change for Bovingdon and the wider borough, delivering new services, community facilities and employment opportunities to the area. However, this must be balanced against negative impacts on Green Belt and that the landscape in this location would substantially and irreversibly change. Outside of landscape matters, the site is relatively unconstrained from heritage and other natural/wildlife designations. As with many such airfields, the site has some heritage value due to its historic use, and this could also give rise to some ground contamination issues which would need further investigation.
Overall site conclusion- final rating	Site is potentially suitable for allocation with major constraints.

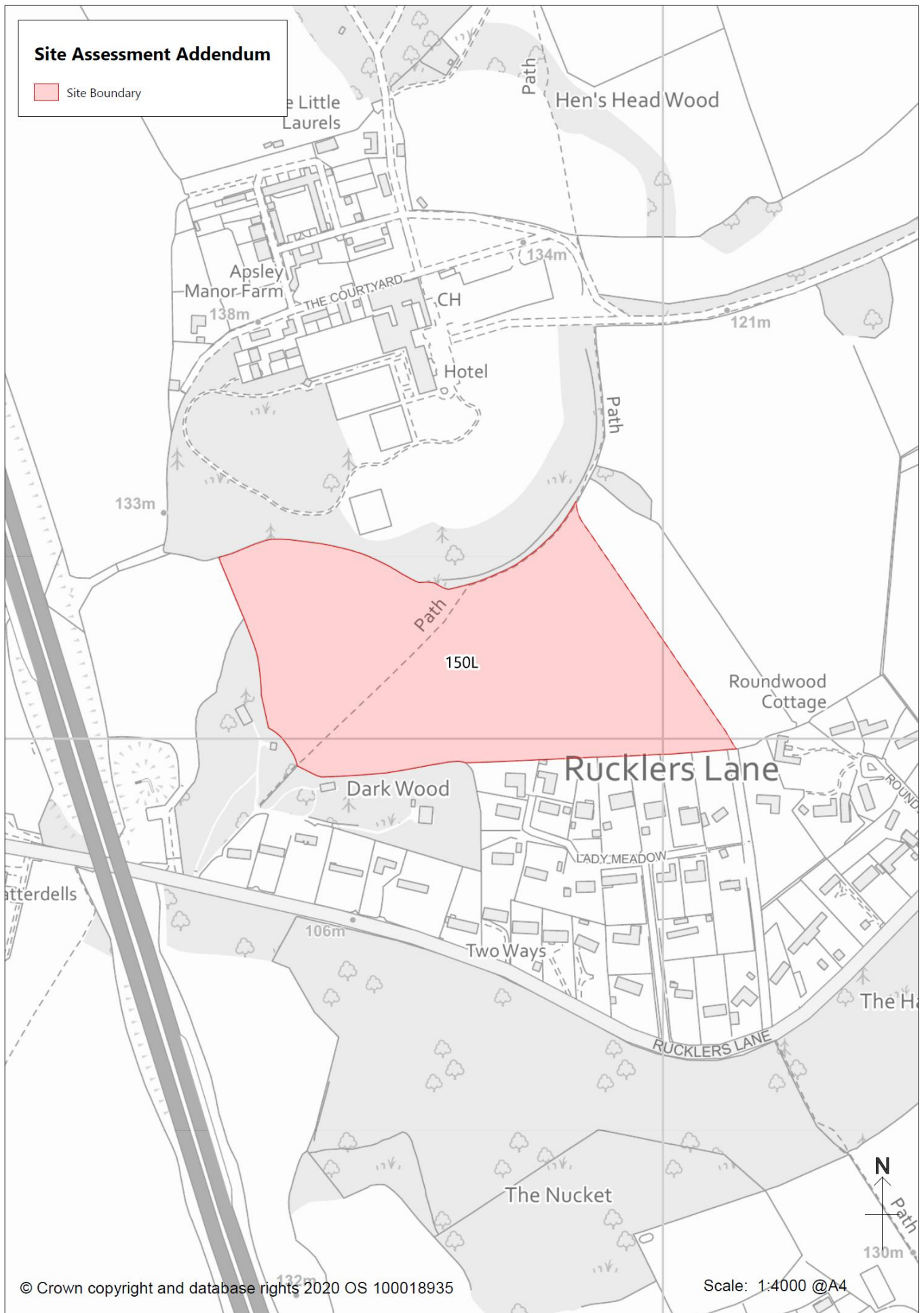


Site Number: 150L Shendish Manor (Additional Site on the Estate)

Settlement	Hemel Hempstead			
Gross Area (ha)	6.66			
Net Developable Area (ha)	5.33			
Current Use (Greenfield / Brownfield / Mixture)	Greenfield			
Proposed Use	Residential			
Design Case Study	17.5 dph			
Gross Density (dph)	17.5			
Net Density (dph)	n/a			
Gross dwelling Capacity (dwellings)	117			
Employment floorspace capacity (sq. m, net)	n/a			
Transport	<p>The site currently does not benefit from any road access with little scope of this being provided without acquiring third party land. There is potential for this to be provided through the Shendish Estate, providing access onto the A4251 (providing access to Shendish Manor hotel and golf course). For the majority of its length the access road is wide enough to accommodate two way traffic flows. However, the road narrows as it crosses the bridge over the railway line and this section is sub-standard. The bridge is also located on a sharp curve and this restricts forward visibility. There are no existing footpaths and there does not appear to be sufficient width to accommodate a footpath on the section of access road between London Road and the railway bridge. Pedestrian facilities could not be provided across the railway bridge without widening the structure. Therefore the existing access from London Road is considered not suitable to serve substantial residential development on this site.</p> <p>The site is located some distance away from local facilities and public transport on London Road and is quite remote in nature. This may require new/diverted service to improve accessibility.</p>			
Flooding	<p>The site is not shown to be susceptible to surface water flooding. However, Flow routing and drainage requirements must be considered early in the site planning process to ensure any risk arising from development is effectively managed on site and the risk to neighbouring areas is not increased and where possible is reduced. As the site is greater than 1 hectare a Flood Risk Assessment will be required to accompany a planning application.</p>			
In Green Belt?	Yes			
Green Belt Review Overall Conclusions	Sub-area would not compromise the ability of the wider Green Belt to meet its purposes – consider the whole sub-area further.			
Geo-environmental conclusions	<p>The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation and therefore consideration should be given to Controlled Waters as a receptor to potential ground contamination. In addition, the site is located within the Hertfordshire Mineral Consultation Area for sand and gravel resources. Furthermore, rail infrastructure is located adjacent to the east of the site, which is considered to be a potential source of contamination with the potential to impact the site.</p>			
Agricultural land quality grade	Grade 3			
Existing use	Agriculture, farm buildings and golf course.			
Neighbouring land use:				
Housing	Industrial	Agricultural	Social infrastructure	Other uses
x		x		x
Conclusion on potential land use based on neighbouring uses	Residential			
Potential for mix of housing types- conclusion	Scale of site is large enough to support full range of housing types highlighted as needed through the SHMA, from 1 bed to 4+ bed, as well as specialist housing, e.g. for older people.			

Site Number: 150L Shendish Manor (Additional Site on the Estate)

Heritage assets- conclusion	A large site abutting residential land to the south along Rucklers Lane and the northern part of the site adjoins the formal grounds of Shendish Manor. The northern boundary is approx. 230m from the Grade II listed Shendish House and attached Walled Garden and Octagonal Summerhouse (NHLE 1174090) and Apsley Manor Farmhouse (130 Meters to North West of Shendish House) (NHLE 1100420) and screened from them by mature woods. The site is relatively contained by the existing vegetation particularly to the north although this is weaker around the rest of the site. If this northern boundary is persevered and where necessary enhanced and development is of an appropriate height it will not alter the assets' setting as the development site gently slopes away from Shendish House. The site partly lies within the areas of archaeological significance of DAC_52. The grounds of Shendish Manor are identified as a Locally Registered Park or Garden of Historic Interest.
Landscape and visual impact- conclusion	The site is not within the Chilterns AONB and would be unlikely to impact the setting of the Chilterns AONB due to distance and intervening features. The site is within LCA 8 of the DLCA; the condition of the LCA is described as moderate, and the strength of character of the LCA is described as moderate. The site is located across a valley side, broadly falling from the north to south. The site comprises woodland, fields and interspersed with trees. The site is bordered by residential land uses in Rucklers Lane to the south with Shendish Manor grounds to the north, east and west. The valley landform and tree cover offers some screening for potential new development.
Regeneration potential- indices of Multiple Deprivation score	20% least deprived
Regeneration potential- Indices of Multiple Deprivation (surroundings)	20% least deprived
Economic development potential- assessment conclusion	The area where the site is located, to the south west of Hemel Hempstead with reasonable proximity to Apsley Station contains a good concentration of businesses with a very well-qualified labour force that are in high-level occupations. This concentration of businesses would mean the site is able to attract to potential employers and the good-quality workforce travelling to this location is a further major benefit. The nearby Apsley train station provides access via train which is considered crucial by some employers to attract the desired workforce, and the station provides direct access to London Euston. The Dacorum Employment Land Availability Assessment has assessed a similar site to this and believes that there is limited interest from the market as it is not viewed as an office location.
Environmental designations- Conclusion	None
Spatial Opportunities and Constraints- local character and history	Development on the site has potential to be seen as a large extension to Hemel Hempstead with some impact on local character through loss of urban green space.
Spatial Opportunities and Constraints- coalescence risk	Development on the site would establish a strong sense of place in this part of Hemel Hempstead, creating a stronger connection between smaller urban extensions of the town; it would not risk coalescence.
Spatial Opportunities and Constraints- defensible boundary potential	Site has defensible boundaries based on existing development and hedgerows
Noise and pollution- bad neighbour uses?	None found
Overall site conclusion- comments	Site's performance indicates that the site has no realistic prospect of development unless this could be focused in those parts of the site which remain open in character, and based on Heritage Asset criterion this would not impact of the Grade II listed structures in close proximity to the site. The site performs poorly on transport criterion and is in the Green Belt. Therefore the site is considered unsuitable for allocation
Overall site conclusion- final rating	Unsuitable for allocation

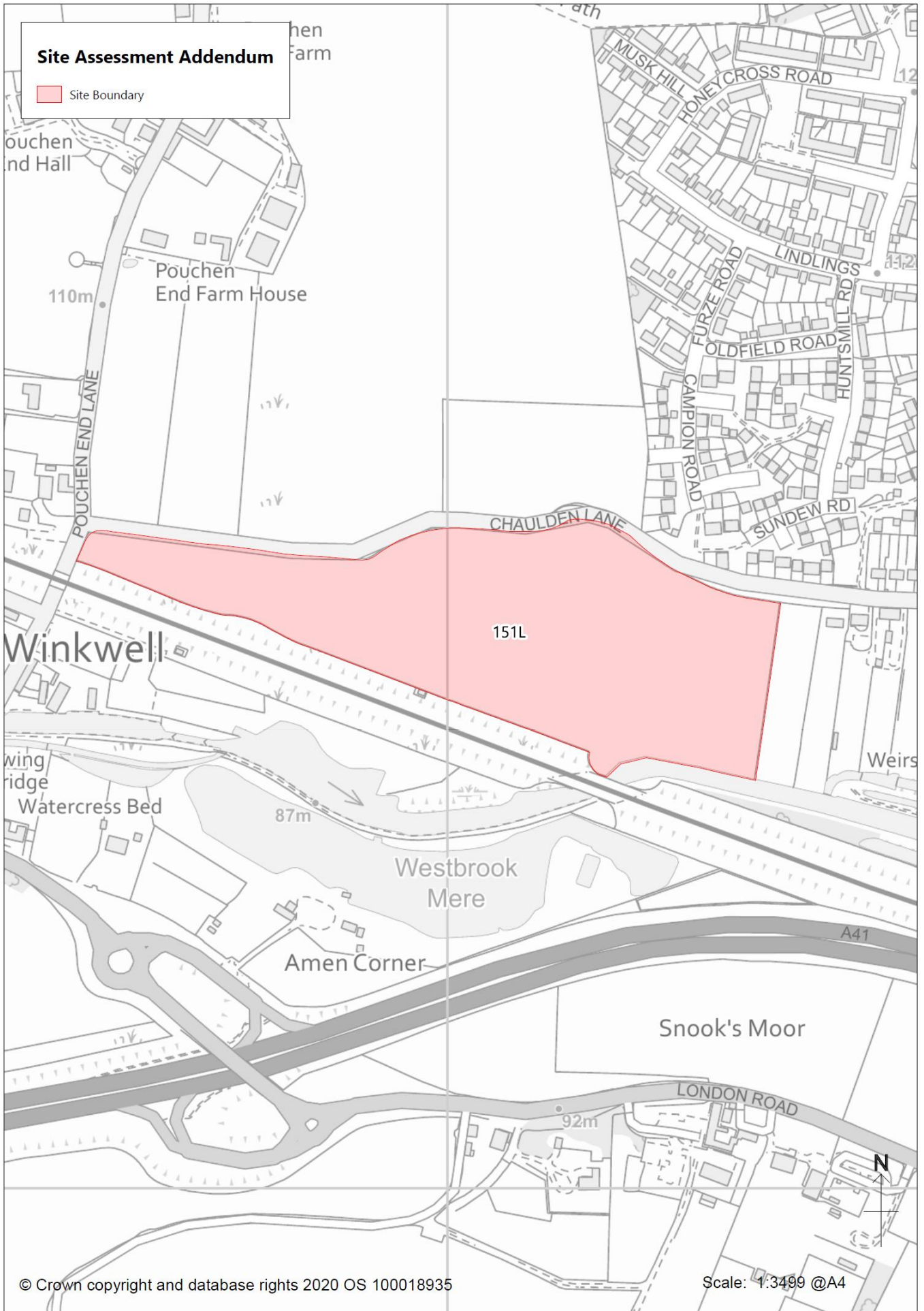


Site Number: 151L Site Name: Chaulden Lane, Hemel Hempstead

Settlement	Hemel Hempstead			
Gross Area (ha)	5.64			
Net Developable Area (ha)	4.51			
Current Use (Greenfield / Brownfield / Mixture)	Greenfield			
Proposed Use	Residential			
Design Case Study	D			
Gross Density (dph)	29			
Net Density (dph)	40.5			
Gross dwelling Capacity (dwellings)	131 dwellings			
Employment floorspace capacity (sq. m, net)	n/a			
Transport	The site is accessible from the local road network (Chaulden Lane) although the land is narrow and it is unclear if sufficient enhancements could be delivered in order to deliver a major development on this site; There is potential to link in with the proposed development to the north; good access to local facilities and public transport.			
Flooding	EA data shows a very small element of the eastern part of the site within Flood Zones 2 and 3 (high flood risk). A small area at risk of surface water flooding is shown for an area near the centre of the site.			
In Green Belt?	Yes			
Green Belt Review Overall Conclusions	The land is located within the strategic gap (GB10) between Hemel Hempstead and Berkhamsted which is considered significant. However, the sub parcel (HH-A7) is deemed to be well contained (which will also increase with the release of the land to the north) and has also been subject to some urbanising influences with development taking place in the central area of the parcel, resulting in an overall semi-urban character. Character of the smaller parcel is weaker and less effective at meeting Green Belt purposes.			
Geo-environmental conclusions	Site is adjacent the Hemel Hempstead Railway line. Potential for air and noise pollution.			
Agricultural land quality grade	Grade 3			
Existing use	Agricultural			
Neighbouring land use:				
Housing	Industrial	Agricultural	Social infrastructure	Other uses
x		x	x	x
Conclusion on potential land use based on neighbouring uses	Residential, mixed use or employment			
Potential for mix of housing types-conclusion	Scale of site is large enough to support full range of housing types highlighted as needed through the SHMA, from 1 bed to 4+ bed, as well as specialist housing, e.g. for older people			
Heritage assets-conclusion	Site is adjacent to Winkwell Conservation area although the majority of this (including a number of listed buildings) is located to the south of the railway line and is unlikely to be significantly impact through development. The site is also adjacent to the Grand Union Canal. Site is in close proximity to the locally registered park of Boxmoor, to the east of the site.			

Site Number: 151L **Site Name: Chaulden Lane, Hemel Hempstead**

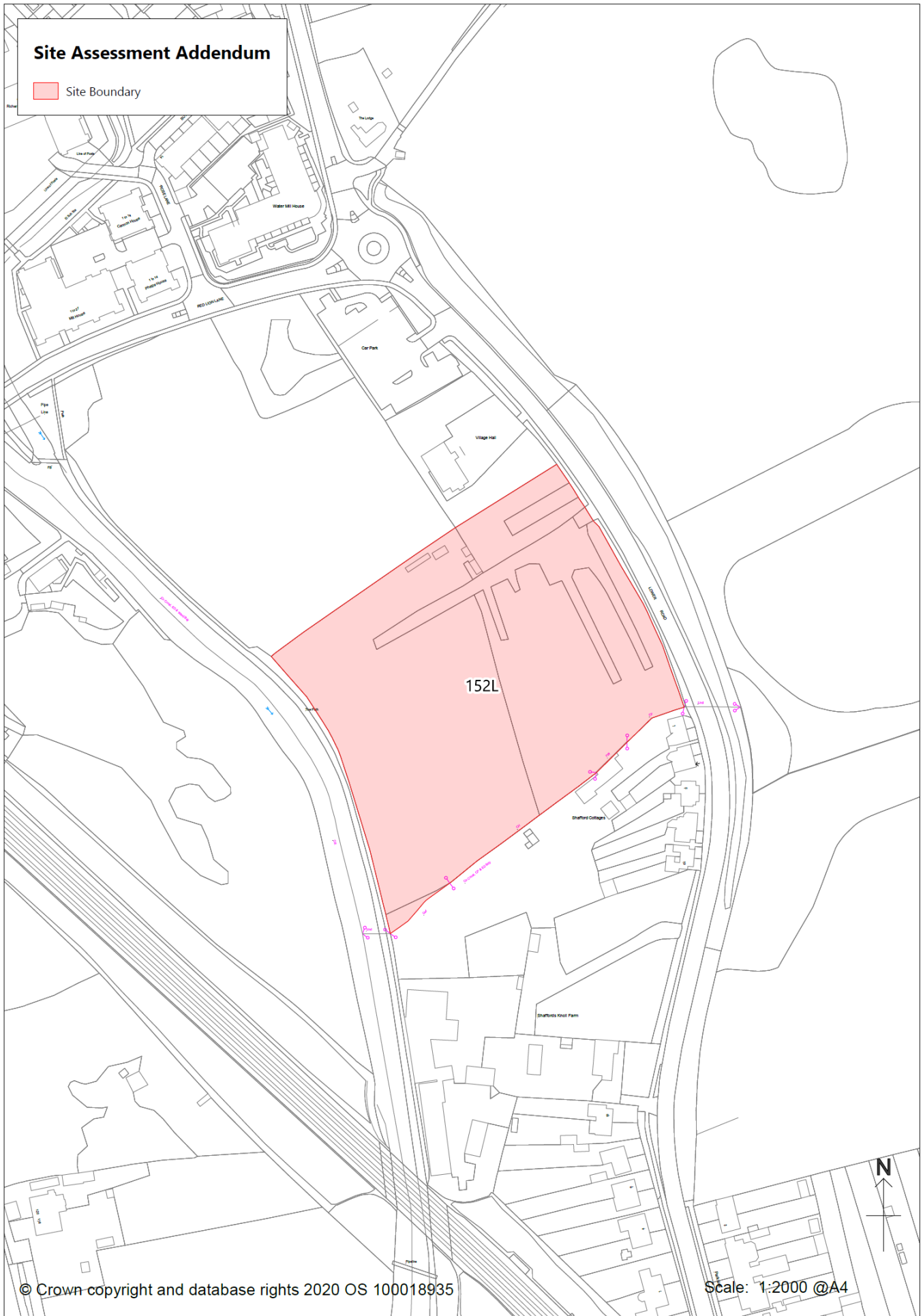
Landscape and visual impact- conclusion	The site is not within the Chilterns AONB and would be unlikely to impact the setting of the Chilterns AONB due to distance and intervening features. The site is within LCA 118 of the DLCA; the condition of the LCA is described as moderate, and the strength of character is described as moderate. The site is flat and comprises an area of rough grassland and woodland adjacent to the Grand Union Canal. The Grand Union Canal Walk long distance recreational trail passes the eastern boundary of the site.
Regeneration potential- indices of Multiple Deprivation score	50% most deprived
Regeneration potential- Indices of Multiple Deprivation (surroundings)	50% most deprived
Economic development potential- assessment conclusion	The direct surrounding area has very low employment numbers as it is mostly residential units. However, a strong proportion of the small number of businesses is in the knowledge-intensive sectors. The area to the east of the site has a good concentration of businesses in areas closer to Hemel Hempstead Town Centre. Workers in the surrounding area tend to live close to their place of work reducing the need of commuting, while the site is also located in reasonable proximity to Hemel Hempstead Train Station providing access by train. Hemel Hempstead is identified as a "place where development will be concentrated" and the focus for jobs, and this site is suitable for this type of economic development with the only constraint the lack of businesses currently attracted to the area.
Environmental designations- Conclusion	None
Spatial Opportunities and Constraints- local character and history	Very limited impact on local character and history.
Spatial Opportunities and Constraints- coalescence risk	Potential risk of coalescence with the hamlet of Winkwell to the west.
Spatial Opportunities and Constraints- defensible boundary potential	The land to the north of this site has already been deleted from the Green Belt, and Chaulden Lane is the current defensible boundary. The railway line to the south gives this site a strong defensible boundary as does Winkwell Lane to the west. If a smaller scale of development was to come forward on part of the site, then such defensible boundaries are less relevant.
Noise and pollution- bad neighbour uses?	Adjacent to a railway line.
Overall site conclusion- comments	Despite the site's strong performance on a range of other criteria, it is unclear how safe access could be provided and this is a fundamental constraint. As such, site is considered unsuitable for allocation.
Overall site conclusion- final rating	Site is potentially suitable for allocation with major constraints.



Site Number: 152L	Shafford Knolls Farm			
Settlement	Hemel Hempstead			
Gross Area (ha)	1.87			
Net Developable Area (ha)	1.5			
Current Use (Greenfield / Brownfield / Mixture)	Mixture			
Proposed Use	Residential			
Design Case Study	D			
Gross Density (dph)	29			
Net Density (dph)	40.5			
Gross dwelling Capacity (dwellings)	54			
Employment floorspace capacity (sq. m, net)	n/a			
Transport	The site is accessible from the local road network via an existing access on Lower Road; good access to local facilities and public transport.			
Flooding	A small part of the site intersects Flood Zone 3 High Probability of fluvial flooding on the Environment Agency Flood Map for Planning and a site-specific Flood Risk Assessment is required to accompany a planning application. Detailed modelling should be undertaken, or obtained from the Environment Agency where available, to determine the flood risk to the site in more detail including an allowance for climate change. The site is shown to be susceptible to surface water flooding. Flow routing and drainage requirements must be considered early in the site planning process to ensure the risk is effectively managed on site and the risk to neighbouring areas is not increased and where possible is reduced. The site is shown to be at residual risk of reservoir flooding. This should be investigated further as part of a site specific Flood Risk Assessment. Residential development on this site will require the application of the NPPF Exception Test.			
In Green Belt?	Yes			
Green Belt Review Overall Conclusions	Sub-area would compromise the ability of the wider Green Belt to meet its purposes – exclude from further consideration.			
Geo-environmental conclusions	The site is underlain by a Principal Aquifer associated with the Holywell Nodular Chalk Formation and New Pit Chalk Formation, Chalk Rock Member, and the Lewes Nodular Chalk Formation and Seaford Chalk Formation, and therefore consideration should be given to Controlled Waters as a receptor to potential ground contamination. In addition, the site is located within the Hertfordshire Mineral Consultation Area for sand and gravel resources. Furthermore, imagery for the site indicates the presence of storage area for containers and works vehicles within the north east of the site. Similarly, it is clear that the site is frequently used for car boot sales and the potential environmental damage of this is unknown. These factors are be considered a potential source of on-site contamination.			
Agricultural land quality grade	3			
Existing use	Open space			
Neighbouring land use:				
Housing	Industrial	Agricultural	Social infrastructure	Other uses
x	x		x	
Conclusion on potential land use based on neighbouring uses	Residential			
Potential for mix of housing types- conclusion	Scale of site is large enough to support full range of housing types as needed through the SHMA, from 1 bed to 4+ bed, as well as specialist housing, e.g. for older people			

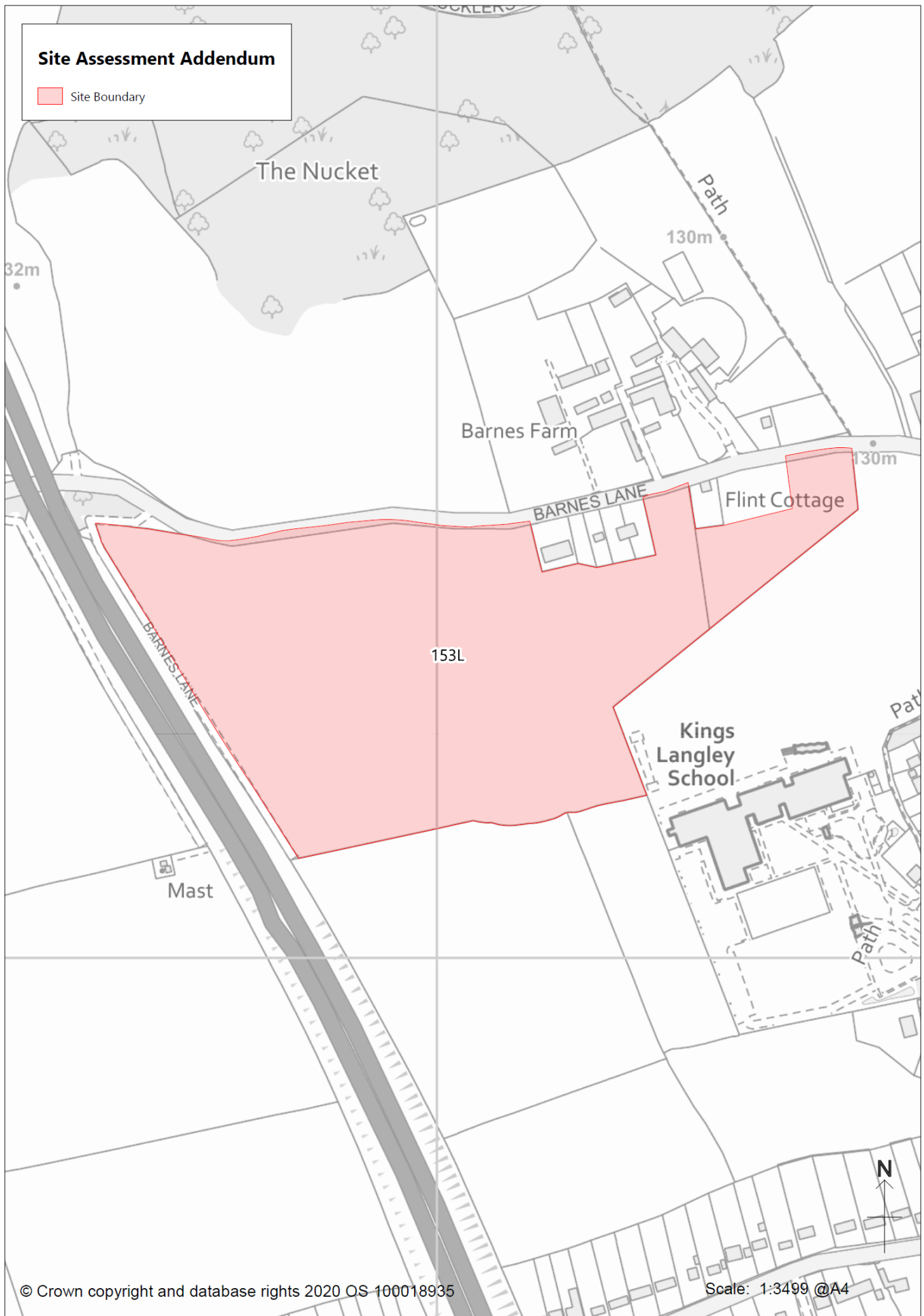
Site Number: 152L Shafford Knolls Farm

Heritage assets- conclusion	The site is to the east of the Grand Union Canal and is located approx. 250m away from the Grade II listed Red Lion Public House (NHLE 1174036) but is not within its setting. To the south is the Grade II listed Nash Mills Railway Bridge (NHLE 1172991) which is well screened from the site by existing vegetation close to the asset and by the industrial buildings adjacent to the site. No other heritage constraints.
Landscape and visual impact- conclusion	The site is not within the Chilterns AONB and would be unlikely to impact the setting of the Chilterns AONB due to distance and intervening features. The site is within LCA 8 of the DLCA; the condition of the LCA is described as moderate, and the strength of character of the LCA is described as moderate. The site is flat and comprises grassland and a brownfield site (storage area) and some mature trees along the boundary. The Grand Union Canal forms the site's western boundary along with the Grand Union Canal Walk long distance recreational trail. The site is in an area characterised by development concentrated around the junction of the A4251, Red Lion Lane and railway line- it relates well to the existing settlement.
Regeneration potential- indices of Multiple Deprivation score	30% least deprived
Regeneration potential- Indices of Multiple Deprivation (surroundings)	50% least deprived
Economic development potential- assessment conclusion	The area where the site is located, to the south of Hemel Hempstead near Apsley Station contains a good concentration of businesses with a very well-qualified labour force that are in high-level occupations. This concentration of businesses would mean the site is able to employers. The good-quality workforce travelling to this location is further evidence of this and a major benefit to potential employers. The nearby Apsley train station provides access via train which is considered crucial by some employers to attract the desired workforce, and the station provides direct access to London Euston. The site also has very good access from the local bus services. The Dacorum Employment Land Availability Assessment shows that Apsley has low vacancy compared to the rest of the Dacorum market, has access to quality housing which is attractive to those holding high-level occupations and has attracted occupiers such as Epsom in the near vicinity. The proximity to other productive businesses means that this site is likely to have agglomeration benefits. The assessment identifies that Apsley provides better opportunities for future employment development than much of the Borough.
Environmental designations- Conclusion	The site is adjacent to a Local Wildlife Site.
Spatial Opportunities and Constraints- local character and history	Development on the site has potential to be sympathetic to local character as long as it was not perceived as eroding the character of Apsley and Kings Langley as distinct settlements.
Spatial Opportunities and Constraints- coalescence risk	Potential risk of encouraging coalescence with other settlements to the south of Hemel Hempstead including Kings Langley.
Spatial Opportunities and Constraints- defensible boundary potential	Existing field boundaries could be used as defensible boundaries.
Noise and pollution-bad neighbour uses?	Potential issues arising from the car sales/ industrial uses adjacent to the site.
Overall site conclusion- comments	Site considered suitable for residential use. Has significant Green Belt constraints, but performs sufficiently strongly on other criteria to mean it can be considered potentially suitable for allocation with major constraints.
Overall site conclusion- final rating	Potentially suitable for allocation with major constraints.



Site Number: 153L	Barnes Lane			
Settlement	Kings Langley			
Gross Area (ha)	9ha			
Net Developable Area (ha)	7.2ha			
Current Use (Greenfield / Brownfield / Mixture)	Greenfield			
Proposed Use	Residential			
Design Case Study	C			
Gross Density (dph)	22			
Net Density (dph)	28			
Gross dwelling Capacity (dwellings)	198			
Employment floorspace capacity (sq. m, net)	n/a			
Transport	The site has existing access from Barnes Lane, however this is only wide enough for a single vehicle. The proximity of existing residential properties along Barnes Lane means there is limited scope to extend the road way to increase capacity. There are currently no footpaths along the road and is also limited as to how this could be provided. It is unclear how sufficient enhancements could be delivered to support major development without acquiring third party land.			
Flooding	EA data shows that the site is not susceptible to flooding or surface water flooding.			
In Green Belt?	Yes			
Green Belt Review Overall Conclusions	Sub-area would not compromise the ability of the wider Green Belt to meet its purposes – consider the whole sub-area further.			
Geo-environmental conclusions	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation and therefore consideration should be given to Controlled Waters as a receptor to potential ground contamination. In addition, the site is located within the Hertfordshire Mineral Consultation Area for sand and gravel resources. Furthermore, a historic landfills are located within 50 and 250m northwest and southwest of the site, considered to be a potential source of contamination with the potential to impact the site.			
Agricultural land quality grade	3			
Existing use	Agriculture			
Neighbouring land use:				
Housing	Industrial	Agricultural	Social infrastructure	Other uses
x		x	x	
Conclusion on potential land use based on neighbouring uses	Residential			
Potential for mix of housing types- conclusion	Scale and location of site suggests suitable for 2,3 and 4+ bed homes			
Heritage assets- conclusion	A large site to the south of Barnes Lane. The entrance to the site is between approx. 390m west of two Grade II listed buildings, North Barn at Barnes Farm (10 Metres to West of House) (NHLE 1173496) and South Barn at Barnes Farm (40 Metres to South West of House) (NHLE 1100440). Further farm buildings and vegetation now screen the assets from the entrance to the site and from the site itself. There are no other identified heritage assets in proximity to the site and as such there are no identified constraints to development.			

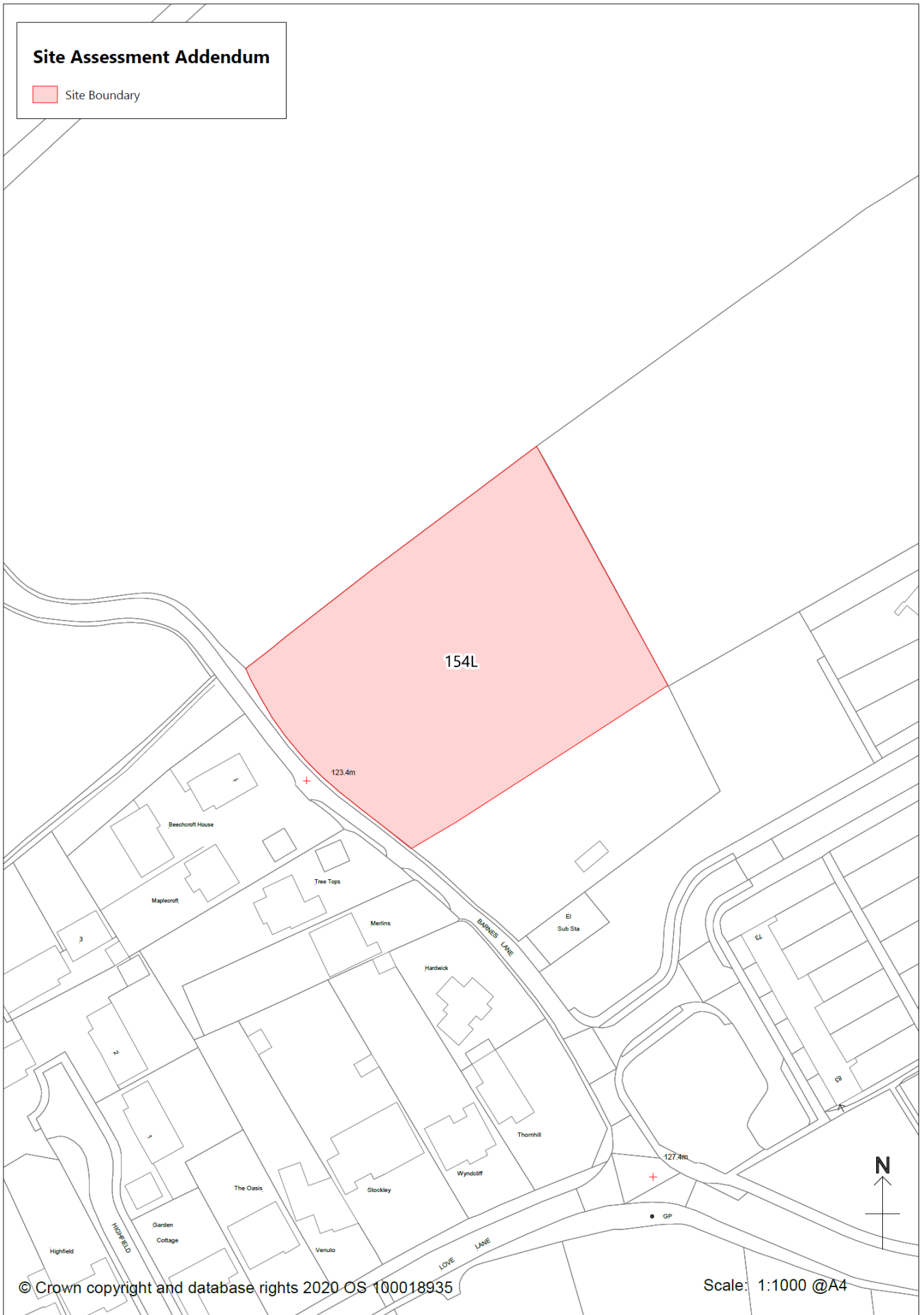
Site Number: 153L	Barnes Lane
Landscape and visual impact- conclusion	The site is not within the Chilterns AONB and would be unlikely to impact the setting of the Chilterns AONB due to distance and intervening features. The site is within LCA 7 of the DLCA; the condition of the LCA is described as moderate, and the strength of character of the LCA is described as moderate. The site is predominately flat on an elevated plateau and comprises of arable fields. The site is located between the A41 to the west and Kings Langley Secondary School to the south east and primarily agricultural uses to the north and south meaning that the site is somewhat disconnected from the urban area of Kings Langley.
Regeneration potential- indices of Multiple Deprivation score	10-20% least deprived
Regeneration potential- Indices of Multiple Deprivation (surroundings)	10-20% least deprived
Economic development potential- assessment conclusion	Kings Langley contains a good concentration of businesses with a very well-qualified labour force that are in high-level occupations. Kings Langley manages to attract companies to the area through its proximity to the M25 which is beneficial to accessing London. The Employment Land Availability Assessment suggests that Kings Langley is one of the most suitable areas for development within Dacorum due to this proximity to the M25, the quality housing in the area and the good train linkages. However, this site is situated at the opposite end of Kings Langley to the train station therefore, it is unlikely to benefit from this connectivity. Kings Langley is seen as a “place of limited opportunity” for development in the Adopted Core Strategy however, the Local Plan Issues and Options Consultation acknowledge that the area to the south is most suitable for allocation. This site does have potential for development, but the distance to Kings Langley station does make it less suitable than other areas within the village.
Environmental designations- Conclusion	None
Spatial Opportunities and Constraints- local character and history	Scale of development would be a moderate change to the character of Kings Langley. However the location would not represent a natural expansion to the settlement given its segregation from the built up area.
Spatial Opportunities and Constraints- coalescence risk	Limited risk of coalescence between settlements.
Spatial Opportunities and Constraints- defensible boundary potential	Development at this site would relate poorly to the existing boundary of Kings Langley.
Noise and pollution- bad neighbour uses?	Adjacent to the A41.
Overall site conclusion- comments	Site does not relate well to the existing urban area and faces major constraints on transport grounds including the distance from and the lack of opportunities to access Kings Langley Station. The site is considered to be unsuitable for allocation.
Overall site conclusion- final rating	Unsuitable for allocation



Site Number: 154L	Land at Coniston Road (adj. to allocation)			
Settlement	Kings Langley			
Gross Area (ha)	0.43			
Net Developable Area (ha)	0.34			
Current Use (Greenfield / Brownfield / Mixture)	Greenfield			
Proposed Use	Residential			
Design Case Study	C			
Gross Density (dph)	22			
Net Density (dph)	28			
Gross dwelling Capacity (dwellings)	9			
Employment floorspace capacity (sq. m, net)	n/a			
Transport	The site is accessible from the local road network (Barnes Lane); reasonable access to local facilities and public transport.			
Flooding	The site is shown to be susceptible to surface water flooding and there is a key flow path along the northern edge of the site. Flow routing and drainage requirements must be considered early in the site planning process to ensure the risk is effectively managed on site and the risk of neighbouring areas is not increased and where possible is reduced.			
In Green Belt?	Yes			
Green Belt Review Overall Conclusions	Sub-area would compromise the ability of the wider Green Belt to meet its purposes – exclude from further consideration			
Geo-environmental conclusions	The site is underlain by a Principal Aquifer associated with the Lewes Nodular Chalk Formation and Seaford Chalk Formation and therefore consideration should be given to Controlled Waters as a receptor to potential ground contamination. In addition, the site is located within the Hertfordshire Mineral Consultation Area for sand and gravel resources.			
Agricultural land quality grade	Grade 3			
Existing use	Paddock			
Neighbouring land use:				
Housing	Industrial	Agricultural	Social infrastructure	Other uses
x		x		
Conclusion on potential land use based on neighbouring uses	Residential			
Potential for mix of housing types- conclusion	Scale and location of site suggests suitable for 2 and 3 bed homes			
Heritage assets- conclusion	The site is located to the west of existing development on Coniston Road and is well screened from existing development with mature trees. The closest designated assets to the site are the two Grade II listed barns (NHLE 1173496 and 11004400) at Barnes Farm approx. 380m to the north west but the site is not within their setting.			
Landscape and visual impact- conclusion	The site is not within the Chilterns AONB and would be unlikely to impact the setting of the Chilterns AONB due to distance and intervening features. The site is within LCA 8 of the DLCA; the condition of the LCA is described as moderate. The site is on steeply-sloping land that falls from west to east. The site comprises of a paddock which is well screened with vegetation from the surrounding areas, although there are long distance views towards Hemel Hempstead from the existing site entrance. Overall, the site is judged to perform reasonably on this criterion with minor constraints as a result of the sloping landform.			
Regeneration potential- indices of Multiple Deprivation score	10% least deprived			

Site Number: 154L Land at Coniston Road (adj. to allocation)

Regeneration potential- Indices of Multiple Deprivation (surroundings)	10% least deprived
Economic development potential- assessment conclusion	The surrounding area attracts a very good concentration of businesses with a very well-qualified labour force that are in high-level occupations. Workers do tend to live some distance from their place of work. The Core Strategy identifies Kings Langley as a “place with limited opportunity” for economic development. The Dacorum Employment Land Availability Assessment, which advised the Local Plan Issues and Options Consultation in 2017, signalled the main option for significant new office development is located south west of Kings Langley due to its proximity to Kings Langley Station, bus routes and M25 Junction 20. The site is located north of Kings Langley with strong access to quality housing however, the train station is less accessible than other areas in the village. This slightly weaker connectivity to the train station would be a slight constraint for developments.
Environmental designations- Conclusion	None
Spatial Opportunities and Constraints- local character and history	Scale and location of development would be sympathetic to local character.
Spatial Opportunities and Constraints- coalescence risk	Low risk of coalescence.
Spatial Opportunities and Constraints- defensible boundary potential	Site benefits from strong defensible boundary due to existing mature trees and hedgerows.
Noise and pollution-bad neighbour uses?	Potential noise pollution from electricity sub-station adjacent to the site.
Overall site conclusion- comments	Green Belt review indicates constraints to Green Belt de-designation. However, its performance across a range of other important criteria makes it possible for it to be considered potentially suitable for allocation with minor constraints.
Overall site conclusion- final rating	Potentially suitable for allocation with minor constraints.



Site Number: 155L Site Name: Long Marston (New Settlement)

Settlement	Long Marston			
Gross Area (ha)	270.55			
Net Developable Area (ha)	198.92 (excludes land in Flood Zones 2 and 3)			
Current Use (Greenfield / Brownfield / Mixture)	Mixture			
Proposed Use	Residential			
Design Case Study	17.5 dph			
Gross Density (dph)	17.5			
Net Density (dph)	N/A			
Gross dwelling Capacity (dwellings)	3,481 (based on net developable area)			
Employment floorspace capacity (sq. m, net)	n/a			
Transport	The site is accessible from the local road network (Station Road and Cheddington Lane); very limited bus service to village, local facilities are also limited. The site is approx. 2.4 miles from Cheddington railway station. The scale of the site would likely result in the delivery of significant new services and facilities. Significant upgrades would likely be required to the immediate and wider transport network in order to accommodate large scale development in this location.			
Flooding	A main watercourse passes from west to east through the centre of the site. A large part of the site intersects Flood Zone 3 High Probability of fluvial flooding on the Environment Agency Flood Map for Planning and a site-specific Flood Risk Assessment would be required to accompany a planning application. Detailed modelling should be undertaken, or obtained from the Environment Agency where available, to determine the flood risk to the site in more detail including an allowance for climate change. A large part of the site is shown to be susceptible to surface water flooding. Flow routing and drainage requirements must be considered early in the site planning process to ensure the risk is effectively managed on site and the risk to neighbouring areas is not increased and where possible is reduced. The site is shown to be at residual risk of reservoir flooding. This should be investigated further as part of a site specific Flood Risk Assessment. Any residential development on this site will require application of the NPPF Exception Test.			
In Green Belt?	No			
Green Belt Review Overall Conclusions	N/A			
Geo-environmental conclusions	The site is underlain by the Gaunt Formation and Upper Greensand Formation.			
Agricultural land quality grade	3 and 4			
Existing use	Agricultural land and recreational grounds			
Neighbouring land use:				
Housing	Industrial	Agricultural	Social infrastructure	Other uses
x		x	X	
Conclusion on potential land use based on neighbouring uses	Mixed use			
Potential for mix of housing types- conclusion	Scale of site is large enough to support full range of housing types highlighted as needed through the SHMA, from 1 bed to 4+ bed, as well as specialist housing, e.g. for older people			

Site Number: 155L Site Name: Long Marston (New Settlement)

Heritage assets- conclusion	The site includes areas of archaeological significance, is adjacent to Long Marston Conservation Area, a scheduled monument and a number of listed buildings. It is likely that an archaeological evaluation will be required in advance of any development. Large-scale development has the potential to impact upon the setting of a number of heritage assets, however the site is of a scale that these could be mitigated through appropriate buffers and/or careful design.
Landscape and visual impact- conclusion	The site is not within the Chilterns AONB, however due to the scale of the site, significant development could impact the setting of the Chilterns AONB. Any such impacts would be limited to long term views. The site is relatively flat in nature. There are some mature bands of trees along the western part of the site which will offer some screening, however much of the site consists of interspersed vegetation which result in broken or open views to the wider area, including to the AONB. The site is within LCA 112 of the DLCA; the condition of the LCA is described as moderate, and the strength of character is described as strong. The central part of the site is crossed by overhead power lines. Overall, the site is judged to perform poorly on this criterion as a result of the large, open nature of the site and the potential for development to significantly and irreversibly change the immediate and wider landscape in this area.
Regeneration potential- indices of Multiple Deprivation score	50% least deprived
Regeneration potential- Indices of Multiple Deprivation (surroundings)	50% least deprived
Economic development potential- assessment conclusion	The area around the site has some businesses with workers tending to be well-qualified and in high level occupations. Workers live quite far from their place of work due to the remoteness of the site, and this is compounded by a lack of public transport. The Adopted Core Strategy has identified Long Marston as an "area of development restraint" and this site appears to fit into that category due to the lack of connectivity.
Environmental designations- Conclusion	Local Wildlife Site is located to the eastern end of the site, adjacent to Cheddington Lane, and this is a fundamental constraint to development of this area.
Spatial Opportunities and Constraints- local character and history	Scale of development would not be particularly sympathetic to local character and history, in particular the site's current relationship with the adjacent settlement of Long Marston and the predominantly rural nature of the wider countryside.
Spatial Opportunities and Constraints- coalescence risk	Limited risk of coalescence with neighbouring settlements.
Spatial Opportunities and Constraints- defensible boundary potential	Parts of the site follow strong defensible boundaries on the ground, while other boundaries would likely need to be strengthened (paths, pylons) as part of any development of the site.
Noise and pollution- bad neighbour uses?	None found
Overall site conclusion- comments	<p>The scale and location means it has a unique ability to deliver a new settlement of around 3,000 dwellings. This would include the delivery of new services, community facilities, large scale open space and employment opportunities to the area. However, this must be balanced against negative impacts, including significant change to the landscape in this location, which would substantially and irreversibly change.</p> <p>Serious flood risk issues on part of the site as a result of the watercourse which flows through it from east to west, and comprehensive development would likely require the delivery of some critical infrastructure in areas of high flood risk. Equally, the delivery of wider infrastructure to join up with the A41 and other main transport corridors will likely require the need to pass the sequential and exception test. Other forms of development, such as residential could be delivered outside of areas of higher flood risk.</p> <p>The presence of wildlife sites on Cheddington Lane would need to be conserved and enhanced as a minimum. Any large-scale development would need to have regard to the Long Marston Conservation Area, a number of listed buildings on the periphery of the site, and a scheduled monument to the north.</p>
Overall site conclusion- final rating	Site is potentially suitable for allocation with major constraints.

