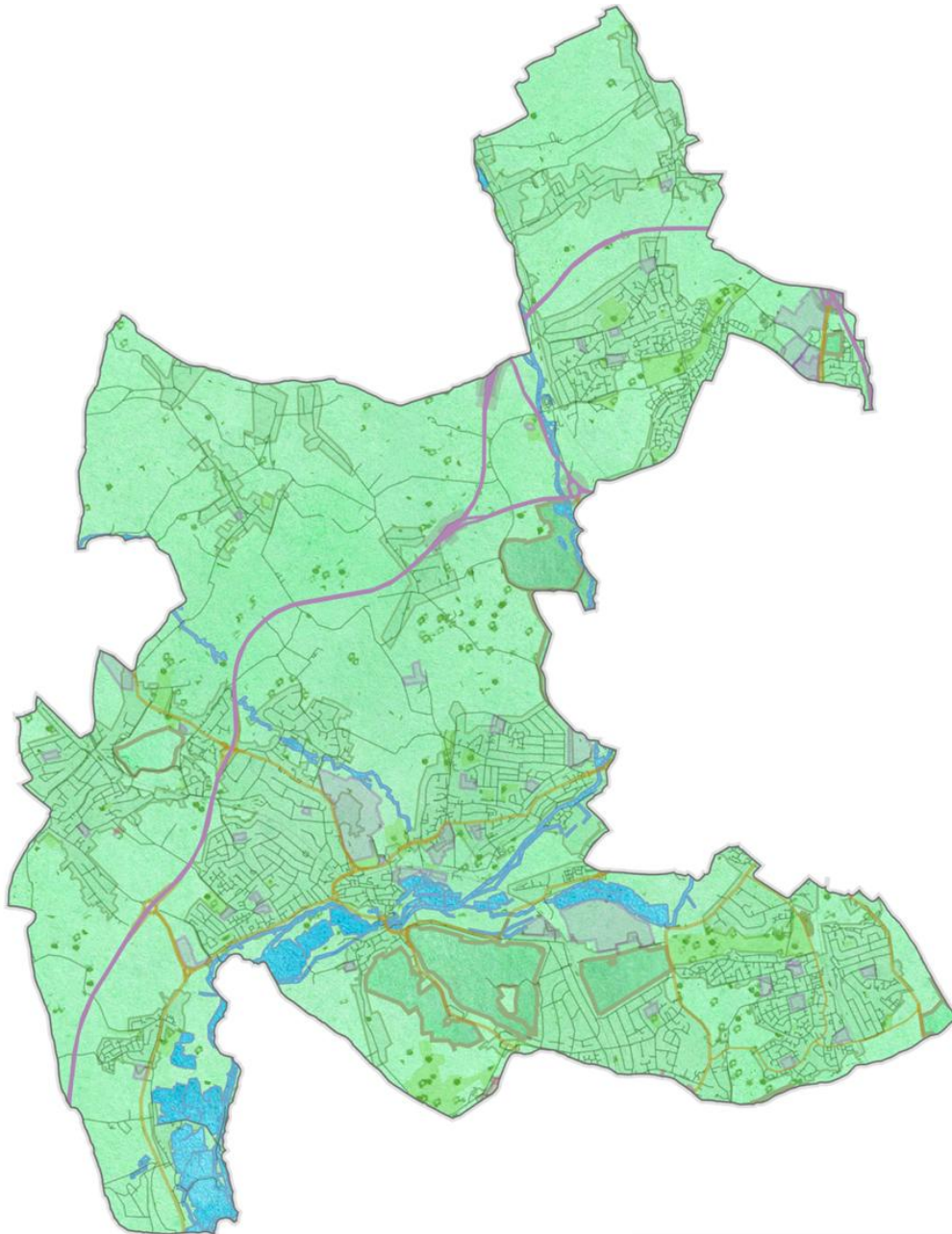


Local Plan 2026-2042

Part II – Site Allocations



Pre-Submission Version

July 2026



Contents

1	Introduction	3
2	Housing.....	5
	Abbots Langley and Leavesden	8
	Bedmond.....	33
	Carpenders Park	40
	Chorleywood	52
	Croxley Green	72
	Garston	88
	Hunton Bridge	91
	Kings Langley.....	98
	Maple Cross.....	109
	Mill End	117
	Oxhey Hall.....	126
	Rickmansworth.....	130
	Sarratt	143
	South Oxhey	145
3	Gypsies, Travellers and Travelling Showpeople.....	153
	Gypsies and Travellers.....	153
	Travelling Showpeople	162
4	Employment.....	168
5	Warner Bros. Studios.....	177
6	Town Centres and Retail.....	182
7	Open Space	190
8	Education.....	191
9	Maple Lodge Wastewater Treatment Works.....	195

1 Introduction

- 1.1 The Local Plan is presented in two parts. Please refer to the introduction, background and context sections in Part I of the Local Plan for an overall explanation of the Local Plan, its purpose and requirements and how the council has arrived at the final combined document.
- 1.2 This document forms Part II of the Local Plan and sets out the sites where development will take place, how much development will take place, and when.
- 1.3 The sites in this document are the sites identified for allocation for the following land uses: housing, gypsy & traveller and travelling showpeople accommodation, employment (including Warner Bros. Studios), town centre and retail development, open space, education and other infrastructure such as Maple Lodge Wastewater Treatment Works.
- 1.4 Individual site assessments for the site allocations for housing (including gypsy & traveller and travelling showpeople accommodation), employment (including Warner Bros. Studios) and education have been undertaken as part of the Strategic Housing & Employment Land Availability Assessment (SHELAA), which can be viewed within the Local Plan's evidence base. These sites have been identified through various sources including several call for sites exercises, a review of refused and withdrawn application sites, the Urban Capacity Study (2020), the Edge of Settlement and New Settlement Scoping Report (2020), as well as from the Brownfield Land Register and from sites which were previously considered in the preparation of the Site Allocations LDD (2014).
- 1.5 The SHELAA pro-forma is only one part of the site assessment process and pertains to a more technical assessment of a site, for example policy, environmental and physical constraints and whether the site is available, achievable and suitable. Whilst allocated sites which are located in the Green Belt are categorised as being unsuitable in the SHELAA pro-formas due to their Green Belt designation, it is not to say that these sites should be omitted from the Local Plan process. Instead, national policy is then considered, which sets out that "Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through the preparation or updating of plans". National policy outlines that exceptional circumstances include when an authority cannot meet its identified need for homes, commercial or other development through other means (such as prioritising brownfield and underutilised land; optimising density of development and discussing with neighbouring authorities about whether they could accommodate some of the identified need for development). National policy further sets out that "where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations". The council has examined fully all other reasonable options for meeting its identified need for development, and it is considered that exceptional circumstances exist to release Green Belt land for development and allocate appropriate sites in the Green Belt (even if categorised as "unsuitable" on Green Belt grounds in the SHELAA pro-formas).

- 1.6 Another important part of the site assessment process is the individual assessment of each site in terms of its accessibility to services through distance measurements based on walking and cycling. This provides an indication of the sustainability of a site's location in terms of its access to services. Further information can be found within the Access to Services Study (February 2026). It must be noted that this study includes all of the sites submitted for consideration during the Local Plan process and not just those which have been allocated.
 - 1.7 Sustainable development is the key principle underpinning the Local Plan and is critical to the delivery of many of the council's and community's aspirations. It requires social progress which recognises the needs of everyone, including housing, effective protection of the environment, appropriate use of natural resources and the maintenance of stable levels of economic growth and employment. The Local Plan has been subject to a Sustainability Appraisal (including working notes and addendums) at each stage of production (including during every public consultation) to assess the sustainability of the options and to inform plan preparation and the decision-making process.
 - 1.8 The introduction to Part I of the Local Plan sets out the considerations and evidence base studies taken into account in arriving at the sites for allocation that are included in this document. The sites identified as site allocations for development have been arrived at following extensive technical work and evidence gathering. Subsequently, and in line with national planning policy, these sites are considered to be the most appropriate for development.
- 

2 **Housing**

- 2.1 National planning policy requires that the district, as a minimum, meets objectively assessed needs for housing (OAN), including any unmet needs from neighbouring authorities.
- 2.2 With a growing population, an ageing population and future changes in household make-up, the need for housing within Three Rivers continues to be high and is increasing. New development is an important responsibility that we have, as it helps ensure that future generations can find homes of their own.
- 2.3 The new Local Plan is anticipated to be adopted in autumn 2027 in accordance with the Local Development Scheme (June 2026). National policy requires that a Local Plan should plan for a 15-year period following adoption. The new Local Plan period will therefore be 2026 – 2042, to take account of the 2027 adoption year.
- 2.4 For the 16-year plan period, the Government's standard method for calculating housing needs has been used, which is a figure of 752 dwellings per annum. The Housing Target for the Local Plan will therefore be 12,032 dwellings based on the standard method for calculating local housing need.
- 2.5 However, taking account of commitments through unimplemented planning permissions, together with a windfall allowance, the residual housing target is 10,726 dwellings. This residual housing target is to be met via housing site allocations. The council seeks to meet as much of the identified need for housing as possible given the ecological, environmental and policy constraints within the district.
- 2.6 There is therefore a need to plan for and allocate land for housing in order to meet this housing target. The Housing Allocation Policy is set out below.

HA1 - Housing Allocations
1) Allocated housing sites will be safeguarded for housing development. 2) Sites should be developed at an overall capacity which accords generally with the dwelling capacity given for that site. 3) Proposals for the development of sites should have regard to the phasing strategy for the site, site allocation policies and the latest monitoring information on housing supply which may result in alteration to the indicative phasing of sites through the Annual Monitoring Report. 4) The earlier release of identified housing sites will only be considered if:

- a) The Annual Monitoring Report projects that there will not be a five year supply of land for housing;
 - b) The sites can realistically be delivered in the short-term;
 - c) It can be clearly demonstrated that the early release of sites will achieve significant benefits in terms of sustainability and other objectives of the Local Plan;
 - d) It does not unduly impact on other sites coming forward in accordance with the Spatial Strategy.
- 5) In the case of sites not being required in the plan period, sites will be safeguarded for future development beyond the plan period.

2.7 The housing site allocations are shown in site tables below for each settlement area, as listed below:

Abbots Langley & Leavesden
 Bedmond
 Carpenders Park
 Chorleywood
 Croxley Green
 Garston
 Hunton Bridge
 Kings Langley
 Maple Cross
 Mill End
 Oxhey Hall
 Rickmansworth
 Sarratt
 South Oxhey

2.8 The site tables for the housing allocations include the following information:

- Site reference, name and map
- Site size (ha)
- Proposed use(s)

- Indicative dwelling capacity
- Anticipated phasing
- Information on whether the site is greenfield or brownfield land (or mixed)
- Information on whether the site is located within the Green Belt or is considered to be grey belt
- The main development requirements of the site
- Site constraints and other requirements and considerations

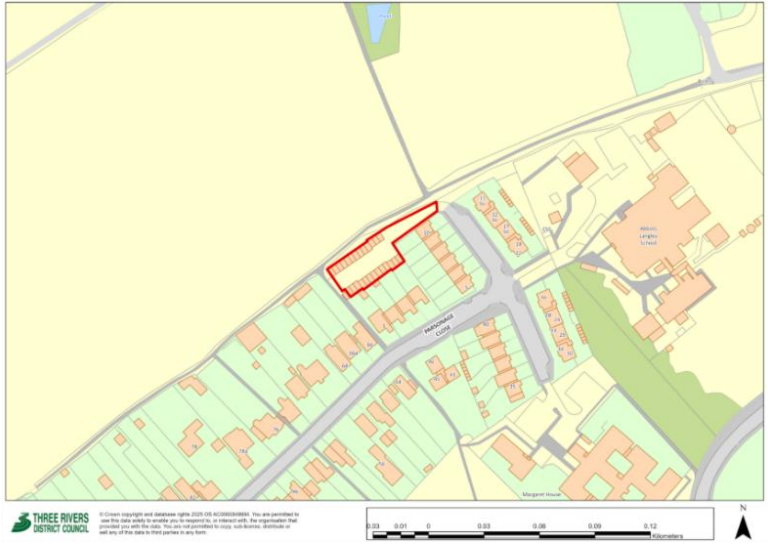
2.9 The housing allocations and associated site tables set out site-specific requirements and/or considerations that would need to be addressed by future proposals for the sites. It should be noted that these are in addition to matters set out in the detailed policies presented in Part I of the Local Plan document, including requirements relating to affordable housing, sustainable transport provision and biodiversity net gain. The site-specific requirements/considerations are not exhaustive but seek to aid future planning assessments by identifying key constraints and issues which are specific to sites. At planning application stage, further information not referenced in the site allocation policies (such as reports or assessments), mitigation or development requirements may be necessary. All future proposals, including allocated sites, need to comply with the full suite of policies in the Local Plan.

2.10 The housing allocation policies included below provide for a total indicative capacity of 7,947 dwellings.

2.11 The site tables for the housing allocations are shown below.

ABBOTS LANGLEY AND LEAVESDEN

H1 – Garage Courts, Parsonage Close

H1 – Garage Courts, Parsonage Close	
SHELAA Reference: AB18 Size: 0.09ha Proposed use(s): Residential Indicative Dwelling Capacity: 5 Phasing: 11 - 16 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt: N/A (Not in Green Belt) Main Development Requirements: - Indicative dwelling capacity of 5 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - Access is to be provided from Parsonage Close - Public Rights of Way run adjacent to the north of the site (Abbots Langley 020) and to the west of the site (Abbots Langley 025), which should be considered in the early stage of design <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Parsonage Close - Improvements to existing footway provision on Parsonage Close to improve connectivity to local services and facilities <u>Historic Environment</u> - The Abbots Langley Conservation Area is situated to the south of the Site. A Heritage Impact Assessment may be required at the planning application stage (and ideally pre-application) stage	

Green Infrastructure, Biodiversity and TPOs

- There are protected trees along the northern boundary of the site (TPO317). Future development will need to take account of the protected trees along the northern boundary with appropriate buffer distances and mitigation measures. An Arboricultural Impact Assessment will be required at the planning application (and preferably pre-application) stage

H2 – Garages, Tibbs Hill Road

H2 – Garages, Tibbs Hill Road	
SHELAA Reference: AB26 Size: 0.1ha Proposed use(s): Residential Indicative Dwelling Capacity: 5 Phasing: 6 - 10 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt N/A (Not in Green Belt) Main Development Requirements: - Indicative dwelling capacity of 5 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - Access is to be provided from Tibbs Hill Road <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Tibbs Hill Road - Improvements to existing footway provision on Tibbs Hill Road to improve connectivity to local services and facilities <u>Historic Environment</u> - The Abbots Langley Conservation Area is situated in close proximity to the west of the site, which any future development must have regard to. A Heritage Impact Assessment may be required at the planning application stage (and ideally pre-application stage)	

H3 – Garages, Jacketts Field

H3 – Garages, Jacketts Field	
SHELAA Reference: AB31 Size: 0.08ha Proposed use(s): Residential Indicative Dwelling Capacity: 9 Phasing: 6 - 10 years Greenfield/Brownfield: Brownfield	 THREE RIVERS DISTRICT COUNCIL © Crown copyright and database rights 2005 OS AC0000000000. You are permitted to use this data solely to enable you to respond to, or extract data from, the information that is provided to you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. 0.01 0.02 0.03 0.04 0.05 0.06 0.07 0.08 0.09 0.10 0.11 0.12 Kilometers N
Green Belt/ Grey Belt: N/A (Not in Green Belt) Main Development Requirements: - Indicative dwelling capacity of 9 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - Access is to be provided from Jacketts Field <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Jacketts Field - Improvements to existing footway provision on Jacketts Field to improve connectivity to local services and facilities <u>Flooding</u> - There is a high risk of surface water flooding to the east of the site along Jacketts Field, where ponding occurs. Suitable mitigation measures should be provided as part of future development to address surface water flood risk at the site	

- The council's Level 2 SFRA (2026) has concluded that due to a quarter of the site being within the 'design' flood event for surface water (1% Annual Exceedance Probability (AEP) plus climate change) a Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage. The FRA should demonstrate avoidance of the highest risk areas or flood resilience and resistance measures that need to demonstrate no increase in flood risk off site. If this cannot be achieved, a small reduction in dwelling capacity may be required

H4 – Garages. Rosehill Gardens

H4 – Garages, Rosehill Gardens	
SHELAA Reference: AB39 Size: 0.08ha Proposed use(s): Residential Indicative Dwelling Capacity: 6 Phasing: 11 - 16 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt N/A (Not in Green Belt) Main Development Requirements: - Indicative dwelling capacity of 6 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - Access is to be from Rosehill Gardens - A Public Right of Way (Abbots Langley 072) is located adjacent to the south of the site. Any development would need to take account of the presence of the Public Right of Way and not affect access to it <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Rosehill Gardens - Improvements to existing footway provision on Rosehill Gardens to improve connectivity to local services and facilities	

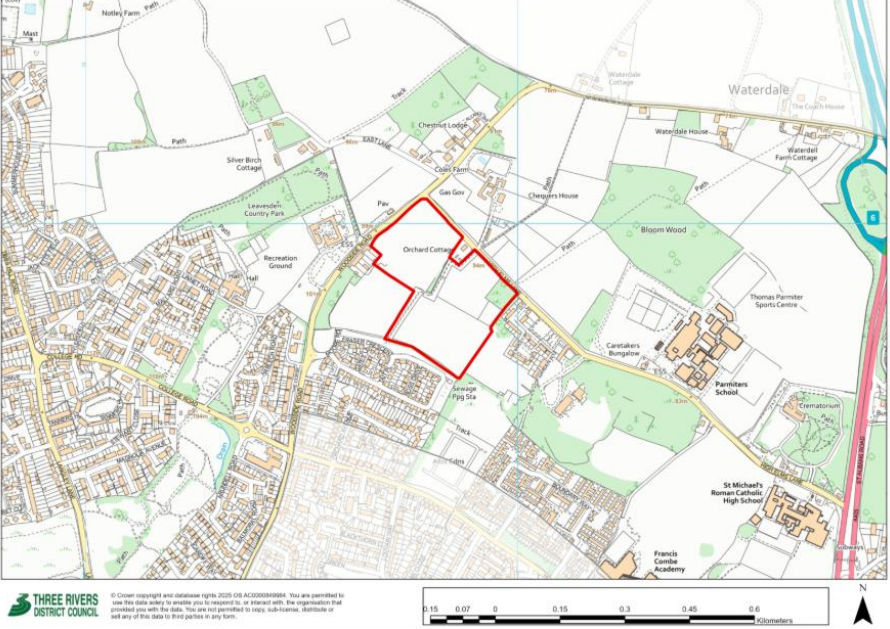
Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- Groundwater levels are between 0.025 and 0.5m below the surface, which may lead to groundwater flood risk. Future development proposals would need to satisfactorily address the groundwater flood risk, providing suitable mitigation where necessary. A Flood Risk Assessment (FRA) may be necessary at the planning application stage

Green Infrastructure, Biodiversity and TPOs

- There are protected trees in close proximity to northwestern corner of the site (TPO724). Future development will need to take account of the TPO near the northwestern corner of the site

H5– Land adjacent to Fraser Crescent and Woodside Road

H5 – Land adjacent to Fraser Crescent and Woodside Road	
SHELAA Reference: CFS3 Size: 7.1ha Proposed use(s): Residential Indicative Dwelling Capacity: 249 Phasing: 1 – 10 years Greenfield/Brownfield: Greenfield	 © Crown copyright and database rights 2020 OS. All rights reserved. You are permitted to use this data solely to enable you to respond to, or interact with, the information that is provided to you with this data. You are not permitted to copy, retransmit, distribute or sell any of this data to third parties in any form.
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: • Indicative dwelling capacity of 249 • Provision of open space / play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • The site should be accessed from Woodside Road • The submission of a Transport Assessment will be required • Upgrades to and creation of pedestrian and cycle routes will be required • There is a Public Right of Way (Abbots Langley 061) that runs along the northwestern section of the site, connecting High Elms Lane and Woodside Road through the site. The design and layout of any development would need to take account of the presence of the Public Right of Way, not	

affect access to the Public Right of Way and consider the impact and timescales if any future diversions are necessary

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Woodside Road and Fraser Crescent
- Improvements to existing footway provision on Woodside Road and Fraser Crescent to improve connectivity to local services and facilities
- Improvements to existing PRow Abbots Langley 060, 061 and 064 to connect to the surrounding existing provision on Chequers Lane, High Elms Lane, Woodside Road and East Lane
- Improvements to existing crossing facilities for pedestrians and cyclists on High Elms Lane
- Provision of crossing facilities for pedestrians and cyclists on Woodside Road
- Provision of crossing facilities for pedestrians and cyclists on Horseshoe Lane
- Improvements to existing bus stop infrastructure on Horseshoe Lane
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead Corridor) SM30 to provide bus priority measures on A41 including bus lanes and priority signals to improve bus service reliability along the route
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- There is a Grade II Listed Building located to the east of the site. The council's high-level Heritage Impact Assessment states that the site's development would have a minor adverse impact on the historic environment, as any urban development may potentially impact the setting of the Listed Building. A Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage to identify the impacts on the heritage assets. Appropriate mitigation on the eastern side of the site would be required

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- Given the site is a large greenfield site, below ground SuDS will not be accepted. All surface water attenuation is to be delivered above-ground, with above-ground conveyance prioritised
- Suitable mitigation to address surface water and groundwater flood risk on areas of the site will be required, including the submission of Flood Risk Assessments at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- There are protected trees located across the site, along all boundaries and within the centre of site (TPO354). Future development will need to take account of the protected trees on site, and any future planning application (and preferably pre-application) will require the submission of an Arboricultural Impact Assessment

Landscape

- The council's Landscape Sensitivity Assessment classified the site as having medium sensitivity to built development. As such at the planning application stage a Landscape and Visual Impact Assessment (LVIA) may be required

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities/Infrastructure

- Thames Water have advised that there is a large sewer to the west of the site, which would need to be incorporated into design at an early stage. Thames Water should also be engaged at an early stage
- The Central East ICB is likely to seek a financial contribution towards medical infrastructure in Abbots Langley

H6 – Land at Warren Court, Woodside Road

H6 – Warren Court, Woodside Road	
SHELAA Reference: CFS4 Size: 0.54ha Proposed use(s): Residential Indicative Dwelling Capacity: 19 Phasing: 1 - 5 years Greenfield/Brownfield: Greenfield	 The map shows a residential development site outlined in red, located at the intersection of Woodside Road and Moore Road. The site is adjacent to various amenities including a sports facility, tennis courts, and a recreation ground. The map also shows surrounding residential areas and green spaces. A scale bar at the bottom indicates distances from 0 to 0.12 kilometers, and a north arrow is present.
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: - Indicative dwelling capacity of 19 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The existing access into the site from Woodside Road should be utilised - An Access Strategy may be needed to mitigate the severance of Woodside Road for vulnerable road users. Pedestrian improvements may also be required <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Woodside Road - Improvements to existing footway provision on Woodside Road to improve connectivity to local services and facilities	

- Improvements to existing bus stop infrastructure on Horseshoe Lane

Historic Environment

- HCC Historic Environment advise that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- Groundwater levels are between 0.5 and 5m below the ground surface, which may lead to groundwater flood risk. Suitable mitigation will be required and a Flood Risk Assessment may be necessary at the planning application stage

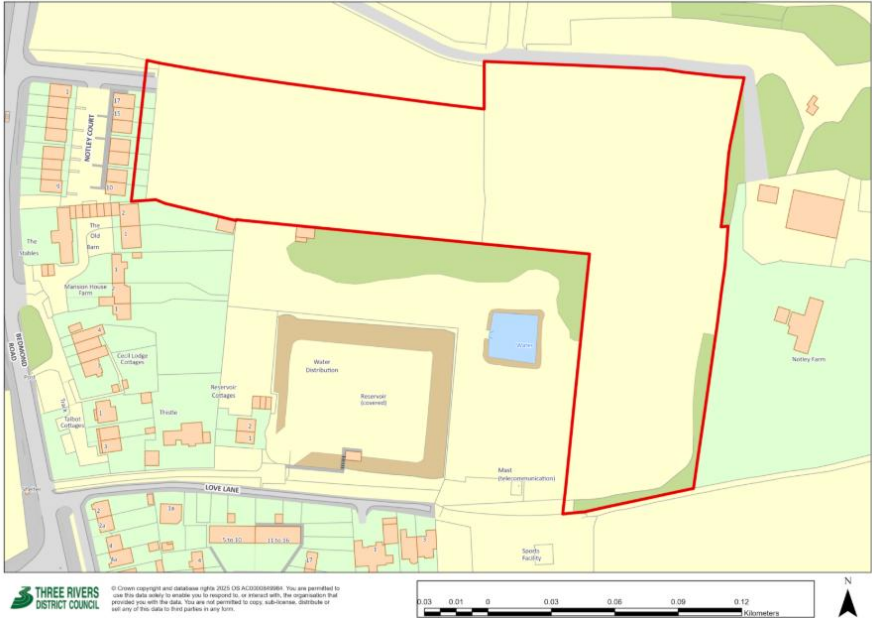
Green Infrastructure, Biodiversity and TPOs

- There is an area TPO covering all trees within the Site (TPO284). Trees should be retained with suitable buffers from future development. An Arboricultural Impact Assessment will be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H7 – Land at Mansion House Equestrian Centre

H7 – Land at Mansion House Equestrian Centre	
SHELAA Reference: CFS6 Size: 2.8ha Proposed use(s): Residential Indicative Dwelling Capacity: 98 Phasing: 1 - 10 years Greenfield/Brownfield: Greenfield	 The map shows a large, irregularly shaped site outlined in red, situated between North Lane to the north and South Lane to the south. To the west of the site are several buildings, including 'Mansion House Farm' and 'The Old Farm'. To the east is 'Nether Farm'. The site itself contains a 'Water Distribution' area and a 'Recreation Ground'. A 'Mast (telecommunications)' is located to the southeast. The map is color-coded: yellow for built-up areas, green for open space, and blue for water. A scale bar at the bottom right indicates distances from 0.00 to 0.12 Kilometers. A north arrow is also present. The map is credited to 'THREE RIVERS DISTRICT COUNCIL'.
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: • Indicative dwelling capacity of 98 • If the site does not come forward with H8, development at H7 must allow development at H8 to share the access point off Bedmond Road (which would involve an access road through the site) • The site is within the Chilterns Beechwoods SAC zone of influence. If the site comes forward with H8, the indicative dwelling capacity would exceed 100 (144 combined with H8). If H7 and H8 come forward together, the sites would be required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and / or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the limited size of the site, a financial contribution will be required • Provision of open space / play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u>	

- Access to the site should utilise the existing access from Notley Court. Early engagement with Herts County Council, including the development of an Access Strategy is strongly encouraged
- HCC have set out that high-quality active travel links should be provided to enable access within the recommended accessibility criteria of 400m to the closest bus services
- A Public Right of Way (Abbots Langley 029) is located to the south of the site, from Love Lane. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Bedmond Road
- Improvements to existing footway provision to connect to the surrounding existing provision on Bedmond Road improve connectivity to local services and facilities
- Improvements to existing PRoW Abbots Langley 029 to connect to the surrounding existing provision on Bedmond Road
- Provision of crossing facilities for pedestrians and cyclists on Bedmond Road
- Improvements to existing bus stop infrastructure on Bedmond Road
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- Mansion House Farmhouse, a Grade II Listed Building, lies immediately to the west of the site. The council's high-level Heritage Impact Assessment states that the site's development would have a minor adverse impact on the historic environment, as development of the site would separate the heritage asset from its setting within the historic agrarian landscape. The design of the scheme should mitigate the impact on the heritage asset. A detailed Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- The LLFA states that given the site is a large greenfield site, below ground SuDS will not be accepted. All surface water attenuation is to be delivered above-ground, with above-ground conveyance prioritised
- Suitable mitigation to address groundwater flood risk on areas of the site will be required and a Flood Risk Assessment (FRA) may be necessary at the planning application stage

Green Infrastructure, Biodiversity and TPOs

- The site is within the Chilterns Beechwoods SAC zone of influence. If the site comes forward with H8, the indicative dwelling capacity would exceed 100 (144 combined with H8). If H7 and H8 come forward together, the sites would be required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and / or maintenance of Suitable Alternative

Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the limited size of the site, a financial contribution will be required

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities/ Infrastructure

- The Central East ICB is likely to seek a financial contribution towards medical infrastructure in Abbots Langley
- The potential to utilise a heat network from the nearby Data Centre (not yet commenced but approved at appeal under planning application reference *23/1068/OUT*) should be explored

H8 – Land at Love Lane

H8 – Land at Love Lane	
SHELAA Reference: PCS21 Size: 1.3ha Proposed use(s): Residential Indicative Dwelling Capacity: 46 Phasing: 1 – 10 years Greenfield/Brownfield: Mixed (Mainly Greenfield)	 The map shows the H8 site at Love Lane, outlined in red. It is a mixed-use site, primarily greenfield. Surrounding features include 'The Old Barn', 'Mansion House Farm', 'Water Distribution', 'Recreation Ground', and 'Love Lane Play Area'. A scale bar and north arrow are also present.
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: - Indicative dwelling capacity of 46 - Vehicular access to the site via Love Lane is not acceptable. If the site does not come forward with H7, development at H8 must utilise H7's access point off Bedmond Road (which would involve an access road through H7) - The site is within the Chilterns Beechwoods SAC zone of influence. If the site comes forward with H7, the indicative dwelling capacity would exceed 100 (144 combined with H7). If H7 and H8 come forward together, the sites would be required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and / or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the limited size of the site, a financial contribution will be required - Provision of open space / play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u>	

- HCC Highways state that access from Love Lane will not be acceptable. Access will have to be provided from Notley Court via site H7 (which would involve an access road through H7). Early engagement with Herts County Council, including the development of an Access Strategy is strongly encouraged
- HCC have stated that high-quality active travel links should be provided to enable access within the recommended accessibility criteria of 400m to the closest bus services
- A Public Right of Way (Abbots Langley 029) is located to the south of the site. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Bedmond Road
- Improvements to existing footway provision to connect to the surrounding existing provision on Bedmond Road improve connectivity to local services and facilities
- Provision of crossing facilities for pedestrians and cyclists on Bedmond Road
- Improvements to existing bus stop infrastructure on Bedmond Road

Historic Environment

- The site abuts the northern end of the Abbots Langley Conservation Area and immediately west lies Mansion House Farmhouse, a Grade II Listed Building. There are also several Locally Listed Buildings to the west of the site. The design of the scheme should mitigate the impact on the heritage asset(s). A detailed Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the Site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- The LLFA states that given the site is a large greenfield site, below ground SuDS will not be accepted. All surface water attenuation is to be delivered above-ground, with above-ground conveyance prioritised
- Suitable mitigation to address groundwater flood risk on areas of the site will be required and a Flood Risk Assessment (FRA) may be necessary at the planning application stage

Green Infrastructure, Biodiversity and TPOs

- The site is within the Chilterns Beechwoods SAC zone of influence. If the site comes forward with H7, the indicative dwelling capacity would exceed 100 (144 combined with H7). If H7 and H8 come forward together, the sites would be required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and / or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the limited size of the site, a financial contribution will be required

Minerals and Waste

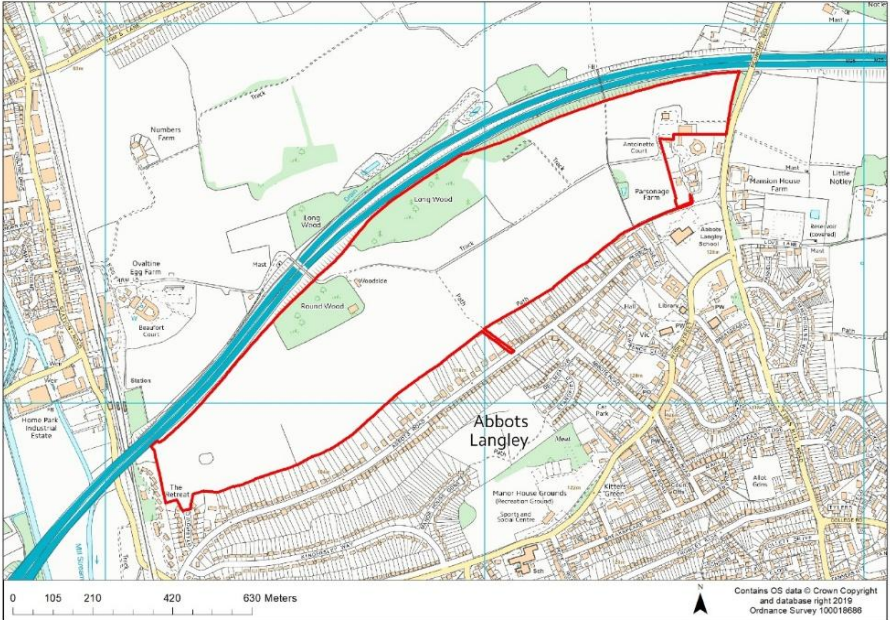
- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported

- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities/ Infrastructure

- The Central East ICB is likely to seek a financial contribution towards medical infrastructure in Abbots Langley
- The potential to utilise a heat network from the nearby Data Centre (not yet commenced but approved at appeal under planning application reference *23/1068/OUT*) should be explored

H9 – The Kings Langley Estate

H9 – The Kings Langley Estate	
SHELAA Reference: CFS26a Size: 58.5ha Proposed use(s): Residential including gypsy and traveller pitches and specialist accommodation with supporting mixed uses including local centre, primary school, medical centre and provision of SANG (and supporting infrastructure) Indicative Dwelling Capacity: 900 Phasing: 1 – 10 years Greenfield/Brownfield: Mixed (Mainly Greenfield)	
Green Belt / Grey Belt The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt. The site is one of those allocated under ministerial direction. Full council considered the site to be Green Belt, given its location on the edge of an area of fundamental importance and considered that it should be retained in the Green Belt, whilst taking into account the wording of the NPPF Main Development Requirements: • Indicative dwelling capacity of 900 • Provision of at least 3 gypsy and traveller pitches • The site is strategic in scale and should provide the following on-site infrastructure: ○ Local centre ○ 2FE primary school including nursery provision to be provided within either site H9 or H37 ○ 2 settings (minimum 70 units per setting) of housing with care units	

- Medical centre (or provide locally)
- Nursing home (70-80 beds)
- 6 supported living units
- Suitable Alternative Natural Greenspace (SANG) within the site.
- Open space / play space

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- Future vehicular access can be created from Bedmond Road and Little How Croft. Engagement with HCC Highway (and submission of a Highways pre-application) at the earliest stage is strongly encouraged
- If access is provided via Little Howcroft, improvements to the Gallows Hill/Abbots Road junction should be undertaken
- An Access Strategy and Transport Assessment is required at the planning application (and preferably pre-application) stage
- Upgrades to the bus network including re-routing of services (including into the site) and new bus stops will be required
- Upgrades to and creation of pedestrian and cycle routes will be required
- There are two Public Rights of Way which run through the site in a north to south direction (Abbots Langley 023 and 021) and another Public Right of Way (Abbots Langley 020) along the southern boundary. The design and layout of any development would need to take account of the presence of Public Rights of Way in and adjoining the site, not affect access to the Public Rights of Way and consider the impact and timescales if any future diversions are necessary

Mitigation Measures Identified in the Transport Assessment (split across sites CFS26a and CFS26c)

- Provision of a mobility hub
- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Bedmond Road, Abbots Road, Little How Croft, Egg Farm Lane and Toms Lane
- Improvements to existing PRow Abbots Langley 019, 020, 021, 022 and 023 across the site to connect to the surrounding existing provision on Bedmond Road, Abbots Road, Little How Croft, Egg Farm Lane and Toms Lane
- Improvements to existing footway provision to connect to the surrounding existing provision on Bedmond Road, Abbots Road, Little How Croft, Egg Farm Lane and Toms Lane to improve connectivity to key destinations in Abbots Langley and Kings Langley including Kings Langley Railway Station and primary and secondary schools
- Provision of crossing facilities for pedestrians and cyclists on Bedmond Road, Abbots Road, Station Road and Toms Lane
- Contribution to extension of existing bus services into the site, along with associated high-quality infrastructure e.g. bus stops, seating, shelters, real time information boards
- Improvements to existing bus stop infrastructure on Bedmond Road, High Street, Gallows Hill Lane and Station Road

- Contribution to improvements at Kings Langley Railway Station
- Contribution to car club
- Contribution to LCWIP Cycle Route 17 which will provide stepped cycle tracks along Old Mill Lane, Hunton Bridge Hill, Lauderdale Road and Station Road to improve walking and cycling connections to Kings Langley Railway Station
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead Corridor) SM19a to provide a Park and Ride close to Kings Langley Railway Station to assist with reducing vehicular trips to Watford and Hemel Hempstead
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead Corridor) SM30 to provide bus priority measures on A41 including bus lanes and priority signals to improve bus service reliability
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead Corridor) SM31 to enhance local-express bus services between Hemel Hempstead and Watford (including Abbots Langley), as well as maintaining and enhancing existing bus routes to better serve trips to key workplace destinations
- Provision of Travel Plans to set out measures and initiatives for different land uses to encourage mode shift

Social and Community

- On-site provision of local centre
- 2FE primary school including nursery provision to be provided within either site H9 or H37
- On-site provision of 2 settings (minimum 70 units per setting) of housing with care units
- On-site provision of medical centre (or provide locally)
- On-site provision of a nursing home (70-80 beds)
- On-site provision of 6 supported living units

Historic Environment

- Abbots Langley Conservation Area is located to the southeast of Abbots Road. To the east of the site, there is a Grade II* Listed Building (Tithe Barn).
- The council's high-level Heritage Assessment suggested that development of the site would result in a minor adverse impact on the historic environment. Development of the site could change the surviving historic agrarian setting of the Listed Building and a mitigation strategy to help maintain an element of a rural setting at the eastern end of the site should be considered in any future design proposals. A Heritage Impact Assessment should be submitted at the planning application (and preferably pre-application) stage
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- There is a low to high surface water flow route running along the site's redline boundary to the north and ponding located centrally. Any future development would need to satisfactorily address the surface water flood risk, providing suitable drainage mitigation where necessary
- There is small area in the southwest of the site (approximately 14% of the site area) which is at moderate-high risk of groundwater flooding to surface and subsurface assets, with the possibility

of groundwater emerging at the surface locally. Suitable mitigation measures should be provided as part of future development to address groundwater flood risk at the site

- A site-specific Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- There is an area of ancient woodland (Long Wood and Round Wood) adjacent to the central northern boundary. This, along with a large number of trees across the site – especially to the east, west and north – are also covered by TPOs (TPO317, TPO089, TPO196). Future development will need to take account of protected trees within the site and future proposals will require the submission of an Arboricultural Impact Assessment at the planning application (and preferably pre-application) stage
- There is a Local Wildlife Site (Long Wood) located in the central northern section of the site. Proposals should consider the LWS from the earliest stage of design and provide a buffer area from the LWS. The submission of an Ecological Impact Assessment (or similar) will be required at the planning application (and/or pre-application) stage
- The site is within the Beechwoods SAC zone of influence. As the indicative dwelling capacity exceeds 100, it is required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and/or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Early engagement with Natural England and developers of other sites in the vicinity requiring a financial contribution to SANG is strongly recommended. The on-site provision of SANG should be completed prior to first occupation of the development on site

Landscape

- The council's Landscape Sensitivity Assessment scored the site as having a medium-high sensitivity to built development. Given this and the scale of development, a Landscape and Visual Impact Assessment (LVIA) must be submitted at a planning application (and preferably pre-application) stage.

Environmental Health and Pollution

- Development of the site should take into account the presence of potential noise and air quality issues arising from the site's close proximity to the M25 and railway. Relevant assessments and reports (such as noise and air quality), including details of mitigation measures should be submitted at the planning application (and preferably pre-application) stage
- In terms of contamination, there was a permitted waste application (W/0322/56) in a small part of the site in 1956 and records show that the site coincides with the Historic Landfill site at Ovaltine Farm, Abbots Langley (Ref: EAHLD12313). The developer is encouraged to engage with the council's environmental health department with regards to any potential contamination at the site

Minerals and Waste

- HCC Minerals and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage
- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported

Utilities and Infrastructures

- Given the scale of future development at the site, it is likely to require upgrades to the wastewater network. The developer (in consultation with the Local Planning Authority) should liaise with Thames Water at the earliest opportunity to determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development
- Future development at the site should also take into account other permitted development in the vicinity, such as the 80,000 sqm Data Centre (approved at appeal under planning application reference 23/1068/OUT) off Bedmond Road, to determine the required upgrades to enable developments of this scale

H10 – Hill Farm Industrial Estate

H10 – Hill Farm Industrial Estate, Hill Farm Avenue	
SHELAA Reference: H6 Size: 0.57ha Proposed use(s): Residential Indicative Dwelling Capacity: 60 Phasing: 1 - 5 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt: N/A (Not in Green Belt). Main Development Requirements: - Indicative dwelling capacity of 60 - Play space/open space would not be required given the brownfield nature of the site and proximity to open space and play space, however, a financial requirement to improve local open space/play space may be required Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The existing access via Hill Farm Avenue should be utilised <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Hill Farm Avenue - Improvements to existing footway provision on Hill Farm Avenue to improve connectivity to local services and facilities - Improvements to existing bus stop infrastructure on Hill Farm Avenue	

- Provision of Travel Plan Statement to set out measures and initiatives to encourage mode shift

Minerals and Waste

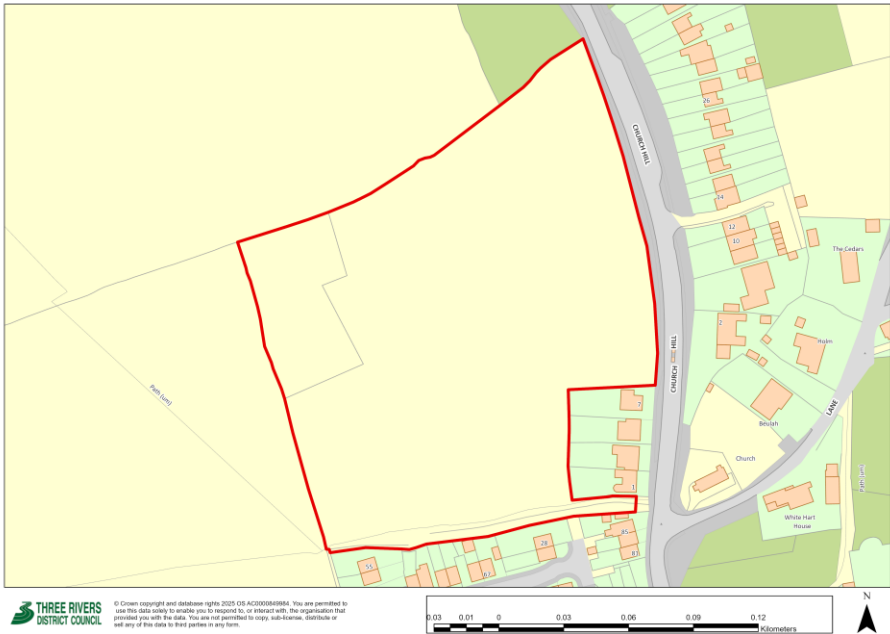
- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities/ Infrastructure

- The site is located close to Affinity Water apparatus. Developers will be expected to engage with Affinity Water as early as is practicable to ensure that these are taken into consideration as plans are developed

BEDMOND

H11 – Church Hill Road

H11 – Church Hill Road	
SHELAA Reference: CFS56 Size: 2.9ha Proposed use(s): Residential and specialist accommodation Indicative Dwelling Capacity: 102 Phasing: 1 - 10 years Greenfield/Brownfield: Greenfield	 The map shows the site boundary in red, situated between Church Hill Road and a residential area. The site is adjacent to a church and several houses. The map includes a scale bar (0 to 0.12 kilometers) and a north arrow.
Green Belt / Grey Belt: The site is grey belt. Given its location adjoining a washed over Green Belt village and grey belt categorisation, the site has been retained in the Green Belt Main Development Requirements: • Indicative dwelling capacity of 102 • On-site provision of a 4-bedroom children's home (HCC to be involved in the masterplanning process) • The site is within the Chilterns Beechwoods SAC zone of influence. As the indicative dwelling capacity exceeds 100 it is required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and / or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the limited size of the site, a financial contribution will be required • Provision of open space/play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u>	

- There is an existing access from Church Hill Road which would require improvement works such as widening in order to facilitate the scale of development proposed
- A Public Right of Way (Abbots Langley 018) runs along the southern boundary of the site. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Church Hill
- Improvements to existing footway provision on Church Hill to improve connectivity to local services and facilities
- Improvements to existing PRow Abbots Langley 018 to connect to the surrounding existing provision on Church Hill and Seabrook Road
- Provision of crossing facilities for pedestrians and cyclists on Church Hill
- Improvements to existing bus stop infrastructure on the High Street
- Provision of Travel Plans to set out measures and initiatives to encourage mode shift

Social and Community

- On-site provision of a 4-bedroom children's home (HCC to be involved in the masterplanning process)

Historic Environment

- There are two Listed Buildings on the opposite side of Church Hill Road to the east of the site (Church of the Ascension and White Hart), which should be considered in the design of any proposals at the site at the earliest stage. Given the proximity of the Listed Buildings, any planning application (and preferably pre-application) would need to be accompanied by a Heritage Impact Assessment thoroughly examining any impacts to the heritage assets (including possible mitigation) and there should be early discussions with the conservation officer on layout and height of development
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- Given the site is a large greenfield site, below ground SuDS will not be accepted. All surface water attenuation is to be delivered above-ground, with above-ground conveyance prioritised
- There is a surface water flow path at low-medium risk of surface water flooding; this flows from the north-eastern corner to the centre of the site. Any development would need to provide suitable mitigation to address surface water flood risk on areas of the site and a Flood Risk Assessment (FRA) may be necessary at the planning application stage

Biodiversity, Green Infrastructure and TPOs

- The site is within the Chilterns Beechwoods SAC zone of influence. As the indicative dwelling capacity exceeds 100, it is required to deliver suitable mitigation and/or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and/or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the limited size of the site, a financial contribution will be required
- There are several protected trees spread around the centre of the site, and a row of protected trees along the western boundary (TPO901). Future development will need to take account of these protected trees and an Arboricultural Impact Assessment will be required at the planning application stage (and preferably pre-application stage)

Landscape

- The council's Landscape Sensitivity Assessment classifies the site as having a medium sensitivity to built development. A Landscape and Visual Impact Assessment may be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H12 – 56 High Street

H12 – 56 High Street, Bedmond	
SHELAA Reference: NSS2 Size: 0.4ha Proposed use(s): Residential with potential provision of class E commercial space (viability dependent) Indicative Dwelling Capacity: 20 Phasing: 1 – 5 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt: The site is grey belt. Given its brownfield nature, location within a washed over Green Belt village and grey belt categorisation, the site has been retained in the Green Belt Main Development Requirements: • Indicative dwelling capacity of 20 • Provision of Class E commercial space (viability dependent) Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • There is an existing vehicular access from the High Street on the western boundary of the site which should be utilised <u>Mitigation Measures Identified in the Transport Assessment</u> • Provision of high-quality walking routes across the site that connect to the surrounding highway network on the High Street • Improvements to existing footway provision on the High Street to improve connectivity to local services and facilities	

- Improvements to existing bus stop infrastructure on the High Street

Historic Environment

- Grade II Listed Buildings are situated to the north and south of the site respectively. Additionally, Locally Listed Buildings are located to the south along the High Street. Development would need to take into consideration the heritage assets adjacent to the site. Whilst the council's high-level Heritage Impact Assessment considers the site to have a neutral impact on the historic environment, a Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage, given the proximity to heritage assets

Flooding/Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- There is a low to high surface water flood risk to the south of the site. Suitable mitigation to address surface water flooding and ground water flooding would be required and a Flood Risk Assessment (FRA) may be necessary at the planning application stage

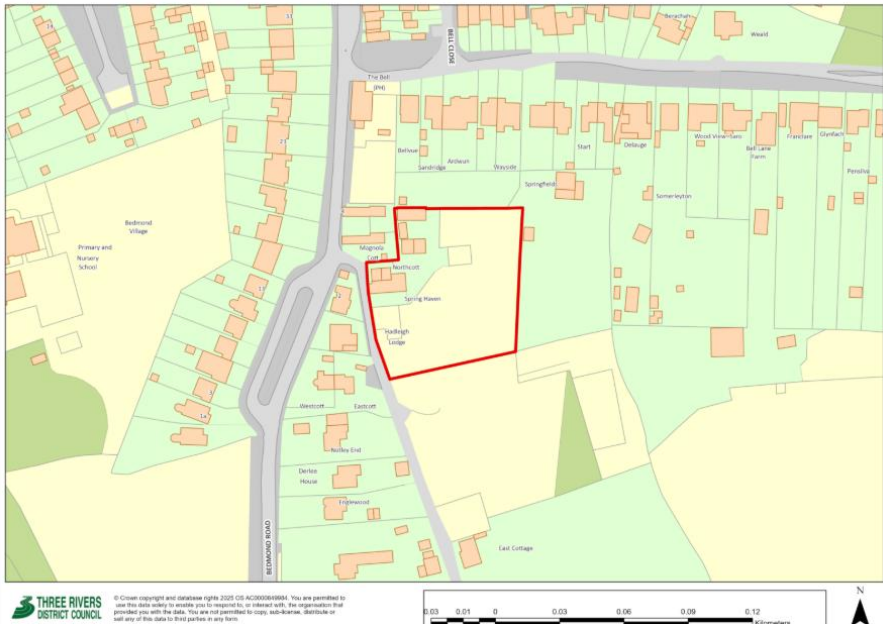
Green Infrastructure, Biodiversity and TPOs

- There is a TPO along the southern boundary of the site (TPO371). Protected trees on the southern boundary are required to be retained. The submission of an Arboricultural Impact Assessment may be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H13 - North Cott, East Lane

H13 – North Cott East Lane, Bedmond	
SHELAA Reference: NSS6a Size: 0.47ha Proposed use(s): Residential Indicative Dwelling Capacity: 16 Phasing: 1 – 5 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt: The site is grey belt. Given its brownfield nature, location adjoining a washed over Green Belt village and grey belt categorisation, the site has been retained in the Green Belt Main Development Requirements: - Indicative dwelling capacity of 16 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The existing access to the site is via a residential driveway to the northwest of the site branched off from East Lane. There is also a gated entrance at the southwest of the site off East Lane (although this falls outside of the red line boundary of the site) - Following discussions with HCC highways during the allocation process, there are two access solutions. These options are either to utilise the existing access towards the north of the site or utilise the access beyond the south of the site. Both of these options would require improvement works to ensure that visibility splays meet HCC Highway standards. HCC Highways have also stated that at planning application stage they require the submission of site layouts and swept path analysis to ensure that an emergency vehicle and refuse vehicle can enter into the site and turn around to egress in forward gear onto the highway	

- The enhancement of crossing facilities of the High Street may be expected by HCC Highways
- Early engagement with HCC Highways (including the submission of a Highways Pre-App) is strongly recommended

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on East Lane
- Improvements to existing footway provision on East Lane and High Street to improve connectivity to local services and facilities

Historic Environment

- There are a number of Grade II and Locally Listed Buildings along the High Street to the north of the site A Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage examining the potential impacts on nearby heritage assets and possible mitigation measures
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- There is a small area within the east of the site at low-medium risk of surface water flooding. Development would be subject to appropriate mitigation measures to address the risk of surface water flooding and a Flood Risk Assessment (FRA) may be necessary at the planning application stage

Green Infrastructure and Biodiversity

- HCC Ecology state that illumination should be kept to a minimum to protect adjacent habitats

Minerals and Waste

- HCC Minerals and Waste stated the encouragement on opportunistic extraction of minerals for use on site prior to non-mineral development
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

CARPENDERS PARK

H14 – Land at Oxhey Lane

H14 – Land at Oxhey Lane	
SHELAA Reference: CFS13 Size: 2.8ha Proposed use(s): Residential Indicative Dwelling Capacity: 98 Phasing: 1 - 10 years Greenfield/Brownfield: Greenfield	 © Crown copyright and database rights 2015 OS. All rights reserved. You are permitted to use this data solely to enable you to respond to, or interact with, the information that provides you with the data. You are not permitted to copy, re-form, distribute or sell any of this data to third parties in any form.
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: • Indicative dwelling capacity of 98 • Provision of open space/play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • Access is required to be from Oxhey Lane <u>Mitigation Measures Identified in the Transport Assessment</u> • Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the Oxhey Lane	

- Improvements to existing footway provision on Oxhey Lane to improve connectivity to local services and facilities
- Provision of crossing facilities for pedestrians and cyclists on Oxhey Lane at vehicular accesses
- Improvements to existing bus stop infrastructure on Oxhey Lane
- Provision of a Travel Plan to set out measures and initiatives for different land uses to encourage mode shift

Historic Environment

- A Grade II Listed Building is situated to the western side of Oxhey Lane directly opposite the site. The council's high-level Heritage Impact Assessment states that the site's development would have a minor adverse impact on the historic environment, as the setting of the Listed Building would have historically been in an agricultural landscape. A Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage to identify the impacts on the heritage assets and appropriate mitigation measures
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- Whilst there is low risk of surface water flooding along the southern boundary of the site, proposals would need to provide suitable mitigation to address any potential surface water flood risk, and a Flood Risk Assessment (FRA) may be necessary at the planning application stage

Green Infrastructure, Biodiversity and TPOs

- There are protected trees at the southwestern tip of the Site (TPO181). Future developments will need to take account on the TPO in the site and the submission of an Arboricultural Impact Assessment may be necessary at the planning application stage

Landscape

- The council's Landscape Sensitivity Assessment classifies the site as having a medium-low sensitivity to built development, so a Landscape and Visual Impact Assessment (LVIA) may be necessary at the planning application stage.

Minerals and Waste

- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities and Infrastructure

- A medium pressure gas pipeline runs along the northern and eastern boundaries of the Site. An appropriate buffer distance is likely to be required from the pipeline to any development. Cadent Gas must be consulted as part of any application

H15 – Land North of Oxhey Lane

H15 – Land North of Oxhey Lane	
SHELAA Reference: CFS14 Size: 3.4ha Proposed use(s): Residential and community space Indicative Dwelling Capacity: 96 Phasing: 1 - 10 years Greenfield/Brownfield: Mixed (mainly greenfield)	
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements • Indicative dwelling capacity of 96 • On-site provision of community space • Provision of open space/play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • Access is required to be from Oxhey Lane <u>Mitigation Measures Identified in the Transport Assessment</u> • Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the Oxhey Lane • Improvements to existing footway provision on Oxhey Lane to improve connectivity to local services and facilities	

- Provision of crossing facilities for pedestrians and cyclists on Oxhey Lane at vehicular accesses
- Improvements to existing bus stop infrastructure on Oxhey Lane
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Social and Community

- On-site provision of community space

Historic Environment

- Listed Buildings associated to Oxhey Grange are located on the western side of A4008. The council's high-level Heritage Impact Assessment states that the site's development would have a minor adverse impact on the historic environment and the setting of the Listed Building. Any scheme will have to consider the impact on the setting of Oxhey Hall and building heights may need to be limited to ensure that the setting is not harmed. At the planning application stage (and preferably pre-application stage), a Heritage Impact Assessment would be required to identify the impacts on the listed buildings and their setting, as well as to recommend appropriate mitigation measures
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- There are small, scattered areas at high-low risk of surface water flooding located to the north. A strip of land at high risk of surface water flooding is present along the south eastern boundary. Mitigation measures will be necessary to prevent surface water flooding. A Flood Risk Assessment (FRA) should be submitted at the planning application stage

Green Infrastructure, Biodiversity and TPOs

- There are protected trees to the east and south of the site (TPO181) and a large coverage of trees throughout the site. Future development will need to take account of the TPOs and other trees within the site. An Arboricultural Impact Assessment will be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Environmental Health and Pollution

- HCC Minerals & Waste have identified that the site coincides with a historic landfill site and is adjacent to another landfill site. Detailed investigation and consultations are required to determine the extent of possible contamination and measures required to mitigate and remediate contamination

Utilities and Infrastructure

- A medium pressure gas pipeline runs through the north of the site. An appropriate buffer distance is likely to be required from the pipeline to any development. Cadent Gas must be consulted as part of any application

H16 – Grange Wood

H16 – Grange Wood, Oxhey Lane, WD19 5RA	
SHELAA Reference: NCFS11 Size: 1.4ha Proposed use(s): Residential Indicative Dwelling Capacity: 50 Phasing: 1 – 5 years Greenfield/Brownfield: Brownfield	 The map shows the site location within the local area. Key features include Oxhey Lane, Grange Wood, and various residential plots. A scale bar and north arrow are included at the bottom of the map.
Green Belt / Grey Belt: The site was located within the Green Belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: • Indicative dwelling capacity of 50 • Provision of open space/play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • The existing access is via Oxhey Lane, which should be utilised, although improvement works will be required to facilitate the scale of development proposed <u>Mitigation Measures Identified in the Transport Assessment</u> • Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Oxhey Lane • Improvements to existing footway provision on Oxhey Lane to improve connectivity to local services and facilities	

- Improvements to existing bus stop infrastructure on Oxhey Lane
- Provision of Travel Plan Statement to set out measures and initiatives to encourage mode shift

Historic Environment

- There are two Grade II Listed Buildings to the south of the site and the Watford Heath Conservation Area (located outside of Three Rivers) adjoins the north of the site. The council's high-level Heritage Impact Assessment states that the site's development would have a minor adverse impact on the historic environment
- A Heritage Impact Assessment would be required at the planning application (and ideally pre-application) stage to identify the impacts on the heritage assets and appropriate mitigation measures including planting of vegetation and the density and siting of development

Flooding

- There is low to high surface water flood risk on Pinner Road/Oxhey Lane and this could impact access and egress of the site. As advised by the LLFA, an access and egress assessment is recommended to be submitted at a planning application (including possible mitigation measures). Suitable mitigation to address the risk of surface water flooding would be required for any development at the site. A Flood Risk Assessment (FRA) should be submitted at the planning application stage

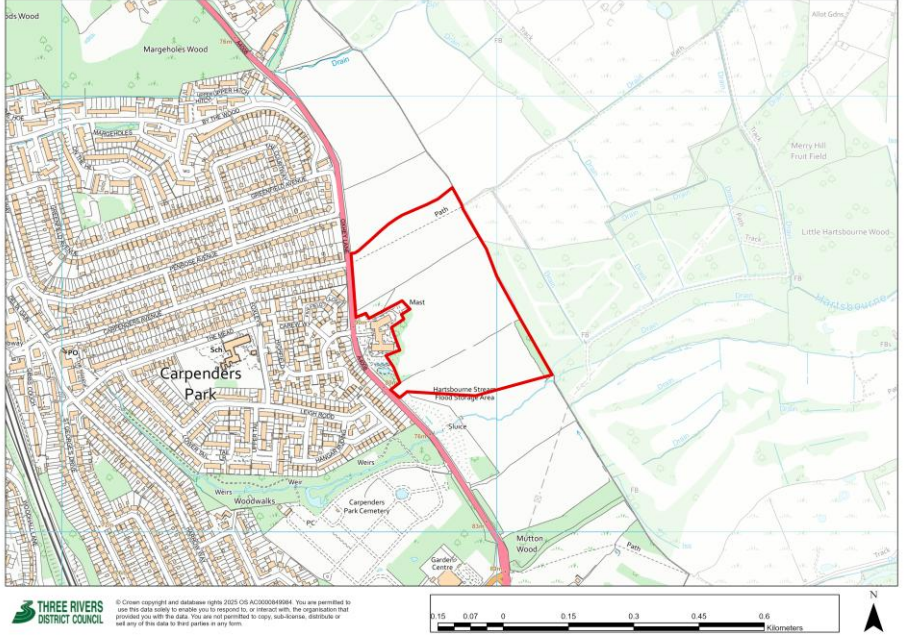
Green Infrastructure, Biodiversity and TPOs

- Sherwood Park, an Ancient Woodland, is situated to the east of the Site. It is a mixed deciduous woodland and light spill on adjacent trees / woody habitats should be avoided. Additionally, there should be a buffer zone between development and the Ancient Woodland
- There is a local wildlife site adjacent to the west of the site. HCC Ecology stated that a Preliminary Ecological Appraisal and/or Preliminary Roost Assessment may be required to determine ecological interest and impacts of any development at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste state that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H17 - Land East of Oxhey Lane

H17 – Land East of Oxhey Lane	
SHELAA Reference: NCFS12 Size: 12.7ha Proposed use(s): Residential and specialist accommodation Indicative Dwelling Capacity: 381 Phasing: 1 – 10 years Greenfield/Brownfield: Greenfield	 THREE RIVERS DISTRICT COUNCIL © Crown copyright and database rights 2015 OS AC300040801. You are permitted to use this data solely to enable you to reproduce, or re-use with, the information that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of the data to third parties in any form. 0 0.15 0.3 0.45 0.6 Kilometers
Green Belt / Grey Belt The site was located within the Green Belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt. The site is one of those allocated under ministerial direction. Full council considered the site to be Green Belt, given its location on the edge of an area of fundamental importance and considered that it should be retained in the Green Belt, whilst taking into account the wording of the NPPF Main Development Requirements: • Indicative dwelling capacity of 381 • Provision of C2 use class extra-care housing (housing with care) (60 units) • Provision of C2 use class children's care home (4 bedrooms) • Provision of play space/open space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • Future vehicular access can be created from Oxhey Lane. Early engagement with HCC Highway (and submission of a Highways pre-application) is encouraged • An Access Strategy and Transport Assessment is required at the planning application (and preferably pre-application) stage	

- Pedestrian links into the centre of Carpenders Park is limited from the site. Improvement to pedestrian infrastructure may be required as part of future development proposals
- There is a Public Right of Way (Watford Rural 013) which run across the north of the site from west to east. The design and layout of any development would need to take account of the presence of Public Rights of Way in or adjoining the site, not affect access to the Public Right of Way and consider the impact and timescales if any future diversions are necessary

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the Oxhey Lane
- Improvements to existing PRoW Watford Rural 013 and Bushey 025 across the site to connect to the surrounding existing provision on the Oxhey Lane and Merry Hill Road
- Improvements to existing footway provision on Oxhey Lane to improve connectivity to local services and facilities
- Provision of crossing facilities for pedestrians and cyclists on Oxhey Lane at vehicular accesses
- Contribution to extension of existing bus services into the site, along with associated high-quality infrastructure e.g. bus stops, seating, shelters, real time information boards
- Improvements to existing bus stop infrastructure on Oxhey Lane
- Contribution to improvements to the priority junction of Oxhey Road and Carpenders Avenue to improve pedestrian and cycle facilities and to reduce congestion and queuing of traffic during peak periods
- Contribution to Car Club
- Contribution to LCWIP Walking Route 4 which will improve walking and cycling between Carpenders Avenue between Carpenders Park Overground Station and Oxhey Lane to improve connections to Carpenders Park Overground Station
- Contribution to SWHGTP Package 8 (Watford South) LP7 PR40 to enhance road, cycle and pedestrian links over the railway line linking South Oxhey and Carpenders Park area
- Contribution to SWHGTP Package 8 (Watford South) LP7 PR103 to enhance the pedestrian and cycle environment on Delta Gain and Gibbs Couch on the approach to Carpenders Park Overground Station
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Social and Community

- Provision of extra-care housing (housing with care) (60 units)
- Provision of children's care home (4 bedrooms)

Design

- The Ministry of Defence (MoD) has advised that development resulting in the creation of attractant environments for large and flocking bird species are hazardous to aviation, so this should be avoided

Historic Environment

- Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- A small proportion of the site is located within Flood Zone 3b due to the site's proximity to the Hartsbourne Stream and FSA embankments
- The site is also partially at risk of surface water flooding. Any development would be required to provide suitable mitigation to address surface water flood risk
- The council's Level 2 SFRA (2026) has concluded that development should be restricted to Flood Zone 1, with areas in Flood Zones 2 and 3 preserved as public green space. Detailed modelling should be carried out to demonstrate safe access and egress in the 1% AEP plus climate change surface water and fluvial events. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage, with the risk of blockage to the culvert sections of Oxhey Stream assessed within any FRA

Green Infrastructure, Biodiversity and TPOs

- HCC Ecology have suggested measures to avoid light spill on adjacent trees / woody habitats should be considered. The submission of a Preliminary Ecological Appraisal should be submitted at the planning application (and preferably pre-application) stage. Early engagement with HCC Ecology is encouraged
- There are multiple protected trees (TPO 937) across the site and future development will need to take account of these TPOs (including mitigation of buffer distances as appropriate). An Arboricultural Impact Assessment will be required at the planning application stage (and preferably pre-application stage)

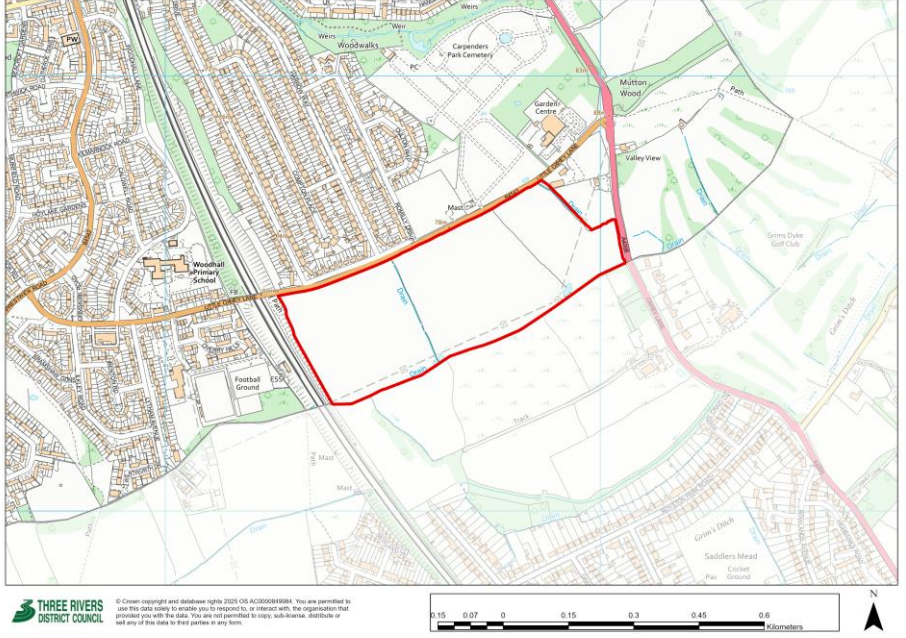
Landscape

- The council's Landscape Sensitivity Assessment scored the site as having a medium sensitivity to built development. As such at the planning application stage a Landscape and Visual Impact Assessment (LVIA) will be required

Minerals and Waste

- HCC Mineral and Waste stated that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H18 – South of Little Oxhey Lane

H18 – South of Little Oxhey Lane	
SHELAA Reference: PCS47 Size: 19.4ha Proposed use(s): Residential, medical centre and community facilities Indicative Dwelling Capacity: 400 Phasing: 6 – 16 years Greenfield/Brownfield: Greenfield	 © Crown copyright and database rights 2023 OS. All rights reserved. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. THREE RIVERS DISTRICT COUNCIL Scale: 0.15 0.07 0 0.15 0.3 0.45 0.6 Kilometers
Green Belt / Grey Belt The site was located within the Green Belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt. The site is one of those allocated under ministerial direction Main Development Requirements: • Indicative dwelling capacity of 400 • Provision of on-site medical centre • Provision of community facilities such as allotments and amphitheatre • Provision of open space / play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • Future vehicular access can be created from Little Oxhey Lane. There is a single-width bridge on Oxhey Lane to the immediate west of the site, which may experience capacity issues, with mitigation potentially required. Early engagement with HCC Highway (and submission of a Highways pre-application) is strongly encouraged • An Access Strategy and Transport Assessment is required at the planning application (and preferably pre-application) stage	

- Upgrades to and creation of pedestrian and cycle routes will be required

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Little Oxhey Lane
- Improvements to existing footway provision on Little Oxhey Lane to improve connectivity to local services and facilities
- Provision of crossing facilities for pedestrians and cyclists on Little Oxhey Lane
- Improvements to existing bus stop infrastructure on Little Oxhey Lane
- Contributions to improvements at Carpenders Park Overground Station
- Contribution to improvements to the priority junction of Oxhey Road and Carpenders Avenue to reduce congestion and queuing of traffic during peak periods
- Contribution to Car Club
- Contribution to LCWIP Cycle Route 6 which will improve walking and cycling along Prestwick Road to improve connections to Carpenders Park Overground Station
- Contribution to SWHGTP Package 8 (Watford South) LP7 PR40 to enhance road, cycle and pedestrian links over the railway line linking South Oxhey and Carpenders Park area
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Social and Community

- Provision of on-site medical centre
- Provision of community facilities such as allotments and amphitheatre

Historic Environment

- To the south-west of the site there is a London Coal Duty Marker on the county boundary on the railway embankment (Grade II Listed), with other Grade II Listed Buildings located to the south-east (Oxhey Lane Farmhouse, Stable in the grounds of Melodies)
- The council's high-level Heritage Assessment suggested that development of the site would result in a minor adverse impact on the historic environment. A Heritage Impact Assessment should be submitted at the planning application (and preferably pre-application) stage to ensure the setting of the heritage assets are appropriately considered and whether mitigation is required
- HCC Historic Environment advised that the Site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- There are two unmapped watercourses within the site boundary. A site-specific Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage
- Little Oxhey Lane and Oxhey Lane are both at risk of flooding from surface water (ranging from low-high risk), at points along the northern and eastern site boundaries. A flow path ranging from

low-medium risk flows southwards across the centre of the site. Suitable mitigation measures should be provided as part of future development to address surface water flood risk at the site

Environmental Health and Pollution

- The site's southern boundary is adjacent to Harrow AQMA, which covers the whole borough. Consideration should be given to air quality which may have an impact on the future occupiers of the site. Relevant Assessments and reports may be required at the planning application (and preferably pre-application) stage

Utilities and Infrastructures

- Development must take into account the siting of the overhead powerlines which run from east to west of the site and developers should engage with the relevant utilities/infrastructure providers who are responsible for the overhead powerlines as early in the design process as possible
- A medium pressure gas pipeline runs along the southern boundary of the site. An appropriate buffer distance from the pipeline may be required. Early consultation with Cadent Gas is strongly recommended. Cadent Gas should be consulted during the planning application

Minerals and Waste

- HCC Mineral and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

CHORLEYWOOD

H19 – Heath House, Rickmansworth Road

H19 – Heath House, Rickmansworth Road, Chorleywood	
SHELAA Reference: ACFS1 Size: 0.2ha Proposed use(s): Residential Indicative Dwelling Capacity: 5 Phasing: 1 – 5 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt: The site is considered to be grey belt. Given its brownfield nature and grey belt categorisation, the site has been retained in the Green Belt Main Development Requirements: - Indicative dwelling capacity of 5 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The existing access via Rickmansworth Road should be utilised although improvement works such as widening may be necessary <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on the A404 Rickmansworth Road - Improvements to existing footway provision on the A404 Rickmansworth Road to improve connectivity to local services and facilities <u>Design</u>	

- The replacement building (serving flats) should be designed to reflect a detached dwelling to suit the character of the area

Historic Environment

- There are a number of Listed Buildings and heritage assets in the vicinity. This includes a Grade II Listed Telephone Kiosk at Rickmansworth Road abutting the northeastern boundary, a Grade II Listed Building, Christ Church to the west of the site and a Grade II Listed Building, The Court, to the east of the site. The site is also situated within the Chorleywood Common Conservation Area. A Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage to identify the impacts on the heritage assets and appropriate mitigation measures. Early engagement with the council's conservation officer is also strongly encouraged
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- There is low-medium risk of surface water flooding within the northern portion of the site and along the northern and eastern boundaries. Future development would be subject to appropriate mitigation measures to address the risk of surface water flooding
- The council's Level 2 SFRA (2026) has concluded that arrangements for safe access and escape will need to be provided for the 1% AEP surface water events with an appropriate allowance for climate change, considering depth, velocity, and hazard. Design and access arrangements will need to incorporate measures, so development and occupants are safe. This information including a Flood Risk Assessment (FRA) will need to be submitted at the planning application (and preferably pre-application) stage

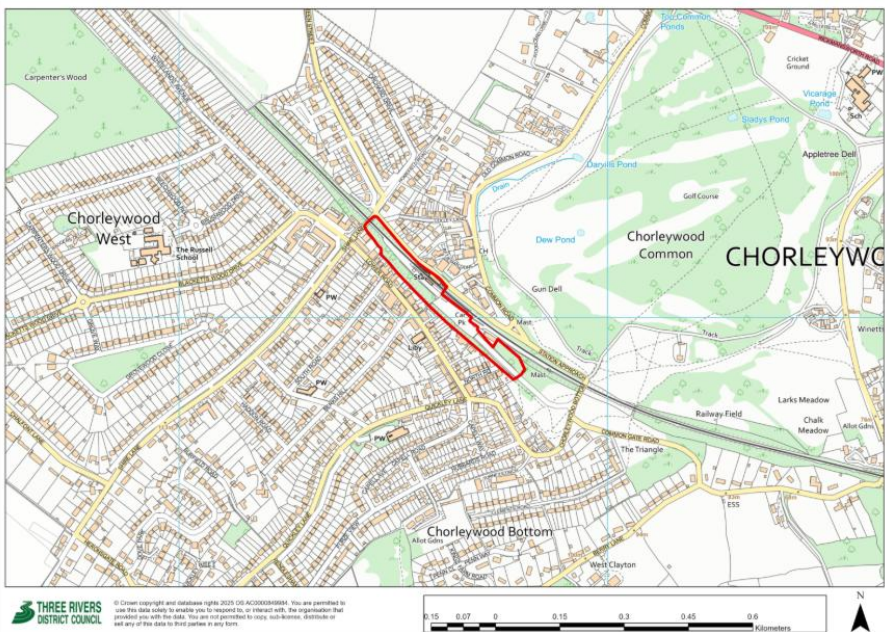
Green Infrastructure, Biodiversity and TPOs

- The eastern, southern and western boundaries of the site are surrounded by area TPOs (TPO932 and TPO005). Additionally, given its location within the Chorleywood Common Conservation Area, mature trees within the site are also protected. As such, an Arboricultural Impact Assessment would be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported

H20 – Land at Chorleywood Station

H20 – Land at Chorleywood Station	
SHELAA Reference: CFS16 Size: 2.3ha Proposed use(s): Residential Indicative Dwelling Capacity: 20 Phasing: 6 - 16 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt N/A (Not in Green Belt) Main Development Requirements: • Indicative dwelling capacity of 20 • A 3 metre development buffer area (except vehicular access) from the railway is required • The existing level of parking serving the station should be retained unless a proposal is accompanied by a parking survey and associated report providing robust evidence justifying any reduction in the level of station parking. • Due to the nature of the site and proximity to open space, on-site provision of open space/ play space will not be required, however, a financial contribution to improve nearby open space/ play space may be required Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • The site is accessible via an access road off Chorleywood Bottom, which is a single-track road with passing places. Improvement works to this access road (such as widening) may be limited due to the protected status of the Common surrounding the access road. Early engagement with HCC Highways (including a Highways pre-application) is strongly encouraged. The submission of a Transport Assessment should be submitted at the planning application (and preferably pre-application) stage	

- The existing level of parking serving the station should be retained unless a proposal is accompanied by a parking survey and associated report robustly justifying any reduction in the level of station parking
- Retention of the current pedestrian access through the site would be required

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network Chorleywood Bottom and Station Approach
- Improvements to existing footway provision on Chorleywood Bottom and Station Approach to improve connectivity to local services and facilities
- Improvements to existing PRow Chorleywood 016 and 017 to connect to the surrounding existing provision on Lower Road and North Road
- Improvements to existing bus stop infrastructure on Station Approach
- Contribution to improvements at Chorleywood Rail and Underground Station
- Improvements to existing highways on Chorleywood Bottom to allow for vehicular access
- Provision of a Travel Plan to set out measures and initiatives for different land uses to encourage mode shift

Design

- A 3 metre development buffer area (except vehicular access) from the railway is required
- The recommendations of the council's site-specific Heritage Impact Assessment should be considered throughout the design and development process

Historic Environment

- The site is located between two conservation areas (Chorleywood Station Estate to the southwest and Chorleywood Common to the northeast). The council's high-level Heritage Impact Assessment states that development on the site would have a minor adverse impact on the historic environment and states that the design of any development should take into account the adjacent conservation areas
- Following the high-level Heritage Impact Assessment and comments from Historic England, a site-specific Heritage Impact Assessment was undertaken. This recommended that development should be small scale (possibly ground floor only), low density, any new buildings should be of high-quality design and materials, the existing railway building should be preserved, trees should be retained for screening, the immediate setting of the signal box and station should be given relief from built development and the openness retained, and any proposal will need to consider a variety of views, which will require detailed assessment
- Any planning application (and preferably pre-application) would need to be accompanied by a Heritage Impact Assessment thoroughly examining any impacts to the heritage assets (including possible mitigation) and there should be early discussions with the conservation officer on layout and height of development

Flooding

- There is a stretch of medium-high risk of surface water flooding along the western boundary of the site. The LLFA state that improved drainage of this area is required to prevent such flooding. Development would require suitable mitigation to address surface water flood risk across the site. A suitable Flood Risk Assessment and drainage strategy would be required at the planning application stage

Green Infrastructure, Biodiversity and TPOs

- There is an area TPO covering all trees along the southern boundary of the site (TPO054). Future development will need to take account on the TPO along the southern boundary. An Arboricultural Impact Assessment will be required at the planning application (and preferably pre-application) stage
- The eastern boundary is adjacent to Chorleywood Common Local Wildlife Site and the site is in close proximity to the Chorleywood Common. HCC Ecology stated that the site has high ecological sensitivity due to the presence of the Chorleywood Common Local Nature Reserve and Local Wildlife Site. As such a Preliminary Ecological Appraisal (or similar) should be submitted at the planning application (and preferably pre-application) stage

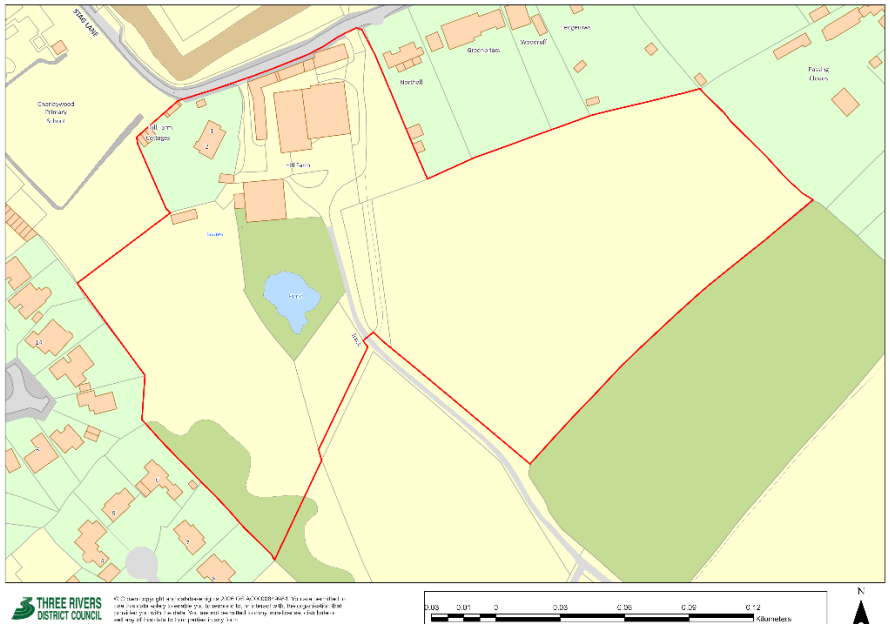
Environmental Health and Pollution

- Potential noise and vibrations caused by the use of the station/railway line would need to be addressed through mitigation measures. Relevant assessments and reports (such as Noise Assessments) would be required at a planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H21 – Hill Farm, Stag Lane

H21 – Hill Farm, Stag Lane, Chorleywood	
SHELAA Reference: CFS18a Size: 4.2ha Proposed use(s): Residential Indicative Dwelling Capacity: 40 Phasing: 1 - 5 years Greenfield/Brownfield: Greenfield	
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: • Indicative dwelling capacity of 40 • Provision of play space / open space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • The site would be accessed from Stag Lane, which is a narrow road with capacity for single-file traffic for most of its length. Further highway improvement work would likely be required. Engagement with HCC Highways (including a Highways pre-application) at the earliest stage is strongly recommended • A Transport Assessment would be required at the planning application (and preferably pre-application) stage • There are Public Rights of Way, including footpaths and bridleways (Rickmansworth 018, 019 & Chorleywood 025) running through the site. The design and layout of any development would need to take account of the presence of Public Rights of Way in the site, not affect access to the	

Public Rights of Way and consider the impact and timescales if any future diversions are necessary

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Long Lane and Stag Lane
- Improvements to existing footway provision on Long and Stag Lane to improve connectivity to local services and facilities
- Improvements to existing PRow Rickmansworth 017, 018, 019, 020 and 025 to connect to the surrounding existing provision on Long Lane and Stag Lane
- Improvements to existing bus stop infrastructure on Long Road and Stag Lane
- Improvements to existing highways on Long Lane and Stag Lane to allow for vehicular access
- Contribution to LCWIP Cycle Route 14 which will provide various improvements for pedestrians and cyclists along Stag to improve walking and cycling connections
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- Heronsgate Conservation Area is located to the south of the site (to the south of Long Lane). A planning application (and preferably pre-application) should be supported by a Heritage Impact Assessment
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-determination archaeological assessment

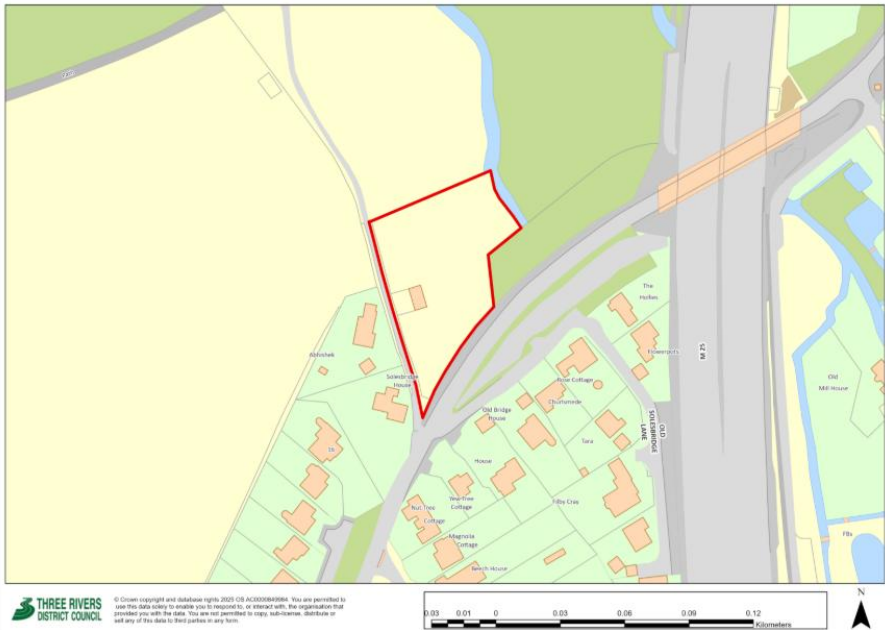
Flooding

- There is low to medium surface water ponding in the north of the site. Any future development would need to satisfactorily address the surface water flood risk, providing suitable drainage mitigation where necessary
- A site-specific Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- HCC Ecology state that the site has high ecological sensitivity due to the Shepherd's Lane Wood Local Wildlife Site which abuts the south-eastern boundary. There should be a development buffer from this Local Wildlife Site. At the planning application (and preferably pre-application) stage an Ecological Appraisal/ Ecological Impact Assessment would be required
- The site provides a key connection between the Wearing's Field Local Wildlife Site and the wider countryside. To protect the biodiversity of this Local Wildlife Site, development of the site should ensure a green corridor between Wearing's Field and the wider countryside is maintained. Part of this should include the pond on the site as this is unique on the south-west side of Chorleywood and is a key ecological feature

H22 – Land off Solesbridge Lane

H22 – Land off Solesbridge Lane, Chorleywood	
SHELAA Reference: CFS72 Size: 0.4ha Proposed use(s): Residential Indicative Dwelling Capacity: 14 Phasing: 6 – 10 years Greenfield/Brownfield: Greenfield	
Green Belt / Grey Belt The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: - Indicative dwelling capacity of 14 - Access and highway improvements including improved pedestrian infrastructure along Solesbridge Lane and The Readings - A minimum 5 metre development buffer will be required from the ordinary watercourse. Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The existing access off Solesbridge Lane would be utilised - The access and highway improvements (including increased pedestrian infrastructure and connections along Solesbridge Lane and The Readings) agreed by HCC Highways during the Local Plan process must be implemented. Prior to the submission of a planning application, an Access Strategy and schedule of works must be agreed with HCC Highways. The details of any agreed highways proposals should be provided at the planning application (and preferably pre-application) stage	

- A Public Right of Way (Chorleywood 035) runs along the western boundary of the site. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Solesbridge Lane
- Improvements to existing footway provision on Solebridge Lane to improve connectivity to local services and facilities

Historic Environment

- There is a Grade II Listed Building (Solesbridge House) located in the adjacent plot to the southwest. Any future design would need to take into account both the position and setting of the Listed Building. Given the proximity of the Listed Building, a Heritage Impact Assessment would be required at the planning application (and ideally pre-application) stage

Flooding

- An unnamed ordinary watercourse is located at the eastern boundary of the site. Whilst the majority of the Site (approximately 88% of the site area) is in Flood Zone 1, a portion of the site to the northeast falls within Flood Zone 3b. No development will be permitted in Flood Zone 3b and appropriate mitigation measures will need to be implemented to address flood risk issues from various sources on the site. A minimum 5 metre development buffer will be required from the ordinary watercourse
- The majority of the site is at moderate risk of groundwater flooding except in northeast, which is considered as very high risk. Appropriate mitigation measures will need to be implemented to address flood risk issues
- A minimum 5 metre development buffer will be required from the ordinary watercourse.
- A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Landscape

- The site is situated to the edge of Chilterns National Landscape to the immediate north and northeast and has been identified as having medium sensitivity to built development. Future development at the site would need to be sympathetically designed to mitigate any impact to the National Landscape. A Landscape and Visual Impact Assessment would be required at a planning application (and preferably pre-application) stage

Environmental Health and Pollution

- Any development of the site would need to take account the presence of potential noise and air quality issues arising from the site's close proximity to the M25. Relevant assessments and reports, including details of mitigation measures may be required at a planning application (and preferably pre-application) stage

H23 – Garages at Copmans Wick

H23 – Garages, Copmans Wick	
SHELAA Reference: CW9 Size: 0.1ha Proposed use(s): Residential Indicative Dwelling Capacity: 5 Phasing: 11 - 16 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt: N/A (Not in Green Belt) Main Development Requirements: - Indicative dwelling capacity of 5 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The existing access via Copman's Wick should be utilised - A Public Right of Way (Chorleywood 026) runs across the north of the site. Any development would need to take account of the presence of the Public Right of Way and not affect access to it <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Copmans Wick - Improvements to existing footway provision on Copmans Wick to improve connectivity to local services and facilities	

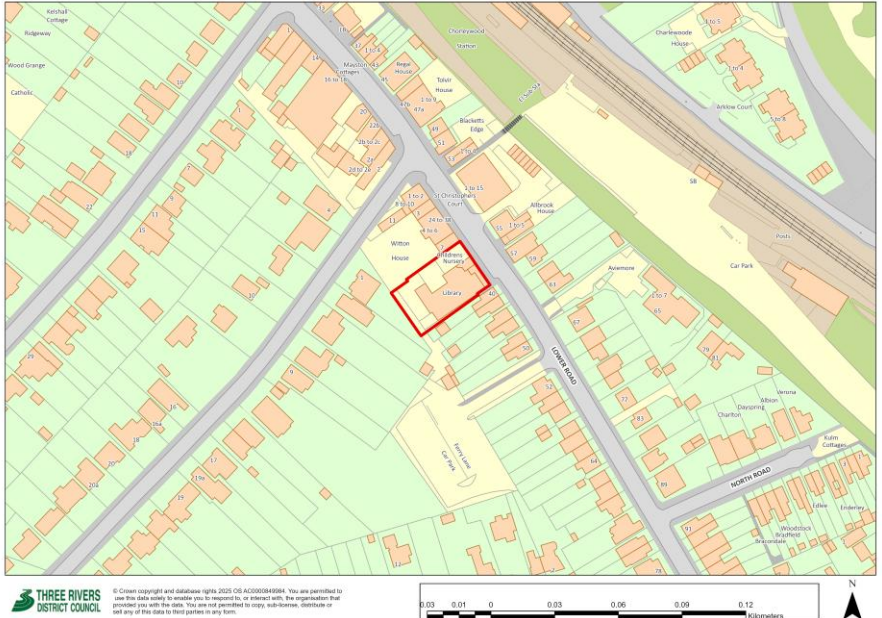
Green Infrastructure, Biodiversity and TPOs

- There are protected trees close to the eastern boundary of the site and future development will need to take account of these TPOs (including mitigation of buffer distances as appropriate). An Arboricultural Impact Assessment will be required at the planning application stage (and preferably pre-application stage)

Flooding

- The southern and eastern areas of the site are at risk of surface water flooding from a surface water flow path originating to the southwest. The eastern portion of the site is at high risk, and the western portion of the site is at medium and high risk. Mitigation measures will be required to address the risk of surface water flooding across the site
- A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

H24 – Chorleywood Library

H24 – Chorleywood Library	
SHELAA Reference: NCFS15 Size: 0.1ha Proposed use(s): Residential and community (Library) Indicative Dwelling Capacity: 5 Phasing: 6 – 10 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt: N/A (Not in Green Belt) Main Development Requirements: - Indicative dwelling capacity of 5 - The public library is required to be retained at the ground floor Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The existing access off Lower Road should be utilised <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Lower Road - Improvements to existing footway provision on Lower Road to improve connectivity to local services and facilities <u>Social and Community</u> - The public library is required to be retained at the ground floor	

- It is strongly encouraged that during the construction phase, a temporary library facility is retained in close proximity to the site

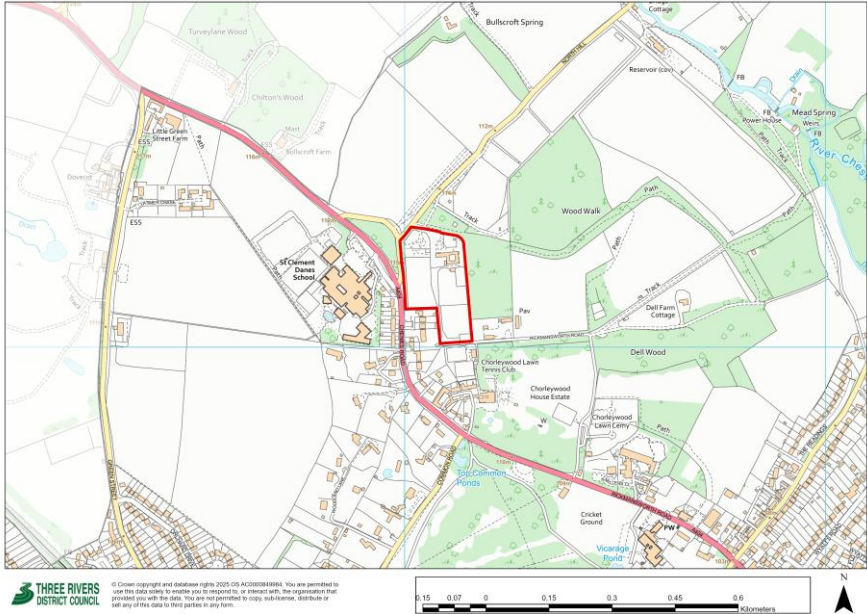
Historic Environment

- Chorleywood Station Estate Conservation Area is situated to the northeast of the site. A Heritage Impact Assessment would be required at a planning application (and preferably pre-application) stage

Flooding

- There is a low to medium surface water flood risk in the north, east and southeast of the site due to a flow path along Lower Road
- The council's Level 2 SFRA (2026) has concluded that development should be steered away from areas of significant surface water flooding and groundwater monitoring is suggested to determine emergence risk. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage
- Safe access may not be possible during the 1% AEP plus climate change event, which must be considered during the site-specific FRA. Additionally, as set out by the LLFA, an access & egress assessment and hazard assessment should be submitted prior to determination

H25 – North Hill Farm

H25 – North Hill Farm	
SHELAA Reference: NCFS17 Size: 3.24ha Proposed use(s): Residential Indicative Dwelling Capacity: 57 Phasing: 6 – 10 years Greenfield/Brownfield: Mixed	 THREE RIVERS DISTRICT COUNCIL © Crown copyright and database rights 2025 OS. All rights reserved. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, retransmit, distribute or sell any of this data to third parties in any form.
Green Belt / Grey Belt: The site is considered to be grey belt. Given that the site is not edge of settlement, its predominantly brownfield nature and grey belt categorisation, the site has been retained in the Green Belt Main Development Requirements: • Indicative dwelling capacity of 57 • Development should be limited to the previously developed areas of the site (northern section of the site), whilst the greenfield areas (central to southern section of the site) should be used for open space, BNG and similar uses • Provision of open space / play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • The site can be accessed via the existing access off North Hill, although the access road would need improvement works to accommodate the proposed scale of development <u>Mitigation Measures Identified in the Transport Assessment</u> • Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the A404 Chenies Road and North Hill • Improvements to existing footway provision on the A404 Chenies Road and North Hill to improve connectivity to local services and facilities	

- Improvements to existing bus stop infrastructure on the A404 Chenies Road
- Provision of Travel Plan Statement to set out measures and initiatives to encourage mode shift

Design

- Development should be limited to the previously developed areas of the site (northern section of the site), whilst the greenfield areas (central to southern section of the site) should be used for open space, BNG and similar uses

Historic Environment

- The site is located circa 100m from the Chorleywood Common Conservation Area, located to the south of the site. The council's high-level Heritage Impact Assessment considers that development of the site would have a minor adverse impact on the historic environment
- A Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage, including details of potential mitigation measures (such as increased planting) to limit the impact on nearby heritage assets

Flooding

- The site is partially impacted by a 1 in 1000 surface water flood risk designation. Accordingly, any future proposal at the site is likely to require a supporting Flood Risk Assessment

Green Infrastructure and Biodiversity

- There are protected trees situated to the immediate southeastern, southwestern and northern boundaries of the site respectively. Although there are no TPOs within the site, future development will need to take account of the adjacent protected trees. An Arboricultural Impact Assessment should be submitted at a planning application (and ideally pre-application) stage
- HCC Ecology advised that a Preliminary Roost Assessment and Preliminary Ecological Appraisal may be required at the planning application stage

Landscape

- The site is located within the Chilterns National Landscape. Accordingly, it will be necessary to submit a Landscape and Visual Impact Assessment at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H26 – Chorleywood Telephone Exchange, Shire Lane

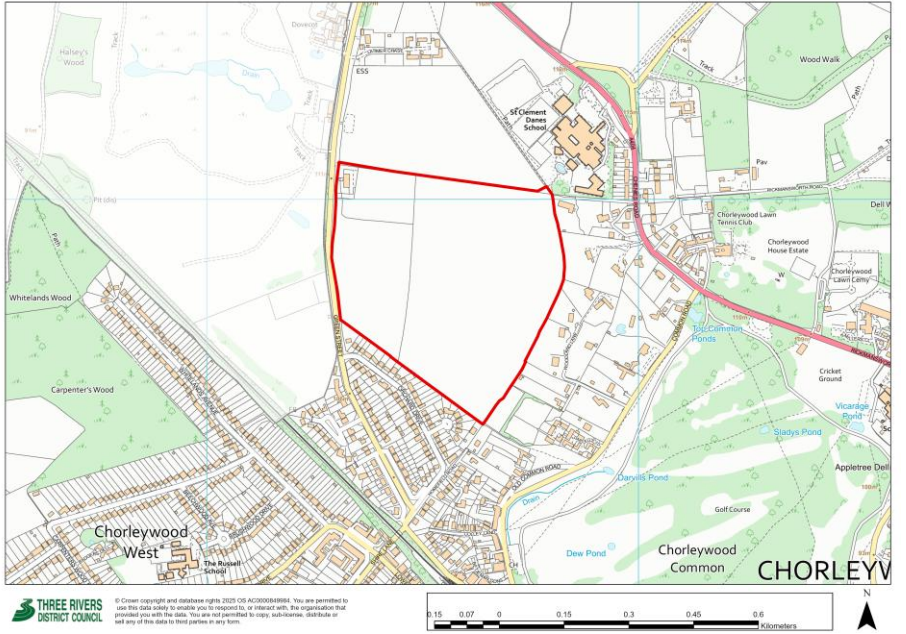
H26 – Chorleywood Telephone Exchange, Shire Lane	
SHELAA Reference: NSS23 Size: 0.11ha Proposed use(s): Residential Indicative Dwelling Capacity: 10 Phasing: 11 – 16 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt: N/A (Not in Green Belt) Main Development Requirements: - Indicative dwelling capacity of 10 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The existing access to the site off Shire Lane should be utilised - Given the site context and sustainable location of the site, reduced parking levels would be acceptable <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Shire Lane and Whitelands Avenue - Improvements to existing footway provision on Shire Lane and Whitelands Avenue to improve connectivity to local services and facilities <u>Historic Environment</u>	

- The Chorleywood Station Estate Conservation Area is located to the southeast of the site, which any future development must consider. A Heritage Impact Assessment may be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H27 – East Green Street

H27 – East Green Street	
SHELAA Reference: PCS4 Size: 22.6ha Proposed use(s): Residential including gypsy and traveller pitches with supporting mixed uses including primary school and medical centre Indicative Dwelling Capacity: 678 Phasing: 1– 16 years Greenfield/Brownfield: Greenfield	
Green Belt / Grey Belt The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt. The site is one of those allocated under ministerial direction Main Development Requirements: • Indicative dwelling capacity of 678 • Provision of at least 3 gypsy and traveller pitches • The site is strategic in scale and should provide the following on-site infrastructure: ○ Provision of 1FE primary school (on safeguarded 2FE primary school site). The primary school is to include nursery provision ○ Medical centre ○ Open space/play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u>	

- The site can be accessed via Green Street. Given the nature of the nearby road network, including narrow railway bridge into the town centre which adjoins Green Street and the junction adjoining Green Street, highway improvement works are likely to be required.
- Hertfordshire County Council have advised that developer contributions would likely be required to facilitate a bus service diversion into the site so that all dwellings would be within 400m of a stop and an improvement made to the frequency of services
- An Access Strategy and Transport Assessment is required at the planning application (and preferably pre-application) stage
- Upgrades to and creation of pedestrian and cycle routes will be required
- There is a Public Right of Way (Chorleywood 014) which runs along the southern boundary of the site. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Green Street
- Improvements to existing PRow Chorleywood 011 and 014 to connect to surrounding existing provision on Green Street, Common Road and Chenies Road
- Improvements to existing footway provision on Green Street to improve connectivity to local services and facilities
- Provision of crossing facilities for pedestrians and cyclists on Green Street
- Contribution to extension of existing bus services into the site, along with associated high-quality infrastructure e.g. bus stops, seating, shelters, real time information boards
- Provision of new bus stops on Green Street adjacent to the site to include seating, shelters, real time information boards
- Contribution to improvements at Chorleywood Rail and Underground Station
- Contribution to Car Club
- Contribution to LCWIP Cycle Route 8 which will provide a two-way cycle route along the east side of Green Street, and improvements at the junction of Green Street and Station Approach to improve walking and cycling connections to Chorleywood Rail and Underground Station
- Provision of Travel Plans to set out measures and initiatives for different land uses to encourage mode shift

Social and Community

- Provision of 1FE primary school (on safeguarded 2FE primary school site). The primary school is to include nursery provision
- Provision of on-site medical centre

Historic Environment

- Several Grade II Listed Buildings and Locally Listed Buildings are situated within a 500-meter radius from the site. The site adjoins with Chorleywood Common Conservation Area to the southeast, and Chorleywood Station Estate Conservation Area is situated to the further south
- The council's high-level Heritage Impact Assessment suggested that development of the site would result in a moderate adverse impact on the historic environment. Future proposals should carefully consider site layout, including sensitive building heights to the north of the site (where land levels are highest), and a robust landscaping scheme to minimise the impact to the heritage assets, including at Great Green Street Farm. A Heritage Impact Assessment must be submitted at the planning application (and preferably pre-application) stage
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the Site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- There is a low to high surface water ponding to the west and low risk in the southern corner of the site, associated with a flow path. The surface water flow path ranges from low to medium risk of surface water flooding. Suitable mitigation measures should be provided as part of future development to address surface water flood risk at the site
- A site-specific Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- There are protected trees (TPO873) adjoining the south-east of the site. Future development must consider the protected trees adjoining the site and future proposals should submit an Arboricultural Impact Assessment at the planning application (and preferably pre-application) stage
- The south-eastern corner of the site adjoins a Local Wildlife Site. The submission of Ecological Impact Assessments (or similar) should be submitted at the planning application (and/or pre-application) stage

Landscape

- The site is wholly within the Chilterns National Landscape and the council's Landscape Sensitivity Assessment scored the site as having a high sensitivity to built development. Therefore, a Landscape and Visual Impact Assessment (LVIA) is required at a planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Mineral and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities and Infrastructures

- Given the scale of future development at the site, it is likely to require upgrades to the wastewater network. The Developer (in consultation with the Local Planning Authority) should liaise with Thames Water at the earliest opportunity to determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development

CROXLEY GREEN

H28 – Land at Croxley Station, Watford Road

H28 – Land at Croxley Station, Watford Road, Croxley Green	
SHELAA Reference: CFS20 Size: 2.3ha Proposed use(s): Residential Indicative Dwelling Capacity: 163 Phasing: 11 – 16 years Greenfield/Brownfield: Brownfield	 © Crown copyright and database right 2016. All rights reserved. No part of this publication may be reproduced without the prior written permission of the Ordnance Survey. This publication is for reference only and should not be used for any other purpose. 40 20 0 40 80 120 160 Metres N THREE RIVERS DISTRICT COUNCIL
Green Belt / Grey Belt: N/A (Not in Green Belt) Main Development Requirements: • Indicative dwelling capacity of 163 • A 3 metre development buffer area (except vehicular access) from the railway is required • The existing level of parking serving the station should be retained unless a proposal is accompanied by a parking survey and associated report provide robust evidence justifying any reduction in the level of station parking • Allow space for a transport interchange for the proposed Watford to Croxley Link • Due to the nature of the site and proximity to open space, on-site provision of open space/ play space will not be required Site Constraints and Other Requirements and Considerations: <u>Access, Highways, Parking and Sustainable Transport</u> • The existing access via Watford Road should be utilised • The existing level of parking serving the station should be retained unless a proposal is accompanied by a parking survey and associated report robustly justifying any reduction in the level of station parking	

- Development should allow space for a transport interchange for the proposed Watford to Croxley Link

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the A412 Watford Road and Winton Drive
- Improvements to existing footway provision on the A412 Watford Road and Winton Drive to improve connectivity to local services and facilities
- Improvements to existing bus stop infrastructure on the A412 Watford Road
- Contribution to improvements at Croxley Green Underground Station
- Contribution to LCWIP Cycle Route 2 which will provide a two-way cycle route and junction improvements along the south side of the A412 Watford Road to improve walking and cycling connections
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Design

- A 3 metre development buffer area (except vehicular access) from the railway is required

Historic Environment

- Croxley Station is a Locally Listed Building. A Heritage Impact Assessment should be submitted at a planning application (and preferably pre-application) stage

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- There is a small area at the north of the site at risk of surface water flooding. Ponding along the embankment also occurs during heavy rainfall events. Any development would be required to provide suitable mitigation to address surface water flood risk
- The council's Level 2 SFRA (2026) has concluded that development should be steered outside the areas of surface water flood risk on the site. Where this is not possible, flood resilience and resistance measures should be implemented. Arrangements for safe access and escape will need to be provided for the 1% AEP surface water events with an appropriate allowance for climate change, considering depth, velocity, and hazard. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage
- The LLFA have indicated that the site has high potential for groundwater emergence. Site-specific ground investigations should be conducted to assess groundwater levels at the earliest stage

Green Infrastructure, Biodiversity and TPOs

- Natural England state that the site triggers the SSSI Impact Risk Zones for residential development (at Croxley Common Moor). Natural England should be consulted at the planning application stage

Environmental Health and Pollution

- Potential noise and vibrations caused by the use of the station/railway line would need to be addressed through mitigation measures. Relevant assessments and reports (such as Noise Assessments) would be required at a planning application (and preferably pre-application) stage

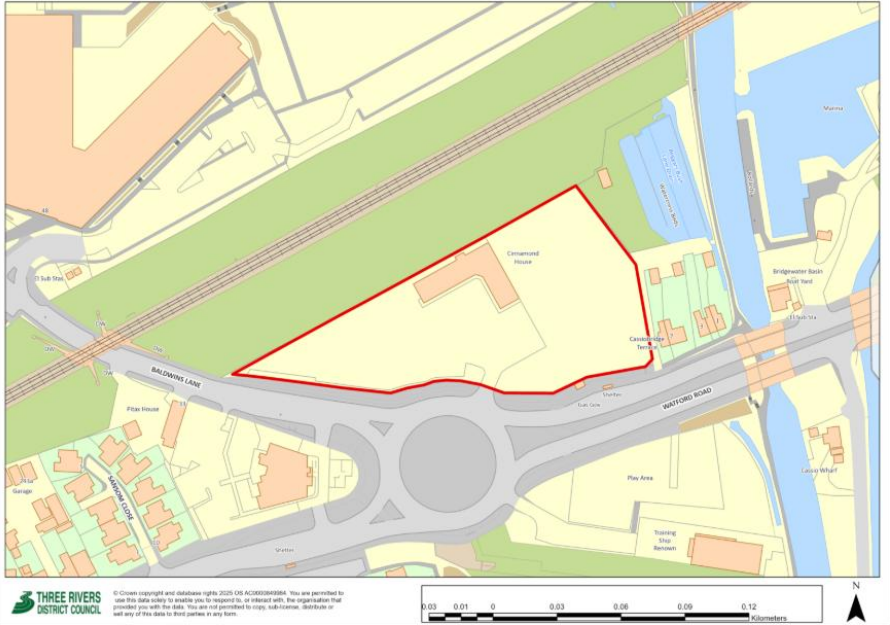
Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities/ Infrastructure

- The Central East ICB is likely to seek a financial contribution towards a new premises solution for the New Road Surgery

H29 – Cinnamond House

H29 – Cinnamond House	
SHELAA Reference: CFS61 Size: 1ha Proposed use(s): Residential Indicative Dwelling Capacity: 80 Phasing: 6 - 10 years Greenfield/Brownfield: Mixed (mainly brownfield)	
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: • Indicative dwelling capacity of 80 • Play space/ open space would not be required given the brownfield nature of the site and proximity to open space and play space, however, a financial requirement to improve local open space/ play space may be required Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • The existing access from Watford Road should be utilised • Hertfordshire County Council state that an Access Strategy should be agreed prior to determination, and the developer is encouraged to undertake pre-application discussions with HCC Highways <u>Mitigation Measures Identified in the Transport Assessment</u>	

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the A412 Watford Road and Baldwins Lane
- Improvements to existing footway provision on the A412 Watford Road and Baldwins Lane to improve connectivity to local services and facilities
- Improvements to existing bus stop infrastructure on the A412 Watford Road
- Contribution to LCWIP Cycle Route 2 which will provide a two-way cycle route and junction improvements along the south side of the A412 Watford Road to improve walking and cycling connections
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- There are two Grade II Listed Buildings to the north of the site, which should not be impacted as views from the site are blocked by the railway embankment. Another Grade II Listed Building is situated to the east of the site, with the impact on this heritage asset dependent on the proposed building height. A Heritage Impact Assessment should be submitted at a planning application (and preferably pre-application) stage
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- The majority of the site is at risk of surface water flooding ranging from medium-high risk at the western portion and low-medium risk at the southern portion respectively. The LLFA also state that the site is indicated to have high potential (>50%) for groundwater emergence due to the shallow groundwater levels. Site-specific ground investigations should be conducted to assess groundwater levels at the earliest stage. Any development would be required to provide suitable mitigation to address surface water flood risk and groundwater flood risk on the site
- The council's Level 2 SFRA (2026) has concluded that the site is at significant surface water flood risk. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage. Future proposals will need to carefully consider this risk and demonstrate users of the site can be kept safe during the lifetime of the development through a detailed site-specific FRA including detailed surface water modelling. Development should be steered away from the areas identified to be at highest risk of surface water flooding within the site. Arrangements for safe access and escape will need to be provided for the 1% AEP surface water events with an appropriate allowance for climate change, considering depth, velocity, and hazard

Green Infrastructure, Biodiversity and TPOs

- Natural England state that the site triggers the SSSI Impact Risk Zones for residential development (for Croxley Common Moor). Natural England should be consulted at the planning application stage

Environmental Health and Pollution

- Noise and vibrations caused by the close proximity of the railway line may have an impact on the site and its future occupiers (although there is an existing tree buffer between the site and railway). Noise mitigation measures should be further considered as part of any future proposals. Relevant Assessments and reports may be required at the planning application (and preferably pre-application) stage

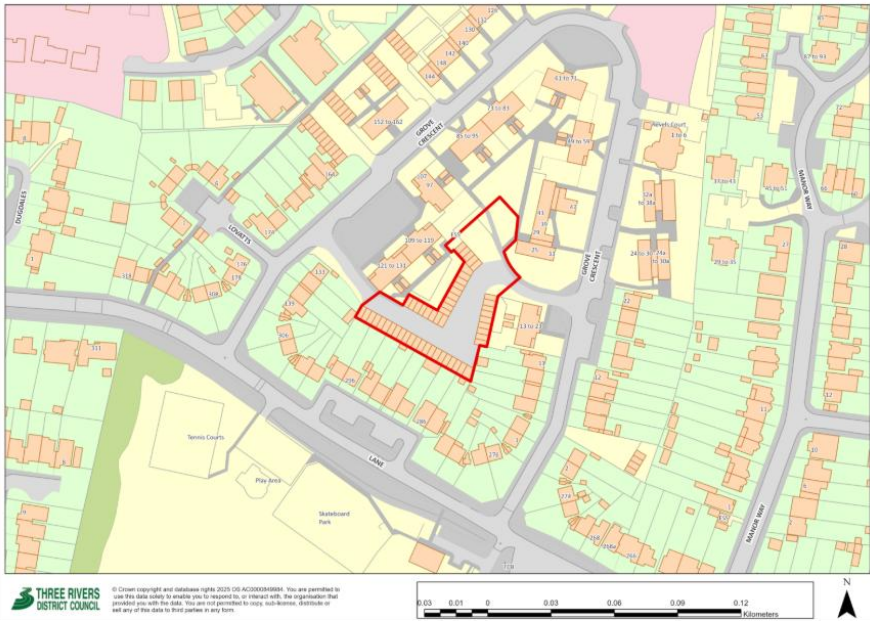
Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities/ Infrastructure

- The Central East ICB is likely to seek a financial contribution towards a new premises solution for the New Road Practice

H30 – Garages off Grove Crescent

H30 – Garage off Grove Crescent	
SHELAA Reference: CG47 Size: 0.26ha Proposed use(s): Residential Indicative Dwelling Capacity: 19 Phasing: 11 – 16 years Greenfield/Brownfield: Brownfield	 THREE RIVERS DISTRICT COUNCIL © Crown copyright and database right 2020 OS. All rights reserved. This information is provided for general information only and is not intended to be used for any other purpose. It is not a guarantee of accuracy and is not intended to be used for any other purpose.
Green Belt / Grey Belt: N/A (Not in Green Belt)	
Main Development Requirements: Indicative dwelling capacity of 19	
Site Constraints and Other Requirements and Considerations:	
<u>Access, Highways and Sustainable Transport</u>	
There are two existing vehicular access points from Grove Crescent which should be utilised	
<u>Mitigation Measures Identified in the Transport Assessment</u>	
- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Grove Crescent to the east and west of the site - Improvements to existing footway provision on Grove Crescent to the east and west of the site to improve connectivity to local services and facilities - Improvements to existing bus infrastructure on Baldwins Lane	
<u>Flooding</u>	

- The access road at the south of the site ranges from medium to high risk of surface water flooding. The area at low risk of flooding extends into a flow path which reaches the highway in Grove Crescent. Any development would need to provide suitable mitigation to address surface water flood risk on areas of the site
- The council's Level 2 SFRA (2026) has concluded that almost a quarter of the site at risk of flooding in the 100 year plus climate change flood event. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage. Flooding potential is mainly on the access road, so safe access will need to be demonstrated in the FRA, without increasing flood risk elsewhere

Minerals and Waste

- HCC Minerals and Waste stated the consideration must be given to the use of material on-site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities / Infrastructure

- The site is located close to Affinity Water apparatus. Developers will be expected to engage with Affinity Water as early as is practicable to ensure that these are taken into consideration

SHELAA Reference:
CG65

Proposed use(s):
Residential and
community space

Indicative Dwelling Capacity: 8

Phasing: 1 – 5 years

Greenfield/Brownfield:
Brownfield



Green Belt / Grey Belt:

N/A (Not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 8
- Community space must be provided and maintained on the ground floor (unless robust evidence demonstrates that there is no current or future forecast demand, including an impact assessment to show why the site cannot support the social or community use and identify impacts on users)

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The existing access is via Community Way branched off from Barton Way and this existing access should be utilised
- A Public Right of Way (Croxley Green 010) is situated adjacent the northern boundary of the site along Community Way. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Community Way and Barton Way
- Improvements to existing footway provision on Community Way and Barton Way to improve connectivity to local services and facilities

Social and Community

- Community space must be provided and maintained on the ground floor (unless robust evidence demonstrates that there is no current or future forecast demand, including an impact assessment to show why the site cannot support the social or community use and identify impacts on users)

Historic Environment

- Dickinson Square Conservation Area is located to the south of the site, although this is beyond development on New Road and is unlikely to be impacted by the development. A Heritage Impact Assessment may be required at the planning (and preferably pre-application) stage

H32 – Land South of Scots Hill

H32 – Land South of Scots Hill	
SHELAA Reference: NCFS21 Size: 0.87ha Proposed use(s): Residential Indicative Dwelling Capacity: 30 Phasing: 1 – 5 years Greenfield/Brownfield: Greenfield	
Green Belt / Grey Belt: The site was located within the Green Belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: - Indicative dwelling capacity of 30 - Play space/ open space would not be required given the proximity to open space and play space, however, a financial requirement to improve local open space/ play space may be required Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - The site currently does not have vehicular access, although future vehicular access could be created off Scots Hill / Park Road. The developer is strongly encouraged to engage with HCC Highways as early in the design process as possible <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on the A412 Scots Hill	

- Improvements to existing footway provision on the A412 Scots Hill to improve connectivity to local services and facilities
- Improvements to existing bus stop infrastructure on the A412 Scots Hill

Flooding/ Groundwater Source Protection Zone

- The majority of the site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed

Green Infrastructure, Biodiversity and TPOs

- There are protected trees along the northern and western boundaries of the site, which future development must take account of. An Arboricultural Impact Assessment would be required at a planning (and preferably pre-application) stage
- HCC Ecology stated that Preliminary Roost Assessments and Preliminary Ecological Appraisals may be required prior to determination of a planning application

Minerals and Waste

- HCC Minerals and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities and Infrastructures

- An electrical substation is located within the site with connecting overhead powerlines. Development must take account the siting of the overhead powerlines and developers should engage with the relevant utilities/infrastructure providers who are responsible for the overhead powerlines as early in the design process as possible

- Indicative dwelling capacity of 600
- Provision of at least 3 gypsy and traveller pitches
- The site is strategic in scale and should provide the following on-site infrastructure:
 - 1FE primary school (with expansion land for 2FE)
 - 5-bedroom property for children's social care and supporting living (use class C3(b))
 - Medical centre
 - Local centre including local shops
 - Community building
 - Country Park
 - Open space / play space
 - Allotments and community orchard

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The site is bounded by Little Green Lane to the south, and Rousebarn Lane to the east. Two vehicular access points are proposed from Little Green Lane (opposite Links Way and Durrants Drive respectively). Hertfordshire County Council have no objections to the proposed vehicular accesses, which should form part of any future application
- An Access Strategy and Transport Assessment is required at the planning application (and preferably pre-application) stage
- A Public Right of Way (Sarratt 017) runs through the north of the site and another (Sarratt 063) along the western boundary. The design and layout of any development would need to take account of the presence of Public Rights of Way in and adjoining the site, not affect access to the Public Rights of Way and consider the impact and timescales if any future diversions are necessary

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the Little Green Lane, Links Way, Durrants Way and Rousebarn Lane
- Improvements to existing PRoW Sarratt 017 and 063 and Watford Borough 031 to connect to the surrounding existing provision on Rousebarn Lane and Little Green Lane and onwards towards Watford
- Improvements to existing footway provision on Little Green Lane, Durrants Way and Rousebarn Lane to improve connectivity to key destinations including Croxley Green and Watford Underground Stations
- Provision of a 20mph zone on residential roads to the south of the site
- Provision of crossing facilities for pedestrians and cyclists on Little Green Lane at vehicular accesses
- Contribution to E-Bike / E-Scooter Scheme
- Contribution to extension of existing bus services into the site, along with associated high quality infrastructure e.g. bus stops, seating, shelters, real time information boards
- Improvements to existing bus infrastructure on Baldwins Lane
- Contribution to improvements at Croxley Green and Watford Underground Stations
- Contribution to improvements to the roundabout junction of the A412 Park Road, the High Street and The Quadrant to improve pedestrian and cycle facilities and to reduce congestion and queuing of traffic during peak periods
- Contribution to Car Club
- Contribution to LCWIP Cycle Route 2 which will provide a two-way cycle route and junction improvements along the south side of the A412 Watford Road to improve walking and cycling connections
- Contribution to SWHGTP Package 5 (Watford Western Gateway) and Package 6 (Watford – Hemel Hempstead Corridor) SM21 to provide an enhanced cycleway link between Watford Junction and the Western Gateway area to improve walking and cycling connections
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Social and Community

- On-site provision of 1FE primary school (with expansion land for 2FE)
- On-site provision of 5-bedroom property for children's social care and supporting living (use class C3(b))
- On-site provision of medical centre
- On-site provision of local centre including local shops
- On-site provision of community building

Historic Environment

- Croxley Green Conservation Area lies to the west of the site and Whippendell Wood (part of the wider Cassiobury Park Registered Park and Gardens) is adjacent to the northern boundary of the site. A Grade II Listed Building (Durrant House) is situated to the south of Little Green Lane
- The council's high-level Heritage Assessment suggested that development of the site would result in a moderate adverse impact on the historic environment. Any proposals would need to give careful consideration to design of development to protect the setting of the heritage assets. A Heritage Impact Assessment is required at the planning application (and preferably pre-application) stage including consideration of mitigation to reduce potential impacts to nearby heritage assets
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding

- The majority of the site is not at risk of surface water flooding, although there is a flowpath at low-medium risk along the eastern boundary and a small flowpath at high risk in the southeast corner. Suitable mitigation measures should be provided as part of any future development to address surface water flood risk at the site
- A site-specific Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- There are pockets of protected trees (TPO935) within the site as well as protected woodland within and adjoining the site. Future development must take account the protected trees within and adjoining the site and future proposals will require the submission of an Arboricultural Impact Assessment at the planning application (and preferably pre-application) stage
- The eastern section of the site contains an Ancient Woodland which covers the same area as the Local Wildlife Site (Wood East of Dell Wood). A suitable buffer zone (at least 15m) to the Ancient Woodland is required. The design of the development must consider the Ancient Woodland and Local Wildlife Site from the earliest stage. The submission of Ecological Impact Assessments (or similar) will be required at the planning application (and/or pre-application) stage
- A Site of Special Scientific Interest (SSSI) (Whippendell Woods (south)) is situated to the north and east of the site. Careful consideration must be had for the SSSI. Natural England state that the site triggers the SSSI Impact Risk Zones for residential development (at Whippendell Woods). Natural England should be consulted at the planning application stage
- On-site provision of Country Park
- On-site provision of allotments and community orchard

Landscape

- The council's Landscape Sensitivity Assessment scored the site as having a medium sensitivity to built development. Given this and the scale of development, a Landscape and Visual Impact Assessment (LVIA) should be submitted at a planning application (and preferably pre-application) stage.

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- HCC Minerals and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities and Infrastructures

- Given the scale of future development at the site, it is likely to require upgrades to the wastewater network. The Developer (in consultation with the Local Planning Authority) should liaise with Thames Water at the earliest opportunity to determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development

GARSTON

H34 – Land North of Bucknalls Lane

H34 – Land north of Bucknalls Lane	
SHELAA Reference: CFS65 Size: 5.8ha (whole site) Proposed use(s): Residential and employment Indicative Dwelling Capacity: 144 Phasing: 1 - 10 years Greenfield/Brownfield: Greenfield	
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt	
Main Development Requirements: • Indicative dwelling capacity of 144 • The northern section of the site should be used for employment use • A minimum 100m buffer distance between the nearest dwellings and the boundary of the Waterdale Waste Transfer Station & Household Waste Recycling Centre (located to the north) would be required as part of any development • Access to the site must be via the A405 and not Bucknalls Lane, with only pedestrian access considered acceptable from Bucknalls Lane. • Provision of play space / open space	
Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • Access to the site must be via the A405 and not Bucknalls Lane, with only pedestrian access considered acceptable from Bucknalls Lane	

- Any planning application (and preferably pre-application) will require the submission of a Transport Assessment

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the A405 St Albans Road and Bucknalls Lane
- Improvements to existing footway provision on the A405 St Albans Road and Bucknalls Lane to improve connectivity to local services and facilities
- Improvements to existing bus stop infrastructure on the A405 St Albans Road
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- There are small, localised areas of surface water ponding within the site which should be mitigated by any proposed drainage designs. As a large greenfield site, below ground SuDS will not be accepted. All surface water attenuation is to be delivered above-ground, with above-ground conveyance prioritised
- Groundwater levels are between 0.25 and 5m below the ground surface across the Site. Ground investigations should be undertaken at the earliest stage. A suitable Flood Risk Assessment (FRA) and drainage strategy would be required at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- There are protected trees concentrated within the north and northeastern corner of the site (TPO162A). Future development will need to take account of the protected trees and an Arboricultural Impact Assessment will be required at a planning application (and preferably pre-application) stage
- Natural England state that the site triggers the SSSI Impact Risk Zones for residential development (at Bricket Wood Common). Natural England should be consulted at the planning application stage

Landscape

- The council's Landscape Sensitivity Assessment classifies the Site as having a medium-high sensitivity to built development. A Landscape and Visual Impact Assessment should be submitted at a planning application (and preferably pre-application) stage

Environmental Health and Pollution

- Potential noise and air quality issues arising from the site's proximity to the A405, M1 and Waterdale Waste Transfer Station & Household Waste Recycling Centre would need to be addressed as part of any development. Relevant Assessments and reports (such as Noise and Air Quality) may be required at the planning application (and preferably pre-application) stage
- The site adjoins an existing operational waste site and Allocated Strategic Site for Future Waste Use in the HCC Waste Site Allocations document 2014. HCC Waste seek to prevent incompatible development taking place within the vicinity of the operational waste site which could compromise their continued operation in accordance with Policy 5 (Safeguarding of Sites)
- As part of any planning application, there would be a requirement for a buffer distance between the nearest dwellings and the boundary of Waterdale Waste Transfer Station & Household Waste Recycling Centre, to ensure that the waste site can operate alongside any housing on the site. The buffer distance should be a minimum of 100 metres. Employment uses, open space and SuDS can be proposed in the buffer zone area

Minerals and Waste

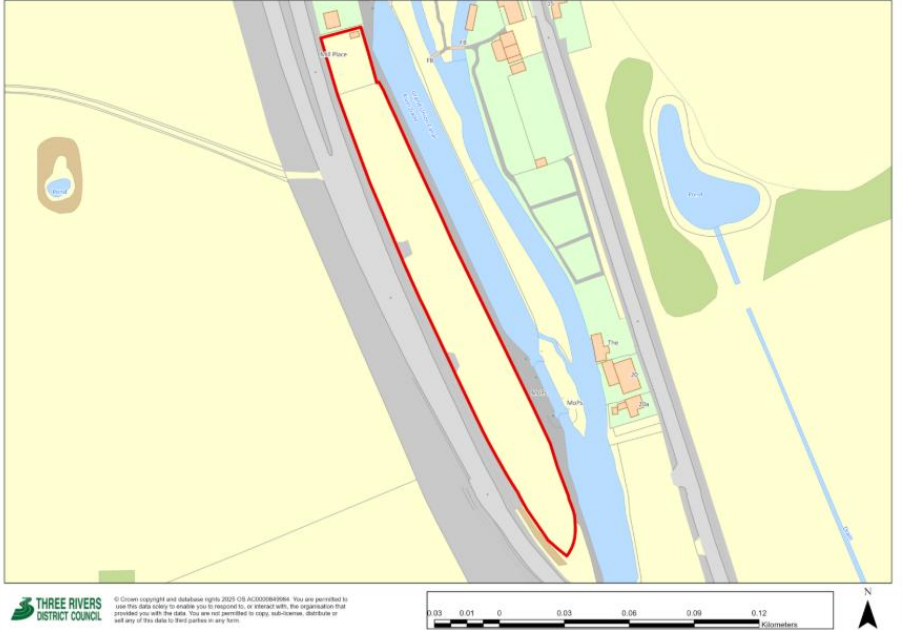
- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- HCC Minerals and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities/ Infrastructure

- The Central East ICB is likely to seek developer contributions due to impacts of new development upon Garston Medical Centre

HUNTON BRIDGE

H35 – Land at Mill Place

H35 – Land at Mill Place, Watford Road	
SHELAA Reference: NSS10 Size: 0.6ha Proposed use(s): Residential Indicative Dwelling Capacity: 10 Phasing: 1 – 5 years Greenfield/Brownfield: Brownfield	 © Crown copyright and database rights 2020 OS. All rights reserved. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, re-transmit, distribute or sell any of this data to third parties in any form.
Green Belt / Grey Belt: The site is considered to be grey belt. Given that the site is not edge of settlement, its brownfield nature and grey belt categorisation, the site has been retained in the Green Belt Main Development Requirements: - Indicative dwelling capacity of 10 - A 10 metre buffer area is required between development and the River Gade to the east of the site Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - There are two existing accesses into the site from the A41. Engagement with HCC Highways at the earliest stage is strongly encouraged. An Access Strategy and Transport Assessment would likely be needed at a planning application (and preferably pre-application) stage <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on the A41 Watford Road	

- Improvements to existing footway provision on the A41 Watford Road to improve connectivity to local services and facilities

Historic Environment

- There are Grade II Listed Buildings close to the northern and southern boundaries of the site (Bridge over the Grand Union Canal to the south and North Grove Lock House to the north). The council's high-level Heritage Impact Assessment states that the site's development would have a minor adverse impact on the historic environment although sets out that it is likely that the impact could be mitigated through good design including appropriate scale, massing and positioning of development, which may include setbacks of housing from the canal and use of appropriate landscaping boundary treatments
- A Heritage Impact Assessment should be submitted at the planning application (and preferably pre-application) stage, including details of mitigation measures to reduce the impact on nearby heritage assets

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- The Site is adjacent to a Main River (River Gade/Grand Union Canal) which is classified as Flood Zone 3b. A 10 metre buffer would be required between residential development and the river
- There is a risk of groundwater flooding due to the shallow ground water level. Development would be subject to appropriate mitigation measures to address the risk of groundwater flooding
- The council's Level 2 SFRA (2026) has concluded that development should be directed away from the areas of highest surface water flood risk in the 100 year plus climate change flooding event. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage

Landscape

- The council's Landscape Sensitivity Assessment classified the site as medium-high sensitivity to built development. It is also classified that the site as having a high sensitivity to the historic character. As such, the submission of a Landscape and Visual Impact Assessment should be submitted at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- HCC Ecology state that illuminating waterways and riparian margins should be avoided.
- A Local Wildlife Site is located adjacent to the east of the site. Given the close proximity to the Local Wildlife Site, an Ecological Impact Assessment will be required at the planning application (and preferably pre-application) stage

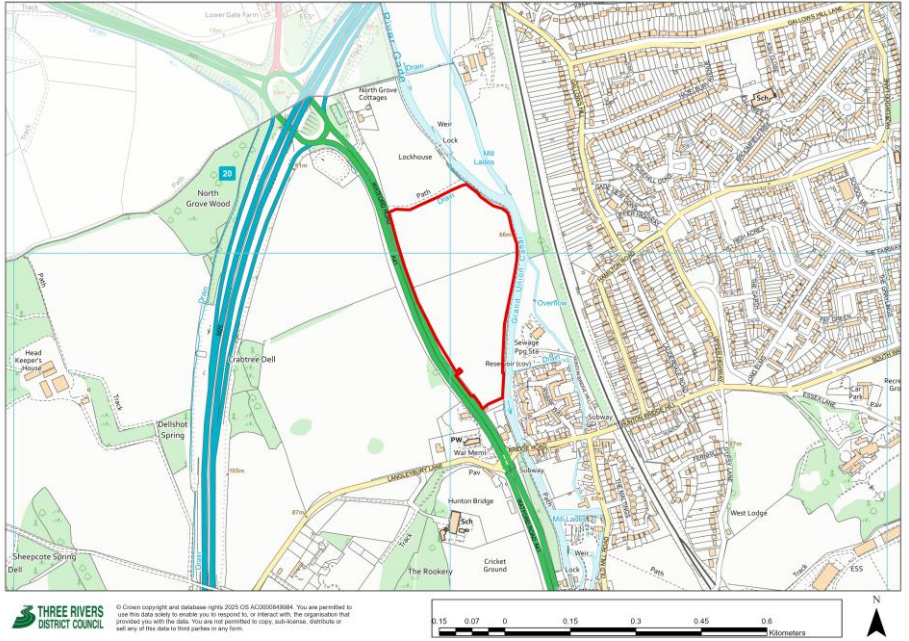
Environmental Health and Pollution

- Noise and air quality issues caused by the site's proximity to the A41 may have an impact on the site and its future occupiers and as such noise reduction measures should be considered as part of the design. Relevant assessments and reports, including details of mitigation measures would be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage.
- The site is located on an area of Historic Landfill (reference: EAHLD12879). The presence of and risk from contaminative materials should be considered at the earliest stage. The submission of a Land Contamination Report (or similar) will likely be required at the planning application (and preferably pre-application) stage

H36 – Land to the East of Watford Road

H36 – Land to the East of Watford Road	
SHELAA Reference: NCFS6 Size: 9.5ha Proposed use(s): Residential Indicative Dwelling Capacity: 280 Phasing: 6 – 10 years Greenfield/Brownfield: Greenfield	
Green Belt / Grey Belt The site was located within the Green Belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt. The site is one of those allocated under ministerial direction Main Development Requirements: • Indicative dwelling capacity of 280 • The site is within the Beechwoods SAC zone of influence. As the indicative dwelling capacity exceeds 100, it is required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and / or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same) • A 10 metre buffer area is required between development and the River Gade to the east of the site. Additionally, a 5 metre buffer area is required between development and the unnamed field drain which is an ordinary watercourse • Provision of open space/play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u>	

- There is no suitable existing access to the site from A41. Engagement with HCC Highways at the earliest stage is strongly encouraged. An Access Strategy and Transport Assessment is required at the planning application (and preferably pre-application) stage
- There is a canal towpath that runs along the eastern and northern boundaries of the site. Any development would need to take account of the presence of the canal towpath. Upgrades to the towpath may be required to make the site more sustainable

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the A41 Watford Road
- Improvements to existing footway provision on the A41 Watford Road to improve connectivity to local services and facilities
- Improvements to existing bus stop infrastructure on the AA41 Watford Road
- Contribution to improvements at Kings Langley Railway Station
- Contribution to Car Club
- Contribution to LCWIP Cycle Route 17 which will provide stepped cycle tracks along Old Mill Lane, Hunton Bridge Hill, Lauderdale Road and Station Road to improve walking and cycling connections to Kings Langley Railway Station
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead Corridor) SM30 to provide bus priority measures on A41 including bus lanes and priority signals to improve bus service reliability along the route
- Contribution to SWHGTP PK6 (Watford-Hemel Hempstead Corridor) SM31 to enhance local-express bus services between Hemel Hempstead and Watford (including Abbots Langley), as well as maintaining and enhancing existing bus routes to better serve trips to key workplace destinations
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- There are several clusters of Listed Buildings (two Grade II* and 14 Grade II Listed Buildings) located in the vicinity of the site. Some Locally Listed Buildings are situated to the south of the site within Hunton Bridge Conservation Area. The council's high-level Heritage Assessment stated that development of the site would have a minor adverse impact on the historic environment although sets out that it is likely that the impact could be mitigated through appropriate positioning of development, such as development setbacks from heritage assets, the conservation area and canal. The use of appropriate landscaping boundary treatments could mitigate the impact to the historic environment.
- A Heritage Impact Assessment should be submitted at the planning application stage (and preferably pre-application) including an assessment of key views from the Church of St Paul
- Due to its proximity to a site where Late Bronze Age pits were identified (HER 31467), pre-application or predetermination archaeological assessments should be submitted, including a Geophysical Survey followed by an Archaeological Evaluation through Trial Trenching

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- A large portion of the site is located in Flood Zone 2.
- There is low to high surface water ponding across the whole of the site with surface water flooding along the A41 (Watford Road adjacent to the west of the site). There is significant surface water flooding to the north of the site. Suitable mitigation to address surface water flooding would be required
- The council's Level 2 SFRA (2026) has concluded that development should be restricted to Flood Zone 1, with areas in Flood Zone 2 preserved as public green space. As such, development should be prioritised within Flood Zone 1. Detailed modelling should be carried out to demonstrate safe access and egress in the 1% AEP plus climate change surface water and fluvial events. The risk of blockage to the culvert on Bridge Road should also be assessed as part of a site-specific Flood Risk Assessment (FRA). A 10 metre buffer area is required between development and the River Gade to the east of the site. Additionally, a 5 metre buffer area is required between development and the unnamed field drain which is an ordinary watercourse

Landscape

- The council's Landscape Sensitivity Assessment scored the site as having a medium-low sensitivity to built development. At the planning application stage, a Landscape and Visual Impact Assessment (LVIA) may be required

Green Infrastructure, Biodiversity and TPOs

- There is a strip of protected trees located across the northern border of the site (TPO759). Future development will need to take account of the protected trees and any future planning application (and preferably pre-application) may require the submission of an Arboricultural Impact Assessment
- A Local Wildlife Site is located a short distance to the south of the site in the vicinity of Langleybury Church. The Grand Union Canal/River Gade runs adjacent to the east of the site. Given the close proximity to the green and blue infrastructure, an Ecological Impact Assessment will be required at the planning application (and preferably pre-application) stage. Additionally, a Badger Walkover Survey should be submitted. Early engagement with HCC Ecology is encouraged
- The site is within the Beechwoods SAC zone of influence. As the indicative dwelling capacity exceeds 100, it is required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and / or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the size of the site, a financial contribution would be required
- Any future proposal must assess the potential impacts to the canal with appropriate assessments and mitigation measures. Early engagement with the Canal River Trust is encouraged

Environmental Health and Pollution

- Noise and air quality issues caused by the site's proximity to the A41 and M25 may have an impact on the site and its future occupiers. Relevant assessments and reports (i.e. noise and air quality), including details of mitigation measures will be required at the planning application (and preferably pre-application) stage

Mineral and Waste

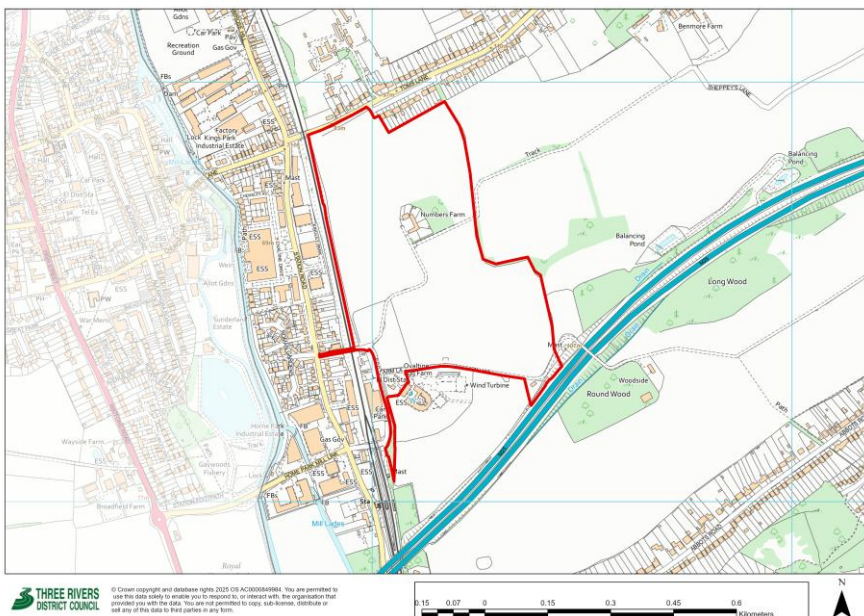
- HCC Mineral and Waste state that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities/Infrastructure

- The Central East ICB have stated that this site will be expected to financially contribute to the new Kings Langley Medical Centre (provided by site H9)

KINGS LANGLEY

H37 – West of the Kings Langley Estate

H37 – West of the Kings Langley Estate	
SHELAA Reference: CFS26c Size: 58.5ha Proposed use(s): Residential, community centre and provision of SANG within adjoining land Indicative Dwelling Capacity: 400 Phasing: 1 - 10 years Greenfield/Brownfield: Mixed (Mainly Greenfield)	 © Crown copyright and database rights 2025 OS AC200006060606. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provides you with the data. You are not permitted to copy, re-broadcast, distribute or sell any of this data to third parties in any form.
Green Belt / Grey Belt The site was located within the Green Belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt Main Development Requirements: • Indicative dwelling capacity of 400 • 2FE primary school including nursery provision to be provided within either site H9 or H37 • Provision of Suitable Alternative Natural Greenspace (SANG) within adjoining open space allocation (treated as “on-site” provision) • Provision of Community Centre • Provision of open space / play space Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • The existing vehicular access to the site is via Egg Farm Lane. A new access could also be created off Toms Lane to the north of the site. Engagement with HCC Highways (and submission of a Highways pre-application) at the earliest stage is strongly encouraged	

- Poor design could result in a car dependent site, so enabling permeability to Kings Langley Station and the surrounding area should be a key consideration. Upgrades to and creation of pedestrian and cycle routes will be required
- National Highways state that given the site has a boundary with or close to the SRN, there will be various requirements for Highways England to assess which are likely to include issues regarding ground conditions, drainage, lighting, noise and vibration, in addition to cumulative traffic impacts. National Highways should be consulted during the planning application stage
- The submission of a Transport Assessment will be required
- Public Rights of Way run along part of the eastern (Abbots Langley 019) and southern (Abbots Langley 020) boundaries. The design and layout of any development would need to take account of the presence of Public Rights of Way in or adjoining the site, not affect access to the Public Rights of Way and consider the impact and timescales if any future diversions are necessary

Mitigation Measures Identified in the Transport Assessment (split across sites CFS26a and CFS26c)

- Provision of a mobility hub
- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Bedmond Road, Abbots Road, Little How Croft, Egg Farm Lane and Toms Lane
- Improvements to existing PRoW Abbots Langley 019, 020, 021, 022 and 023 across the site to connect to the surrounding existing provision on Bedmond Road, Abbots Road, Little How Croft, Egg Farm Lane and Toms Lane
- Improvements to existing footway provision to connect to the surrounding existing provision on Bedmond Road, Abbots Road, Little How Croft, Egg Farm Lane and Toms Lane to improve connectivity to key destinations in Abbots Langley and Kings Langley, including Kings Langley Railway Station and primary and secondary schools
- Provision of crossing facilities for pedestrians and cyclists on Bedmond Road, Abbots Road, Station Road and Toms Lane
- Contribution to extension of existing bus services into the site, along with associated high-quality infrastructure e.g. bus stops, seating, shelters, real time information boards
- Improvements to existing bus stop infrastructure on Bedmond Road, High Street, Gallows Hill Lane and Station Road
- Contribution to improvements at Kings Langley Railway Station
- Contribution to car club
- Contribution to LCWIP Cycle Route 17 which will provide stepped cycle tracks along Old Mill Lane, Hunton Bridge Hill, Lauderdale Road and Station Road to improve walking and cycling connections to Kings Langley Railway Station
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead Corridor) SM19a to provide a park and ride close to Kings Langley Railway Station to assist with reducing vehicular trips to Watford and Hemel Hempstead

- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead Corridor) SM30 to provide bus priority measures on A41 including bus lanes and priority signals to improve bus service reliability
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead Corridor) SM31 to enhance local-express bus services between Hemel Hempstead and Watford (including Abbots Langley), as well as maintaining and enhancing existing bus routes to better serve trips to key workplace destinations
- Provision of Travel Plans to set out measures and initiatives for different land uses to encourage mode shift

Social and Community

- On-site provision of a community centre
- 2FE primary school including nursery provision to be provided within either site H9 or H37

Historic Environment

- To the west of the site, there are Grade II Listed Buildings and Locally Listed buildings located within the site and to the south. The Locally Listed Buildings within the site should be retained as part of any future development proposal, unless their demolition is robustly justified
- The council's high-level Heritage Assessment considers that the development of the site would result in a moderate adverse impact on the historic environment. A Heritage Impact Assessment should be submitted at the planning application (and preferably pre-application) stage, including details of mitigation measures to limit the harm to nearby heritage assets
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- There is a surface water flow path, ranging from low to medium risk, running through the north of the site, which ponds at the north-west of the site. Another surface water flow path ranging from low-medium risk runs through the south of the site and ponds in the central-southern area. Suitable mitigation measures should be provided as part of future development to address surface water flood risk at the site. A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage
- Given that the site is a large (predominantly) greenfield site, below ground SuDS will not be accepted. All surface water attenuation is to be delivered above-ground, with above-ground conveyance prioritised

Green Infrastructure, Biodiversity and TPOs

- There are protected trees at various locations across the site (TPO317). Future development will need to take account of protected trees within the site and future proposals will require the

submission of an Arboricultural Impact Assessment at the planning application (and preferably pre-application) stage

- There is a Local Wildlife Site (Numbers Farm Area) located in the central-northern area of the site. Design of development must consider this LWS from the earliest stage and provide a buffer area from the Local Wildlife Site. The submission of Ecological Impact Assessments (or similar) will be required at the planning application stage
- The Site is within the Beechwoods SAC zone of influence. As the indicative dwelling capacity exceeds 100, it is required to deliver suitable mitigation and / or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance. This includes provision, improvement and / or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the size of the site, SANG provision would be expected on the land immediately to the east of the site a set out in the open space allocation. Early engagement with Natural England and developers of other sites in the vicinity requiring a financial contribution to SANG is strongly recommended. The on-site provision of SANG should be completed prior to first occupation of the development on site

Landscape

- The council's Landscape Sensitivity Assessment scored the site as having a medium-high sensitivity to built development. Given this and the scale of development, a Landscape and Visual Impact Assessment (LVIA) should be submitted at a planning application (and preferably pre-application) stage

Environmental Health and Pollution

- Any development of the site would need to take account the presence of potential noise and air quality issues arising from the site's close proximity to the M25 and railway. Relevant assessments and reports, including details of mitigation measures should be submitted at the planning application (and preferably pre-application) stage

Utilities and Infrastructure

- Given the scale of future development, it may require upgrades to the wastewater network. The Developer (in consultation with the Local Planning Authority) should liaise with Thames Water to determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development
- The site is located close to Affinity Water apparatus. Developers will be expected to engage with Affinity Water as early as is practicable to ensure that these are taken into consideration during the design process

H38 – Flower House, 2-3 Station Road

H38 – Flower House, 2-3 Station Road

SHELAA Reference:
ACFS8b

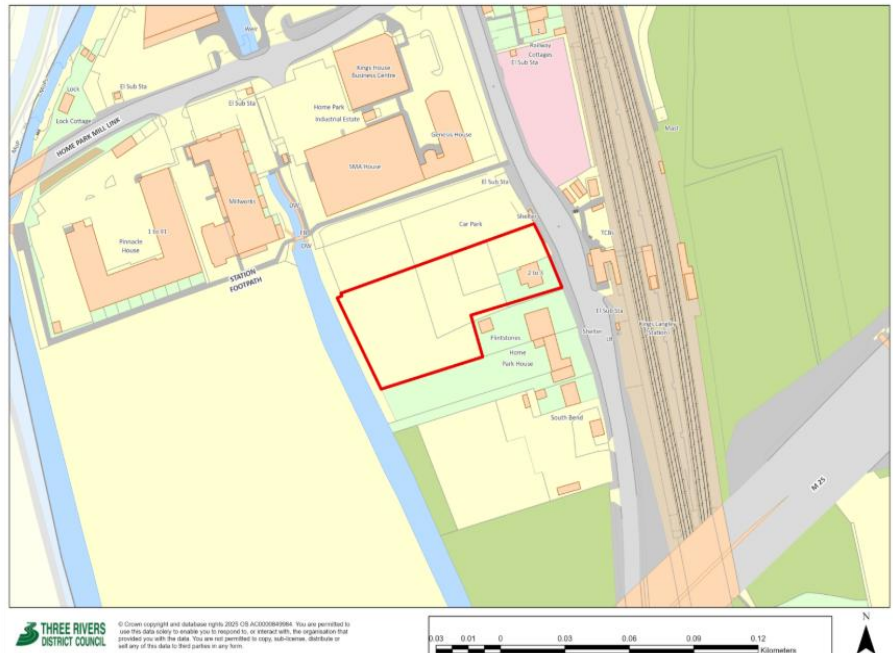
Size: 0.4ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 10

Phasing: 6 – 10 years

Greenfield/Brownfield:
Mixed



Green Belt / Grey Belt:

The site is considered to be grey belt. Given its brownfield nature and grey belt categorisation, the site has been retained in the Green Belt.

Main Development Requirements:

- Indicative dwelling capacity of 10
- Development should focus on the brownfield portion of the site, with the remainder of the site for biodiversity net gain and amenity space.
- There should be a 10 metre buffer area between the part of the site which falls within Flood Zone 3b and any future development

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The existing access off Station Road should be utilised, although improvement works may be necessary

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Station Road

- Improvements to existing footway provision on Station Road to improve connectivity to local services and facilities

Design

- Development should focus on the brownfield portion of the site, with the remainder of the site for biodiversity net gain and amenity space

Historic Environment

- There is a Scheduled Monument to the west and two Grade II Listed buildings to the north-west. There is also a Locally Listed Buildings to the south of the site. The council's high-level Heritage Impact Assessment states that the site's development would have a minor adverse impact on the historic environment, as the site has direct views to the Scheduled Monument. A Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage
- Pre-application or pre-determination archaeological assessments should be included as part of any development proposals

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- Part of the site along the western boundary falls within Flood Zone 3b (approximately 8% of the total site area). Therefore, no development would be permitted on Flood Zone 3b and a 10m buffer would be required between any development and Flood Zone 3b
- There is a risk of groundwater flooding to surface and subsurface assets due to the shallow ground water level, as well as the possibility of groundwater emerging at the surface locally. Development would be subject to appropriate mitigation measures to address the risk of groundwater flooding on the site. A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

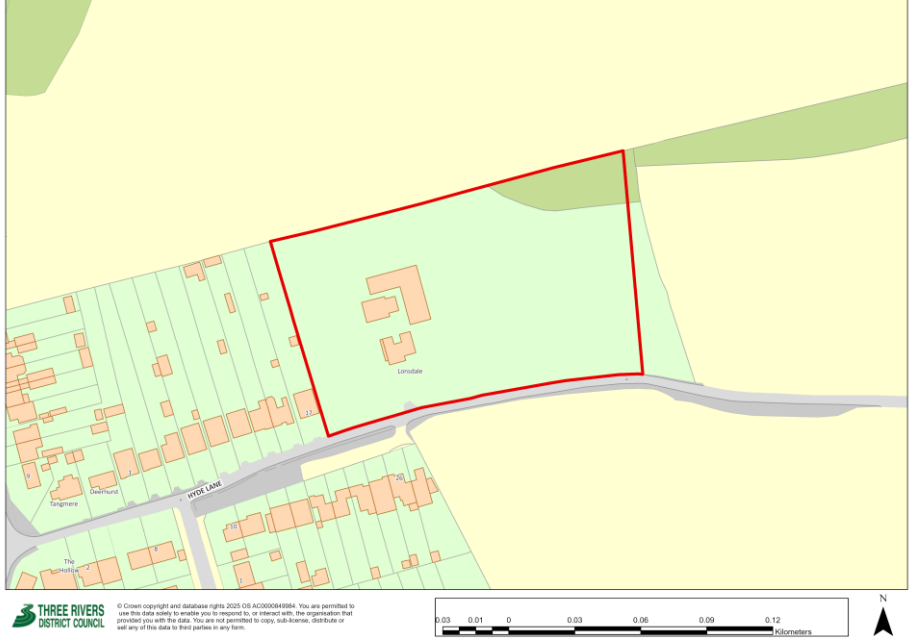
Environmental Health and Pollution

- Any development of the site would need to take account the presence of potential noise and air quality issues due to the close proximity to the M25 and Kings Langley Railway Station. Relevant assessments and reports, including details of mitigation measures would be required at a planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H39 – Lonsdale, Hyde Lane

H39 – Lonsdale, Hyde Lane	
SHELAA Reference: NCFS20 Size: 1.6ha Proposed use(s): Residential Indicative Dwelling Capacity: 10 Phasing: 1 – 5 years Greenfield/Brownfield: Mixed	 © Crown copyright and database rights 2025 OS AC000040864. You are permitted to use this data solely to enable you to respond to, or interact with, the information that is provided to you with this data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. THREE RIVERS DISTRICT COUNCIL 0.03 0.01 0 0.03 0.06 0.09 0.12 Kilometers N
Green Belt / Grey Belt: The site is considered to be partially grey belt (brownfield land). Given that the site is not edge of settlement, its partial brownfield nature and partial grey belt categorisation, the site has been retained in the Green Belt Main Development Requirements: • Indicative dwelling capacity of 10 • Development should be limited to the brownfield area of the site (including the buildings and associated hardstanding), predominantly confined to the western side of the site Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> • The existing access via Hyde Lane should be utilised, although improvement works such as widening would be necessary <u>Mitigation Measures Identified in the Transport Assessment</u> • Provision of high-quality walking routes across the site that connect to the surrounding highway network on Hyde Lane	

- Improvements to existing footway provision on Hyde Lane to improve connectivity to local services and facilities

Design

- Development should be limited to the brownfield area of the site (including the buildings and associated hardstanding), predominantly confined to the western side of the site

Historic Environment

- HCC Historic Environment state that the archaeological interest of this Site can be appropriately managed through planning requirements should planning be granted. An Archaeological Evaluation would likely be requested post-determination

Green Infrastructure, Biodiversity and TPOs

- There are protected trees (TPO599) clustered around the west and south of the site. Future development will need to take account of the protected trees, including root protection areas/zones. An Arboricultural Impact Assessment will be required at a planning application (and preferably pre-application) stage
- A Local Wildlife Site (Pimlico House Woods & New Plantation) is located adjacently to the east of the site. An Ecological Impact Assessment may be required at a planning application (or pre-application) stage

Minerals and Waste

- HCC Minerals and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H40 – Land adjacent to RES Site, Egg Farm Lane

H40– Land adjacent RES Site, Egg Farm Lane

SHELAA Reference:
NSS20

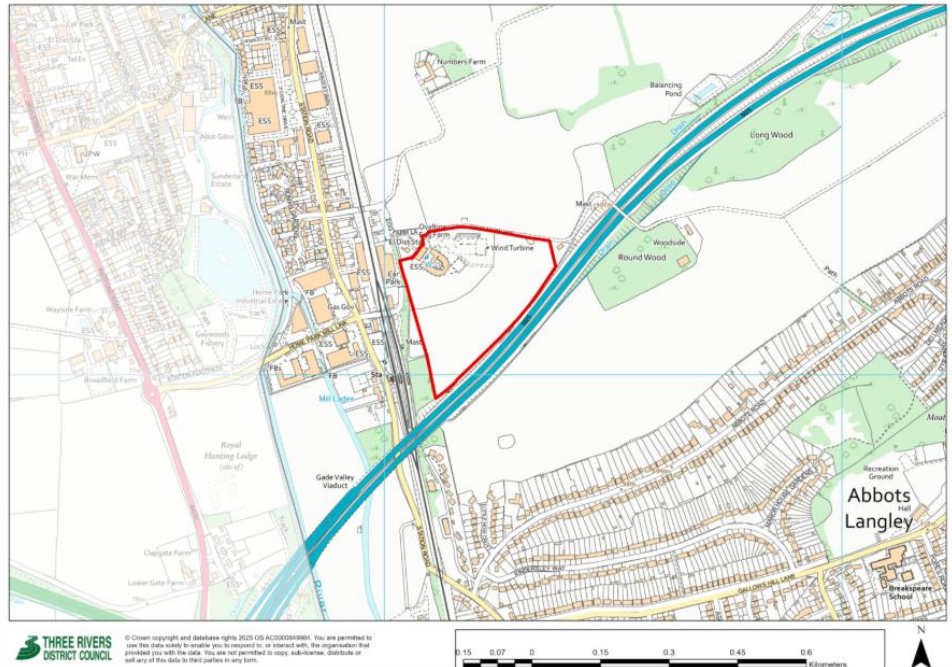
Size: 7.0ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 100

Phasing:
1 – 10 years

Greenfield/Brownfield:
Mixed



Green Belt / Grey Belt

The site was located within the Green Belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt

Main Development Requirements:

- Indicative dwelling capacity of 100
- A buffer area (from residential development) along the southern boundary of the site will be required due to the proximity of the M25
- The site is located within the Chilterns Beechwoods SAC zone of influence. Due to the indicative dwelling capacity of 100, development at the site would be required to deliver suitable mitigation and/or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance at the Chilterns Beechwoods SAC. This includes provision, improvement and/or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the limited size of the site, a financial contribution will be required
- Provision of open space / play space

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The existing access via Egg Farm Lane should be utilised, although improvements to the highway and pedestrian infrastructure may be required to facilitate the scale of development
- National Highways state that given the site has a boundary with or close to the SRN, there will be various requirements for Highways England to assess which are likely to include issues regarding ground conditions, drainage, lighting, noise and vibration, in addition to cumulative traffic impacts. National Highways should be consulted during the planning application stage
- The submission of a Transport Assessment will be required
- A Public Right of Way (Abbots Langley 020) runs along the northern boundary of the site. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Egg Farm Lane
- Improvements to existing PRow Abbots Langley 020 across the site to connect to the surrounding existing provision on Egg Farm Lane
- Improvements to existing PRow Abbots Langley 020 across the site to connect to the surrounding existing provision on Egg Farm Lane
- Improvements to existing bus stop infrastructure on Station Road
- Improvements to existing highways on Egg Farm Lane to allow for vehicular access
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- There are several Locally Listed Buildings within the site and near the site. The Locally Listed Buildings within the site should be retained as part of any future development proposal, unless their demolition is robustly justified
- The council's high-level Heritage Impact Assessment considers that development of the site would result in a moderate adverse impact on the historic environment. A Historic Impact Assessment will be required at the planning application (and preferably pre-application) stage, including details of mitigation measures to limit the harm to nearby heritage assets

Flooding

- There is a low to high surface water flow route running through the site and ponding in the north and south. Any future development would need to satisfactorily address the surface water flood risk, providing suitable drainage mitigation where necessary
- The level of groundwater is shallow. Future proposals would need to satisfactorily address the groundwater flood risk with providing suitable mitigation where necessary
- A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- The trees which form the western boundary of the site are protected under TPO727. There are two further groups of trees at the northern edge of the site which are protected under TPO317. Future developments will need to take account of the TPOs. An Arboricultural Impact Assessment should be submitted at the planning application (and preferably pre-application) stage
- The site is located within the Chilterns Beechwoods SAC zone of influence. Due to the indicative dwelling capacity of 100, development at the site would be required to deliver suitable mitigation and/or avoidance measures in order to address potential adverse effects arising from increased recreational disturbance at the Chilterns Beechwoods SAC. This includes provision, improvement and/or maintenance of Suitable Alternative Natural Greenspace (SANG) (or a suitable financial contribution towards the same). Given the limited size of the site, a financial contribution will be required

Environmental Health and Pollution

- Noise and air pollution caused by the proximity to the M25 and the railway line may have an impact on development within the site and its future occupiers. Relevant assessments and reports, including details of mitigation measures will be required at the planning application (and preferably pre-application) stage
- A buffer area (from residential development) along the southern boundary of the site will be required due to the proximity of the M25

Minerals and Waste

- HCC Mineral and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

MAPLE CROSS

H41 – Land to the West and South of Maple Cross

H41 – Land to the West and South of Maple Cross

SHELAA Reference:
EOS12.2

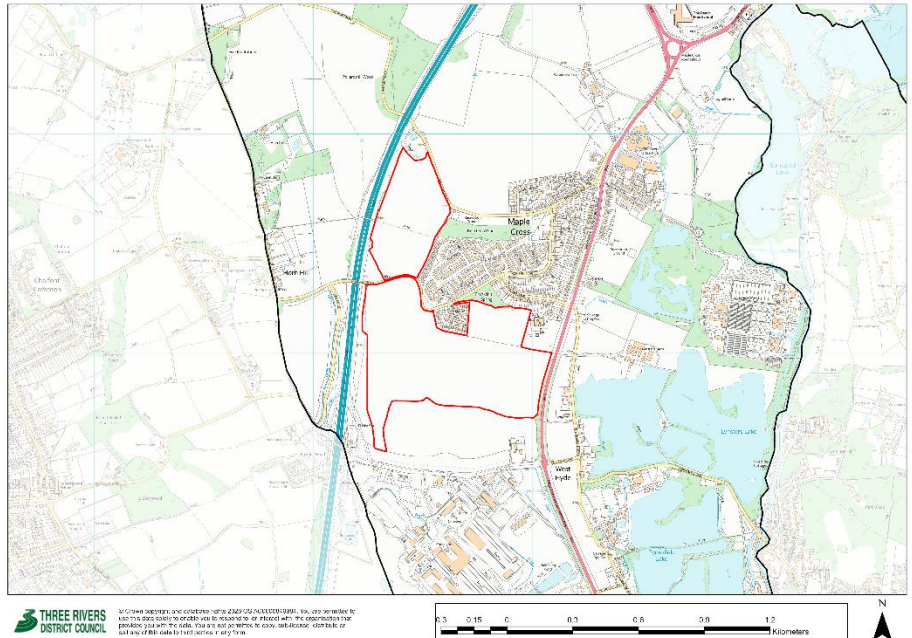
Size: 52.2ha

Proposed use(s):
Residential and specialist accommodation with supporting mixed uses to include primary education, community facilities, retail and commercial

Indicative Dwelling Capacity: 1,500

Phasing:
1 – 16 years

Greenfield/Brownfield:
Greenfield



Green Belt / Grey Belt

The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt

Main Development Requirements:

- Indicative dwelling capacity of up to 1,500
- The site should comprise various uses including primarily residential and specialist accommodation with supporting mixed uses to include primary education, community, retail and commercial.
- The site is strategic in scale and should provide the following on-site infrastructure:
 - New 3FE primary school (2.92ha) and/or 3FE expansion to Maple Cross JMI (2.92ha) subject to further evidence from HCC. Both options to provide SEND places and nursery provision
 - Childcare setting (50 places)
 - A local centre including local shops
 - Medical centre
 - 3 settings (minimum 70 units per setting) of housing with care units
 - Nursing home (70-80 bed)
 - Provision of a 4-bedroom children's home (HCC to be involved in the masterplanning process)

- Community facilities
- Flexible commercial space
- 6 supported living units
- Improved bus stops and an extended bus route through the site as well as pedestrian and cycle routes
- Public open space
- Allotments

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- There is no existing suitable access into the site. Access from Denham Way is proposed as the primary route leading to the northern part of the site. A secondary access could be provided from Hornhill Road and an emergency access could be provided off Chalfont Road to the north of the site, subject to transport modelling and a detailed access and movement strategy in consultation with HCC to support the application masterplan
- Upgrades to the bus network including re-routing of services (including into the site) and new bus stops will be required
- Upgrades to and creation of pedestrian and cycle routes will be required
- There are Public Rights of Way across the site in an east – west direction (Rickmansworth 005 and 005a) and within the northern part of the site (Rickmansworth 009). The design and layout of any development would need to take account of the presence of Public Rights of Way in and adjoining the site, bearing in mind the timescales if any diversions are necessary

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the A412 Denham Way, Hornhill Road and Chalfont Road
- Improvements to existing PRow Rickmansworth 005, 008 and 009 across the site to connect to the surrounding existing provision on the A412 Denham Way, Hornhill Road and Chalfont Road
- Improvements to existing footway provision on the A412 Denham Way, Hornhill Road and Chalfont Road to improve connectivity to local services and facilities
- Provision of crossing facilities for pedestrians and cyclists on the A412 Denham Way at vehicular access
- Contribution to extension of existing bus services into the site, along with associated high-quality infrastructure e.g. bus stops, seating, shelters, real time information boards
- Improvements to existing bus stop infrastructure on the A412 Denham Way
- Contribution to improvements to the signalised junction of the A412 Denham Way, Chalfont Road and Maple Lodge Close to improve pedestrian and cycle facilities and to reduce congestion and queuing of traffic during peak periods
- Contribution to improvements to roundabout junction of the A404 Riverside Drive, the A412 Rectory Road / Uxbridge Road and Wensum Way to improve pedestrian and cycle facilities
- Contribution to Car Club

- Contribution to LCWIP Cycle Route 3 which will provide a two-way cycle route and junction improvements along the south side of the A412 Uxbridge Road and the east side of the A412 Denham Way to improve walking and cycling connections
- Contribution to LCWIP Cycle Route 21 which will provide a two-way cycle route and junction improvements along the west of the A412 Denham Way to improve walking and cycling connections
- Provision of Travel Plans to set out measures and initiatives for different land uses to encourage mode shift

Social and Community

- New 3FE primary school (2.92ha) and/or 3FE expansion to Maple Cross JMI (2.92ha) subject to further evidence from HCC. Both options to include SEND places and nursery provision
- On-site provision of childcare setting (50 places)
- On-site provision of a local centre including local shops
- On-site provision of a medical centre
- On-site provision of 3 settings (minimum 70 units per setting) of housing with care units
- On-site provision of nursing home (70-80 beds)
- On-site provision of a 4-bedroom children's home (HCC to be involved in the masterplanning process)
- On-site provision of community facilities
- On-site provision of flexible commercial space
- On-site provision of 6 supported living units

Historic Environment

- The Church of St Thomas of Canterbury, a Grade II Listed Building is situated to the east of the site. The council's high-level Heritage Impact Assessment stated that development of the whole land parcel would have a minor adverse impact on the historic environment, as there would be a change in the agrarian landscape by development. The assessment also stated that careful design has the potential to limit the harm, especially at the eastern side of the development. Any application would need to be accompanied by a Heritage Impact Assessment thoroughly examining the impacts and there should be early discussions with the conservation officer on layout and height of development
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. An outline planning application should be accompanied by an archaeological assessment to assess impact and mitigation

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is

contamination of the site, and whether remediation works would be needed. A small area of the northeastern corner of the site falls within GSPZ2

- There are small areas along the eastern site boundary and the northeast portion of the site at high risk of surface water flooding. Any future development would need to satisfactorily address the surface water flood risk, providing suitable drainage mitigation where necessary
- Various areas within the site (including the northern portion and the eastern and central area of the southern portion) have a shallow groundwater level. The southeastern area of the southern portion of the site is at high risk of groundwater flooding. Future development proposals would need to satisfactorily address the groundwater flood risk with providing suitable drainage mitigation where necessary
- Given that the site is a large greenfield site, below ground SuDS will not be accepted. All surface water attenuation is to be delivered above-ground, with above-ground conveyance prioritised
- Given the scale of development, a Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- There are protected trees at the western part of the site, adjacent to the north of Hornhill Road (TPO044). Future development will need to take account of the TPOs and the trees should be protected and retained. An Arboricultural Impact Assessment would be required at the planning application (and preferably pre-application) stage
- On-site provision of allotments should be provided

Landscape

- The northern parcel of land was not assessed as part of the Landscape Sensitivity Assessment. The council's Landscape Sensitivity Assessment classified the southern section of the site as having medium-high sensitivity to built development. Therefore, any future application will need to provide a Landscape and Visual Impact Assessment (LVIA) in support of the proposal with appropriate landscape and visual impact mitigations

Environmental Health and Pollution

- Noise and air quality caused by close proximity to the M25 may have an impact on the site and its future occupiers. Noise and air quality assessments with appropriate design and other mitigation strategies incorporated will be required as part of the application masterplan/ submission documents

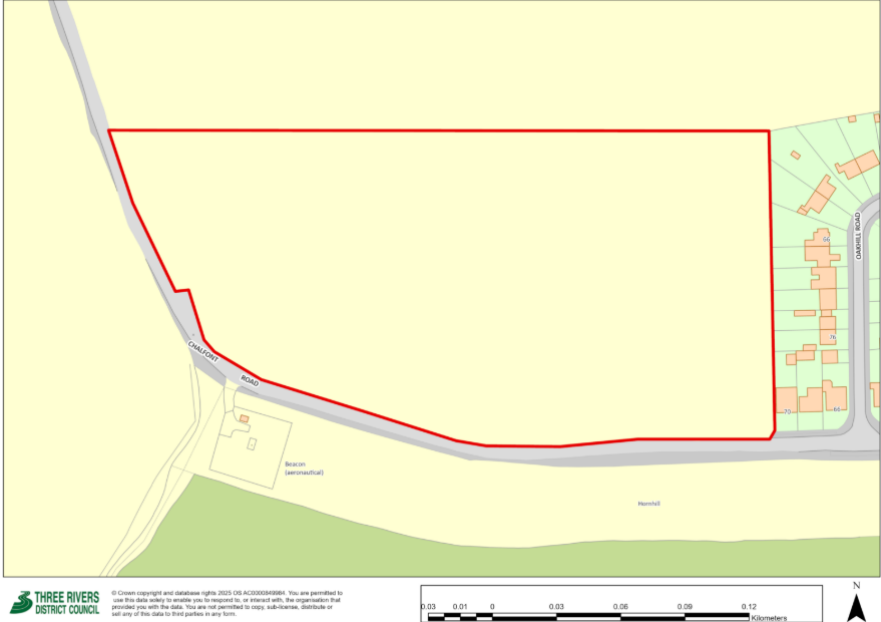
Utilities and Infrastructure

- Given the scale of future development, it is likely to require upgrades to the wastewater network. The Developer (in consultation with the Local Planning Authority) should liaise with Thames Water to determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development
- The HS2 safeguarding zone is adjacent to the western boundary of the southern section of the site. The developer is required to notify HS2 Limited prior to commencement and enter discussions prior to the planning application stage, as required

Minerals and Waste

- HCC Mineral and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H42 – Land to the North of Chalfont Road

H42 – Land to the North of Chalfont Road	
SHELAA Reference: EOS12.3 Size: 3.7ha Proposed use(s): Residential Indicative Dwelling Capacity: 130 Phasing: 1 – 10 years Greenfield/Brownfield: Greenfield	
Green Belt / Grey Belt: The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt. Main Development Requirements: - Indicative dwelling capacity of 130 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - Access to the site should be from Chalfont Road <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Chalfont Road - Improvements to existing footway provision on Chalfont Road to improve connectivity to local services and facilities - Provision of crossing facilities for pedestrians and cyclists on Chalfont Road	

- Improvements to existing bus stop infrastructure on Chalfont Road and Hornhill Road
- Contribution to LCWIP Cycle Route 21 which will provide a two-way cycle route and junction improvements along the west of the A412 Denham Way to improve walking and cycling connections
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- There is a Locally Listed Building to the northeast of the site, although this is situated beyond existing residential development. A Heritage Impact Assessment may be required at the planning application (and preferably pre-application) stage

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- Along the southern boundary of the site, there is low to medium risk of surface water flooding. Suitable mitigation measures should be provided as part of future development to address surface water flood risk at the site. A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Landscape

- The council's Landscape Sensitivity Assessment assessed the site as having medium-high sensitivity to built development. A Landscape and Visual Impact Assessment (LVIA) should be submitted at the planning application (and preferably pre-application) stage

Environmental Health and Pollution

- Noise and air pollution caused by the proximity to the M25 may have an impact on development within the site and its future occupiers. Relevant assessments and reports (i.e noise and air quality), including details of mitigation measures will be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H43 – Garages rear of Longcroft Road

H43 – Garages to rear of Longcroft Road

SHELAA Reference:
MC11

Size: 0.06ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 5

Phasing: 11 - 16 years

Greenfield/Brownfield:
Brownfield



Green Belt / Grey Belt

N/A (Not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 5

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- There is an existing access off Longcroft Road which should be utilised. Some improvement works may be necessary, and regard must be had to the electrical apparatus close to the existing access, which may need re-locating

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Longcroft Road
- Improvements to existing footway provision on Longcroft Road to improve connectivity to local services and facilities

Design

- The design of development should consider the residential dwellings in close proximity to the southeast and southwest, particularly with regards to overlooking

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed

Biodiversity, Green Infrastructure and TPOs

- Future development must consider Beechen Wood to the north. Given the close proximity to this woodland, an Arboricultural Impact Assessment would be required at the planning application (and preferably pre-application) stage

MILL END**H44 – Land to the South of Shepherds Lane and East of the M25****H44 – Land to the South of Shepherds Lane and east of M25**

SHELAA Reference:
EOS7.0

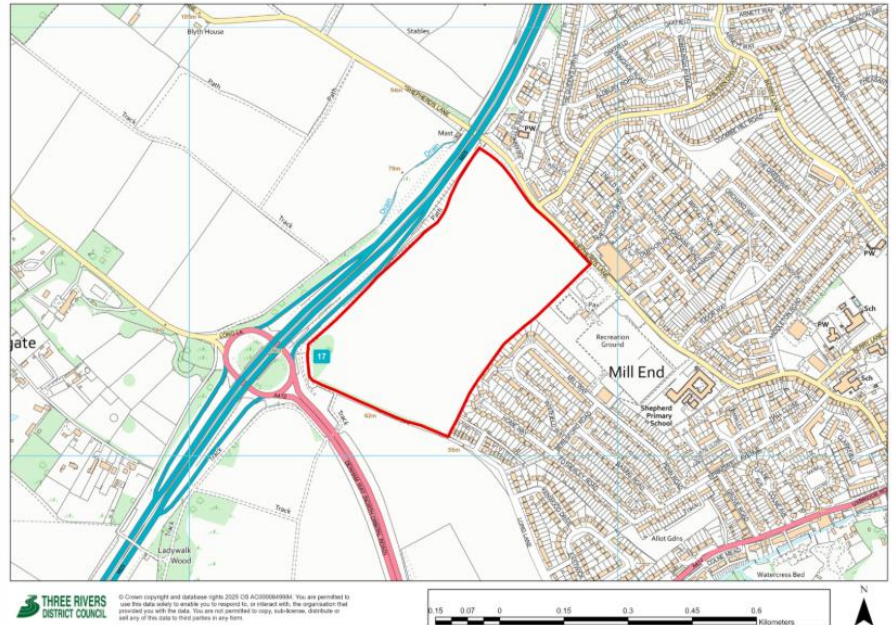
Size: 20.8ha

Proposed use(s):
Residential with supporting
mixed uses including
medical centre

**Indicative Dwelling
Capacity:** 520

Phasing:
1 – 10 years

Greenfield/Brownfield:
Greenfield

**Green Belt / Grey Belt**

The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt

Main Development Requirements:

- Indicative dwelling capacity of 520
- The site is strategic in scale and should provide the following on-site infrastructure:
 - Medical centre
 - Allotments
 - Public open space/ play space

Site Constraints and Other Requirements and Considerations:**Access, Highways and Sustainable Transport**

- There is currently no suitable access to the site. Vehicular access to the site should be located off Shepherds Lane. Early engagement (and a pre-application) with HCC Highways is strongly encouraged
- Upgrades to and creation of pedestrian and cycle routes will be required

- National Highways would require a Transport Assessment as part of any planning application
- A Public Right of Way runs along the western and northern boundaries of the site (Rickmansworth 021). A Public Right of Way (Bridleway, Rickmansworth 061) also runs along the western boundary. The design and layout of any development would need to take account of the presence of Public Rights of Way in and adjoining the site, not affect access to the Public Rights of Way and consider the impact and timescales if any future diversions are necessary

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Shepherds Lane and Long Road
- Improvements to existing PRoW Rickmansworth 021 and 061 to connect to surrounding existing provision on Shepherds Lane and Long Road
- Improvements to existing footway provision on Shepherds Lane and Long Road to provide improved connectivity to primary and secondary schools to the south of the site
- Provision of crossing facilities for pedestrians and cyclists on Shepherds Lane at vehicular access
- Improvements to existing bus stop infrastructure on Shepherds Lane
- Contribution to Car Club
- Contribution to LCWIP Cycle Route 14 which will provide various improvements for pedestrians and cyclists along Shepherds Lane to improve walking and cycling connections primary schools, community and leisure facilities to the south of the site
- Contribution to LCWIP Cycle Route 3 which will provide improvements to give cyclists priority along Springwell Avenue and Eastwick Crescent between Church Street and Long Road to improve walking and cycling connections
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Social and Community

- On-site provision of medical centre

Historic Environment

- Heronsgate Conservation Area is located to the southwest of the site opposite the M25. Despite the separation distance, given the scale of the proposed development a Heritage Impact Assessment should be submitted at a planning application (and preferably pre-application) stage
- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed

- Given that the site is a large greenfield site, below ground SuDS will not be accepted. All surface water attenuation is to be delivered above-ground, with above-ground conveyance prioritised

Green Infrastructure, Biodiversity and TPOs

- There are protected trees at the southwestern corner (TPO048) and at the northwestern corner (TPO069) of the site respectively. Given the proposed scale of development an Arboricultural Impact Assessment should be submitted at the planning application (and ideally pre-application) stage
- Onsite provision of public open space and allotments will be required

Landscape

- The council's Landscape Sensitivity Assessment assessed the site as having medium-high sensitivity to built development. A Landscape and Visual Impact Assessment with appropriate landscape and visual impact mitigations should be submitted at the planning application (and preferably pre-application) stage

Environmental Health and Pollution

- Any development of the site would need to take account the potential noise and air quality issues arising from the site's close proximity to the M25. Relevant assessments and reports, including details of mitigation measures may be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste state that a site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Utilities and Infrastructure

- The site is located close to Affinity Water apparatus. Developers will be expected to engage with Affinity Water as early as is practicable to ensure that these are taken into consideration during the design process
- Given the scale of future development, it may require upgrades to the wastewater network. The Developer (in consultation with the Local Planning Authority) should liaise with Thames Water to determine the magnitude of spare capacity currently available within the network and what phasing may be required to ensure development does not outpace delivery of essential network upgrades to accommodate future development

H45 – Garages Rear of Drillyard, West Way

H45 – Garages rear of Drillyard, West Way

SHELAA Reference:
H15

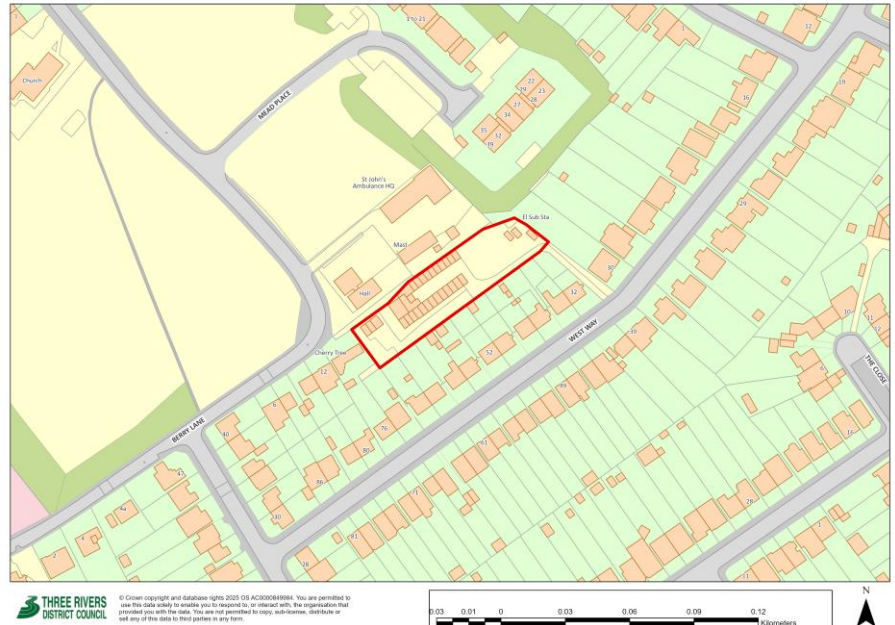
Size: 0.22ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 6

Phasing: 1 - 5 years

Greenfield/Brownfield:
Brownfield



Green Belt / Grey Belt

N/A (Not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 6

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The existing access is a track road accessed from West Way, which should be utilised for future development. Given the long and narrow nature of the access road, the scale of development has been reduced to 6 dwellings

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on West Way
- Improvements to existing footway provision on West Way to improve connectivity to local services and facilities

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed

Green Infrastructure, Biodiversity and TPOs

- There are protected trees located outside of the site to the east and north (TPO480). Future development will need to take account on the presence of TPOs adjoining the site. Given the close proximity of TPOs, an Arboricultural Impact Assessment would need to be submitted at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) may be required to support any proposal at the planning application stage, given the long access road

H46 – Quickwood Close Garages

H46 – Quickwood Close Garages

SHELAA Reference: P4a

Size: 0.16ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 16

Phasing: 11 - 16 years

Greenfield/Brownfield:
Brownfield



Green Belt / Grey Belt

N/A (Not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 16

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The existing access from Quickwood Close should be utilised

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Quickwood Close
- Improvements to existing footway provision on Quickwood Close to improve connectivity to local services and facilities
- Improvements to existing bus infrastructure on Berry Lane

Design

- Any development on the site must take into account nearby residential dwellings (and associated gardens), given the close proximity, particularly in relation to overlooking

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- There is a low risk of surface water flooding along the southern boundary of the site and on the access road which leads into the site. Suitable mitigation to address surface water flood risk on the site would be required. A Flood Risk Assessment (FRA) may be necessary at the planning application stage

H47 – Garden Land off Uxbridge Road

H47 – Garden land off Uxbridge Road

SHELAA Reference:
RW31

Size: 0.17ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 6

Phasing: 11 - 16 years

Greenfield/Brownfield:
Brownfield



Green Belt / Grey Belt

N/A (Not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 6

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- There is no existing vehicular access to the site. However, there is an access to a track road from Uxbridge Road which serves garages to the east of the site. The use of this access road could provide vehicular access along the eastern boundary of the site

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on the A412 Uxbridge Road
- Improvements to existing footway provision on the A412 Uxbridge Road to improve connectivity to local services and facilities

Historic Environment

- To the south-east of the site, on the opposite side of Uxbridge Road, is a Grade II Listed Building (The Waterside, formerly The Whip and Collar). The council's high-level Heritage Impact Assessment states that development would have a neutral impact on the historic environment. Given the close proximity to the Listed Building, a Heritage Impact Assessment may be required at the planning application (and preferably pre-application) stage

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- The north of the site is at high risk of surface water flooding (13% of the site area). Other areas of the site are at a lower risk of surface water flooding, although the extent of the flood risk area increases and forms a flow path at the north-eastern corner of the site. Suitable mitigation to address surface water flood risk and groundwater flood risk on the site would be required. A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Biodiversity, Green Infrastructure and TPOs

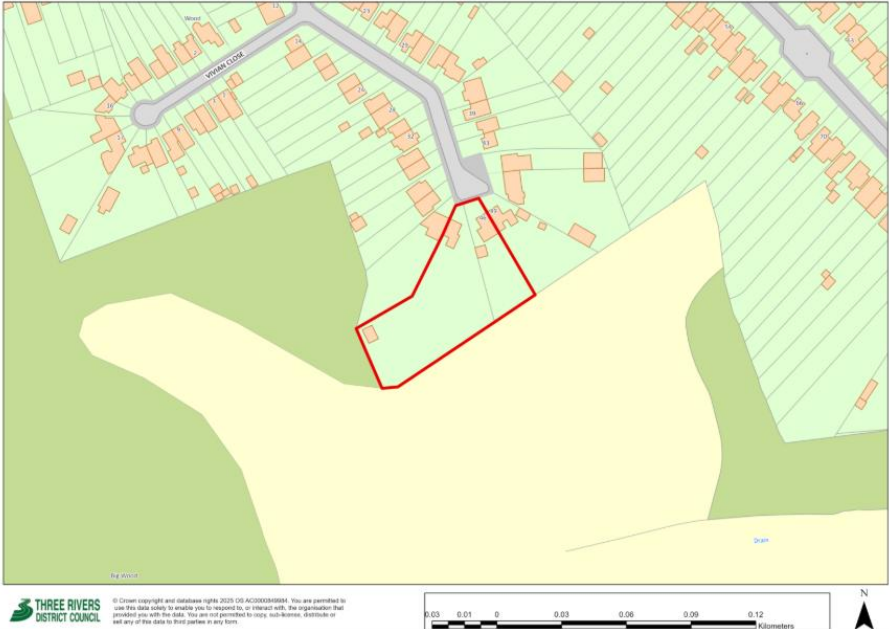
- To the west of the site, there is a TPO (TPO052), which any future development of the site must be mindful of. Given the proximity to the TPO and other trees, an Arboricultural Impact Assessment would be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported

OXHEY HALL

H48 – Vivian Gardens

H48 – Vivian Gardens	
SHELAA Reference: PCS16 Size: 0.33ha Proposed use(s): Residential Indicative Dwelling Capacity: 8 Phasing: 1 - 5 years Greenfield/Brownfield: Brownfield	
Green Belt / Grey Belt N/A (Not in Green Belt) Main Development Requirements: - Indicative dwelling capacity of 8 Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - Access to the site is currently via the driveway of No.44 Vivian Gardens. Improvement works to the access would be required as part of any development proposal, which may also involve works to the driveway to No.46 Vivian Gardens to accommodate the scale of development <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on Vivian Gardens - Improvements to existing footway provision on Vivian Gardens to improve connectivity to local services and facilities	

Historic Environment

- The site lies immediately to the south of the Oxhey Hall Conservation Area. Given the proximity to the conservation area, a Heritage Impact Assessment should be submitted at the planning application (and preferably pre-application) stage

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed

Green Infrastructure, Biodiversity and TPOs

- There are protected trees in the northwest and southwest of the site, as well as close to the southern boundary, just outside of the site (TPO677). Future development will need to take account of the TPOs and an Arboricultural Impact Assessment will be required at the planning application (and preferably pre-application) stage

H49 – Land at Hampermill Lane

H49 – Land at Hampermill Lane

SHELAA Reference:
ACFS13b

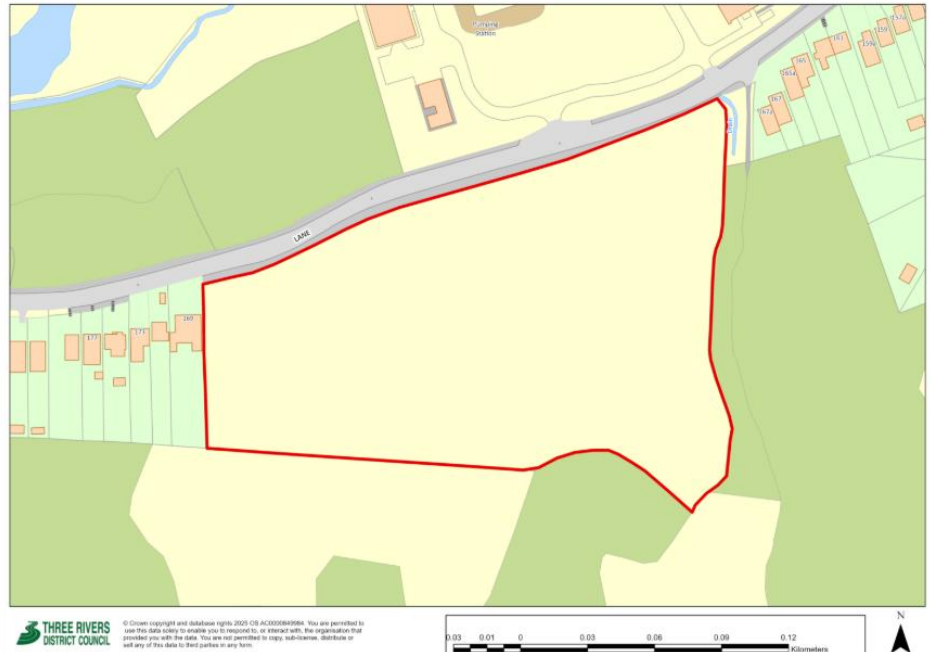
Size: 2.8ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 100

Phasing:
1 – 10 years

Greenfield/Brownfield:
Greenfield



Green Belt / Grey Belt

The site was located within the Green Belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt

Main Development Requirements:

- Indicative dwelling capacity of 100
- Provision of open space / play space

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The existing access to the site is a rural style gate within the northwest of the site. To facilitate the scale of development proposed, improvement works would be required or a new access created along Hampermill Lane

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Hampermill Lane

- Improvements to existing footway provision on Hampermill Lane to improve connectivity to local services and facilities
- Provision of crossing facilities for pedestrians and cyclists on Hampermill Lane at vehicular access
- Improvements to existing bus stop infrastructure on Hampermill Lane
- Contribution to LCWIP Walking Route 1 which will improve walking and cycling between Hayling Road and Prestwick Road to improve connections to Carpenders Park Overground Station
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Historic Environment

- Two groups of Grade II Listed Buildings are located to the northeast and west of the site respectively, but a relatively significant distance away, as is the Oxhey Hall Conservation Area to the west. A Heritage Impact Assessment may be required at the planning application (and preferably pre-application) stage

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- To the east of the site there is a large surface water flowpath ranging from low to high risk of surface water flooding. Any proposals would need to provide suitable mitigation to address surface water flood risk on areas of the site. A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

RICKMANSWORTH

H50 – Affinity Water Depot, Church Street

H50 – Affinity Water Depot, Church Street

SHELAA Reference:
CFS60

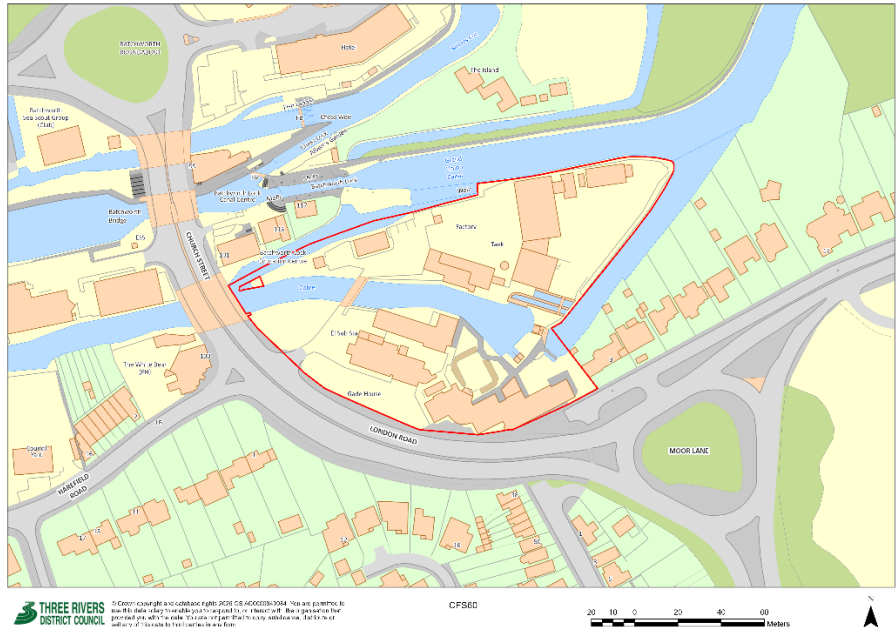
Size: 1.5ha

Proposed use(s):
Residential (with continued water treatment and utility uses)

Indicative Dwelling Capacity: 50

Phasing:
1 – 10 years

Greenfield/Brownfield:
Brownfield



Green Belt / Grey Belt

N/A (not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 50
- The conversion of existing buildings should be prioritised for the delivery of residential development (with potential scope for new buildings, subject to heritage and flooding matters being resolved at the planning application stage)
- The site will retain its current water treatment and utility uses
- Play space/ open space would not be required given the brownfield nature of the site and proximity to open space and play space, however, a financial requirement to improve local open space/ play space may be required

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- There is an existing access from Church Street/London Road (A404) which should be utilised, although improvement works (such as widening) may be required

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on the A404 Church Road
- Improvements to existing footway provision the A404 Church Road to improve connectivity to local services and facilities
- Improvements to existing crossing facilities for pedestrians and cyclists on the A404 Church Road
- Contribution to SWHGTP Package 9 (Rickmansworth) LP13 PR86 to provide minor enhancements to the roundabout junction of the A404 Riverside Drive / Church Street, Church Wharf and Church Street roundabout to incorporate better cycle crossing facilities connecting to River Chess and Church Street
- Provision of Travel Plan Statement to set out measures and initiatives to encourage mode shift

Design

- The conversion of existing buildings should be prioritised for the delivery of residential development (with potential scope for new buildings, subject to heritage and flooding matters being resolved at the planning application stage)
- The recommendations of the council's site-specific Heritage Impact Assessment should be considered throughout the design and development process

Historic Environment

- Rickmansworth Conservation Area is located to the north-west of the site. There are Grade II Listed Buildings to the north-west of the Site (99 Church Street), as well as to the south-east and east (1 Batchworth Hill, 17 Moor Lane and Obelisk in Garden of 17 Moor Lane) respectively
- The council's high-level Heritage Impact Assessment stated that the complex of buildings within the site should be considered a non-designated heritage asset, as they form an important historic industrial complex. Furthermore, the assessment also stated that the site's development would have a minor adverse impact on the historic environment
- The council also undertook a site-specific Heritage Impact Assessment. This recommended that the density of any development should be carefully considered, that the existing utilitarian and industrial character should be retained, that the height of development should be carefully considered and should seek to emulate surrounding building heights, and that an increase in the scale and massing of built form on the site could result in harm to the significance of the heritage assets
- At the planning application (and preferably pre-application) stage a Heritage Impact Assessment would be required, taking into consideration the conclusions and recommendations of the council's site-specific Heritage Impact Assessment

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- The River Colne flows through the centre of the site and the Grand Union Canal flows along the northern boundary. The majority of the site is in Flood Zone 3b. The site is also at moderate to high risk of groundwater flooding, especially in the northwestern and central area of the site

- The council's Level 2 SFRA (2026) has concluded that the site is significantly impacted by fluvial flood risk, with the majority of the site in Flood Zone 3b. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage. For the FRA, detailed site-specific hydraulic modelling will be required, building on the recent River Colne model and incorporating culvert and sluice blockage modelling, as well as groundwater monitoring, due to the shallow groundwater in the area, for example. To ensure safe access and egress during the 1% AEP fluvial and surface water flood events, works outside of the boundary of the site may be required. Subsequently, early discussions will be required with relevant bodies
- The SFRA advises that the site will only be appropriate for the reuse/conversion of existing buildings, or the redevelopment of buildings on the same footprint (subject to heritage impacts) and that any development should only have commercial uses (non-residential uses) on the ground floor, given the high flood risk across most of the site. Further information and justification would need to be provided at planning application stage, particularly if a scheme is proposing residential units at ground floor or new buildings within the site.
- A Flood Risk Assessment must demonstrate that the site would be safe for the proposed residential use, with provision of safe access and escape routes

Environmental Health and Pollution

- Potential noise and vibrations caused by the use of the remainder of the site for commercial/utility purposes would need to be addressed through mitigation measures. Relevant assessments and reports (such as Noise Assessments) would be required at a planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage



Flooding

- The eastern half of the site is at high risk of surface water flooding. Suitable mitigation to address surface water flooding would be required
- The council's Level 2 SFRA (2026) has concluded that development should be steered outside of the area of surface water flood risk in the eastern part of the site. Flood depths of between 1.2m and 2m metres are predicted within the eastern site boundary between the 3.33% and 0.1% flood events. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage. Detailed surface water modelling will be required, building on the national broader scale mapping. This may reduce the extent and depth of surface water flood risk, however, it is still possible that a reduction in site capacity may be required following detailed modelling (as avoidance may be a more appropriate response to higher flood risk)

Green Infrastructure, Biodiversity and TPOs

- There are protected trees adjacent to the western boundary of the site (TPO636), which future development will need to take account of. Depending on the proximity of future development to the protected trees (woodland) to the west of the site, an Arboricultural Impact Assessment may be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H52 – Land on London Road (Care Home)

H52 – Land on London Road	
SHELAA Reference: CFS59 Size: 1.1ha Proposed use(s): Care home (C2) Indicative Capacity: 75 bedrooms (40 dwelling equivalent) Phasing: 6 - 10 years Greenfield/Brownfield: Greenfield	 © Crown copyright and database rights 2020 OS AC000000000000. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.
Green Belt / Grey Belt The site is considered to be grey belt. Given it's not located at the edge of settlement and its grey belt categorisation, the site has been retained in the Green Belt Main Development Requirements: - Indicative capacity of 75 bedrooms (equivalent to 40 dwellings) - Provision of open space / amenity area for care home is required Site Constraints and Other Requirements and Considerations: <u>Access, Highways and Sustainable Transport</u> - There is an existing access off London Road towards the northeast of the site, however, this consists of a rural-style farm gate. Improvement works to this access would be required or a new access created along London Road <u>Mitigation Measures Identified in the Transport Assessment</u> - Provision of high-quality walking routes across the site that connect to the surrounding highway network on the A404 London Road - Improvements to existing footway provision on the A404 London Road to improve connectivity to local services and facilities	

- Provision of crossing facilities for pedestrians and cyclists on the A404 London Road at vehicular access

Historic Environment

- Moor Park Registered Park and Gardens is located to the east of the site opposite London Road (and behind existing residential development). The council's high-level Heritage Impact Assessment states that the site's development would have a neutral impact on the historic environment. However, Historic England state that a Heritage Impact Assessment may be required at a planning application stage given the proximity of the site to the heritage asset

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed

Minerals and Waste

- HCC Minerals and Waste stated that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H53 – Former Police Station, Rectory Road

H53 – Former Police Station, Rectory Road, Rickmansworth

SHELAA Reference: H17

Size: 0.29ha

Proposed use(s): Mixed-use residential and retail (supermarket)

Indicative Dwelling Capacity: 18

Phasing:

1 – 5 years

Greenfield/Brownfield:

Brownfield



Green Belt / Grey Belt

N/A (Not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 18
- A mixed-use of residential and retail development (supermarket). The retail floorspace should be at ground floor level, with residential development above

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The existing access to the site is via Rectory Road, which should be utilised. Improvement works may be necessary to facilitate the proposed mixed-use development. Early engagement with HCC Highways is strongly encouraged
- The submission of a Transport Assessment and Access Strategy would be required at the planning application stage

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on the A412 Rectory Road

- Improvements to existing footway provision on the A412 Rectory Road to improve connectivity to local services and facilities

Design

- Development at the site should be a mixed-use of residential and retail development (supermarket). The retail floorspace should be at ground floor level, with residential development above

Historic Environment

- Two conservation areas, namely Nightingale Road Conservation Area and Rickmansworth Town Conservation Area are located to the immediate west and east of the site respectively. Given the close proximity to the conservation areas, a Heritage Impact Assessment would be required at the planning application (and preferably pre-application) stage

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- There is a risk of surface water flooding, particularly within the western portion of the site. Suitable mitigation to address surface water flood risk and groundwater flood risk on the site would be required
- Groundwater levels are particularly close to the surface in some areas, just 0.25m below ground level, which could preclude below ground development and deep foundations
- A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage

Environmental Health and Pollution

- Potential noise and disturbance towards the occupiers of the residential development resulting from the retail use must be fully considered and mitigated against. Relevant assessments and reports will be required at a planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H54 – Depot, Stockers Farm Road

H54 – Depot, Stockers Farm Road

SHELAA Reference: H22a

Size: 0.76ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 40

Phasing:
1 – 5 years

Greenfield/Brownfield:
Brownfield



Green Belt / Grey Belt

(N/A) Not in the Green Belt

Main Development Requirements:

- Indicative dwelling capacity of 40
- Provision of open space / play space may be required (depending on justification submitted)

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- The existing access from Stockers Farm Road should be utilised
- A Public Right of Way (Batchworth 059) runs along the southern boundary. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Stockers Farm Road
- Improvements to existing footway provision on Stockers Farm Road to improve connectivity to local services and facilities

- Improvements to existing bus stop infrastructure on Harefield Road

Historic Environment

- Stockers Lock and Farm Conservation Area is located to the west of the site and several Grade II Listed Buildings are situated within the conservation area. A Heritage Impact Assessment may be required at the planning application (and preferably pre-application) stage

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- Although most of the Site is in Flood Zone 1, there is a small area at the southwestern corner within Flood Zone 2. The northwest area of the site and part of the western and eastern boundaries fall within Flood Zone 3a. Areas in Flood Zone 3a would only be suitable for open amenity space, biodiversity net gain area, or similar uses within the site. Groundwater levels are between 0.5m and 5m below the ground surface. Furthermore, there is a small area in the southern-central part of the site is at high risk of surface water flooding. Suitable mitigation to address surface water flood risk and groundwater flood risk on the site would be required
- The council's Level 2 SFRA (2026) has concluded that there is significant risk of surface and fluvial flooding, with the majority of the site at risk in both surface water and fluvial design flood events, so development will need to avoid the higher risk areas and provide resilience and mitigation in the lower flood risk areas. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage
- Safe access and egress is not possible in the design flood event, so a flood warning and evacuation plan must be prepared to assess how residents can be safely evacuated or shelter safely on site. It is possible that given the size of the site and extent of flood risk, that site capacity may need to be reduced following a detailed FRA, that should include more detailed surface water and fluvial modelling

Green Infrastructure, Biodiversity and TPOs

- A Local Wildlife Site (Stockers Farm Meadow) is situated to the immediate west and north of the site. Given the proximity to the Local Wildlife Site, an Ecological Impact Assessment would be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H55 – Meresworth (Care Home)**H55 – Meresworth Care Home, Rickmansworth**

SHELAA Reference:
NCFS26

Size: 0.33ha

Proposed use(s): Care home (C2)

Indicative Dwelling Capacity 51 bed care home (27 dwelling equivalent)

Phasing:
1 – 5 years

Greenfield/Brownfield:
Brownfield

**Green Belt / Grey Belt**

N/A (Not in Green Belt)

Main Development Requirements:

- Indicative number of care home beds is 51 (27 dwelling equivalent)

Site Constraints and Other Requirements and Considerations:Access, Highways and Sustainable Transport

- The existing access is via Dellwood branched off from Field Way which should be utilised

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Dellwood and Field Way
- Improvements to existing footway provision on the Dellwood and Field Way to improve connectivity to local services and facilities
- Provision of parking restrictions at southern end of Field Way

Historic Environment

- 179 – 181 Uxbridge Road, a Grade II Listed Building, is located to the south of the site across Uxbridge Road. Given the proximity to the Listed Building, a Heritage Impact Assessment may be required at the planning application (and preferably pre-application) stage

Flooding/ Groundwater Source Protection Zone

- The site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed

Green Infrastructure, Biodiversity and TPOs

- There are protected trees within the site, along the boundary of Uxbridge Road and Field Way (TPO616 and TPO709). Future development will need to take account of the TPOs on site and an Arboricultural Impact Assessment may be required at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that consideration must be given to the use of material on site through opportunistic extraction, in order to reduce the need for material to be imported
- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

SARRATT**H56 – Adams Nurseries, Church Lane****H56 – Adams Nurseries, Church Lane**

SHELAA Reference:
CFS47c

Size: 0.9ha

Proposed use(s):
Residential

**Indicative Dwelling
Capacity:** 15

Phasing: 1 - 5 years

Greenfield/Brownfield:
Mixed

**Green Belt / Grey Belt:**

The site is considered to be grey belt. Given its location adjoining a washed over Green Belt village, predominantly brownfield nature and grey belt categorisation, the site has been retained in the Green Belt

Main Development Requirements:

- Indicative dwelling capacity of 15
- Development should be limited to the brownfield area of the site, with amenity space and BNG located within the greenfield areas

Site Constraints and Other Requirements and Considerations:**Access, Highways and Sustainable Transport**

- The access is an existing single-width road adjacent to residential properties and gardens branched off from Church Lane. Improvements to this access road will likely be necessary including the provision of overtaking spaces
- A Public Right of Way (Sarratt 034) runs along the eastern boundary of the site. Any development would need to take account of the presence of the Public Right of Way and not affect access to it

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Church Lane
- Improvements to existing footway provision on access road and Church Lane to improve connectivity to local services and facilities

Historic Environment

- Sarratt (The Green) Conservation Area is situated adjacent to the site's eastern boundary. Given the proximity to the conservation area, a Heritage Impact Assessment/ Heritage Assessment would be required at the planning application (and preferably pre-application) stage

Flooding

- There is a low surface water flow route running through the site and some small ponding to the west of the site. The centre of the site is at risk of surface water flooding, ranging from low-medium risk. Any future development would need to satisfactorily address the surface water flood risk, providing suitable drainage mitigation where necessary
- A site-specific Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Minerals and Waste

- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

SOUTH OXHEY**H57 – Northwick Day Centre, Northwick Road****H57 – Northwick Day Centre, Northwick Road****SHELAA Reference:** BR20**Size:** 0.56ha**Proposed use(s):**
Residential**Indicative Dwelling Capacity:** 50**Phasing:**
6 – 10 years**Greenfield/Brownfield:**
Brownfield**Green Belt / Grey Belt**

N/A (not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 50
- Northwick Road Day Centre facility must be re-provided in the local area as part of any development
- Given the brownfield nature of the site and proximity to play space, the provision of open space/ play space would not be required, however, a financial requirement to improve local open space/ play space may be required

Site Constraints and Other Requirements and Considerations:**Access, Highways and Sustainable Transport**

- There are existing accesses from Northwick Road which should be utilised

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Northwick Road

- Improvements to existing footway provision on Northwick Road to improve connectivity to local services and facilities
- Improvements to existing bus stop infrastructure on Northwick Road
- Provision of Travel Plan Statement to set out measures and initiatives to encourage mode shift

Social and Community

- Northwick Road Day Centre facility must be re-provided in the local area as part of any development

Flooding

- Along the southern boundary, there is low-medium risk of surface water flooding. Northwick Road, to the north of the site, ranges from low to high risk of surface water flooding. Development would need to provide suitable mitigation to address surface water flood risk. A Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application stage)

Green Infrastructure, Biodiversity and TPOs

- There are protected trees to the northeast and southwest of the site (TPO178). Future development will need to consider the protected trees. An Arboricultural Impact Assessment will be required at the planning application (and ideally pre-application) stage

Minerals and Waste

- HCC Minerals and Waste stated that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H58 – Former Sir James Altham School

H58– Former Sir James Altham School

SHELAA Reference:
CFS52a

Size: 0.58ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 30

Phasing:
1– 5 years

Greenfield/Brownfield:
Brownfield



Green Belt / Grey Belt

N/A (not in Green Belt)

Main Development Requirements:

- Indicative dwelling capacity of 30 (whilst the indicative dwelling capacity of the site is 30, there may be scope for future proposals to increase the dwelling capacity, given its brownfield nature and sustainable location)
- The existing car park to the north of the site is in share use with Oxhey Jets Football Club. Future development of the site will likely include a requirement to provide an additional 15 car parking spaces as well as a coach parking space to serve Oxhey Jets Football Club.
- Given the brownfield nature of the site and proximity to play space, the provision of open space/ play space would not be required, however, a financial requirement to improve local open space/ play space may be required

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- There is an existing access to the site from Altham Way which should be utilised, although improvement works such as widening may be required

- The existing car park to the north of the site is in share use with Oxhey Jets Football Club. Future development of the site will likely include a requirement to provide an additional 15 car parking spaces as well as a coach parking space to serve Oxhey Jets Football Club

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Altham Way
- Improvements to existing footway provision on Altham Way to improve connectivity to local services and facilities
- Improvements to existing bus stop infrastructure on Little Oxhey Lane

Community/Social

- The existing car park to the north of the site is in share use with Oxhey Jets Football Club. Future development of the site will likely include a requirement to provide additional 15 car parking spaces as well as a coach parking space to serve Oxhey Jets Football Club.

Historic Environment

- HCC Historic Environment advised that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Minerals and Waste

- HCC Minerals and Waste stated that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

H59 – Pinewood Lodge

H59 – Pinewood Lodge

SHELAA Reference:
NCFS34

Size: 0.517ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 40

Phasing:
1 – 5 years

Greenfield/Brownfield:
Brownfield



Green Belt/ Grey Belt:

The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt

Main Development Requirements:

- Indicative dwelling capacity of 40
- Provision of open space / play space

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- There is an existing access from Oxhey Drive, which should be utilised. Improvement works such as widening may be necessary to facilitate future development

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking routes across the site that connect to the surrounding highway network on Oxhey Drive and Ainsdale Road
- Improvements to existing footway provision on Oxhey Drive and Ainsdale Road to improve connectivity to local services and facilities
- Improvements to existing bus stop infrastructure on Oxhey Drive

- Contribution to LCWIP Walking Route 1 which will improve walking and cycling between Hayling Road and Prestwick Road to improve connections to Carpenders Park Overground Station

Flooding

- There is a low to high surface water flood risk across the site. Suitable mitigation to address the risk of surface water flooding would be required
- The council's Level 2 SFRA (2026) has concluded that development should be steered outside the areas of surface water flood risk on the site. Where this is not possible, flood resilience and resistance measures can be implemented. However, this will not be appropriate in the area of deep ponding in the south of the site, unless works can be undertaken that do not increase flood risk elsewhere. Arrangements for safe access and escape will need to be provided for the 1% AEP surface water events with an appropriate allowance for climate change. A Flood Risk Assessment (FRA) must be submitted at the planning application (and preferably pre-application) stage

Green Infrastructure, Biodiversity and TPOs

- The site is adjacent to the Local Wildlife Site and Local Nature Reserve of Oxhey Woods. The site is adjacent to an Ancient Woodland, Abbots Wood (ASNW), which is a mixed deciduous woodland. Any demolition would require careful consideration and mitigation measures. A buffer zone from the ancient woodland, LWS and Local Nature Reserve would be required
- An Arboricultural Impact Assessment should be submitted at the planning application (and preferably pre-application) stage
- An Ecological Impact Assessment (or similar) should be submitted at the planning application (and preferably pre-application) stage

Minerals and Waste

- HCC Minerals and Waste state that a Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Other

- During the allocation process, the promoter has suggested that the site may come forward with the allocated site to the north (H60). This is encouraged as it would allow the sites to integrate, allowing for more efficient use of land and better design, including multiple accesses

H60 – Land South of St Josephs

H60 – Land South of St Josephs

SHELAA Reference:
PCS18

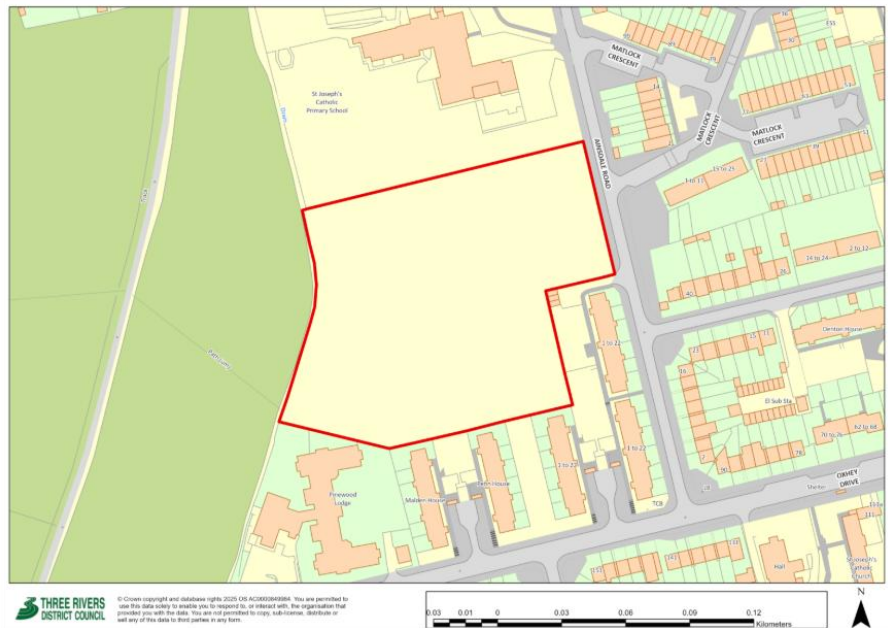
Size: 1.5ha

Proposed use(s):
Residential

Indicative Dwelling Capacity: 80

Phasing: 1 – 10 years

Greenfield/Brownfield:
Greenfield



Green Belt/ Grey Belt:

The site was considered to be grey belt. During the Local Plan process the Green Belt boundaries were altered, and the site was entirely removed from the Green Belt

Main Development Requirements:

- Indicative dwelling capacity of 80
- The design of development must take into account the primary school to the north (particularly with regards to overlooking)
- Provision of open space / play space

Site Constraints and Other Requirements and Considerations:

Access, Highways and Sustainable Transport

- There is existing access to the site via Ainsdale Road. The existing access would need to be improved or a new vehicular access would be required along Ainsdale Road

Mitigation Measures Identified in the Transport Assessment

- Provision of high-quality walking and cycling routes across the site that connect to the surrounding highway network on Ainsdale Road and Oxhey Drive
- Improvements to existing footway provision on Ainsdale Road and Oxhey Drive to improve connectivity to local services and facilities

- Improvements to existing bus stop infrastructure on Oxhey Drive
- Contribution to LCWIP Walking Route 1 which will improve walking and cycling between Hayling Road and Prestwick Road to improve connections to Carpenders Park Overground Station
- Provision of a Travel Plan to set out measures and initiatives to encourage mode shift

Design

- The design of development must take into account the primary school to the north (particularly with regards to overlooking)

Flooding/ Groundwater Source Protection Zone

- The majority of the site falls within the Groundwater Source Protection Zone 1 (GSPZ1), which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the planning application (and preferably pre-application) stage to determine whether there is contamination of the site, and whether remediation works would be needed
- There is a low to high surface water flow route running along the site to the east and ponding and a flow route in the south. Any future development would need to satisfactorily address the surface water flood risk, providing suitable drainage mitigation where necessary
- A site-specific Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage

Historic Environment

- HCC Historic Environment advises that the site includes/has potential to include heritage assets of archaeological interest. Any development proposals on the site should be accompanied by a pre-application or pre-determination archaeological assessment

Green Infrastructure, Biodiversity and TPOs

- Oxhey Woods, a Local Nature Reserve, Local Wildlife Site and Ancient Woodland, is situated to the west of the Site. An appropriate buffer from development would be required
- An Arboricultural Impact Assessment should be submitted at the planning application (and preferably pre-application) stage
- An Ecological Impact Assessment (or similar) should be submitted at the planning application (and/or pre-application) stage

Minerals and Waste

- A Site Waste Management Plan (SWMP) will be required to support any proposal at the planning application stage

Other

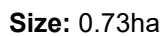
- During the allocation process, the promoter has suggested that the site may come forward with the allocated site to the south (H59). This is encouraged as it would allow the sites to integrate, allowing for more efficient use of land and better design, including multiple accesses

3 Gypsies, Travellers and Travelling Showpeople

- 3.1 National policy sets out that within the context of establishing need (housing), the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies and specifically refers to travellers as one of these groups.
- 3.2 The council will seek to meet identified needs on suitable sites in sustainable locations and to maintain a five-year supply of deliverable pitches/plots taking into account the findings of the council's Gypsy and Traveller Accommodation Assessment (July 2025) and any subsequent updates. All the identified gypsy, traveller and travelling Showpeople sites/yards within the district will be 'safeguarded' to ensure that the permitted use as a traveller site is not lost through the grant of any subsequent planning permission whilst there remains a need for sites/yards.
- 3.3 There are a range of different methods to meet identified need, and often a combination of methods is most effective. The approaches can be categorised as a criteria-based policy approach, extension or intensification of existing sites/yards, allocating entirely new gypsy and traveller sites/travelling showpeople yards, or allocating parts of strategic general needs housing sites. A combination of approaches will be utilised in order to meet the need identified within the GTAA.

Gypsies and Travellers

- 3.4 The GTAA concluded that there is a need of 37 pitches arising from those households who meet the planning definition and a need of 4 pitches arising from households with undetermined need.
- 3.5 As of March 2026, and since the publication of the GTAA, one pitch has been granted planning permission, leaving a need of 36 pitches. As set out below, the combination of approaches has resulted in the provision of 36 gypsy and traveller pitches (which is the determined need following the planning permission for one pitch which was approved after the publication of the GTAA). As such, in relation to gypsies and travellers, the council consider that it is meeting its determined need in full.
- 3.6 Several existing gypsy and traveller sites including GT1, GT2, GT4 and GT8 have been safeguarded. However, given their site constraints they cannot be expanded or intensified.
- 3.7 Other gypsy and traveller sites including GT3 and GT5 have been safeguarded but also have been expanded in the case of GT3 and intensified in the case of GT5.
- 3.8 There are two newly allocated gypsy and traveller sites, namely GT6 and GT7.
- 3.9 Whilst not formally allocated as gypsy and traveller sites, housing site allocations H9 (The Kings Langley Estate), H27 (East Green Street) and H33 (Land at Rousebarn Lane, Little Green Lane) are required to provide 3 gypsy and traveller sites each as part of the development of the sites.
- 3.10 The gypsy and traveller site allocations can be seen below.



Proposed Use: Gypsy & Traveller Site

Indicative Pitch Capacity: 24

Phasing: n/a

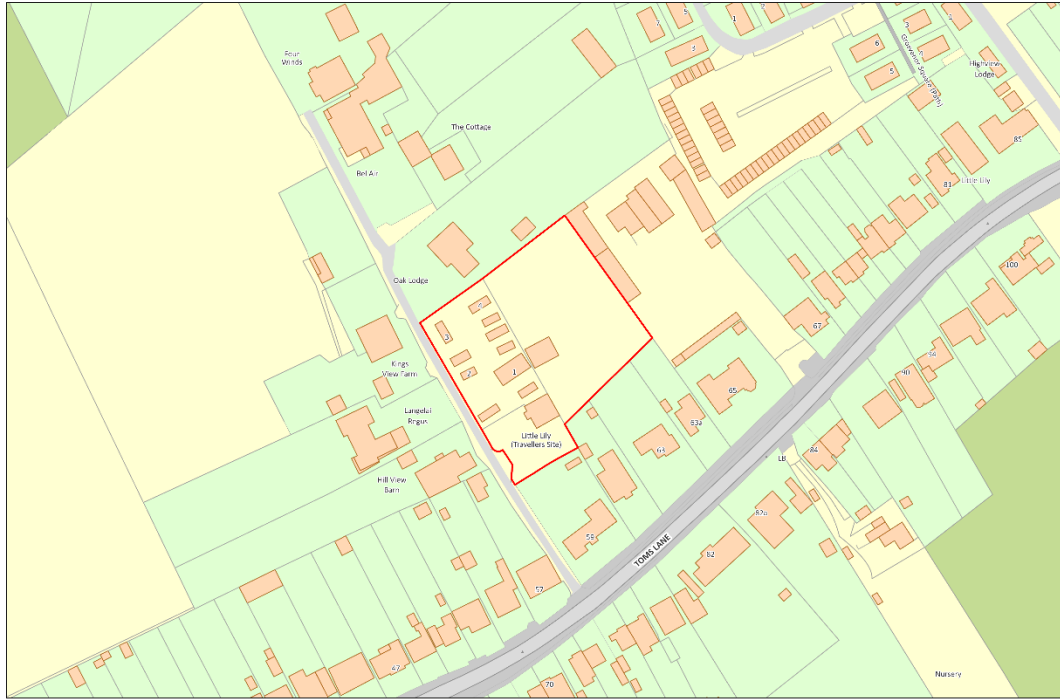
Green Belt: The site is located within the Green Belt

Greenfield/Brownfield: Brownfield

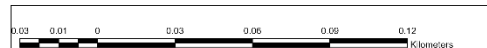
Comments:

Prior to allocation the site was permanently permissioned and had 24 pitches. The site has reached its capacity in terms of number of pitches.

GT2 – Little Lily (Land rear of 59 Toms Lane), Kings Langley



© Crown copyright and database rights 2015 OS. All rights reserved. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provides you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data or third parties in any form.



Size: 0.48ha

Existing use(s): Gypsy & Traveller Site

Proposed Use: Gypsy & Traveller Site

Existing Number of Pitches: 9

Indicative Pitch Capacity: 9

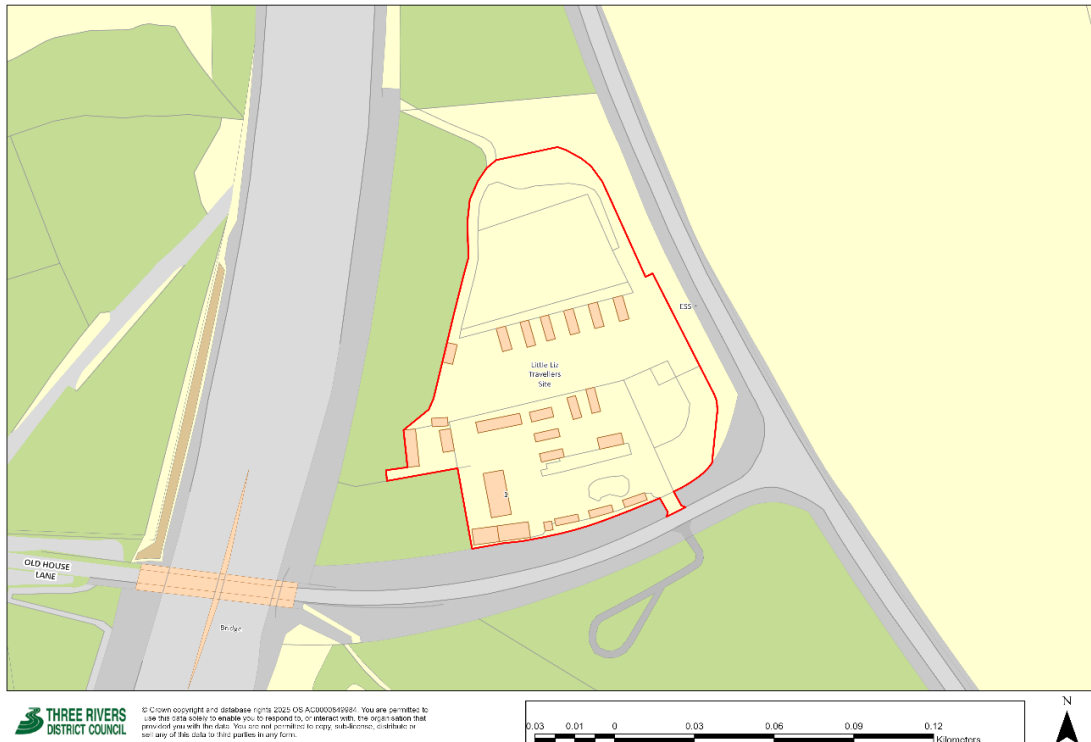
Phasing: n/a

Green Belt: The site is located within the Green Belt

Greenfield/Brownfield: Brownfield

Comments:

Prior to allocation the site was permanently permissioned and had 9 pitches. The site has reached its capacity in terms of number of pitches.

GT3 – Little Liz, Old House Lane, Kings Langley

Size: 1.2ha

Existing use(s): Gypsy & Traveller Site

Proposed Use: Gypsy & Traveller Site

Existing Number of Pitches: 17

Indicative Pitch Capacity: 23 (net gain of 6)

Phasing: 1-5 years

Green Belt: The site is located within the Green Belt

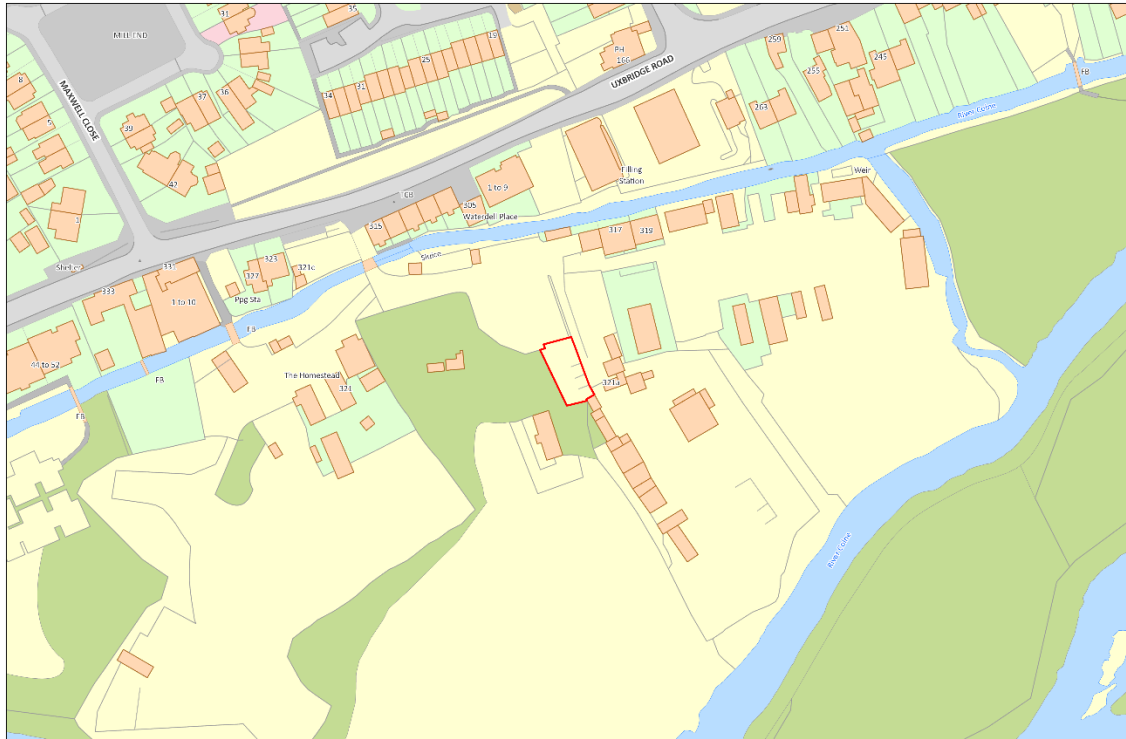
Greenfield/Brownfield: Mixed

Comments:

Prior to allocation the site was permanently permissioned and had 17 pitches. The site has an indicative pitch capacity of up to 23 pitches.

Any future planning application (and preferably pre-application) should include a master plan of the whole site (including but not limited to details of the site layout, amenity buildings, parking areas, landscaping, playspace and amenity areas).

GT4 – Land adjacent 321B Uxbridge Road, Mill End



© Crown copyright and database rights 2025 OS ACUM00849884. You are permitted to use this data solely to enable you to reproduce it, or extract with the permission that provided you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.



Size: 0.03ha

Existing use(s): Gypsy & Traveller Site

Proposed Use: Gypsy & Traveller Site

Existing Number of Pitches: 1

Indicative Pitch Capacity: 1

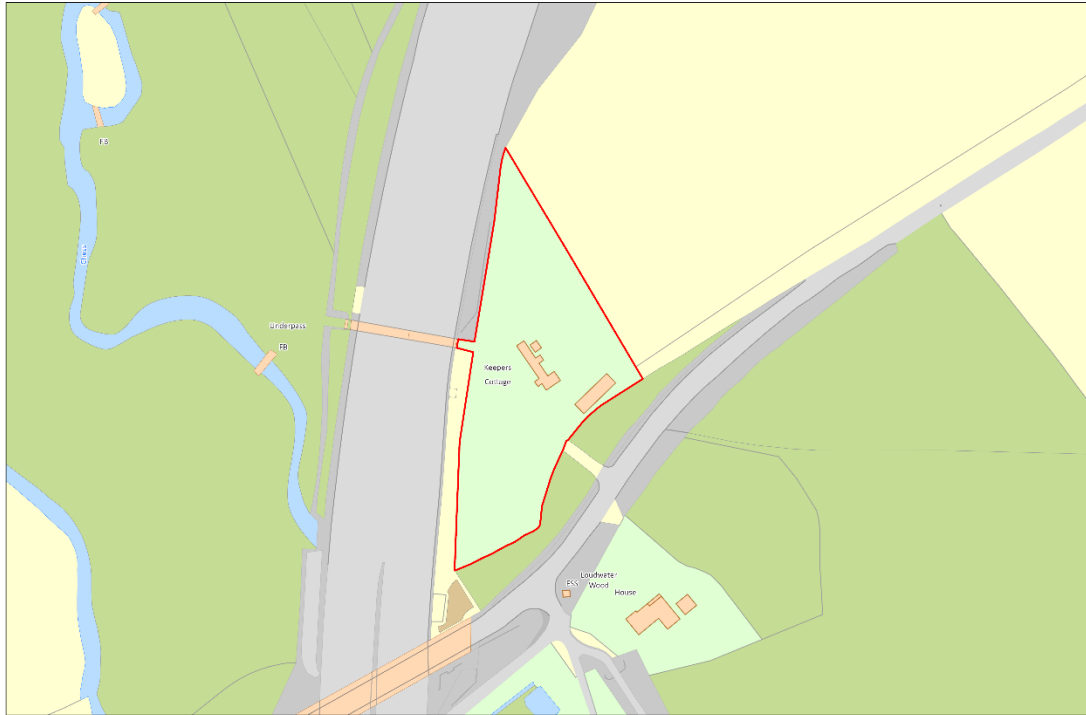
Phasing: n/a

Green Belt: The site is located within the Green Belt

Greenfield/Brownfield: Brownfield

Comments:

Prior to allocation the site was permanently permissioned and had 1 pitch. The site has reached its capacity in terms of number of pitches.

GT5 – Keepers Cottage, Solesbridge Lane, Chorleywood

© Crown copyright and database rights 2015 OS AC09004/0504. You are permitted to use this data solely to create your response, you are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.



Size: 0.55ha

Existing use(s): Gypsy & Traveller Site

Proposed Use: Gypsy & Traveller Site

Existing Number of Pitches: 1

Indicative Pitch Capacity: 3 (net gain of 2)

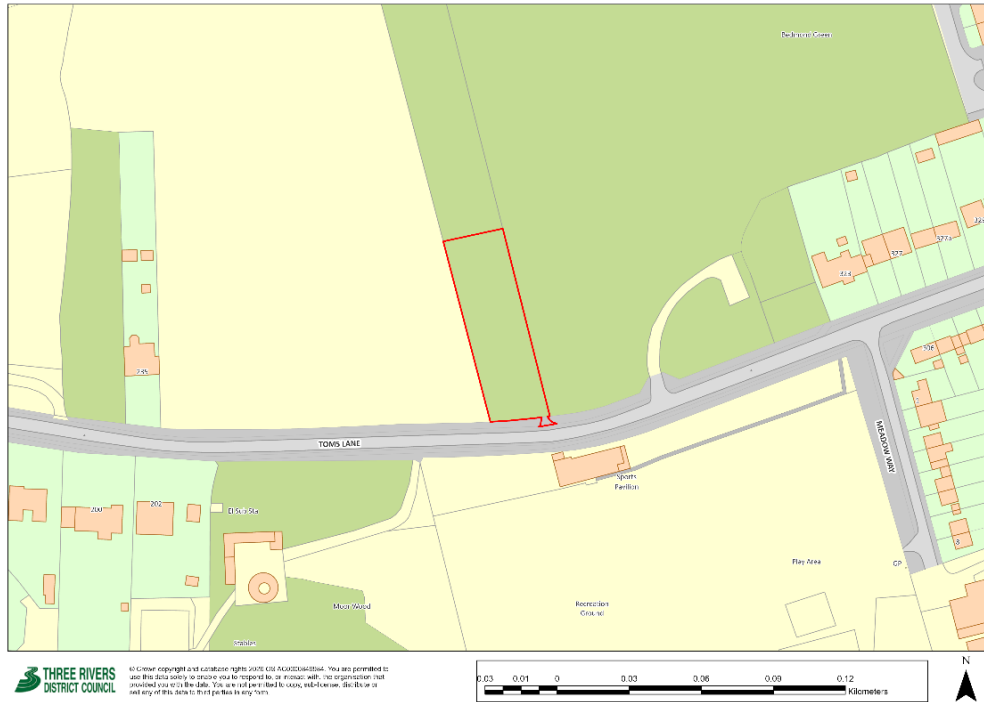
Phasing: 1-5 years

Green Belt: The site is located within the Green Belt

Greenfield/Brownfield: Brownfield

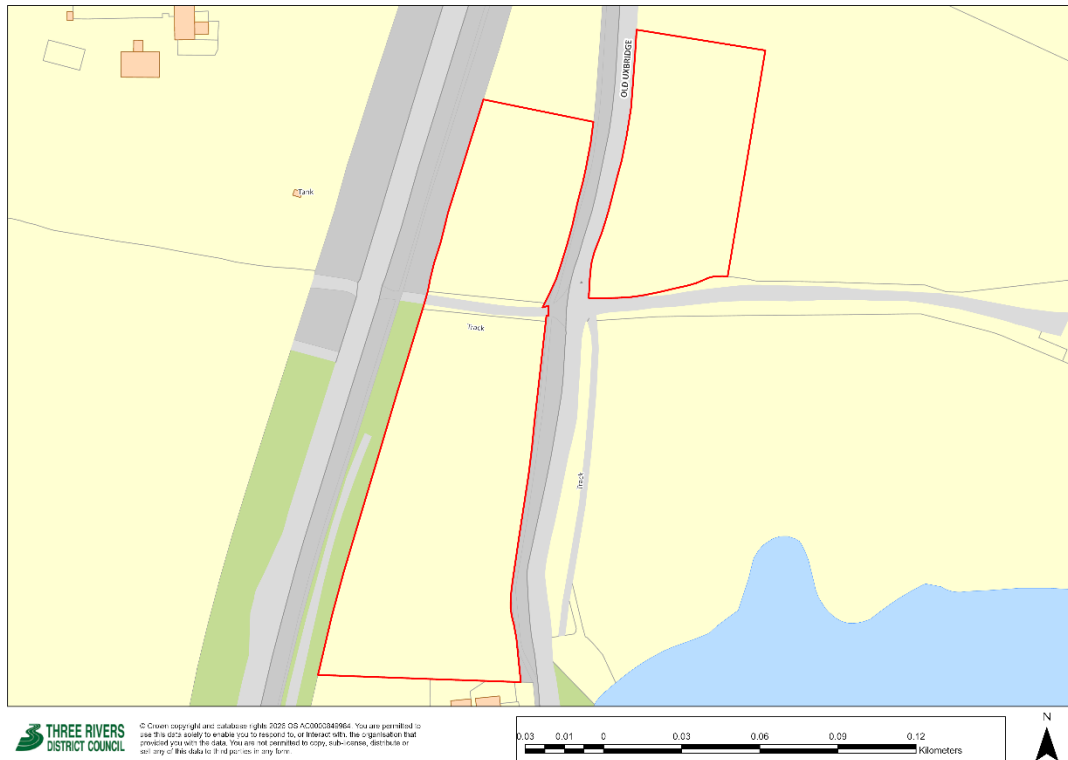
Comments:

Prior to allocation the site was permanently permissioned and had 1 pitch. The site has an indicative pitch capacity of up to 3 pitches.

GT6 – Land to the North of Toms Lane, Kings Langley**Size:** 0.2ha**Existing use(s):** Undeveloped Scrubland**Proposed Use:** Gypsy & Traveller Site**Existing Number of Pitches:** 0**Indicative Pitch Capacity:** 4**Phasing:** 1-5 years**Green Belt:** The site is located within the Green Belt**Greenfield/Brownfield:** Greenfield**Comments:**

The site has an indicative pitch capacity of up to 4 pitches. The site is a former landfill site and a Contaminated Land Report (or similar) would be required at the planning application stage. Any development would also need to take into account the presence of the adjacent Local Wildlife Sites.

GT7 – Land East of Denham Way, Maple Cross



Size: 1.71ha

Existing use(s): Agricultural/ Grazing Land

Proposed Use: Gypsy & Traveller Site

Existing Number of Pitches: 0

Indicative Pitch Capacity: 15

Phasing: 1-10 years

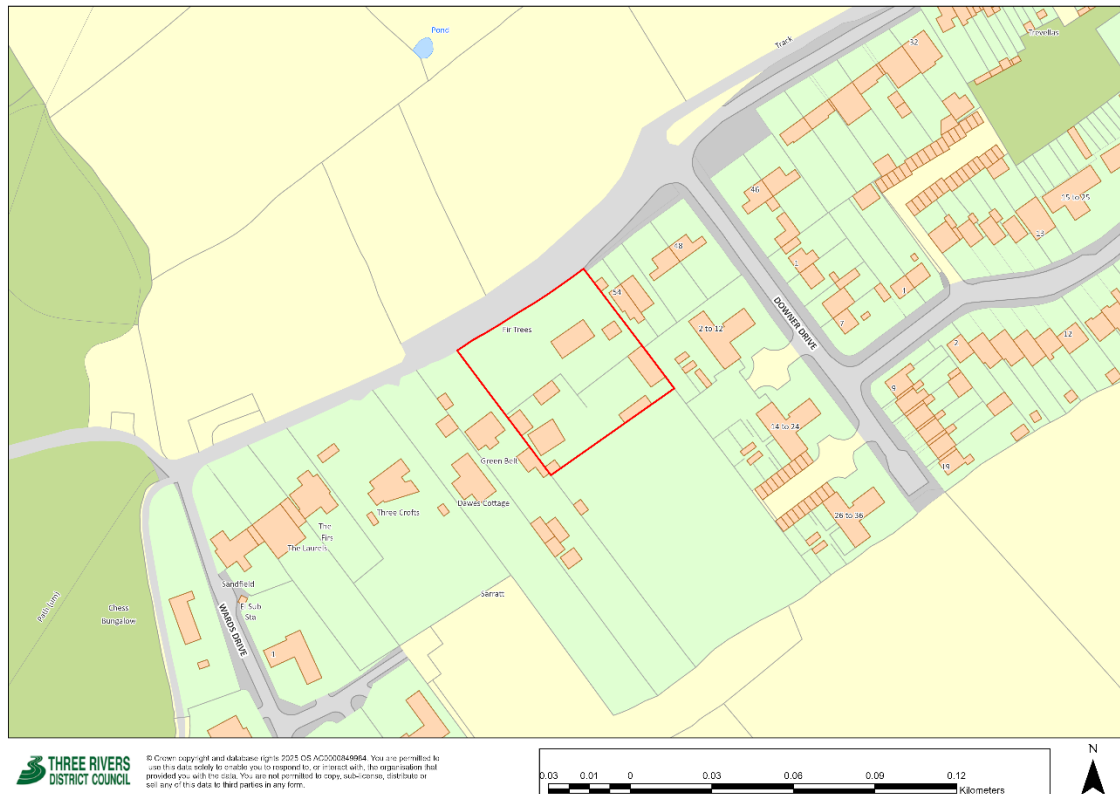
Green Belt: The site is located within the Green Belt

Greenfield/Brownfield: Greenfield

Comments:

The site has an indicative pitch capacity of up to 15 pitches.

GT8 – Fir Trees, Dawes Lane, Sarratt



Size: 0.31ha

Existing use(s): Gypsy & Traveller Site

Proposed Use: Gypsy & Traveller Site

Existing Number of Pitches: 2

Indicative Pitch Capacity: 2

Phasing: n/a

Green Belt: The site is located within the Green Belt

Greenfield/Brownfield: Brownfield

Comments:

Prior to allocation the site was permanently permissioned and had 2 pitches. The site is not available for intensification or expansion.

Travelling Showpeople

- 3.11 The GTAA concluded that there is a need of 6 plots arising from those households who meet the planning definition and a need of 10 plots arising from households with undetermined need.
 - 3.12 The below approaches have resulted in the provision of 6 travelling showpeople plots. As such, the council consider that it is meeting its determined need in full.
 - 3.13 Several existing travelling showperson yards including TSP3, TSP4 and TSP5 have been safeguarded. However, given their site constraints they cannot be expanded or intensified.
 - 3.14 Two existing travelling showperson yards, TSP1 and TSP2 have been safeguarded and intensified.
 - 3.15 The travelling showpeople yard allocations can be seen below.
- 

TSP1 – Rear of 317-319 Uxbridge Road, Mill End



© Crown copyright and database rights 2005 OS AD00002849084. You are permitted to use this data solely to enable you to recover to, or interact with, the organisation that provided you with the data. You are not permitted to copy, re-use, distribute or sell any of this data to third parties in any form.



Size: 1.92ha

Existing use(s): Travelling Showperson Yard

Proposed Use: Travelling Showperson Yard

Existing Number of Plots: 16

Indicative Plot Capacity: 19 (net gain of 3)

Phasing: 1-5 years

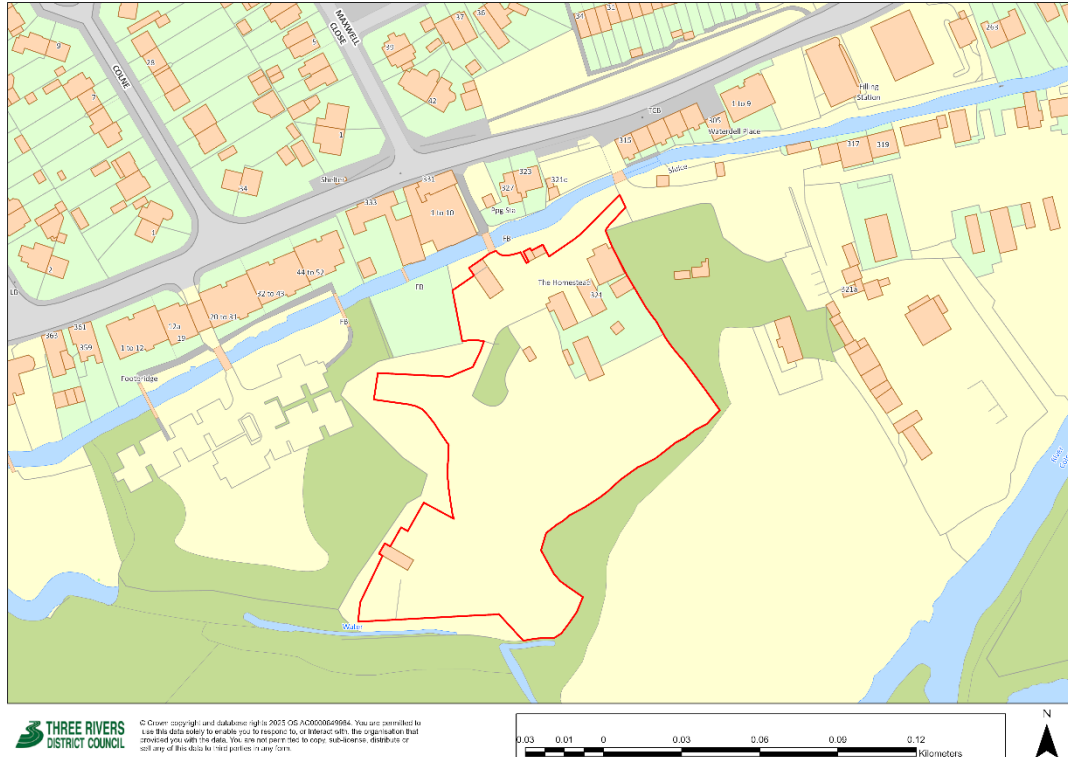
Green Belt: The yard is located within the Green Belt

Greenfield/Brownfield: Brownfield

Comments:

Prior to allocation the yard was permanently permissioned and had 16 plots. The yard has an indicative capacity of 19 plots. Intensification of the yard must take into consideration the watercourse adjoining the southern boundary.

TSP2 – Rear of 321 Uxbridge Road, Mill End



Size: 1.13ha

Existing use(s): Travelling Showperson Yard

Proposed Use: Travelling Showperson Yard

Existing Number of Plots: 2

Indicative Plot Capacity: 11 (net gain of 9)

Phasing: 1-5 years

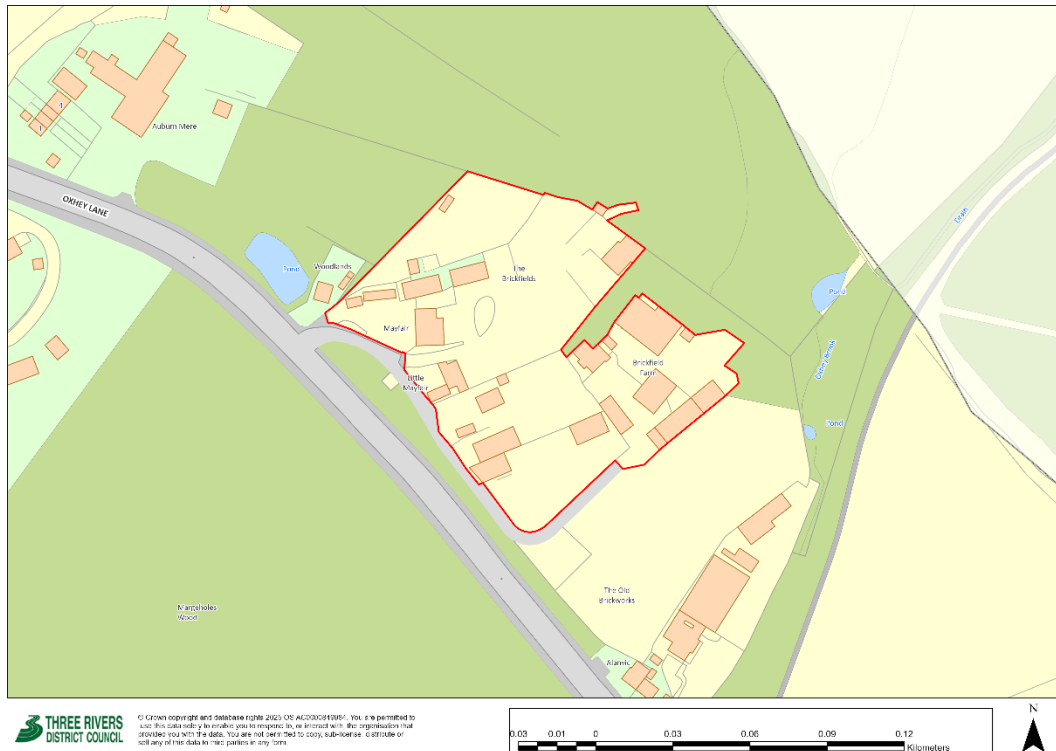
Green Belt: The yard is located within the Green Belt

Greenfield/Brownfield: Brownfield

Comments:

Prior to allocation the yard was permanently permissioned and had 2 plots. The yard has an indicative capacity of 11 plots. Intensification of the yard must take into consideration the watercourse adjoining the southwestern boundary.

TSP3 – Brickfield Farm, Oxhey Lane, Carpenders Park



Size: 1.17ha

Existing use(s): Travelling Showperson Yard

Proposed Use: Travelling Showperson Yard

Existing Number of Plots: 15

Indicative Plot Capacity: 15

Phasing: n/a

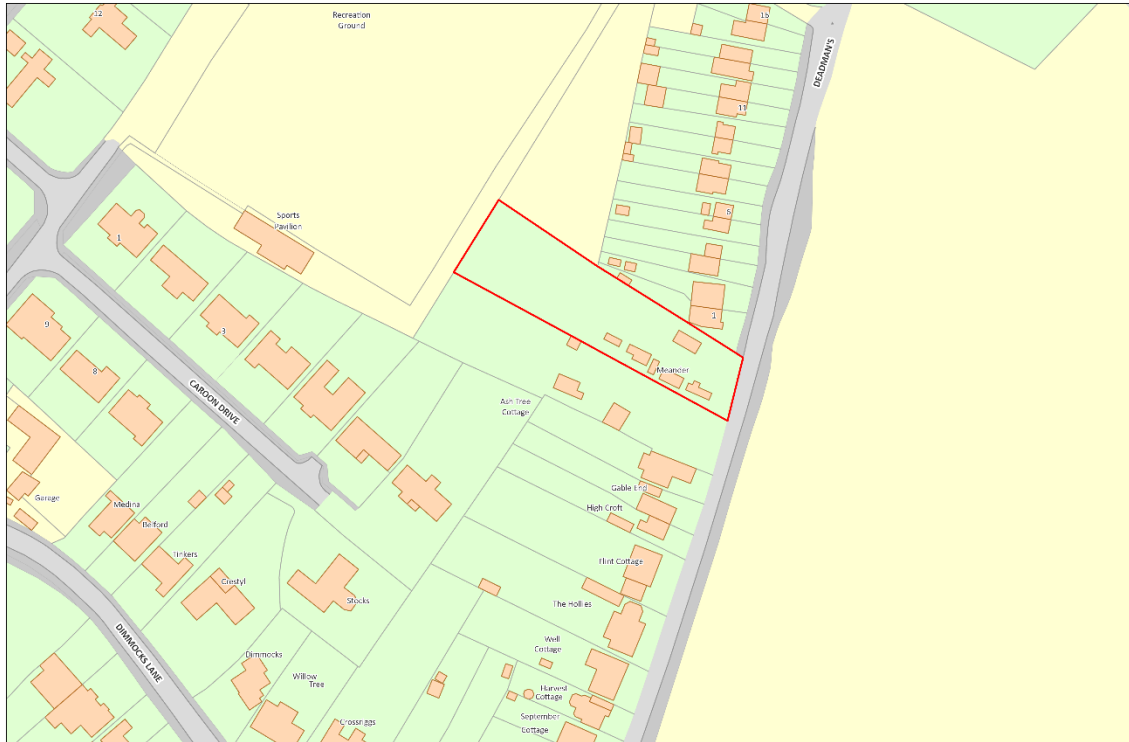
Green Belt: The yard is located within the Green Belt

Greenfield/Brownfield: Brownfield

Comments:

Prior to allocation the yard was tolerated. The yard has reached its capacity in terms of number of plots.

TSP4 – Meander, Deadmans Ash Lane, Sarratt



© Crown copyright and database right 2020 OS AC000009881. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with this data. You are not permitted to copy, sub license, distribute or sell any of this data to third parties in any form.



Size: 0.29ha

Existing use(s): Travelling Showperson Yard

Proposed Use: Travelling Showperson Yard

Existing Number of Plots: 2

Indicative Plot Capacity: 2

Phasing: n/a

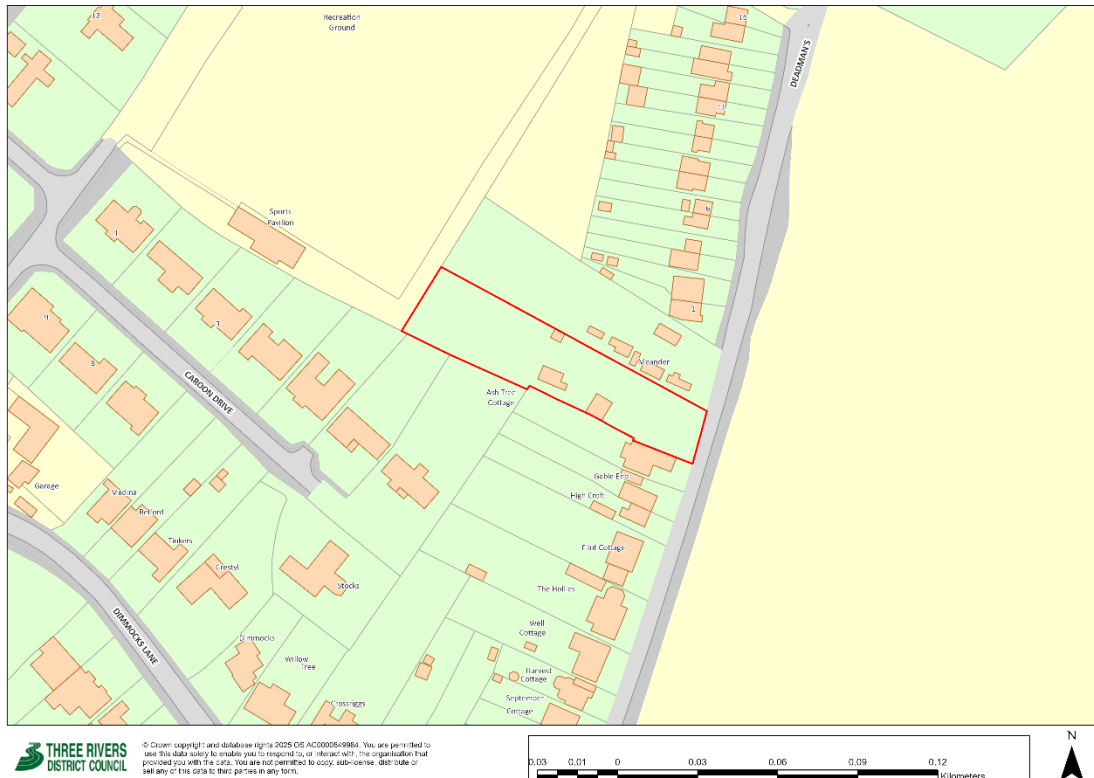
Green Belt: The yard is located within the Green Belt

Greenfield/Brownfield: Brownfield

Comments:

Prior to allocation the yard was tolerated. The yard has reached its capacity in terms of number of plots.

TSP5 – Wood Yard, Deadmans Ash Lane, Sarratt



Size: 0.28ha

Existing use(s): Travelling Showperson Yard

Proposed Use: Travelling Showperson Yard

Existing Number of Plots: 2

Indicative Plot Capacity: 2

Phasing: n/a

Green Belt: The yard is located within the Green Belt

Greenfield/Brownfield: Brownfield

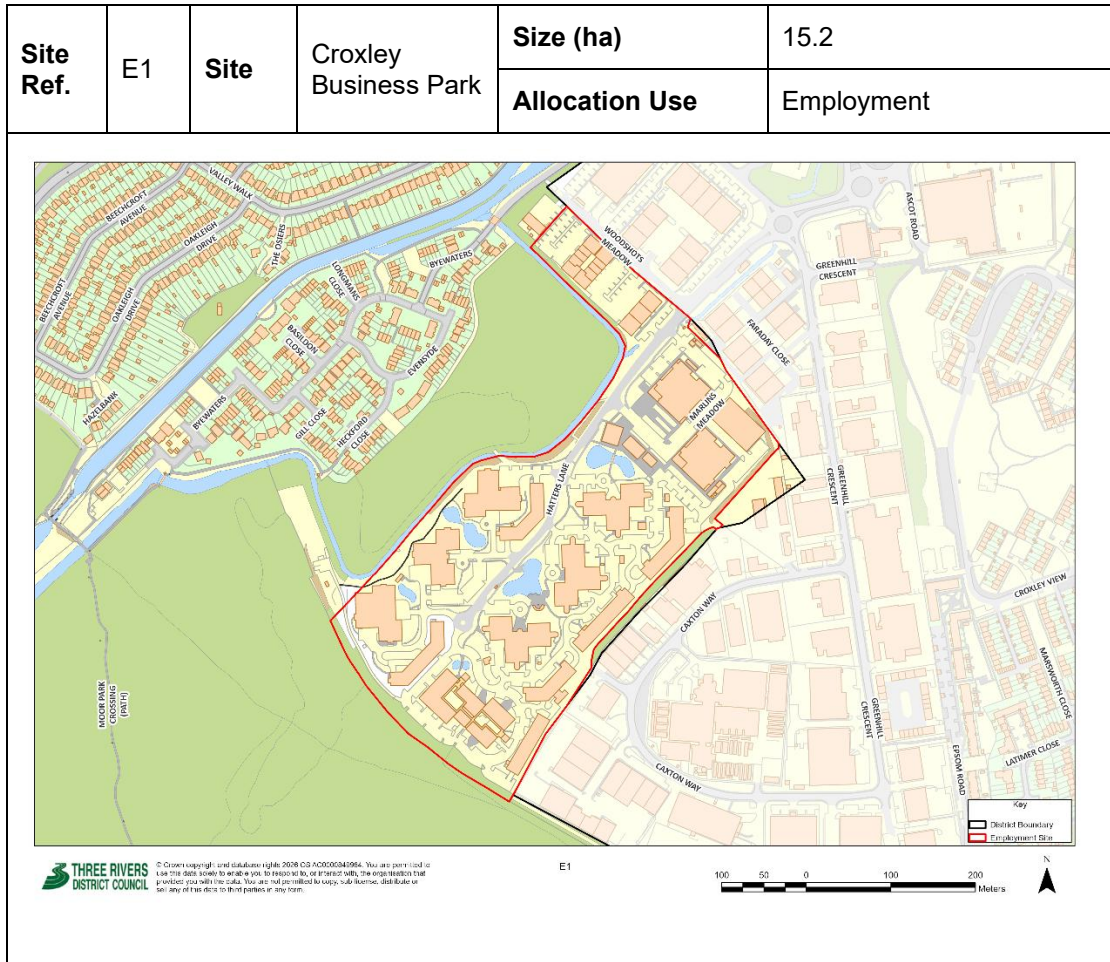
Comments:

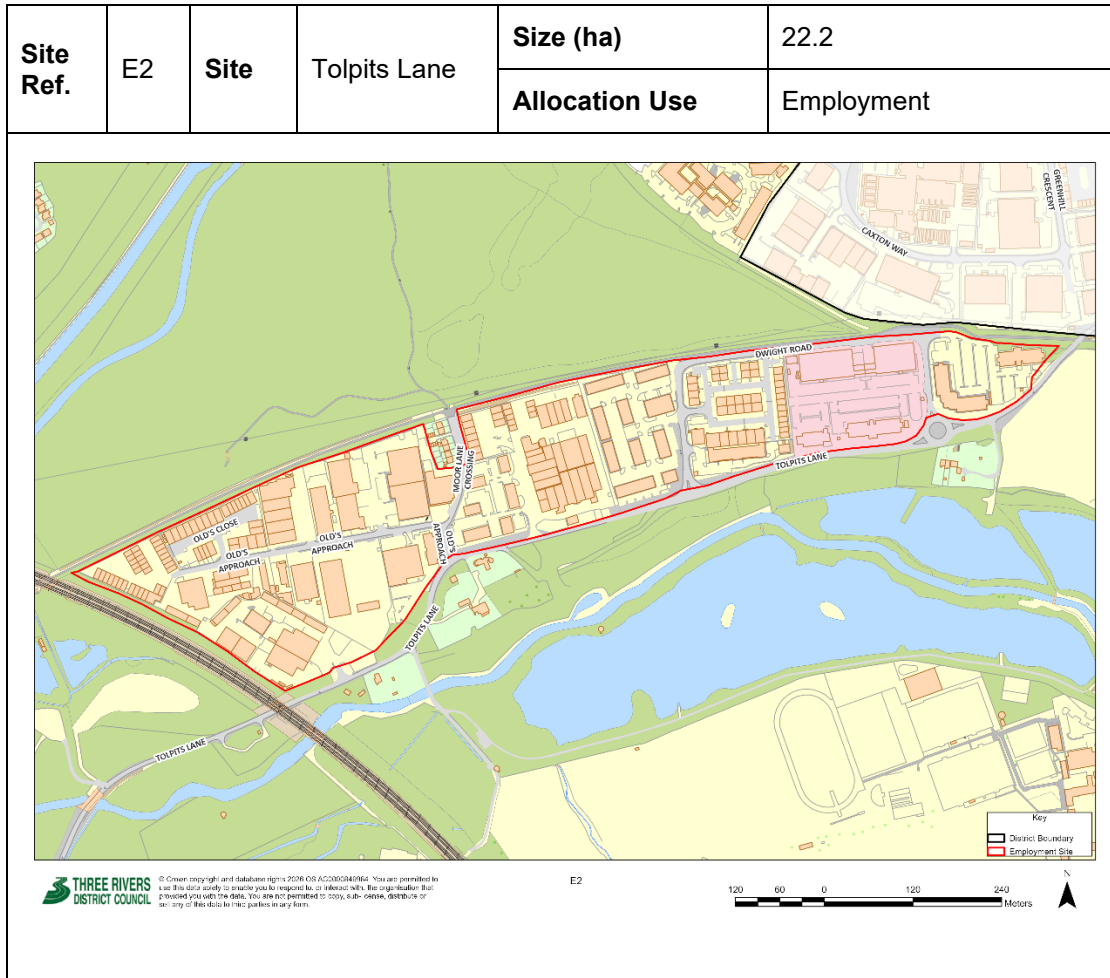
Prior to allocation the yard was tolerated. The yard has reached its capacity in terms of number of plots.

4 Employment

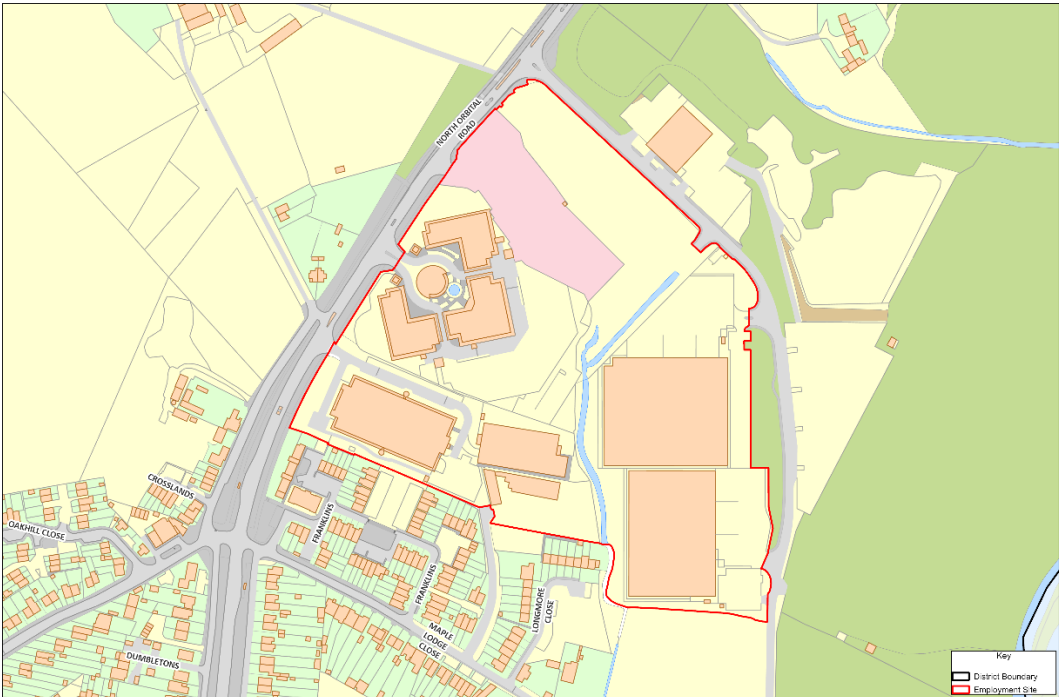
- 4.1 In order to maintain and improve the economic performance of the district, it is important to make provision for future employment and economic development alongside housing growth and protection of the environment. Economic development includes office space, industry and warehousing uses, public and community uses, leisure and tourism uses and main town centre uses. It also includes any other development which provides employment opportunities, generates wealth or produces or generates an economic output or product.
- 4.2 Three Rivers has a predominantly office-based economy with different market conditions in comparison to the rest of the South West Hertfordshire region. This has meant that while office space vacancies have risen from 2019 to 2023, availability has fallen and remains much lower than other areas. The South West Herts Economic Study (2024) found that as of July 2023, there was 162,000 sqm of available office space in South West Hertfordshire, of which 124,000 sqm was identified as vacant. There was also a further 36,000 sqm of office space with planning permission in the form of commitments. As such, the Economic Study concluded that there is not a need to identify additional sites for office development. In terms of office space need, the Economic Study recommends that in Three Rivers any loss of office space be resisted due to low vacancy rates and increasing labour supply.
- 4.3 The main employment locations in Three Rivers offer very high quality office space in large floorplates. This, together with the highly skilled workforce in Three Rivers, has attracted a number of headquarters to the district. The majority of this office floorspace is spread across the pre-existing allocated employment sites which should be retained to ensure that Three Rivers remains an attractive destination for businesses and to keep a check on the existing high levels of out-commuting by Three Rivers' residents. While there is not a need to identify additional sites for office development, there may still be demand for office space, particularly from smaller sized businesses which should be supported.
- 4.4 The South West Herts Economic Study (2024) sets out that demand for industrial and storage & distribution space in South West Hertfordshire is strong, driven mainly by demand for large scale storage & distribution space which increased during the Covid pandemic. The study identifies a need for 413,400 sqm of storage & distribution space between 2021 and 2041. After taking account of the existing employment land supply, the study considered two employment land scenarios. In Scenario 1, there is no need to identify additional employment sites over the 2021-41 period. In Scenario 2 (which is the preferred option), there is a shortfall of 9.5 hectares across South West Hertfordshire. There are no local need figures identified for individual authorities and the study found that there are no suitable sites identified in Three Rivers to address that shortfall.
- 4.5 There are several employment allocations in the district which were allocated in the pre-existing Site Allocations LDD (2014) and remain key employment areas for the district and should be safeguarded. These sites E1, E2, E3, E4 (formerly E(a) E(b), E(d) & E(e) respectively) have been brought forward into this Local Plan.

- 4.6 As set out above, the Local Plan seeks to safeguard allocated employment sites for business, industrial and storage or distribution uses whilst also focusing new employment provision on allocated employment sites through intensification and expansion where appropriate. Employment site E1 will be expanded via site allocations E5 and E6 respectively.
 - 4.7 Additionally, following a non-immediate Article 4 Direction which was confirmed in March 2024 to remove permitted development rights for the change of use from class E use (commercial, business and service uses) to C3 use (dwellinghouses), and the proliferation of office and commercial buildings, Leavesden Employment Area (E7) has been allocated as an employment site.
 - 4.8 The South West Herts Economic Study (2024) did not estimate forecast need for data centres within the district or South West Hertfordshire more generally, as they are more of a strategic consideration and applications for them will be considered on a case-by-case basis.
 - 4.9 The specific site allocations for employment sites can be found below.
- 





Site Ref.	E3	Site	Maple Cross / Maple Lodge	Size (ha)	9
				Allocation Use	Employment



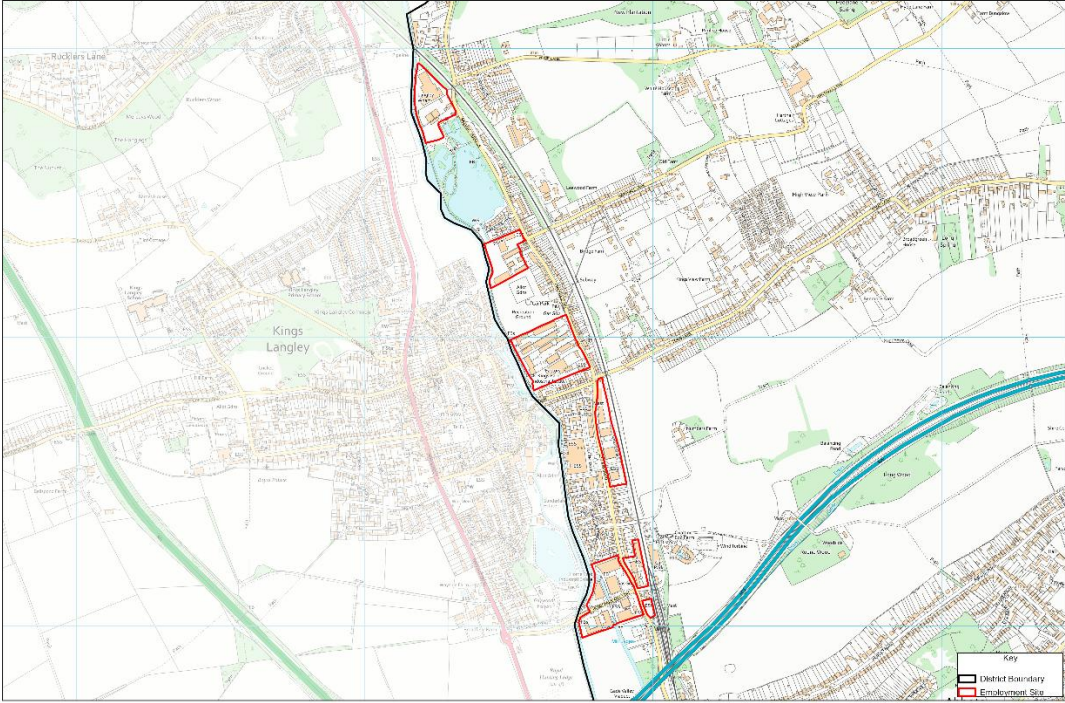
Key

- District Boundary
- Employment Site

70 35 0 70 140
Meters

© Crown copyright and database rights 2019 OS AF2000045864. You are permitted to use this data solely in relation to your own internal use, or in relation to the organization that provides you with the data. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form.

Site Ref.	E4	Site	Kings Langley Employment Area	Size (ha)	15.5
Allocation Use			Mixed use – Individual employment sites within the broad area have not been specifically identified.		



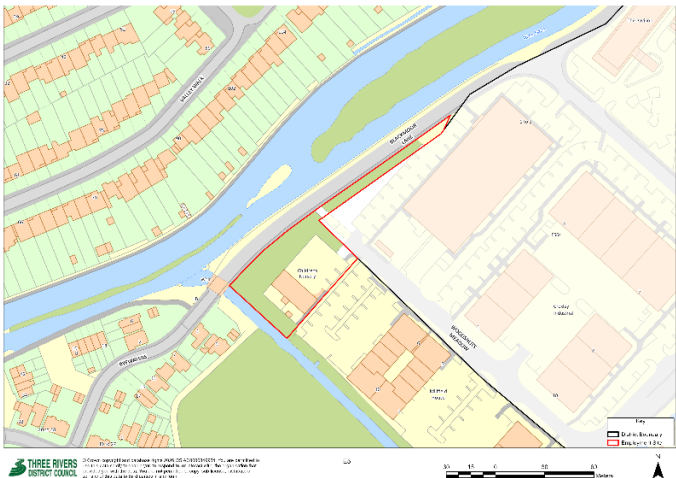
© Crown copyright and database right is 2008 OS AC0000069594. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, re-publish, distribute or sell any of this data in third parties in any form.

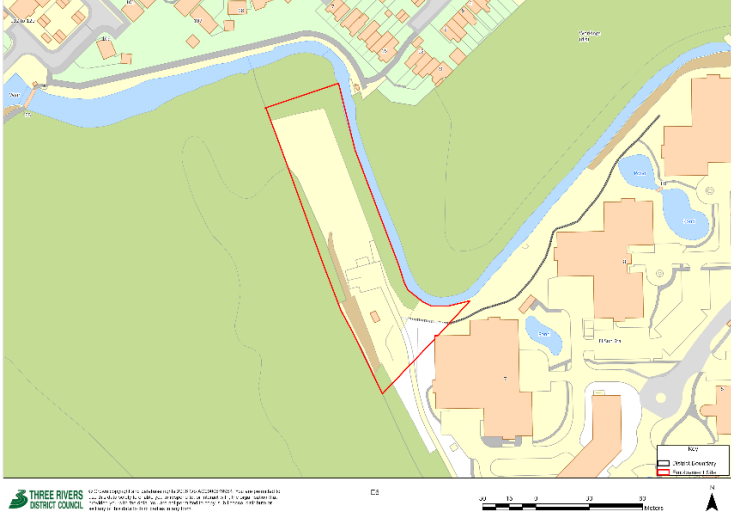
THREE RIVERS DISTRICT COUNCIL

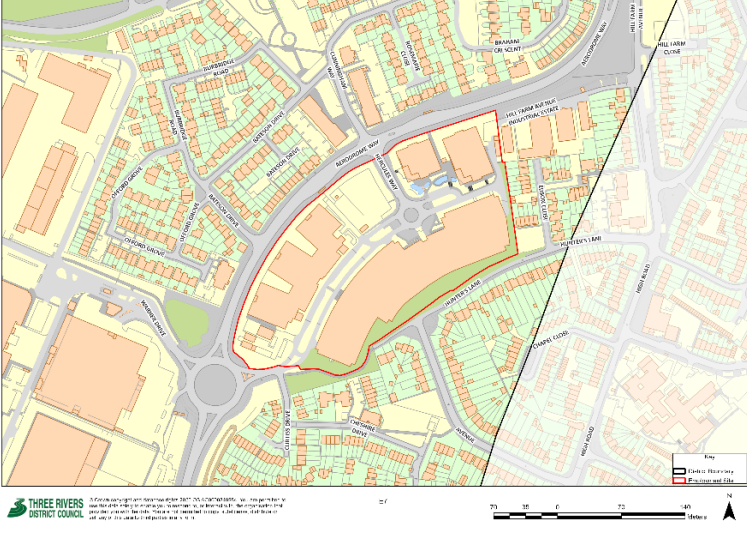
E4

310 155 0 310 620 Meters

Key
District Boundary
Employment Site

Site Ref.	E5	Site	Croxley Business Park, Hatters Lane, Croxley Green	Size (ha):	0.4
				Current Use	Overflow car park (serving employment area)
				Proposed Use	Storage & distribution and office use
				Green Belt	The site was located in the Green Belt, but was removed from the Green Belt as part of the allocation process
Comments The allocated site is an extension to the existing employment site allocation (Croxley Business Park, Site E1). The site has an existing outline permission for the construction of a storage and distribution building (18/0820/OUT), although this has not yet been implemented. A 10 metre buffer distance between the main river (adjacent to the western boundary) and any development would be required and no development will be permitted on the area of the site in Flood Zone 3. Development would need to provide suitable mitigation to address surface water flood risk and groundwater flood risk on areas of the site as well as taking account of protected trees on/adjacent to the site. The site is in Groundwater Source Protection Zone 1; a preliminary risk assessment to determine whether there is contamination of the site, and whether remediation works would be needed, would be required to support any proposals on the site. <u>Mitigation Measures Identified in the Transport Assessment</u> • Provision of high-quality walking routes across the site that connect to the surrounding highway network in Croxley Business Park • Improvements to existing footway provision in Croxley Business Park to improve connectivity to local services and facilities • Provision of a Travel Plan to set out measures and initiatives to encourage mode shift					

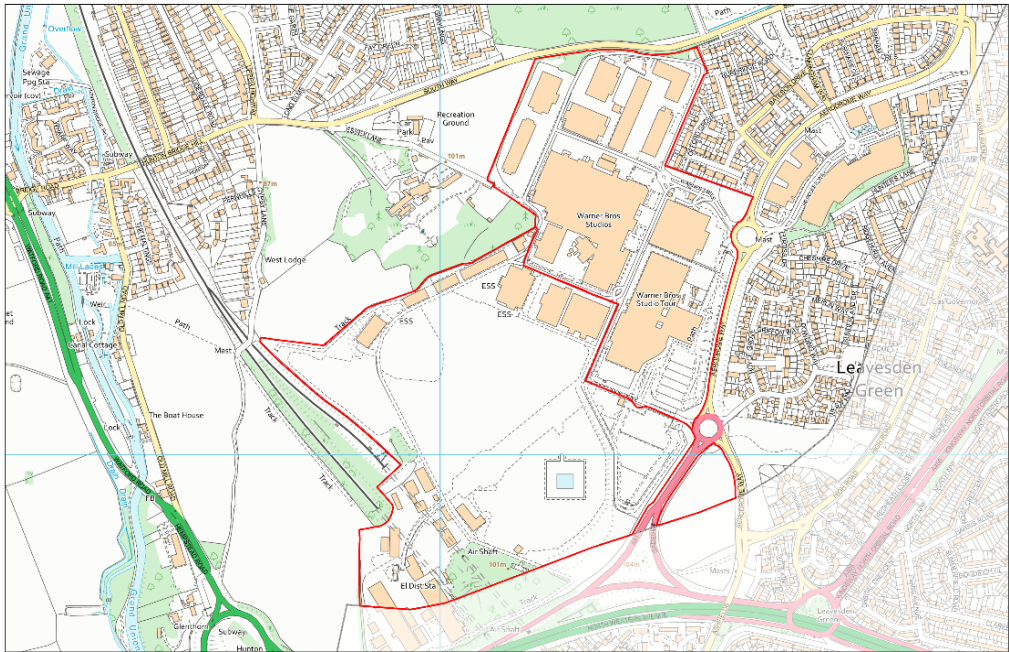
Site Ref.	E6	Site	Croxley Business Park, Hatters Lane, Croxley Green	Size (ha):	0.4
				Current Use	Grassland, compost area, hardstanding
				Proposed Use	Ancillary space to Croxley Green Business Park
				Green Belt	The site is located within the Green Belt
Comments The site is an extension to the existing employment site allocation (Croxley Business Park, Site E1), for ancillary amenity space. The site has an existing permission for leisure use to support Croxley Business Park (18/1415/FUL)					

Site Ref.	E7	Site	Leavesden Park	Size (ha):	5.3
				Current Use	Offices
				Proposed Use	Offices
				Green Belt	Not located within the Green Belt
Comments An Article 4 Direction has been made by the Secretary of State to remove permitted development rights regarding the change of use from class E use (Commercial, Business and Service uses) to C3 use (dwellinghouses). Leavesden Park is an employment hub created as part of the Leavesden aerodrome redevelopment. The site comprises Leavesden Studios, now owned by Warner Brothers, together with MEPC's Leavesden Park office development. The site supports strategic activities relating to the creative industries sector and future investment will enable an enhanced role. The area is protected through an Article 4 Direction that came into effect in March 2024. The site is connected to the strategic road network, with access from M25 Junction 19 (restricted) and Junction 20 via the A41, however, access by public transport is limited. Any further development should consider impact on nearby residential neighbourhoods including enhanced biodiversity measures.					

5 Warner Bros. Studios

- 5.1 The South West Herts Economic Study Update (2024) confirms that the Studios in Leavesden are a key asset for South West Herts' creative industries and there is forecast increased demand for studio space which is a significant opportunity for expansion to support the sector and the local and national economy. It also notes that the Warner Bros Film Studios is one of only a few locations in the UK where large-scale film productions can be made. The site has also become a major visitor destination since the opening of 'Warner Bros. Studio Tour – The Making of Harry Potter' which receives over 6,000 visitors a day at peak times.
- 5.2 There is likely to be significant growth in demand for studio space over the next 16 years and there is still significant growth potential at the site. This is therefore a key asset for South West Hertfordshire and key to the future growth of creative industries in the economic market area. Warner Bros. has already invested significantly in the studios and has further plans to increase its size by around a quarter, including new sound stages workshops, postproduction facilities and an extension of the studios tour.
- 5.3 In order not to compromise the ability of Warner Bros. Studios at Leavesden to contribute to the local and national economy, both as a local employer and as a centre to contribute to the economic growth of the district over the Local Plan period, it is essential that the existing studios and associated land (WB1) are safeguarded and sites WB2 and WB3 are allocated to allow the expansion of the studios and safeguarded for Warner Bros. Studio Use. Site WB3 has the benefit of planning permission and the site has been developed as part of the permission for the provision of new sound stages, workshops, production, post-production offices and associated works (22/0491/FUL and 23/1897/FUL).
- 5.4 The specific site allocation policies for sites WB1, WB2 and WB3 can be found below.

Site Ref.	WB1	Site	Warner Bros. Studios	Size (ha)	63
Allocation Use			Warner Bros. Studios, tour use and other associated uses		



The map shows the Warner Bros. Studios site in Leavesden Green, outlined in red. The site is situated between the River Great Ouse to the west and the A10 to the east. Key features include the Warner Bros. Studios building, a Recreation Ground, and various roads such as Watlington Way and Watlington Road. The map also shows surrounding residential areas and other landmarks like Leavesden Green and the River Great Ouse.



© Crown copyright and database rights 2015 OS AL00003430B4. You are permitted to view this data online or transfer it to your own device, provided you retain the data. You are not permitted to copy, sub-license, distribute or sell any of the data to third parties in any form.

THREE RIVERS DISTRICT COUNCIL

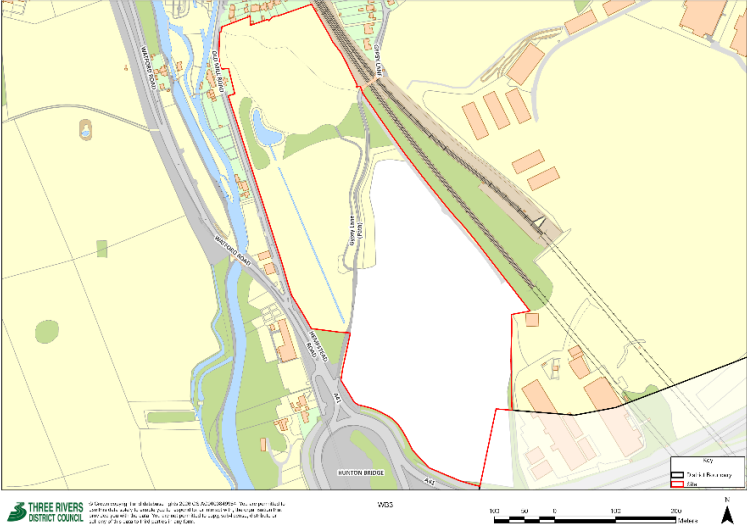


0 0.07 0.15 0.3 0.45 0.6 Kilometres

N

Site Ref	WB2	Site	Land at Gypsy Lane, Hunton Bridge	Size (ha):	8
				Current Use	Open land
				Proposed Use	Warner Bros. Studios & tour use and green infrastructure (public open space)
				Green Belt	The entire site was located in the Green Belt, but the southern portion was removed from the Green Belt as part of the allocation process
Comments A detailed Heritage Impact Assessment and an archaeological assessment would be required prior to any development in order to protect and mitigate any potential adverse impacts to heritage assets. Development would need to take account of protected trees within the site. The site is located in Groundwater Source Protection Zone 1 which may limit the use of SuDS, deep foundations and below ground development. A preliminary risk assessment is required at the pre-application stage (or prior to determination) to ascertain whether there is contamination, and whether remediation works would be needed. Due to the location of the Local Wildlife which is adjacent to the site and partially within the site, measures to avoid adverse impacts and enhance biodiversity would need to be provided. Land to the north of the site should be for green infrastructure, specifically public open space and land to the south of the site should be for Warner Bros. Studios and tour use. <u>Mitigation Measures Identified in the Transport Assessment</u> • Provision of high-quality walking routes across the site that connect to the surrounding highway network • Improvements to existing footway provision in Warner Bros Studios to improve connectivity to local services and facilities					

- Improvements to existing PRow Abbots Langley 040 and 058 to connect to the surrounding existing provision in Warner Bros Studios
- Improvements to existing bus stop infrastructure near and within Warner Bros Studios
- Contribution to improvements at Kings Langley Railway Station
- Contribution to Car Club
- Contribution to LCWIP Cycle Route 17 which will provide stepped cycle tracks along Old Mill Lane, Hunton Bridge Hill, Lauderdale Road and Station Road to improve walking and cycling connections to Kings Langley Railway Station
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead corridor) SM30 to provide bus priority measures on A41 including bus lanes and priority signals to improve bus service reliability
- Contribution to SWHGTP Package 6 (Watford-Hemel Hempstead corridor) SM31 to enhance local-express bus services between Hemel Hempstead and Watford (including Abbots Langley), as well as maintaining and enhancing existing bus routes to better serve trips to key workplace destinations
- Provision of Travel Plans to set out measures and initiatives for different land uses to encourage mode shift

Site Ref.	WB3	Site	Land west of Leavesden Aerodrome	Size (ha):	41.88
				Current Use	Open land
				Proposed Use	Warner Bros. Studios & tour use, green infrastructure and ecological reserve (public open space)
				Green Belt	The entire site was located in the Green Belt, but the southern portion was removed from the Green Belt as part of the allocation process
Comments Site WB3 has the benefit of planning permission, and the southern portion of the site has been developed as part of the consent for the provision of new sound stages, workshops, production, post-production offices and associated works (22/0491/FUL and 23/1897/FUL). The northern section of the site has been developed into a public open space named "Gypsy Lane Ecological Park". This site has been allocated to safeguard the specific use(s) of the land.					

6 **Town Centres and Retail**

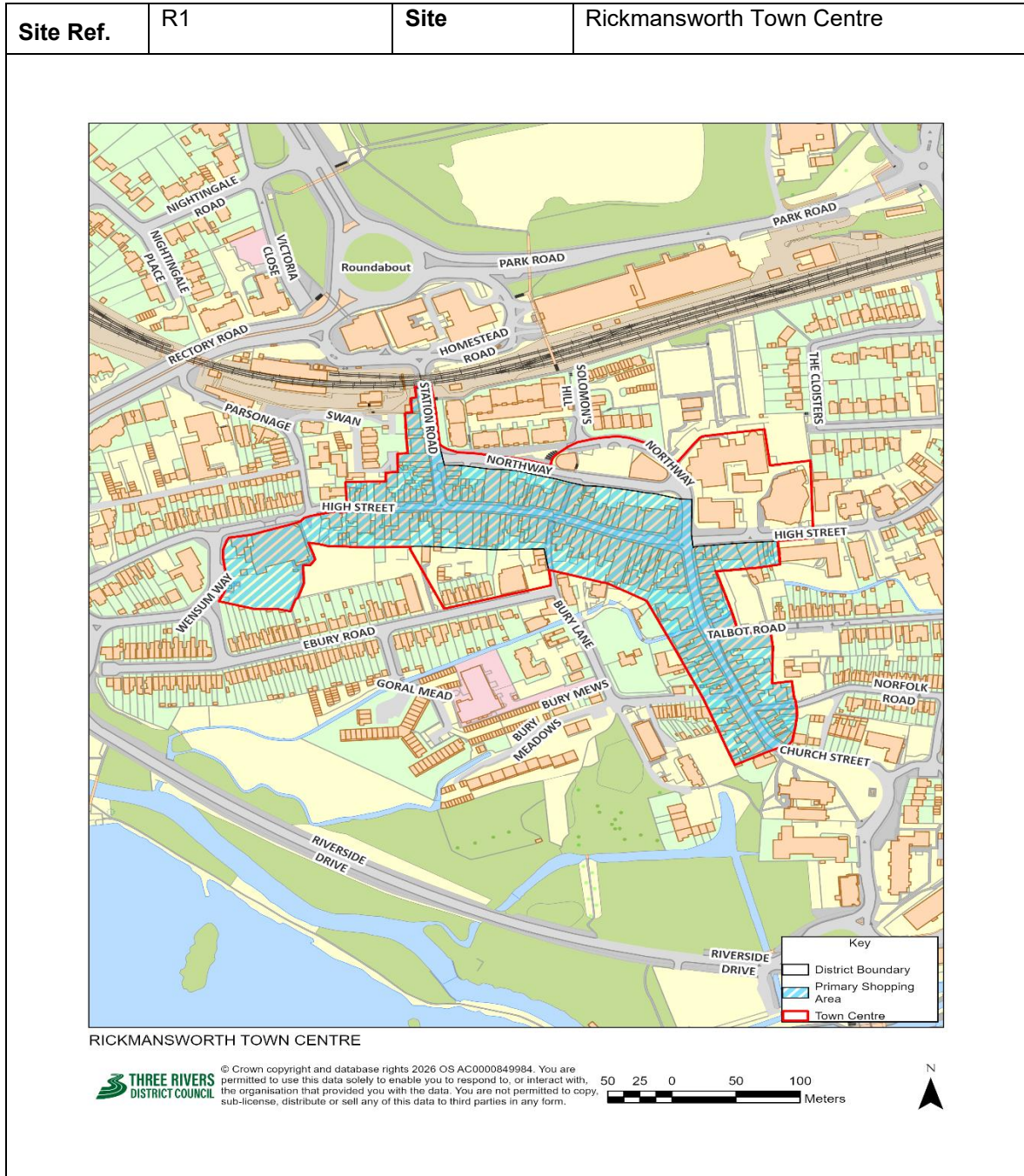
- 6.1 The Retail Hierarchy (see below) reflects the size and relative importance of retail centres in the district.

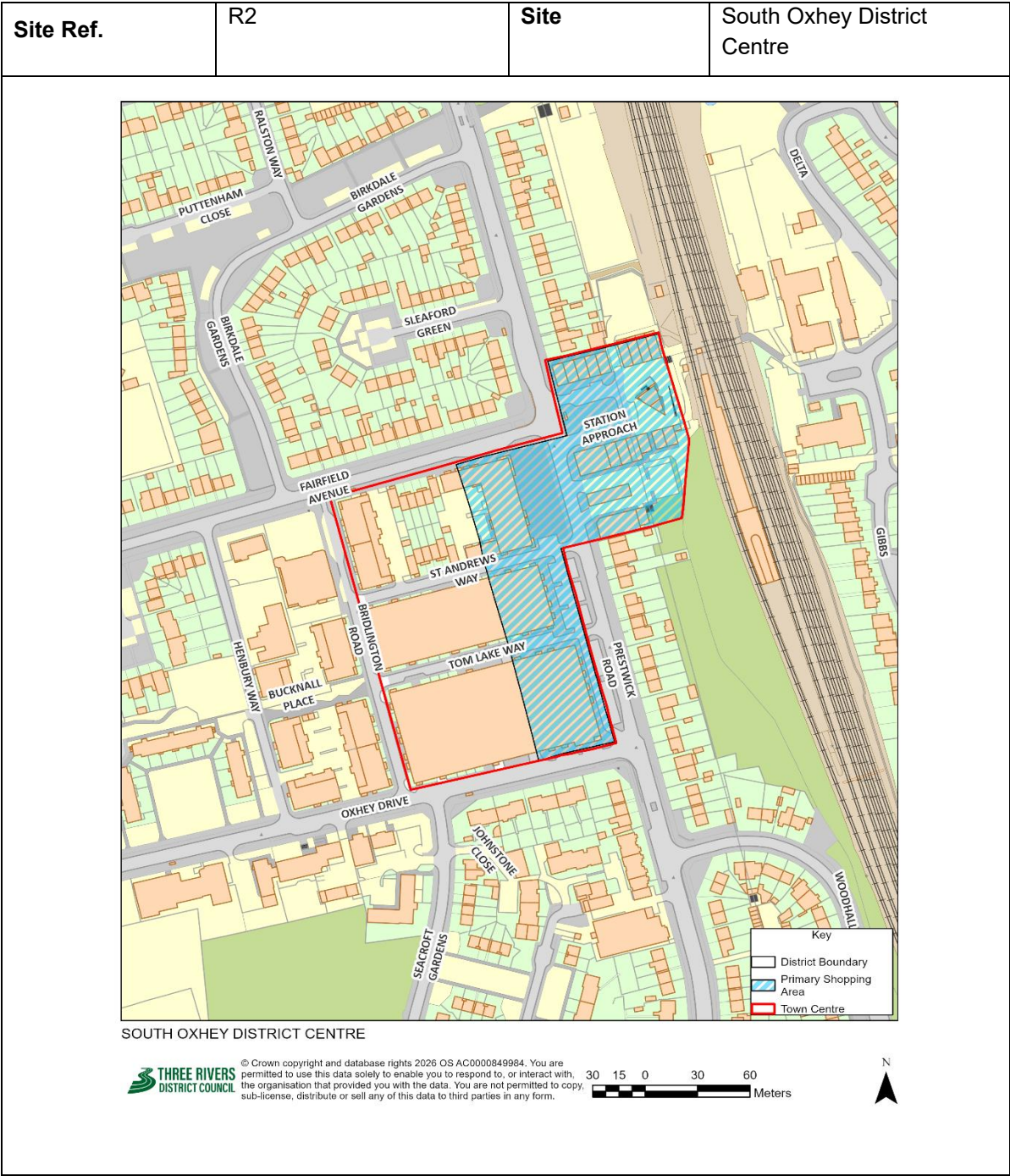
Retail Hierarchy

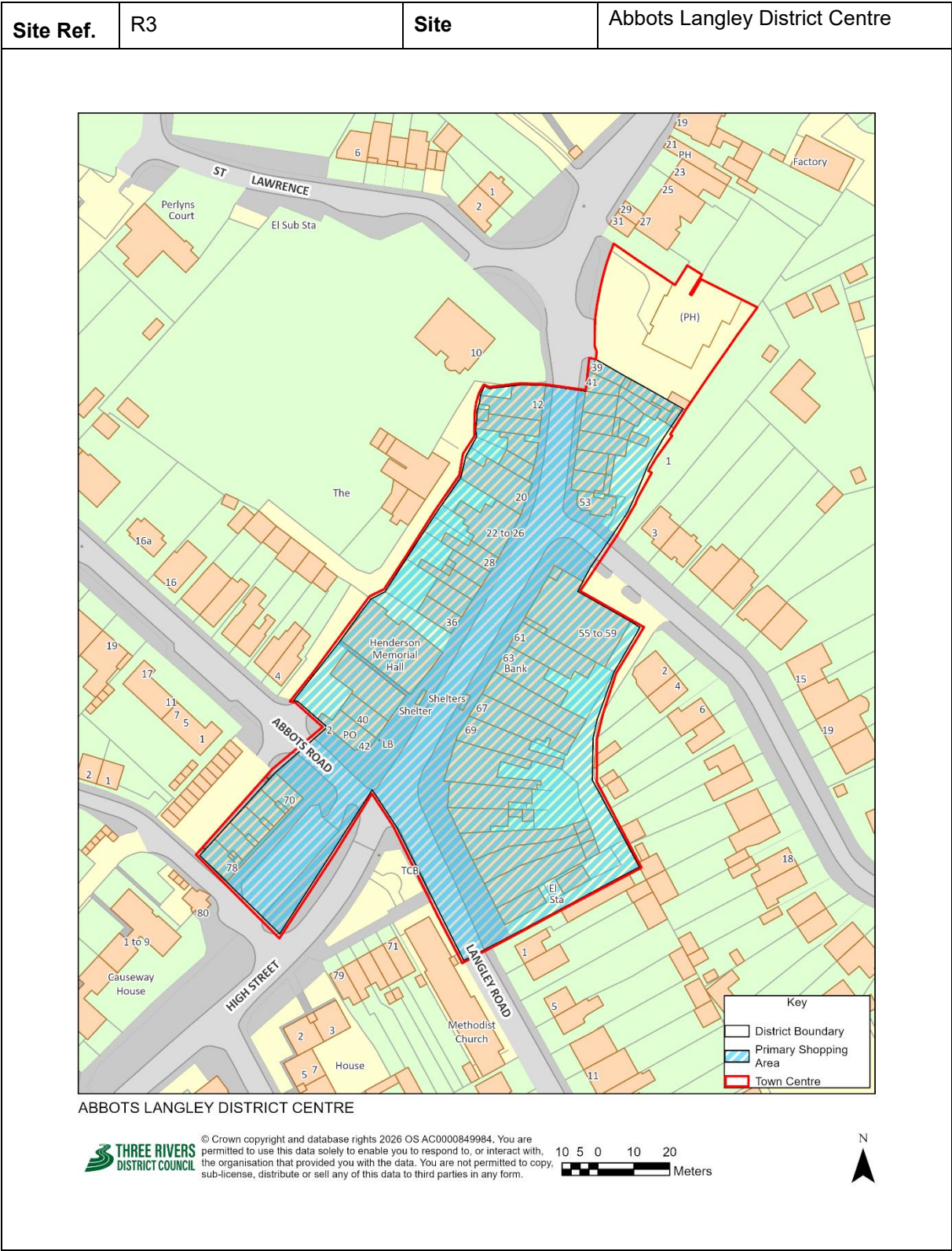
Town Centre
Rickmansworth Town Centre The principal shopping and service centre in Three Rivers containing a range of facilities and services, serving a district-wide catchment area.
District Centres
South Oxhey Abbots Langley Chorleywood Centres comprising a varied but more limited range of shops and services and serving a smaller catchment area.
Local Centres
Croxley Green (Watford Road) Croxley Green (New Road) Mill End (Money Hill Parade) Smaller centres serving more local needs.
Local Shops
A range of local shopping parades, groups or individual shops distributed throughout the district normally serving very local convenience needs.

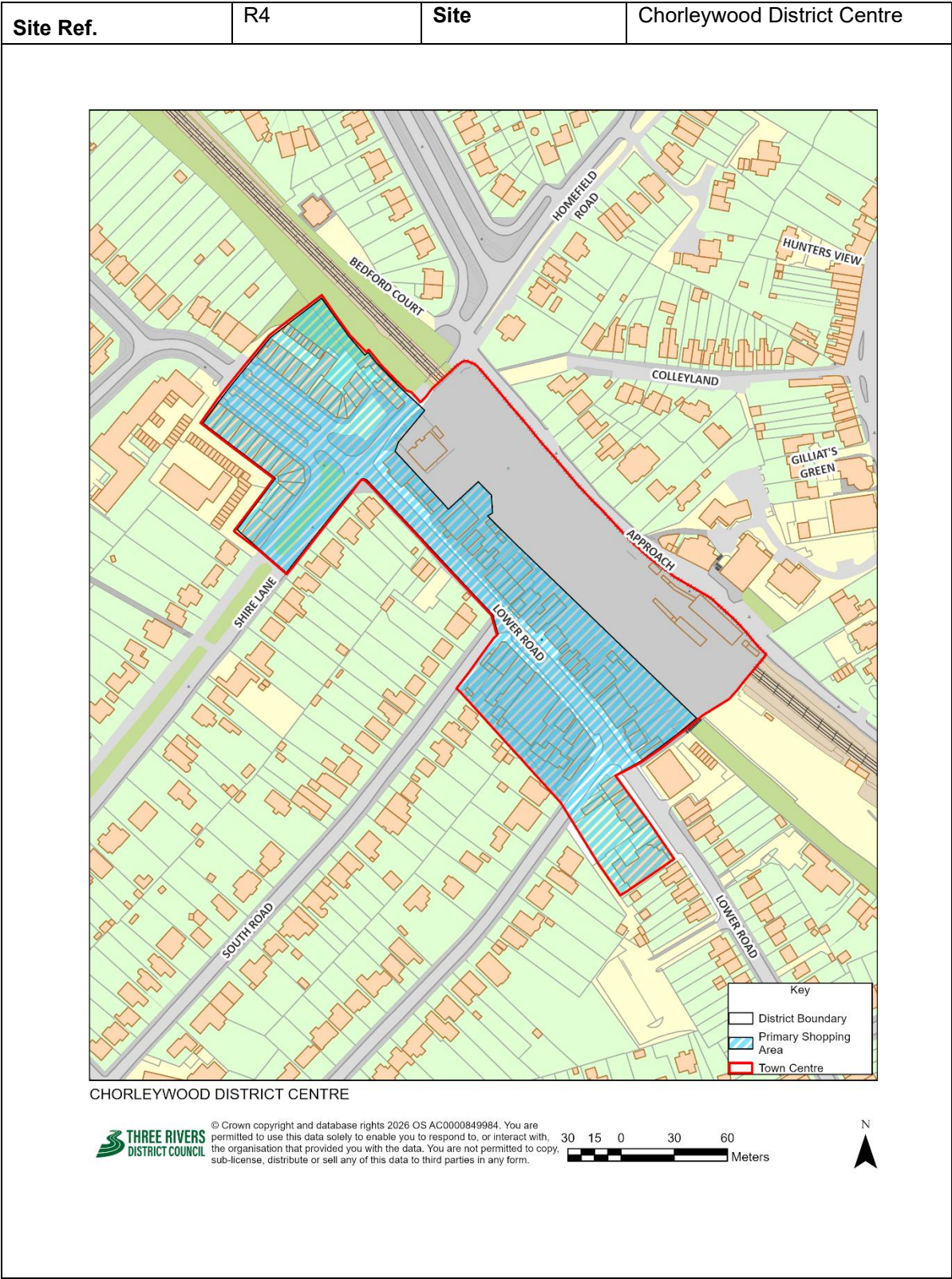
- 6.2 As set out in policy EE2 (Retail) within Part I, the town and district centres will be the focus for new town centre development, and retail development will specifically be directed to the Primary Shopping Area within these centres in the first instance. In addition to these larger retail centres, there are a number of smaller local shopping parades and individual shops throughout the district. Whilst these have not been designated as site allocations, policy EE2 (Retail) also seeks to protect and enhance these shops where they cater for local day to day needs.
- 6.3 There may be opportunities for new provision as part of development proposals where this would help to meet the needs of the existing and new community and rectify local deficiencies in provision. The locations of any new provision of retail floorspace may depend on housing site allocations and subsequent planning permissions that may be granted. It is intended for any new centres to be included in the Retail Hierarchy at the nearest appropriate and possible time.

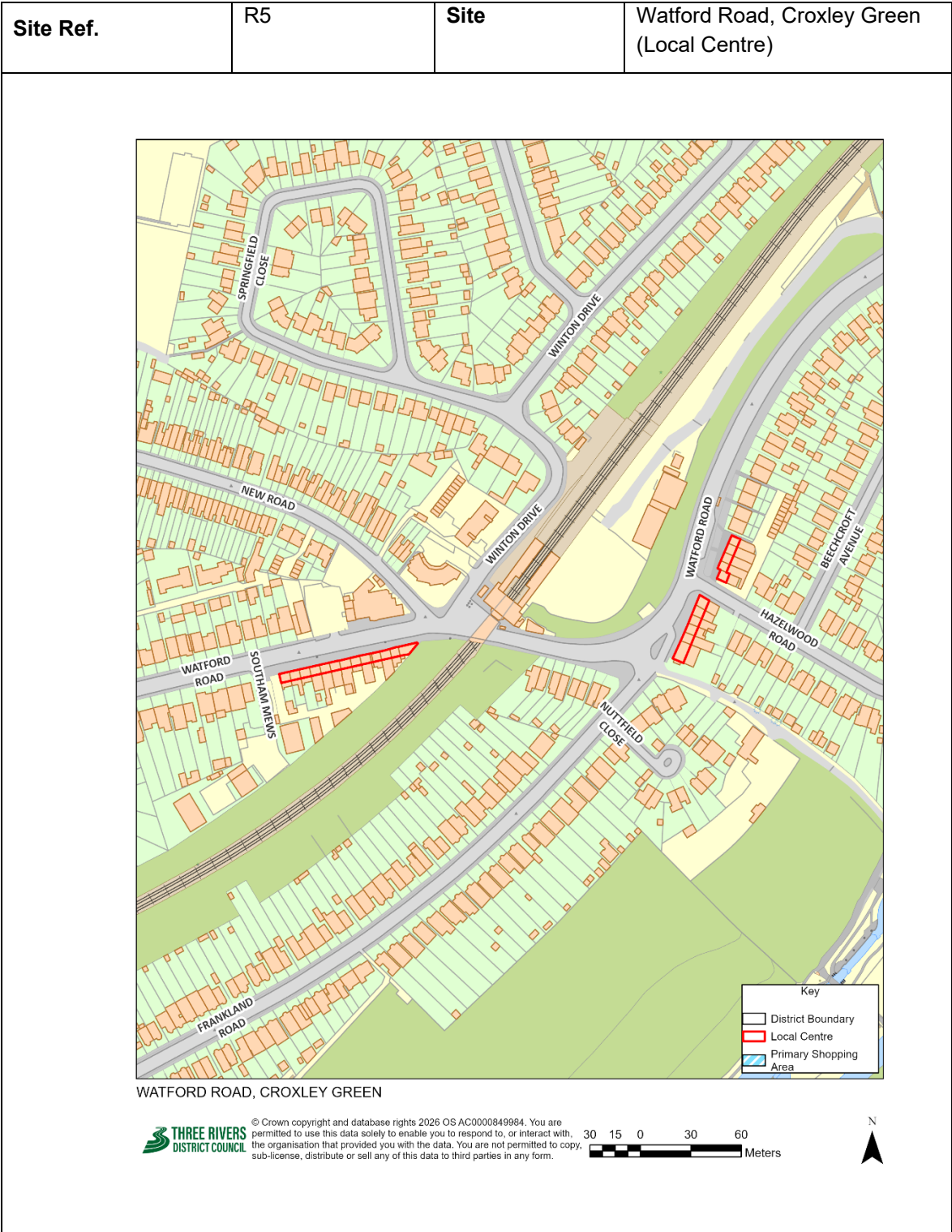
- 6.4 The town centre boundaries and primary shopping areas for the town centre (Rickmansworth) and district centres (South Oxhey, Abbots Langley and Chorleywood) are set out below, in line with the recommendations of the South West Hertfordshire Retail and Leisure Study (2018). The proposed local centres at Croxley Green (Watford Road and New Road) and Mill End (Moneyhill Parade) are also set out below.

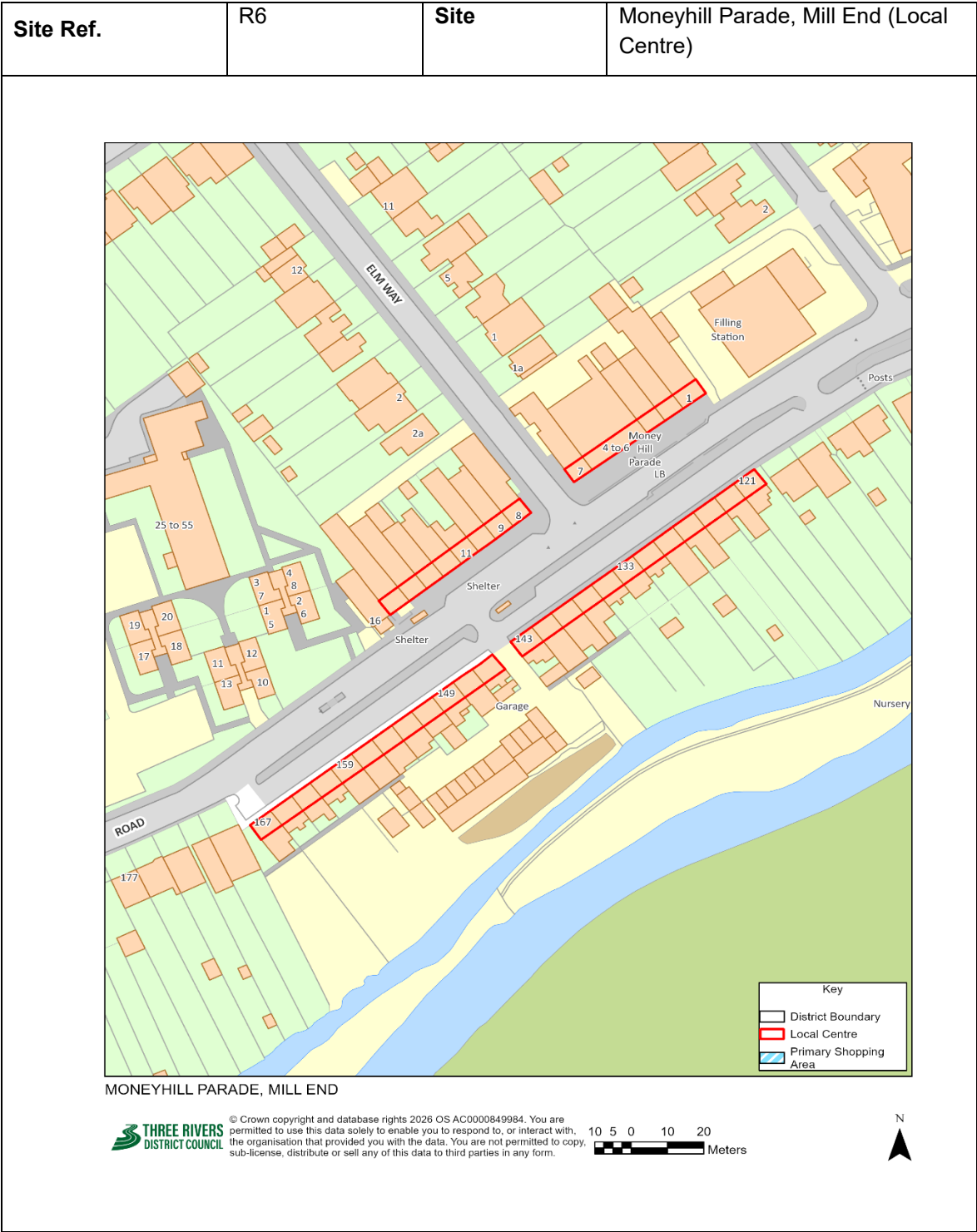


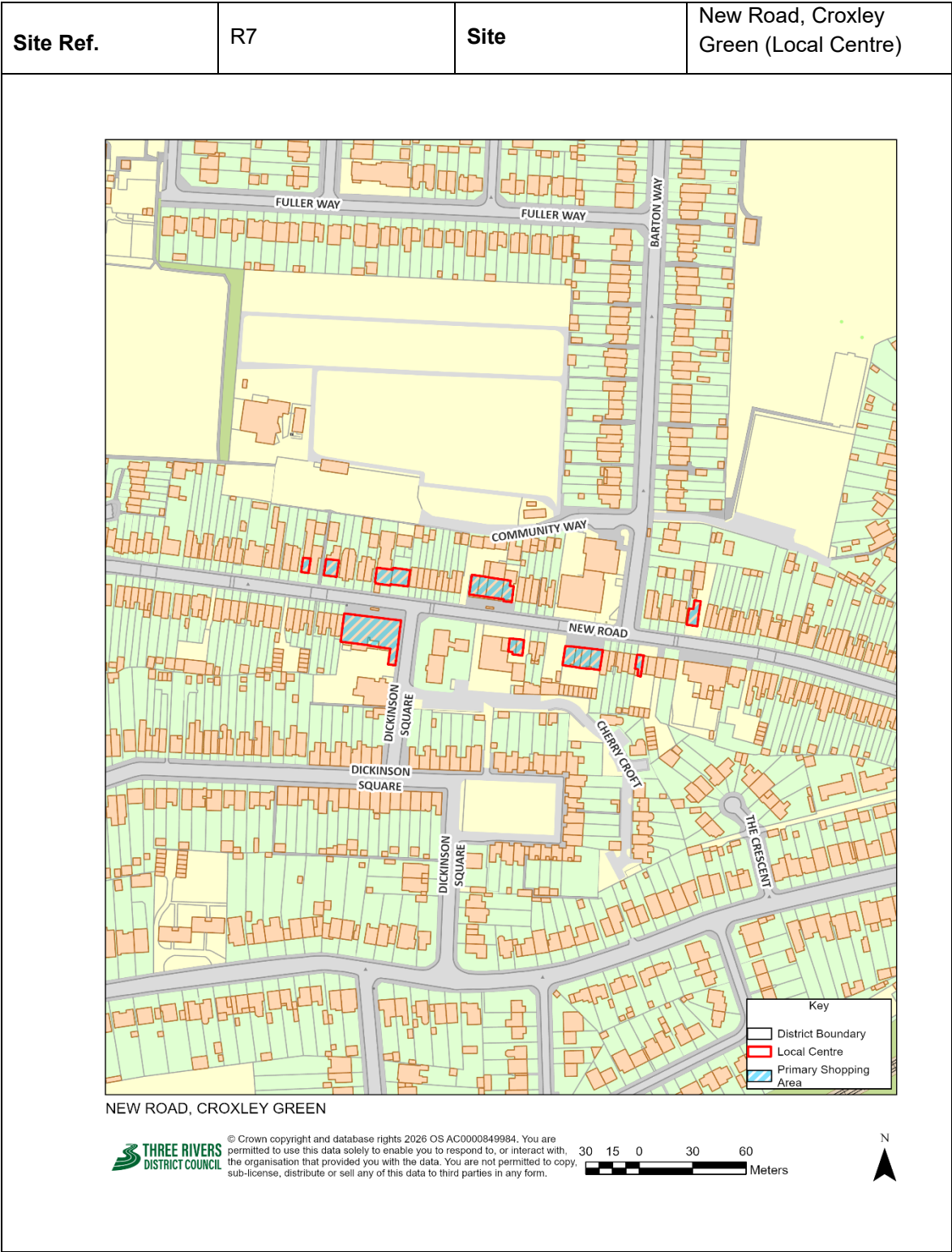












7 Open Space

- 7.1 The pre-existing Site Allocations LDD (adopted 2014) set out the allocated public open spaces across the district. These pre-existing open space allocations have been carried over into this Local Plan. Additionally, three new open space allocations have been added. Two of the new allocations are the open spaces associated with the two respective Warner Bros. Studios allocations (WB2 and WB3). The third allocation is the Suitable Alternative Natural Greenspace (SANG) associated with housing allocation site H37 (West of the Kings Langley Estate). The allocated open spaces are shown in the policies map.
- 7.2 The Open Space, Play Space, Sport and Recreation policy (BGL4) within Part I of the Plan seeks to safeguard open spaces for this use and sets out that future development proposals will be required to contribute to new provision of open space and play space where justified by the scale of development. Site-specific comments on the housing sites above identifies where a housing site would be required to contribute to open space and play space provision.
- 7.3 The location of new future provision of open space and play space depends on a council decision on housing site allocations and on planning permissions that may be granted both for windfall sites and future allocation sites (where such provision is required). As the designation of any new open and play spaces through future development proposals is uncertain, it is intended for any new open spaces and play spaces to be allocated as public open space and be included in the policies map at the nearest appropriate and possible time.
- 7.4 Additionally, the council will be updating its Open Space, Sport and Recreation Study following adoption of the Local Plan. This will inform an update to the open space allocations, which will be administered through a supplementary planning document (SPD), or similar.
- 7.5 National and local planning policy will guide planning decisions on sites which are not specifically allocated as open spaces.

8 **Education**

- 8.1 It is vital that necessary infrastructure and services, including education, are integrated into new developments. Proposals must address such requirements for new and improvements to infrastructure directly through on-site provision or through the Community Infrastructure Levy which applies to certain forms of new development.
- 8.2 Where education provision is required on-site, this may be in the form of a new education facility or the expansion of an existing facility. Site-specific comments on the housing site allocation policies identify where housing sites would be required to contribute to meeting education needs through the provision of a new facility or the expansion of an existing facility.
- 8.3 In addition to the housing sites which would be required to provide education facilities, there is a site which has been allocated for a secondary school located to the northeast of Carpenders Park (ED1). Hertfordshire County Council is responsible for the provision of schools in the district and has identified a need for a secondary school facility in this location in order to serve the future secondary education needs of the education catchment area (including Carpenders Park, South Oxhey and Eastbury in Three Rivers as well as areas in the Hertsmere and Watford Boroughs). The district has education facilities with capacity for either extensions to existing schools or the building of new schools. The remainder of land at Long Lane has been retained as an education allocation in the Plan to facilitate an expansion of the Reach Free School to meet additional demand arising from new development in the west of the district. This has been given the site reference ED2.
- 8.4 The pre-existing Site Allocations LDD (adopted 2014) allocated a site reference S(c) (Woodside Road, Abbots Langley), for primary education, however, this has not yet commenced. As such, this allocation has been retained within this Local Plan and given the site reference ED3.
- 8.5 The Education Allocations policy and education site allocation policies can be seen below.

EDA1 - Education Allocations

- 1) Three Rivers District Council will continue to work with the County Council, adjoining authorities and other interested parties to identify the most appropriate sites to meet identified educational needs.
- 2) Identified education sites for new primary or secondary schools will be safeguarded for educational use.

Site Ref	ED1	Site	Carpenders Park Farm, Oxhey Lane	Size (ha):	8.2
				Current Use	Agricultural
				Proposed Use	Secondary school
				Green Belt	The site is in the Green Belt
				Phasing	1-10 years
Comments The site is suitable to accommodate up to a 10FE secondary school. A detailed Heritage Impact Assessment and an archaeological assessment would be required prior to any development to protect and mitigate any potential adverse impacts to heritage assets. Development would need to satisfactorily address surface water flood risk on the site by providing suitable mitigation. The site is also located near an Environment Agency Flood Storage Site (FSA), which may require further investigation at a planning application stage. A site-specific Flood Risk Assessment (FRA) should be submitted at the planning application (and preferably pre-application) stage. Measures to avoid adverse impacts and enhance biodiversity would need to be provided due to the location of a Local Wildlife Site which is adjacent to the site. Maps provided by Cadent Gas shows low/medium pressure gas pipes in the vicinity of the site (west of the site along edge of Oxhey Lane) and it is likely that there are gas services and associated apparatus in the vicinity so their presence should be anticipated. This does not prevent development of the site but will require an appropriate buffer from the pipeline to development and is an issue to be addressed at the planning application stage.					

Site Ref	ED2	Site	Land including and adjoining The Reach Free School	Size (ha):	19.3ha
				Current Use	Secondary school & associated land and agricultural land
				Proposed Use	Secondary education
				Green Belt	The southern section of the site is not located within the Green Belt. The remainder of the site is in the Green Belt.
				Phasing	1-10 years
Comments To the southwest of the site is the Reach Free Secondary School. The school and ancillary uses including playing fields and car park form an approximate “L” shape from the western boundary to the southeastern boundary of the site. The remainder of the site is currently agricultural land. The entire parcel of land within the red line boundary is being allocated to safeguard future secondary education use via the expansion of The Reach Free School (additional 4FE).					

Site Ref.	ED3	Site	Woodside Road, Abbots Langley	Size (ha):	2.5ha
				Current Use	Agricultural
				Proposed Use	Primary school
				Green Belt	The site is in the Green Belt.
				Phasing	1-10 years
Comments The site is a pre-existing education allocation from the Site Allocations LDD (adopted 2014). The site is allocated for primary education use and has capacity for a 2FE primary school. The school must include nursery provision and a childcare setting (50 places).					

9 Maple Lodge Wastewater Treatment Works

- 9.1 Maple Lodge Wastewater Treatment Works is a substantial developed feature in the local landscape to the east of Maple Cross and has an industrial character. It is a key infrastructure asset serving Three Rivers and the wider area. The pre-existing Site Allocations LDD (adopted 2014) identifies Maple Lodge Wastewater Treatment Works as a significant infrastructure site in the Green Belt. Within this Local Plan the Maple Lodge Wastewater Treatment Works retains its designation as a significant infrastructure site in the Green Belt.
- 9.2 It is recognised that change on the site may be required to meet future operational needs. Whilst redevelopment or limited infilling of the site may not be inappropriate development in the Green Belt, proposals should continue to take into account the provisions of the policy set out below and any redevelopment and limited infilling should safeguard the continued use of the site for wastewater treatment works.
- 9.3 The Maple Lodge Wastewater Treatment Works policy can be seen below.

MLWTW1 - Maple Lodge Wastewater Treatment Works
1) Maple Lodge Wastewater Treatment Works is a significant infrastructure site in the district. 2) The landscaped setting provided by mature vegetation on the site boundaries and area surrounding the site should be retained in any proposals for infilling or redevelopment 3) Any further buildings should be of comparable height to other nearby structures on the site.

