

**Three Rivers Site Allocations DPD
Issues and Options Sustainability Appraisal Working note
Appendix**

November 2010

**This document is presented as Appendix 5a to the Site Allocations
Proposed Submission SA Report, November 2012**

Halcrow Group Limited in association with TRL

Site Allocations DPD Options Appraisal Matrices

Introduction

A range of sites for secondary schools, employment, retail and open spaces have been proposed by Three Rivers District Council for consideration in the Site Allocations Issues and Options Consultation paper. Although this paper mentions the need for provision of sites for Cemeteries, no sites have been proposed; therefore this issue is not assessed in this exercise.

Geographical Information Systems (GIS) and evidence provided in the Core Strategy Evidence base documents have been used to assess the sites in terms of potential constraints and opportunities. The GIS layers and other criteria used to compare environmental designations, accessibility and key services and land use attributes are shown in matrices below.

In the majority of cases, the assessment identified whether an attribute conflicted with the proposed site area (yes or no). Alternatively, distance buffers were used to the edge of the proposed site. This enabled the assessment to determine access to key facilities within a certain distance from the proposed site, for example, primary schools within 600m.

Appraisal methodology

This appendix provides an assessment of the proposals against the SEA/SA objectives listed below.

Environmental objectives

1. To protect and enhance biodiversity
2. Maintain/enhance water quality and limit water consumption
3. Ensure new developments do not increase flood risk
4. Minimise the loss of valuable soils and maximise the use of previously developed land
5. Reduce the emissions of CO₂ and other greenhouse gases; achieve good air quality and enhance sustainable transport options
6. Ensure development is 'climate change proof'
7. To use natural resources efficiently and increase material efficiency
8. To maintain and enhance historic and cultural assets
9. Conserve and enhance the landscape and townscape

Social objectives

10. Promote equity & address social exclusion, including provision of fairer access to services
11. Ensure that everyone has access to good quality open spaces, contributing to healthy lifestyle
12. Enhance community identity and participation

13. Reduce both crime and fear of crime

Economic objective

14. Contribute to local economic prosperity and growth

The matrices establish the environmental, social, access and economic features of each site proposed in the DPD. Based on this information the implications of the proposals against environmental, social and economic features of each site is predicted and discussed at the end of each matrix. The prediction is guided by the set of SEA/SA Objectives listed above, and results presented using the following scoring method.

Score index:

Symbol	Description
++	Very sustainable
+	Sustainable
0	Neutral
?	Uncertain
-	Unsustainable
--	Very unsustainable

ISSUE: SECONDARY SCHOOLS:

Site S(a): Mill End/Maple Cross- Land east of A405 (North Orbital)/north of A412, (19.64ha)

Environmental factors	
Effect on important views	Colne Valley Regional Park and Central River Valleys Landscape Area close to site
SAM	None
Parks and gardens - proximity	Colne Valley Regional Park
Local preservation/ conservation area	Local wildlife site located to the southern part of the site
Listed buildings	None
Landscape classification (AGLV/ AONB)	Landscape Region- Central River Valleys, but not AGLV or AONB
Flood Zone-2, 3a or 3b	None
AQMA	None
Wildlife site	Adjacent (south)
SSSI/SAC/LNR	None
Ancient woodland	None
Accessibility/ key services	
Primary school within 600m	Within walking distance
Secondary school within 2000m	Not within 2000m
Town Centre within 2000m	No
Bus route	Within walking distance
Rail station within 1000m	Not within 1000m, but within 2000m
Greenspace- proximity	Parks and open spaces- adjacent
Major access constraints-severance etc	Yes, A405 and A412
Proximity to community facilities	Within walking distance
Proximity to health facilities	Not within walking distance
Congestion/ pollution (noise, air) possibility	Yes. Site close to congestion hotspot
Other social aspects	
Evidence of social deprivation?	Site in a ward with relatively high level of social deprivation
Proximity to other built development (crime)	Residential areas adjacent to site
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Bus and local facilities close to the site, but as site is adjacent to an 'A' road, the development is likely to cause queues on the roads, therefore affecting traffic flow
Land uses	
Greenfield/Brownfield site	Greenfield (Agriculture Grade 2)
Green Belt	Yes
Allotments	No
Public open space	Close to publicly accessed greenspaces
Contaminated land	Unknown
Topographical constraints	None perceived

<p>Environmental impact: Use of Agriculture Grade 2 alongwith grnbelt alteration, do not align with the Core Strategy CP1 (Sustainable Development) and Soil SEA objectivea.</p> <p>The site is adjacent to a congestion hotspot, and an 'A' Road therefore noise levels are likely to be high, and provision of a school will add traffic to the area, therefore exacerbating congestion and deteriorating air quality. A combination of these negative effects is likely to have adverse negative effect on environmental factors.</p>	--
<p>Social impact: Ward ranks bottom 10 for access to amenities according to the Three Rivers Access to Services, 2007 study. Given this, provision of a Secondary school would be a positive addition. Severance possible from Chorleywood and other parts of the district, but development is likely to still serve Rickmansworth and Maple Cross and Mill End and therefore severance would not be a major issue.</p>	+
<p>Economic impact: Marginal positive impact on local economy, dependent on businesses in the locality, but no major impact predicted.</p>	0

Site S(b) Mill End/ Maple Cross Froghall Farm and adjoining land

Environmental factors	
Effect on important views	Central River Valleys Landscape Area close to site
SAM	None
Parks and gardens – proximity	Central River Valleys
Local preservation/ conservation area	Local wildlife site
Listed buildings	None
Landscape classification (AGLV/ AONB)	Landscape Region- Central River Valleys, but not AGLV or AONB
Flood Zone-2, 3a or 3b	Zone 3b
AQMA	None
Wildlife site	Adjacent (south)
SSSI/SAC/LNR	None
Ancient woodland	None
Accessibility/ key services	
Primary school within 600m	None
Secondary school within 2000m	Not within 2000m
Town Centre within 2000m	No
Bus route	Within walking distance
Rail station within 1000m	Not within 1000m
Greenspace- proximity	Parks and open spaces- south
Major access constraints-severance etc	Yes, A412 and sewage treatment works located south of the site
Proximity to community facilities	Within walking distance
Proximity to health facilities	Not within walking distance
Congestion/ pollution (noise, air) possibility	Yes. Site close to congestion hotspot
Other social aspects	
Evidence of social deprivation?	Site in a ward with relatively high level of social deprivation
Proximity to other built development (crime)	Residential areas adjacent to site
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Bus and local facilities close to the site, but as site is adjacent to an 'A' road, the development is likely to cause queues on the roads, therefore affecting traffic flow. Additionally as the sewage works are located close the site, traffic serving this site is likely to exacerbate traffic problems
Land uses	
Greenfield/Brownfield site	Greenfield (Agriculture)
Green Belt	Yes
Allotments	No
Public open space	Close to publicly accessed greenspaces
Contaminated land	Unknown
Topographical constraints	None perceived

<p>Environmental impact: Site is part agricultural land and is part of a Green Belt, so the development proposal does not align with the Core Strategy CP1 (Sustainable Development) and Soil SEA objectives.</p> <p>The land is adjacent to a congestion hotspot, and an 'A' Road therefore noise levels and air quality may be high. Provision of a school will add traffic to the area, therefore exacerbating congestion. Based on further information and appropriate mitigation measure the score may shift to minor negative or neutral.</p>	--
<p>Social impact: Ward ranks in the bottom 10 for access to amenities according to the Three Rivers Access to Services, 2007 study. Given this, a Secondary school provision would be a positive addition. However the sewage works near the site is likely to cause odour issues and the soil may be contaminated, therefore if not direct, indirect negative health effects on the school occupants likely, which should be mitigated.</p>	+
<p>Economic impact: Marginal impact on local economy, dependent on businesses in the locality, but no major impact predicted.</p>	0

Site S(c) Croxley Green Land to the north of Little Green Lane (17.48ha)

Environmental factors	
Effect on important views	Chilterns Landscape Area close to site, landscape and visual impacts likely across open Green Belt
SAM	None
Parks and gardens – proximity	Chilterns Landscape Area
Local preservation/ conservation area	None
Listed buildings	None
Landscape classification (AGLV/ AONB)	None
Flood Zone-2, 3a or 3b	None
AQMA	None
Wildlife site	None
SSSI/SAC/LNR	None
Ancient woodland	None
Accessibility/ key services	
Primary school within 600m	Yes
Secondary school within 2000m	Yes
Town Centre within 2000m	Yes
Bus route	Within walking distance
Rail station within 1000m	Not within 1000m, within 2000m.
Greenspace- proximity	Parks and open spaces- north
Major access constraints-severance etc	Access for coaches and vehicles that will serve the proposed school likely to be difficult with the existing road capacity
Proximity to community facilities	Within walking distance
Proximity to health facilities	Within walking distance
Congestion/ pollution (noise, air) possibility	None perceived
Other social aspects	
Proximity to other built development (crime)	Residential areas adjacent to site
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Connectivity exists, however the access is constricted via residential zones
Land uses	
Greenfield/Brownfield site	Greenfield (Agriculture Grade 2)
Green Belt	Yes
Allotments	No
Public open space	Close to publicly accessed greenspaces
Contaminated land	Unknown
Topographical constraints	None perceived

<p>Environmental impact: Site on an agricultural land and part of the Green Belt- development proposal does not align with the Core Strategy CP1 (Sustainable Development) and Soil SEA objectives.</p> <p>Land is close to Chilterns Landscape Area therefore development may affect local landscapes and views, however with no details impact against this objective is uncertain.</p> <p>Dependent on further technical information and design layout consideration, the concern regarding landscape impact may be reconsidered.</p>	-
<p>Social impact: It is to note that a secondary school is located within 2000m of the proposed site. Given this, the real benefit to the community from the proposal can be assessed only with further information on the local demand and supply projections for the plan period. For this reason the impact is uncertain at this stage.</p>	?
<p>Economic impact: Marginal impact on local economy, dependent on businesses in the locality, but no major impact predicted.</p>	0

Site S(d) Croxley Green- Land north – east of Baldwins Lane (12.26ha)

Environmental factors	
Effect on important views	Central River Valleys Landscape Area close to site, landscape and visual impacts likely
SAM	None
Parks and gardens – proximity	Central River Valleys Landscape Area
Local preservation/ conservation area	None
Listed buildings	Within 1km
Landscape classification (AGLV/ AONB)	None
Flood Zone-2, 3a or 3b	None
AQMA	None
Wildlife site	None
SSSI/SAC/LNR	SSSI close to the site
Ancient woodland	None
Accessibility/ key services	
Primary school within 600m	Yes
Secondary school within 2000m	Yes
Town Centre within 2000m	Yes
Bus route	Within walking distance
Rail station within 1000m	Within 1000m
Greenspace- proximity	Open spaces in close proximity to the site-
Major access constraints-severance etc	No
Proximity to community facilities	Within walking distance
Proximity to health facilities	Within walking distance
Congestion/ pollution (noise, air) possibility	Adjacent to a congestion hotspot close to the proposed Croxley Rail Link and existing railway viaduct
Other social aspects	
Proximity to other built development (crime)	Residential areas adjacent to site
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Close to public transport, and residential areas, and served by necessary amenities, therefore likely to be viable
Land uses	
Greenfield/Brownfield site	Greenfield (open space)
Green Belt	Yes
Allotments	No
Public open space	No
Contaminated land	Unknown
Topographical constraints	None perceived

Environmental impact: Site is part of a Green Belt- development proposal does not align with the Core Strategy CP1 (Sustainable Development) and with the Soil SEA objective. Due to proximity to the railway line noise and ecology objectives may be negatively affected, or may remain neutral. Land is close to Central River Valleys Area therefore development may affect local landscapes and views, however with no details impact against this objective is uncertain.	?
Social impact: Development at this site is likely to serve both the immediate neighbourhood, and a wider school catchment, due to the proximity to rail transport, therefore a positive impact is likely.	+
Economic impact: Marginal impact on local economy, dependent on businesses in the locality, but no major impact predicted.	0

Site S(e) Croxley Green – Land west and north of Little Green JMI

Environmental factors	
Effect on important views	Chilterns Landscape Area close to site, landscape and visual impacts likely
SAM	None
Parks and gardens – proximity	Chilterns Landscape Area
Local preservation/ conservation area	Conservation area within 200m but not on site
Listed buildings	Listed buildings within 200m but not on site
Landscape classification (AGLV/ AONB)	None
Flood Zone-2, 3a or 3b	None
AQMA	None
Wildlife site	None
SSSI/SAC/LNR	None
Ancient woodland	None
Accessibility/ key services	
Primary school within 600m	Yes
Secondary school within 2000m	Yes
Town Centre within 2000m	No
Bus route	No
Rail station within 1000m	No
Greenspace- proximity	Open spaces along the Chilterns Landscape Area
Major access constraints-severance etc	No
Proximity to community facilities	Within walking distance
Proximity to health facilities	Within walking distance
Congestion/ pollution (noise, air) possibility	None perceived
Other social aspects	
Proximity to other built development (crime)	Residential areas adjacent to site
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Accessing the site may not be possible without disturbing the residential areas, and no direct access from a connector road perceived which may pose a constraint
Land uses	
Greenfield/Brownfield site	Greenfield (open space)
Green Belt	Yes
Allotments	No
Public open space	No
Contaminated land	Unknown
Topographical constraints	None perceived

<p>Environmental impact: Site is part of the Green Belt- development proposal does not align with the Core Strategy CP1 (Sustainable Development) and with the Soil SEA objective. Land is close to Chilterns Landscape Area therefore development may affect local landscapes and views, however with no details impact against this objective is uncertain.</p>	?
<p>Social impact: The site is likely to serve the immediate neighbourhood, however as another secondary school is located within 2000m, without further information on the projected demand and capacity of the existing school predicting the impact is not possible. Issues relating to site access are also perceived, therefore further information will be required to determine the social impact of this scheme.</p>	?
<p>Economic impact: Marginal impact on local economy, dependent on businesses in the locality, but no major impact predicted.</p>	0

ISSUE: EMPLOYMENT SITES

Site E(a) Croxley Business Park

Environmental factors	
Effect on important views	Adjacent to SSSI and river valley.
Scheduled Ancient Monument	None
Historic Parks & Gardens-proximity	Moor Park Registered Park adjacent to the site
Local preservation/ conservation area	Moor Park Conservation area adjacent to the site.
Listed buildings	None
Landscape classification (AGLV/ AONB)	None
Flood Zone-2, 3a or 3b	Flood zones 2 and 3(part)
AQMA	No
Wildlife site	None
SSSI/SAC/LNR	SSSI/ LNR immediately to the west of the site
Ancient woodland	Ancient woodland within 1000m to west of site.
Accessibility/ key services	
Employment area within 2000m	Designated employment area; Tolpits Lane to the north
Bus route	Not within walking distance
Rail station within 1000m	No
Amenity space-proximity	Greenspace within walking distance, but no community facilities
Greenspace- proximity	Greenspace within walking distance
Major access constraints-severance etc	Disused railway track to the south west of the site
Proximity to community facilities	Not within walking distance
Proximity to health facilities	Not within walking distance
Congestion/ pollution (noise, air) possibility	No congestion hotspot
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Demand for employment floorspace exists, therefore considered viable, but may be improved with access to public transport
Land uses	
Greenfield/Brownfield site	Brownfield
Green Belt- proximity	Surrounded by Green Belt
Allotments	None
Public open space	Close to publicly accessed greenspaces; no civic space.
Contaminated land	Unknown, employment uses on site.
Topographical constraints?	None perceived.

Environmental: No alteration to the existing capacity at the site implies continuation of business as usual, but the effect of site operations on the natural features surrounding the site can be known only with further investigation, which could be neutral or negative. In the absence of this information, the effect is predicted to be uncertain.	?
Social: As the site is in a mixed development zone, work travel is likely to be limited, provided the employment area provides opportunity for the local population. Without further information it is difficult to assess the effect of the development against the social objectives. For this reason the score is uncertain.	?
Economic: As discussed in the social section, it is not possible to predict if all or most of the jobs at the site will involve the local population, but it will contribute to some extent to the local economy and overall improvement to the district's economy.	+

Site E(b) Tolpits Lane

Environmental factors	
Effect on important views	Adjacent to SSSI and river valley.
Scheduled Ancient Monument	SAM 300m to south of site.
Historic Parks & Gardens-proximity	Moor Park Registered Park 700m to south of site
Local preservation/ conservation area	Moor Park Conservation area 600m to south of site.
Listed buildings	Listed buildings on south side of Tolpits Lane.
Landscape classification (AGLV/ AONB)	None.
Flood Zone-2, 3a or 3b	Flood zone adjacent to north and south but not on site.
AQMA	None
Wildlife site	Wildlife sites to south and west of site.
SSSI/SAC/LNR	SSSI/ LNR immediately to the north of the site.
Ancient woodland	Ancient woodland within 1000m to north west of site.
Accessibility/ key services	
Employment area within 2000m	Designated employment area. Croxley Business Park 200m to north.
Bus route	Not within walking distance.
Rail station within 1000m	No.
Amenity space-proximity	Greenspace within walking distance, but no community facilities
Greenspace- proximity	Greenspace within walking distance
Major access constraints-severance etc	Railway to west and river to south.
Proximity to community facilities	Not within walking distance.
Proximity to health facilities	Not within walking distance.
Congestion/ pollution (noise, air) possibility	Not an identified congestion area, but roads used by lorries etc for industrial purposes, and access constraint likely due to severance from railway line and water bodies
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Already in viable use as employment land.
Land uses	
Greenfield/Brownfield site	Brownfield.
Green Belt- proximity	Surrounded by Green Belt.
Allotments	None.
Public open space	Close to publicly accessed greenspaces; no civic space.
Contaminated land	Unknown, but previous employment uses on site.
Topographical constraints	None perceived.

Environmental impact: Due to its location adjacent to a SSSI and local nature reserve, traffic and other operations may affect habitats and species, therefore a negative impact on Biodiversity objective is predicted. However against the Soil objective it scores a positive as it is brownfield land. Without close access to public transport reliance on cars is likely; and coupled with HGVs that may serve the site, this will not contribute to air quality improvements, or reductions in GHG emissions. Overall, therefore, the environmental impact is predicted to be a minor negative.	-
Social impact: As the site is in a mixed development zone, work travel is likely to be limited, provided the employment area provides opportunity for the local population. Without further information it is difficult to assess the effect of the development against the social objectives. For this reason the score is uncertain.	?
Economic impact: It is not possible to predict if all or most of the jobs at the site will involve the local population, but it will contribute to some extent to the local economy and overall improvement to the district's economy.	+

E(c) Junction Park- employment site proposal removal

Environmental factors	
Effect on important views	River valley to north.
Scheduled Ancient Monument	None.
Historic Parks & Gardens-proximity	None.
Local preservation/ conservation area	Hunton Bridge conservation area on southern part of site.
Listed buildings	5 listed buildings within 100m of site, locally listed building on site.
Landscape classification (AGLV/ AONB)	None.
Flood Zone-2, 3a or 3b	80% of site in flood zone 2 and 3.
AQMA	AQMA on M25 within 800m of south of site, but not on site
Wildlife site	Wildlife site adjacent at west of site.
SSSI/SAC/LNR	None.
Ancient woodland	None.
Accessibility/ key services	
Employment area within 2000m	Site designated as employment in Local Plan though majority of site redeveloped for housing since then. Kings Langley employment sites within 2000m.
Bus route	Within walking distance of 30 minute service.
Rail station within 1000m	No.
Amenity space-proximity	Greenspace within walking distance, but no community facilities
Greenspace- proximity	Within walking distance.
Major access constraints-severance etc	Canal to west of site.
Proximity to community facilities	Not within walking distance.
Proximity to health facilities	Not within walking distance.
Congestion/ pollution (noise, air) possibility	M25 800m from site.
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Previously allocated as employment land, majority now developed for housing. Some employment space remaining has reasonable bus access but poor access to station. Good road links.
Land uses	
Greenfield/Brownfield site	Brownfield.
Green Belt- proximity	Green Belt adjacent.
Allotments	None.
Public open space	Not within walking distance.
Contaminated land	Unknown but previous employment use on site.
Topographical constraints	None perceived.

Environmental: As the proposals are to remove the employment land provision and continuation of a business as usual scenario will have a neutral effect on the site.	0
Social: Removal of the employment use implies potential loss of possible mixed use development in this area, which may have contributed positively to the social objectives. Redevelopment of the majority of the site for residential has taken place already, therefore it is likely that social factors will remain neutral dependent on the existing and proposed social features around the site- the details unknown at this stage.	?
Economic As redevelopment of the site has already taken place, removal of the allocation may not alter the local economy, thus taking business as usual in to the future. Specific information on the potential job creation and job losses with and without the employment units would be required to predict the effects. For this reason an uncertain score is allocated.	?

Site E(d) Delta Gain- employment site removal

Environmental factors	
Effect on important views	None
SAM	None
Historic parks and gardens –proximity	None
Local preservation/ conservation area	None
Listed buildings	Within 500m, but dense development between
Landscape classification (AGLV/ AONB)	None
Flood Zone-2, 3a or 3b	Flood zones 2 and 3a
AGMA	None
Wildlife site	Within walking distance
SSSI/SAC/LNR	LNR within 1000m
Ancient woodland	None
Accessibility/ key services	
Employment area within 2000m	Adjacent
Bus route	Within walking distance
Rail station within 1000m	Within 200m
Amenity space-proximity	Community centres; play spaces; civic sq within walking distance
Greenspace- proximity	Within walking distance
Major access constraints-severance etc	Railway line adjacent, but underpass connects to South Oxhey
Proximity to community facilities	Within walking distance
Proximity to health facilities	Within walking distance
Congestion/ pollution (noise, air) possibility	Next to rail line-possible noise and vibration issues; no road congestion envisaged
Other social aspects	
	Adjacent to Northwick, Hayling and Ashridge Wards, social deprivation
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Well connected to rail and road; good amenities; close to town centre
Land uses	
Greenfield/Brownfield site	PDL
Green belt	No
Allotments	No
Public open space	Close to publicly accessed greenspaces and civic space
Contaminated land	Unknown
Topographical constraints	None perceived

Environmental impact: As the proposals are to remove the employment land provision and continuation of a business as usual scenario will have a neutral effect on the site.	0
Social impact: Removal of the employment use implies potential loss of possible mixed use development in this area, which may have contributed positively to the social objectives. In the absence of these proposals it is likely that social progress is affected negatively or remains neutral, dependent on the existing social features around the site. Further investigation will be required to establish the social implication of this removal.	?
Economic With a progress of the proposals a positive contribution to the local and district economy was likely. Conversely, removal of the site may not alter the local economy, thus taking business as usual in to the future. Specific information on the potential job creation and job losses with and without the employment units will be required to predict the effects. For this reason an uncertain score is allocated.	?

Site E(e) Maple Cross

Environmental factors	
Effect on important views	None
SAM	None
Historic Parks & Gardens-proximity	None within 1000m
Local preservation/ conservation area	None adjacent or in the immediate vicinity
Listed buildings	Close to the site
Landscape classification (AGLV/ AONB)	No designation
Flood Zone-2, 3a or 3b	Zone 2
AQMA	No
Wildlife site	Yes, near the site
SSSI/SAC/LNR	No
Ancient woodland	No
Accessibility/ key services	
Employment area within 2000m	Within walking distance
Primary school within 600m	None within 1000m
Secondary school within 2000m	None within 1000m
Convenience retail-proximity	None within walking distance
Town Centre within 2000m	None within walking distance
Bus route	Within walking distance- max 30min waiting time
Rail station within 1000m	Not within walking distance
Amenity space-proximity	Play spaces within walking distance, but no community facilities within 1000m
Greenspace- proximity	Play space available
Major access constraints-severance	Adjacent to A road, potentially causing severance to the west; eastern side wooded/greenspace -no major development
Proximity to community facilities	Not within 1000m
Proximity to health facilities	Not within 1000m
Congestion/ pollution (noise, air) possibility	Next to 'A' road, congestion hotspot on slip road leading to M25
Other social aspects	
Proximity to other built development (crime)	Maple Cross and Mill End Ward- socially deprived areas Few residential sites adjacent, however severed by A road and close to employment sites
Economic aspects	
Viability - proximity to transport links; proximity to facilities and community amenities	Proximity to a major road and served by bus route is a positive in terms of connectivity, therefore saleable
Land uses	
Greenfield/Brownfield site	Greenfield/ brownfield
Green Belt	Yes
Allotments	Not an allotment
Public open space	Yes- recreation ground adjacent
Contaminated land	Likely from previous use
Topographical constraints	None known

Environmental impacts: The site is combined greenfield and brownfield, but as it is within the Green Belt, development is likely to have an impact on the soils, drainage as well as the biodiversity in the area, but minor impact. Access to site using public transport (bus) is possible, but the development is likely to attract cars and HGVs to the congestion hotspot, therefore neutral or minor negative impacts on the air quality and transport SA objectives are likely. For these reasons a minor negative score is allocated, which may be revised at a later stage with more information.	-
Social impacts: The site is well connected to social/community facilities and bus routes, a positive for both the local population and those commuting from outside the wards. However without further information on if the employment function will serve the local population, social effects are difficult to predict.	?
Economic impacts: It is not possible to predict if all or most of the jobs created at the site will involve the local population, but development will contribute to the local and district economy.	+

Site E(f) Kings Langley- employment site removal from part of area and reallocation of remaining employment land for mixed use

Environmental factors	
Effect on important views	None.
Scheduled Ancient Monument	SAM within 400m.
Historic Parks & Gardens-proximity	None.
Local preservation/ conservation area	Conservation area within 500m but dense development between.
Listed buildings	Some listed buildings adjacent to site.
Landscape classification (AGLV/ AONB)	None.
Flood Zone-2, 3a or 3b	Part in flood zone.
AQMA	AQMA on M25 within 200m of south of site, but not on site.
Wildlife site	Adjacent.
SSSI/SAC/LNR	None.
Ancient woodland	None.
Accessibility/ key services	
Employment area within 2000m	Allocated employment site. Junction Park employment site within 2000m.
Bus route	Within walking distance.
Rail station within 1000m	Yes
Amenity space-proximity	Greenspace, play space, and community facilities e.g. Hall and library within walking distance.
Greenspace- proximity	Within walking distance.
Major access constraints-severance etc	Railway to east and canal to west, bridges to connect to Kings Langley and Bedmond.
Proximity to community facilities	Within walking distance.
Proximity to health facilities	Within walking distance.
Congestion/ pollution (noise, air) possibility	Railway so possible vibration and noise issues. Some problems of lorries using existing roads to access current industrial uses.
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Good access to rail network and bus service, and good connection to road network. Parts of site have access to amenities in Kings Langley
Land uses	
Greenfield/Brownfield site	Brownfield.
Green Belt- proximity	Green Belt adjacent.
Allotments	No.
Public open space	Close to publicly accessed greenspaces; no civic space
Contaminated land	Possible contamination from industrial uses
Topographical constraints	None perceived

Environmental: No significant effects on biodiversity have been envisaged. Development of this scale, in the absence of good public transport links and service will increase car dependency exacerbating air quality issues in the current AQMA area. Appropriate mitigation measures are recommended. Increased water demand will add pressure to the water resources that must be addressed.	0
Social: Redevelopment of part of the site for residential has taken place already, therefore it is likely that social factors will remain neutral as a result of the removal of the allocation from this part of the site. Sites proposed for allocation as mixed use are likely to have a positive impact in terms of opportunities of affordable housing, however limited public transport links and education facilities limit the positive contribution. Development at the proposed scale could contribute to strengthen these areas.	?
Economic Loss of industrial space to mixed use likely to lead to loss of jobs, but scale of development could attract inward investment to the district therefore economic impact uncertain.	?

ISSUE: RETAIL

This section presents the overall implication on the environmental, social and economic aspects relating to the sites, should the proposals go ahead as stated in the Sites Issues and Options Consultation paper.

Site R(a) Abbots Langley- recommended for a combination of primary and secondary frontages

Environmental factors: The sites are existing retail units i.e., on previously developed land, and with no natural features such as water bodies (or flood zones), woodland, or landscape areas within the vicinity of the site. Therefore positive impact on soil, and neutral impact on biodiversity and landscape features. The sites are not located close to a congestion hotspot, and as no additional retail capacity is proposed, effect on air quality, climate change factors are neutral.	0
Social factors: The proposals reconfirm continued provision of comparison and convenience shopping, thus providing access to amenities, and the shopping area is likely to provide space for a vibrant atmosphere, all contributing positively to the social objectives of community togetherness, population and health, particularly in a ward that is in bottom 10 of the Three Rivers wards for access to amenities (Three Rivers Access to Services Study 2007).	+
Economic factors: Given the vacancy rates are low (4%) in Abbots Langley, and that there is continued demand for the retail services in this part of the district, the proposals are likely to continue to support the local economy and employment. Any future development or refurbishment should have regard to improving the urban realm in order to further attract inward investments.	+

Site R(b) Chorleywood- proposed for a combination of primary and secondary frontages

Environmental factors: The sites are existing retail units i.e., on previously developed land, and with no natural features such as water bodies (or flood zones), woodland, or landscape areas within the vicinity of the site. Therefore positive impact on soil, and neutral impact on biodiversity and landscape features. The sites are not located close to a congestion hotspot, and as no additional retail capacity is proposed, effects on air quality, climate change factors are neutral.	0
Social factors: The proposals reconfirm continued provision of comparison and convenience shopping, thus providing access to amenities, and the shopping area is likely to provide space for a vibrant atmosphere, all contributing positively to the social objectives of community togetherness, population and health, particularly in a ward that is in bottom 10 of the Three Rivers wards for access to amenities (Three Rivers Access to Services Study 2007).	+
Economic factors: Given the vacancy rates are low (5%) in Chorleywood, and that there is continued demand for the retail services in this part of the district, the proposals are likely to continue to support the local economy and employment. Proximity to the railway station (public transport) is likely to encourage more business for these units. However as there is no significant change or addition from the existing provision, the effects are considered to be only minor positive. Any future development or refurbishment should have regard to improving the urban realm in order to further attract inward investments.	+

Site R(c) Croxley Green- proposed for local shopping centres

Environmental factors: The sites are existing retail units i.e., on previously developed land, and with no natural features such as water bodies (or flood zones), woodland, or landscape areas within the vicinity of the site. Therefore positive impact on soil, and neutral impact on biodiversity and landscape features. The sites are about 0.5km from a congestion hotspot, however due to the nature of the proposals i.e., local shopping centres and that no additional retail capacity is proposed, significant effects on air quality, climate change factors are less likely.	0
Social factors: The proposals reconfirm continued provision of local shopping requirements, thus providing access to amenities. Since the function of these centres will be very limited in terms of generating any significant vibrant interaction in the community, and with no new sets of units having been proposed, the effect is considered to be neutral.	0
Economic factors: Given the vacancy rates are low (4%) in Croxley Green, and that there is continued demand for local retail services in this part of the district, the proposals are likely to continue to support the local economy and employment. Proximity to the railway station (public transport) is likely to encourage more business for these units. Any future development or refurbishment should have regard to improving the urban realm in order to further attract inward investments.	+

Site R(d) Maple Cross- recommended for primary shop frontage

Environmental factors: The proposals reconfirm continuation of existing provision. Since no noticeable environmental features are located in the site vicinity, and that it is not within a congestion hotspot, the proposal is unlikely to alter business as usual, therefore effects on environmental features are neutral.	0
Social factors: The proposals reconfirm continued provision of existing retail provision. As the proposal is not of a large scale no significant alteration to the business as usual under social objectives is envisaged.	0
Economic factors: Given there is no vacancy rate at Maple Cross, and that there is continued demand for local retail services in this part of the district, the proposals are likely to continue to support the local economy and employment.	+

Site R(e) Rickmansworth- recommended for a combination of primary and secondary frontages

Environmental factors: The sites are existing retail units i.e., on previously developed land, but close to local nature reserves, and are within a flood zone and a conservation area (cultural heritage). Although positive effects on the soil objective are predicted, the impact on cultural heritage and biodiversity is unknown. The sites are close to a congestion hotspot and car parks and the proposals are likely to maintain or exacerbate the congestion levels, therefore deteriorating air quality and increasing GHG emissions. However close proximity to the railway station is acknowledged which is likely to support in reducing the congestion with appropriate traffic measures. For the reasons above, the effect on environmental features is minor negative.	-
Social factors: The proposals reconfirm continued provision of convenience shopping, thus providing access to amenities, and the shopping area is likely to provide space for a vibrant atmosphere, all contributing positively to the social objectives of community togetherness, population and health, particularly in a ward that is in bottom 10 of the Three Rivers wards for access to amenities (Three Rivers Access to Services Study 2007).	+
Economic factors: Given the vacancy rates are low (5%) in Rickmansworth, and that there is continued demand for the retail services in this part of the district, the proposals are likely to continue to support the local economy and employment. Proximity to the railway station (public transport) is likely to encourage more business for these units. Any future development or refurbishment should have regard to improving the urban realm in order to further attract inward investments.	+

Site R(f) –Moneyhill Parade- proposed for local shopping centres

Environmental factors: The sites are existing retail units i.e., on previously developed land, and with the exception of the River Colne which could be used to an advantage for retail use (e.g., restaurants/ pubs) have no other natural features such as woodland, or landscape areas within the vicinity of the site. The development is unlikely to have any positive or negative effect on environmental features. For this reason the score allocated is neutral.	0
Social factors: The proposals reconfirm continued provision of local shopping requirements, thus providing access to amenities. Since the function of these centres will be very limited to generate any significant vibrant interaction in the community, and that no new set of units have been proposed, the effect is considered to be neutral.	0
Economic factors: The proposals are likely to continue to support the local economy and employment. Site is well served by bus routes, which is likely to encourage business for these units. Any future development or refurbishment should have regard to improving the urban realm in order to further attract inward investments. Due to the proximity to the river frontage, a strong potential exists for increased local centre uses (such as restaurants).	++

Site R(g)- South Oxhey- combination of primary and secondary frontages

<p>Environmental factors: The sites are existing retail units i.e., on previously developed land, and with no natural features such as woodlands, or landscape areas in the immediate vicinity of the site. However the River Colne flows to the south of the site. No significant congestion hotspot is found near the site, but the site is close to the railway station, that will contribute positively to promote a sustainable transport. . As the proposals reconfirm existing provision and do not propose to make any alterations to capacity, the score allocated against environmental features is neutral.</p>	0
<p>Social factors: The proposals reconfirm continued provision of local shopping requirements, thus providing access to amenities. Since the function of these centres will be very limited to generate any significant vibrant interaction in the community, and that no new set of units have been proposed, the effect is considered to be neutral.</p>	0
<p>Economic factors: The proposals are likely to continue to support the local economy and employment. Site is well served by a railway station and bus routes which are likely to encourage business for these units.</p>	+

ISSUE: OPEN SPACES

Site OS(a): The Grove Woodland (Plaitford Close/The Byeway), Rickmansworth

Environmental factors	
Effect on important views	None.
SAM	None.
Historic parks and gardens - proximity	Registered park within 300m but not on site.
Local preservation/ conservation area	None.
Listed buildings	Listed buildings within 200m but development between.
Landscape classification (AGLV/ AONB)	None.
Flood Zone-2, 3a or 3b	None.
AQMA	None.
Wildlife site	Wildlife site adjacent but not on site.
SSSI/SAC/LNR	LNR within 400m but not on site.
Ancient woodland	None.
Accessibility/ key services	
Bus route	Within walking distance but only a limited service.
Rail station within 1000m	No.
Amenity space-proximity	Green space and primary school within walking distance.
Greenspace- proximity	Adjacent.
Major access constraints-severance etc	None.
Proximity to community facilities	School and open space within walking distance.
Proximity to health facilities	None within walking distance.
Congestion/ pollution (noise, air) possibility	None.
Other social aspects	
Proximity to other built development (crime)	Adjacent to residential to north and west.
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Limited access to public transport.
Land uses	
Greenfield/Brownfield site	Greenfield
Green Belt	Green Belt adjacent.
Allotments	None.
Public open space	Open space adjacent.
Contaminated land	Unknown.
Topographical constraints	Site slopes.

Environmental: Given the site is in close proximity to LNR and other parks, an extension of the greenspace is likely support any habitat in the area. However dependent on how the extra space is added and how it will be used in the future, there may be a disturbance to existing habitats. Without detailed information on the existing species, and expansion plans, it is difficult to predict biodiversity implications. Other environmental features, such as soil, water, air quality are likely to be unaltered with the proposal.	?
Social: Open space likely to serve immediate neighbourhood, and is likely to continue to contribute to health benefits. As the space is an add-on to the existing greenspace, and the site is surrounded by greenspaces, no significant change is perceived, however a positive social benefit is likely.	+
Economic: No perceived impact	0

OS(b) Chorleywood House Estate

Environmental factors	
Effect on important views	Views north from Chorleywood into AONB.
SAM	None.
Historic parks and gardens - proximity	None.
Local preservation/ conservation area	Conservation area at south of site.
Listed buildings	Listed buildings to south of site and locally listed building on site.
Landscape classification (AGLV/ AONB)	AONB.
Flood Zone-2, 3a or 3b	Flood zone at north of site.
AQMA	M25 AQMA within 700m but not on site.
Wildlife site	Site is a wildlife site.
SSSI/SAC/LNR	Site designated as a LNR.
Ancient woodland	None.
Accessibility/ key services	
Bus route	Within walking distance.
Rail station within 1000m	No.
Amenity space-proximity	Open space, primary and secondary schools within walking distance.
Greenspace- proximity	On site.
Major access constraints-severance etc	River to north.
Proximity to community facilities	Schools and open space within walking distance.
Proximity to health facilities	None within walking distance.
Congestion/ pollution (noise, air) possibility	M25 within 200m of site.
Other social aspects	
Proximity to other built development (crime)	Residential development to south east and in Chorleywood House itself at west of site but otherwise limited.
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Good access to public transport by bus and community facilities.
Land uses	
Greenfield/Brownfield site	Greenfield.
Green Belt	Green Belt.
Allotments	No.
Public open space	Chorleywood Common at south of site.
Contaminated land	Unknown.
Topographical constraints	None perceived.

Environmental: Designating site as publicly accessible may interfere with existing habitats. As long as the exercise is carried out in a way that will not lead to fragmentation of habitats and diversity, a positive impact is likely. However without information on the level of biodiversity, and public access plans, the effect on biodiversity objectives are unknown. Nevertheless, positive effects likely under soil, water and climate change factors/ adaptation objectives.	?
Social: Increased access to greenspaces will have positive effect on health, however it is to note that the site suffers from severance from major roads to the east and the south and further south from a railway line, therefore the population catchment that will benefit is likely to be limited therefore neutral impact.	0
Economic: No impact likely	0

Site OS(c): Land north of South Way (Horsefield/Furtherfield), Leavesden

Environmental factors	
Effect on important views	None
SAM	None
Historic parks and gardens - proximity	None
Local preservation/ conservation area	None
Listed buildings	Within 600m but development between
Landscape classification (AGLV/ AONB)	None
Flood Zone-2, 3a or 3b	None
AQMA	None
Wildlife site	Within walking distance
SSSI/SAC/LNR	None
Ancient woodland	None
Accessibility/ key services	
Bus route	Within walking distance
Rail station within 1000m	Not within 1000m
Amenity space-proximity	Not within walking distance in Three Rivers, but may be in Watford (eastern side of the site)
Greenspace- proximity	Within walking distance
Major access constraints-severance etc	None
Proximity to community facilities	Not within walking distance
Proximity to health facilities	Not within walking distance
Congestion/ pollution (noise, air) possibility	Not currently a congestion hotspot
Other social aspects	
Proximity to other built development (crime)	Well linked to residential and office development
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	
Land uses	Limited existing community facilities
Greenfield/Brownfield site	Greenfield
Green Belt	Yes
Allotments	No
Public open space	Site an open space
Contaminated land	Unknown
Topographical constraints	None perceived

Environmental: Without detailed information on the level of biodiversity at the site, and public access plans, the effect on biodiversity objectives are unknown. Nevertheless, positive effects likely under soil, water and climate change factors/ adaptation objectives.	?
Social: Increased access to greenspaces will have positive effects on health, and likely to provide recreational benefit to both residential as well as employment users (at Leavesden aerodrome site).	+
Economic: No impact likely	0

OS(d) Middleton Road

Environmental factors	
Effect on important views	None.
SAM	None.
Historic parks and gardens - proximity	None.
Local preservation/ conservation area	Within 400m.
Listed buildings	Within 400m.
Landscape classification (AGLV/ AONB)	None.
Flood Zone-2, 3a or 3b	None.
AQMA	None.
Wildlife site	Within walking distance but not on site.
SSSI/SAC/LNR	LNR within 700m but not on site.
Ancient woodland	None.
Accessibility/ key services	
Bus route	Within walking distance but of limited service.
Rail station within 1000m	No.
Amenity space-proximity	Adjacent to open space, schools community halls.
Greenspace- proximity	Adjacent.
Major access constraints-severance etc	None.
Proximity to community facilities	Schools, community hall within walking distance.
Proximity to health facilities	None within walking distance.
Congestion/ pollution (noise, air) possibility	None.
Other social aspects	
Proximity to other built development (crime)	Site at rear of residential development.
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Limited access to public transport.
Land uses	
Greenfield/Brownfield site	Greenfield.
Green Belt	No.
Allotments	No.
Public open space	Site is adjacent to public open space.
Contaminated land	Unknown.
Topographical constraints	None perceived.

Environmental: The proposals are unlikely to have any significant impact on the environmental features	0
Social: No significant impact likely, localised impact on the houses that have used the 3.65m open space likely; however these residents will have access to the public open space therefore no effect predicted.	0
Economic: No known impact	0

Site OS(e): South Oxhey Playing Fields (rear of 180-202 Hayling Road and 11-15 Frinton Close), South Oxhey

Environmental factors	
Effect on important views	None.
SAM	None.
Historic parks and gardens - proximity	None.
Local preservation/ conservation area	None.
Listed buildings	None.
Landscape classification (AGLV/ AONB)	None.
Flood Zone-2, 3a or 3b	None.
AQMA	None.
Wildlife site	Wildlife site within 100m but not on site.
SSSI/SAC/LNR	LNR within 500m but not on site and development between.
Ancient woodland	None.
Accessibility/ key services	
Bus route	Within walking distance.
Rail station within 1000m	None.
Amenity space-proximity	Schools; community hall; post offices and open space within walking distance
Greenspace- proximity	Adjacent.
Major access constraints-severance etc	No major severance, however large playing field to north of the site
Proximity to community facilities	Within walking distance
Proximity to health facilities	Not within walking distance
Congestion/ pollution (noise, air) possibility	None perceived
Other social aspects	
Proximity to other built development (crime)	Residential adjoining south of site, but open space to north.
Economic aspects	
Viability- proximity to transport links; proximity to facilities and community amenities	Good access to bus transport and community facilities.
Land uses	
Greenfield/Brownfield site	Greenfield.
Green Belt	Green Belt adjacent.
Allotments	None.
Public open space	Adjacent.
Contaminated land	Unknown.
Topographical constraints	None perceived.

Environmental: The site adjoins wildlife sites, but due to its current land use is unlikely to affect habitats to a major extent. Likewise no major impacts are perceived for soil, air quality, water or climate change objectives.	0
Social: Extension of the playing fields is likely to benefit local residents, act as a facilitation space for community interaction, and to perform health exercise.	+
Economic: No perceived impact	0