



**Essential Reference Paper 'D'**

**Local Development Framework  
Core Strategy  
(District Plan: Part 1 - Strategy)**

**Topic Assessments**

**[Draft Section 3.5]**

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### **Topic Assessment Areas of Search Explanation**

The table below explains in more detail where the areas of search are located and where they have been sub-divided where necessary. The table should be read in conjunction with the area of search maps in Sections 3.3 and 3.4 of Essential Reference Paper 'B'.

<b>No.</b>	<b>Areas of Search &amp; sub-divisions</b>	<b>Explanation of area and sub-areas</b>
<b>Towns: initial planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000.</b>		
1	Bishop's Stortford Built Up Area	No sub-division of specific locations with the Built Up Area. Principle of development already been established through the Local Plan at the Mill Site, the Goods Yard Site, and the Hadham Road Reserve Secondary Schools site and therefore these have not been considered separately.
2	Bishop's Stortford North (A)	Area bounded by A120 bypass and Hadham Plateau Landscape Character area (i.e. along footpath west of Hoggate's Wood)
	Bishop's Stortford North (B)	Area bounded by A120 bypass, and Farnham Road
	Bishop's Stortford North (C)	Area bounded by A120 bypass, Farnham Road, Hazelend Road
3	Bishop's Stortford East (A)	Between Dunmow Road & A120 Bypass
	Bishop's Stortford East (B)	Area bounded by Dunmow Road, M11, and the Built Up Area
4	Bishop's Stortford South (A)	Obrey Way/Whittington Way, A1184 bypass and B1383 (London Road)
	Bishop's Stortford South (B)	B1383 (London Road), Pig Lane, A1060 (Hallingbury Road)
	Bishop's Stortford South (C)	Built Up area, A1060 (Hallingbury Road)
5	Buntingford Built Up Area	No strategically significant locations within the built up area of Buntingford. This area includes the Sainsbury's Depot to the south of the town.
6	Buntingford South and West (A)	West of A10 Bypass (north & south of Baldock Road)
	Buntingford South and West (B)	Between A10 Bypass, Aspenden Road and the Built Up Area
	Buntingford South and West (C)	Area bounded by A10 Bypass, Aspenden Road, London Road and the Built Up Area
7	Buntingford North (A)	Area bounded by A10 Bypass, Built Up Area and Ermine Street
	Buntingford North (B)	Area bounded by Ermine Street, Built Up Area and the River Rib

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No.	Areas of Search & sub-divisions	Explanation of area and sub-areas
8	Buntingford North-East (A)	North of The Causeway to area north of Vicarage Road
	Buntingford North-East (B)	South of The Causeway as far as Hare Street Road
9	Buntingford East	From South of Hare Street Road to area level with A10 roundabout
10	Hertford Built Up Area	No sub-division of specific locations with the Built Up Area. However, Mead Lane is being addressed separately as a discrete work stream through the draft Mead Lane Urban Design Framework.
11	Hertford West (A)	North of Welwyn Road (B1000)
	Hertford West (B)	South of Welwyn Road (B1000)/West of Thieves Lane
12	Hertford North (A)	West of A119
	Hertford North (B)	Between A119 and Sacombe Road
	Hertford North (C)	Between Sacombe Road and the River Rib
13	Hertford South (A)	West of railway line towards Bayfordbury
	Hertford South (B)	Between railway line and Morgan's Walk
	Hertford South (C)	Between Morgan's Walk and B1197
	Hertford South (D)	East of B1197
14	Sawbridgeworth Built Up Area	No strategically significant locations within the built up area of Sawbridgeworth
15	Sawbridgeworth South-West (A)	North of A1184 and Redricks Lane
	Sawbridgeworth South-West (B)	South of A1184 and Redricks Lane
16	Sawbridgeworth West (A)	North of West Road
	Sawbridgeworth West (B)	South of West Road to High Wych Road
17	Sawbridgeworth North (A)	West of A1184
	Sawbridgeworth North (B)	Between A1184 and Hallingbury Road
	Sawbridgeworth North (C)	East of Hallingbury Road
18	Ware Built Up Area	No strategically significant locations within the built up area of Ware
19	Ware North (A)	Area Bounded by A10 Bypass, A1170 (Ermine Street) and the Built Up Area (Quincey Road)
	Ware North (B)	Area east of A1170 (Ermine Street) as far as Fanhams Hall Road
20	Ware East (A)	Area between Fanhams Hall Road and Widbury Hill
	Ware East (B)	Area south of Widbury Hill
21	Ware South-East (A)	North of the railway line to Widbury Hill/ Hollycross Road
	Ware South-East (B)	South of the railway line to A1170 (London Road)
22	Ware South-West	Area bounded by the A10 to the south-west , Hertford

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No.	Areas of Search & sub-divisions	Explanation of area and sub-areas
		Road (A119) and the Built Up Area to the north, and footpath west of Amwellbury farm to the east.
<b>Villages: Initial planning assumption of existing village + 10% growth</b>		
23	Aston (excluding Aston End)	Indicative area encircling the village
24	Bayford	Indicative area encircling the village
25	Benington	Indicative area encircling the village
26	Birch Green	Indicative area encircling the village
27	Braughing	Indicative area encircling the village
28	Brickendon	Indicative area encircling the village
29	Buckland	Indicative area encircling the village
30	Cole Green	Indicative area encircling the village
31	Colliers End	Indicative area encircling the village
32	Cottered	Indicative area encircling the village
33	Dane End	Indicative area encircling the village
34	Datchworth	Indicative area encircling the village
35	Furneux Pelham	Indicative area encircling the village
36	Great Amwell	Indicative area encircling the village
37	Hadham Ford	Indicative area encircling the village
38	Hertford Heath	Indicative area encircling the village
39	Hertingfordbury	Indicative area encircling the village
40	High Cross	Indicative area encircling the village
41	High Wych	Indicative area encircling the village
42	Hunsdon	Indicative area encircling the village
43	Letty Green	Indicative area encircling the village
44	Little Hadham	Indicative area encircling the village
45	Much Hadham	Indicative area encircling the village
46	Puckeridge	Indicative area encircling the village
47	Spellbrook	Indicative area encircling the village
48	Standon	Indicative area encircling the village
49	Stanstead Abbots & St Margarets	Indicative area encircling the village. Note: for strategic planning purposes Stanstead Abbots & St. Margarets are considered together as a single village
50	Stapleford	Indicative area encircling the village
51	Tewin	Indicative area encircling the village
52	Thundridge	Indicative area encircling the village
53	Tonwell	Indicative area encircling the village
54	Wadesmill	Indicative area encircling the village
55	Walkern	Indicative area encircling the village
56	Waterford	Indicative area encircling the village
57	Watton-at-Stone	Indicative area encircling the village
58	Westmill	Indicative area encircling the village
59	Widford	Indicative area encircling the village

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No.	Areas of Search & sub-divisions	Explanation of area and sub-areas
<b>Extensions to Adjoining Settlements – Planning assumption of 1,500-10,000 dwellings</b>		
60	East of Stevenage	Indicative area to east of town (approximate area in a broad strip between the town and the River Beane)
61	East of Welwyn Garden City	Indicative area to east of town (area defined by the A414/Panshanger Lane/woodland boundary)
62	North of Harlow (A)	Hunsdon Plateau Landscape Character Area (north of line from Overhall Farm to Hunsdonbury)
	North of Harlow (B)	Stanstead & Pishiobury Parklands Landscape Character Area (south of line from Overhall Farm to Hunsdonbury)
	North of Harlow (C)	River Stort (south of Redricks Lane/A414)
63	North of Hoddesdon	Area bounded by the A10 and A414
<b>New Settlements – initial scale assumption of 5,000 dwellings</b>		
64	A10 Corridor - North	Indicative area encompassing transport corridor
65	A10 Corridor - Central	Indicative area encompassing transport corridor
66	A120 Corridor	Indicative area encompassing transport corridor
67	A507 Corridor	Indicative area encompassing transport corridor
68	A602 Corridor	Indicative area encompassing transport corridor
69	Hunsdon Area	Indicative area encompassing whole area

## 1. Land Availability

### Justification

*'Plans should set out a clear strategy for allocating sufficient land which is suitable for development in their area'* (draft NPPF paragraph 19).

*'Local planning authorities should:*

- *identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements. The supply should include an additional allowance of at least 20 per cent to ensure choice and competition in the market for land*
- *identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15*
- *not make allowance for windfall sites in the first 10 years of supply, or in the rolling five-year supply, unless they can provide compelling evidence of genuine local circumstances that prevent specific sites being identified'* (draft NPPF paragraph 109).

### Sources of information

- Call for Sites (Ongoing)
- Outstanding housing allocations from the Local Plan Second Review April 2007

### Assessment Criteria

- **Land Availability:** the quantity of land known to be available for development within each area of search.

<b>Red</b>	Areas with little or no land known to be available for development.
<b>Amber</b>	Areas with some land known to be available for development.
<b>Green</b>	Areas with a large quantity of land known to be available for development.

The traffic light assessment is based on planning assumptions regarding the potential scale and density of growth at each different type of area of search. These planning assumptions are:

Within the **built-up area** of existing settlements, land availability for 500 dwellings at a density of 40 dwellings per hectare (dph).

Within the areas of search located on the **edge of existing settlements** (excluding Bishop's Stortford North), land availability for 500 dwellings at a density of 20dph.

Within the area of **Bishop's Stortford North**, land availability for 3,000 dwellings at a density of 20dph.

Within the **villages**, land availability for additional dwellings based on the size of the existing village +10% growth at a density of 30dph.

For **extensions to adjacent settlements**, land availability for 1,500+ dwellings at a density of 20dph.

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For **new settlements**, land availability for 5,000+ dwellings at a density of 20dph.

### **General Comments**

It is important to note that this assessment is concerned solely with 'known' land availability. Land promoted for all types of potential future development is included in the assessment at this strategic level. Further technical work on land availability throughout the district will be carried out by development type and at a site level as part of the 'Strategic Land Availability Assessment'.

The assessment makes no comment on the 'suitability' of land for development. Therefore a 'green' rating does not necessarily mean that an area of search will be allocated for future development. Likewise, a 'red' rating does not mean that an area of search will not be considered for future development. The assessment of land availability will be an ongoing exercise, repeated at each stage of the plan-making process to ensure that the development strategy is deliverable.

A number of assumptions have been made about the density of development in assessing land availability. It is acknowledged that the densities of development used in the assessment criteria are quite crude, and that in reality a variety of different densities are likely to be appropriate across each area of search dependent on several factors. However, for the purposes of this high level assessment, a single density has been used for each type of area of search to calculate an indicative number of dwellings that could be delivered. A density of 20 dwellings per hectare has been used in areas of search with the potential for a large scale of growth to reflect the fact that development in these areas is likely to also be required to provide infrastructure and other land-uses as appropriate, such as schools, parks, roads, community facilities and employment sites.

There are also difficulties with carrying out an assessment of available land within the existing built up areas of settlements. Within these areas, there is no in principle objection to development. Therefore, it is possible that landowners have not chosen to promote sites through the plan-making process as they could come through the planning application route at any time. In addition, development within the existing built up areas of settlements normally occurs on previously-developed sites that have unexpectedly become available (windfall sites). However, previously developed land is in limited supply across the district and it is unlikely that sufficient land would be available within the built up areas of settlements to meet the district's housing requirement.



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No.	Areas of Search	Assessment of Land Availability	Traffic Light
<b>Bishop's Stortford</b> <b>(Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built Up Area	01/005 – B.J.Ashpole Ltd, Southmill Road 01/006 – 34 Rye Street 01/009 – Land to the rear of 37-57 Haymeads Lane 01/012 – Apton Road Car Park 01/013 – Reserve Secondary School Site, Hadham Road 01/019 – Junior School Site, Bishop's Stortford College, Maze Green Road 01/025 – Bishop's Stortford Air Cadet HQ, Knights Row 01/026 – Reserve Secondary School Site, Hadham Road 01/028 – Council Offices & land at The Causeway 01/029 – Land at Riverside Walk 01/031 – Oxford House, London Road 01/032 – Bishop's Stortford Delivery Office & Post Office, 102 South Street 01/120 – The Goods Yard  Available land – 20.2ha	<b>Green</b>
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	01/002 – Land to the rear of 165/167 Rye Street 01/004 – Land west of Farnham Road 01/008 – Land at Hoggates End, Whitehall Lane 01/020 – Land at Dane O'Coys Road 01/021 – Whitehall Leys, Whitehall Road 01/022 – Land north of 221 Rye Street 01/023 – Land north-east of Farnham Road 01/024 – ASRs 1-5, Special Countryside Area & adjoining Green Belt 01/027 – Land adjacent to Bournebrook House, Farnham Road  Available land – 157.8ha	<b>Green</b>
3	Bishop's Stortford East	01/003 – Woodlands Lodge, Dunmow Road 01/010 – Bishop's Stortford Football Club, Woodside Park 01/014 – Land at Bishop's Stortford Golf Club (to the rear of Manor Links) 01/136 – Land at Bishop's Stortford Golf Club, Dunmow Road	<b>Red</b>

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No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Available land - 9.7ha	
4	Bishop's Stortford South (A)	01/030 – Land at Hallingbury Road	<b>Green</b>
	Bishop's Stortford South (B)	01/033 – Land at Styleman's Farm, Hallingbury Road	
	Bishop's Stortford South (C)	41/001 – Land north of Twyford Bury, Twyford Lane 41/002 – Land south of Whittington Way 41/004 - Land south of Whittington Way 41/005 – Land at Pig Lane, Twyford Bury Lane	
		Available land – 70.1ha	
<b>Buntingford (Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built Up Area	02/007 – Former Sainsbury's Depot, London Road 02/051 – Park Farm Industrial Estate Extension  Available land – 11.2ha	<b>Amber</b>
6	Buntingford South and West (A)	02/003 – Land off Longmead	<b>Green</b>
	Buntingford South and West (B)	02/005 – Land west of Buntingford (between Monks Walk & A10)	
	Buntingford South and West (C)	02/006 – Aspenden Bridge (opposite Watermill Industrial Estate), Aspenden Road 02/008 – Land west of London Road 02/010 – Land to the rear of How Green Meadow, Baldock Road 02/011 – Land at Aspenden Road 09/001 – Land north of Buntingford Business Park, Baldock Road  Available land – 31.2ha	
7	Buntingford North (A)	02/009 – Land west of Ermine Street	<b>Amber</b>
	Buntingford North (B)	Available land – 17.4ha	
8	Buntingford North-East (A)	02/004 – Land east of Buntingford (south of The Causeway & north of Hare Street Road)  Available land – 11.7ha	<b>Red</b>
	Buntingford North-East (B)		
9	Buntingford East	02/001 - Land south of Owles Lane 02/002 – Land to the rear of Snells Mead, Station Road  Available land – 30.5ha	<b>Green</b>

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No.	Areas of Search	Assessment of Land Availability	Traffic Light
<b>Hertford (Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	03/002 – National Grid/Norbury Woodyard, Marshgate Drive 03/007 – The Old Orchard, Old Hertingfordbury Road 03/008 – Hertford Fire Station & Fire Service HQ, Old London Road 03/009 – West Street Allotments 03/012 – 13-19 Castle Mead Gardens 03/015 – Land to the rear of ‘Fireflies’, 9 The Avenue 03/016 – 1-14 Dicker Mill 03/017 – 30-34 and 33-41 Chambers Street 03/020 – Land at Braziers Field 03/023 – Land south of 145 North Road 03/024 – Hertford Delivery Office, Greencoates 03/101 – Land west of Marshgate Drive 03/121 – Hertford Industrial Estate 03/136 – Adams Yard, Bull Plain  Available land – 14.9ha	<b>Green</b>
11	Hertford West (A) Hertford West (B)	03/010 – Land west of Thieves Lane & south of Welwyn Road  Available land – 11.4ha	<b>Red</b>
12	Hertford North (A) Hertford North (B) Hertford North (C)	03/001 – Bengeo Plant Nursery, Sacombe Road 03/019 – Goldings Manor 03/120 – Land at Wadesmill Road  Available land – 91.5ha	<b>Green</b>
13	Hertford South (A) Hertford South (B) Hertford South (C) Hertford South (D)	03/005 – Land west of Mangrove Road 03/006 – Cricket Ground, Mangrove Road 03/011 – Dunkirksbury Farm, Mangrove Lane 03/013 – Land east of East Lodge, Balls Park 03/014 – Land west of London Road Cottages, Balls Park 03/025 – Land west of Mangrove Road 03/134 – Land south of Hornsmill Road 17/002 – Land west of Brickendon Lane  Available land – 103.3ha	<b>Green</b>

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No.	Areas of Search	Assessment of Land Availability	Traffic Light
<b>Sawbridgeworth</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	04/003 – Land to the rear of 4 Newports, High Wych Road  Available land – 0.2ha	<b>Red</b>
15	Sawbridgeworth South-West (A) Sawbridgeworth South-West (B)	04/001 – Land at 'The Colt', Redricks Lane 04/004 – Land adjacent to east edge of Rowney Wood, Chaseways 04/009 – Land north of Chaseways 04/010 – Land adjacent to Primrose Cottage, High Wych Road 04/011 – The Piggeries (land south & west of the Coach House), Redricks Lane 04/055 – Triangle Nurseries, Chaseways 21/002 (part) – Redricks, Hollingson Meads, Sayes Park, Gilston Park, Marlers, Pye Corner  Available land – 52.6ha	<b>Green</b>
16	Sawbridgeworth West (A) Sawbridgeworth West (B)	04/005 – Land at Thomas Rivers Hospital, High Wych Road 04/006 – Land at Chalk's Farm (south of West Road) 04/007 (part) – Land west of Sawbridgeworth 04/013 – Brickwell Fields (land north of West Road) 04/018 – Land at Thomas Rivers Nursery, High Wych Road  Available land – 100.3ha	<b>Green</b>
17	Sawbridgeworth North (A) Sawbridgeworth North (B) Sawbridgeworth North (C)	04/007 (part) – Land west of Sawbridgeworth 04/008 – Land at Northfield House, Cambridge Road 04/012 – The Bungalow and land to the east, Three Mile Pond Farm  Available land – 21.9ha	<b>Amber</b>
<b>Ware</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	05/007 – Baldock Street Car Park, Coronation Road 05/009 – Land east of the Trinity Centre, Lady Margaret Gardens 05/010 – Ware Library & The Old Fire Station	<b>Amber</b>

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No.	Areas of Search	Assessment of Land Availability	Traffic Light
		05/011 – 2B Star Street 05/012 – 101-103 New Road 05/015 – Swain Mill, Crane Mead 05/018 – Cintel Site, Watton Road 05/021 – Land at King George Road 05/022 – Swains Mill & land south of Crane Mead  Available land – 6.3ha	
19	Ware North (A)  Ware North (B)	05/003 – Nuns’ Triangle (land bounded by A10/A1170/Quincey Road) 44/001 – Land north of Ware 44/005 (part) – Land to the north of Ware  Available land – 83.8ha	<b>Green</b>
20	Ware East (A)  Ware East (B)	05/004 – Land south of Fanhams Hall Road & east of the Trinity Centre 05/020 – Land east of Ware (to the rear of Cozens Road) 44/005 (part) – Land to the east of Ware  Available land – 71ha	<b>Green</b>
21	Ware South-East (A)  Ware South-East (B)	05/014 – Land at Crane Mead  Available land – 1.67ha	<b>Red</b>
22	Ware South-West	05/001 – Presdales Pit, Hoe Lane 05/005 – Horticultural Nursery, Presdales School, Hoe Lane 05/008 – Old Hertfordians Rugby Club, Hoe Lane 05/013 – Land at Rush Green, Hoe Lane 05/016 – Land at Chadwell Springs Golf Course, Hertford Road 05/017 – Land at Little Acres 05/019 – Hale Club, Hoe Lane 23/004 (part) – Land surrounding Van Hages Garden Centre  Available land – 49.4ha	<b>Green</b>
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	10/001 – Palletts Orchard, Stringers Lane 10/002 – Coppers Field, Aston End Road 10/003 – Little Orchard, Dene Lane 10/004 – Lammas Cut, Dene Lane  Available land – 4.3ha	<b>Green</b>

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Land Availability</b>	<b>Traffic Light</b>
24	Bayford	11/001 – Land to the rear of 4-6 Ashdene Road  Available land – 0.2ha	<b>Amber</b>
25	Benington	13/001 – Land west and north of Oak Tree Surgery, Oak Tree Close 13/003 – Land west of 90 Town Lane 13/007 – Old School, Old School Green 13/008 – Land at the Old Chalk Pit, Church Green 13/013 – Land adjacent to The Bell PH, Town Lane  Available land – 3.2ha	<b>Green</b>
26	Birch Green	26/004 (part) – Hatfield Estate (parts of) 26/005 – New England Nursery  Available land – 3ha	<b>Green</b>
27	Braughing	15/001 – Arden Meadow, Friars Road 15/003 – Land off Green End & Gravelly Lane 15/004 – Land off Green End 15/005 – Land north of 21 Green End 15/007 – Land to the rear of the Chesnuts, Hull Lane 15/017 – Pentlows Farm  Available land – 12.1ha	<b>Green</b>
28	Brickendon	17/003 – Land at Brickendon Grange, Pembridge Lane  Available land – 0.2ha	<b>Amber</b>
29	Buckland	Available land – 0ha	<b>Red</b>
30	Cole Green	26/004 (part) – Hatfield Estate (parts of)  Available land – 8.5ha	<b>Green</b>
31	Colliers End	35/005 – Land to rear of Lamb & Flag PH 35/007 – Land south of Dowsetts Lane 35/008 – Land north of St Mary's Church, Ermine Street 35/012 – Land north of Barnacres, Ermine Street 35/013 – Camps Field, Ermine Street 35/014 – Slaughterhouse/Orchard, Ermine Street  Available land – 15.1ha	<b>Green</b>

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Land Availability</b>	<b>Traffic Light</b>
32	Cottered	19/002 – Land to the rear of Peasecroft & The Crescent 19/003 – The Paddock, Warren Lane  Available land – 13.4ha	<b>Green</b>
33	Dane End	Available land – 0ha	<b>Red</b>
34	Datchworth	20/010 – Old Turkey Farm, Brookbridge Lane  Available land – 4.1ha	<b>Green</b>
35	Furneux Pelham	22/001 – Land north of Lake Villas, Barleycroft End 22/003 – Land at Violets Lane, Barleycroft End 22/004 – Land at Tinkers Hill, The Street  Available land – 0.9ha	<b>Green</b>
36	Great Amwell	23/001 – Land to the rear of The Brooms, Lower Road 23/002 – Byfield Nusery, Gipsy Lane 23/004 (part) – Land surrounding Van Hages Garden Centre, Amwell Hill 23/021 (part) – Hillside Farm, Pepper Hill  Available land – 34.7ha	<b>Green</b>
37	Hadham Ford	31/004 – Land to rear of Florence Cottage, The Ford 31/007 – Field behind Foxearth, Chapel Lane  Available land – 1.2ha	<b>Green</b>
38	Hertford Heath	25/001 – Land west of London Road (opposite no's 87-119) 25/002 – Land at Amwell Place Farm (east & west of Downfield Road) 25/003 – The Roundings and land to the rear  Available land – 77.8ha	<b>Green</b>
39	Hertingfordbury	Available land – 0ha	<b>Red</b>
40	High Cross	42/001 – The Football Pitches (land south of Dane End Road) 42/004 – Land to rear of Puller Memorial JMI School, High Road 42/006 – Sutes Farm, High Road 42/007 – Land north of 24 Cambridge	<b>Green</b>

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No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Cottages, High Road 42/008 – Land to rear of Cambridge Cottages, High Road 42/009 – Land north of North Drive 42/010 – Land at Oakley Coach Builders, High Road 42/011 – Land at Oakley Coach Builders, High Road 42/014 – Land south of North Drive  Available land – 16.1ha	
41	High Wych	27/001 – Builders Yard, High Wych Lane 27/002 (part) – Sayes Park Farm, High Wych Farm 27/003 – Land surrounding High Wych Grange  Available land – 9.9ha	<b>Green</b>
42	Hunsdon	29/001 – Land west of Little Samuel’s Farm, Widford Road 29/002 – Land north of Little Samuel’s Farm, Widford Road 29/003 – Little Samuel’s Farm Estate, 49 Widford Road 29/005 – Land south of Drury Lane & east of allotments 29/006 – Land south of Tanners Way 29/007 – Land north of 50 Widford Road 29/016 – Land off Wicklands Road, Acorn Street  Available land – 32.6ha	<b>Green</b>
43	Letty Green	26/002 – Joseph Rochford Gardens Ltd, 1 Pipers End 26/004 (part) – Hatfield Estate (parts of)  Available land – 17.4ha	<b>Green</b>
44	Little Hadham	31/001 – Field 5155, Stone House Farm, Stortford Road 31/002 – Land & buildings at Little Hadham 31/006 – Land east of Ashcroft Farm, Stortford Road  Available land – 269.5ha	<b>Green</b>
45	Much Hadham	33/001 – Land west of Hodge’s Garage, Victoria Terrace 33/002 – Land at Walnut Close 33/003 – Land between 2-3 Poplar	<b>Green</b>



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No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Cottages, Windmill Way 33/004 – Land south of Ashleys, Widford Road 33/005 – Dolan’s Field (land north of New Barns Lane)  Available land – 6.1ha	
46	Puckeridge	35/004 – Café Field (land north of A120) 35/009 – Land west of Buntingford Road & north of Mentley Lane East 35/010 – Kerry Foods, land east of Station Road 35/016 – Land at Wickham Hill 35/017 – The Chestnuts & Glanton, Cambridge Road  Available land – 23.5ha	<b>Green</b>
47	Spellbrook	04/002 – Biss Brothers Old Site, Land north of ‘The Dell’ 04/017 – Land north & south of Spellbrook Lane West 41/003 – Thorley Wash Grange, London Road  Available land – 11ha	<b>Green</b>
48	Standon	35/002 – Burrs Meadow, High Street 35/003 – Lilymead, Mill End 35/006 – Land at Half Acres, Stortford Road 35/011 – Hopsons Site, Stortford Road  Available land – 1.9ha	<b>Green</b>
49	Stanstead Abbots & St Margarets	23/003 – Land north of Jansus, Amwell Lane 23/021 (part) – Hillside Farm, Pepper Hill 36/001 – Kitten Hill (land east of Hunsdon Road & north of Roydon Road) 36/002 – Land north of Marsh Lane 36/003 – Land north of Marsh Lane (adjacent to the Mill Stream) 36/004 – Land at French & Jupps, The Maltings 36/005 – The Old Windmill, Glenmire Terrace 36/006 – David Websters, Netherfield Lane 36/007 – Land off Netherfield Lane (north of David Websters) 36/008 – Tennis Court, 1 The Abbots, Warrax Park	<b>Green</b>

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Land Availability</b>	<b>Traffic Light</b>
		37/001 (part) – Land at Stanstead St Margarets (land north of A414) 37/003 – The Wilderness (land between Hoddesdon Road & the New River)  Available land – 33.2ha	
50	Stapleford	Available land – 0ha	<b>Red</b>
51	Tewin	40/001 – Land adjacent to Cowper C of E School, Cannons Meadow 40/002 – Seven Acres, 49 Upper Green Road 40/003 – Land east of Upper Green Road 40/004 – Land at junction of Upper Green Road & Tewin Hill 40/005 – Land to the rear of 8 Tewin Hill Cottages 40/006 – Land north of 16 Grass Warren 40/007 – Land rear of 29 Upper Green Road  Available land – 7.8ha	<b>Green</b>
52	Thundridge	42/005 – Land south of Cold Christmas Lane  Available land – 1.1ha	<b>Green</b>
53	Tonwell	12/002 – Land at Bourne Honour  Available land – 0.4ha	<b>Green</b>
54	Wadesmill	42/002 – Land to rear of Rennesley Farm 42/003 – Land east of Cambridge Road  Available land – 2.2ha	<b>Green</b>
55	Walkern	43/004 – Land to rear of The White Lion PH, High Street 43/009 – Land to the rear of 19-39 Aubries 43/010 – Land adjacent to Granary Cottage, High Street 43/011 – Land north of Manor View, High Street  Available land – 2.9ha	<b>Green</b>
56	Waterford	03/019 (part) – Goldings Manor  Available land – 3ha	<b>Green</b>
57	Watton-at-Stone	45/001 – Watton-at-Stone Depot, Station Road. 45/002 – Land and buildings at Perrywood	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Lane 45/003 – Land at 22 Great Innings North 45/004 – Land north of 25 Walkern Road  Available land – 2.3ha	
58	Westmill	46/001 - Land south of Cherry Green Lane (between Pantiles and Gaynors Farm) 46/002 – Land to rear of School Cottages  Available land – 0.7ha	<b>Green</b>
59	Widford	47/001 – Adams Farm, Hunsdon Road 47/002 – Land to rear of Adams Farm, Hunsdon Road  Available land – 2.2ha	<b>Green</b>
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	43/002 – Land to the north-east of Stevenage 43/003 – Chells Field, Stevenage Road  Available land – 248.2ha	<b>Green</b>
61	East of Welwyn Garden City	26/003 – Birchall Farm (land north of Birchall Lane) 26/004 (part) – Hatfield Estate (parts of)  Available land – 92.7ha	<b>Green</b>
62	North of Harlow (A)	21/001 – Fiddlers Brook Stables, Church Lane	<b>Green</b>
	North of Harlow (B)	21/002 (part) – Redricks, Hollingson Meads, Sayes Park, Gilston Park, Marlers, Pye Corner	
	North of Harlow (C)	21/003 – Terlings Park, Eastwick Road 21/004 – Land north of A414/Eastwick Road 21/005 – Land adjacent and to the rear of The Dusty Miller PH, Burnt Mill Lane 21/006 – Land south of Gilston Park House, Gilston Park 21/007 – Terlings Park & the gravel pits to the west of Redricks Lane 21/008 – Gilston Great Park 21/009 – Land south of Eastwick Road & Redricks Lane 27/002 (part) – Sayes Park Farm, High Wych Road 29/004 – Eastern part of Briggens Estate (land east & west of Eastwick Road)	

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No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Available land – 1456.8ha	
63	North of Hoddesdon	37/001 (part) – Land at Stanstead St Margarets (land south of A414) 37/002 – Land west of Ware Road, Springle House, Springle Lane 37/004 – Hillside Nursery, Ware Road, Hailey  Available land – 55ha	<b>Amber</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	No land known to be available for development.	<b>Red</b>
65	A10 Corridor - Central	Some land available for development; mainly small sites around existing villages. Insufficient land known to be available for a new settlement.	<b>Red</b>
66	A120 Corridor	Large quantity of land known to be available for development around Little Hadham which would be sufficient for a new settlement.	<b>Green</b>
67	A507 Corridor	Some land available for development; mainly small sites around existing villages. Insufficient land known to be available for a new settlement.	<b>Red</b>
68	A602 Corridor	Some land available for development; mainly small sites around existing villages. Insufficient land known to be available for a new settlement.	<b>Red</b>
69	Hunsdon Area	Large quantity of land known to be available for development around Hunsdon which would be sufficient for a new settlement.	<b>Green</b>

## **2. Employment Potential**

### **Justification**

*“In drawing up Local Plans, local planning authorities should ensure that they:*

- *set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth*
- *set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated requirements over the plan period*
- *support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate requirements not anticipated in the plan and to allow a rapid response to changes in economic circumstances*
- *positively plan for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries*
- *identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and*
- *facilitate new working practices such as live/work”* (draft NPPF paragraph 73).

### **Source of Information**

- Accessibility Mapping from HCC Super Output Areas (Hertfordshire County Council)
- Employment Land and Policy Review 2008 - East Herts Council (Halcrow Group Limited)
- Hertfordshire Strategic Employment Sites Study 2011 (Regeneris Consulting)

### **Assessment Criteria**

- **Accessibility:** Sites which are in proximity to primary transport routes both by road and by rail are more accessible to a range of users (both employees and visitors). However, different types of employment uses require different types of accessibility: B8 Uses such as warehouses, storage and distribution are more likely to require access for heavy goods vehicles along major road networks; whereas B1 or B2 Uses are less dependant upon the movement of goods and more upon the movement of its workforce or customers and may prefer to be located closer to public transport networks in or near to town centres.
- **Visibility:** A highly visible location could improve the prospects of a business by increasing the efficacy of signage and side-of-building advertising, thus increasing footfall. Flagship/landmark buildings have more presence in a visible location. Visible sites are typically at major road junctions, on main transport routes, in town centres or near passenger transport interchanges.
- **Proximity:** Being located within or near to major town and service centres can provide mutually beneficial opportunities. Such sites tend to benefit from the ancillary and spin-off services that such centres provide such as retail and banking opportunities, goods suppliers, links with educational establishments and passenger transport.

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- **Clustering:** Locating similar businesses within close proximity to each other or on main transport networks can enable the sharing of services, labour, expertise, suppliers, advertising, customers etc.

<b>Red</b>	Areas that have poor access to major road and rail networks and have no opportunity to improve access. Areas that are not visible nor in proximity to centres providing the opportunity to share services and facilities. Areas that do not form part of a wider cluster of employment locations.
<b>Amber</b>	Areas that have some access to major road and rail networks, or where this can be improved. Areas that are visible and in proximity to centres or where this could be improved. Areas which could form part of a wider cluster of employment locations.
<b>Green</b>	Areas which are accessible by major road and rail networks. Areas that are visible and in proximity to centres and where a cluster of existing employment land exists and can be built upon.

### General Comments

Some areas will perform well in relation to one part of the criterion and poor in relation to another. For example, a location may be more suitable for a particular type of employment use than another. Where this is the case this is clarified in the table below.

It is important that the Core Strategy provides a balance between providing for residential development as well as providing employment opportunities for both existing and potential future population. In this context it is important that we have an understanding as to what contributes to making employment land successful. Why is one business more successful than another and to what extent is location an important factor in this success?

It is difficult to assess some sites by set criteria as by the very action of locating new employment in a location which previously had none or very little, you are increasing and improving the potential spin-off benefits such as the clustering of new ancillary business to support the new site. Some rural locations perform well despite their more remote location as they fill a niche in the local market: an employment location that prevents the need to travel into the town and with relatively cheaper rents. Amber sites could be improved through the right investment.

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
<b>Bishop's Stortford</b> <b>(Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built Up Area	<p>The existing employment sites in the town remain important facilities for businesses and given some improvements could be made more suitable for modern business uses. However, some of the existing employment areas within the built-up area suffer from poor accessibility for B8 Uses, being removed from the major peripheral roads. Some also have poor flexibility being constrained by other land uses. Some locations are of relatively poor quality having suffered from underinvestment in the past. Sites to the south of the town in particular are closer to the railway station but have less scope to expand and are less attractive in terms of road access.</p> <p>There are limited opportunities within the existing built-up-area to accommodate a suitable quantum of new employment development. Rather improvements could be made to areas of poorer quality or where a change of use would offer more scope for improving viability.</p> <p>The Hertfordshire Strategic Employment Sites Study 2011 (HSESS 2011) indicates that the town is not suitable for a premier business park of a county-wide significance because of road network limitations being prohibitively expensive. Local scale employment could be linked to supportive uses for Stansted Airport and would not require major upgrades to the M11 and A120.</p>	<b>Amber</b>
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	<p>This area of search is a very good location in terms of access and visibility. The A1250 and B1004 are local roads that link well with the A120. The area would have the potential to benefit from the cluster of Bishop's Stortford businesses and the M11 corridor in general and from its proximity to Stansted Airport.</p>	<b>Green</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		<p>The Employment Land and Policy Review 2008 (ELR 2008) ranks this area joint second in its recommended locations for new employment land. The area has good visibility but access to the M11 is restricted. Its greenfield status means it scores poorly in terms of infrastructure provision and sustainability, but highly for its deliverability.</p> <p>The location was highly praised at the Strategic Land Availability Assessment meetings in terms of its marketability. There is sufficient land to accommodate a significant quantum of commercial and housing development.</p>	
3	Bishop's Stortford East (A)	<p>This area of search has excellent potential accessibility due to its proximity to the M11 junction. Woodside Industrial Estate is cited as the top rated existing employment site in the district in the ELR 2008 and has planning permission to expand to the east with approximately 5,500sq.m of new B1 units. Being on the A1250, adjacent to the M11/A120 junction this land would have high visibility, and though it is somewhat removed from the town centre it is very well located in terms of clustering with existing employment uses. Further eastward expansion of the estate would require the relocation of Bishop's Stortford Football Club.</p>	<b>Green</b>
	Bishop's Stortford East (B)	<p>This area of search has excellent potential accessibility and visibility due to its proximity to the M11 junction. Whilst being somewhat removed from the town centre it is very well located in terms of improving the cluster of employment locations in the town and to Birchanger Green Services.</p>	<b>Green</b>
4	<p>Bishop's Stortford South (A)</p> <p>Bishop's Stortford South (B)</p> <p>Bishop's Stortford South (C)</p>	<p>This area of search, whilst being somewhat removed from the town centre, is well located on the main road network to the south of the town and therefore could be accessible and visible. It could improve the cluster of business in the area, particularly in relation to the business parks in the Twyford area and along the A1184 from Harlow through to Bishop's Stortford.</p>	<b>Green</b>



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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		<p>The ELR 2008 ranks this area joint second in its recommended locations for new employment land. The area has good visibility but access to the M11 is restricted. Its greenfield status means it scores poorly in terms of infrastructure provision and sustainability, but highly for its deliverability.</p> <p>Subject to the outcome of the Schools Inquiry there could be significant potential to forge links between employment and education.</p>	
<b>Buntingford (Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built Up Area	The High Street has good resilience even through the economic downturn. This is a good indicator as to its potential to absorb more growth. Buntingford works both as a local employment opportunity for the surrounding rural hinterland as well as capitalising on its relative proximity to Cambridge and London. Three of the four existing designated employment sites work well, with low or no vacancies. However, the relative remoteness of the town from major road networks and the lack of railway links does limit the potential growth.	<b>Amber</b>
6	Buntingford South and West (A)	Sites to the south and west of the town are the most visible and accessible due to their location on the A10. However, there is relatively limited public transport and no railway line serving the town. Accessibility to the town centre is hindered by the large impermeable housing estate in this area. Whilst direct access off A10 by-pass is unlikely, access could be gained from local roads which link to the A10. There are existing un-neighbourly uses (sewage works) that would make this area more suitable for B8 uses. There is good clustering potential in this location to the existing employment land in the town.	<b>Amber</b>
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	Whilst access directly from the A10 would not be possible, Ermine Street has a link to the A10, therefore access is reasonable. However, there is relatively limited public transport and no railway line serving the town. This area of search would have good	<b>Amber</b>
	Buntingford North (B)		

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		visibility from the A10 but would be more removed the built-up area of the town. There would be potential to expand an existing employment site at Park Farm. There is good clustering potential in this location to the existing employment sites.	
8	Buntingford North-East (A)	This area of search is the least well connected to the main roads in the town, being accessed only by local roads. This would limit the potential uses to B1 or B2. However, there is relatively limited public transport and no railway line serving the town. This inaccessibility would also make this area less visible. There would be better access to the town centre from this area of search in terms of shared services and facilities. There is good clustering potential in this location to the existing employment sites.	<b>Amber</b>
	Buntingford North-East (B)		
9	Buntingford East	This area of search would be well-connected to major road networks. However, there is relatively limited public transport and no railway line serving the town. Development to the north of this area of search could be well-connected to the town centre. There is good clustering potential in this location to the existing employment sites.	<b>Amber</b>
<b>Hertford (Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	Given the historic nature of the town the existing employment sites have evolved over time amongst other land uses hence their lack of flexibility and in some cases conflict with neighbouring uses. This has also created access issues to some sites which require significant investment to improve. Whilst being relatively close to the town centre services, many sites lack the necessary access and visibility to be marketable. The A414 through Hertford town centre suffers congestion. These issues have resulted in a steady loss of these sites to residential and other uses over time.  Regardless of these issues the existing employment sites remain valuable facilities	<b>Amber</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		for local businesses with Foxholes Business Park being cited as one of the district's premier business locations.	
11	Hertford West (A)	The area of search has potentially good access to the A414 and could therefore have good visibility from the dual carriageway. The area is some distance from the town centre to fully benefit from shared services and facilities, but is within reasonable distance of Hertford North Station. In terms of potential future clustering, the location of existing employment areas is such that an east-west corridor of employment land could be formed if new businesses were located here. This location is also reasonably close to Welwyn Garden City.	<b>Amber</b>
	Hertford West (B)		
12	Hertford North (A)	This area of search has the potential to gain access to main roads such as the A119 and Wadesmill Road which are reasonably well connected to the A602 then the A10. The area would be some distance from rail stations and Hertford town centre. Employment land here would be able to benefit from an east-west A414 corridor being not too far from existing employment land within the town.	<b>Amber</b>
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	This area of search is less well connected in terms of accessibility, visibility and proximity to major transport routes. The northern part of the area of search is within reasonable proximity to Hertford's services and facilities but the majority of the area is too remote to benefit from this proximity. The viability of businesses here would be much dependant upon the construction of a major road network to the south of the town to provide links to the A414 and provide an improved A414 cluster.	<b>Red</b>
	Hertford South (B)		
	Hertford South (C)	Access to the eastern part of the area of search could be gained from the A414/A10 junction and the Foxholes/A414 junction. The northern part of the area of search is reasonably close to Hertford town centre to benefit from shared services and would be in close proximity to the successful Foxholes Business Park to improve the cluster of employment land.	<b>Green</b>
	Hertford South (D)		

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
<b>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	There is a highly constrained existing employment area to the south of the station that is just outside the East Herts boundary. If suitable land could be found within the urban area it would benefit from its proximity to businesses in Harlow and the railway connection to London.	<b>Amber</b>
15	Sawbridgeworth South-West (A)	This area of search is in a good location in terms of its proximity to existing employment and retail areas along the northern edge of Harlow, providing good clustering potential within the M11 corridor in general. The area is within 2km of Harlow Mill Station, and is reasonably close to other businesses in Harlow and the Italstyle estate just north of the East Herts boundary.	<b>Green</b>
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	A good location in terms of its proximity to both Bishop's Stortford and Harlow, benefiting from the clustering potential of the M11 corridor in general. The location is somewhat detached from the facilities and services of the town centre. Access could be an issue with no direct access to the A1184. To make this location more suitable for employment uses a western by-pass would be required.	<b>Amber</b>
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	A good location in terms of its proximity to the south of Bishop's Stortford, benefiting from the clustering potential of the M11 corridor in general and with Hayters Lawn Mowers in Spellbrook. The location is somewhat detached from the facilities and services of the town centre. If access could be gained from the A1184 this location would have good access, though the road suffers considerable congestion at peak times.	<b>Amber</b>
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
<b>Ware (Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	GSK is the most significant employment area in the town. This site has almost reached capacity in terms of further expansion opportunities and as it is in single ownership is currently unlikely to be released. Given its size and location it is of	<b>Amber</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		strategic importance. Other employment sites in the town are seen as less favourable, with much of the Widbury Hill and Crane Mead sites being redeveloped for housing. There is scope to improve the quality of the existing units at Crane Mead and Marsh Lane, but because there is a low level of visibility and few access points they score low on market perception.	
19	Ware North (A) Ware North (B)	This area of search is potentially very well connected to the A10 via the A1170 access. There are also local roads running in proximity. The area of search is a little removed from the town centre and from Ware Station. Its visibility would be dependant upon its proximity to the A10 and A1170. There are some potential clustering benefits with existing employment areas.	<b>Green</b>
20	Ware East (A) Ware East (B)	This area of search is less well connected to major transport routes and therefore less suitable for employment land purposes. The area is not very visible being on the outskirts of a residential area with few local roads in proximity. Although somewhat removed from the town centre and Ware Station, the location would be fairly close to the existing employment areas to the east of the town.	<b>Red</b>
21	Ware South-East (A) Ware South-East (B)	A large part of this area of search contains both Crane Mead and Marsh Lane employment areas. These sites are close to Ware town centre and Ware Station. Some derelict units detract from the general quality of the area and low visibility and access means its overall market perception is low. B1 and B2 uses would be more suitable in this location given the limited potential to improve road access to the area.	<b>Amber</b>
22	Ware South-West	If direct access could be gained from the A10 this would be a highly visible and accessible location as a stand-alone business location. If access was limited to local roads only the site would be much less viable. It is somewhat removed from Ware town centre but could serve both Hertford and Ware. The area has potential	<b>Amber</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		to utilise some of the Hertford Regional College land and buildings in terms of exploring incubation and targeted education programmes.	
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	Located to the east of Stevenage the village is reasonably close to Stevenage, however is some distance from the town centre. The village has low visibility but is close to the A602 so that reasonable access could be achieved to the south of the village.	<b>Red</b>
24	Bayford	The village is in a location with poor access, no visibility from major road networks, no services from which to benefit from and no employment sites in the vicinity to build upon. However, Bayford Station is close to the village.	<b>Red</b>
25	Benington	The location is poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	<b>Red</b>
26	Birch Green	Although the village is located close to the A414, direct access off the dual-carriageway is unlikely and would only be achieved via Hertingfordbury or Cole Green. This would limit the types of employment uses in this area. The landscaping around the A414 is such that the site would not be visible from the main road.	<b>Red</b>
27	Braughing	Although the village is reasonably close to the A10, there is no direct access. Given its location, an employment site here would provide a niche location for the large rural area. However, there are few employment locations in the immediate area with which to provide links. The longer term success of any employment sites in the village would be largely dependant upon any growth along the A10 corridor.	<b>Red</b>
28	Brickendon	The village is in a location with poor access, no visibility from major road networks, no services from which to benefit from and no employment sites in the vicinity to build upon. However, Bayford Station is close to the village.	<b>Red</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
29	Buckland	The village is very remote, despite potential access from the A10. The nearest centre is Royston in North Herts. The nearest East Herts centre is Buntingford which has four employment sites plus one at Hare Street which is slightly less accessible by road. There is no rail line and no services in the village. Any employment site here would provide a rural niche, catering for the rural area.	<b>Red</b>
30	Cole Green	The village is very close to the A414 and depending upon its location, employment land in the north-west of the village could be visible from this main road. Otherwise, access through the village would limit the viability of employment land. The village has few services from which to benefit from and is some distance from either Hertford or Welwyn Garden City. There is no rail line nearby.	<b>Amber</b>
31	Colliers End	The village is in a good location on the old A10 and if access could be gained from the A10 the village would be highly accessible by road but there is no rail line in this corridor. Currently the village is not visible from the A10 and there are no existing employment sites from which to build on. An employment site in this location would be dependent upon a strategic decision to improve the A10 corridor. There are currently few services and facilities in the village or in nearby Standon and Puckeridge from which to benefit from.	<b>Amber</b>
32	Cottered	Located on the A507 the village has reasonably good access but its location in relation to larger settlements means there is little clustering opportunity.	<b>Red</b>
33	Dane End	The nearest main road is the A602 but local access roads make this village largely inaccessible for employment uses. The nearest rail link is in Watton-at-Stone, approximately 4km away. There are no nearby employment sites with which to build upon.	<b>Red</b>
34	Datchworth	This rural location is poorly connected in terms of road and rail networks. Although fairly close to the A1 there is little potential for clustering benefits. There are currently	<b>Red</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		few services and facilities in the village from which to benefit from.	
35	Furneux Pelham	The location is poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	<b>Red</b>
36	Great Amwell	This area of search is relatively good in terms of road access and visibility given its proximity to the A10, A414, and A1170 junction. The area is between 1 and 2.5km from Ware Station and 1 to 2km from St Margaret's Station, and is reasonably close to both Ware and Stanstead Abbots retail centres. There is some clustering potential along both an A10 and A414 corridor and to existing employment locations to the south-east of Ware.	<b>Amber</b>
37	Hadham Ford	The location is relatively poor in terms of visibility and clustering potential. The village is close to the A120 via Little Hadham. There is a low critical mass from which to build upon.	<b>Red</b>
38	Hertford Heath	The village has limited access to the main road networks and would therefore be unsuitable for B8 uses. The area would need a new junction from the A10 to be viable. The village is not visible from the A10 or A414 so businesses are not likely to benefit from passing trade. The village has local village facilities and is reasonably close to Hertford. There is low clustering potential as it is detached from the main urban areas of Ware and Hertford although benefits from being within an A10 corridor.	<b>Red</b>
39	Hertingfordbury	The village located to the south-west of Hertford benefits from its proximity and potential access from the A414. Given the landscaping around the A414, visibility would depend upon how close an employment site would be to the main road. An employment site here would form a continuation of an east-west/A414 corridor of employment land. The village is however, some distance from Hertford North station.	<b>Amber</b>
40	High Cross	In a good location with access off the old A10 and if access could be gained directly from the A10 an employment site in the village would have more success,	<b>Amber</b>



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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		particularly in relation to any strategic decision to direct growth along the A10 corridor. There is no rail access and the village is not visible from the A10. There are few services and facilities in the village from which to benefit from and the village is too far from nearby Ware. An existing designated employment site; Oakley's Coach Builders is located in the south of the village. The estate scores well in the ELR2008 and has been occupied for a long time by an important local business.	
41	High Wych	The village is close to Sawbridgeworth and Harlow which has a large number of employment locations along its northern edge. There are clustering opportunities with these businesses and that of Rivers Hospital adjacent to the village. However, there is no direct access from the A1184 and Harlow North rail station is approximately 2km away.	<b>Amber</b>
42	Hunsdon	The location is relatively poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	<b>Red</b>
43	Letty Green	Although the village is close to the A414 access could only be gained via local roads through Cole Green. This would limit the viability of employment land. The village has few services from which to benefit from and the distance of the village to either Hertford or Welwyn Garden City is some distance. There is no rail line nearby.	<b>Red</b>
44	Little Hadham	The village is within reasonable proximity to Bishop's Stortford and benefits from its access to the A120. There is a small cluster of employment uses (non-designated land) in the village from which to build upon. The viability of employment land here would depend upon other strategic decisions.	<b>Amber</b>
45	Much Hadham	The location is relatively poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	<b>Red</b>
46	Puckeridge	There is potential access to both the A10 and A120. Given its location, an additional employment site here would provide a niche location for the large rural area. The	<b>Amber</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		<p>longer term success of any employment sites in the village would be largely dependant upon any growth along the A10 corridor. There is a low critical mass of employment from which to build upon at Station Road and Standon Business Park.</p> <p>The ELR 2008 stated that <i>in terms of market perception it is not deemed to be a prime location in terms of road access compared to the A10 but has a good occupancy rate indicating it is a small estate catering for local needs. Station Road scores well in terms of quality and location, with flexibility and no major conflicts with adjacent land uses.</i></p>	
47	Spellbrook	<p>The village is close to the south of Bishop's Stortford and north of Sawbridgeworth and access could be gained directly from the A1184. There is an existing employment base at Hayters Lawn Mowers from which to build upon. The location has good clustering potential for the existing businesses in Bishop's Stortford, although the area is some distance from the nearby town centres.</p>	<b>Amber</b>
48	Standon	<p>There is potential access to the A120. Given its location, an additional employment site here would provide a niche location for the large rural area. The longer term success of any employment sites in the village would be largely dependant upon any growth along the A10 corridor. There is a low critical mass of employment from which to build upon at Station Road and Standon Business Park.</p> <p>The ELR 2008 stated that <i>in terms of market perception it is not deemed to be a prime location in terms of road access compared to the A10 but has a good occupancy rate indicating it is a small estate catering for local needs. Station Road scores well in terms of quality and location, with flexibility and no major conflicts with adjacent land uses.</i></p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
49	Stanstead Abbots & St Margarets	<p>The area of search has relatively good access given its proximity to the A10, A414, A1170 junction, and has its own station in the centre of the two villages. Access could also be achieved by river.</p> <p>The area has a good social and community infrastructure with a number of key employers keen to expand/ diversify. It is an attractive area with a long history of employment uses at The Maltings. The ELR 2008 indicates that the existing cluster of employment land performs well despite some locations not having high visibility and direct access to the major road network.</p>	<b>Green</b>
50	Stapleford	<p>This is a small village with access from the A119 leading to Hertford. Warrenwood Industrial Estate lies in the south-west of the village which has limited scope to enlarge due to its location alongside the railway line. The estate scores highly in the ELR 2008 as it is located directly off the A119 running north of Hertford. Its location also means that it scores highly in terms of location as there are no other employment areas in the vicinity. The village itself is not visible from major roads and the village is a reasonable distance from Watton-at-Stone and Hertford Stations.</p>	<b>Red</b>
51	Tewin	<p>Although the village is close to Welwyn Garden City there are no main roads from which to gain access and visibility. The village is too far from Welwyn Garden City town centre and Digswell Station to the north of the town to benefit from. There are no employment areas apart from those within Welwyn Garden City from which to build upon.</p>	<b>Red</b>
52	Thundridge	<p>The village is in a good location in proximity to Ware, with access from the A10. The village itself is not visible from the A10 but if employment land were located off Cambridge Road it would be visible from the main road through the village. The village is remote from the centre of Ware and there are few services and facilities within the village itself. There is an existing business park in the village with which to build links. The success of employment</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		sites in the village would be dependent upon a strategic decision to improve the A10 corridor.	
53	Tonwell	Located off the A602 there is potential to gain access from this main road running to the north of Ware. However, the village is too distant from Ware or Hertford to benefit from shared services. The nearest employment site is Ermine Point & Gentleman's Field Business Park on the outskirts of Ware. As the A602 effectively bypasses the village there is little scope to create a visible site to maximise the advantages of the A602.	<b>Red</b>
54	Wadesmill	The village is in a good location in proximity to Ware, with access from the A10. The village itself is not visible from the A10 but if employment land were located off Cambridge Road it would be visible from the main road through the village. The village is remote from the centre of Ware and there are few services and facilities within the village itself. There are existing business parks in neighbouring Thundridge and nearby High Cross with which to build links. The success of employment sites in the village would be dependent upon a strategic decision to improve the A10 corridor.	<b>Amber</b>
55	Walkern	Located to the east of Stevenage, the village has low visibility and poor access and despite being reasonably close to Stevenage is some distance from the town centre. The Pin Green Employment Area is located in the north-east of Stevenage, which is located off the peripheral roads. Approximately one-third of this employment area has been redeveloped for residential purposes calling into question the viability of this location for employment uses.	<b>Red</b>
56	Waterford	Located to the north of Hertford the village is reasonably close to Hertford but too far to benefit from shared services and facilities. The village has no services itself and visibility and access is limited from the A119.	<b>Red</b>
57	Watton-at-Stone	Not well connected in terms of cluster benefits but access could be gained from	<b>Amber</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		the A602 leading to Hertford and Stevenage. The village has a rail station and a small village centre. The nearest employment area is in Stapleford but otherwise there are no employment sites from which to build upon in the area.	
58	Westmill	Located adjacent to the A10 just south of Buntingford, with two points of access off this primary road, the village has good access and is potentially a very visible location. There is clustering potential with the existing employment areas in Buntingford. However, the village is somewhat removed from the town centre and there is no rail line in this northern part of the district.	<b>Amber</b>
59	Widford	The location is relatively poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	<b>Red</b>
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	The site is disconnected from main transport networks and the prestige and monopoly affect of the Gunnels Wood Employment Area. The Pin Green Employment Area is located in the north-east of the town, which is located off the peripheral roads. Approximately one-third of this employment site has been redeveloped for residential purposes calling into question the viability of this employment location. New employment land to the east of Stevenage would be disconnected from the major road and rail networks and the town centre.	<b>Red</b>
61	East of Welwyn Garden City	Very good location in terms of visibility and viability, access and potential clustering along the A414 depending upon other strategic decisions. The area is some distance from the town centre to benefit from shared services and facilities including the rail stations.	<b>Green</b>
62	North of Harlow (A)	This area is close to the numerous businesses located along the northern edge of the town. It also benefits from its proximity to Harlow Town and Harlow Mill Stations. Development here would require	<b>Green</b>
	North of Harlow (B)		
	North of Harlow		

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
	(C)	major new infrastructure which could be designed to ensure new employment land would be visible and accessible.	
63	North of Hoddesdon	This area of search is in a very accessible location in terms of road (A10, A1170, A414 junction) and rail networks. There are also several employment areas nearby at Stanstead Abbots and St Margaret's and Rye Park from which to build upon.	<b>Green</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	Employment land located along the A10 could be highly visible in some locations and potentially, if access could be gained directly from the A10, very accessible by road. However, this corridor is not really in a viable location in terms of its distance from London and the major cross-routes of the M25 and A414. There are several employment sites in Buntingford from which to build upon but the area is too far from Royston and the A505. There is also no rail access along this corridor which would limit the viability of employment land in this corridor.	<b>Red</b>
65	A10 Corridor - Central	Employment land located along the A10 could be highly visible in some locations and potentially, if access could be gained directly from the A10, very accessible by road. However, there is no rail access along this corridor which would limit the viability of employment land in this corridor.	<b>Amber</b>
66	A120 Corridor	Whilst the A120 is a major link road between the A10 and the M11 via Bishop's Stortford, the road is single carriageway and would therefore be less favourable for employment uses than the A414. There is also no extension to the A120 west of the A10 that would provide links to other employment hubs such as Stevenage. Currently there is not enough quantum of development in the settlements along this corridor to make employment land viable. If the A10 corridor had more employment providence there would be scope for the A120 corridor to act as a bridge between the A10 and M11/Bishop's Stortford corridors. Without this, only land nearest the	<b>Amber</b>

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No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		Bishop's Stortford by-pass would be suitable for employment land.	
67	A507 Corridor	Whilst the A507 is a main link road from Buntingford to Letchworth, Baldock and the A1(M), the volume of traffic in this area on the single width carriageway is far less than that on the A414 and A10. The corridor is too far from Letchworth, Baldock and Stevenage from which to gain links. A small cluster could be made with the existing employment sites in Buntingford if located close to the town. There is no rail link in this corridor.	<b>Red</b>
68	A602 Corridor	There are several small employment sites in the villages within this corridor, but the A602 is single width carriageway and the volume of traffic is not as great as the A414. The distance between Hertford, Ware and Stevenage would be close in employment terms if new employment land was located within this corridor, potentially forming a new cluster. Should access be gained from the A602 and sufficient links made with Watton-At-Stone station, employment land is likely to be viable, though not as successful as other locations off the A414.	<b>Amber</b>
69	Hunsdon Area	Employment land located along the A414 would be highly visible and very accessible by road should access be gained from the A414. There also would be scope to expand/enhance the cluster of employment areas along the A414. A new settlement and new employment land here would be dependant upon the construction of major infrastructure, including new rail stations or links to Harlow's existing stations.	<b>Green</b>

### **3. Primary Schools**

#### **Justification**

Planning should “*deliver the right community facilities, schools, hospitals and services to meet local needs*” (draft NPPF paragraph 124).

*“Local authorities should take a proactive, positive and collaborative approach to the development of schools by working with schools promoters to identify and resolve key issues before applications are submitted”* (draft NPPF paragraph 127).

#### **Sources of information**

Information for this assessment has been received from two different departments within Hertfordshire County Council (HCC) as the Local Education Authority:

- **Hertfordshire Property:** town planning assessment of the expansion potential of existing primary schools;
- **Children, Schools and Families:** assessment of capacity of existing schools, based on school planning areas.

#### **Assessment Criteria**

- **Existing capacity:** whether or not existing schools are forecast to have sufficient spare places to accommodate the additional pupils generated by the development;
- **School expansion capacity:** on the basis of an initial town planning assessment by Herts Property, whether the existing primary schools could be expanded to provide additional capacity;
- **New school capacity:** where a development could meet its own primary education needs by providing a new 2.0FE school, which would require a suitable 2.5 hectare site and 420 pupils (i.e. 1,000 - 1,700 dwellings) for each new primary school required.

At this stage funding has not been considered as an assessment criterion. Further detail on funding is provided in the Infrastructure Delivery Plan.

<b>Red</b>	Areas where there is no/very limited existing capacity, no potential to expand existing schools, and which are unlikely to meet their own needs.
<b>Amber</b>	Areas where there is some existing capacity, and/or where there is potential to expand existing schools, subject to land acquisition and planning consent.
<b>Green</b>	Areas where there is sufficient capacity to accommodate pupils in existing schools; or where a development could meet its own primary education needs.

A ‘red’ rating does not necessarily mean that an area of search is undevelopable, but that there are particular issues in education provision that would need to be overcome to enable the area to come forward.





### **Draft Topic Assessments**

**Bishop's Stortford** – The position in Bishop's Stortford is currently not clear, pending the outcome of the Schools Inquiry. The Secretary of State's Decision is expected 24 April 2012. Consequently the below table will need to be updated in due course.

Further information on education provision is provided in the 'Education Strategic Overview'. Consideration of cumulative impacts will be considered at *Step 5: Scenario Testing*.

The following acronyms are used in the table below:

- FE = Form of Entry (1.0FE = 30 places per year group)
- PAN = Planned Admission Number (1.0FE = a PAN of 30)

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<p><b>Bishop's Stortford Planning Area</b> There are 11 primary schools in the planning area:</p> <ul style="list-style-type: none"> <li>• All Saints C of E Primary and Nursery (1.0FE)</li> <li>• Hillmead Primary (1.0FE)</li> <li>• Manor Fields Primary (2.0FE)</li> <li>• Northgate Primary (2.0FE)</li> <li>• Richard Whittington Primary (1.5FE)</li> <li>• St Joseph's Catholic Primary (1.5FE)</li> <li>• St Michael's C of E VA Primary (1.0FE)</li> <li>• Summercroft Primary (2.0FE)</li> <li>• Thorley Hill Primary (1.0FE)</li> <li>• Thorn Grove Primary (1.0FE)</li> <li>• Windhill Primary and Nursery (2.0FE)</li> </ul> <p>Forecasts show that by 2014/15 there will be approximately 1.5FE surplus. However, most schools are full at reception. Assuming 10% growth from the existing community, this surplus will be taken up by future demand from the existing community. There is potential to expand Hillmead to 2.0FE using land not currently in HCC ownership. Further technical investigations required.</p> <p>Further investigation is also needed to assess the expansion potential of St Joseph's to 2.0FE (NB. Faith schools need</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>agreement from the Diocese to expand).</p> <p>Summercroft is located on a large site and further investigation is needed to assess its potential to expand by 1.0FE.</p> <p>Depending on the outcome of the Secondary Schools Inquiry there could also be potential to expand Thorley Hill by 1.0FE.</p>	
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	<p><b>Bishop's Stortford Planning Area</b>                      If 3,000 houses are provided on the ASR's this will equate to a need for 5.0FE of primary school capacity. HCC would expect this development to provide for its own school capacity in appropriate locations.</p>	<b>Green</b>
3	Bishop's Stortford East (A) Bishop's Stortford East (B)	<p><b>Bishop's Stortford Planning Area</b>                      Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Summercroft Primary (2.0FE)</li> <li>• Thorn Grove Primary (1.0FE)</li> </ul> <p>Summercroft is located on a large site and further investigation is needed to assess potential to expand by 1.0FE.</p> <p>There is no expansion potential at Thorn Grove.</p>	<b>Amber</b>
4	Bishop's Stortford South (A) Bishop's Stortford South (B) Bishop's Stortford South (C)	<p><b>Bishop's Stortford Planning Area</b>                      Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Richard Whittington Primary (1.5FE)</li> <li>• Thorley Hill Primary (1.0FE)</li> </ul> <p>There is no capacity or expansion potential at Richard Whittington. Depending on the outcome of the Secondary Schools Inquiry there could be potential to expand Thorley Hill by 1.0FE.</p>	<b>Pending outcome of Schools Inquiry</b>
<b>Buntingford</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built Up Area	<p><b>Buntingford Planning Area</b>                      Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Millfield First and Nursery (1.5FE)</li> <li>• Layston C of E First (1.0FE)</li> </ul>	<b>Green</b>
6	Buntingford South and West (A) Buntingford South and West (B) Buntingford South and West (C)	<p>(Planning area also includes Ardeley St Lawrence (PAN 18)).</p>	

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
7	Buntingford North (A)	There is around 1.0FE capacity available in the planning area. There is also potential to expand both the existing sites in the town using land not currently in HCC ownership (Millfield +0.5FE; Layston +1.0FE).	
	Buntingford North (B)		
8	Buntingford North-East (A)		
	Buntingford North-East (B)		
9	Buntingford East		
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	<p><b>Hertford Planning Area</b></p> <p>There are eight primary schools in the planning area:</p> <ul style="list-style-type: none"> <li>• Abel Smith (1.0FE)</li> <li>• Bengo Primary (2.0FE)</li> <li>• Hertford St Andrews C of E Primary (1.0FE)</li> <li>• Hollybush Primary (1.0FE)</li> <li>• Mill Mead (1.0FE)</li> <li>• Morgans Primary (2.0FE)</li> <li>• St Joseph's Catholic Primary (1.0FE)</li> <li>• Wheatcroft Primary (1.5FE)</li> </ul> <p>In Hertford a shortage of 2.0FE is forecast in the short term. This will be met through the provision of 1.0FE of permanent need and a further 1.0FE of temporary need.</p> <p>Any new housing is likely to generate a need for additional school places. Potential expansion by 1.0FE may be possible at Bengo although detached playing field and highways issues still need to be investigated.</p> <p>Hollybush has some spare capacity within existing buildings to expand by 1.0FE.</p> <p>Morgans is potentially large enough to accommodate additional development, however, there are policy issues including Green Belt, and a Listed Building on site. Sport England may also raise concerns.</p> <p>Wheatcroft is capable of expansion to</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>2.0FE with a detached playing field, however, the site is constrained and previous options around expansion have not proved cost effective.</p> <p>There is also land available in HCC ownership at Mangrove Road that is located within the area of need for primary school places.</p>	
11	Hertford West (A)	<p><b>Hertford Planning Area</b> Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Hollybush (1.0FE)</li> <li>• Hertford St Andrews C of E (1.0FE)</li> <li>• St Josephs RC (1.0FE)</li> </ul> <p>Whilst there is a deficit of primary places across the planning area to meet the existing need, Hollybush has some spare capacity within existing buildings to expand by 1.0FE.</p>	<b>Green</b>
	Hertford West (B)		
12	Hertford North (A)	<p><b>Hertford Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Bengo (2.0FE)</li> </ul> <p>There is a deficit of primary places across the planning area to meet the existing need. However, potential expansion by 1.0FE may be possible at Bengo although detached playing field and highways issues still need to be investigated.</p>	<b>Amber</b>
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	<p><b>Hertford Planning Area</b> Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Morgans Primary (2.0FE)</li> <li>• Abel Smith (1.0FE)</li> </ul> <p>There is a deficit of primary places across the planning area to meet the existing need. Morgans is potentially large enough to accommodate additional development, however, there are policy issues including Green Belt, and a listed building on site. Sport England may also raise concerns.</p> <p>There is also land available in HCC ownership at Mangrove Road that is located within the area of need for primary school places.</p>	<b>Amber</b>
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
<b>Sawbridgeworth</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	<p><b>Sawbridgeworth Planning Area</b> Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Mandeville Primary (1.0FE)</li> <li>• Reedings Junior (2.0FE)</li> <li>• Fawbert &amp; Barnard Infants (2.0FE)</li> </ul> <p>(Planning area also includes High Wych C of E and Spellbrook).</p> <p>There is a shortage of places in the planning area and any new housing is likely to generate a need for additional school places.</p> <p>There is potential to expand Mandeville by 1.0FE using land not currently in HCC ownership. Further technical investigations required, in particular into noise and highway issues.</p>	<b>Amber</b>
15	Sawbridgeworth South-West (A)		
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)		
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)		
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
<b>Ware</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	<p><b>Ware Planning Area</b> There are seven schools in the planning area:</p> <ul style="list-style-type: none"> <li>• Christ Church (C of E) VA Primary and Nursery (1.5FE)</li> <li>• Kingshill Infant/St Mary's Junior (2.0FE)</li> <li>• Priors Wood Primary (1.0FE)</li> <li>• Sacred Heart Catholic Primary (1.0FE)</li> <li>• St Catherine's (C of E) Primary (1.5FE)</li> <li>• St John the Baptist VA C of E Primary, Great Amwell (PAN 25)</li> <li>• Tower Primary (1.0FE)</li> </ul> <p>The forecasts currently indicate that there is sufficient capacity in the short term to meet demand in Ware. However, a need for 0.5FE is anticipated in the plan period to cater for the needs arising from the existing population. Any new housing is therefore likely to generate a need for additional places.</p> <p>There may be potential to expand Priors Wood by 1.0FE using land not currently in</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>There may also be potential to expand St John the Baptist's using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>Sacred Heart Catholic may have the potential to expand by 1.0FE. Subject to further investigation into flood risks. (NB. Faith schools need agreement from the Diocese to expand).</p> <p>St Catherine's may also have potential to expand 0.5FE although site topography is difficult and there may be highway issues.</p>	
19	<p>Ware North (A)</p> <hr/> <p>Ware North (B)</p>	<p><b>Ware Planning Area</b>                      Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Kingshill Infants/St Mary's Junior (2.0FE)</li> <li>• Tower Primary (1.0FE)</li> </ul> <p>There is no current expansion potential.</p>	<b>Red</b>
20	<p>Ware East (A)</p> <hr/> <p>Ware East (B)</p>	<p><b>Ware Planning Area</b>                      Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Prior's Wood Primary (1.0FE)</li> <li>• Tower Primary (1.0FE)</li> <li>• Christ Church C of E VA Primary (1.5FE)</li> </ul> <p>There may be potential to expand Priors Wood by 1.0FE using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>Neither Tower Primary nor Christ Church C of E has any expansion potential.</p>	<b>Amber</b>
21	<p>Ware South-East (A)</p> <hr/> <p>Ware South-East (B)</p>	<p><b>Ware Planning Area</b>                      Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Sacred Heart Catholic (1.0FE)</li> <li>• St John the Baptist VA C of E Primary, Great Amwell (PAN 25)</li> <li>• Christ Church C of E VA Primary (1.5FE)</li> </ul>	<b>Amber</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>Sacred Heart Catholic may have the potential to expand by 1.0FE. Subject to further investigation into flood risks. (NB. Faith schools need agreement from the Diocese to expand).</p> <p>There may also be potential to expand St John the Baptist's using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>Christ Church C of E has no expansion potential.</p>	
22	Ware South-West	<p><b>Ware Planning Area</b> Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Sacred Heart Catholic (1.0FE)</li> <li>• St John the Baptist VA C of E Primary, Great Amwell (PAN 25)</li> <li>• Christ Church C of E VA Primary (1.5FE)</li> </ul> <p>Sacred Heart Catholic may have the potential to expand by 1.0FE. Subject to further investigation into flood risks. (NB. Faith schools need agreement from the Diocese to expand).</p> <p>There may also be potential to expand St John the Baptist's using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>Christ Church C of E has no expansion potential.</p>	<b>Amber</b>
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	<p><b>Stevenage South East Villages Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Aston St Mary's C of E (Aided) (PAN 20)</li> </ul> <p>Takes children both from the village and the local area. The capacity of the school would not be a bar on a limited amount of development in the village. Potential to become a 1.0FE school (+ 10</p>	<b>Green</b>



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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		places), but constraints include highway issues.	
24	Bayford	<p><b>Hertford South Villages Planning Area</b>                      Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Bayford (C of E) VC Primary (0.5FE)</li> </ul> <p>School is full in most year groups and takes children from Hertford, Hoddesdon and Cheshunt where there are capacity issues. A small amount of housing would have an impact on both the school and the current pattern of allocation of school places to children from outside the village.</p> <p>There maybe potential to expand using land not currently in HCC ownership. Further technical investigations required.</p>	<b>Amber</b>
25	Benington	<p><b>Stevenage South East Villages Planning Area</b>                      Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Benington C of E Primary (PAN 16)</li> </ul> <p>Takes children both from the village and the local area. The capacity of the school would not be a bar on a limited amount of development. However, school has no expansion potential because of highway issues.</p>	<b>Amber</b>
26	Birch Green	<p><b>Watton District South Planning Area</b>                      Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Hertingfordbury Cowper C of E VA (PAN 25)</li> </ul> <p>Takes children from the local area, Hertford and Welwyn. Accommodating children from any new housing development in the area may be possible, but could impact upon the current pattern of allocation of school places to children from outside of the village.</p> <p>There may be potential to become a 1.0FE school (+5 places). Site constraints include Green Belt and listed buildings. Further technical investigations required.</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
27	Braughing	<p><b>Braughing Planning Area</b></p> <ul style="list-style-type: none"> <li>• Jenyns First School and Nursery (PAN21)</li> </ul> <p>Takes children from both the village and local area. The capacity of the school would not be a bar on a limited amount of development in the village. However, no further expansion potential.</p>	<b>Amber</b>
28	Brickendon	<p><b>Hertford South Villages Planning Area</b></p> <p>Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Bayford (C of E) VC Primary (0.5FE)</li> </ul> <p>The school is full in most year groups and takes children from Hertford, Hoddesdon and Cheshunt where there are capacity issues. A small amount of housing would have an impact on both the school and the current pattern of allocation of school places to children from outside the village.</p> <p>There maybe potential to expand using land not currently in HCC ownership. Further technical investigations required.</p>	<b>Amber</b>
29	Buckland	<p><b>Royston Villages Planning Area</b></p> <p>Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Barkway VA (C of E) First School (PAN 12)</li> <li>• Reed First School (PAN 12)</li> </ul> <p>Both Barkway and Reed are small rural schools meeting needs from their locality. There is a small amount of capacity in both schools and numbers fluctuate in line with demand from their respective villages.</p> <p>Barkway is located on a constrained site with no potential to expand. Reed is also constrained and could not be expanded unless additional land is provided. Further technical investigations required.</p>	<b>Amber</b>
30	Cole Green	<p><b>Watton District South Planning Area</b></p> <p>Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Hertingfordbury Cowper C of E VA (PAN 25)</li> </ul> <p>Takes children from the local area, Hertford and Welwyn. Accommodating children from any new housing development in the area</p>	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>may be possible, but could impact upon the current pattern of allocation of school places to children from outside of the village.</p> <p>There may be potential to become a 1.0FE school (+5 places). Site constraints include Green Belt and listed buildings. Further technical investigations required.</p>	
31	Colliers End	<p><b>Ware Villages Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Puller Memorial C of E VA Primary, High Cross (0.5FE)</li> </ul> <p>The school currently has places available. Development that would increase the number of pupils at the school would be welcomed, but it should be noted that although the school has capacity it has some deficiency in its built development and core facilities which HCC would seek to address through developer contributions.</p> <p>Potential expansion capacity up to 1.0FE (+0.5FE) using land not currently in HCC ownership. Further technical investigations required.</p>	<b>Green</b>
32	Cottered	<p><b>Buntingford Planning Area</b> Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Millfield First and Nursery (1.5FE)</li> <li>• Layston C of E First (1.0FE)</li> <li>• Ardeley St Lawrence (PAN 18)</li> </ul> <p>There is around 1.0FE capacity available in the planning area. There is also potential to expand existing sites using land not currently in HCC ownership (Millfield +0.5FE; Layston +1.0FE).</p> <p>If required, Layston could potentially expand to 3.0FE using land not currently in HCC ownership. Further technical investigations required.</p>	<b>Green</b>
33	Dane End	<p><b>Watton District North Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Little Munden C of E VC Primary (PAN 25)</li> </ul>	<b>Red</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		New housing is likely to generate a need for additional places; however there is no capacity or expansion potential. PAN is being reduced in 2012/13 to 15 in line with the existing building capacity.	
34	Datchworth	<p><b>Stevenage South East Villages Planning Area</b>            Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• All Saints C of E Primary (PAN 25)</li> </ul> <p>The school is full taking children from the local area, Knebworth, Watton-at-Stone and Welwyn Garden City. Accommodating children from any new housing development in Datchworth may be possible, but could impact upon the current pattern of allocation of school places to children outside the village. There is no expansion potential at All Saints. Other schools in the planning area are too far away to travel.</p>	Amber
35	Furneux Pelham	<p><b>The Pelham's Planning Area</b>            Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Furneux Pelham C of E (PAN 20)</li> </ul> <p>There is currently no spare capacity at the school, however, HCC have indicated that the capacity of the school would not be a bar on a limited amount of development in the village.</p>	Amber
36	Great Amwell	<p><b>Ware Planning Area</b>            Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• St John the Baptist VA C of E (1.0FE)</li> </ul> <p>There may be potential to expand St John the Baptist's using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.            However, there is also an increased demand for primary places further south in the North of Hoddesdon.</p>	Amber
37	Hadham Ford	<p><b>The Hadham's Planning Area</b>            Nearest school in area:</p> <ul style="list-style-type: none"> <li>• Little Hadham Primary (PAN 20)</li> </ul> <p>Potential expansion capacity up to 1.0FE</p>	Amber

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		(10 places), to accommodate the yield from some additional housing in the village. HCC do not currently own the land adjacent to the school. However, negotiations are in train with the landowner for the possible transfer of some land which, if successful, will enable its expansion to 1.0FE.	
38	Hertford Heath	<p><b>Hertford South Villages Planning Area</b>            Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Hertford Heath Primary (1.0FE)</li> </ul> <p>The school is well located in the village; however, it is full in most year groups. Children attend from Hertford, including those from the Pinehurst estate, who were transferred here when The Pines School closed. It is likely that there are still siblings from this arrangement in the school. Children also attend from Hoddesdon.</p> <p>There is no capacity to accommodate children from any additional development in the village and the site capacity will not enable expansion of the school.</p> <p>If any further housing is proposed in the village a new 2.0 FE school site would be required to allow for the relocation and expansion of the school.</p>	<b>Red</b>
39	Hertingfordbury	<p><b>Watton District South Planning Area</b>            Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Hertingfordbury Cowper C of E VA Primary (PAN 25)</li> </ul> <p>Takes children from the local area, Hertford and Welwyn. Accommodating children from any new housing development in the area may be possible, but could impact upon the current pattern of allocation of school places to children from outside of the village.</p> <p>There may be potential to become a 1.0FE school (+5 places). Site constraints include Green Belt and listed buildings. Further technical investigations required.</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
40	High Cross	<p><b>Ware Villages Planning Area</b> Nearest school in area:</p> <ul style="list-style-type: none"> <li>• Puller Memorial C of E VA Primary (0.5FE)</li> </ul> <p>The school currently has places available. Development that would increase the number of pupils at the school would be welcomed, but it should be noted that although the school has capacity it has some deficiency in its built development and core facilities which HCC would seek to address through developer contributions.</p> <p>Potential expansion capacity up to 1.0FE (+0.5FE) using land not currently in HCC ownership. Further technical investigations required.</p>	<b>Green</b>
41	High Wych	<p><b>Sawbridgeworth Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• High Wych C of E Primary (1.0FE)</li> </ul> <p>Whilst there is a shortage of places in Sawbridgeworth town, in High Wych GP registration data shows that currently there are fewer children living in these villages than there are places available. Capacity will need to be monitored to assess any impact of new housing in these areas.</p> <p>There may be potential to expand using land not currently in HCC ownership. Further technical investigations required as there could be noise and highway issues.</p>	<b>Green</b>
42	Hunsdon	<p><b>Ware Villages Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Hunsdon JMI (1.0FE)</li> </ul> <p>Hunsdon JMI is full in most year groups and is mostly attended by children from the village. The school does, however, have potential to expand by 1.0FE using land not currently in HCC ownership. Further technical investigations required.</p>	<b>Amber</b>
43	Letty Green	<p><b>Watton District South Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Hertingfordbury Cowper C of E VA Primary (PAN 25)</li> </ul>	<b>Amber</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>Takes children from the local area, Hertford and Welwyn. Accommodating children from any new housing development in the area may be possible, but could impact upon the current pattern of allocation of school places to children from outside of the village.</p> <p>There may be potential to become a 1.0FE school (+5 places). Site constraints include Green Belt and listed buildings. Further technical investigations required.</p>	
44	Little Hadham	<p><b>The Hadham's Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Little Hadham Primary (PAN 20)</li> </ul> <p>Potential expansion capacity up to 1.0FE (10 places), to accommodate the yield from some additional housing in the village. HCC do not currently own the land adjacent to the school. However, negotiations are in train with the landowner for the possible transfer of some land which, if successful, will enable its expansion to 1.0FE.</p>	Amber
45	Much Hadham	<p><b>The Hadham's Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• St Andrews C of E Primary, Much Hadham (1.0FE)</li> </ul> <p>St Andrews is full in most year groups. It mainly serves the local community with some pupils attending from surrounding villages (including Little Hadham). There would be limited capacity to cater for any need arising from further development. An expansion of Little Hadham Primary may help with school places in Much Hadham and enable a small amount of development to occur.</p>	Amber
46	Puckeridge	<p><b>Puckeridge Planning Area</b> Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• St Thomas of Canterbury Catholic (PAN 15)</li> <li>• Roger De Clare C of E First School (2.0FE)</li> </ul> <p>There is potentially 0.5FE capacity available in the planning area to cater for additional</p>	Green

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		needs arising from any new development. Roger De Clare could be expanded by 1.0FE (to 3.0FE) using land not currently in HCC ownership. Further technical investigations required. (N.B. whilst it is HCC's policy to provide 2.0FE schools, where additional places are required to meet rising demand, expansion of primary schools by 1.0FE to 3.0FE could be considered as part of an option analysis).	
47	Spellbrook	<p><b>Sawbridgeworth Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Spellbrook Primary (0.5FE)</li> </ul> <p>In Spellbrook GP registration data shows that currently there are fewer children living in these villages than there are places available. Capacity will need to be monitored to assess any impact of new housing in these areas.</p> <p>No further expansion potential. Issues with noise from Stansted Airport.</p>	<b>Green</b>
48	Standon	<p><b>Puckeridge Planning Area</b> Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• St Thomas of Canterbury Catholic (PAN 15)</li> <li>• Roger De Clare C of E First School (2.0FE)</li> </ul> <p>There is potentially 0.5FE capacity available in the planning area to cater for additional needs arising from any new development.</p> <p>Roger De Clare could be expanded by 1.0FE (to 3.0FE) using land not currently in HCC ownership. Further technical investigations required. (N.B. whilst it is HCC's policy to provide 2.0FE schools, where additional places are required to meet rising demand, expansion of primary schools by 1.0FE to 3.0FE could be considered as part of an option analysis).</p>	<b>Green</b>
49	Stanstead Abbots & St Margarets	<p><b>Ware Villages Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• St Andrews C of E Primary (1.0FE)</li> </ul> <p>The school is full and oversubscribed. There is no capacity to accommodate</p>	<b>Red</b>



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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		children from any additional development and the site capacity will not enable expansion of the school. If any further housing is proposed a new 2.0FE school site will be required to allow for the relocation and expansion of the school.	
50	Stapleford	<p><b>Watton District South Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Stapleford Primary (PAN 12)</li> </ul> <p>Is full in most year groups taking children from the local area, Hertford and Watton-at-Stone. Accommodating children from any new housing development in Stapleford may be possible, but could impact upon the current pattern of allocation of school places to children outside the village.</p> <p>There is no expansion potential at the school.</p>	Amber
51	Tewin	<p><b>Watton District South Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Tewin Cowper C of E VA Primary (PAN 22)</li> </ul> <p>Any additional development in the village will require additional school places. There is potential to expand using land not currently in HCC ownership. Further technical investigations required.</p>	Amber
52	Thundridge	<p><b>Ware Villages Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Thundridge Primary (PAN 12)</li> </ul> <p>The school is full in most year groups taking children from the local area and Ware. Accommodating children from any new housing development may be possible, but could impact upon the current pattern of school places to children outside the village.</p> <p>There is no expansion potential at the school.</p>	Amber
53	Tonwell	<p><b>Watton District South Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Tonwell St Mary's C of E Primary (PAN 8)</li> </ul>	Amber

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>There are enough children in the village to fill the school in reception but many travel out of the village to Ware and Hertford.</p> <p>There is no expansion potential at the school.</p>	
54	Wadesmill	<p><b>Ware Villages Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Thundridge Primary (PAN 12)</li> </ul> <p>Is full in most year groups taking children from the local area and Ware. Accommodating children from any new housing development may be possible, but could impact upon the current pattern of school places to children outside the village.</p> <p>There is no expansion potential at the school.</p>	<b>Amber</b>
55	Walkern	<p><b>Walkern Planning Area</b></p> <ul style="list-style-type: none"> <li>• Walkern Primary (PAN 15)</li> </ul> <p>Takes children from the local area and Stevenage. Accommodating children from any new housing development may be possible, but could impact upon the current pattern of allocation of school places to children outside the village.</p> <p>There is no expansion potential at the school.</p>	<b>Amber</b>
56	Waterford	<p><b>Watton District South Planning Area</b> Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Stapleford Primary (PAN 12)</li> </ul> <p><b>Hertford Planning Area</b> Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Hertford St Andrews CofE (1.0FE)</li> <li>• St Joseph's Catholic (1.0FE)</li> </ul> <p>Stapleford Primary is full in most year groups taking children from the local area, Hertford and Watton-at-Stone. There is no expansion potential at the school. There is no expansion potential at either Hertford St Andrews or St Joseph's.</p>	<b>Red</b>
57	Watton-at-Stone	<p><b>Watton District North Planning Area</b> Nearest school in planning area:</p>	<b>Green</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<ul style="list-style-type: none"> <li>• Watton-at-Stone Primary (PAN 34)</li> </ul> <p>Land has been retained adjacent to the existing school to allow expansion to 2.0FE. There will therefore be capacity up to 2.0FE (+26 places) to accommodate any demand arising from additional development in the village.</p>	
58	Westmill	<p><b>Buntingford Planning Area</b>            Nearest schools in planning area:</p> <ul style="list-style-type: none"> <li>• Millfield First and Nursery (1.5FE)</li> <li>• Layston C of E First (1.0FE)</li> </ul> <p>or</p> <p><b>Braughing Planning Area</b></p> <ul style="list-style-type: none"> <li>• Jenyns First School and Nursery (PAN 21)</li> </ul> <p>There is around 1.0FE capacity available in the Buntingford planning area. There is also potential to expand existing sites using land not currently in HCC ownership (Millfield +0.5FE; Layston +1.0FE).            If required, Layston could potentially expand to 3.0FE using land not currently in HCC ownership. Further technical investigations required</p> <p>Jenyns takes children from both the village and local area. The capacity of the school would not be a bar on a limited amount of development. However, no further expansion potential.</p>	<b>Green</b>
59	Widford	<p><b>Ware Villages Planning Area</b>            Nearest school in planning area:</p> <ul style="list-style-type: none"> <li>• Widford School (PAN 8)</li> </ul> <p>Takes children both from the village and the local area. The capacity of the school would not be a bar on a limited amount of development in the village.            There may be potential to expand as the school is on a large site, however, it is constrained by highway issues.</p>	<b>Green</b>

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No.	Areas of Search	Assessment of Primary Schools	Traffic Light
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	<b>Stevenage North East Villages Planning Area</b> HCC would expect this development to provide for its own school capacity in appropriate locations.	<b>Green</b>
61	East of Welwyn Garden City	<b>Watton District South Planning Area Welwyn Garden City East Planning Area</b> HCC would expect this development to provide for its own school capacity in appropriate locations.	<b>Green</b>
62	North of Harlow (A)	<b>Sawbridgeworth Planning Area</b> HCC would expect this development to provide for its own school capacity in appropriate locations.	<b>Green</b>
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	<b>Ware Planning Area</b> HCC would expect this development to provide for its own school capacity in appropriate locations.	<b>Green</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	HCC would expect a new settlement to provide for its own school capacity.	<b>Green</b>
65	A10 Corridor - Central	HCC would expect a new settlement to provide for its own school capacity.	<b>Green</b>
66	A120 Corridor	HCC would expect a new settlement to provide for its own school capacity.	<b>Green</b>
67	A507 Corridor	HCC would expect a new settlement to provide for its own school capacity.	<b>Green</b>
68	A602 Corridor	HCC would expect a new settlement to provide for its own school capacity.	<b>Green</b>
69	Hunsdon Area	HCC would expect a new settlement to provide for its own school capacity.	<b>Green</b>

**4. Secondary Schools (including Middle and Upper Schools)**

**Justification**

Planning should “*deliver the right community facilities, schools, hospitals and services to meet local needs*” (draft NPPF paragraph 124).

“*Local authorities should take a proactive, positive and collaborative approach to the development of schools by working with schools promoters to identify and resolve key issues before applications are submitted*” (draft NPPF paragraph 127).

**Sources of information**

Information for this assessment has been received from two different departments within Hertfordshire County Council (HCC) as the Local Education Authority:

- **Hertfordshire Property:** town planning assessment of the expansion potential of existing middle and secondary schools;
- **Children, Schools and Families:** assessment of capacity of existing schools, based on school planning areas.

**Assessment Criteria**

- **Existing capacity:** whether or not existing schools are forecast to have sufficient spare places to accommodate the additional pupils generated by the development;
- **School expansion capacity:** on the basis of an initial town planning assessment by Herts Property, whether the existing secondary schools could be expanded to provide additional capacity;
- **New school capacity:** where a development could meet its own secondary education needs by providing a new school between 6.0FE and 10FE.

At this stage funding has not been considered as an assessment criterion. Further detail on funding is provided in the Infrastructure Delivery Plan.

<b>Red</b>	Areas where there is no/very limited existing capacity, no potential to expand existing schools, and which are unlikely to meet their own needs.
<b>Amber</b>	Areas where there is some existing capacity, and/or where there is potential to expand existing schools, subject to land acquisition and planning consent.
<b>Green</b>	Areas where there is sufficient capacity to accommodate pupils in existing schools; or where a development could meet its own secondary education needs.

A ‘red’ rating does not necessarily mean that an area of search is undevelopable, but that there are particular issues in education provision that would need to be overcome to enable the area to come forward.

**General Comments**

The map below shows the primary and secondary education planning areas for Hertfordshire (the thick lines delineate the secondary areas).

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'Planning Areas' are administrative areas used to inform decisions around school planning and are the basis of HCC pupil forecasts.

School provision is often described in terms of 'Forms of Entry'. 1 Form of Entry (FE) equals 30 places per year group. Secondary schools have 5 year groups, from Year 7 through to Year 11. A typical Hertfordshire secondary school has between 5.0FE and 8.0FE; therefore a 5.0FE school will have  $30 \times 5 \times 5 = 750$  compulsory age pupils.

HCC policy is to provide secondary schools of between 6.0FE and 10FE where possible, for operational reasons.

When calculating the secondary school requirements from new developments 1.0FE is required for every 500 to 850 dwellings. In Bishop's Stortford there is evidence based on recent developments that 1.0FE would be required for every 552 to 1,050 dwellings.

Further information on education provision is provided in the 'Education Strategic Overview'. Consideration of cumulative impacts will be considered at *Step 5: Scenario Testing*.

**Bishop's Stortford** – The position in Bishop's Stortford is currently not clear, pending the outcome of the Schools Inquiry. The Secretary of State's Decision is expected 24 April 2012. Consequently the below table will need to be updated in due course.

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**Villages** – The planning area/s referred to under the villages reflect where current secondary age pupils attend school. Pupils often look to more than one planning area. In some instances pupils look to schools outside of the district. If there is capacity/potential to expand a school/s in at least one of the planning areas then the traffic light assigned reflects this position.

The following acronyms are used in the table below:

- FE = Form of Entry (1.0FE = 30 places per year group)
- PAN = Planned Admission Number (1.0FE = a PAN of 30)

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<p><b>Bishop's Stortford Planning Area</b> There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing will add to the demand identified in the appeal documentation.</p> <p>Whilst Leventhorpe (in Sawbridgeworth) has the capacity to expand by 2.0FE, additional places here would not meet the demand arising from Bishop's Stortford.</p>	<b>Pending outcome of Schools Inquiry</b>
2	Bishop's Stortford North (A)		
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)		
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)		
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	<p><b>Buntingford Planning Area</b> The secondary schools in the three tier education system in the Buntingford area</p>	<b>Amber</b>
6	Buntingford		

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light	
	South and West (A) Buntingford South and West (B) Buntingford South and West (C)	include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford: <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul>		
7	Buntingford North (A) Buntingford North (B)	Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.		
8	Buntingford North-East (A) Buntingford North-East (B)	There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.		
9	Buntingford East	There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.  There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.  If significant levels of development are to occur in Buntingford early discussions should take place around a strategy to ensure education provision.		
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>				
10	Hertford Built Up Area	<b>Hertford and Ware Planning Area</b> There are five secondary schools located in this planning area: <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul>		<b>Red</b>
11	Hertford West (A)			
	Hertford West (B)			
12	Hertford North (A) Hertford			



**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
13	North (B)	<p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area. Hertford is an area with increasing demand and currently little potential for expansion.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
	Hertford North (C)		
	Hertford South (A)		
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		
<p><b>Sawbridgeworth</b> (Planning assumption of at least 500 dwellings at each area of search)</p>			
14	Sawbridgeworth Built Up Area	<p><b>Bishop's Stortford Planning Area</b> Sawbridgeworth falls within the Bishop's Stortford Planning Area where there are six secondary schools:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. Leventhorpe does, however, have the capacity to expand by 2.0FE.</p>	<p><b>Pending outcome of Schools Inquiry</b></p>
15	Sawbridgeworth South-West (A)		
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)		
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)		
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
<p><b>Ware</b> (Planning assumption of at least 500 dwellings at each area of search)</p>			
18	Ware Built Up Area	<p><b>Hertford and Ware Planning Area</b> There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> </ul>	<p><b>Red</b></p>
19	Ware North (A)		
	Ware North (B)		

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
20	Ware East (A)	<ul style="list-style-type: none"> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
	Ware East (B)		
21	Ware South-East (A)		
	Ware South-East (B)		
22	Ware South-West		
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	<p><b>Buntingford Planning Area</b></p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul> <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p>	
24	Bayford	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	<b>Red</b>
25	Benington	<p><b>Buntingford Planning Area</b>            The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul>	<b>Amber</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or  <b>Stevenage Planning Area</b>            There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Thomas Alleyne (6.0FE)</li> <li>• The Noble (8.0FE)</li> <li>• John Henry Newman RC (7.0FE)</li> <li>• The Barclay (6.5FE)</li> <li>• Barnwell (8.0FE)</li> <li>• Marriots (7.0FE)</li> </ul> <p>The Stevenage planning area has no capacity from 2014/15.</p>	
26	Birch Green	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul>	<b>Red</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
27	Braughing	<p><b>Buntingford Planning Area</b></p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul> <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p><b>Bishop's Stortford Planning Area</b>            There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing will add to the demand identified in the appeal documentation.</p>	
28	Brickendon	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
29	Buckland	<p><b>Buntingford Planning Area</b>            The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul> <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>If significant levels of development are to occur in Buntingford early discussions should take place around a strategy to ensure education provision.</p>	
30	Cole Green	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing. Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	<b>Red</b>
31	Colliers End	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to</p>	<b>Red</b>



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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
32	Cottered	<p><b>Buntingford Planning Area</b></p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul> <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p>	<b>Amber</b>
33	Dane End	<p><b>Hertford and Ware Planning Area</b></p> <p>There are five secondary schools located in</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
34	Datchworth	<p><b>Hertford and Ware Planning Area</b></p> <p>There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>possible, however this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p> <p>Or</p> <p><b>Stevenage Planning Area</b> There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Thomas Alleyne (6.0FE)</li> <li>• The Noble (8.0FE)</li> <li>• John Henry Newman RC (7.0FE)</li> <li>• The Barclay (6.5FE)</li> <li>• Barnwell (8.0FE)</li> <li>• Marriots (7.0FE)</li> </ul> <p>The Stevenage planning area has no capacity from 2014/15.</p>	
35	Furneux Pelham	<p><b>Bishop's Stortford Planning Area</b> There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing will add to the demand identified in the appeal documentation.</p>	<b>Pending outcome of Schools Inquiry</b>
36	Great Amwell	<p><b>Hertford and Ware Planning Area</b> There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> </ul>	<b>Red</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<ul style="list-style-type: none"> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
37	Hadham Ford	<p><b>Bishop's Stortford Planning Area</b></p> <p>There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing will add to the demand identified in the appeal documentation.</p>	<b>Pending outcome of Schools Inquiry</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
38	Hertford Heath	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	<b>Red</b>
39	Hertingfordbury	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
40	High Cross	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	<b>Red</b>
41	High Wych	<p><b>Bishop's Stortford Planning Area</b>            There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's</p>	<b>Pending outcome of Schools Inquiry</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p>	
42	Hunsdon	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	<b>Red</b>
43	Letty Green	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any</p>	<b>Red</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>development that adds to this would require further discussion to develop a strategy to deal with this and further housing. Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
44	Little Hadham	<p><b>Bishop's Stortford Planning Area</b>            There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p>	Pending outcome of Schools Inquiry
45	Much Hadham	<p><b>Bishop's Stortford Planning Area</b>            Sawbridgeworth falls within the Bishop's Stortford Planning Area where there are six secondary schools:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College</li> </ul>	Pending outcome of Schools Inquiry



**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>(4.0FE)</p> <ul style="list-style-type: none"> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. Leventhorpe does, however, have the capacity to expand by 2.0FE</p>	
46	Puckeridge	<p><b>Buntingford Planning Area</b></p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul> <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p><b>Bishop's Stortford Planning Area</b></p> <p>There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> </ul>	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<ul style="list-style-type: none"> <li>• Bishop’s Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary’s Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop’s Stortford includes the proposed relocation of the two single sex schools, Bishop’s Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p> <p>Whilst Leventhorpe (in Sawbridgeworth) has the capacity to expand by 2.0FE, additional places here would not meet the demand arising from Bishop’s Stortford.</p> <p>Or</p> <p><b>Hertford and Ware Planning Area</b> There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p>	

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
47	Spellbrook	<p><b>Bishop’s Stortford Planning Area</b>            There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop’s Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary’s Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop’s Stortford includes the proposed relocation of the two single sex schools, Bishop’s Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p>	<b>Pending outcome of Schools Inquiry</b>
48	Standon	<p><b>Buntingford Planning Area</b>            The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul> <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p><b>Hertford and Ware Planning Area</b> There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
49	Stanstead Abbots & St Margarets	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p> <p>Or</p> <p><b>Hoddesdon Planning Area</b>            There are three secondary schools in this planning area:</p> <ul style="list-style-type: none"> <li>• The Broxbourne (PAN 206)</li> <li>• Sheredes (PAN 171)</li> <li>• John Warner (PAN191)</li> </ul> <p>Both The Broxbourne and John Warner are full at admissions. There are some places available at Sheredes but forecasts suggest that further places will be required from 2017/18 to meet demand.</p>	<b>Red</b>
50	Stapleford	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> </ul>	<b>Red</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<ul style="list-style-type: none"> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
51	Tewin	<p><b>Hertford and Ware Planning Area</b></p> <p>There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	<b>Red</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
52	Thundridge	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	<b>Red</b>
53	Tonwell	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all</p>	<b>Red</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
54	Wadesmill	<p><b>Hertford and Ware Planning Area</b>            There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	<b>Red</b>
55	Walkern	<p><b>Buntingford Planning Area</b>            The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul>	<b>Amber</b>



**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p><b>Stevenage Planning Area</b> There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Thomas Alleyne (6.0FE)</li> <li>• The Noble (8.0FE)</li> <li>• John Henry Newman RC (7.0FE)</li> <li>• The Barclay (6.5FE)</li> <li>• Barnwell (8.0FE)</li> <li>• Marriots (7.0FE)</li> </ul> <p>The Stevenage planning area has no capacity from 2014/15.</p>	
56	Waterford	<p><b>Hertford and Ware Planning Area</b> There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul>	<b>Red</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
57	Watton-at-Stone	<p><b>Hertford and Ware Planning Area</b></p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
58	Westmill	<p><b>Buntingford Planning Area</b></p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and</p>	Amber

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> <li>• Edwinstree C of E Middle School (PAN112)</li> <li>• Ralph Sadleir Middle (3.0FE)</li> <li>• Freman College (7.0FE)</li> </ul> <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p>	
59	Widford	<p><b>Hertford and Ware Planning Area</b></p> <p>There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Chauncy (5.0FE)</li> <li>• Richard Hale (5.5FE)</li> <li>• Presdales (5.5FE)</li> <li>• Sele (5.0FE)</li> <li>• Simon Balle (PAN 160)</li> </ul> <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most</p>	<p><b>Pending outcome of Schools Inquiry</b></p>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p> <p>Or</p> <p><b>Bishop's Stortford Planning Area</b>            There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> <li>• Birchwood High (8.0FE)</li> <li>• Bishop's Stortford High (PAN 155)</li> <li>• Herts &amp; Essex High (PAN 160)</li> <li>• Hockerill Anglo-European College (4.0FE)</li> <li>• St Mary's Catholic (PAN 155)</li> <li>• Leventhorpe (PAN 168)</li> </ul> <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts &amp; Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p> <p>Whilst Leventhorpe (in Sawbridgeworth) has the capacity to expand by 2.0FE.</p>	
<p><b>Extensions to Adjacent Settlements            (Planning assumption of 1,500-10,000 dwellings)</b></p>			
60	East of Stevenage	<p><b>Stevenage Planning Area</b>            Pupils would look to the Stevenage Planning Area. However, HCC would expect development in this location to provide a new school to meet its own needs.</p>	<b>Green</b>
61	East of Welwyn	<p><b>Welwyn Garden City Planning Area</b></p>	<b>Red</b>

**Draft Topic Assessments**

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Secondary/Middle/Upper Schools</b>	<b>Traffic Light</b>
	Garden City	Current demand exceeds capacity by 1.5FE. Further work is required to assess potential capacity within the existing schools sites in the Welwyn Garden City area. Additional demand from development in this location would need to be taken in to account and if not possible to accommodate then a new 6.0FE school site would be required.	
62	North of Harlow (A)	<b>Bishop's Stortford Planning Area</b> Pupils would look to the Bishop's Stortford Planning Area. However, HCC would expect development in this location to provide a new school to meet its own needs.	<b>Green</b>
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	<b>Hertford and Ware Planning Area or Hoddesdon Planning Area</b> Pupils would look to either the Hertford and Ware Planning Area or the Hoddesdon Planning Area. There are unlikely to be sufficient dwellings numbers to provide for a new school in this location.	<b>Red</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	HCC would expect a new settlement to provide a new school to meet its own needs.	<b>Green</b>
65	A10 Corridor - Central	HCC would expect a new settlement to provide a new school to meet its own needs.	<b>Green</b>
66	A120 Corridor	HCC would expect a new settlement to provide a new school to meet its own needs.	<b>Green</b>
67	A507 Corridor	HCC would expect a new settlement to provide a new school to meet its own needs.	<b>Green</b>
68	A602 Corridor	HCC would expect a new settlement to provide a new school to meet its own needs.	<b>Green</b>
69	Hunsdon Area	HCC would expect a new settlement to provide a new school to meet its own needs.	<b>Green</b>

## **5. Highways Infrastructure**

### **Justification**

*“Local planning authorities should work with other authorities and providers to: assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecast demands” (draft NPPF paragraph 31).*

### **Sources of Information**

- Hertfordshire County Council – the Highway Authority for Hertfordshire;
- Hertfordshire Highways – a public-private partnership between Hertfordshire County Council and two large engineering contractors. Responsible for all aspects of local highway work, from day-to-day repairs and refurbishing of worn out roads to investigating accident sites’. It is also involved in enhancing the general road environment and implementation of Transport Plans.

*Note:* HCC possesses information in relation to traffic counts and accidents. This information will be of use in the next stages of assessment looking in more detail at the areas of search and scenario testing.

### **Assessment Criteria**

- Whether or not new roads are required beyond those internal to the proposed development;
- Whether or not substantial investment in upgrades to the existing road network are likely to be needed to accommodate the proposed development;
- If it is clear whether funding for the necessary highways infrastructure is likely to be available. This depends on the scale and complexity of the necessary works, and whether it is anticipated that the development could pay for it.

<b>Red</b>	Significant and expensive road infrastructure or upgrades required. Unlikely that development could fund such upgrades.
<b>Amber</b>	Road upgrades required. However, it is anticipated that development would be able to fund this infrastructure.
<b>Green</b>	Small-scale and relatively inexpensive highways infrastructure investments needed. Development will have minimum impact on the public highway but may require some highway infrastructure provision.

### **General Comments**

This assessment is based on information gained from a number of meetings between the District Council, the Highway Authority and Herts Highways, including high level comments from the transport modelling team for the new settlement areas of search. It does not take account of existing highways deficits, which are addressed in the Transport strategic overview.

Within the **existing built-up area** of settlements generally local improvements would be required, and therefore these areas have been assigned a ‘Green’ rating, unless where there are existing proposals for new highways infrastructure. Specific development site proposals will need to be assessed on their merits as the process progresses.

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Many **villages** are served by narrow rural roads characterised by poor visibility and poor alignment. However, the small scale of development being considered at this stage (+10%) is unlikely to necessitate significant investment in road infrastructure, although this would need to be confirmed prior to the identification of specific site allocations.

**New settlements** and **urban extensions** are likely to have an impact on the wider highway network and a high-level assessment of this is provided here. The assessments have been based on the planning assumptions regarding the potential scale of growth.

**Transport modelling** may be used during the next stage of assessment to aid consideration of the cumulative highways impact of transport proposals.

Any strategic level planning applications would need to be accompanied by a **Transport Assessment**, which are required by Hertfordshire Council County for all residential development over 80 units<sup>1</sup>. According to the Department for Transport's guidance, a TA is "*a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme, as well as measures to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport*".

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
<b>Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built Up Area	No major new highways infrastructure required. Local improvements only. Specific proposals and locations will need to be assessed on their own merits. Whether a Link Road through the Goods Yard would improve traffic flow should be subject to transport modelling.	<b>Amber</b>
2	Bishop's Stortford North (A)	Would require a new junction on Hadham Road. Provision of a frequent bus service through the site and traffic management measures likely to be required.	<b>Amber</b>
	Bishop's Stortford North (B)	The Highways Authority has a policy objection to direct access on to primary routes (i.e. A120 bypass). Transport modelling of the network effects of a junction here would be necessary, and would also need to be thoroughly addressed by a Transport Assessment accompanying a planning application. Provision of a frequent bus service through	<b>Red</b>

<sup>1</sup> See *Roads in Hertfordshire: A Design Guide* (January 2011)

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No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		the site and traffic management measures likely to be required.	
	Bishop's Stortford North (C)	New junction on Michael's Road and upgrades to Rye Street. Transport modelling and a Transport Assessment will be needed to show whether the impacts on these streets are manageable. Provision of a frequent bus service through the site and traffic management measures likely to be required.	Amber
3	Bishop's Stortford East (A)	No major new highways infrastructure required. May require new roundabout or other local infrastructure requirements in the wider area.	Green
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Access to M11 would be along A1184 south-west distribution road/A120 northern bypass or through town centre, both of which could cause increased congestion. Dualling of bypass may be required to accommodate this, but funding for this could depend on contributions from development. M11 southern link road impractical due to cost of crossing the floodplain and distance for connection to Junction 8. Highways Agency will not authorise additional junctions.	Amber
	Bishop's Stortford South (B)	Pig Lane is a minor road and would struggle to accommodate additional traffic. Stort floodplain could make engineering difficult and expensive. The level crossing could require significant upgrades. Hallingbury Road could accommodate a small amount of additional traffic. Development would have to be routed through the town centre.	Red
	Bishop's Stortford South (C)		
<b>Buntingford</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
General comment: Upgrades will be required to A507 (Baldock Road) which is too narrow to cope without significant upgrades.			
5	Buntingford Built Up Area	No major new highways infrastructure required. Local improvements only. Specific proposals and locations will need to be assessed on their own merits.	Green
6	Buntingford South and West (A)	No major new highways infrastructure required. Local improvements required.	Green
	Buntingford South and West (B)		
	Buntingford South and West (C)		



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No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
7	Buntingford North (A)	Would require junction improvements to enable access from A10 for approach in northerly direction.	<b>Amber</b>
	Buntingford North (B)		
8	Buntingford North-East (A)	Would require junction improvements to enable access from A10 for approach in northerly direction. Would also require upgrade of staggered junctions at Hare Street Road/Station Road/High Street /Baldock Road to enable safety improvements.	<b>Amber</b>
	Buntingford North-East (B)		
9	Buntingford East	Would require upgrade of staggered junctions at Hare Street Road/Station Road/High Street /Baldock Road to enable safety improvements.	<b>Green</b>
<b>Hertford</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	No major new highways infrastructure required. Local improvements only, other than for Mead Lane where substantial proposals are contained in the Hertford and Ware UTP including: <ul style="list-style-type: none"> <li>• New access road;</li> <li>• Emergency access across station frontage;</li> <li>• Bridge across River Lea from The Waterfront; and</li> <li>• Other provisions in the Mead Lane area e.g. road and footpath widening; cycle paths etc.</li> </ul>	<b>Amber</b>
11	Hertford West (A)	Easy connection to A414 and existing capacity on Thieves Lane/Sele roads. Little additional road infrastructure required. Little contribution to peak hour congestion on Hertford A414/rail bridge pinch point.	<b>Green</b>
	Hertford West (B)		
12	Hertford North (A)	Would put pressure on North Road by St Joseph's Primary School at drop-off and pickup times and at peak time by Hertford North station. Would require developer contributions to upgrade road (North Road) into the town.	<b>Amber</b>
	Hertford North (B)		
	Hertford North (C)	Would cause significant additional traffic into Hertford and significant extra pressure on Bengoe, which already suffers congestion into the town at peak times. Old Cross/Port Hill bridge and new Sainsbury's is a particular pinch-point. Unlikely that road upgrades would be able to cope with the	<b>Red</b>

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Highways Infrastructure</b>	<b>Traffic Light</b>
		cumulative effects.	
13	Hertford South (A)	B158 is narrow and poorly aligned. Strategic development here would detrimentally affect the rural character of the road.	Red
	Hertford South (B)	Significant infrastructure improvements would be required. However, these would be very difficult to achieve due to: a) steep banks along Brickendon Lane b) the stream and c) the poor alignment and rural character of Brickendon Lane. Works would detrimentally alter character of the area.	
	Hertford South (C)	Development over 500 new dwellings would require the provision of a southern bypass to Hertford. 500 or fewer dwellings could be accommodated through upgrades to Mangrove Road.	Amber
	Hertford South (D)	Estate roads could connect to the B1197 Hertford Heath roundabout. Potential need to signalise roundabout and for other improvements along A414 between Rush Green roundabout and Ware Road roundabout. N.B. A10/Rush Green roundabout itself too congested to allow direct access.	Amber
<b>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	No major new highways infrastructure required. Local improvements only. Specific proposals and locations will need to be assessed on their own merits.	Green
15	Sawbridgeworth South-West (A)	Development above 500 dwellings likely to require a Sawbridgeworth bypass. Larger developments could result in congestion on A1184 through the town, congestion at the Harlow Mill roundabout and queuing at Harlow Town roundabout. Would also add to pressure on A1184 Bishop's Stortford bypass.	Red
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Development above 500 dwellings likely to require a Sawbridgeworth bypass. West of Sawbridgeworth is relatively inaccessible to primary routes. Larger developments could result in congestion on A1184 through the town, congestion at the Harlow Mill roundabout and queuing at Harlow Town roundabout. Would also add to pressure on	Red
	Sawbridgeworth West (B)		

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No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		A1184 Bishop's Stortford south-west distributor road.	
17	Sawbridgeworth North (A)	New bypass to the west of Sawbridgeworth likely to be required due to cumulative impacts on wider road network. Estate roads would connect directly to A1184. Contributions to upgrading A1184, which is already subject to peak congestion.	<b>Red</b>
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)	New bypass to the west of Sawbridgeworth likely to be required due to cumulative impacts on wider road network. Additional pressure on the level crossing, which is congested at peak times. Provision of either a new road bridge or pedestrian bridge may be required and viability would require further investigation.	<b>Red</b>
<b>Ware (Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	No major new highways infrastructure required. Local improvements only. Specific proposals and locations will need to be assessed on their own merits.	<b>Green</b>
19	Ware North (A)	Good connection to A10. Connections into Ware via High Oak Road, Musley Hill and Wadesmill Road (A1170) would be subject to strain for local car trips. Additionally, the option may have to provide for a northern spine road to access development to the east.  The impact of additional traffic on the town centre (which already suffers considerable congestion at peak times) would be significant and would need to be addressed.	<b>Amber</b>
	Ware North (B)		
20	Ware East (A)	Remote from A10, and substantial development in this area could therefore produce additional town centre congestion as traffic passes through the town. New relief road to north/east could provide access. There would need to be upgrades to the B1004 to Much Hadham and the town centre.	<b>Amber</b>
	Ware East (B)		
21	Ware South-East (A)	Crane Mead and Marsh Lane junctions with Viaduct Road would be subject to Transport Assessment should new development be served by these access points and could require significant upgrades, as appropriate.	<b>Amber</b>

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No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
	Ware South-East (B)	Potential to link with Marsh Lane or A1170 directly.	<b>Green</b>
22	Ware South-West	No new roads needed. Hoe Lane provides access north into town and south to A10, although Hoe Lane would need upgrading which may prove difficult due to narrow stretches with high banking in places. Cumulative impact on A10.	<b>Green</b>
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	No specific infrastructure required for this scale of development.	<b>Green</b>
24	Bayford	No specific infrastructure required for this scale of development.	<b>Green</b>
25	Benington	No specific infrastructure required for this scale of development.	<b>Green</b>
26	Birch Green	No specific infrastructure required for this scale of development.	<b>Green</b>
27	Braughing	No specific infrastructure required for this scale of development.	<b>Green</b>
28	Brickendon	No specific infrastructure required for this scale of development.	<b>Green</b>
29	Buckland	No specific infrastructure required for this scale of development.	<b>Green</b>
30	Cole Green	No specific infrastructure required for this scale of development.	<b>Green</b>
31	Colliers End	No specific infrastructure required for this scale of development.	<b>Green</b>
32	Cottered	No specific infrastructure required for this scale of development.	<b>Green</b>
33	Dane End	No specific infrastructure required for this scale of development.	<b>Green</b>
34	Datchworth	No specific infrastructure required for this scale of development.	<b>Green</b>
35	Furneux Pelham	No specific infrastructure required for this scale of development.	<b>Green</b>
36	Great Amwell	No specific infrastructure required for this scale of development.	<b>Green</b>
37	Hadham Ford	No specific infrastructure required for this scale of development.	<b>Green</b>
38	Hertford Heath	No specific infrastructure required for this scale of development.	<b>Green</b>
39	Hertingfordbury	No specific infrastructure required for this scale of development.	<b>Green</b>
40	High Cross	No specific infrastructure required for this scale of development.	<b>Green</b>
41	High Wych	No specific infrastructure required for this	<b>Green</b>

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No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		scale of development.	
42	Hunsdon	No specific infrastructure required for this scale of development.	Green
43	Letty Green	No specific infrastructure required for this scale of development.	Green
44	Little Hadham	No specific infrastructure required for this scale of development.	Green
45	Much Hadham	No specific infrastructure required for this scale of development.	Green
46	Puckeridge	No specific infrastructure required for this scale of development.	Green
47	Spellbrook	No specific infrastructure required for this scale of development.	Green
48	Standon	No specific infrastructure required for this scale of development.	Green
49	Stanstead Abbots & St Margarets	No specific infrastructure required for this scale of development.	Green
50	Stapleford	No specific infrastructure required for this scale of development.	Green
51	Tewin	No specific infrastructure required for this scale of development.	Green
52	Thundridge	No specific infrastructure required for this scale of development.	Green
53	Tonwell	No specific infrastructure required for this scale of development.	Green
54	Wadesmill	No specific infrastructure required for this scale of development.	Green
55	Walkern	No specific infrastructure required for this scale of development.	Green
56	Waterford	No specific infrastructure required for this scale of development.	Green
57	Watton-at-Stone	No specific infrastructure required for this scale of development.	Green
58	Westmill	No specific infrastructure required for this scale of development.	Green
59	Widford	No specific infrastructure required for this scale of development.	Green
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	Several potentially negative impacts. Impact on small roads in the Beane Valley. Route to A10 through Walkern/A507 would severely impact Walkern High Street, which already suffers from congestion. The site lies a long way from any major roads and would therefore need considerable road infrastructure. The developers propose a	Red

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No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		long spine road linking to A1(M) junction 8. However, junction 8 congestion already exists in the area around Lister Hospital and Sainsbury's supermarket. High accident rate within eastern part of Stevenage.	
61	East of Welwyn Garden City	Easy connection to A414 and possible connection into Welwyn Garden City via Black Fan Road (B195). Impact on A1(M)/A414 junction would need to be addressed through transport modelling if this option is taken further.	<b>Green</b>
62	North of Harlow (A)	Based on the <i>Harlow Infrastructure Strategy</i> (2010), this option would require an expensive link road to the M11 and funding sources are not immediately apparent. Careful design to internalise vehicle trip patterns within Harlow and prevent traffic outflow to the B180 (Hunsdon), B1004 (Much Hadham) and the minor roads south of Allen's Green would be essential to avoid severe congestion. Unclear how severe congestion could be avoided on the A1184 through Sawbridgeworth, but would be highly likely to involve considerable investment in upgraded infrastructure. If it is carried through to the next stage for further assessment this option would need transport modelling and more detailed consideration	<b>Red</b>
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	While individual junction solutions may be acceptable to allow access to the areas suggested, the cumulative impact of development in this broad location could have a major effect on the Amwell roundabout (which has already been identified as being in need of mitigation measures) and would require significant improvements in order that development would be acceptable. If this site is carried through to the next stage of assessment, transport modelling will be required to assess the cumulative impacts on the A10/A414.	<b>Amber</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	Some spare capacity on A10 north of Buntingford. Lack of sustainable transport would need to be addressed.	<b>Green</b>

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No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
65	A10 Corridor - Central	This is mainly dual carriageway. Recently improved south of A120. Spare capacity to be utilised at Wadesmill. Lack of sustainable transport provision and rat running through Puckeridge and Standon would need to be addressed. Hazardous sites at A10/A120 junction and A10/B1386 junction.	<b>Amber</b>
66	A120 Corridor	The A120 primary distributor is a single two lane carriageway with bends and runs through centre of two villages. The major congestion/delay point is Little Hadham where the narrow width of the road through the centre of the village necessitates signal controlled shuttle working as large vehicles cannot pass each other. There is difficult access from side roads. Development of this size would necessitate building Little Hadham bypass and dualling the entire road.	<b>Red</b>
67	A507 Corridor	Single carriageway rural road with numerous bends. Goes through the middle of Cottered. No direct access to A505 at northern end; would have to go through Baldock. This route is relatively free flowing, carrying largely local traffic although it can be used as an alternative route to the A1(M) towards London to access towns such as Hertford from Baldock/Letchworth via the A10. The road itself would need improvements to ease movement. Lack of sustainable transport provision is an issue.	<b>Amber</b>
68	A602 Corridor	A602 main distributor road runs as single two lane carriageway between Hertford and Stevenage. The road carries a mix of local traffic as well as longer distance trips off the A1(M) and A10. Steep gradient on A602 east of Watton-at-Stone. Likely to cause additional congestion in/approaches to Hertford and Stevenage.	<b>Amber</b>
9	Hunsdon Area	A414 is a dual carriageway with sections of 50mph. A414 Eastwick roundabout and Amwell roundabout are congestion issues which would need careful consideration. Impact on Sawbridgeworth A1184 (already congested) and the possible need for an M11 link road would need to be assessed through transport modelling.	<b>Amber</b>

## Draft Topic Assessments

### 6. Vehicular Access

#### Justification

“... developments should be located and designed where practical to: [inter alia]...

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians” (draft NPPF Paragraph 89).

#### Sources of information

- Hertfordshire County Council – the Highway Authority for Hertfordshire;
- Hertfordshire Highways – a public-private partnership between Hertfordshire County Council and two large engineering contractors. Responsible for all aspects of local highway work, from day-to-day repairs and refurbishing of worn out roads to investigating accident sites, it is also involved in enhancing the general road environment and implementation of Transport Plans.

#### Assessment Criteria

- **Existing access arrangements:** assessment of existing access point/s to area and potential to accommodate additional likely levels of vehicular movements in a manner meeting current highway standards that would enable connection to the existing road network;
- **Potential for additional access point/s:** whether any additional access point/s would be necessary and if so, whether they would be likely to accommodate additional likely levels of vehicular movements in a manner meeting current highway standards that would enable connection to the existing road network;
- **Other potential impediments:** e.g. cumulative effects of development; ‘land-locked’ areas requiring additional land to secure access; etc.

<b>Red</b>	Serious vehicular access impediments, which may not be surmountable
<b>Amber</b>	Some vehicular access issues, which could be surmountable
<b>Green</b>	Access option/s likely to be acceptable subject to meeting Highway Authority conditions.

A ‘green’ rating does not imply that no further consideration of access requirements would be necessary in the event that the site is eventually brought forward for development. Further negotiations with Hertfordshire County Council’s Highways Development Control Unit would be required.

A ‘red’ rating does not necessarily mean that a site is undevelopable, but that there are serious access issues that would need to be overcome to enable the area to come forward.

#### General Comments

Any options brought forward by applicants would be expected to be fully compliant with the requirements of Hertfordshire County Council’s Highways Development Control Unit in respect of appropriate vehicular access provision considered necessary to serve the site. In particular, the criteria contained in the HCC document ‘Roads in Hertfordshire’, 3<sup>rd</sup> edition, and the joint DfT/CLG documents Manual for Streets and Manual for Streets 2 would need to be fully taken into account.



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The **Primary Route Network** in East Herts comprises the A10, A120, A414 and A602. Direct access to new development sites from any of these roads would be contrary to Hertfordshire County Council's policy on new connections to primary routes, as this could lead to a detrimental impact on traffic using those routes accessing wider destinations. Therefore, such access arrangements would not normally be supported. However if, due to special circumstances, an exception is made to this policy then this should be achieved at a nil detriment to that traffic. Therefore, junctions may potentially be required to be grade separated. It should also be noted that there is a further concern that, depending on the mix of uses, development served directly from the Primary Route Network could attract amounts of externally generated trips (e.g. for employment or retail uses) and this issue would also need to be fully assessed in addition to general access proposals.

**Built Up Areas** – As proposals would need to be assessed on individual merits, all built up areas have been assigned an amber rating. In particular, the criteria contained in the HCC document 'Roads in Hertfordshire', 3<sup>rd</sup> edition, and the joint DfT/CLG documents Manual for Streets and Manual for Streets 2 would need to be fully taken into account, as applicable. However, where there are issues already known in specific locations that could affect this rating, then these have been detailed as appropriate.

**Villages** – Proposals for up to 10% development would not be likely to have a significant impact on the wider road network and therefore all villages have been assigned an initial green rating. However, there may be site specific safety issues either at a proposed access point or in the general vicinity which could change ratings from green to either amber or red, as appropriate. All proposals will be assessed on their individual merits. Where significant issues are already known, these are raised in the table below.

**New Settlements** – Due to the wide areas of search it is not possible to provide detailed assessments of vehicular access potential until a more detailed stage is reached. However, it is unlikely that the significant levels of development proposed would be able to be accommodated via existing access points because of the associated volume of vehicular movements and/or lack of existing infrastructure. Therefore, all potential new settlements have been assigned a red rating. In the event that these areas of search progress to a more detailed stage, then particular reference should be made to the text above regarding new points of access onto the primary route network.

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	See general comments relating to built up areas.	<b>Amber</b>
2	Bishop's Stortford North (A)	Access could potentially be achieved to some locations in the area via: <ul style="list-style-type: none"> <li>• A120 bypass</li> </ul>	<b>Amber</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<ul style="list-style-type: none"> <li>• Hadham Road</li> </ul> <p>Dane O'Coys Road is considered currently unsuitable for access to this development area due to the narrow nature of the road.</p> <p>See also general comments on Primary Route Network.</p> <p>N.B. Due to the above issues and the potential level of development that could be achieved in area 2 overall, the outcome of transport modelling will be crucial in determining both the impact of development on immediate and wider areas and in suggesting potential solutions to access impediments.</p>	
	Bishop's Stortford North (B)	<p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> <li>• A120 bypass</li> <li>• Rye Street</li> </ul> <p>Dane O'Coys Road, Foxdells Lane, Whitehall Lane, Whitehall Road, Barrells Down Road and Cricket Field Lane are considered currently unsuitable for access to this development due to the narrow nature of these roads.</p> <p>Also, while Rye Street could potentially provide an access point, this would involve crossing Bourne Brook to facilitate access to the majority of the area.</p> <p>See also general comments on Primary Route Network.</p> <p>N.B. Due to the above issues and the potential level of development that could be achieved in area 2 overall, the outcome of transport modelling will be crucial in determining both the impact of development on immediate and wider areas and in suggesting potential solutions to access impediments.</p>	<b>Red</b>
	Bishop's Stortford North (C)	<p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> <li>• A120 bypass</li> </ul>	<b>Amber</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<ul style="list-style-type: none"> <li>• Farnham Road</li> <li>• Rye Street</li> <li>• Hazel End Road</li> </ul> <p>See also general comments on Primary Route Network.</p> <p>N.B. Due to the above issues and the potential level of development that could be achieved in area 2 overall, the outcome of transport modelling will be crucial in determining both the impact of development on immediate and wider areas and in suggesting potential solutions to access impediments.</p>	
3	Bishop's Stortford East (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Haymeads Lane</li> <li>• Construction of two access roads off Manor Links, on land in ownership of Golf Course which was reserved for this purpose when Manor Links was developed. Both accesses have satisfactory geometry and sight lines</li> <li>• Beldams Lane</li> <li>• A1250 Dunmow Road</li> <li>• Existing access to football club</li> </ul>	<b>Amber</b>
	Bishop's Stortford East (B)	<p>There are historic problems at the Dunmow Road junction with Haymeads Lane, where severe congestion is experienced in peak hours. A significant amount of land in third party ownership would be required to achieve junction solutions, e.g. signals. Rat-running avoidance measures would also be required at Beldams Lane.</p>	
4	Bishop's Stortford South (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Whittington Way</li> <li>• St James Way (A1184)</li> <li>• London Road (B1383)</li> </ul> <p>Development in this location supported by the Highway Authority subject to significant improvements to bypass due to cumulative effect on wider road network.</p>	<b>Green</b>
	Bishop's Stortford South (B)	<p>Access from Pig Lane not supported by Highway Authority. Pig Lane is a minor road and would struggle to accommodate</p>	<b>Red</b>
	Bishop's Stortford		

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
	South (C)	<p>additional traffic.</p> <p>Access off Hallingbury Road not supported beyond a small amount of additional traffic. The Stort floodplain could also make engineering solutions difficult to achieve and would be expensive. The level crossing could require significant upgrades. Traffic generated by development would be required to be routed through the town centre.</p>	
<b>Buntingford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built Up Area	See general comments relating to built up areas.	<b>Amber</b>
6	Buntingford South and West (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• A507 Baldock Road</li> </ul> <p>Depending on scale of provision, upgrades to pedestrian and cycle access arrangements towards the town centre may be required.</p> <p>See also general comments on Primary Route Network.</p>	<b>Green</b>
	Buntingford South and West (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Baldock Road – HCC Highways favoured approach. While this access is associated with proposals to bring forward a small site, it could unlock a much wider area. However, this could have potential to become a ransom strip.</li> <li>• Longmead – while this access is associated with proposals to bring forward a small site, it could unlock a much wider area. However, this could have potential to become a ransom strip.</li> <li>• Luynes Rise – carriageway at least 6m wide and would support bus penetration into the area.</li> </ul> <p>Direct access from A10 – approach not normally supported by Highway Authority so may not prove acceptable.</p> <p>A combination of any of Longmead and</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		Baldock Road and Luynes Rise as joint access points could potentially serve to support this area, which would be in excess of the maximum 300 dwellings usually served by a single point of access recommended by Highway Authority. If this can be achieved without use of the A10 as an entry point, then the categorisation rating could change to green.	
	Buntingford South and West (C)	<p>Access could potentially be achieved via: Preferred Highway Authority approach:</p> <ul style="list-style-type: none"> <li>• London Road – potentially to be linked with additional access</li> <li>• Via new development (Olvega Drive) already accessed off London Road</li> </ul> <p>Also for consideration: Aspenden Road – potential widening of Aspenden Road required and pavement/s to be added, which could change categorisation to amber for development using this access point.</p>	<b>Green</b>
7	Buntingford North (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Existing access to Ermine Street</li> </ul>	<b>Amber</b>
	Buntingford North (B)	<p>However, additional access points may be required from Ermine Street. It should also be noted that the cumulative effects of additional traffic on the town centre would need addressing in various locations and upgrade to junction on A10 may be required.</p>	
8	Buntingford North-East (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Vicarage Road</li> <li>• The Causeway</li> <li>• Wyddial Road</li> </ul>	<b>Green</b>
	Buntingford North-East (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• B1038 Hare Street Road</li> <li>• The Causeway</li> </ul>	<b>Green</b>
9	Buntingford East	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Owles Lane – single width carriageway would require upgrading</li> <li>• B1038 Hare Street Road;</li> <li>• Snells Mead</li> <li>• Existing access off A10 roundabout with London Road</li> </ul>	<b>Green</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	See general comments relating to built up areas.  For the Mead Lane area: Access could potentially be achieved via: Proposals contained in the Hertford and Ware UTP including new access road; emergency access across station frontage; and other provisions in the Mead Lane area.	<b>Amber</b>
11	Hertford West (A)	Access could potentially be achieved via: <ul style="list-style-type: none"> <li>• Welwyn Road (B1000)</li> </ul> Limited junction improvements necessary.	<b>Green</b>
	Hertford West (B)	Access could potentially be achieved via: <ul style="list-style-type: none"> <li>• Thieves Lane</li> <li>• Welwyn Road (B1000)</li> </ul> Limited junction improvements necessary.	<b>Green</b>
12	Hertford North (A)	Access could potentially be achieved via: <ul style="list-style-type: none"> <li>• A119</li> <li>• Goldings Lane</li> <li>• Existing private road serving Goldings</li> </ul> Possible junction improvements required.	<b>Green</b>
	Hertford North (B)	Access could potentially be achieved via: <ul style="list-style-type: none"> <li>• A119</li> <li>• Other minor roads in the area</li> <li>• Sacombe Road (where there is no alternative access point other than from this road).</li> </ul> Local junction and road improvement works would be necessary.	<b>Green</b>
	Hertford North (C)	Access could potentially be achieved via: <ul style="list-style-type: none"> <li>• Wadesmill Road (B158) (preferred access point)</li> <li>• Sacombe Road (where there is no alternative access point other than from this road)</li> </ul> Local junction and road improvement works would be necessary.	<b>Green</b>
13	Hertford South (A)	Access could potentially be achieved via: <ul style="list-style-type: none"> <li>• B158 Lower Hatfield Road</li> </ul>	<b>Green</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
	Hertford South (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Brickendon Lane</li> </ul> <p>Significant investment would be required in the road network which would detrimentally alter the character of the local area. The accommodation of additional traffic would be an issue. Junction improvements would also be required at Hornsmill Road.</p>	<b>Red</b>
	Hertford South (C)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Mangrove Road</li> <li>• London Road (B1197)</li> </ul> <p>Improvements to local roads (especially Mangrove Road) would be required to accommodate additional traffic levels.</p>	<b>Amber</b>
	Hertford South (D)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Downfield Road</li> <li>• London Road (B1197)</li> <li>• Stanstead Road (B1502)</li> </ul> <p>Access to Stanstead Road would be subject to junction improvements.</p>	<b>Amber</b>
<b>Sawbridgeworth</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	See general comments relating to built up areas.	<b>Amber</b>
15	Sawbridgeworth South-West (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• High Wych Road</li> <li>• Wychford Drive</li> <li>• Chaseways</li> <li>• Redricks Lane</li> </ul> <p>Improvements to the A1184/High Wych Road and A1184/Redricks Lane junctions may be required, which has existing peak time capacity issues that would be exacerbated by further development.</p>	<b>Amber</b>
	Sawbridgeworth South-West (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Harlow Road (A1184)</li> <li>• Redricks Lane</li> <li>• High Wych Road</li> </ul> <p>Improvements to the A1184/High Wych Road and A1184/Redricks Lane junctions may be required, which has existing peak time capacity issues that would be</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		exacerbated by further development.	
16	Sawbridgeworth West (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• New bypass to the west of Sawbridgeworth*</li> <li>• West Road</li> </ul> <p>Junction improvements to the A1184/West Road may be required, which has existing peak time capacity issues that would be exacerbated by further development. Effect of impact on wider network to be assessed.</p> <p>*See Highways Infrastructure Assessment for further details.</p>	<b>Amber</b>
	Sawbridgeworth West (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• New bypass to the west of Sawbridgeworth*</li> <li>• West Road</li> <li>• High Wych Road</li> </ul> <p>Junction improvements to the A1184/High Wych Road and A1184/West Road may be required, which has existing peak time capacity issues that would be exacerbated by further development. Effect of impact on wider network to be assessed.</p> <p>*See Highways Infrastructure Assessment for further details.</p>	<b>Amber</b>
17	Sawbridgeworth North (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• New access directly from Cambridge Road (A1184)</li> </ul> <p>A1184 has existing peak time capacity issues that would be exacerbated by further development. Effect of impact on wider network to be assessed.</p>	<b>Amber</b>
	Sawbridgeworth North (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• New access directly from Cambridge Road (A1184)</li> </ul> <p>A1184 has existing peak time capacity issues that would be exacerbated by further development. Effect of impact on wider network to be assessed.</p>	<b>Amber</b>
	Sawbridgeworth North (C)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Hallingbury Road</li> </ul>	<b>Green</b>



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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<ul style="list-style-type: none"> <li>• Station Road/Sawbridgeworth Road</li> </ul>	
<b>Ware</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	See general comments relating to built up areas.	<b>Amber</b>
19	Ware North (A)	For area off of Quincey Road: <ul style="list-style-type: none"> <li>• Quincey Road</li> <li>• A1170</li> </ul>	<b>Green</b>
	Ware North (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• A1170</li> <li>• Fanhams Hall Road</li> <li>• High Oak Road</li> <li>• New relief road to north/east of town*</li> </ul> <p>However, the impact of additional traffic on the town centre (which already suffers considerable congestion at peak times) would be significant and would need to be addressed.</p> <p>*See Highways Infrastructure Assessment for further details. Also, see 20 Ware East (A) and (B).</p>	<b>Amber</b>
20	Ware East (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Widbury Hill (B1004)</li> <li>• Fanhams Hall Road</li> <li>• New relief road linking both east and north areas*</li> </ul> <p>However, capacity of existing junctions insufficient to cope with amount of traffic generated. Could potentially be acceptable if linked with North of Ware and construction of new road accessing A1170.</p> <p>Also, the impact of additional traffic on the town centre (which already suffers considerable congestion at peak times) would be significant and would need to be addressed.</p> <p>*See Highways Infrastructure Assessment for further details. Also, see 19 Ware North (B) and 20 Ware East (B).</p>	<b>Red</b>
	Ware East (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Widbury Hill (B1004)</li> <li>• New relief road linking both east and</li> </ul>	<b>Red</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<p>north areas*</p> <p>However, capacity of existing junctions insufficient to cope with amount of traffic generated. Could potentially be acceptable if linked with North of Ware and construction of new road accessing A1170.</p> <p>Also, the impact of additional traffic on the town centre (which already suffers considerable congestion at peak times) would be significant and would need to be addressed.</p> <p>*See Highways Infrastructure Assessment for further details. Also, see 19 Ware North (B) and 20 Ware East (A).</p>	
21	Ware South-East (A)	<p>Access could be achieved via:</p> <ul style="list-style-type: none"> <li>• Hollycross Road</li> </ul> <p>Junction improvements and additional pedestrian facilities required to Hollycross Road.</p> <p>N.B. Widbury Hill unsuitable for additional access points in this location and lack of pedestrian facilities.</p>	<b>Green</b>
	Ware South-East (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• London Road (A1170)</li> <li>• Marsh Lane</li> <li>• Crane Mead</li> </ul>	<b>Green</b>
22	Ware South-West	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> <li>• Hoe Lane</li> <li>• Little Acres</li> <li>• Hertford Road</li> <li>• Warner Road</li> <li>• Amwell Hill (Great Amwell)</li> </ul> <p>Lower section of Hoe Lane (towards London Road (A119) is narrow with poor pedestrian access on northern side and little scope for improvement due to high banking on both sides. Junction improvements would be required to Stanstead Road (B1502). May be potential for linkages through to Hertford Road (A119).</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		Walnut Tree Walk would not be considered acceptable for access purposes; however, Amwell Hill (Great Amwell) could be utilised to access land to the east of the area of search via the construction of new access junctions.	
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	See general comments relating to villages.	<b>Green</b>
24	Bayford	See general comments relating to villages.	<b>Green</b>
25	Benington	See general comments relating to villages.	<b>Green</b>
26	Birch Green	See general comments relating to villages.  N.B. Access should be achieved onto the wider road network via The Old Coach Road (old A414) with no new direct access onto A414.	<b>Green</b>
27	Braughing	See general comments relating to villages.	<b>Green</b>
28	Brickendon	See general comments relating to villages.	<b>Green</b>
29	Buckland	See general comments relating to villages.	<b>Green</b>
30	Cole Green	See general comments relating to villages. N.B. Access should be achieved onto the wider road network via The Old Coach Road (old A414) with no new direct access onto A414.	<b>Green</b>
31	Colliers End	See general comments relating to villages.	<b>Green</b>
32	Cottered	See general comments relating to villages.	<b>Green</b>
33	Dane End	See general comments relating to villages.	<b>Green</b>
34	Datchworth	See general comments relating to villages.	<b>Green</b>
35	Furneux Pelham	See general comments relating to villages.	<b>Green</b>
36	Great Amwell	See general comments relating to villages.	<b>Green</b>
37	Hadham Ford	See general comments relating to villages.	<b>Green</b>
38	Hertford Heath	See general comments relating to villages.	<b>Green</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
39	Hertingfordbury	See general comments relating to villages.  N.B. Access to the west should be achieved onto the wider road network via The Old Coach Road (old A414) with no new direct access onto A414.	<b>Green</b>
40	High Cross	See general comments relating to villages.  N.B. Whilst North Drive could be improved to accommodate further development, the junction with the former A10 (Ermine Street) would preclude this. Visibility is poor and existing accesses to the garage and private residences already exist right on the junction.	<b>Green</b>
41	High Wych	See general comments relating to villages.	<b>Green</b>
42	Hunsdon	See general comments relating to villages.	<b>Green</b>
43	Letty Green	See general comments relating to villages.	<b>Green</b>
44	Little Hadham	See general comments relating to villages.	<b>Green</b>
45	Much Hadham	See general comments relating to villages.	<b>Green</b>
46	Puckeridge	See general comments relating to villages.	<b>Green</b>
47	Spellbrook	See general comments relating to villages.	<b>Green</b>
48	Standon	See general comments relating to villages.	<b>Green</b>
49	Stanstead Abbots & St Margarets	See general comments relating to villages.  N.B. While the capacity of the road network to accommodate future development would be acceptable, technical solutions would be required to enable access to be achieved in certain locations, particularly in respect of Kitten Hill.	<b>Green</b>
50	Stapleford	See general comments relating to villages.	<b>Green</b>
51	Tewin	See general comments relating to villages.	<b>Green</b>
52	Thundridge	See general comments relating to villages.	<b>Green</b>
53	Tonwell	See general comments relating to villages.	<b>Green</b>
54	Wadesmill	See general comments relating to villages.	<b>Green</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
55	Walkern	See general comments relating to villages.	<b>Green</b>
56	Waterford	See general comments relating to villages.	<b>Green</b>
57	Watton-at-Stone	See general comments relating to villages.	<b>Green</b>
58	Westmill	See general comments relating to villages.	<b>Green</b>
59	Widford	See general comments relating to villages.	<b>Green</b>
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	<p>Access could be achieved via:</p> <ul style="list-style-type: none"> <li>• Walkern Road</li> <li>• Gresley Way</li> <li>• Stevenage Road</li> </ul> <p>While some limited development could be acceptable served by Gresley Way, the local road infrastructure would be unable to accommodate the significant increase in traffic generated by the level of development proposed. Significant new highway infrastructure would be required, which would change the character of the local area.</p>	<b>Red</b>
61	East of Welwyn Garden City	<p>Access could be achieved via:</p> <ul style="list-style-type: none"> <li>• Black Fan Road</li> <li>• Cole Green Lane</li> <li>• The Old Coach Road (old A414) – with no new direct access onto A414.</li> </ul> <p>Local junction and road improvements would be necessary.</p>	<b>Green</b>
62	North of Harlow (A)	<p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> <li>• Acorn Street</li> <li>• A1187</li> <li>• B180</li> <li>• Other minor roads in the area</li> </ul> <p>However, the scale of development proposed would not be able to be accommodated by minor access proposals and a much wider, comprehensively planned, scheme involving significant new infrastructure would be required to mitigate</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
	North of Harlow (B)	<p>the cumulative traffic impacts.</p> <p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> <li>• A414</li> <li>• High Wych Road</li> <li>• B180</li> <li>• Church Lane</li> <li>• Eastwick Road</li> <li>• Eastwick Hall Lane</li> <li>• Other minor roads in the area</li> </ul> <p>However, the scale of development proposed would not be able to be accommodated by minor access proposals and a much wider, comprehensively planned, scheme involving significant new infrastructure would be required to mitigate the cumulative traffic impacts.</p>	<b>Red</b>
	North of Harlow (C)	<p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> <li>• A414</li> <li>• Redricks Lane</li> <li>• High Wych Road</li> <li>• From Harlow via new bridge from River Way across the Stort</li> <li>• Eastwick Road</li> <li>• Fifth Avenue</li> <li>• Burnt Mill Lane</li> <li>• Other minor roads in the area</li> </ul> <p>However, the scale of development proposed would not be able to be accommodated by minor access proposals and a much wider, comprehensively planned, scheme involving significant new infrastructure would be required to mitigate the cumulative traffic impacts.</p>	<b>Red</b>
63	North of Hoddesdon	<p>Access could be achieved via:</p> <p>For area south west of A414 (from roundabout towards Harlow):</p> <ul style="list-style-type: none"> <li>• A1170 Ware Road</li> <li>• Hoddesdon Road</li> </ul> <p>For area east of A1170 Ware Road:</p> <ul style="list-style-type: none"> <li>• A1170 Ware Road</li> </ul>	<b>Amber</b>

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No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<p>For area west of A1170 Ware Road:</p> <ul style="list-style-type: none"> <li>• A1170 Ware Road</li> </ul> <p>While individual junction solutions may be acceptable to allow access to the areas suggested, the cumulative impact of development in this broad location could have a major effect on the Amwell roundabout (which has already been identified as being in need of mitigation measures) and would require significant improvements in order that development would be acceptable.</p>	
<p><b>New Settlements (Planning assumption of 5,000 dwellings)</b></p>			
64	A10 Corridor - North	To be assessed should proposals reach more detailed stage.	<b>Red</b>
65	A10 Corridor - Central	To be assessed should proposals reach more detailed stage.	<b>Red</b>
66	A120 Corridor	To be assessed should proposals reach more detailed stage.	<b>Red</b>
67	A507 Corridor	To be assessed should proposals reach more detailed stage.	<b>Red</b>
68	A602 Corridor	To be assessed should proposals reach more detailed stage.	<b>Red</b>
69	Hunsdon Area	To be assessed should proposals reach more detailed stage.	<b>Red</b>

## **7. Access to Bus Services**

### **Justification**

*“Planning policies and decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”. (draft NPPF Paragraph 19).*

### **Sources of information**

- Hertfordshire County Council Passenger Transport Unit
- Intalink website

### **Assessment Criteria**

- **Existing bus service provision:** assessment of bus service provision currently available in close proximity to area;
- **Effect on existing bus service provision:** whether any detrimental effect on existing service provision would be incurred;
- **Additional bus service provision:** likelihood of provision of long term commercially viable services to serve area.

<b>Red</b>	Areas with little or no access to existing bus services* and additional provision unlikely to prove commercially sustainable.
<b>Amber</b>	Areas with little or no access to existing bus services* but where opportunities may exist to provide good commercially sustainable services; and/or where issues exist that may detrimentally affect existing services and would require mitigation; and/or where route enhancements may be required; and/or frequency enhancements may be required.
<b>Green</b>	Areas with good access to existing bus services* and opportunities to link into/enhance existing provision.

A ‘green’ rating does not infer that no further consideration of the requirements for bus service provision would be necessary in the event that the area is eventually brought forward for development. Further negotiations with Hertfordshire County Council’s Passenger Transport Unit would be required.

A ‘red’ rating does not mean that an area is necessarily undevelopable, but that there are serious service provision issues that would need to be overcome to enable long term sustainable travel options to be made available to future residents.

\*The term ‘existing bus services’ includes both the provision of an adequate amount of bus stops to serve the area and a reasonable weekday frequency of service, including peak time provision, that would enable journeys to be made to a range of destinations (either directly or via links to other points that would facilitate wider travel options available).

### **General Comments**

Any options brought forward by applicants would be expected to be fully compliant with the requirements of Hertfordshire County Council’s Passenger Transport Unit in respect of appropriate bus provision considered necessary to serve the area. In



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particular, the criteria contained in the HCC document 'Passenger Transport in New Developments' should be fully taken into account.

All traffic light assessments have been made on the basis of the level of development described in the particular category heading. Should the levels of development proposed change in respect of these areas then the traffic light assessments may also be subject to change, as appropriate.

The term 'accessibility criteria' is used within the following assessment table. This refers to key distances from home to bus stop beyond which disabled people should not be required to walk. These criteria are utilised by Hertfordshire County Council's Passenger Transport Unit in service provision assessment and are derived from the DfT guidance 'Inclusive Mobility', December 2005.

The majority of bus services in Hertfordshire are run on a commercial basis by bus companies with Hertfordshire County Council subsidising approximately 30% of overall provision to help fill gaps in the commercial network. As the bus industry operates within a deregulated environment it is likely that some elements of service provision may have changed from the assessment below prior to final adoption of the LDF (District Plan).

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Access to Bus Services</b>	<b>Traffic Light</b>
<b>Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except for Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built Up Area	Close proximity to existing transport provision and would be able to enhance existing services. Services (5, 7, 7A, 10, 20, 62, 301, 308, 318, 351, 386, 510, 511, 741A, and 808) utilise the town centre and supply a good range of services to wide destinations amongst which include: Harlow, Saffron Walden, Stansted Airport, Chrishall, Anstey, Elmdon, Thaxted, Ware, Hertford, Puckeridge and Sawbridgeworth. However, proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	<b>Green</b>
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation and to ensure that no 'double' running is necessary. Good connections to existing road network plus priority measures are highly important.	<b>Amber</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
3	Bishop's Stortford East (A)	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation and to ensure that no 'double' running is necessary. Good connections to existing road network plus priority measures are highly important. Existing services (5, 7, 7A, 301, 308, 318, 700, 744, 808) serve the area and wider destinations via: Beldams Lane, Dunmow Road, Hallingbury Road and Haymeads Lane.	<b>Amber</b>
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	While potentially easy to integrate into existing bus provision, would be likely to require additional service provision. 20-30 minute commercial service (511) runs between Bishop's Stortford and Harlow stopping on London Road, with no late evening or Sunday service. The only service stopping on Whittington Way being the once daily term time school service (512).	<b>Amber</b>
	Bishop's Stortford South (B)	Likely to require bespoke bus service provision and ongoing bus subsidies. While 20-30 minute commercial service (511) runs between Bishop's Stortford and Harlow stopping on London Road (with no late evening or Sunday service) this would not serve the majority of the area due to separation caused by the railway. Existing service (5) runs hourly schedule between Saffron Walden and Bishop's Stortford Interchange along Hallingbury Road.	<b>Amber</b>
	Bishop's Stortford South (C)		
<p><b>Buntingford</b>  <b>(Planning assumption of at least 500 dwellings at each area of search)</b>  <i>It should be noted that all bus services which operate in Buntingford are tendered routes for HCC. No commercial routes operate.</i></p>			
5	Buntingford Built Up Area	Close proximity to existing transport provision and would be able to enhance existing services. Basic hourly service provision between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Also, 7 times daily service between Stevenage and Stansted Airport (700); and less frequent services to Stevenage (701), and Bishop's Stortford (386). Once weekly return services also operate to Sandon (25); Furneux Pelham (28); Cambridge (334); and Harlow (354).	<b>Green</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
6	Buntingford South and West (A)	Nearest bus stops are in the vicinity of Greenways on the other side of A10. Would be dependent upon the extent of development and is becoming remote from existing service provision. Services running past area along Baldock Road (A507) include those between Buntingford and Stevenage (701) twice daily; and between Stevenage and Stansted Airport (700) seven times daily, with evening and weekend provision, though currently there are no bus stops in this locational area. Depending on level of development, additional stopping facilities would be necessary.	<b>Amber</b>
	Buntingford South and West (B)	Will be dependent upon the extent of development and is becoming remote from existing service provision. Careful layout will be necessary.	<b>Amber</b>
	Buntingford South and West (C)	Will be dependent upon the extent of development and is becoming remote from existing service provision. While some additional services have been introduced in the vicinity of London Road recently (between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service; seven times daily service between Stevenage and Stansted Airport (700); and less frequent services to Stevenage (701), funding for these route additions is currently only assured in the short term & long term is not guaranteed. Careful layout will be necessary.	<b>Amber</b>
7	Buntingford North (A)	The north is likely to fall completely outside accessibility criteria and will require diversions and service enhancements. It is likely in the long term to be unsustainable.	<b>Red</b>
	Buntingford North (B)		
8	Buntingford North-East (A)	Would be dependent upon the extent of development. Some parts in fairly close proximity to existing transport provision in the High Street (Market Hill area). Basic hourly service provision between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Also, less regular services: between Stevenage and Stansted Airport (700); Stevenage (701); and Bishop's Stortford (386). Once weekly return services also operate to	<b>Amber</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		Sandon (25); Furneux Pelham (28); Cambridge (334); and Harlow (354). However, northern extremities are becoming remote from existing service provision.	
	Buntingford North-East (B)	In close proximity to existing transport provision in Hare Street Road and further away in the High Street (Market Hill area). Would be able to enhance existing services. Basic hourly service provision between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Also, less regular services: between Stevenage and Stansted Airport (700); Stevenage (701); and Bishop's Stortford (386). Once weekly return services also operate to Sandon (25); Furneux Pelham (28); Cambridge (334); and Harlow (354).	<b>Green</b>
9	Buntingford East	The east is in close proximity to existing transport provision in Hare Street Road and High Street/Station Road/London Road. Would be able to enhance existing services. Basic hourly service provision between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Also, less regular services: between Stevenage and Stansted Airport (700); Stevenage (701); and Bishop's Stortford (386). Once weekly return services also operate to Sandon (25); Furneux Pelham (28); Cambridge (334); and Harlow (354).	<b>Green</b>
<b>Hertford (Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	Close proximity to existing transport provision and would be able to enhance existing services. Services (308, 310, 310A, 311, 331, 333, 341, 351, 379, 383, 384, 388, 390, 395, 396, 524, 724, 725, 767, C3, C4, H1, H3, H4, M3, M4) utilise the town centre and supply a good range of services to wide destinations amongst which include: Cuffley; Waltham Cross A10 corridor; Welwyn Garden City; villages along old A414 corridor; Royston; Buntingford; Puckeridge; Hatfield; Hunsdon; Standon; Stevenage; Harlow; St Albans; Heathrow; Stanstead Airport; Luton Airport; Milton Keynes; Leicester; Nottingham;	<b>Green</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		<p>Watford; and other local Hertford and Ware locations. However, proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.</p> <p>Mead Lane area: While there is a bus stop located on Mill Road and the town centre bus station is under 400m walking distance from Hertford East Station, there is no direct bus penetration into the Mead Lane area itself. The Hertford and Ware Urban Transport Plan and the draft Mead Lane Urban Design Framework both detail the need for bus provision in the area, including a limited passenger transport interchange area and a route to serve the wider employment area. While the overall level of passenger transport provision in the central area of town would warrant a green rating, it should be noted that an amber rating is appropriate for this specific location in recognition of the passenger transport requirements in the area.</p>	
11	<p>Hertford West (A)</p> <hr/> <p>Hertford West (B)</p>	<p>The area to the west of the existing settlement is most likely to have potential to extend existing commercial bus service provision to/from town centre. Existing routes between Welwyn Garden City and Hertford (also Ware term time school provision) (388); and Harlow and Heathrow Airport (724/725) operate through area with other regular services stopping in the nearby Sele Farm area (310, 311, 388, 395, 396, H3, H4) which serve Waltham Cross A10 corridor, Welwyn Garden City and villages along old A414 corridor, and other local Hertford and Ware locations. R66 and R88 services also offer once daily return journeys to all secondary schools in Hertford (calling in order at Sele, Richard Hale and Simon Balle) and to Presdales School in Ware from Bragbury End and Datchworth, respectively, during term time only.</p>	<b>Green</b>
12	Hertford North (A)	In the Waterford area, basic service provision operates between	<b>Amber</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		Stevenage/Hertford (extending to Ware for term time school provision) (390) along North Road (Hertford) at hourly frequency. HCC contracted service. No evening or Sunday provision. However, western extremities are becoming remote from existing service provision.	
	Hertford North (B)	In the Bengo area, development is likely to access highly congested roads to/from town centre. Existing bus service which also serves Hertford Pinehurst/Foxholes via town centre (333) is contracted and any increase in congestion is likely to have a significant impact on provision and reliability. In the Waterford/Molewood area, basic service provision operates between Stevenage/Hertford (Ware term time school provision) (390) along North Road (Hertford) at hourly frequency. HCC contracted service. No evening or Sunday provision.	<b>Amber</b>
	Hertford North (C)		
13	Hertford South (A)	Along Lower Hatfield Road a basic hourly service operates between Hatfield and Ware Station (341). HCC contracted provision. Likely to require diversion plus increase in frequency. Limited Saturday and evening provision with no Sunday provision at present.	<b>Amber</b>
	Hertford South (B)	A single, three times daily service, between Hertford/Little Berkhamsted/Cuffley operates along Brickendon Lane (308/380) with no peak, late afternoon, evening or Sunday service. Development locations are likely to be remote from transport provision and are also likely to require additional subsidised routes as would be unlikely to reach such critical mass to become commercially viable.	<b>Red</b>
	Hertford South (C)	R66 and R88 services offer once daily return journeys to all secondary schools in Hertford (calling in order at Sele, Richard Hale and Simon Balle) and to Presdales School in Ware from Bragbury End and Datchworth, respectively, during term time only. No other services operate in the Mangrove Road area. Locations are likely to be remote from transport provision and are likely to require additional subsidised	<b>Red</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		<p>routes as would be unlikely to reach such critical mass to become commercially viable.</p> <p>Through Hertford Heath there is one main route operational between Harlow, Hertford and Brookfield Centre, Waltham Cross (C3) half hourly. HCC contracted service with no evening or Sunday provision. Likely to require additional increase in frequencies to support further development in the area. Development located close to the existing C3 route could result in an amber traffic light assignment.</p>	<b>Red</b>
	Hertford South (D)	<p>No service currently operates on Stanstead Road (B1502) which would be likely to require additional subsidised routes as would be unlikely to reach such critical mass to become commercially viable.</p> <p>Through Hertford Heath there is one main route operational between Harlow, Hertford and Brookfield Centre, Waltham Cross (C3) half hourly. HCC contracted service with no evening or Sunday provision. Likely to require additional increase in frequencies to support further development in the area. Development located close to the existing C3 route could result in an amber traffic light assignment.</p>	
<b>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	<p>Close proximity to existing transport provision and would be able to enhance existing services. Services operate between destinations such as Harlow and Hatfield Broad Oak three times daily (347); three times hourly service between Stansted Airport and Harlow (510); three times hourly service between Harlow and Thorley Park (511); and London (744) once daily weekdays. However, proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.</p>	<b>Green</b>
15	Sawbridgeworth South-West (A) Sawbridgeworth	<p>While areas close to High Wych Road and Harlow Road (A1184) would be close to services which serve destinations such as</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
	South-West (B)	Harlow and Hatfield Broad Oak three times daily (347); three times hourly service between Stansted Airport and Harlow (510); three times hourly service between Harlow and Thorley Park (511); and London (744) once daily weekdays, large parts of the area could be remote from locations currently serviced and likely to fall outside of accessibility criteria. Traffic light assessment could change to red in respect of these areas depending on location.	
16	Sawbridgeworth West (A)	No services currently stop in West Road although, depending on pedestrian links, stops on A1184 could be utilised. Overall, not ideal in terms of access to sustainable transport provision and would need to be carefully planned to ensure accessibility criteria are met. Location may fall outside of accessibility criteria and proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	<b>Amber</b>
	Sawbridgeworth West (B)	While areas close to High Wych Road and Harlow Road (A1184) would be close to services which serve destinations such as Harlow and Hatfield Broad Oak three times daily (347), no services currently stop in West Road although, depending on pedestrian links, stops on A1184 could be utilised. Overall, not ideal in terms of access to sustainable transport provision and would need to be carefully planned to ensure accessibility criteria are met. Location may fall outside of accessibility criteria and proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	<b>Amber</b>
17	Sawbridgeworth North (A)	While areas close to Cambridge Road (A1184) would be close to services which serve destinations such as Stansted Airport and Harlow (510) three times hourly service; between Harlow and Thorley Park (511) three times hourly service; and London (744) once daily weekdays, large parts of the area could be remote from locations currently serviced and likely to fall outside of accessibility criteria. Traffic light assessment could change to red in respect	<b>Amber</b>



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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
	Sawbridgeworth North (B)	<p>of these areas depending on location.</p> <p>While areas close to Cambridge Road (A1184) would be close to services which serve destinations such as Stansted Airport and Harlow (510) three times hourly service; between Harlow and Thorley Park (511) three times hourly service; and London (744) once daily weekdays, large parts of the area could be remote from area currently serviced and likely to fall outside of accessibility criteria.</p> <p>For area off Station Road in vicinity of station, service 347 offers 3 times daily off peak service between Hatfield Broad Oak and Harlow. Service may need enhancement depending on level of development. However, large parts of the area could be remote from area currently serviced and likely to fall outside of accessibility criteria to provide more frequent services and to wider destinations.</p> <p>Traffic light assessment could change to red in respect of these areas depending on location.</p>	<b>Amber</b>
	Sawbridgeworth North (C)	<p>Service 347 offers 3 times daily off peak service between Hatfield Broad Oak and Harlow. Service may need enhancement depending on level of development. However, large parts of the area are likely to be remote from sustainable transport provision and are also likely to require additional subsidised routes as would be unlikely to reach such critical mass to become commercially viable.</p>	<b>Red</b>
<p><b>Ware</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b></p>			
18	Ware Built Up Area	<p>Close proximity to existing transport provision and would be able to enhance existing services. Services (310, 310A, 311, 331, 341, 351, 383, 384, 390, 395, 524, 724, 725, C4, M1, M2, M3, M4, M5) utilise town centre and serve wide range of destinations such as A10 corridor to Waltham Cross, A10 corridor to Royston, Hatfield, Bishop's Stortford, Stevenage, Hertford, Harlow, Heathrow Airport, and</p>	<b>Green</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		other local Hertford and Ware locations; however, proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	
19	Ware North (A)	Good access to bus services. Existing provision in Quincey Road includes services to and from the railway station (M1) three times early am and four times early evenings on weekdays only; and between Stevenage and Hertford (383/384), seven times daily with no evening or Sunday provision. Additionally, basic hourly service provision along old A10/Wadesmill Road (A1170) between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Additional service provision may be necessary.	<b>Green</b>
	Ware North (B)	Good access to bus services as development could be arranged around the main north/south corridor. Current basic hourly service provision along old A10/Wadesmill Road (A1170) between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Existing bus services are contracted and would have greater opportunity to strengthen these. Large parts of the area could be remote from area currently serviced. Additional service provision likely to be necessary.	<b>Amber</b>
20	Ware East (A) Ware East (B)	This location is remote from the town centre and existing transport provision. Only a six times daily (generally a commuter/school service (M3/M4)) currently operates in this general area, along Widbury Hill between Hunsdon/Wareside and Ware, with one Saturday Hertford return service and no evening or Sunday provision. New route/diversion of existing route/s would be required to access the location and would require critical mass to become commercially viable.	<b>Red</b>
21	Ware South-East (A)	The location is becoming remote from the town centre and has poor links to existing passenger transport access. Only a six times daily (generally a commuter/school	<b>Red</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		service (M3/M4)) currently operates in this general area, along Widbury Hill between Hunsdon/Wareside and Ware, with one Saturday Hertford return service and no evening or Sunday provision. New route/diversion of existing route/s would be required to access the location and would require critical mass to become commercially viable.	
	Ware South-East (B)	Services (310A, 311, 351, 524, 724, 725, C4) run along London Road accessing A10 corridor to Waltham Cross, Bishop's Stortford, Harlow, and Heathrow Airport. Possible diversion of local services may be required.	Green
22	Ware South-West	The location is remote from the town centre and has poor links to existing passenger transport access. R66 and R88 services offer an afternoon single trip to Bragbury End and Datchworth, respectively, calling en-route at Hertford and Welwyn Garden City, during term time only. Additional services would be necessary and probable on-going subsidy required.	Red
<b>Villages</b>			
<b>(Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	Hourly service (390) between Ware and Stevenage with no evening or Sunday service.	Green
24	Bayford	Three times daily service operates between Hertford and Cuffley, (308) with no peak, late afternoon, evening, or Sunday service.	Red
25	Benington	Five times daily service (384) operates between Stevenage and Hertford, with no evening or Sunday service. Probable on-going subsidy would be required to enhance service provision.	Amber
26	Birch Green	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no peak, late afternoon, evening, or Sunday service. Probable on-going subsidy would be required to enhance service provision. Three times a week service (380) operates between Hertford and Cuffley, with no evening or weekend service.	Red

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Access to Bus Services</b>	<b>Traffic Light</b>
27	Braughing	Nine times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service; and once weekly return service to Cambridge (334), stopping on the B1368. Additional once weekly return service to Bishop's Stortford (386) serving the main village.	<b>Green</b>
28	Brickendon	Three times daily service operates between Hertford and Cuffley (308), with no peak, late afternoon, evening, or Sunday service.	<b>Red</b>
29	Buckland	Seven times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service. Once weekly return circular service between Buntingford and Sandon (25); once weekly return service to Cambridge (334); and a once weekly return service to Bishop's Stortford (386).	<b>Green</b>
30	Cole Green	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no peak, late afternoon, evening, or Sunday service. Probable on-going subsidy would be required to enhance service provision.	<b>Red</b>
31	Colliers End	12 times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service.	<b>Green</b>
32	Cottered	Seven times daily service between Stevenage and Stansted Airport (700); and less frequent services to Stevenage (701). Once weekly return circular service between Buntingford and Sandon (25)	<b>Green</b>
33	Dane End	Five times daily service (384), between Stevenage and Hertford, operates with no evening or Sunday service. Probable on-going subsidy would be required to enhance service provision.	<b>Amber</b>
34	Datchworth	Located on main interurban bus corridor between Stevenage and Welwyn Garden City. Mainly commercial with little HCC support. Existing services to: Knebworth (379) twice daily, not Sundays, no peak service; and Watton-at-Stone (203) one off peak return journey Thursdays only. R88 service offers once daily return journeys to all secondary schools in Hertford (calling in	<b>Amber</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		order at Sele, Richard Hale and Simon Balle) and to Presdales School in Ware from Bragbury End and Datchworth, respectively, during term time only. Probable on-going subsidy would be required to enhance service provision.	
35	Furneux Pelham	Three times daily return service to Bishop's Stortford (20) with three outward and two return journeys on Saturdays. Also, once a week return service to Buntingford (28). No peak, evening or Sunday Services.	<b>Red</b>
36	Great Amwell	Main regular services operate via Amwell Hill including between: Waltham Cross, Ware and Hertford (310); Hertford and Harlow (524); Harlow and Heathrow Airport (724/725); and Hertford and Bishop's Stortford (351). Less frequent services between: Waltham Cross, Ware and Hertford (310A/311); Waltham Cross, Ware and Hertford (C4); and once daily return between Hatfield Business Park and Broxbourne (341). There is strong commercial activity in this area as well as HCC contracted services. Evenings and Sundays are mainly provided as HCC contracted provision. Area suffers from high levels of congestion and this affects operations in terms of cost and reliability. If development limited to this general location then designation could change to green. However, much of the area either faces on to B1502 Stanstead Road where there are currently no bus services along this route, or lies within areas remote from existing services. Additional service provision may be necessary to serve these areas.	<b>Amber</b>
37	Hadham Ford	Nine times daily return service (351) between Hertford and Bishop's Stortford; once weekly return service to Harlow (354); and twice daily weekdays return to Bishop's Stortford (once during school holidays with one outward and two return services on Saturdays (386). No evening or Sunday Services.	<b>Green</b>
38	Hertford Heath	One main route between Hertford and Broxbourne (C3). HCC contracted service with no evening or Sunday provision. Likely to require additional increase in frequencies	<b>Amber</b>

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		to support further development in the area.	
39	Hertingfordbury	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no peak, late afternoon, evening, or Sunday service. Probable on-going subsidy would be required to enhance service provision; and three times a week service (380) operates between Hertford and Cuffley with no evening or weekend service.	Red
40	High Cross	12 times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service.	Green
41	High Wych	Three times daily service between Hatfield Broad Oak and Harlow (347) with no peak, evening or Sunday Service.	Red
42	Hunsdon	Current provision includes services between: Hertford and Bishop's Stortford (351) roughly two hourly; Harlow and Waltham Cross (C3) hourly with no evening or Sunday provision; one return journey to Harlow (354) on Saturdays only; one return journey to Harlow (5) on Saturdays only; and one return journey (M3/M4) on Saturdays only to Ware and Hertford. No evening or Sunday provision.	Green
43	Letty Green	Three times a week service (380) operates between Hertford and Cuffley with no peak, evening or weekend service.	Red
44	Little Hadham	Nine times daily return service (351) between Hertford and Bishop's Stortford with evening and six returns on Saturdays (no Sunday service); Eight times daily service between Stevenage and Stansted Airport (700) with evening and weekend provision; Three times daily return service to Bishop's Stortford (20) with three outward and two return journeys on Saturdays (no Sunday service); three times daily return service between Bishop's Stortford and Standon (twice only during school holidays) (386); with no evening or weekend service; one return journey to Harlow (354) on Saturdays only.	Green
45	Much Hadham	Nine times daily return service (351) between Hertford and Bishop's Stortford with evening and six returns on Saturdays	Green

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		(no Sunday service); one return journey to Harlow (354) on Saturdays only; and one return journey to Harlow (5) on Saturdays only.	
46	Puckeridge	15 times daily return service (331) between Royston/Hertford, with limited Saturday service and no evening or Sunday Service. Also, less regular services: eight times daily service between Stevenage and Stansted Airport (700) with evening and weekend provision; Harlow, 1 return journey Saturdays only (354); Cambridge, 1 return journey Fridays only (334). Depending on location, could change to green if in fairly close proximity to existing services. Otherwise, additional service enhancements could be required.	<b>Amber</b>
47	Spellbrook	Approximately half hourly service (510) between Harlow and Stansted Airport with hourly service on Sundays; and roughly 20 mins service (511) between Harlow and Thorley Park with no Sunday Service.	<b>Green</b>
48	Standon	15 times daily return service (331) between Royston/Hertford, with limited Saturday service and no evening or Sunday Service. Also, less regular services: eight times daily service between Stevenage and Stansted Airport (700) with evening and weekend provision; Harlow, 1 return journey Saturdays only (354); Cambridge, 1 return journey Fridays only (334); Nottingham, Leicester, Milton Keynes; Luton (including airport) Hitchin; Stevenage; Hertford; Stansted Airport (767). Depending on location, could change to green if in fairly close proximity to existing services. Otherwise, additional service enhancements could be required.	<b>Amber</b>
49	Stanstead Abbots & St Margarets	Main routes operate along the High Street. Some commercial operation in existence but evenings and Sundays HCC contracted. Current provision to Stanstead Abbots includes services between: Harlow, Hertford and Brookfield Centre, Waltham Cross (C3) half hourly no evening or Sunday provision; Harlow, Hoddesdon, Broxbourne, Cheshunt, Brookfield Centre, Hammond Street (C3) half hourly no evening or	<b>Green</b>

### **Draft Topic Assessments**

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		Sunday provision; Hertford and Bishop's Stortford (351) approximately two hourly; Hertford and Harlow (524); Harlow to Broxbourne (323A). Other services operate in St Margarets, along Hoddesdon Road (via stop at St Mary's Church) including between Waltham Cross, Ware and Hertford (310); and between Waltham Cross, Ware and Hertford (C4) but are remote from areas to east of Stanstead Abbots. Evening provision may need enhancement.	
50	Stapleford	Hourly service between Ware and Stevenage (390) with two hourly service on Saturdays and no evening or Sunday Service.	<b>Green</b>
51	Tewin	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no peak, late afternoon, evening, or Sunday service. Probable on-going subsidy would be required to enhance service provision.	<b>Red</b>
52	Thundridge	12 times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service.	<b>Green</b>
53	Tonwell	Five times daily service (384); and two times daily service (383); operate between Stevenage and Hertford, with no evening or Sunday service.	<b>Green</b>
54	Wadesmill	12 times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service.	<b>Green</b>
55	Walkern	Five times daily return service, between Stevenage and Hertford (384), operates with no evening or Sunday service plus daily return service (701) between Buntingford and Stevenage. Probable on-going subsidy would be required to enhance service provision.	<b>Amber</b>
56	Waterford	Hourly service (390) between Ware and Stevenage with no evening or Sunday service.	<b>Green</b>
57	Watton-at-Stone	Services available between Ware/Stevenage hourly (390); Stevenage/Hertford twice daily, except Sundays (383); and Welwyn Garden City (203) one off peak return journey Thursdays	<b>Green</b>



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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		only. Probable on-going subsidy would be required to enhance service provision.	
58	Westmill	Five times daily return service (331) between Hertford and Royston stopping on A10, with limited Saturday service and no evening or Sunday Service. No direct service into village with the centre being a walking distance of over 700m away. Insufficient capacity of development to enable and/or require further investment.	Amber
59	Widford	Current provision includes services between: Hertford and Bishop's Stortford (351) approximately two hourly; one return journey to Harlow (354) on Saturdays only; one return journey to Harlow (5) on Saturdays only; and one return journey (M3/M4) on Saturdays only to Ware and Hertford. No evening or Sunday provision available.	Green
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	Likely to be incorporated into Stevenage network. Many commercial services and size should be sufficient to continue this provision. Approximate 10 to 15 minute frequency along Gresley Way (SB1), with evening and weekend provision. Current services along B1037 Stevenage Road include: Hertford (via Walkern) (384); and daily peak return service from Buntingford (701). New routes likely and should eventually become commercial. Some HCC subsidised evening and Sunday provision exists.	Amber
61	East of Welwyn Garden City	One existing route between Welwyn Garden City/Hertford (Ware term time school provision) (388). Limited early and pm peak provision. HCC contracted route. Saturday provision every 3 hours with no evening and/or Sunday provision. Likely to require significant enhancements. High level of investment and/or subsidy likely.	Amber
62	North of Harlow (A)	Limited services available. Will need to be linked into Harlow network. Provision of new routes and/or services likely.	Amber
	North of Harlow (B)		
	North of Harlow (C)		

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No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
63	North of Hoddesdon	Ware Road (A1170): existing route (310A) operates twice daily return service along Ware Road between Waltham Cross and Hertford and once daily return Hatfield Business Park and Broxbourne (341). No services currently stop within area. No evening and/or Sunday provision. Some HCC contracted services. Diversion of some routes likely with further enhancements required.	<b>Amber</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	<b>Amber</b>
65	A10 Corridor - Central	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	<b>Amber</b>
66	A120 Corridor	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	<b>Amber</b>
67	A507 Corridor	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	<b>Amber</b>
68	A602 Corridor	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	<b>Amber</b>
69	Hunsdon Area	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	<b>Amber</b>

**8. Access to Rail Services**

**Justification**

“Planning policies and decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable” (draft NPPF paragraph 19).

**Sources of information**

- Hertfordshire County Council Passenger Transport Unit
- National Rail Website – stations, services and facilities
- SwiftMap GIS

**Assessment Criteria**

- **Existing rail service provision:** assessment of rail service provision currently available in the settlement or in close proximity;
- **Existing bus service provision serving rail stations:** assessment of existing bus service provision between areas of search and rail stations to allow realistic peak time commuting journeys to be made;
- **Future provision:** where services do not currently exist, the likelihood of the level of development being sufficient to provide enhancements to bus services between areas of search and rail stations that would enable realistic peak time commuting journeys to be made.

<b>Red</b>	No rail station in settlement and/or little or no likelihood of nearest station/s being accessed by sustainable transport modes (i.e. 15 min bus journey) to enable realistic peak time commuting journeys to be made.
<b>Amber</b>	<p><u>Either:</u>            No rail station in settlement but good potential for nearest station/s to be accessed by sustainable transport modes (i.e. 15 min bus journey) to enable realistic peak time commuting journeys to be made;</p> <p><u>or</u>            Rail station in settlement, but central point of area of search beyond 1.6km distance from the station and no current bus provision serving station/s; however, level of development would be likely to support bus provision to nearest station/s to enable realistic peak time commuting journeys to be made (i.e. 15 min bus journey).</p>
<b>Green</b>	<p><u>Either:</u>            Rail station in settlement with central point of area of search within 1.6km distance from nearest station/s;</p> <p><u>or</u>            Rail station in settlement beyond 1.6km distance from central point of area of search to nearest station/s, but currently capable of being accessed by sustainable transport modes (i.e. within 15 min bus journey) to enable realistic peak time commuting journeys to be made;</p> <p><u>or</u>            no rail station in settlement but likelihood that nearest station/s</p>

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	currently capable of being accessed by sustainable transport modes (i.e. 15 min bus journey) to enable realistic peak time commuting journeys to be made.
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The assessment criteria are applied on a settlement basis linked to the ability to use sustainable transport options (walk/bus) to reach the nearest station/s. Sites closer to passenger transport facilities are regarded as being in more sustainable locations.

Distances have been calculated 'as the crow flies' based on GIS measured from station to the approximate centre of the locational area, except for the built up areas of town centres where stations are present, where the distance has been measured giving a range from any applicable station/s to the edge of the built up area. All measurements are included for illustrative purposes only to provide a context for area options in relation to proximity to rail availability.

The PPG13 Guide to Better Practice on 'Reducing the need to travel through land use and transport planning', DoE/DoT, 1996 states that "where distances exceed 1 mile (about 1.6km) only a small proportion of people will walk". This distance has therefore been utilised in terms of proximity to rail stations to establish a 'green' rating. In the absence of the availability of this distance to potential commuters, a secondary measure of access by bus has been applied. A journey time of 15 minutes by bus is therefore applied as a reasonable maximum period that people would be likely to be prepared to travel in achieving an onward connection to rail services. In terms of the likelihood of bus journeys becoming achievable via development in option areas to satisfy the 15 minute criterion, cross-reference should be made to the Assessment of Bus Services.

A 'green' rating does not infer that no further consideration of the requirements for rail service provision or inter-linkages with other sustainable transport modes would be necessary in the event that the area is eventually brought forward for development. Further negotiations with Hertfordshire County Council's Passenger Transport Unit would be required.

A 'red' rating does not mean that a site is necessarily undevelopable, but that there are serious service provision issues that would need to be overcome to enable long term sustainable travel options to be made available to future residents.

N.B. Issues relating to station and train capacity are considered separately in the Transport Strategic Overview.

### Stations included in the assessment and their facilities:

- **Bayford** (Great Northern Line – Hertford Loop to London Moorgate/Kings Cross) *0 covered and 0 uncovered cycle stands; bus services; 45 parking spaces; no taxi rank;*
- **Bishop's Stortford** (West Anglia Main Line to London Liverpool Street and Stansted Express) *179 cycle stands (covered); bus services (PlusBus); 605 parking spaces; taxi rank;*

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- **Harlow Town** (West Anglia Main Line to London Liverpool Street and Stansted Express) *80 cycle stands; bus services (PlusBus); 704 parking spaces; taxi rank;*
- **Harlow Mill** (West Anglia Main Line to London Liverpool Street and Stansted Express) *18 cycle stands; bus services (PlusBus); 29 parking spaces; no taxi rank;*
- **Hertford East** (West Anglia Main Line to London Liverpool Street) *30 covered cycle stands; bus services (PlusBus); 18 parking spaces; taxi rank;*
- **Hertford North** (Great Northern Line – Hertford Loop to London Moorgate/Kings Cross) *40 covered and 8 uncovered cycle stands; bus services (PlusBus); 123 parking spaces; taxi rank;*
- **Knebworth** (Great Northern Line to London Moorgate/Kings Cross and Mainline services) *16 covered cycle stands; bus services (PlusBus); 259 parking spaces; no taxi rank;*
- **Rye House** (West Anglia Main Line to London Liverpool Street) *8 covered cycle stands; bus services (PlusBus); 0 parking spaces; no taxi rank;*
- **St Margarets** (West Anglia Main Line to London Liverpool Street) *24 uncovered cycle stands; bus services (PlusBus); 39 parking spaces; taxi rank;*
- **Sawbridgeworth** (West Anglia Main Line to London Liverpool Street) *10 covered and 12 uncovered cycle stands; 52 parking spaces; no taxi rank;*
- **Stevenage** (Great Northern Line to London Moorgate/Kings Cross and Mainline services) *78 covered cycle stands; bus services (PlusBus); 490 parking spaces; taxi rank;*
- **Ware** (West Anglia Main Line to London Liverpool Street) *20 uncovered cycle stands; bus services (PlusBus); 99 parking spaces; taxi rank;*
- **Watton-at-Stone** (Great Northern Line – Hertford Loop to London Moorgate/Kings Cross) *3 uncovered cycle stands; bus services; 23 parking spaces; no taxi rank;*
- **Welwyn Garden City** (Great Northern Line to London Moorgate/Kings Cross and Mainline services) *20 covered and 218 uncovered cycle stands; bus services (PlusBus); 30 parking spaces; taxi rank;*
- **Welwyn North** (Great Northern Line to London Moorgate/Kings Cross and Mainline services) *16 covered cycle stands; bus services (PlusBus); 259 parking spaces; no taxi rank.*

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
<b>Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except for Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built Up Area	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance between 0km and 5.6km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
2	Bishop's Stortford North (A)	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 2.1km].</li> </ul> Level of development likely to support bus provision to the station to enable peak time commuting journeys to station to be made within 15 mins.	<b>Amber</b>
	Bishop's Stortford North (B)	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 1.9km].</li> </ul> Level of development likely to support bus provision to the station to enable peak time commuting journeys to station to be made within 15 mins.	<b>Amber</b>
	Bishop's Stortford North (C)	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 2.4km].</li> </ul> Level of development likely to support bus provision to the station to enable peak time commuting journeys to station to be made within 15 mins.	<b>Amber</b>
3	Bishop's Stortford East (A)	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 1.9km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
	Bishop's Stortford East (B)	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 1.7km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
4	Bishop's Stortford South (A)	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 2.1km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
	Bishop's Stortford South (B)	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 1.8km]</li> </ul>	<b>Green</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		Peak time bus journeys to station likely to be achievable within 15 mins.	
	Bishop's Stortford South (C)	Station located at: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 1.3km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 12.1km];</li> <li>• Stevenage [approx distance 13.8km];</li> <li>• Ware [approx distance 15.3km]; and</li> <li>• Bishop's Stortford [approx distance 15.5km].</li> </ul> Bus journeys over 15 mins.	<b>Red</b>
6	Buntingford South and West (A)	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 11.9km];</li> <li>• Stevenage [approx distance 13.0km];</li> <li>• Ware [approx distance 15.4km]; and</li> <li>• Bishop's Stortford [approx distance 16.1km].</li> </ul> Bus journeys over 15 mins.	<b>Red</b>
	Buntingford South and West (B)	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 12.5km];</li> <li>• Stevenage [approx distance 13.3km];</li> <li>• Ware [approx distance 14.8km]; and</li> <li>• Bishop's Stortford [approx distance 15.4km].</li> </ul> Bus journeys over 15 mins.	<b>Red</b>
	Buntingford South and West (C)	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 13.0km];</li> <li>• Stevenage [approx distance 13.8km];</li> <li>• Ware [approx distance 14.3km]; and</li> <li>• Bishop's Stortford [approx distance 14.5km].</li> </ul> Bus journeys over 15 mins.	<b>Red</b>
7	Buntingford North (A)	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 11.0km];</li> <li>• Stevenage [approx distance 13.6km];</li> <li>• Ware [approx distance 16.3km]; and</li> <li>• Bishop's Stortford [approx distance 16.4km].</li> </ul> Bus journeys over 15 mins.	<b>Red</b>
	Buntingford North (B)	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 10.9km];</li> </ul>	<b>Red</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> <li>• Stevenage [approx distance 14.0km];</li> <li>• Bishop's Stortford [approx distance 16.2km]; and</li> <li>• Ware [approx distance 16.3km].</li> </ul> Bus journeys over 15 mins.	
8	Buntingford North-East (A)	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 11.3km];</li> <li>• Stevenage [approx distance 14.4km];</li> <li>• Bishop's Stortford [approx distance 15.5km]; and</li> <li>• Ware [approx distance 16.0km].</li> </ul> Bus journeys over 15 mins.	Red
	Buntingford North-East (B)	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 11.7km];</li> <li>• Stevenage [approx distance 14.5km];</li> <li>• Bishop's Stortford [approx distance 15.1km]; and</li> <li>• Ware [approx distance 15.7km].</li> </ul> Bus journeys over 15 mins.	Red
9	Buntingford East	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Royston [approx distance 12.5km];</li> <li>• Stevenage [approx distance 14.4km];</li> <li>• Bishop's Stortford [approx distance 14.5km]; and</li> <li>• Ware [approx distance 15.0km].</li> </ul> Bus journeys over 15 mins.	Red
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	Stations located at: <ul style="list-style-type: none"> <li>• Hertford East [approx distance between 0km and 2.7km]; and</li> <li>• Hertford North [approx distance between 0km and 3.5km].</li> </ul> Peak time bus journeys likely to be achievable to at least one station within 15 mins.	Green
11	Hertford West (A)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford North [approx distance 1.5km];</li> <li>• Hertford East [approx distance 2.7km]; and</li> <li>• Welwyn North [approx distance 5.8km].</li> </ul> Peak time bus journeys likely to be achievable to at least one station within 15 mins.	Green
	Hertford West (B)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford North [approx distance 1.5km];</li> </ul>	Green



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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> <li>• Hertford East [approx distance 2.8km]; and</li> <li>• Welwyn North [approx distance 6.1km].</li> </ul> Peak time bus journeys likely to be achievable to at least one station within 15 mins.	
12	Hertford North (A)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford North [approx distance 2.0km]; and</li> <li>• Hertford East [approx distance 2.7km].</li> </ul> Peak time bus journeys likely to be achievable to at least one station within 15 mins.	<b>Green</b>
	Hertford North (B)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford North [approx distance 1.7km]; and</li> <li>• Hertford East [approx distance 2.1km].</li> </ul> Peak time bus journeys likely to be achievable to at least one station within 15 mins.	<b>Green</b>
	Hertford North (C)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford East [approx distance 1.7km]; and</li> <li>• Hertford North [approx distance 1.9km].</li> </ul> Peak time bus journeys likely to be achievable to at least one station within 15 mins.	<b>Green</b>
13	Hertford South (A)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford North [approx distance 2.2km];</li> <li>• Bayford [approx distance 2.4km];</li> <li>• Hertford East [approx distance 2.6km]; and</li> <li>• Ware [approx distance 5.4km].</li> </ul> No bus service available to Bayford or either of the Hertford stations. Peak time bus journeys to Ware Station over 15 mins.	<b>Red</b>
	Hertford South (B)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford East [approx distance 2.1km];</li> <li>• Hertford North [approx distance 2.1km]; and</li> <li>• Bayford [approx distance 2.6km].</li> </ul> No peak time bus service to station/s available and unlikely to increase.	<b>Red</b>
	Hertford South (C)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford East [approx distance 1.7km];</li> <li>• Hertford North [approx distance 2.5km]; and</li> </ul>	<b>Red</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> <li>• Bayford [approx distance 3.8km].</li> </ul> No peak time bus service to station/s available and unlikely to increase.	
	Hertford South (D)	Stations located at: <ul style="list-style-type: none"> <li>• Hertford East [approx distance 2.3km];</li> <li>• Hertford North [approx distance 3.8km];</li> <li>and</li> <li>• Bayford [approx distance 5.3km].</li> </ul> No peak time bus service to station/s available and unlikely to increase.	<b>Red</b>
<b>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	Stations located at: <ul style="list-style-type: none"> <li>• Sawbridgeworth [approx distance between 0.2km and 2.8km]; and</li> <li>• Harlow Mill [approx distance 2.5km].</li> </ul> No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	<b>Green</b>
15	Sawbridgeworth South-West (A)	Stations located at: <ul style="list-style-type: none"> <li>• Harlow Mill [approx distance 1.4km];</li> <li>and</li> <li>• Sawbridgeworth [approx distance 2.6km].</li> </ul> No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	<b>Green</b>
	Sawbridgeworth South-West (B)	Stations located at: <ul style="list-style-type: none"> <li>• Harlow Mill [approx distance 0.9km];</li> <li>and</li> <li>• Sawbridgeworth [approx distance 2.6km].</li> </ul> No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	<b>Green</b>
16	Sawbridgeworth West (A)	Stations located at: <ul style="list-style-type: none"> <li>• Sawbridgeworth [approx distance 1.4km]; and</li> </ul>	<b>Green</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> <li>• Harlow Mill [approx distance 3.3km].</li> </ul> No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	
	Sawbridgeworth West (B)	Stations located at: <ul style="list-style-type: none"> <li>• Sawbridgeworth [approx distance 1.6km]; and</li> <li>• Harlow Mill [approx distance 2.5km].</li> </ul> No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	<b>Green</b>
17	Sawbridgeworth North (A)	Stations located at: <ul style="list-style-type: none"> <li>• Sawbridgeworth [approx distance 1.4km]; and</li> <li>• Harlow Mill [approx distance 4.0km].</li> </ul> No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	<b>Green</b>
	Sawbridgeworth North (B)	Stations located at: <ul style="list-style-type: none"> <li>• Sawbridgeworth [approx distance 0.8km]; and</li> <li>• Harlow Mill [approx distance 3.8km].</li> </ul> Eastern section of area would be considerably more accessible to the station as it lies in very close proximity. No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	<b>Green</b>
	Sawbridgeworth North (C)	Stations located at: <ul style="list-style-type: none"> <li>• Sawbridgeworth [approx distance 0.4km]; and</li> <li>• Harlow Mill [approx distance 3.6km].</li> </ul> Station lies in very close proximity. No peak time bus service to stations available and unlikely to increase.	<b>Green</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
<b>Ware (Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	Station located at: <ul style="list-style-type: none"> <li>Ware [approx distance between 0km and 1.8km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
19	Ware North (A)	Station located at: <ul style="list-style-type: none"> <li>Ware [approx distance 1.9km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
	Ware North (B)	Station located at: <ul style="list-style-type: none"> <li>Ware [approx distance 1.7km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
20	Ware East (A)	Station located at: <ul style="list-style-type: none"> <li>Ware [approx distance 1.5km].</li> </ul> Peak time bus journeys to station may potentially not be available.	<b>Green</b>
	Ware East (B)	Station located at: <ul style="list-style-type: none"> <li>Ware [approx distance 1.3km].</li> </ul> Peak time bus journeys to station may potentially not be available from northern part of this area of search.	<b>Green</b>
21	Ware South-East (A)	Station located at: <ul style="list-style-type: none"> <li>Ware [approx distance 0.8km].</li> </ul> Peak time bus journeys to station may potentially not be available from southern part of this area of search.	<b>Green</b>
	Ware South-East (B)	Station located at: <ul style="list-style-type: none"> <li>Ware [approx distance 1.0km].</li> </ul> Peak time bus journeys to station likely to be achievable within 15 mins.	<b>Green</b>
22	Ware South-West	Station located at: <ul style="list-style-type: none"> <li>Ware [approx distance 0.9km].</li> </ul> Peak time bus journeys to station unlikely to be available.	<b>Green</b>
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>Knebworth [approx distance 3.4km];</li> <li>Stevenage [approx distance 4.1km];</li> <li>and</li> <li>Watton-at-Stone [approx distance 4.2km].</li> </ul> Peak time bus journeys to Stevenage	<b>Red</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		station over 15 mins. No peak time service to any other station.	
24	Bayford	Station located at: <ul style="list-style-type: none"> <li>• Bayford [approx distance 0.5km].</li> </ul> N.B. No peak time bus service to station available and unlikely to increase.	<b>Green</b>
25	Benington	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Watton-at-Stone [approx distance 4.6km]; and</li> <li>• Stevenage [approx distance 6.6km].</li> </ul> Bus journeys to Stevenage and Ware stations over 15 mins. No bus service to Watton-at-Stone.	<b>Red</b>
26	Birch Green	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Bayford [approx distance 3.9km];</li> <li>• Hertford North [approx distance 2.7km]; and</li> <li>• Hertford East [approx distance 3.9km].</li> <li>• <i>*Welwyn Garden City [approx distance 5.5km]; and</i></li> <li>• <i>*Welwyn North [approx distance 6.1km].</i></li> </ul> One peak time am bus (service 388) available to Hertford North; however, last return leaves station at 18:05. No bus service to either Hertford East or Bayford. ( <i>*N.B. Off-peak, in addition to Hertford North, 388 bus also serves Welwyn North and Welwyn Garden City stations over 15 min journey time).</i>	<b>Red</b>
27	Braughing	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 10.4km];</li> <li>• Ware [approx distance between 11.1km];</li> <li>• Stevenage [approx distance 16.2km]; and</li> <li>• Royston [approx distance 16.7km].</li> </ul> Peak time bus journeys to Royston and Ware stations over 15 mins. No peak time bus service to Bishop's Stortford station available and unlikely to increase. No bus service to Stevenage station.	<b>Red</b>
28	Brickendon	Station located at: <ul style="list-style-type: none"> <li>• Bayford [approx distance 0.8km].</li> </ul> N.B. No peak time bus service to station available and unlikely to increase.	<b>Green</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
29	Buckland	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Royston [approx distance 7.5km]</li> <li>• Stevenage [approx distance 15.6km];</li> <li>• Bishop's Stortford [approx distance 18.6km]; and</li> <li>• Ware [approx distance 19.7km].</li> </ul> <p>Peak time bus journeys to Royston and Ware stations over 15 mins. Only once weekly return service to Bishop's Stortford station over 15 mins. No bus service to Stevenage.</p>	<b>Red</b>
30	Cole Green	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Hertford North [approx distance 3.7km];</li> <li>• Bayford [approx distance 4.5km]; and</li> <li>• Hertford East [approx distance 5.0km].</li> <li>• <i>*Welwyn Garden City [approx distance 4.5km]; and</i></li> <li>• <i>*Welwyn North [approx distance 5.4km].</i></li> </ul> <p>One peak time am bus (service 388) available to Hertford North; however, last return leaves station at 18:05. No bus service to either Hertford East or Bayford. (<i>*N.B. Off-peak, in addition to Hertford North, 388 bus also serves Welwyn North and Welwyn Garden City stations over 15 min journey time).</i></p>	<b>Red</b>
31	Colliers End	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Ware [approx distance 6.8km];</li> <li>• Bishop's Stortford [approx distance 12.1 km]; and</li> <li>• Stevenage [approx distance 14.0km].</li> </ul> <p>Peak time bus journeys to Ware station likely to be achievable within 15 mins. No bus service to either Bishop's Stortford or Stevenage.</p>	<b>Green</b>
32	Cottered	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Stevenage [approx distance 10.0km]; and</li> <li>• Royston [approx distance 12.5km].</li> </ul> <p>Peak time bus journeys to Stevenage station over 15 mins. No bus service to Royston.</p>	<b>Red</b>
33	Dane End	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Watton-at-Stone [approx distance 4.4km];</li> <li>• Ware [approx distance 7.9km];</li> </ul>	<b>Red</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> <li>• Hertford North [approx distance 8.7km]; and</li> <li>• Stevenage [approx distance 10.3km].</li> </ul> Peak time bus journeys to Ware and Stevenage stations over 15 mins. No bus service to Hertford North or Watton-at-Stone.	
34	Datchworth	No rail provision. Nearest station: <ul style="list-style-type: none"> <li>• Knebworth [approx distance 2.6km];</li> <li>• Watton-at-Stone [approx distance 2.7km];</li> <li>• Welwyn North [approx distance 4.0km];</li> <li>• Stevenage [approx distance 6.4km]; and</li> <li>• Hertford North [approx distance 7.5km].</li> </ul> Single am peak time bus journey to Welwyn North and Hertford North stations exists; however, this is predominantly a schools' service with the return leg reaching Datchworth at 17:05 and both journeys over 15 mins. No peak time bus service to any other stations available and unlikely to increase.	Red
35	Furneux Pelham	No rail provision. Nearest station: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 9.1km].</li> </ul> No peak time bus service to station available and unlikely to increase.	Red
36	Great Amwell	No rail provision, but in close proximity to St Margarets and Ware. Nearest stations: <ul style="list-style-type: none"> <li>• St Margarets [approx distance 1.4km]; and</li> <li>• Ware [approx distance 1.8km].</li> </ul> Peak time bus journeys to both Ware and St Margarets stations likely to be achievable within 15 mins.	Green
37	Hadham Ford	No rail provision. Nearest station: <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 5.7km];</li> <li>• Ware [approx distance 10.9km]; and</li> <li>• St Margarets [approx distance 11.4km].</li> </ul> Peak time bus journeys to Bishop's Stortford, St Margarets and Ware stations over 15 mins.	Red

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
38	Hertford Heath	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Hertford East [approx distance 2.77km];</li> <li>• Ware [approx distance 2.9km]; and</li> <li>• Broxbourne [approx distance 4.6km].</li> </ul> <p>Remote location for sustainable links to stations. One bus service to Broxbourne Station exists; however, this only offers one am peak call and no return service after 17:39. No other peak time bus service to any other station available and unlikely to increase.</p>	<b>Red</b>
39	Hertingfordbury	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Bayford [approx distance 3.7km];</li> <li>• Hertford North [approx distance 1.4km]; and</li> <li>• Hertford East [approx distance 2.5km].</li> <li>• <i>*Welwyn Garden City [approx distance 6.7km]; and</i></li> <li>• <i>*Welwyn North [approx distance 6.9km].</i></li> </ul> <p>One peak time am bus (service 388) available to Hertford North; however, last return leaves station at 18:05. No bus service to either Hertford East or Bayford. (<i>*N.B. Off-peak, in addition to Hertford North, 388 bus also serves Welwyn North and Welwyn Garden City stations over 15 min journey time).</i></p>	<b>Red</b>
40	High Cross	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Ware [approx distance 4.6km]; and</li> <li>• Stevenage [approx distance 14.1km].</li> </ul> <p>Peak time bus journeys to Ware station likely to be achievable within 15 mins. No bus service to Stevenage.</p>	<b>Green</b>
41	High Wych	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Harlow Mill [approx distance 2.1km]</li> <li>• Sawbridgeworth [approx distance 2.7km]; and</li> <li>• Harlow Town [approx distance 3.6km].</li> </ul> <p>No peak time bus service to any station available and unlikely to increase.</p>	<b>Red</b>
42	Hunsdon	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Harlow Town [approx distance 4.2km];</li> <li>• St Margarets [approx distance 4.4km]</li> <li>• Ware [approx distance 5.7km]</li> <li>• Harlow Mill [approx distance 5.8km];</li> </ul>	<b>Green</b>



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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> <li>• Sawbridgeworth [approx distance 7.3km]; and</li> <li>• Bishop's Stortford [approx distance 9.9km].</li> </ul> <p>Peak time bus journeys to Harlow Town and St Margarets stations likely to be achievable within 15 mins. Bus journeys to Bishop's Stortford and Ware stations over 15 mins. No bus services to either Harlow Mill or Sawbridgeworth stations.</p>	<b>Green</b>
43	Letty Green	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Bayford [approx distance 3.7km];</li> <li>• Hertford North [approx distance 3.6km];</li> <li>• Hertford East [approx distance 4.7km];</li> <li>• Welwyn Garden City [approx distance 5.3km]; and</li> <li>• Welwyn North [approx distance 6.2km].</li> </ul> <p>No peak time bus service to stations available and unlikely to increase.</p>	<b>Red</b>
44	Little Hadham	<p>No rail provision. Nearest station:</p> <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 5.4km]</li> <li>• Ware [approx distance 12.0km]</li> <li>• St Margarets [approx distance 12.5km].</li> </ul> <p>Peak time bus journeys to Bishop's Stortford, St Margarets and Ware stations over 15 mins.</p>	<b>Red</b>
45	Much Hadham	<p>No rail provision. Nearest station:</p> <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 6.7km]</li> <li>• Ware [approx distance 8.3km]</li> <li>• St Margarets [approx distance 8.5km].</li> </ul> <p>Peak time bus journeys to Bishop's Stortford, St Margarets and Ware stations over 15 mins.</p>	<b>Red</b>
46	Puckeridge	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Ware [approx distance 9.5km];</li> <li>• Bishop's Stortford [approx distance 10.3km]; and</li> <li>• Stevenage [approx distance 15.6km].</li> </ul> <p>Peak time bus journeys to Bishop's Stortford, Stevenage and Ware stations over 15 mins.</p>	<b>Red</b>
47	Spellbrook	<p>No rail provision. Nearest station:</p> <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance between 3.2km].</li> </ul>	<b>Green</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		Peak time bus journeys to Bishop's Stortford station likely to be achievable within 15 mins.	
48	Standon	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Ware [approx distance 9.2km];</li> <li>• Bishop's Stortford [approx distance between 9.5km]; and</li> <li>• Stevenage [approx distance 16.4km].</li> </ul> Peak time bus journeys to Bishop's Stortford, Stevenage and Ware stations over 15 mins.	<b>Red</b>
49	Stanstead Abbots & St Margarets	<ul style="list-style-type: none"> <li>• St Margarets [approx distance between 0km &amp; 1.1km]</li> </ul>	<b>Green</b>
50	Stapleford	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Watton-at-Stone [approx distance 2.7km]; and</li> <li>• Hertford North [approx distance 4.1km].</li> </ul> Peak time bus journeys to Watton-at-Stone and Hertford North stations likely to be achievable within 15 mins.	<b>Green</b>
51	Tewin	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Welwyn North [approx distance 2.6km];</li> <li>• Welwyn Garden City [approx distance 3.8km]; and</li> <li>• Hertford North [approx distance 4.8km].</li> </ul> No peak time bus service to stations available and unlikely to increase.	<b>Red</b>
52	Thundridge	No rail provision. Nearest station: <ul style="list-style-type: none"> <li>• Ware [approx distance 3.0km].</li> </ul> Peak time bus journeys to Ware station likely to be achievable within 15 mins.	<b>Green</b>
53	Tonwell	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Ware [approx distance 4.1km];</li> <li>• Hertford East [approx distance 4.3km];</li> <li>• Watton-at Stone [approx distance 4.4km]; and</li> <li>• Hertford North [approx distance 4.7km].</li> </ul> Peak time bus journeys to Ware station likely to be achievable within 15 mins. Off peak time bus journeys to Watton-at-Stone station likely to be achievable within 15 mins. No bus service to either Hertford East or Hertford North stations.	<b>Green</b>
54	Wadesmill	No rail provision. Nearest station: <ul style="list-style-type: none"> <li>• Ware [approx distance 3.6km].</li> </ul> Peak time bus journeys to Ware station likely to be achievable within 15 mins.	<b>Green</b>

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Access to Rail Services</b>	<b>Traffic Light</b>
55	Walkern	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Stevenage [approx distance 5.8km]; and</li> <li>• Watton-at-Stone [approx distance 7.1km].</li> </ul> One outward and two return peak time bus journeys to Stevenage station likely to be achievable within 15 mins. No bus service to Watton-at-Stone station.	<b>Green</b>
56	Waterford	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Hertford North [approx distance 2.1km]; and</li> <li>• Watton-at-Stone [approx distance 4.7km].</li> </ul> Peak time bus journeys to Watton-at-Stone and Hertford North stations likely to be achievable within 15 mins.	<b>Green</b>
57	Watton-at-Stone	<ul style="list-style-type: none"> <li>• Watton-at-Stone [approx distance between 0km &amp; 1.0km].</li> </ul>	<b>Green</b>
58	Westmill	No rail provision. Nearest stations: <ul style="list-style-type: none"> <li>• Ware [approx distance 13.1km];</li> <li>• Stevenage [approx distance 13.7km];</li> <li>• Bishop's Stortford [approx distance 13.7km]; and</li> <li>• Royston [approx distance 14.3km].</li> </ul> No peak time bus service to stations available and unlikely to increase.	<b>Red</b>
59	Widford	No rail provision. Nearest station: <ul style="list-style-type: none"> <li>• Harlow Town [approx distance 5.3km];</li> <li>• St Margarets [approx distance 5.5km];</li> <li>• Ware [approx distance 6.2km];</li> <li>• Harlow Mill [approx distance 6.3km];</li> <li>• Sawbridgeworth [approx distance 7.1km]; and</li> <li>• Bishop's Stortford [approx distance 8.9km].</li> </ul> Peak time bus journeys to St Margarets station likely to be achievable within 15 mins.	<b>Green</b>
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	<ul style="list-style-type: none"> <li>• Stevenage [approx distance 4.1km].</li> </ul> Existing peak time bus service from Poplars/Chells Manor area (utilising Gresley Way) involves journey time to Stevenage station over 15 mins. Depending on level of development in this area, critical mass	<b>Amber</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		could be enough to extend services and allow improved journey times to the station.	
61	East of Welwyn Garden City	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Welwyn Garden City [approx distance 3.4km];</li> <li>• Welwyn North [approx distance 4.4km];</li> <li>• Hertford North [approx distance 4.5km];</li> <li>• Bayford [approx distance 5.6km]; and</li> <li>• Hertford East [approx distance 5.8km].</li> </ul> <p>While no bus service currently stops within the vicinity it is likely that additional stopping of the 388 service could result in peak time bus journeys to Hertford North station likely to be achievable within 15 mins.</p>	<b>Amber</b>
62	North of Harlow (A)	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Harlow Town [approx distance 3.4km];</li> <li>• Harlow Mill [approx distance 4.4km];</li> <li>and</li> <li>• Sawbridgeworth [approx distance 5.9km]</li> </ul> <p>Depending on area developed &amp; proximity to Harlow, could potentially have relatively close access. The majority of the area is currently remote in terms of passenger transport access. However, due to the size and development potential of the overall search area, bus services would be likely to operate to one or more stations to provide peak time bus journeys that would be likely to be achievable within 15 mins.</p>	<b>Amber</b>
	North of Harlow (B)	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Harlow Town [approx distance 1.4km]*;</li> <li>• Harlow Mill [approx distance 3.2km];</li> <li>and</li> <li>• Sawbridgeworth [approx distance 5.6km]</li> </ul> <p>Depending on area developed &amp; proximity to Harlow, could potentially have relatively close access. The majority of the area is currently remote in terms of passenger transport access. However, due to the size and development potential of the overall search area, bus services would be likely to operate to one or more stations to provide peak time bus journeys that would be likely to be achievable within 15 mins.</p> <p>*N.B. While station within 1.6km criterion,</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		rail line and river present physical barriers to access.	
	North of Harlow (C)	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Harlow Town [approx distance 0.5km]*;</li> <li>• Harlow Mill [approx distance 2.3km];</li> <li>and</li> <li>• Sawbridgeworth [approx distance 5.4km]</li> </ul> <p>Depending on area developed &amp; proximity to Harlow, could potentially have relatively close access. The majority of the area is currently remote in terms of passenger transport access. However, due to the size and development potential of the overall search area, bus services would be likely to operate to one or more stations to provide peak time bus journeys that would be likely to be achievable within 15 mins.</p> <p>*N.B. While station within 1.6km criterion, rail line and river present physical barriers to access.</p>	<b>Amber</b>
63	North of Hoddesdon	<p>No rail provision, but in close proximity to nearest station:</p> <ul style="list-style-type: none"> <li>• St Margarets [approx distance 1.0km]*;</li> <li>• Rye House [approx distance 2.0km];</li> <li>and</li> <li>• Broxbourne [approx distance 4.1km]</li> </ul> <p>While no bus service currently stops within the vicinity it is likely that additional stopping of the existing services could result in peak time bus journeys to St Margarets or Broxbourne stations likely to be achievable within 15 mins.</p> <p>*N.B. While station within 1.6km criterion, A414 and Amwell Roundabout present physical barriers to access.</p>	<b>Amber</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Royston [approx distance 8.7km];</li> <li>• Stevenage [approx distance 15.2km];</li> <li>• Ware [approx distance 18.6km]; and</li> <li>• Bishop's Stortford [approx distance 17.6km].</li> </ul> <p>Peak time bus journeys to stations likely to be over 15 mins.</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
65	A10 Corridor - Central	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Ware [approx distance 8.3km];</li> <li>• Bishop's Stortford [approx distance 12.5km]; and</li> <li>• Stevenage [approx distance 13.4km].</li> </ul> <p>Depending on location of development, existing bus service (331) may be able to allow for peak time bus journeys to Ware station that would be likely to be achievable within 15 mins.</p>	<b>Amber</b>
66	A120 Corridor	<p>No rail provision. Nearest station:</p> <ul style="list-style-type: none"> <li>• Bishop's Stortford [approx distance 6.2km].</li> </ul> <p>Peak time bus journeys to station likely to be over 15 mins.</p>	<b>Red</b>
67	A507 Corridor	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Royston [approx distance 12.1km];</li> <li>• Stevenage [approx distance 11.0km];</li> <li>• Ware [approx distance 15.8km]; and</li> <li>• Bishop's Stortford [approx distance 18.4km].</li> </ul> <p>Peak time bus journeys to stations over 15 mins.</p>	<b>Red</b>
68	A602 Corridor	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Ware [approx distance 6.5km]</li> <li>• Watton-at Stone [approx distance 1.7km];</li> <li>• Hertford North [approx distance 5.2km];</li> <li>• Hertford East [approx distance 5.6km]</li> <li>• Knebworth [approx distance 6.4km];</li> <li>• Stevenage [approx distance 9.6km];</li> </ul> <p>Depending on location of development, existing bus services may be able to allow for peak time bus journeys to one or more stations that would be likely to be achievable within 15 mins.</p>	<b>Amber</b>
69	Hunsdon Area	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> <li>• Harlow Town [approx distance 1.9km];</li> <li>• Harlow Mill [approx distance 3.5km];</li> <li>• St Margarets [approx distance 5.8km]; and</li> <li>• Sawbridgeworth [approx distance 5.8km].</li> </ul> <p>Depending on area developed, could potentially have relatively close access to one or more stations. The majority of the area is currently remote in terms of</p>	<b>Amber</b>

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Access to Rail Services</b>	<b>Traffic Light</b>
		passenger transport access. However, due to the size and development potential of the overall search area, bus services would be likely to operate to one or more stations to provide peak time bus journeys that would be likely to be achievable within 15 mins.	

## Draft Topic Assessments

### 9. Waste Water Impact

#### Justification

“Local planning authorities should work with other authorities and providers to: assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecast demands” (draft NPPF paragraph 31).

#### Sources of Information

- Thames Water Utilities Ltd
- Rye Meads Water Cycle Strategy (2009)

#### Assessment Criteria

- **Network (pipe) upgrade requirements:** requirements are greater where there is no existing network, where the network is insufficient for a large volume of development, for example at the head of a catchment where pipes are smaller;
- **Treatment Works upgrade requirements:** this assessment refers to treatment works outside the Rye Meads catchment. Capacity issues at Rye Meads are addressed in *Step 5: Scenario Testing*;
- **Community impact:** this includes odour in the vicinity of a treatment works; and disruption caused by digging up roads to lay pipes. There is less disruption from laying pipes across a road than from laying pipes along the length of a road;
- **Economic viability:** a function of the scale of a development proposal in relation to the scale of infrastructure required. A small development with a substantial infrastructure requirement will score less well than a large proposal with a large infrastructure requirement;
- **Environmental constraints:** any impacts on designated wildlife habitats or involving work across wide areas of floodplain, where many trunk sewers are located because of the gravity-based nature of the sewerage network. Problems of storm drainage resulting in surface water flooding are also included under this criterion.

<b>Red</b>	Negative impact in relation to several of the above criteria; or severe impact resulting from a small number of criteria.
<b>Amber</b>	Some negative impacts, but these are surmountable.
<b>Green</b>	Few negative impacts, highly feasible.

#### General comments

Waste water is both a strategic and a local issue. *Step 2: Strategic Overviews* examines the Rye Meads Treatment Works issue. The assessment here indicates which treatment works each site option might drain to. An assessment of the cumulative impacts of development on Rye Meads is included in *Step 5: Scenario Testing*. This also looks at the effect of growth from East Herts and the neighbouring Districts and Boroughs of North Herts, Welwyn Hatfield, Harlow, Broxbourne and Stevenage. Thames Water commented that the scale of each upgrade needs to be considered in terms of their financial viability. It may be more appropriate to focus the growth on a small number of specific sites where the cost of the upgrades then becomes economic. This will also be assessed in *Step 5: Scenario Testing*.



**Draft Topic Assessments**

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except for Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<b>Bishops Stortford treatment works.</b> Would require investigation of network upgrades.	<b>Green</b>
2	Bishop's Stortford North (A)	<b>Bishops Stortford treatment works.</b> Existing capacity at the treatment works. Network upgrades identified and planned, utilising a pumping station at Bishop's Park.	<b>Green</b>
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	<b>Bishops Stortford treatment works.</b> Would require investigation of network upgrades.	<b>Green</b>
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	<b>Bishops Stortford treatment works.</b> Existing capacity at the treatment works. Would require a new direct connection to the trunk sewer.	<b>Green</b>
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	<b>Buntingford treatment works.</b> Treatment works upgrades required. Potential disruption to the High Street, depending on the location. Would require investigation.	<b>Red</b>
6	Buntingford South and West (A)	<b>Buntingford treatment works.</b> Treatment works upgrades required. Could be served by a gravity sewer along the bypass.	<b>Green</b>
	Buntingford South and West (B)	<b>Buntingford treatment works.</b> Treatment works upgrades required. Near the treatment works and could be odour issues in parts of the area. A buffer could help to alleviate this.	<b>Amber</b>
	Buntingford South and West (C)	<b>Buntingford treatment works.</b> Treatment works upgrades required. Local network upgrades required.	<b>Green</b>
7	Buntingford North (A)	<b>Buntingford treatment works.</b> Treatment works upgrades required. Major sewer upgrades would be required. A gravity-based sewer would involve digging up the High Street. An alternative, but more	<b>Red</b>
	Buntingford North (B)		

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No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		expensive, option, would be a pumping station and a new sewer alongside the A10 bypass.	
8	Buntingford North-East (A)	<b>Buntingford treatment works.</b> Treatment works upgrades required. Further from the treatment works, but a larger quantity of development to the east, perhaps including area 9, would make this more viable.	Amber
	Buntingford North-East (B)		
9	Buntingford East	<b>Buntingford treatment works.</b> Treatment works upgrades required. Further from the treatment works, but a larger quantity of development to the east, perhaps including area 8, would make this more viable.	Amber
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	<b>Rye Meads treatment works.</b> Local upgrades are likely to be required.	Green
11	Hertford West (A)	<b>Rye Meads treatment works.</b> Local upgrades are likely to be required.	Green
	Hertford West (B)		
12	Hertford North (A)	<b>Rye Meads treatment works.</b> A new direct connection to the trunk sewer (adjacent to the River Lea) would be required. Achievable but could be costly due to distance.	Amber
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	<b>Rye Meads treatment works.</b> Would need independent connection into the Mimram trunk sewer.	Amber
	Hertford South (B)	<b>Rye Meads treatment works.</b> Up to 500 dwellings could be accommodated without significant disruption and would be reasonably viable. For a higher number of dwellings the required upgrade would extend into the town centre and would be highly disruptive.	Amber
	Hertford South (C)		
	Hertford South (D)	<b>Rye Meads treatment works.</b> Would need independent connection running between Hertford and Ware to join the Hertford trunk sewer.	Amber
<b>Sawbridgeworth</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	<b>Rye Meads treatment works.</b> A major sewer upgrade would be required but would be costly and involve	Red

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No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		considerable disruption in passing through the existing settlement to reach the trunk sewer at the Stort corridor. Environmental constraints reaching the trunk sewer through the Stort flood plain. Not likely to be viable at lower levels of development.	
15	Sawbridgeworth South-West (A)	<b>Rye Meads treatment works.</b> Direct connection to the Harlow trunk sewer is possible.	Amber
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	<b>Rye Meads treatment works.</b> A major sewer upgrade would be required but would be costly and involve considerable disruption in passing through the existing settlement to reach the trunk sewer at the Stort corridor. Environmental constraints reaching the trunk sewer through the Stort flood plain. Not likely to be viable at lower levels of development.	Red
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	<b>Rye Meads treatment works.</b> Located at the head of the Rye Meads network, pipes are of small diameter and would not have capacity. Environmental constraints reaching the trunk sewer through the Stort flood plain. Not likely to be viable at lower levels of development.	Red
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
<b>Ware</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	<b>Rye Meads treatment works.</b> Impact would depend on where the development is located within the built-up area.	Amber
19	Ware North (A)	<b>Rye Meads treatment works.</b> Two alternative options. Firstly, a gravity-based system would involve digging up Ware High Street to reach the trunk sewer. This would be very disruptive. Secondly, a pumping station combined with a new sewer to the east would involve less disruption but would be very expensive. Would be more viable if brought forward together with development to the east of Ware.	Red
	Ware North (B)		
20	Ware East (A)	<b>Rye Meads treatment works.</b> For the sewerage system a new direct connection to the trunk sewer adjacent to the River Lee would be required. The trunk sewer lies to the north of the flood plain and	Green
	Ware East (B)		

### Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		there are no major environmental constraints.	
21	Ware South-East (A)	<b>Rye Meads treatment works.</b> New direct connection to the trunk sewer would be required, but would need to be pumped across the flood plain.	<b>Amber</b>
	Ware South-East (B)		
22	Ware South-West	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
24	Bayford	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
25	Benington	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
26	Birch Green	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
27	Braughing	<b>Dassels treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
28	Brickendon	<b>Brickendon treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
29	Buckland	<b>Buntingford treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
30	Cole Green	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
31	Colliers End	<b>Standon treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
32	Cottered	<b>Cottered treatment works.</b> Current treatment issues	<b>Amber</b>
33	Dane End	<b>Dane End treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
34	Datchworth	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
35	Furneux Pelham	<b>Furneux Pelham (Barleycroft End) treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
36	Great Amwell	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
37	Hadham Ford	<b>Widford treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
38	Hertford Heath	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
39	Hertingfordbury	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
40	High Cross	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>

### Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
41	High Wych	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
42	Hunsdon	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
43	Letty Green	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
44	Little Hadham	<b>Widford treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
45	Much Hadham	<b>Widford treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
46	Puckeridge	<b>Standon treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
47	Spellbrook	<b>Bishop's Stortford treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
48	Standon	<b>Standon treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
49	Stanstead Abbots & St Margarets	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
50	Stapleford	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
51	Tewin	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
52	Thundridge	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
53	Tonwell	<b>Chapmore End Treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
54	Wadesmill	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
55	Walkern	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
56	Waterford	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
57	Watton-at-Stone	<b>Rye Meads treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
58	Westmill	<b>Buntingford treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
59	Widford	<b>Widford treatment works.</b> Local sewerage upgrades required.	<b>Green</b>
<b>Extensions to Adjacent Settlements</b> <b>(Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	<b>Rye Meads treatment works.</b> The sewer runs along Gresley Way and is probably big enough. However, further development could exacerbate existing localised flooding concerns further south following heavy rain. The trunk sewer around Watton-at-Stone is at full capacity and would require expensive	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		upgrades, possibly involving a new trunk sewer on the other side of the railway line. This would be more financially viable if development west and north of Stevenage goes ahead. However, at present there is considerable uncertainty about development plans around Stevenage.	
61	East of Welwyn Garden City	<b>Rye Meads treatment works.</b> For the sewerage system a new direct connection to the Southern Outfall sewer at Welwyn Garden City will be required. The sewers in this area were built with excess capacity in expectation of future development.	<b>Green</b>
62	North of Harlow (A)	<b>Rye Meads treatment works.</b> Trunk sewer upgrades expensive but will be needed for proposed growth within Harlow in any case, so the additional development would make it more viable.	<b>Amber</b>
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	<b>Rye Meads treatment works.</b> For the sewerage system a new direct connection to the treatment works is likely to be required. Environmental constraints in terms of local habitats at Rye Meads and crossing a wide reach of flood plain.	<b>Red</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	Located at the watershed so there are no rivers or watercourses of sufficient size to accommodate discharge from any new treatment works in this area. Would require very expensive engineering to connect to the south, probably to Rye Meads treatment works since the River Rib channel at Buntingford is unlikely to be able to accommodate discharge.	<b>Red</b>
65	A10 Corridor - Central	The River Rib is unlikely to be able to accommodate the discharge from a new treatment works to serve this scale of development.	<b>Red</b>
66	A120 Corridor	<b>Widford treatment works.</b> Would drain to Widford treatment works which would require a substantial upgrade and potentially a change of treatment process. If draining to Widford significant sewer upgrades would be required due to the long distances between the village of	<b>Red</b>

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No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		<p>Little Hadham and Widford treatment works. This is unrealistic unless a new works is proposed.</p> <p>A new local treatment works would be a more appropriate solution, but the Environment Agency may have serious concerns regarding a new effluent discharge consent for the new works as it would be discharging to a "dry" watercourse.</p> <p>At lower levels of development such expensive infrastructure is likely to be unviable.</p>	<b>Red</b>
67	A507 Corridor	<p>Located at the watershed there are no rivers or watercourses channels of sufficient size to accommodate discharge from any new treatment works in this area. Would require a very expensive engineering solution.</p>	<b>Red</b>
68	A602 Corridor	<p>The Rye Meads Water Cycle Strategy suggested that a new treatment works on the Beane upstream from Watton-at-Stone could provide capacity for Stevenage and discharge would have the beneficial effect of raising the flow levels on the river. However, this proposal has not yet been thoroughly investigated and would need substantial further work on feasibility and viability.</p>	<b>Amber</b>
69	Hunsdon Area	<p><b>Rye Meads treatment works.</b> Trunk sewer upgrades expensive but will be needed for proposed growth within Harlow in any case, so the additional development would make it more viable.</p>	<b>Amber</b>

## Draft Topic Assessments

### 10. Flood Risk

#### Justification

Planning should “avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere” (draft NPPF paragraph 148).

“Local Plans must be supported by strategic flood risk assessment and develop policies to manage flood risk, taking account of advice from the Environment Agency” (draft NPPF paragraph 155).

#### Sources of information

- East Herts Council Strategic Flood Risk Assessment (SFRA)
- Flood Zone modelling (Environment Agency)
- Surface Map for Flood Water (Environment Agency)

#### Assessment Criteria

- **Modelled Flood Zones 2 and 3:** hydrological surveys have been carried out on all the district’s rivers. A 20% allowance for climate change has been added to this in accordance with national requirements;
- **Flood Map for Surface Water:** shows areas where surface water would be expected to flow or pond. The areas at risk of flooding are displayed in two bands showing a) surface water flooding and b) areas of deeper surface water flooding.

Flood Zone	Definition	Probability of Flooding
1	Greater than 1 in 1000 year flood risk.	Low
2	Between 1 in 100 and 1 in 1000 year flood risk.	Medium
3a	1 in 100 year flood risk	High
3b	1 in 20 year flood risk	Functional floodplain

<b>Red</b>	Areas with a substantial amount of land within Flood Zones 2 and 3, and/or areas at risk of deep surface water flooding.
<b>Amber</b>	Areas with some land within Flood Zones 2 and 3, and/or areas with some risk of deep surface water flooding.
<b>Green</b>	Areas with little or no land within Flood Zones 2 and 3, and with no/little risk of deep surface water flooding.

A ‘green’ rating does not mean that no further consideration of flood risk should be made, in the event that the area, or part of it, is eventually brought forward for development. On-site attenuation measures will be required at all development sites.

A ‘red’ rating does not mean that all of the area is necessarily undevelopable, but that there may be available areas at a lower risk of flooding which are sequentially preferable.



## **Draft Topic Assessments**

### **General Comments**

The overall aim of the assessment is to ensure that development is located in areas at lowest risk of flooding. The sequential approach should be taken where flood risk is identified. Tables D2 and D3 of Planning Policy Statement 25: Development and Flood Risk (PPS25) should be used to ensure that development is compatible with the flood zone in which it is situated.

All planning applications at sites over one hectare in size will need to be accompanied by a detailed surface water drainage scheme. Sustainable Urban Drainage Systems (SUDS) will need to be considered at the design and layout stage to ensure the most sustainable options are incorporated, linked to Green Infrastructure provision where feasible. Applications should also be accompanied by a comprehensive sustainable drainage strategy appropriate to the site location.

No.	Areas of Search	Assessment of Flood Risk	Traffic Light
<b>Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except for Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built Up Area	Flood Zone 2 is quite wide along the Stort, and affects most of both the Mill Site and the Goods Yard. Surface water flooding extends the area of potential concern. Most of the rest of the town is on higher ground away from the river and is unlikely to be affected by river flooding, and would therefore be green. However, there are a number of potential areas of surface water flood risk.	<b>Amber</b>
2	Bishop's Stortford North (A)	No Flood Zone 2 or 3. However, there is risk of deep surface water flooding at the road to Wickham Hall where it passes under the bypass.	<b>Green</b>
	Bishop's Stortford North (B)	At Bourne Brook Flood Zone 3b is approximately 60 metres – 80 metres wide and Flood Zone 2 is 140 metres wide. There is some surface water flood risk along Bourne Brook Tributary.	<b>Amber</b>
	Bishop's Stortford North (C)	No Flood Zone 2 or 3. There is an area subject to surface water flooding at the ditch to the eastern edge.	<b>Green</b>
3	Bishop's Stortford East (A)	No designated Flood Zone 2 or 3. Some potential for surface water flooding at lowest points of the area.	<b>Green</b>
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	No designated Flood Zone 2 or 3, however, there is some potential for surface water flooding along the ditch running across the area.	<b>Green</b>
	Bishop's Stortford South (B)	Most of this area lies within the Stort floodplain Flood Zone 3. Large areas are also	<b>Red</b>

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No.	Areas of Search	Assessment of Flood Risk	Traffic Light
	Bishop's Stortford South (C)	susceptible to deep surface water flooding.	
<b>Buntingford (Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built Up Area	Extensive areas of Flood Zone 2 through the town centre, but no Flood Zone 3. Most of the rest of the town is on higher ground away from the river and is unlikely to be affected by river flooding. However, there are a number of potential areas of surface water flood risk.	Amber
6	To the South and West (A)	No areas of Flood Zone 2 and 3, except around the sewage treatment works and along Aspenden Road.	Green
	To the South and West (B)		
	To the South and West (C)		
7	Buntingford North (A)	No areas within Flood Zones 2 and 3. Area by ditch north of Park Farm Industrial Estate liable to surface water flooding.	Green
	Buntingford North (B)	Adjacent to the Rib there is an extensive area of Flood Zone 2 and 3.	Red
8	Buntingford Northeast (A)	Small area within Flood Zones 2 and 3 to the west along the Rib. Some surface water flood risk along the Wyddial Road.	Amber
	Buntingford Northeast (A)		
9	Buntingford East	Small area within Flood Zones 2 and 3 along Hailey Hill Ditch.	Amber
<b>Hertford (Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	Along the rivers many areas are within Flood Zone 3, although site-specific consideration of flood defences would be required. Mead Lane is partly in Flood Zone 2. Parts of the rest of the site may be at risk of surface water flooding. Careful attention to design and flood risk would be required as part of any future development proposals. Most of the rest of the town is on higher ground away from the river and is unlikely to be affected by river flooding. However, there are a number of potential areas of surface water flood risk.	Amber
11	Hertford West (A)	No Flood Zone 2 or 3. Small pockets of low-level surface water flood risk.	Green
	Hertford West (B)		
12	Hertford North (A)	No Flood Zone 2 or 3. Little surface water flood risk.	Green
	Hertford North (B)	Large area of Flood Zones 2 and 3 along the River Beane.	Red
	Hertford North (C)	Flood Zones 2 and 3 lie along the River Rib to	Amber

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No.	Areas of Search	Assessment of Flood Risk	Traffic Light
		the east of in this area. Additionally some areas may be at risk of surface water flooding.	
13	Hertford South (A)	Bayford Brook and the River Lea north of Lower Hatfield Road/ B158 include areas of Flood Zone 2 and 3. The area between the Brook and the railway line is in Flood Zone 1.	Amber
	Hertford South (B)	Brickendon Brook runs alongside Brickendon Lane and includes an area of Flood Zone 3 which extends across the lane.	Amber
	Hertford South (C)	No Flood Zone 2 or 3. Areas at risk of surface water flooding along the stream running past Swallows Farm and St Andrews Church.	Green
	Hertford South (D)	No Flood Zone 2 or 3. Area at risk of surface water flooding along the Foxholes Valley.	Green
<b>Sawbridgeworth</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	The Stort passes east of the built-up area and therefore areas of Flood Zone 2 and 3 are quite small. There is an area of Flood Zone 3 running roughly along Lawrence Avenue, and also the stream which runs along Brook Lane, South Brook and Burnside.	Amber
15	Sawbridgeworth South-West (A)	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	No Flood Zone 2 or 3. Small areas subject to surface water flooding.	Green
	Sawbridgeworth West (B)	Flood Zone 3 approximately 50 metres wide runs north-south along the eastern edge of this area, where it adjoins the existing settlement. It could form a particular issue for access to West Road or the residential roads along this side of the town.	Amber
17	Sawbridgeworth North (A)	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
	Sawbridgeworth North (B)	There is a wide area of Flood Zone 3 between Hallingbury Road and the Stort.	Red
	Sawbridgeworth North (C)	This area lies on higher ground outside Flood Zones 2 and 3. No known risk of surface water flooding.	Green
<b>Ware</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	Flood Zone 3 is quite wide and covers parts of the town centre near the river, and also north along Baldock Street and towards Fanhams Hall. Surface water flooding	Amber

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No.	Areas of Search	Assessment of Flood Risk	Traffic Light
		extends the area of potential concern. Most of the rest of the town is on higher ground away from the river and is unlikely to be affected by river flooding. However, there are a number of potential areas of surface water flood risk.	
19	Ware North (A)	No Flood Zone 2 or 3.	Green
	Ware North (B)	No Flood Zone 2 or 3. Some risk of deep surface water flooding along the brook running north of Fanhams Hall and then parallel with High Oak Road.	Green
20	Ware East (A)	No Flood Zone 2 or 3. Small areas of low-level risk of surface water flooding along Fanhams Tributary.	Green
	Ware East (B)	No Flood Zone 2 or 3.	Green
21	Ware South-East (A)	Most of this area lies within Flood Zone 3 associated with the River Lea.	Red
	Ware South-East (B)		
22	Ware South-West	No Flood Zone 2 or 3. Small areas of possible low-level surface water flooding. Possible areas of deep surface water flooding between Presdales Pit and Walnut Tree Walk.	Green
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding. River Beane lies well to the east of the village.	Green
24	Bayford	Area outside Flood Zones 2 and 3.	Green
25	Benington	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
26	Birch Green	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
27	Braughing	Areas of Flood Zone 2 and 3 associated with the River Quin, although the village is set back from this.	Amber
28	Brickendon	Area outside Flood Zones 2 and 3.	Green
29	Buckland	Area outside Flood Zones 2 and 3.	Green
30	Cole Green	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
31	Colliers End	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
32	Cottered	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
33	Dane End	Areas of Flood Zone 2 and 3 along Dane End Tributary.	Amber
34	Datchworth	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Flood Risk</b>	<b>Traffic Light</b>
35	Furneux Pelham	Areas of Flood Zone 2 and 3 along River Ash east of the village (Barleycroft End). Areas liable to surface water flood risk along the tributary of the Ash through the village.	<b>Amber</b>
36	Great Amwell	South of the New River the village is largely outside Flood Zones 2 and 3, although there may be some deep surface water flood risk. North of the New River there are large areas of Flood Zone 2 and 3.	<b>Amber</b>
37	Hadham Ford	Large areas are affected by Flood Zone 3b on the River Ash.	<b>Red</b>
38	Hertford Heath	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	<b>Green</b>
39	Hertingfordbury	North of the village, areas are affected by Flood Zone 2 and 3 associated with the River Mimram.	<b>Amber</b>
40	High Cross	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	<b>Green</b>
41	High Wych	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	<b>Green</b>
42	Hunsdon	Hunsdon Brook does not include Flood Zone 2 or 3 in the village, but the channel could be subject to surface water flooding.	<b>Green</b>
43	Letty Green	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	<b>Green</b>
44	Little Hadham	Large areas are affected by Flood Zone 3b on the River Ash.	<b>Red</b>
45	Much Hadham	River Ash flows east of the village. Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	<b>Green</b>
46	Puckeridge	Puckeridge Tributary passes through the village and joins the River Rib. There are extensive areas of Flood Zone 2 and 3 along both watercourses.	<b>Amber</b>
47	Spellbrook	As the village name suggests, a brook runs through the village and joins the Stort. Areas near the brook lie in Flood Zone 2 and 3. Large parts of the village are on higher ground.	<b>Amber</b>
48	Standon	Large areas of Flood Zones 2 and 3 (River Rib) west but not east of the High Street.	<b>Red</b>
49	Stanstead Abbots & St Margarets	Extensive areas of Flood Zones 2 and 3 in Stanstead Abbots. Higher areas, east of the village and in Stanstead St Margarets, are outside Flood Zones 2 and 3.	<b>Red</b>
50	Stapleford	Flood Zone 2 and 3 along the Beane between the two parts of the village (Clusterbolts and main road/A119).	<b>Amber</b>

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No.	Areas of Search	Assessment of Flood Risk	Traffic Light
51	Tewin	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
52	Thundridge	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
53	Tonwell	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
54	Wadesmill	Large areas affected by Flood Zones 2 and 3 associated with the River Rib.	Red
55	Walkern	Large areas east of the High Street affected by Flood Zones 2 and 3 associated with the River Beane.	Red
56	Waterford	Flood Zone 2 and 3 along the Beane east of the village.	Amber
57	Watton-at-Stone	Areas of Flood Zone 2 and 3 along the River Beane east of the High Street.	Amber
58	Westmill	Most of the village outside Flood Zones 2 and 3, apart from area east of the church which lies in Flood Zones 2/3 at the River Rib.	Green
59	Widford	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	No Flood Zone 2 or 3. There is some risk of deep surface water flooding along the drain running through the site.	Green
61	East of Welwyn Garden City	No Flood Zone 2 or 3. Some risk of deep surface water flooding in the depression north of the pond at Birchall Farm.	Green
62	North of Harlow (A)	Areas of Flood Zones 2 and 3 associated with Fiddlers Brook and Eastwick Brook. There are also significant areas at risk of deep surface water flooding along the brooks.	Amber
	North of Harlow (B)		
	North of Harlow (C)	Large area covered by Flood Zone 3. There are also large areas at risk of deep surface water flooding.	Red
63	North of Hoddesdon	No Flood Zone 2 or 3 but there are areas at risk of deep surface water flooding along the northern edge of the site adjoining the A414.	Amber
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	River Rib flows to the east of Buckland and through Chipping, and tributaries of the Rib and Quin flow through the area, including sizeable areas of Flood Zones 2 and 3. Areas of Surface Water Flooding largely overlap Flood Zone 2.	Amber
65	A10 Corridor - Central	There are areas within Flood Zone 2 and 3 along the River Rib which flows through the	Amber

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No.	Areas of Search	Assessment of Flood Risk	Traffic Light
		area, and a number of its tributaries. There are also areas of surface-water flooding in low-lying areas. The eastern part of the area may also be affected by Flood Zone 2 and 3 along the Dane End Tributary.	
66	A120 Corridor	The River Rib flows through the western end of this area at Standon & Puckeridge, and the Ash through the central area around Little Hadham. Flood Zone 3 is over 100m wide at this point and would present challenges to design. There are fairly large areas at risk of surface water flooding in low-lying areas.	<b>Amber</b>
67	A507 Corridor	There is a complex network of rivers and streams involving Flood Zones 2 and 3 crossing the area, associated with tributaries of the Rib and the Beane. Areas at risk of surface water flooding overlap Flood Zone 2 and 3.	<b>Amber</b>
68	A602 Corridor	Areas of Flood Zone 2 and 3 associated with the Rivers Beane and Dane End Tributary to the central and northern sections, and the Rib to the south. Additionally, there are substantial areas at risk of surface water flooding in the network of dry valleys across this wide area.	<b>Amber</b>
69	Hunsdon Area	Most of this option lies outside Flood Zones 2 and 3. There are however significant areas at risk of deep surface water flooding along the brooks running north-south through the site. The south of the area is largely covered by Flood Zone 3, which is up to 700m wide in places.	<b>Amber</b>

## 11. Designated Wildlife Sites

### Justification

“...the planning system should aim to conserve and enhance the natural and local environment by:

- *protecting valued landscapes*
- *minimising impacts on biodiversity and providing net gains in biodiversity, where possible; and*
- *preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of land, air, water or noise pollution or land instability”* (draft NPPF paragraph 164).

### Sources of Information

- Maps: East Herts GIS
- Hertfordshire Biological Records Office
- Natural England SSSI County Level Report and Statistics (January 2012).

### Assessment Criteria

- **Proximity:** The closer existing or new development is to areas of wildlife importance, the more direct is its impact on the species and habitat contained within the wildlife site. The indirect impacts caused by the cumulative impact of a number of new developments spread over a wider geographical area also need to be considered. European or National sites are designated for their particular contribution to rare or protected species or habitats and as such are sensitive to external influences.
- **Hierarchy:** Sites given statutory protection are often valued more for their contribution to nature conservation than undesignated sites of local importance. While locally important sites provide a valuable resource in terms of their cumulative contribution to the network of habitats and their recreational uses, they often have less clear boundaries and habitat and species data is less readily available. Therefore for the purpose of this assessment only the following designated sites have been chosen:
  - **European Sites:** Special Areas of Conservation (SAC), Special Protection Areas (SPA), and Ramsar Sites
  - **National Sites:** Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR)
  - **Local Sites:** County Wildlife Sites, Local Nature Reserves

<b>Red</b>	Areas that are within 2km of a SAC, SPA, NNR, RAMSAR site or SSSI or include a Local Nature Reserve, or where the majority of the area contains land designated as Local Wildlife Sites.
<b>Amber</b>	Areas within 5km of a SAC, SPA, NNR, RAMSAR site or SSSI or are adjacent to a Local Nature Reserve, or where the area of search contains a large proportion of land designated as Local Wildlife Sites.
<b>Green</b>	Areas which are within proximity to but contain no or only a small amount of land designated as Local Wildlife Sites.



## **Draft Topic Assessments**

### **General Comments**

Whilst this assessment does not attempt to replicate a Habitats Regulations Assessment, it provides a good indication of the locations where development is likely to have a detrimental impact on European or National sites. Areas of search ranked as 'amber' indicate that further assessments should be made to determine the extent of possible impacts. A 'green' ranking does not assume that there would be no impacts on designated Wildlife Sites but the impacts from development would be less direct and mitigation would be more possible.

Key Biodiversity Areas (KBA) are defined as: *Areas within an administrative unit that support the greatest diversity of species and the greatest extent and highest quality of semi-natural habitat.*<sup>1</sup> As such, KBA offer the greatest potential for a targeted and holistic approach to the restoration of habitats characteristic of the administrative unit. KBAs not only represent priority areas for conserving the existing biodiversity resource, but also provide the best opportunity for maintaining and creating large areas of quality habitat. There will usually be a significant wildlife resource, often as a cluster of sites, and therefore the potential to manage the adjacent land in a way that enlarges and links these sites. It should be noted that some KBAs might have inherently low biological diversity; but which support unusual communities of species that do not occur elsewhere. The London Clay grasslands of southern Hertfordshire may be seen as a good example of this. At this stage reference to Key Biodiversity Areas (KBAs) are for information only and do not form part of the assessment. The role of KBAs will be more apparent when considering the cumulative impact of development within a chosen scenario and will therefore be considered at that stage.

Green Infrastructure is an important aspect of sustainable development due to its multi-functionality. Green infrastructure is described in Planning Policy Statement 12: Local Spatial Planning, as: *a network of multi-functional greenspace...both new and existing...both rural and urban...which supports the natural and ecological processes...and is integral to the health and quality of life of sustainable communities...* Green infrastructure provides space for access and recreation, landscape character and experience, including settlement setting, the historic environment, health, productive environments, biodiversity and ecosystems, natural flood attenuation and land remediation. Wildlife habitats therefore contribute significantly to the wider green infrastructure network. As part of the strategy selection process the multi-functional role and benefits of green infrastructure will be considered in relation to the cumulative impacts of development in Step 5 (scenario testing). A green infrastructure strategy will be prepared as part of Step 6 (preferred strategy) and will include proposals for improved green infrastructure networks such as country parks, river networks and rights of way.

Given the large size of the new settlement areas of search, and the relatively large scale of a new settlement of approximately 5,000 homes, it is important to acknowledge that there will inevitably be an impact from development wherever it occurs. The ranking in this part of the assessment therefore reflects not only the assessment criteria but also compares the five areas against one another.

It should be noted that a lack of known biological data does not prove the absence of protected species. All sites chosen for development should be surveyed for UK and

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European priority habitats and European protected species (EPS), prior to a planning application being made. Wildlife Sites should not be built on as a matter of principle.

An assessment into the potential direct, indirect and cumulative impacts of development will be undertaken in the form of scenario testing and a full Habitats Regulations Assessment.

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
<b>Bishop's Stortford</b> <b>(Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built Up Area	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>The allotments and cemeteries within the town are Local Wildlife Sites, supporting various grassland species.</p>	<b>Amber</b>
2	Bishop's Stortford North (A)	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>There are no designated Wildlife Sites within the area of search, although there are sites in adjacent Area (B.)</p> <p>Local Wildlife Sites 34/011 (<i>Bloodhounds Wood: ancient woodland</i>) and 34/054 (<i>Bloodhounds Woods Pond, Hadham Lodge: woodland pond</i>) lie in proximity to the west.</p> <p>Habitats include ancient semi-natural Oak/Hornbeam woodland on damp boulder clay with several grassy rides. Ground flora supports orchids and 25 ancient woodland species. These habitats will support bats (flight-lines). Badger and breeding birds.</p>	<b>Amber</b>
	Bishop's Stortford North (B)	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>There are three Local Wildlife Sites within the area of search: 34/015 (<i>Hoggate's Wood: ancient woodland</i>), 34/016 (<i>Dane O'Coys Meadows</i>), and 34/018 (<i>Whitehall Field</i>).</p> <p>There may also be sites within Uttlesford District that may need to be considered.</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Habitats include arable and grass fields, ancient woodland and an ancient lane (Dane O'Coys) including ancient Oak trees. These habitats will support bats (flight-lines). Badger and breeding birds.</p>	
	<p>Bishop's Stortford North (C)</p>	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>There are no designated Wildlife Sites within the area of search, although there are sites in adjacent Area (B.)</p> <p>Local Wildlife Sites 34/026 (<i>Bishop's Stortford Marsh: marshy grassland</i>) and 34/025 (<i>Hazelend Wood: ancient woodland</i>) lie in proximity to the site to the east. These habitats include marshy grassland species and ancient woodland, supporting several aquatic species, birds and uncommon plants.</p>	<b>Amber</b>
3	<p>Bishop's Stortford East (A)</p>	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>There are no designated Wildlife Sites within the area of search itself. The area is in proximity to Local Wildlife Site 35/001 (<i>Birchanger Wood: ancient woodland</i>) to the north-west. This habitat includes a wide variety of woodland species and open water. The woodland supports a diverse ground flora exceptionally rich in woodland indicator species and includes species uncommon to Hertfordshire. In addition to habitat and floristic value the site is also known to support a diverse fauna, especially birds.</p> <p>There may also be other sites within Uttlesford District that may need to be considered.</p>	<b>Amber</b>
	<p>Bishop's Stortford East (B)</p>	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>A large proportion of the area of search consists of Bishop's Stortford Golf Course which has several pockets of land designated as Local Wildlife Site 35/002 (<i>Bishop's Stortford Golf Course: grassland</i>),</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>part of which dissects the site west to east. The main areas of interest are the disused railway across the site, an area of species diverse calcareous grassland towards the south-west and an area of unimproved neutral grassland towards the east. Lesser Broomrape has been recorded along the disused railway line.</p> <p>The area of search is in proximity to Local Wildlife Sites 35/004 (<i>Haymeads Lane Allotments: cultivated land</i>) to the south-west and 35/005 (<i>Woodland by Raynham Road: ancient woodland</i>) to the north-west. These habitats have been identified for the species they support.</p> <p>There may also be sites within Uttlesford District that may need to be considered.</p>	
4	Bishop's Stortford South (A)	<p>The area of search lies just to the north of Thorley Flood Pound SSSI.</p> <p>The area of search contains part of Local Wildlife Site 48/003 (<i>Thorley Wood: ancient woodland</i>). This habitat includes ancient broadleaved, semi-natural woodland with only a small area surviving. Given its proximity to Thorley Washes it is likely that this woodland supports breeding birds and foraging bats.</p>	<b>Red</b>
	Bishop's Stortford South (B)	<p>The area of search lies just to the north of Thorley Flood Pound SSSI.</p> <p>Local Wildlife Site 48/009 (<i>Thorley Washes &amp; Flood Pound: marshy grassland</i>), which forms part of the SSSI, covers a large part of the area of search.</p> <p>Habitats include urban edge, arable agriculture, mature hedgerows, trees, the River Stort and associated wetlands. These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), and reptiles. The river is important for Otters, a European Protected Species (EPS) and birds such as Kingfisher (Schedule 1 species).</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Natural England describe the site as 'unfavourable declining' but new management measures are being implemented to improve the SSSI's condition.	<b>Red</b>
	Bishop's Stortford South (C)	<p>The area of search lies just to the north of Thorley Flood Pound SSSI.</p> <p>There is one Local Wildlife Site within the area of search: 48/005 (<i>Twyfordbury Gravel Pit, Abbey Cross: grassland</i>) in the east. Habitats include open water and marshy grassland among others supporting wet meadow vegetation with Willow and Alder along the banks. The site supports a good flora including a large population of Bee Orchids.</p> <p>There is a Local Nature Reserve just outside the district boundary that will need to be considered.</p>	
<b>Buntingford (Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built Up Area	The built-up area contains two Local Wildlife Sites: 24/070 ( <i>Porters Close: buildings</i> ) and 24/072 ( <i>Down Hall Ley: buildings</i> ). These sites were designated because of the presence of bats.	<b>Green</b>
6	Buntingford South and West (A)	The area of search contains no designated Wildlife Sites. However, Local Wildlife Site 24/024 ( <i>Foxglade, Aspenden: grassland</i> ) lies in proximity to the west. This site was designated because of the presence of bats. The land in proximity to these bat roosts will be important foraging grounds.	<b>Green</b>
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	The area of search contains no designated Wildlife Sites. However, just to the north lies Local Wildlife Site 15/020 ( <i>Cornebury Farm Area: buildings and surroundings</i> ) and just to the south within the built-up-area lies 24/070 ( <i>Porters Close: buildings</i> ). These sites were designated because of the presence of bats.	<b>Green</b>
	Buntingford North (B)		
8	Buntingford North-East (A)	The area of search contains no designated Wildlife Sites. However, just to the south-west lies Local Wildlife Site 24/070 ( <i>Porters Close: buildings</i> ). This site was designated because of the presence of bats.	<b>Green</b>
	Buntingford North-East (B)		

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
9	Buntingford East	The area of search contains no designated Wildlife Sites. However, Local Wildlife Site 24/008 ( <i>ancient semi-natural woodland</i> ) lies to the south-east. This habitat includes broadleaved semi-natural and coppice woodland, supporting 9 ancient woodland species. 24/072 ( <i>Down Hall Ley: buildings</i> ) lies just to the north-west. This site was designated because of the presence of bats.	<b>Green</b>
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	The urban area contains several Local Wildlife Sites, located primarily within the Green Fingers. These habitats range from ancient woodland, marshy grassland and open water, including aquatic habitats which are particularly plant-rich and support several scarce species, several of which are declining plants in Hertfordshire.	<b>Amber</b>
11	Hertford West (A)	Part of Hertford West (A) is within 2km of Waterford Heath LNR.	<b>Red</b>
	Hertford West (B)	<p>The majority of the area of search contains Local Wildlife Site and Local Nature Reserve 58/025 (<i>Panshanger Park</i>). The northern part contains Local Wildlife Site 59/077 (<i>Land West of Sele Farm</i>). The majority of this area of search is within the Lower Mimram/ Lower Beane/ Bramfield Plateau Key Biodiversity Area.</p> <p>Habitats include ancient woodland, veteran oak trees (some of the best in England), acid, neutral and marshy grassland, River Mimram (a chalk stream) wetlands, lakes, reed-beds, marsh, ponds, and wet alder woodland. The site supports bat roosts (EPS), Otter (EPS), Water Vole, and Grayling in the river; numerous breeding and wintering birds. The ponds are very important for dragonflies. Bare areas of ground are important for invertebrates.</p> <p>Panshanger Park is owned and managed by Lafarge, in partnership with HCC. Part of the management plan for the park includes an aspiration to become designated as a</p>	

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Country Park, which would include a Nature Reserve among other facilities. At this stage it is necessary to consider the possible implications of locating development in proximity to the park as a Wildlife Site. The potential cumulative impacts of development on the Park will be considered as part of Step 5 (scenario testing) and Step 6 (preferred strategy).	
12	Hertford North (A)	<p>The area of search is within 2km of Waterford Heath Local Nature Reserve.</p> <p>A small part of Local Wildlife Site 59/001 (<i>Goldings Meadows and Woods</i>) lies just in the south of the area of search. These habitats range from ancient woodland, marshy grassland and open water, including aquatic habitats which are particularly plant-rich with high wildlife and scenic value, supporting several scarce species.</p> <p>The area of search is within the Lower Mimram/ Lower Beane/ Bramfield Plateau Key Biodiversity Area.</p>	Red
	Hertford North (B)	<p>A large part of the area of search contains Local Wildlife Sites 59/015 (<i>Great Mole Wood: ancient woodland</i>), and 59/113 (<i>Meadow adjacent to Waterford Marsh: grassland</i>), and Local Nature Reserve: 59/010 and 59/062 (<i>Waterford Marsh: LNR</i>). The area is also in proximity to many more Local Wildlife Sites.</p> <p>Waterford Marsh habitats include marshy grassland and open water. These habitats support a substantial amount of marginal and submerged aquatic vegetation including plants unusual to Hertfordshire. The river is home to a breeding pair of Mute Swans and Little Grebes. Kingfishers and Water Voles are also present.</p> <p>Habitats also include park grasslands, a large lake, River Beane and River Rib (chalk streams) reed-bed, marsh, wet alder woodland, which support bats (EPS), badger, Grass Snake, Kingfisher, River</p>	Red

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Water-dropwort and birds. Habitats also include arable fields, grassland, hedgerows, woodland (some ancient). These habitats support bats (EPS), Dormouse (EPS), polecat, badger, Grizzled Skipper and Small Heath butterflies.	
	Hertford North (C)	This area of search contains no designated Wildlife Sites. However, it sits adjacent to Waterford Heath Local Nature Reserve.	<b>Amber</b>
13	Hertford South (A)	The area of search is within 5km of Broxbourne Woods SAC NNR and Wormley-Hoddesdonpark Woods SAC NNR SSSI and Hertford Heath SSSI. (See Hertford South C and D below)	<b>Amber</b>
	Hertford South (B)	A small part to the south of the area of search is within 2km of Broxbourne Woods SAC NNR and Wormley-Hoddesdonpark Woods SAC NNR SSSI and Hertford Heath SSSI. (See Hertford South C and D below)	<b>Amber</b>
	Hertford South (C)	Within 2km of Hertford Heath SSSI, and Broxbourne Woods SAC NNR and Wormley-Hoddesdonpark Woods SAC NNR SSSI and within 5km of the Lee Valley Ramsar Sites. The area is adjacent to Hertford Heath SSSI and Balls Wood Local Nature Reserve.	<b>Red</b>
	Hertford South (D)	<p>The majority of this area of search is within the Broxbourne Woods Key Biodiversity Area. The site is also within the South Herts Woods Living Landscape area. The Broxbourne Woods KBA includes Wormley-Hoddesdonpark Woods SAC NNR SSSI. This woodland complex is of European importance and supports Sessile Oak-Hornbeam broad-leaved deciduous woodland, mixed and conifer woodland, heath, scrub and dry grassland (wood pasture), as well as streams, wet flushes and ponds. The woodlands are important at a county level for declining woodland bird species, such as Hawfinch and Lesser Spotted Woodpecker. Nightjar and Woodlark have bred in the past and may do so again with appropriate habitat management.</p> <p>Habitats also include arable farmland,</p>	<b>Red</b>



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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>grassland and parkland with hedgerows, mature trees and small woods, supporting foraging bats from roosts in Hertford. Ponds in the area support Great Crested Newts (EPS).</p> <p>There are a large number of Local Wildlife Sites contained in this area of search: WS 59/008 (<i>Balls Wood: ancient woodland</i>), 59/009 (<i>Great Stock Wood: ancient woodland</i>), 59/019 (<i>Balls Park: grassland</i>), 59/021 (<i>Bayfordbury Rough Hills Grassland</i>), 59/022 (<i>Sailor's Grove: very rare mix of habitats</i>) 59/042 (<i>Little Stocks Wood: ancient woodland</i>), 59/044 (<i>Meadow East of Balls Wood: grassland</i>), 59/048 (<i>Wooded Bourne, Brickendon Lane: woodland</i>), 59/050 (<i>Wooded Hedgerows W Brickendon Lane</i>), 59/033 (<i>Brickendon Estate and Home Farm</i>), 59/099 (<i>Jenningsbury Ponds: open water</i>), 59/100 (<i>Mangrove Lane Pond by Balls Park: open water</i>), 59/107 (<i>Pond in Grassland west of Balls Park: open water</i>), 59/111 (<i>Valley Close Area: species criteria</i>), 60/049 (<i>Wet Meadow Near Mount Pleasant: grassland</i>) and 71/042 (<i>Brickendon Lane Road Verges and Pond</i>).</p>	
<p><b>Sawbridgeworth</b> (Planning assumption of at least 500 dwellings at each area of search)</p>			
14	Sawbridgeworth Built Up Area	<p>Much of the built-up area of the town lies within 2km of Sawbridgeworth Marsh SSSI.</p> <p>There are no designated Wildlife Sites within the built-up area. Sawbridgeworth and High Wych are important for bats (EPS) with several roost sites, and Rivers Nursery is probably an important feeding area for the local bat and bird populations.</p>	<b>Red</b>
15	<p>Sawbridgeworth South-West (A)</p> <p>Sawbridgeworth South-West (B)</p>	<p>The area of search is within 5km of Sawbridgeworth Marsh SSSI. (See also Sawbridgeworth West B below)</p> <p>The area of search contains one small Local Wildlife Site 62/016 (<i>Rowney Wood: ancient woodland</i>). 62/001 (<i>Pishiobury Park: parkland</i>) lies in proximity to the east and 62/020 (<i>Rivers Nursery</i>) to the north.</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland, parkland, plantation and apple orchard. These habitats support species diverse grassland and ground flora including the rare Stinking Iris in Rowney Wood and Bee Orchids and invertebrates in Rivers Nursery Orchard. Sawbridgeworth and High Wych are important for bats (EPS) with several roost sites, and Rivers Nursery is probably an important feeding area for the local bat and bird populations.</p> <p>There may be sites within Harlow District which will need to be considered.</p>	
16	Sawbridgeworth West (A)	<p>The area of search is within 2km of Sawbridgeworth Marsh SSSI.</p> <p>There are no designated Wildlife Sites within the area itself.</p> <p>Sawbridgeworth and High Wych are important for bats (EPS) with several roost sites, and Rivers Nursery is probably an important feeding area for the local bat and bird populations.</p>	<b>Red</b>
	Sawbridgeworth West (B)	<p>Over half of the area of search is within 2km of Sawbridgeworth Marsh SSSI. (See also Sawbridgeworth South-West above)</p> <p>The southern part of the area of search contains Local Wildlife Site 62/020 (<i>Rivers Nursery: grassland and orchard</i>). 62/001 (<i>Pishiobury Park: parkland</i>) and 62/016 (<i>Rowney Wood: ancient woodland</i>) lie in proximity.</p> <p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland, parkland, plantation and apple orchard. These habitats support species diverse grassland and ground flora including the rare Stinking Iris in Rowney Wood and Bee Orchids and invertebrates in Rivers Nursery Orchard.</p> <p>The Rivers Nursery is a very important historic orchard site with old fruit trees,</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		scrub and grassland. Sawbridgeworth and High Wych are important for bats (EPS) with several roost sites, and Rivers Nursery is probably an important feeding area for the local bat and bird populations.	
17	Sawbridgeworth North (A)	The area of search lies within 2km of Sawbridgeworth Marsh SSSI and Thorley Flood Pound SSSI. (See Sawbridgeworth North B below)  There are no designated Wildlife Sites within the area of search.	<b>Red</b>
	Sawbridgeworth North (B)	The area of search contains Sawbridgeworth Marsh SSSI (48/001) and Local Wildlife Sites: 48/010 ( <i>Tednambury Meadows and Marsh</i> ), 48/016 ( <i>Sawbridgeworth Meadows: grassland and open water</i> ) and 48/017 ( <i>Scrub E. of Railway: scrub, grassland</i> ). It is also within 2km of Thorley Flood Pound SSSI.  Sawbridgeworth Marsh is one of the few remaining intact river marshes in Hertfordshire, supporting a range of reed bed, mixed fen, marshy and grassland flora. The Natural England SSSI report describes the site as favourable. The site supports a rich diversity of invertebrate, bird and mammal species and county-rare plants. The locally rare southern marsh orchid is present. Several Damselflies (banded demoiselle) are present which is an indicator of good water quality as the species is sensitive to pollution. The habitat supports several rare butterfly and bird species.  Other habitats include broadleaved semi-natural woodland, marshy grassland, fen and open water. Tednambury is the only pasture in the upper part of the Stort Valley to retain a full complement of typical flora within a grazing system. Several scarce aquatic plant species have been recorded. Water Voles and Harvest Mice have been recorded at Sawbridgeworth Meadows.	<b>Red</b>
	Sawbridgeworth North (C)	The area of search lies adjacent to Sawbridgeworth Marsh SSSI. (See	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Sawbridgeworth North B above)  There are no designated Wildlife Sites within the area of search.	
<b>Ware (Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	The Kings Meads Local Wildlife Site 59/003 penetrates the town to the west but there are few other Local Wildlife Sites within the urban area. The majority of the built-up area is within 5km of Downfield Pit SSSI and Amwell Quarry Ramsar and SSSI site.  Kings Mead habitats include marshy grassland and open water among others, including steep chalk slopes supporting a species-rich calcareous flora with many scarce species. The breeding and wintering bird populations on the meads are significant and include Gadwell, Wigeon, Teal, Shoveler and Snipe. Hertfordshire's only pair of Garganey Duck (a nationally scarce species) bred here. Otters, Water Voles, Dragonflies, Grass Snakes and various bat species are also present on the meads.	<b>Amber</b>
19	Ware North (A)	The area of search is within 2km of Downfield Pit SSSI and is within 5km of Amwell Quarry Ramsar and SSSI site. (See Great Amwell below).  Downfield Pit is designated for its geological value. Habitats include arable farmland with hedgerows and small woods. Hedges will support foraging bats from roosts in Ware. Declining farmland birds are present on the farmland, though the land is not designated.	<b>Red</b>
	Ware North (B)	The majority of the area of search is within 2km of Downfield Pit SSSI. The area of search is within 5km of Amwell Quarry Ramsar Site and SSSI. (See Great Amwell below).  A small part of the area of search to the east contains Local Wildlife Site 46/044 ( <i>Fanhams Hall Meadow: calcareous grassland</i> ). Habitats include arable farmland with hedgerows and small woods.	

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Hedges will support foraging bats from roosts in Ware. Declining farmland birds are present on the farmland, though the farmland is not designated. Ponds at Moles Farm support Great Crested Newts (EPS); ponds at Fanhams Hall might support Great Crested Newts.	<b>Red</b>
20	Ware East (A) Ware East (B)	The area of search is within 2km of Amwell Quarry Ramsar Site and SSSI. (See Great Amwell below).  The area contains a Local Wildlife Site 60/001 ( <i>Wood Lane, Ware: hedgerow</i> ) in a strip across the centre, while the southern tip contains Local Wildlife Site 60/051 ( <i>Widbury Wood: ancient woodland</i> ). These habitats include species diverse old hedgerow and Oak-Hornbeam and broadleaved woodland supporting ancient ground flora and bluebells. Habitats also include arable farmland with hedgerows and small woods. Hedges will support foraging bats from roosts in Ware. Declining farmland birds are present on the farmland.	
21	Ware South-East (A) Ware South-East (B)	The site is within 2km of Amwell Quarry Ramsar Site and SSSI, Hertford Heath SSSI and Local Nature Reserve. (See Great Amwell and Hertford Heath below).  The majority of the area of search contains Local Wildlife Sites: 60/004 ( <i>Tumbling Bay Gravel Pit: open water</i> ), 60/024 ( <i>Meadow East of New River, Ware: grassland</i> ) and 60/041 ( <i>Amwell Walkway by Lea Navigation</i> ). Habitats include species-diverse grasslands, relict fen and mature damp scrub/ woodland. Grass snakes are known to breed in the area, with otters travelling through. The habitats also support a nationally rare plant.	<b>Red</b>
22	Ware South-West	The area is within 2km of Amwell Quarry Ramsar Site and SSSI and Hertford Heath SSSI and Local Nature Reserve.  The eastern part of this area of search contains Local Wildlife Site 60/021 ( <i>Post Wood: ancient woodland</i> ). Habitats include Pedunculate oak-hornbeam and	

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		broadleaved woodland. The ground flora contains ancient woodland indicator species such as Bluebells and Dogs Mercury. There are also several other Local Wildlife Sites designated for the presence of bats in proximity.	
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	<p>The area of search is within 2km of Benington High Wood SSSI.</p> <p>There are no designated Wildlife Sites within the village area of search.</p> <p>Benington High Wood habitats include broadleaved mixed and yew woodland. Deer are present in the wood. Natural England described the SSSI as 'unfavourable recovering' due to the number of non-native species and poor regeneration of Oak within the site. A Higher Level Stewardship Scheme is now in place to deal with these issues.</p>	<b>Red</b>
24	Bayford	<p>The area of search is within 2km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>There are two Local Wildlife Sites within the built-up area of the village, with several surrounding: 71/014 (<i>Bayford Village Pond: open water</i>) and 71/010 (<i>Bayford School Pond and Meadow</i>).</p> <p>To the north 71/013 (<i>Weepings Wood: ancient woodland</i>), to the east 71/120 (<i>Harmond's Wood: ancient woodland</i>) and 71/118 (<i>Dalmond's Wood: ancient woodland</i>).</p> <p>The village is situated in close proximity to the network of woods that form the Broxbourne Woods complex and is within the Broxbourne Woods Key Biodiversity Area. This woodland complex is of European importance and supports Sessile Oak-Hornbeam broad-leaved deciduous woodland, mixed and conifer woodland, heath, scrub and dry grassland (wood pasture), as well as streams, wet flushes</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		and ponds. The woodlands are important at a county level for declining woodland bird species, such as Hawfinch and Lesser Spotted Woodpecker. Nightjar and Woodlark have bred in the past and may do so again with appropriate habitat management.	
25	Benington	<p>The area of search is within 2km of Benington High Wood SSSI.</p> <p>Whilst there are no other designated Wildlife Sites within the area of search, there are several nearby: 31/008 (<i>Town Green, Hebing End: grassland</i>) to the south, 30/015 (<i>Baron's Grove: ancient woodland</i>) to the north and 31/009 (<i>Walman's Wood: ancient woodland</i>) to the north-east.</p> <p>Benington High Wood habitats include broadleaved mixed and yew woodland. Deer are present in the wood. Natural England described the SSSI as 'unfavourable recovering' due to the number of non-native species and poor regeneration of Oak within the site. A Higher Level Stewardship Scheme is now in place to deal with these issues.</p> <p>Other habitats include grassland and Pedunculate Oak-Hornbeam and broadleaved woodland supporting typical ancient ground flora such as Bluebells and Dogs Mercury and Adders Tongue and Cowslips in the grassland.</p>	<b>Red</b>
26	Birch Green	<p>The area of search is within 5km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>A previously designated Local Wildlife Site located in the centre of the village, 58/053 (<i>Birch Green: buildings</i>) was deselected in 2010. 58/056 (<i>Birch Green Pond</i>) lies just to the north. To the south of the village lies 58/006 (<i>Cole Green Way: disused railway line</i>) and 58/033 (<i>Hazeldene, East End Green: buildings</i>).</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Habitats include arable fields, lakes, ponds, hedgerows, trees and woods, including ancient woodland. All are very important foraging habitats for bats (EPS). They also support Great Crested Newts (EPS), badger, polecat and breeding birds; reptiles may be present.</p>	
27	Braughing	<p>The village contains three Local Wildlife Sites: 24/057 (<i>Braughing Churchyard: grassland and building</i>), 24/075 (<i>The Old Vicarage Area: grassland and buildings</i>), and 32/086 (<i>Meadow View, Ford Street: buildings</i>).</p> <p>Local Wildlife Site 32/036 (<i>Braughing Meads: marshy grassland</i>) lies in close proximity to the south-west of the village. This is a rare habitat being a combination of calcareous spring water and mineral soil tending to be acid or neutral. Uncommon wetland plant species are present and the area is good for birds.</p> <p>Braughing is a very important village for bats (EPS) and their roost sites and supports rare species. Therefore, the surrounding countryside will be very important foraging habitat for these bat populations.</p>	<b>Amber</b>
28	Brickendon	<p>The area of search is within 2km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>There are several Local Wildlife Sites running through the village: 71/035 (<i>Back Lane: woodland</i>), 71/042 (<i>Brickendon Lane Road Verges and Pond</i>), 71/034 (<i>Brickendon Green</i>).</p> <p>To the north lie 71/020 (<i>Harmond's Wood: ancient woodland</i>), 71/122 (<i>Long Leys: buildings</i>), and 71/023 (<i>Great Groves Wood: ancient woodland</i>). To the east lie 71/061 (<i>Bourne Wood: Pedunculate woodland</i>), and 71/005 (<i>Broxbourne Woods: ancient woodland NNR, SSSI, SAC</i>). To the south 71/031 (<i>Pond West of Claypits Wood: open water</i>). To the west</p>	<b>Red</b>



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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>71/016 (<i>Blackfan, Gidner's Wood and Harry's Grove: ancient woodland</i>).</p> <p>The village is situated in close proximity to the network of woods that form the Broxbourne Woods complex and is within the Broxbourne Woods Key Biodiversity Area. This woodland complex is of European importance and supports Sessile Oak-Hornbeam broad-leaved deciduous woodland, mixed and conifer woodland, heath, scrub and dry grassland (wood pasture), as well as streams, wet flushes and ponds. The woodlands are important at a county level for declining woodland bird species, such as Hawfinch and Lesser Spotted Woodpecker. Nightjar and Woodlark have bred in the past and may do so again with appropriate habitat management.</p>	
29	Buckland	<p>Just to the north of the village lies Local Wildlife Site 15/009 (<i>A10 Road Bank near Hilly Wood: grassland</i>). The verge is rich with species-diverse neutral-calcareous rough grassland with Bee Orchids.</p>	<b>Green</b>
30	Cole Green	<p>Local Wildlife Site 58/007 (<i>Cole Green: grassland</i>) sits in the middle of the village, being the village green. 58/006 (<i>Cole Green Way: grassland</i>) and 58/011 (<i>Cowper Arms Pit</i>) lie to the south of the village.</p> <p>Habitats include arable fields, lakes, ponds, hedgerows, trees and woods, including ancient woodland. All are very important foraging habitats for bats and support Great Crested Newts, both EPS along with badger, polecat and breeding birds. The Cole Green Way contains a structural diversity of vegetation providing a range of habitats with a diverse insect population and forms an important linking corridor.</p>	<b>Amber</b>
31	Colliers End	<p>Sites are within 2km of Plashes Wood SSSI, and within proximity to Local Wildlife Sites.</p> <p>Immediately adjacent to the east of the village lies Local Wildlife Site 32/030 (<i>Colliers End Meadows and Ponds</i>). Also</p>	

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>within close proximity to the village to the south is 32/050 (<i>Nearer Wood: ancient woodland</i>) and 32/057 (<i>Colliers End Lime Kiln: scrub woodland</i>). To the north is 32/023 (<i>Cottage Meadow, Colliers End</i>).</p> <p>Habitats include arable fields, hedgerows, mature trees and woods. Scrub exists around a small industrial site. These habitats form important areas/corridors for local bats (flight-lines), badger and breeding birds. Reptiles may be present in areas of rough grassland and scrub. Ponds might support Great Crested Newt (EPS), although there are no known records. Natural England describe the site as 'unfavourable recovering' which could be rectified with appropriate deer control.</p> <p>Other habitats include species-rich damp grassland which supports abundant Lady's Smock, Meadow Buttercups, Rushes and Meadow Sweet.</p>	
32	Cottered	<p>The village is just over 2km north of Moor Hall Meadows SSSI.</p> <p>The village contains one small Local Wildlife Site 23/063 (<i>Cottered Churchyard: grassland</i>). Several other Wildlife Sites lie in proximity to the village: 23/066 (<i>Throcking Road Verge: grassland/hedge</i>) to the north-east, 23/057 (<i>Burymead Lane and Paddock</i>) to the south-east, and 23/017 (<i>Little Osbornes Meadow</i>) to the south-west.</p> <p>Moor Hall Meadows SSSI is a spring-fed meadow noted for its mixture of species-rich neutral/calcareous grassland, wet grassland and fen-meadow plant communities. Natural England described the site as 'unfavourable no change' as management measures are required to improve the condition of the site.</p> <p>Other habitats include species diverse neutral, marshy grassland, calcareous grassland, old hedges and a flush line along</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		a former ditch supporting high flora diversity.	
33	Dane End	<p>There are no designated Wildlife Sites within the area of search. There are several small Local Wildlife Sites in proximity: 31/032 (<i>Dane End Chalk Pit &amp; Verge, Short Whiteley Common: grassland</i>) and 31/052 (<i>Whitehall Road Verge: grassland</i>) to the north-east, and 31/055 (<i>Claypits Wood: ancient woodland</i>) to the south-east.</p> <p>Habitats include unimproved calcareous grassland and chalk pits supporting rich chalk flora including the white variety of Thyme (the only site in Hertfordshire), and Tall Broomrape. Claypits Wood contains Pedunculate Oak-Hazel-Ash and Oak-Hornbeam woodland along with open water adding to the habitat diversity of the site.</p>	<b>Green</b>
34	Datchworth	<p>There are two small Local Wildlife Sites within the area of search: 44/038 (<i>Datchworth Green Buildings</i>) and 44/090 (<i>Datchworth Pond by Hawkins Hall</i>). 44/011 (<i>Bury Wood: ancient woodland</i>) lies just north of the area of search, with 44/066 (<i>Green Lane near Hawkins Hall</i>) to the east.</p> <p>There may be other sites to the west of the village within Welwyn-Hatfield Borough that may be of relevance.</p> <p>The area of search site is within the Lower Mimram, Lower Beane, Bramfield Plateau Key Biodiversity Area.</p> <p>Habitats include arable and grass fields with hedgerows and trees supporting Great Crested Newts (EPS), bat (EPS) flight-lines, badger and farmland birds.</p>	<b>Green</b>
35	Furneux Pelham	<p>The village is within 2km of Hillcollins Pit SSSI, Patmore Heath SSSI and LNR, and Great Hormead Park SSSI.</p> <p>A building within the village used to be a local wildlife site for its bat habitat but has been deselected. Local Wildlife Site 25/019 (<i>Ferneux Pelham Hall Grounds: buildings and grounds</i>) lies immediately to the west of</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>the village. 25/025 (<i>Patient End Farm: grassland</i>) and 25/039 (<i>Pelham Sewage Works Roadside Verge: grassland</i>) lie in proximity to the south.</p> <p>Hillcollins Pit is designated for its national importance in relation to its geological features. Natural England describe the site as 'favourable'. Other SSSI habitats include broadleaved, mixed and yew woodland and acid grassland, supporting species rich ground flora including Oxslips. Natural England describe Patmore Heath and Great Hornead Park SSSIs as 'unfavourable recovering', needing further management to achieve favourable conditions.</p>	
36	Great Amwell	<p>The area of search is adjacent to Amwell Quarry Ramsar Site, within 5km of Rye Meads Ramsar Site and SSSI, and within 2km of Hertford Heath SSSI. The village also sits between two major Key Biodiversity Areas.</p> <p>In addition, there are four Local Wildlife Sites in and around the village: 60/067, 60/025 (<i>Amwellbury Wood: ancient woodland</i>), 60/060 (<i>Cautherly Lane: buildings</i>) and 60/032 (<i>Meadow by Lower Road, Amwell: grassland</i>).</p> <p>In proximity to the south-west lies Local Wildlife Site 60/017 (<i>Goldings Wood: ancient woodland</i>). 60/021 (<i>Post Wood: ancient woodland</i>) and 60/024 (<i>Meadow East of New River, Ware</i>) lie just to the north-west of the village.</p> <p>The Lee Valley SPA and Ramsar site supports a range of man-made, semi-natural and valley-bottom, wetland habitats including embanked water supply reservoirs, sewage treatment lagoons and former gravel pits. The wetlands support wintering wildfowl; in particular, Gadwall and Shoveler, which occur in numbers of European importance. Areas of reed-bed support nationally significant numbers of wintering Bittern. The key sites are: Amwell,</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs.</p> <p>Habitats include ancient woodland, arable fields, hedgerows, rough grassland and scrub. These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), badger, reptiles and amphibians. There are records of Dormouse (EPS) in Hailey Wood. Ponds at Hertford Heath support Great Crested Newts (EPS).</p>	
37	Hadham Ford	<p>Immediately to the east of the village lies Local Wildlife Site 33/041 (<i>Brick Kiln Meadows: grassland</i>). 33/040 (<i>Ford Hill Meadow: grassland</i>) lies in proximity to the south-east.</p> <p>Habitats include species-rich grassland and spoil from disused brick pits supporting Meadow Saxifrage, Betony, Bluebells and a variety of locally uncommon plants.</p>	<b>Green</b>
38	Hertford Heath	<p>The area of search is within 2km of Wormley-Hoddesdonpark Woods SAC NNR SSSI, within 5km of Rye Meads Ramsar Site and SSSI, and contains several parts of Hertford Heath SSSI and Local Nature Reserve.</p> <p>Just north of the village lies Local Wildlife Site 60/049 (<i>Wet Meadow near Mount Pleasant</i>); to the east lies 60/017 (<i>Goldings Wood: ancient woodland</i>); to the south 60/018 (<i>High Wood</i>), 71/002 (<i>Ermine Street: woodland and others</i>); and to the west 59/044 (<i>Meadow East of Balls Wood: grassland</i>) and 59/008 (<i>Balls Wood: ancient woodland</i>).</p> <p>The area of search is covered by the Broxbourne Woods Key Biodiversity Area. This woodland complex is of European importance and supports Sessile Oak-Hornbeam broad-leaved deciduous woodland, mixed and conifer woodland, heath, scrub and dry grassland (wood pasture), as well as streams, wet flushes and ponds. The woodlands are important</p>	<b>Red</b>

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		<p>at a county level for declining woodland bird species, such as Hawfinch and Lesser Spotted Woodpecker. Nightjar and Woodlark have bred in the past and may do so again with appropriate habitat management.</p> <p>Wildlife Site meadows adjacent to Balls Wood SSSI are important for White Admiral butterflies, Dormouse (EPS), badger and woodland birds. Ponds also support Great Crested Newts (EPS).</p>	
39	Hertingfordbury	<p>The area of search is within 5km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>A small Local Wildlife Site: 59/058 (<i>St Mary's Church: grassland and buildings</i>) sits in the centre of the village. In proximity to the east of the village is 59/004 (<i>Hertingfordbury Park, Lower Pastures: grassland</i>), and to the south is 58/006 (<i>Cole Green Way: grassland</i>).</p> <p>Habitats include grassland, marshy grassland, swamp and open water among others. Pastures contain wet flushes and springs producing a quaking bog and fen community especially uncommon in the locality and of considerable wildlife value. Cole Green Way habitats support a diverse insect population.</p>	Amber
40	High Cross	<p>The village is within 2km of Plashes Wood SSSI.</p> <p>There are no designated Wildlife Sites in the village, however, there are five Local Wildlife Sites in proximity: 46/018 (<i>The Bourne, Wadesmill – Sacombe Green: open water</i>), 46/028 (<i>Great Southey Wood and Ash Plantation: ancient woodland</i>), 46/029 (<i>Sutes Wood: ancient woodland</i>), 46/012 (<i>Youngsbury Park Icehouse</i>) and 46/036 (<i>Home Farm, Youngsbury: buildings</i>).</p> <p>High Cross is very important for bats with numerous roost sites. The surrounding</p>	Red

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>countryside, including The Bourne (watercourse) will be a very important foraging habitat for the bat populations. Ponds support Great Crested Newts (EPS) and Slow-worm is present. Natural England describe Plashes Wood SSSI as 'unfavourable recovering' with management plans in place.</p>	
41	High Wych	<p>The area of search is within 5km of Sawbridgeworth Marsh SSSI. There are no designated Wildlife Sites in the village area of search, however, 62/020 (<i>Rivers Nursery and Orchard</i>) and 62/016 (<i>Rowney Wood: ancient woodland</i>) are in proximity to the east.</p> <p>Habitats include neutral grassland, Hawthorn scrub and an apple orchard, supporting a diverse grassland flora including Bee Orchids. The site also has invertebrate interest. The ancient woodland at Rowney Wood supports the rare Stinking Iris.</p>	Amber
42	Hunsdon	<p>The area of search is within 5km of both Amwell Quarry Ramsar, SAC, SSSI site, and Hunsdon Mead SSSI. There is one small Local Wildlife Site 61/030 (<i>Tanners Way Area: buildings and surroundings</i>) designated in the village for its bat habitat. There are several large Local Wildlife Sites in proximity: to the south-west: 61/002 (<i>Bonningtons, Shooters Hill: open water</i>), and 61/034 (<i>Bury Plantation and Hunsdon Brook: ancient woodland</i>). To the north-east: 62/012 (<i>Eastwick and Blackhut Woods: ancient woodland</i>). Bonningtons Lake is important for a range of birds including Water Rail. Habitats include broadleaved woodland and a stream supporting a range of species-rich ground flora including Common Spotted Orchid and Early Purple Orchid.</p>	Amber
43	Letty Green	<p>The area of search is within 5km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>There are no designated Wildlife Sites within the village itself, though there are</p>	Amber

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>several sites in proximity: to the north of the village sits Local Wildlife Site 58/006 (<i>Cole Green Way: disused railway line</i>) and 58/011 (<i>Cowper Arms Pit: gravel pit</i>). To the south of the village lies 58/009 (<i>Spring Wood: ancient woodland</i>).</p> <p>Habitats include arable fields, lakes, ponds, hedgerows, trees and woods, including ancient woodland. All are very important foraging habitats for bats (EPS). They also support Great Crested Newts (EPS), badger, polecat and breeding birds; reptiles may be present.</p>	
44	Little Hadham	<p>Just to the north-west of the village lies Local Wildlife Site 33/046 (<i>Little Hadham Chalk Pit: grassland</i>).</p> <p>Habitats include arable agriculture, hedgerows, mature trees and woodland, and the River Ash. Little Hadham is important for roosting bats. Hadham Hall and its ponds are very important for Great Crested Newts (EPS) and bats (EPS).</p> <p>These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), reptiles, amphibians and badger. The species diverse neutral-calcareous grassland supports rare protected plants and uncommon bryophyte species.</p>	<b>Green</b>
45	Much Hadham	<p>Though the village (combined with Hadham Cross) has no designated Wildlife Sites, two lie in close proximity to the east: 47/010 (<i>Dane Wood: ancient woodland</i>) and 47/009 (<i>Sidehill Wood: ancient woodland</i>).</p> <p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland supporting species-rich ground flora.</p>	<b>Green</b>
46	Puckeridge	<p>The village lies within 2km of Plashes Wood SSSI. (See Colliers End above).</p> <p>To the north-west of the village lies two Local Wildlife Sites: 32/056 (<i>Puckeridge Lime Kiln neutral grassland</i>) and 32/035 (<i>Puckeridge Round-about Paddock neutral</i></p>	<b>Red</b>



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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p><i>grassland</i>). To the south lies 32/044 (<i>Standon Lordship Meadows North neutral grassland</i>). To the north-east lies 32/094 (<i>Gatesbury Wood ancient woodland</i>) and to the west lies 32/082 (<i>Mentley Farm: species criteria</i>).</p> <p>Habitats range from urban edge, arable agriculture, mature hedgerows, trees, scrub, grassland and the River Rib. These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), reptiles, and badger. Plants rare in Hertfordshire have also been recorded.</p> <p>There is a very important bat winter hibernation roost in a small field adjacent to Mentley Lane (32/082). Surrounding habitats will be very important for foraging bats.</p>	
47	Spellbrook	<p>Immediately to the east of the village sits Thorley Flood Pound SSSI. The area of search is also within 2km of Sawbridgeworth Marsh SSSI. (See Bishop's Stortford South B and Sawbridgeworth North B).</p> <p>Local Wildlife Site 48/009 (<i>Thorley Washes, part of the SSSI</i>) sits immediately to the east, 48/019 (<i>Meadow South of Spellbrook</i>) sits to the south and 48/021 (<i>Thorley Wash Meadow, South: swamp</i>) lies to the north.</p> <p>Habitats include a range of marshy grassland and swamp supporting species such as fescue grasses, creeping bent, yarrow and common sorrel, fen bedstraw, angelica, meadow-sweet, brooklime, sedges and rushes.</p>	Red
48	Standon	<p>The village lies within 2km of Plashes Wood SSSI. (See Colliers End above).</p> <p>Local Wildlife Site 32/044 (<i>Standon Lordship Meadows</i>) lies in proximity to the south-west of the village.</p> <p>Standon is a very important area for bats,</p>	Red

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>particularly the River Rib. Habitats at Standon Lordship range from urban edge, arable agriculture, mature hedgerows, trees, scrub, grassland and the River Rib. These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), reptiles, and badger. Plants rare in Hertfordshire have also been recorded.</p>	
49	Stanstead Abbots & St Margarets	<p>The area of search is between Rye Meads and Amwell Quarry Ramsar, SSSI sites. The area of search is covered by the Lea Valley Key Biodiversity Area.</p> <p>There are three Local Wildlife Sites in the area of search, with several more surrounding: 60/057 (<i>Durham Road: buildings</i>), 60/073 (<i>deselected in 2010</i>) and 60/062 (<i>Lake South of The Maltings: open water</i>) within the area of search. 60/008 (<i>Stanstead Abbots Gravel Pit: open water, grassland and swamp</i>) and 60/068 (<i>Senior's Lake: swamp</i>) lie just to the south. 60/060 (<i>Cautherly Lane: buildings</i>) and 60/041 (<i>Amwell Walkway by Lea Navigation: woodland</i>) lie to the north.</p> <p>The Lee Valley SPA and Ramsar site supports a range of man-made, semi-natural and valley-bottom, wetland habitats including embanked water supply reservoirs, sewage treatment lagoons and former gravel pits, that occupy approximately 20km of the valley. The wetlands support wintering wildfowl; in particular, Gadwall and Shoveler, which occur in numbers of European importance. Areas of reed-bed support nationally significant numbers of wintering Bittern. The key sites are: Amwell, Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs.</p> <p>Both Stanstead Abbots and St Margaret's are important for bats and their roost sites. As a result, the Lee Valley and the river are particularly important foraging habitats for the local bat populations.</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>The sites at St Margaret's are arable fields with hedgerows, which form important flight-lines for bats. Badgers are present in the area.</p> <p>The Stanstead Abbots sites consist of small grass meadows and an industrial site, which is adjacent to the floodplain.</p>	
50	Stapleford	<p>Local Wildlife Site 45/023 (<i>River Beane from Waterford Hall to Mill End</i>) dissects the area of search north to south. Two small Local Wildlife Sites lie within the area of search: 45/040 (<i>Warren Wood: ancient woodland</i>) and 45/087 (<i>Stapleford Churchyard: grassland</i>). 45/010 (<i>Clusterbolt Wood: ancient woodland</i>) sits just to the north-east of the village.</p> <p>Habitats include open water and marginal vegetation, Pedunculate Oak-Hornbeam woodland, supporting species-rich ground flora. Stapleford Churchyard contains calcareous gravels with thin chalky soil in places supporting herb-rich grassland. Clusterbolt Wood contains two very large old Holly trees believed to be the biggest in Hertfordshire.</p>	<b>Green</b>
51	Tewin	<p>The area of search lies within 2km of Tewinbury SSSI.</p> <p>There are no designated Wildlife Sites within the area of search, though there are several in proximity: 44/045 (<i>Tewin Upper Green: species criteria</i>), and 44/025 (<i>Tewin Orchard: Wildlife Trust Reserve</i>) to the north-west. 44/021 (<i>Bramfield Park, Seven Acre &amp; Beal's Wood: ancient woodland</i>) lies to the north-east, 58/012 (<i>Lamb Dell &amp; Home Park Woods, Marden Hill: ancient woodland</i>) to the south-east and 58/014 (<i>Westley Wood: ancient woodland</i>) to the south-west.</p> <p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland, open water and marshy grassland, supporting species-rich ground flora including Bluebells and Ramsons. Natural</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		England describe part of the SSSI as 'favourable' and part as 'unfavourable recovering', with more management needed. Positive species include Southern Marsh Orchid.	
52	Thundridge	<p>The village is within 2km of Downfield Pit SSSI. (See also Ware North).</p> <p>There are no designated Wildlife Sites within the village itself, though there are five Local Wildlife Sites in proximity: 46/018 (<i>The Bourne, Wadesmill – Sacombe Green: open water</i>), 46/037 (<i>Poles Lane: species criteria</i>), 46/038 (<i>Thundridge House: species criteria</i>) 46/002 (<i>Wade's Wood: ancient woodland</i>) and 46/012 (<i>Youngsbury Park Icehouse</i>).</p> <p>Thundridge is important for bats with several roost sites. The surrounding countryside, including the River Rib will be very important foraging habitat for these bat populations. Badgers are present. Habitats also include Pedunculate Oak-Hornbeam woodland and open water supporting species-rich ground flora and scarce ferns.</p>	<b>Red</b>
53	Tonwell	<p>The area of search is within 2km of Downfield Pit SSSI. (See also Ware North).</p> <p>There are no designated Wildlife Sites in the area of search. There are several within proximity of the village: 45/011 (<i>Roads Wood: ancient woodland</i>), 45/052 (<i>Ridings Wood &amp; Grove: ancient woodland</i>), 45/053 (<i>Long Meadow by Ridings Wood: grassland</i>) to the north and 45/012 (<i>Bourne Wood</i>) to the east.</p> <p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland and grassland, supporting species-rich ground flora including Knapweed, Spiked Sedge and St. Johns Wort.</p>	<b>Red</b>
54	Wadesmill	<p>The village is within 2km of Downfield Pit SSSI. (See also Ware North).</p> <p>There are no designated Wildlife Sites within the village itself, though there are five</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Local Wildlife Sites in proximity: 46/018 (<i>The Bourne, Wadesmill – Sacombe Green: open water</i>), 46/037 (<i>Poles Lane: species criteria</i>), 46/038 (<i>Thundridge House: species criteria</i>) 46/002 (<i>Wade’s Wood: ancient woodland</i>) and 46/012 (<i>Youngsbury Park Icehouse</i>).</p> <p>Wadesmill is important for bats with several roost sites. The surrounding countryside, including the River Rib will be very important foraging habitat for these bat populations. Badgers are also present. Nationally scarce invertebrates have been recorded at Youngsbury Park.</p>	
55	Walkern	<p>The southern part of the area of search (south of Stevenage Road) is within 2km of Benington High Wood SSSI. The village is also within 5km of Moor Hall Meadows SSSI. (See also Benington above).</p> <p>The large Local Wildlife Site and Nature Reserve 22/006 (<i>Box Wood, Pryor’s Wood &amp; Lob’s Hole Spring: Local Nature Reserve ancient woodland</i>) lies within 2km to the west.</p> <p>Whilst there are no designated Wildlife Sites within the area of search, there are several nearby: 23/062 (<i>Ardeley Bury: parkland</i>) to the north-east, 22/049 (<i>Coble’s Spring and The Bushes: woodland</i>) and 30/015 (<i>Baron’s Grove: ancient woodland</i>) to the south-east, and 30/014 (<i>Benington Road Verge: grassland</i>) to the south. There may be other designated sites within neighbouring North Herts and Stevenage Districts that will need to be considered.</p> <p>Habitats include arable fields, hedgerows, trees and woods; some ancient woodland (Box Wood SSSI), River Beane – chalk stream. Species present are bats (EPS), potentially Dormouse (EPS), badger, harvest mouse, farmland birds, Small Heath and White-letter Hairstreak butterflies. The habitats form a complex of interconnecting ‘corridors’ for bats (flight-lines), badgers,</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
56	Waterford	<p>small mammals, birds and butterflies.</p> <p>The area of search is dissected north to south by Local Wildlife Sites 59/010 (<i>Waterford Marsh</i>) and 59/113 (<i>Meadow Adjacent to Waterford Marsh</i>). The area of search is adjacent to 59/062 (<i>Waterford Heath South Local Nature Reserve</i>), 45/022 (<i>Waterford Heath North Local Nature Reserve</i>) and Local Wildlife Site 45/004 (<i>Waterford Common: grassland</i>) to the east. (See also Hertford North)</p> <p>Local Wildlife Site 45/023 (<i>River Beane from Waterford Hall to Mill End</i>) lies in proximity to the north. 59/015 (<i>Great Mole Wood: Pedunculate woodland</i>) and 59/001 (<i>Goldings Meadows and Woods: ancient woodland</i>) lie in proximity south.</p> <p>Waterford Marsh habitats include marshy grassland and open water. These habitats support a substantial amount of marginal and submerged aquatic vegetation including plants unusual to Hertfordshire. The river is home to a breeding pair of Mute Swans and Little Grebes. Kingfishers and Water Voles are also present.</p> <p>Habitats also include park grasslands, a large lake, River Beane and River Rib (chalk streams) reed-bed, marsh, wet alder woodland, which support bats (EPS), badger, Grass Snake, Kingfisher, River Water-dropwort and birds. Habitats also include arable fields, grassland, hedgerows, woodland (some ancient). These habitats support bats (EPS), Dormouse (EPS), polecat, badger, Grizzled Skipper and Small Heath butterflies.</p>	<b>Red</b>
57	Watton-at-Stone	<p>There is one small Local Wildlife Site within the area of search: 44/078 (<i>River Beane by Watton Common</i>).</p> <p>Several Local Wildlife Sites surround the village: 30/042 (<i>The Rookery: woodland</i>), 31/001 (<i>Blackditch Wood: ancient woodland</i>), 45/038 (<i>The Grove: ancient woodland</i>), 45/065 (<i>Watton Springs: open</i></p>	<b>Green</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p><i>water</i>), 45/027 (<i>Hanging Hill Wood: ancient woodland</i>) and 45/028 (<i>Watton Green</i>).</p> <p>The village sits just north of the Lower Mimram, Lower Beane, Bramfield Plateau Key Biodiversity Area.</p> <p>Habitats include arable fields, allotments and sports field. Badgers are present along the railway line and probably forage across the area. The allotments and the railway embankment may support reptiles. Common breeding birds will be present.</p>	
58	Westmill	<p>The east of the village lies within 5km of Moor Hall Meadows SSSI.</p> <p>Local Wildlife Site 24/067 (<i>Westmill Bury Farm: building and pond</i>), located in the village is designated for its Great Crested Newt habitat. 24/026 (<i>Buntingford Chalk Pit: disused quarry</i>) lies in proximity to the village to the north-east and 24/073 (<i>Thrift Wood: ancient woodland</i>) lies to the south-west.</p> <p>Habitats include a chalk quarry on boulder clay with calcareous grassland and ephemeral ponds supporting Wood Small-Reed and species diverse broadleaved woodland and ground flora.</p>	<b>Amber</b>
59	Widford	<p>Just to the north of the built-up area of the village lies Local Wildlife Site 47/016 (<i>Meadow by Pegs Lane: grassland</i>). Wildlife Site 47/012 (<i>Widford Disused Railway</i>) lies in proximity to the north.</p> <p>The sites include a mosaic of habitats with secondary broadleaved woodland and species diverse grassland ranges from calcareous, neutral and acid of high wildlife value.</p>	<b>Green</b>
<p><b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b></p>			
60	East of Stevenage	<p>Benington High Wood SSSI lies within 2km of the built-up area of Stevenage.</p> <p>Immediately adjacent to Stevenage lies Local Wildlife Site and Local Nature</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Reserve 22/006 (<i>Box Wood, Pryor's Wood &amp; Lob's Hole Spring: ancient woodland</i>) and 30/010 (<i>New Wood: ancient woodland</i>).</p> <p>Local Wildlife Sites 30/053 (<i>Astonbury Buildings and Ponds</i>) and 30/007 (<i>Astonbury Wood: ancient woodland</i>) lie to the south-east and 22/047 (<i>The Warren: ancient woodland</i>) lies to the north-east of the built-up area of Stevenage.</p> <p>Habitats include arable fields, hedgerows, trees and woods; some ancient woodland (Box Wood SSSI), and River Beane – chalk stream. Species present are bats (EPS), potentially Dormouse (EPS), badger, harvest mouse, farmland birds, Small Heath and White-letter Hairstreak butterflies. The habitats form a complex of interconnecting 'corridors' for bats (flight-lines), badgers, small mammals, birds and butterflies.</p> <p>There may be other designated sites within neighbouring North Herts and Stevenage Districts that will need to be considered.</p>	
61	East of Welwyn Garden City	<p>Just over half the area of search lies within 2km of Tewinbury SSSI to the north-west.</p> <p>There are many Local Wildlife Sites within this area of search: 58/021 (<i>Henry and Birchall Woods: ancient woodland</i>), 58/004 (<i>Land SE of Birchall Lane/ Cole Green Tip, NE area: grassland</i>) and 58/015 (<i>Great Captain's and Holwell Park Wood: ancient woodland</i>) lie to the south-east of the town.</p> <p>Habitats include arable fields, lakes, ponds, hedgerows, trees and woods, including ancient woodland. All are very important foraging habitats for bats (EPS). They also support Great Crested Newts (EPS), badger, polecat, breeding birds and Small Heath butterfly. Reptiles may well be present.</p> <p>There may be additional sites within the boundary of Welwyn Hatfield District that may need to be considered.</p>	<b>Red</b>



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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Whilst not immediately adjacent to the built-up area of Welwyn Garden City, Local Nature Reserve and Wildlife Site 58/025 (<i>Panshanger Park: ancient woodland</i>) lies in close proximity, east of Panshanger Lane. Panshanger Park is owned and managed by Lafarge, in partnership with HCC. Part of the management plan for the park includes an aspiration to become designated as a Country Park, which would include a Nature Reserve among other facilities. At this stage it is necessary to consider the possible implications of locating development in proximity to the park as a Wildlife Site. The potential cumulative impacts of development on the Park will be considered as part of Step 5 (scenario testing) and Step 6 (preferred strategy).</p> <p>Habitats include ancient woodland, veteran Oak trees (some of the best in England), acid, neutral and marshy grassland, River Mimram – a chalk stream – wetlands, lakes, reed-beds, marsh, ponds, and wet alder woodland. The site supports bat roosts (EPS), Otter (EPS), Water Vole, and Grayling in the river; numerous breeding and wintering birds. The ponds are very important for dragonflies. Bare areas of ground are important for invertebrates.</p>	
62	<p>North of Harlow (A)</p> <hr/> <p>North of Harlow (B)</p> <hr/> <p>North of Harlow (C)</p>	<p>The south-western quarter of the area of search lies within 2km of Hunsdon Mead SSSI. The whole area is within 5km.</p> <p>In addition to the Key Biodiversity Area of the Stort Valley, the area of search contains a large number of Local Wildlife Sites: 61/019 (<i>Field W. Eastwick Hall Lane: grassland</i>), 61/018 (<i>Pasture by Eastwick Hall Lane: grassland</i>), 61/017 (<i>Pasture N. Eastwick: grassland</i>), 61/028 (<i>Gilston Park and Lake: parkland</i>) and 62/004 (<i>Pye Corner Meads, Hollingson: grassland</i>). Depending upon its northern extension, Local Wildlife Sites: 62/021, 61/016, 61/010, 61/003, 62/006, 61/027, 61/026, 61/012, 61/011, 47/011, 61/034 and 61/002 are also</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>within proximity.</p> <p>Habitats include urban edge, arable agriculture, mature hedgerows, ancient woodlands, parkland, mature trees, the River Stort and associated wetlands. These habitats support breeding farmland birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), reptiles and amphibians. A large part of the area of search lies within the River Stort floodplain. The river is important for Otters (EPS), Water Vole and Kingfisher (Schedule 1 species).</p> <p>Hertfordshire Biological Records Centre recommends this area of search be classified as red due to the large number of wildlife sites and historic landscape features.</p>	
63	North of Hoddesdon	<p>The area of search is just further than 2km from Rye Meads Ramsar Site and SSSI. The area is however, in close proximity to Wormley-Hoddesdonpark Woods SAC NNR SSSI. The northern part of the area of search is also within 2km of Hertford Heath SSSI. (See Hertford Heath above).</p> <p>This site sits between two major KBAs. Local Wildlife Sites within 0.5km: 60/019 (<i>Hailey Wood: ancient woodland</i>), 60/017 (<i>Golding's Wood: ancient woodland</i>) and 60/057 (<i>Durham Road: Species criteria</i>).</p> <p>The sites at St Margaret's (north of Hoddesdon) are arable fields with hedgerows, which form important flight-lines for bats. Badgers are also present in the area.</p> <p>There are also sites within Broxbourne Borough that will need to be considered.</p>	<b>Red</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	This area of search has the fewest number of Local Wildlife Sites (2) and no sites of greater than local designation. A small part of the area of search is within the Sandon/	<b>Green</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Green End/ Clothall/ Wallington/ Weston Key Biodiversity Area.</p> <p>Habitats include ancient woodland, open water buildings and parkland supporting a range of protected species including bats and badger. There may be sites within North Herts District that may need to be considered.</p>	
65	A10 Corridor - Central	<p>Approximately a quarter of the area of search is within the Rib Valley Key Biodiversity Area. There are a fair number of Local Wildlife Sites, though these are relatively small in size. There is, however, Plashes Wood SSSI, one of the largest in the district.</p> <p>Habitats include arable fields, hedgerows, mature trees and woods. Scrub exists around a small industrial site. These habitats form important areas/corridors for local bats (flight-lines), badger and breeding birds. Reptiles may be present in areas of rough grassland and scrub. Ponds might support Great Crested Newt (EPS), although there are no known records. Other habitats include species-rich damp grassland which supports abundant Lady's Smock, Meadow Buttercups, Rushes and Meadow Sweet.</p>	<b>Red</b>
66	A120 Corridor	<p>A large part of the area of search is within the Wellpond Green/ Westland Green Key Biodiversity Area and a small part within the Rib Valley Key Biodiversity Area. There are a fair number of small Local Wildlife Sites but no sites of greater than local designation.</p> <p>Habitats include ancient woodland, meadows, pastures, open water, species-rich calcareous grassland and spoil from disused brick pits supporting Meadow Saxifrage, Betony, Bluebells and a variety of locally uncommon plants as well as Great Crested Newts and Bats (both EPS).</p>	<b>Green</b>
67	A507 Corridor	<p>A small part of the area of search is within both the Sandon/ Green End/ Clothall/ Wallington/ Weston Key Biodiversity Area</p>	<b>Green</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>and the Cottered/ Ardeley/ Benington Key Biodiversity Areas.</p> <p>There are few Local Wildlife Sites within the area of search, and no sites of greater than local designation.</p> <p>Other habitats include species diverse neutral, marshy grassland, calcareous grassland, old hedges and a flush line along a former ditch supporting high flora diversity, grassland and rich roadside verges.</p>	
68	A602 Corridor	<p>This area of search has the highest proportion of Local Wildlife Sites compared to the other areas. There are no sites other than local designation.</p> <p>Approximately half of the area of search is within the Lower Mimram/ Lower Beane/ Bramfield Plateau Key Biodiversity Area.</p> <p>Hertfordshire Biological Records Centre recommends this area of search be classified as red due to the high proportion of Wildlife Sites and Key Biodiversity Area as the chalk streams are of international importance.</p> <p>Habitats include arable fields, allotments and sports field. Badgers are present along the railway line and probably forage across the area. The allotments and the railway embankment may support reptiles. Common breeding birds will be present.</p>	<b>Red</b>
69	Hunsdon Area	<p>The western half of the area of search is within 2km of Amwell Quarry and Rye Meads Ramsar SSSI sites and Hunsdon Mead SSSI.</p> <p>There are a reasonable number of Local Wildlife Sites within this area of search but they are spread across the area. A small part of the area of search is within the Stort Valley Key Biodiversity Area.</p> <p>These habitats support breeding farmland birds, foraging bats (hedgerows and rivers form important flight-lines and feeding</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>habitats), reptiles and amphibians. The River Stort is important for Otters (EPS), Water Vole and Kingfisher (Schedule 1 species).</p> <p>Hunsdon is important for bats and supports several roost sites. Habitats include urban edge, arable agriculture, mature hedgerows, ancient woodlands, and mature trees, and support breeding birds, foraging bats and badger.</p>	

<sup>ii</sup> A 50-year vision for the wildlife and natural habitats of Hertfordshire: A Local Biodiversity Action Plan (1998 revised 2006).

## 12 Historic Assets

### Justification

Local Planning Authorities should “use the planning system to protect and enhance our natural, built and historic environment” (draft NPPF paragraph 10) and Local Plans should “identify land which it is genuinely important to protect from development, for instance because of its environmental or historic value” (draft NPPF paragraph 24).

*“Local planning authorities should have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to their environment. They should also use it to predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future. Local planning authorities should either maintain or have access to a historic environment record”* (draft NPPF paragraph 37).

### Sources of Information

- East Herts Council GIS
- East Herts Local Plan Second Review (2007)
- Historic Parks and Gardens Supplementary Planning Document (2008)
- The National Heritage List for England <http://list.english-heritage.org.uk>

### Assessment Criteria

The following designated historic assets are shown on the Local Plan proposals maps:

- Scheduled Monuments (national designation)
- Registered Historic Parks and Gardens (national designation)
- Conservation Areas (Local Plan Designation)
- Areas of Archaeological Significance (Local Plan Designation)
- Listed Buildings (national designation)

<b>Red</b>	Most of the area of search is covered by one or more of the above designations.
<b>Amber</b>	Around one third to one half of the area of search is covered by one or more of the above designations.
<b>Green</b>	Area of search includes a small area of the designation, or no designated areas at all.

### General Comments

The following caveats should be borne in mind when reading the traffic light assessment of historic assets:

- The various designations do not carry equal weight in policy terms;
- Potential impacts may be dependent on local small-scale design considerations which cannot be fully addressed at the strategic level;
- There may be impacts in terms of the wider area;

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- There are many as yet undiscovered and undocumented archaeological remains.

With these issues in mind, the criteria-based approach has deliberately been made simple to allow for further investigation and assessment at later stages. This includes scope for further work at the planning application stage, which will be crucial to the preservation and enhancement of the historic environment.

Consultation with archaeologists at the Historic Environment Unit (HEU) at Hertfordshire County Council has been undertaken in preparing the assessments. HEU officers have advised that most of the areas of search, even those marked 'green' within the traffic light assessment, potentially contain unknown and undesignated archaeological remains, and therefore have the potential to act as a constraint upon development. Any of the areas chosen for further investigation will require the preparation of a pre-application archaeological assessment by the developer in support of any planning application.

Further consultation with the HEU will be undertaken at the scenario testing stage, at which point further detail from the Historic Environment Record may be used as appropriate to the strategic planning process.

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
<b>Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built Up Area	Scheduled Monument: - Waytemore Castle Conservation Area: - Bishop's Stortford (covers central area of town and parts of Newtown, Hockerill and Hadham Road areas) Areas of Archaeological Significance: - Town centre area and parts of Newtown, Hockerill and Hadham Road areas - Green wedge north of the castle - Woodside Industrial Estate - Bishop's Stortford High School Playing Fields - Small area at Winchester Close Listed Buildings: - Many throughout the town	<b>Amber</b>
2	Bishop's Stortford North (A)	Area of Archaeological Significance: - Small area at Silver Leys Listed Building: - Dane O'Coys Farmhouse	<b>Green</b>
	Bishop's Stortford North (B)	Listed Buildings: - Foxdells Farmhouse/barn	<b>Green</b>

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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
	Bishop's Stortford North (C)	No designated historic assets	<b>Green</b>
3	Bishop's Stortford East (A)	Area of Archaeological Significance: - Woodside Industrial Estate	<b>Amber</b>
	Bishop's Stortford East (B)	No designated historic assets	<b>Green</b>
4	Bishop's Stortford South (A)	Area of Archaeological Significance: - Small area along north side of A1184 Listed Buildings: - A few along the B1529	<b>Green</b>
	Bishop's Stortford South (B)	Area of Archaeological Significance: - Small area at Twyford House Listed Building: - Twyford House	<b>Green</b>
	Bishop's Stortford South (C)	Listed Buildings: - Twyford Bury - Stylemans Farm	<b>Green</b>
<b>Buntingford (Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built Up Area	Conservation Area: - Buntingford (covers central area of town and area to north-east of town) Area of Archaeological Significance: - Town centre area and area to north-east of town Listed Buildings: - Many throughout the town	<b>Amber</b>
6	Buntingford South and West (A)	No designated historic assets	<b>Green</b>
	Buntingford South and West (B)	Conservation Area: - Aspenden (covers small part of area)	<b>Green</b>
	Buntingford South and West (C)	Listed Building: - Aspenden Road Bridge	<b>Green</b>
7	Buntingford North (A)	No designated historic assets	<b>Green</b>
	Buntingford North (B)	Area of Archaeological Significance: - Large area south of Corneybury Farm Listed Buildings: - Various buildings at Corneybury Farm	<b>Red</b>
8	Buntingford North-East (A)	Conservation Area: - Buntingford (covers small part of area) Areas of Archaeological Significance: - Town centre area and area to north-east of town (covers small part of area) - St Bartholomew's Church Listed Buildings: - St Bartholomew's Church - A few along The Causeway	<b>Amber</b>



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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
	Buntingford North-East (B)	No designated historic assets	<b>Green</b>
9	Buntingford East	No designated historic assets	<b>Green</b>
<b>Hertford (Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	Scheduled Monuments: <ul style="list-style-type: none"> <li>- Hertford Castle</li> <li>- Bowl Barrow near Gallows Plain</li> </ul> Conservation Area: <ul style="list-style-type: none"> <li>- Hertford (covers central area of town and parts of Bengoe, south Hertford and Ware Road areas)</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Town centre area, Folly Island and parts of lower Bengoe, south Hertford and Ware Road areas</li> <li>- Pinehurst</li> <li>- Bengoe Hall</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Many throughout the town</li> </ul>	<b>Amber</b>
11	Hertford West (A)	No designated historic assets	<b>Green</b>
	Hertford West (B)	Registered Historic Park & Garden: <ul style="list-style-type: none"> <li>- Panshanger (west part of area)</li> </ul>	<b>Amber</b>
12	Hertford North (A)	Registered Historic Park & Garden: <ul style="list-style-type: none"> <li>- Goldings (large part of area)</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Small area west of Goldings</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Various buildings at Goldings</li> <li>- Goldings Bridge</li> <li>- St Michael &amp; All Angels Church, Waterford</li> </ul>	<b>Red</b>
	Hertford North (B)	Listed Building: <ul style="list-style-type: none"> <li>- Willow Cottage</li> </ul>	<b>Green</b>
	Hertford North (C)	Conservation Area: <ul style="list-style-type: none"> <li>- Hertford (covers small part of area)</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Two areas either side of Wadesmill Road</li> </ul>	<b>Amber</b>
13	Hertford South (A)	Registered Historic Park & Garden: <ul style="list-style-type: none"> <li>- Bayfordbury (large part of area)</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Bayfordbury Mansion</li> </ul> Listed Building: <ul style="list-style-type: none"> <li>- Bayfordbury Mansion</li> </ul>	<b>Red</b>
	Hertford	Area of Archaeological Significance:	<b>Green</b>

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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
	South (B)	<ul style="list-style-type: none"> <li>- Small area at Brickendonbury</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Tun Abdul Razak Research Centre, Brickendonbury</li> <li>- Brickendonbury Clock Cottage</li> </ul>	
	Hertford South (C)	Conservation Area: <ul style="list-style-type: none"> <li>- Hertford (covers small part of area)</li> </ul> Registered Historic Park & Garden: <ul style="list-style-type: none"> <li>- Balls Park (north-west part of area)</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Small area at Brickendonbury</li> <li>- Small area at Brickendonbury Farm</li> <li>- Balls Park</li> <li>- Small area at Jenningsbury</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Various buildings at Balls Park</li> <li>- Jenningsbury</li> </ul>	<b>Amber</b>
	Hertford South (D)	Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Small area at Pinehurst</li> <li>- Small area west of Downfield Road</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Various buildings at Gamels Hall</li> </ul>	<b>Green</b>
<b>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	Conservation Area: <ul style="list-style-type: none"> <li>- Sawbridgeworth (covers central area of town and area to east of town)</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Town centre area and area to east of town</li> <li>- Pishiobury Drive</li> <li>- Saffron Gardens</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Many throughout the town</li> </ul> <p>Note: Pishiobury Park is a Registered Historic Park and also contains a Scheduled Monument (Springhall Lane Causeway) but this is considered to be outside the built-up area and does not lie within an area of search</p>	<b>Amber</b>
15	Sawbridgeworth South-West (A)	Conservation Area: <ul style="list-style-type: none"> <li>- High Wych (covers small part of area)</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area west of A1184</li> </ul> Listed Building: <ul style="list-style-type: none"> <li>- Rowney Farm</li> <li>-</li> </ul>	<b>Amber</b>

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Historic Assets</b>	<b>Traffic Light</b>
	Sawbridgeworth South-West (B)	Area of Archaeological Significance: - Small area at Rowneybury Listed Building: - Rowneybury Bungalow	<b>Green</b>
16	Sawbridgeworth West (A)	Listed Building: - 130 West Road	<b>Green</b>
	Sawbridgeworth West (B)	Listed Building: - Claylane Farm	<b>Green</b>
17	Sawbridgeworth North (A)	Area of Archaeological Significance: - Small area at Parsonage Farm	<b>Green</b>
	Sawbridgeworth North (B)	Conservation Area: - Sawbridgeworth (covers small part of area) Area of Archaeological Significance: - Small area south of Tedmanbury Farm	<b>Green</b>
	Sawbridgeworth North (C)	Conservation Area: - Sawbridgeworth (covers small part of area) Area of Archaeological Significance: - Large area at Great Hyde Hall Listed Buildings: - Various buildings at Great Hyde Hall - South Lodge - Granary at Little Hyde Hall Farm	<b>Red</b>
<b>Ware (Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	Scheduled Monument: - Ware Friary Registered Historic Park & Garden: - Scott's Grotto (small part of area) Conservation Area: - Ware (covers central area of town and parts of Priory Street and Collett Road areas) Area of Archaeological Significance: - Town centre area and parts of south Ware, Priory Street and Collett Road areas Listed Buildings: - Many throughout the town	<b>Amber</b>
19	Ware North (A)	Registered Historic Park & Garden: - Poles Park, Hanbury Manor (whole area)	<b>Red</b>
	Ware North (B)	Registered Historic Park & Garden: - Fanhams Hall (small part at east of area) Listed Buildings:	<b>Green</b>

### Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<ul style="list-style-type: none"> <li>- Various buildings at Fanhams Hall</li> <li>- High Oak Road Round House</li> </ul>	
20	Ware East (A)	Listed Buildings: <ul style="list-style-type: none"> <li>- The Old Nursery, Fanhams Hall Road</li> <li>- Barn at Priorswood Farm</li> </ul>	<b>Green</b>
	Ware East (B)	Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Large area at Widbury Hill Farm</li> </ul> Listed Building: <ul style="list-style-type: none"> <li>- Barn at Widbury Hill Farm</li> </ul>	<b>Red</b>
21	Ware South-East (A)	No designated historic assets	<b>Green</b>
	Ware South-East (B)		
22	Ware South-West	Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Chadwell Springs</li> <li>- Small area at Amwellbury Farm</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- 32 Hoe Lane</li> <li>- Various buildings at Amwellbury Farm</li> </ul>	<b>Amber</b>
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	Conservation Area: <ul style="list-style-type: none"> <li>- Aston (covers south part of village)</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers central part of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (mainly located within Conservation Area)</li> </ul>	<b>Amber</b>
24	Bayford	Scheduled Monument: <ul style="list-style-type: none"> <li>- Stocking Lane Moated Site</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers most of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village</li> </ul>	<b>Red</b>
25	Benington	Scheduled Monument: <ul style="list-style-type: none"> <li>- Benington Castle</li> </ul> Registered Historic Park & Garden: <ul style="list-style-type: none"> <li>- Benington Lordship (small part at west of area)</li> </ul> Conservation Area: <ul style="list-style-type: none"> <li>- Benington (covers west part of village)</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers west part of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (mainly located within Conservation Area)</li> </ul>	<b>Amber</b>
26	Birch Green	Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Areas located south-west, north-west</li> </ul>	<b>Green</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		and north-east of village Listed Buildings: - A few in village  Note: Settlement Site Scheduled Monument located to the south-west of village.	
27	Braughing	Conservation Area: - Braughing (covers most of village) Areas of Archaeological Significance: - Area covers most of village - Areas located south, west and north-east of village Listed Buildings: - Numerous in village (mainly located within Conservation Area)  Note: Roman Site Scheduled Monument located to the south of village.	<b>Red</b>
28	Brickendon	Conservation Area: - Brickendon (covers most of village) Areas of Archaeological Significance: - Small area at Bourne Orchard - Small area at 5 Brickendon Green Listed Buildings: - Several in village (mainly located within Conservation Area)	<b>Red</b>
29	Buckland	Area of Archaeological Significance: - Area covers central part of village Listed Buildings: - Several in village	<b>Amber</b>
30	Cole Green	Registered Historic Park & Garden: - Panshanger (small part of area) Areas of Archaeological Significance: - Areas located west and south-east of village Listed Buildings: - A few in village  Note: Settlement Site Scheduled Monument located to the south-east of village.	<b>Amber</b>
31	Colliers End	Area of Archaeological Significance: - Area covers most of village Listed Buildings: - Several in village	<b>Amber</b>
32	Cottered	Registered Historic Park & Garden: - The Garden House (west part of area) Conservation Area: - Cottered (covers west and central parts	<b>Red</b>

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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		of village) Area of Archaeological Significance: - Area covers west and central parts of village Listed Buildings: - Several in village (mainly located within Conservation Area)	
33	Dane End	Area of Archaeological Significance: - Small area covers south-west part of village Listed Buildings: - Several in village (mainly located in south-west of village)	<b>Green</b>
34	Datchworth	Areas of Archaeological Significance: - Small areas located north-west and south-east of village Listed Buildings: - A few in village	<b>Green</b>
35	Furneux Pelham	Conservation Area: - Furneux Pelham (covers most of village of Furneux Pelham and north part of Barleycroft End) Areas of Archaeological Significance: - Area covers most of village of Furneux Pelham - Area covers north part of Barleycroft End Listed Buildings: - Several in village (mainly located within Conservation Area)	
36	Great Amwell	Registered Historic Park & Garden: - Amwell Grove & Amwell Pool (small part of area) Conservation Area: - Great Amwell (covers central part of village) Areas of Archaeological Significance: - Small area at Amwellbury Farm - Area covers central part of village - Small area located east of village Listed Buildings: - Several in village (mainly located within Conservation Area) -	
37	Hadham Ford	Conservation Area: - Hadham Ford (covers most of village) Areas of Archaeological Significance: - Area covers south part of village	

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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<ul style="list-style-type: none"> <li>- Small area at Home Farm west of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (all located within Conservation Area)</li> </ul>	
38	Hertford Heath	Scheduled Monument: <ul style="list-style-type: none"> <li>- Iron Age Cemetery, Trinity Road (within existing residential area)</li> </ul> Conservation Area: <ul style="list-style-type: none"> <li>- Hertford Heath (covers north part of village)</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers east part of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- A few in village (mainly located within Conservation Area)</li> </ul>	Amber
39	Hertingfordbury	Conservation Area: <ul style="list-style-type: none"> <li>- Hertingfordbury (covers most of village)</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers most of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Numerous in village (mainly located within Conservation Area)</li> </ul>	Red
40	High Cross	Registered Historic Park & Garden: <ul style="list-style-type: none"> <li>- Youngsbury (small part of area)</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers south and central parts of village</li> <li>- Small area at Sutes Farm</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village</li> </ul>	Amber
41	High Wych	Conservation Area: <ul style="list-style-type: none"> <li>- High Wych (covers east and central parts of village)</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (all located within Conservation Area)</li> </ul>	Amber
42	Hunsdon	Scheduled Monuments: <ul style="list-style-type: none"> <li>- 2 x Hunsdon WWII Airfield Defences</li> </ul> Conservation Area: <ul style="list-style-type: none"> <li>- Hunsdon (covers central part of village)</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers central part of village</li> <li>- Large area located west of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (mainly located within Conservation Area)</li> </ul>	Amber

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<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Historic Assets</b>	<b>Traffic Light</b>
43	Letty Green	Area of Archaeological Significance: - Area covers north part of village Listed Buildings: - A few in village  Note: Settlement Site Scheduled Monument located to the north of village.	<b>Green</b>
44	Little Hadham	Conservation Area: - Little Hadham (covers central part of village) Areas of Archaeological Significance: - Areas located south-west and east of village Listed Buildings: - Several in village (mainly located within Conservation Area)	<b>Amber</b>
45	Much Hadham	Scheduled Monument: - The Lordship Moated Site Conservation Area: - Much Hadham (covers most of village) Areas of Archaeological Significance: - Area covers most of village - Small area at Moor Place west of village Listed Buildings: - Numerous in village (mainly located within Conservation Area)	<b>Red</b>
46	Puckeridge	Scheduled Monument: - Roman Site Conservation Area: - Puckeridge (covers west part of village) Areas of Archaeological Significance: - Area covers most of village - Large areas located north and south of village Listed Buildings: - Several in village (mainly located within Conservation Area)	<b>Red</b>
47	Spellbrook	Area of Archaeological Significance: - Area covers north-east of village Listed Buildings: - A few in village	<b>Amber</b>
48	Standon	Conservation Area: - Standon (covers most of village) Area of Archaeological Significance: - Area covers most of village Listed Buildings: - Several in village (mainly located within Conservation Area)	<b>Red</b>



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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
49	Stanstead Abbots & St Margarets	<p>Conservation Area:</p> <ul style="list-style-type: none"> <li>- Stanstead Abbots &amp; St Margarets (covers most of village of Stanstead Abbots and south part of Stanstead St Margarets)</li> </ul> <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Area covers most of village of Stanstead Abbots</li> <li>- Area covers south part of Stanstead St Margarets</li> <li>- Large area located south-west of Stanstead St Margarets</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- Several in both villages (mainly located within Conservation Area)</li> </ul>	<b>Amber</b>
50	Stapleford	<p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Area covers most of village</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- A couple in village</li> </ul>	<b>Red</b>
51	Tewin	<p>Conservation Area:</p> <ul style="list-style-type: none"> <li>- Tewin (covers central part of village)</li> </ul> <p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Area located south-west of village</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- A few in village (mainly located within Conservation Area)</li> </ul>	<b>Amber</b>
52	Thundridge	<p>Registered Historic Parks &amp; Gardens:</p> <ul style="list-style-type: none"> <li>- Youngsbury (small part of area)</li> <li>- Poles Park/Hanbury Manor (small part of area)</li> </ul> <p>Conservation Area:</p> <ul style="list-style-type: none"> <li>- Thundridge/Wadesmill (covers north part of village)</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- Several in village (all located within Conservation Area)</li> </ul>	<b>Amber</b>
53	Tonwell	<p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Area located north-east of village</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- A couple in village</li> </ul>	<b>Green</b>
54	Wadesmill	<p>Conservation Area:</p> <ul style="list-style-type: none"> <li>- Thundridge/Wadesmill (covers central part of village)</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- Several in village (all located within Conservation Area)</li> </ul>	<b>Amber</b>
55	Walkern	<p>Conservation Area:</p> <ul style="list-style-type: none"> <li>- Walkern (covers most of village)</li> </ul>	<b>Red</b>

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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers north part of village</li> <li>- Area covers west part of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (all located within Conservation Area)</li> </ul>	
56	Waterford	Registered Historic Park & Garden: <ul style="list-style-type: none"> <li>- Goldings (small part of area)</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- A few in village</li> </ul>	<b>Green</b>
57	Watton-at-Stone	Registered Historic Park & Garden: <ul style="list-style-type: none"> <li>- Woodhall Park (small part of area)</li> </ul> Conservation Area: <ul style="list-style-type: none"> <li>- Watton-at-Stone (covers narrow central part and south part of village)</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers narrow central part of village and south part of village</li> <li>- Large area located west of village</li> <li>- Areas located north and north-east of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (mainly located within Conservation Area)</li> </ul>	
58	Westmill	Conservation Area: <ul style="list-style-type: none"> <li>- Westmill (covers most of village)</li> </ul> Area of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers most of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (all located within Conservation Area)</li> </ul>	
59	Widford	Conservation Area: <ul style="list-style-type: none"> <li>- Widford (covers most of village)</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Area covers most of village</li> <li>- Large area located west of village</li> <li>- Areas to north-east and south of village</li> </ul> Listed Buildings: <ul style="list-style-type: none"> <li>- Several in village (all located within Conservation Area)</li> </ul>	
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	Stevenage	Scheduled Monument: <ul style="list-style-type: none"> <li>- Earthworks in Box Wood</li> </ul> Conservation Area: <ul style="list-style-type: none"> <li>- Aston</li> </ul> Areas of Archaeological Significance: <ul style="list-style-type: none"> <li>- Several within area; largest are located</li> </ul>	<b>Amber</b>

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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		around Box Wood and in Beane Valley Listed Buildings: - Several within area mainly located at Aston End, Aston and Aston Bury	
61	East of Welwyn Garden City	Registered Historic Park & Garden: - Panshanger (east part of area) Area of Archaeological Significance: - Covers most of area Listed Buildings: - A few buildings at Birchall Farm	<b>Red</b>
62	North of Harlow (A)	Scheduled Monuments: - 14 x Hunsdon WWII Airfield Defences Areas of Archaeological Significance: - Several within area; largest is located north of Hunsdon Airfield Listed Buildings: - A few buildings scattered across the area	<b>Amber</b>
	North of Harlow (B)	Scheduled Monuments: - The Mount: moated site and associated deer pen enclosure, west of Gilston - Two other moated sites, north of Eastwick Areas of Archaeological Significance: - Several within area; largest are located at Gilston Park, Channoeks Farm and Hunsdon House Listed Buildings: - A few buildings mainly located at Gilston Park	<b>Amber</b>
	North of Harlow (C)	Listed Buildings: - A few buildings located in Gilston	<b>Green</b>
63	North of Hoddesdon	Area of Archaeological Significance: - Large area located either side of A414 Listed Buildings: - Rye Common Pumping Station - 89 Hoddesdon Road	<b>Amber</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	Areas of Archaeological Significance: - Several within area; largest are located east of Chipping Listed Buildings: - A few within area; mainly located in Buckland and Chipping	<b>Amber</b>
65	A10 Corridor - Central	Scheduled Monuments: - Roman Site, north of Puckeridge - Section of Roman Road in Rigery Lane,	<b>Amber</b>

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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<p>north-west of Colliers End</p> <ul style="list-style-type: none"> <li>- Moated mound south of Rennesley Garden Wood, north-west of Wadesmill</li> <li>- Youngsbury Roman Barrows, east of Wadesmill</li> <li>- Thundridgebury moated enclosure and associated remains, east of Thundridge</li> </ul> <p>Registered Historic Parks and Gardens:</p> <ul style="list-style-type: none"> <li>- Youngsbury</li> <li>- Poles Park/Hanbury Manor</li> </ul> <p>Conservation Areas:</p> <ul style="list-style-type: none"> <li>- Westmill</li> <li>- Puckeridge</li> <li>- Thundridge/Wadesmill</li> </ul> <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Many within area; largest are located north of Puckeridge</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- Numerous within area; mainly located in Conservation Areas and at rural farms</li> </ul>	
66	A120 Corridor	<p>Scheduled Monument:</p> <ul style="list-style-type: none"> <li>- Moated mound, north-east of Little Hadham</li> </ul> <p>Conservation Areas:</p> <ul style="list-style-type: none"> <li>- Standon</li> <li>- Little Hadham</li> <li>- Hadham Ford</li> <li>- Bury Green</li> </ul> <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Many within area</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- Numerous within area; mainly located in Conservation Areas and at rural farms</li> </ul>	<b>Amber</b>
67	A507 Corridor	<p>Scheduled Monument:</p> <ul style="list-style-type: none"> <li>- The Island: moated site, south-east of Cottered</li> </ul> <p>Registered Historic Park and Garden:</p> <ul style="list-style-type: none"> <li>- The Garden House, Cottered</li> </ul> <p>Conservation Area:</p> <ul style="list-style-type: none"> <li>- Cottered</li> </ul> <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Several within area; largest is located around Throcking</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- Several within area; mainly located in Conservation Area and at rural farms</li> </ul>	<b>Amber</b>
68	A602 Corridor	<p>Scheduled Monuments:</p> <ul style="list-style-type: none"> <li>- Moated enclosures in Well Wood &amp;</li> </ul>	<b>Amber</b>

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No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<p>Chapel Wood, west of Watton-at-Stone</p> <ul style="list-style-type: none"> <li>- Roman site east of Blacklane Wood, south-east of Watton-at-Stone</li> </ul> <p>Registered Historic Park and Garden:</p> <ul style="list-style-type: none"> <li>- Woodhall Park</li> </ul> <p>Conservation Area:</p> <ul style="list-style-type: none"> <li>- Watton-at-Stone</li> </ul> <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Many within area, largest are located around Watton-at-Stone</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- Several within area; mainly located in Conservation Area and at rural farms</li> </ul>	
69	Hunsdon Area	<p>Scheduled Monuments:</p> <ul style="list-style-type: none"> <li>- 14 x Hunsdon WWII Airfield Defences</li> <li>- The Mount: moated site and associated deer pen enclosure, west of Gilston</li> <li>- Two other moated sites, north of Eastwick</li> </ul> <p>Conservation Areas:</p> <ul style="list-style-type: none"> <li>- High Wych</li> <li>- Hunsdon</li> </ul> <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> <li>- Several within area; largest is located north-west of Hunsdon</li> </ul> <p>Listed Buildings:</p> <ul style="list-style-type: none"> <li>- Numerous within area; mainly located in Conservation Areas and at rural farms</li> </ul>	<b>Amber</b>

### 13. Landscape Character

#### Justification

*“The Government’s objective is that planning should help to deliver a healthy natural environment for the benefit of everyone and safe places which promote wellbeing. To achieve this objective, the planning system should aim to conserve and enhance the natural and local environment; including by protecting valued landscapes”* (draft NPPF paragraphs 163 and 164).

*“In preparing plans to meet development requirements, the aim should be to minimise adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value where practical”* (draft NPPF paragraph 165). At the strategic scale, this approach manifests itself in landscape characterisation.

#### Sources of Information

This assessment is solely based on information taken from the Landscape Character assessment SPD 2007 which is available to view at [www.eastherts.gov.uk/spd](http://www.eastherts.gov.uk/spd).

The Landscape Character Assessment identifies 63 distinct landscape character areas across East Herts, assessed their quality and strength of character, and then set out guidelines for managing change. The premise of this approach is that all landscapes have a distinctive character and are of value. As such, the character of each landscape area should be strengthened.

In order to strengthen the distinctive character of each landscape area, an evaluation matrix compares the condition of the landscape with its strength of character, resulting in one of nine possible management approaches.

<b>Condition</b>	<b>Good</b>	Strengthen & Reinforce	Conserve & Strengthen	Safeguard & Manage
	<b>Moderate</b>	Improve & Reinforce	Improve & Conserve	Conserve & Restore
	<b>Poor</b>	Reconstruct	Improve & Restore	Restore Condition to Maintain Character
		<b>Weak</b>	<b>Moderate</b>	<b>Strong</b>
		<b>Strength of Character</b>		

For example, the strategy for managing change in a landscape area considered to be in good condition with a strong character is: safeguard and manage. This is because the character of the area is already well defined and needs protecting. Alternatively, the strategy for a landscape area that is in good condition but with a weak character is: strengthen and reinforce. This is because there are some good quality characteristics but these need improving.

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### Assessment Criteria

Applying the value led approach in the NPPF, for the purposes of this topic assessment the ratings of red, amber and green have been applied to the matrix as shown:

<b>Condition</b>	<b>Good</b>	Strengthen & reinforce	Conserve & Strengthen	Safeguard & Manage
	<b>Moderate</b>	Improve & Reinforce	Improve & Conserve	Conserve & Restore
	<b>Poor</b>	Reconstruct	Improve & Restore	Restore Condition to Maintain Character
		<b>Weak</b>	<b>Moderate</b>	<b>Strong</b>
		<b>Strength of Character</b>		

The ratings have been applied in the context of the ability of the particular landscape character area to accommodate development, *not* the quality of the landscape area itself. As such, those landscape areas that are of poorer condition and weaker character are considered to be more able to accept new development and therefore score green. Landscape areas that are in good condition and stronger character are considered to be less able to accommodate development and therefore score red.

In many cases the areas of search will include more than one landscape character area. Where this is the case and results in different ratings, a precautionary approach will be taken as follows:

	Green and Red
	Green and Amber
	Amber and Red

In some cases an area of search includes only a very small part of a landscape character area, usually on the periphery of the area of search. Where this is the case, they have also been listed, although for clarity descriptive text is omitted. However, areas of search are purely indicative; they have not been used to form the rating. If appropriate, they would be taken into account in more detail at the next stage.

It should be noted that the landscape character assessment did not assess built-up areas. However, in order to present a complete picture for all of the Areas of Search, a green rating has been applied to the built-up areas of search since in these areas the principle of development is accepted.

### General Comments

This assessment has been undertaken at the strategic scale. The landscape character areas themselves are relatively large and as such, the evaluation can only be a generalisation of the key and defining features of the landscape. Furthermore, areas in urban fringe locations immediately adjacent to existing built-up areas are

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perhaps less likely to exhibit the key characteristics of the area as a whole. Having said that, the extension of the settlement into the character area may have a negative impact.

It is acknowledged that the condition and character of individual sites will vary within and between each landscape area. As such, there may be more suitable sites (from a landscape perspective) even within areas of strong character that are assessed as red. One benefit of development is that it could help fund landscape improvements that help strengthen the character of the landscape area. For example, if a key characteristic of an area is its woodland cover, development that funds the planting of new trees to increase the amount of woodland in the area could actually strengthen the character of the landscape. It should also be noted that significant development e.g. urban extension or new settlement would fundamentally alter the existing character and potentially create a new landscape character.

Text is from the descriptions of landscape character in the area summary of the Landscape Character Assessment SPD. Because of the size of the New Settlement Areas of Search (numbers 64-69) and the resultant number of landscape character areas that they include, descriptive text has been omitted for clarity.

It should be noted that the landscape assessments were undertaken between 2000 and 2004. Whilst it is acknowledged that this is some time ago, it is not considered that there have been changes that will have fundamentally altered the character of the landscapes or the evaluation itself.

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
<b>Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop's Stortford Built-up Area	N/A	<b>Green</b>
2	Bishop's Stortford North (A)	<p style="color: #ffa500;"><b>150 Hadham Plateau (Improve &amp; Conserve)</b></p> <p>A plateau area with an open rural character and few roads or settlements. The plateau is generally flat with some areas gently undulating and with a gentle fall towards the Ash valley. The area is predominantly used for arable farming in large geometric fields interspersed with occasional woodland blocks. The area incorporates the dispersed settlement of Upwick Green and several large halls including Hadham Hall, Hadham Park, Wickham Hall, Upwick Hall and Patmore Hall.</p>	<b>Amber</b>
	Bishop's Stortford North (B)	<p style="color: #00ff00;"><b>149 Bourne Brook Valley (Improve &amp; Restore)</b></p> <p>Valley landscape formed by Bourne Brook</p>	<b>Green</b>



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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>with a strong urban fringe character. Land uses include: an animal sanctuary, higher education college, horse paddocks, set-aside, works yard and a disused quarry which has been used for fly-tipping. The A120 cuts across the valley partly in cutting and partly on an embankment close to the county boundary, forming a strong dividing feature within the area. To the north, close to the county of Essex, the area has a stronger rural and valley character with arable land use predominant.</p> <p>Also includes:  <b>Part 151 Stort Meads (Conserve &amp; Restore)</b></p>	
	Bishop's Stortford North (C)	<p><b>149 Bourne Brook Valley (Improve &amp; Restore)</b></p> <p>Valley landscape formed by Bourne Brook with a strong urban fringe character. Land uses include: an animal sanctuary, higher education college, horse paddocks, set-aside, works yard and a disused quarry which has been used for fly-tipping. The A120 cuts across the valley partly in cutting and partly on an embankment close to the county boundary, forming a strong dividing feature within the area. To the north, close to the county of Essex, the area has a stronger rural and valley character with arable land use predominant.</p> <p>Also includes:  <b>Part 151 Stort Meads (Conserve &amp; Restore)</b></p>	<b>Green</b>
3	Bishop's Stortford East (A) Bishop's Stortford East (B)	No Assessment	
4	Bishop's Stortford South (A)	<p><b>85 Thorley Uplands (Conserve &amp; Strengthen)</b></p> <p>The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with</p>	<b>Red</b>

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light	
		<p>associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>		
	<p>Bishop's Stortford South (B)</p>	<p><b>82 River Stort (Improve &amp; Conserve)</b>            An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p> <p><b>85 Thorley Uplands (Conserve &amp; Strengthen)</b>            The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>		<b>Red</b>
	<p>Bishop's Stortford South (C)</p>	<p><b>82 River Stort (Improve &amp; Conserve)</b>            An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within</p>		<b>Red</b>

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p> <p><b>85 Thorley Uplands (Conserve &amp; Strengthen)</b></p> <p>The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>	
<p><b>Buntingford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b></p>			
5	Buntingford Built-up Area	N/A	Green
6	Buntingford South and West (A)	<p><b>141 Cherry Green Arable Plateau (Improve &amp; Restore)</b></p> <p>The area is principally an open arable landscape with extensive views over a gently undulating plateau. The area retains a historic ambiance through the winding lanes, however many of the features have been eroded or disappeared completely including a deserted medieval village. Settlement comprises isolated farms and the occasional cottage. There are few features of note within the area with the most prominent landmarks being outside the area.</p>	Green
	Buntingford South and West (B)	<p><b>141 Cherry Green Arable Plateau (Improve &amp; Restore)</b></p> <p>The area is principally an open arable landscape with extensive views over a gently</p>	Amber

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>undulating plateau. The area retains a historic ambiance through the winding lanes, however many of the features have been eroded or disappeared completely including a deserted medieval village. Settlement comprises isolated farms and the occasional cottage. There are few features of note within the area with the most prominent landmarks being outside the area.</p> <p><b>142 High Rib Valley (Improve &amp; Conserve)</b>                      The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20<sup>th</sup> century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.</p>	
	Buntingford South and West (C)	<p><b>142 High Rib Valley (Improve &amp; Conserve)</b>                      The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20<sup>th</sup> century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.	
7	Buntingford North (A)	<p><b>142 High Rib Valley (Improve &amp; Conserve)</b>            The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20<sup>th</sup> century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.</p> <p>Also includes:  <b>Part 140 Cottered / Ardeley Plateau (Conserve &amp; Strengthen)</b>  <b>Part 141 Cherry Green Arable Plateau (Improve &amp; Restore)</b></p>	Amber
	Buntingford North (B)	<p><b>142 High Rib Valley (Improve &amp; Conserve)</b>            The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20<sup>th</sup> century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The</p>	Amber

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.	
8	Buntingford North-East (A)	<p><b>142 High Rib Valley (Improve &amp; Conserve)</b></p> <p>The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20<sup>th</sup> century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.</p>	Amber
	Buntingford North-East (B)	<p><b>143 Wyddial Plateau (Improve &amp; Conserve)</b></p> <p>The character area comprises an elevated arable landscape with extensive views over a gently undulating plateau. There is a moderately strong historic character to the north resulting from the winding lanes, retained field patterns and scattered woodland cover while to the south the character is more open. Settlement typically comprises isolated farms and occasional cottage groups. The most distinctive areas are located near the larger houses including Alswick and at Wyddial where the hall and core of the village retain an important focus. The major detractors are the high voltage electricity cables and pylons that dwarf local features on the plateau and the Sainsbury's warehouse at Buntingford.</p>	Amber

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		Also includes: <b>Part 142 High Rib Valley (Improve &amp; Conserve)</b>	
9	Buntingford East	<b>143 Wyddial Plateau (Improve &amp; Conserve)</b> The character area comprises an elevated arable landscape with extensive views over a gently undulating plateau. There is a moderately strong historic character to the north resulting from the winding lanes, retained field patterns and scattered woodland cover while to the south the character is more open. Settlement typically comprises isolated farms and occasional cottage groups. The most distinctive areas are located near the larger houses including Alswick and at Wyddial where the hall and core of the village retain an important focus. The major detractors are the high voltage electricity cables and pylons that dwarf local features on the plateau and the Sainsbury's warehouse at Buntingford.	Amber
<b>Hertford (Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built-up Area	N/A	Green
11	Hertford West (A)	<b>67 Bramfield Plain (Improve &amp; Conserve)</b> A very gently undulating to flat area of open arable land, unsettled and with little woodland. It is enclosed to the north west by the wooded ridge of the Tewin-Datchworth plateau and by river valleys to south (Mimram) and east (Rib).	Amber
	Hertford West (B)	<b>44 Panshanger Parkland (Improve &amp; Restore)</b> Relic historic ornamental parkland with dense wooded boundaries and extensive mineral excavation, developed around the valley of the river Mimram. Little remains of the historic buildings within the park, but Repton's landscape design has not yet been completely obliterated, although screened from public view. The parkland character is of grazing pastures fringed with beech woods.	Green
12	Hertford North (A)	<b>67 Bramfield Plain (Improve &amp; Conserve)</b> A very gently undulating to flat area of open arable land, unsettled and with little woodland. It is enclosed to the north west by	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>the wooded ridge of the Tewin-Datchworth plateau and by river valleys to south (Mimram) and east (Rib).</p> <p><b>68 Lower Beane Valley (Conserve &amp; Strengthen)</b>                      A narrow flat floodplain with steeply rising valley sides. The river is not dominant enough to be a major landscape feature, but the valley does differ significantly from the arable uplands to either side, not least in the congregation within it of transport features, such as road and railway. A mix of pasture and woodland is typical throughout, with the southern part strongly influenced by ribbon development, industry and mineral extraction, while the northern part is more rural and remote.</p>	
	Hertford North (B)	<p><b>68 Lower Beane Valley (Conserve &amp; Strengthen)</b>                      A narrow flat floodplain with steeply rising valley sides. The river is not dominant enough to be a major landscape feature, but the valley does differ significantly from the arable uplands to either side, not least in the congregation within it of transport features, such as road and railway. A mix of pasture and woodland is typical throughout, with the southern part strongly influenced by ribbon development, industry and mineral extraction, while the northern part is more rural and remote.</p> <p>Also includes:  <b>Part 69 Stonyhills (Improve &amp; Restore)</b></p>	<b>Red</b>
	Hertford North (C)	<p><b>69 Stonyhills (Improve &amp; Restore)</b>                      Gently undulating light arable upland and valley slopes between the Rib and Beane valleys, widening to the north. Generally large irregular fields and woodlands on very light soils, with several blocks of ancient woodland in the south. Very rural, with few settlements but many mineral extraction sites.</p> <p><b>75 Lower Rib Valley (Restore Condition to Maintain Character)</b>                      Flat valley bottom with extensive wetland vegetation. Extensive mineral extraction on</p>	<b>Amber</b>



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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		both valley slopes	
13	Hertford South (A)	<p><b>63 Bayfordbury, Brickendonbury &amp; Balls Park Parkland (Improve &amp; Reinforce)</b>            Gently undulating parkland and estate farmland with large mansions now used for institutional purposes. Elsewhere this is a landscape of isolated farms and farm cottages, with some influence along the northern edge from Hertford's urban fringe. Bayfordbury occupies a sloping site and is characterised by its semi-natural oak/hornbeam woodland and many ornamental trees. Brickendonbury and Balls Park occupy a plateau divided by a brook, which is a strong landscape feature, and they are surrounded by arable farmland.</p>	Green
	Hertford South (B)	<p><b>63 Bayfordbury, Brickendonbury &amp; Balls Park Parkland (Improve &amp; Reinforce)</b>            Gently undulating parkland and estate farmland with large mansions now used for institutional purposes. Elsewhere this is a landscape of isolated farms and farm cottages, with some influence along the northern edge from Hertford's urban fringe. Bayfordbury occupies a sloping site and is characterised by its semi-natural oak/hornbeam woodland and many ornamental trees. Brickendonbury and Balls Park occupy a plateau divided by a brook, which is a strong landscape feature, and they are surrounded by arable farmland.</p>	Green
	Hertford South (C)	<p><b>63 Bayfordbury, Brickendonbury &amp; Balls Park Parkland (Improve &amp; Reinforce)</b>            Gently undulating parkland and estate farmland with large mansions now used for institutional purposes. Elsewhere this is a landscape of isolated farms and farm cottages, with some influence along the northern edge from Hertford's urban fringe. Bayfordbury occupies a sloping site and is characterised by its semi-natural oak/hornbeam woodland and many ornamental trees. Brickendonbury and Balls Park occupy a plateau divided by a brook, which is a strong landscape feature, and they are surrounded by arable farmland.</p>	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p><b>64 Hertford Heath (Conserve &amp; Restore)</b>            An area of gently undulating wooded farmland, much of it pasture, with extensive areas of woodland and heath. At the heart of this rural area lies Haileybury College, which also influences the only settlement in the area, from which it takes its name. The damp acid grasslands and relic heath are ecologically and visually important.</p>	Red
	Hertford South (D)	<p><b>64 Hertford Heath (Conserve &amp; Restore)</b>            An area of gently undulating wooded farmland, much of it pasture, with extensive areas of woodland and heath. At the heart of this rural area lies Haileybury College, which also influences the only settlement in the area, from which it takes its name. The damp acid grasslands and relic heath are ecologically and visually important.</p> <p><b>78 Great Amwell Ridge &amp; Slopes (Improve &amp; Restore)</b>            A complex semi-urban area with two settlements and combined urban edge and rural land uses.</p>	
<p><b>Sawbridgeworth</b>  <b>(Planning assumption of at least 500 dwellings at each area of search)</b></p>			
14	Sawbridgeworth Built-up Area	N/A	Green
15	Sawbridgeworth South-West (A)	<p><b>84 High Wych Slopes (Improve &amp; Restore)</b>            A south-facing slope of mixed farming within a small irregular field pattern, usually ditched rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p>	Green
	Sawbridgeworth South-West (B)	<p><b>Part 81 Stanstead to Pishiobury Parklands (Improve &amp; Conserve)</b>            Parkland and arable farmland on gently undulating south-facing slope interrupted by valleys of the Stort's tributaries. Cultural pattern overrides topographical change. An area of ancient settlements, dominated by the many parklands on the southfacing slopes above the Stort valley.</p>	Amber

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p><b>Part 82 River Stort (Improve &amp; Conserve)</b>            An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p>	
16	Sawbridgeworth West (A)	<p><b>85 Thorley Uplands (Conserve &amp; Strengthen)</b>            The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>	Red
	Sawbridgeworth West (B)	<p><b>84 High Wych Slopes (Improve &amp; Restore)</b>            A south-facing slope of mixed farming within a small irregular field pattern, usually ditched rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p>	Green
17	Sawbridgeworth North (A)	<p><b>85 Thorley Uplands (Conserve &amp; Strengthen)</b>            The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very</p>	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light	
		<p>large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>		
	<p>Sawbridgeworth North (B)</p>	<p><b>85 Thorley Uplands (Conserve &amp; Strengthen)</b>                      The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p> <p><b>82 River Stort (Improve &amp; Conserve)</b>                      An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p>		<b>Red</b>
	<p>Sawbridgeworth North (C)</p>	<p><b>152 Great Hyde Hall (Conserve &amp; Restore)</b>                      A small enclave of Hertfordshire that lies east of the River Stort where the remainder of the</p>		

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>valley slopes are within Essex. At a wider scale the extensive eastern slopes of the Stort Valley rise up to form part of a broad north-south orientated valley of the Stort that follows the county boundary. The small character area itself comprises a large arable field to the west and an area of mature woodland to the east, a pattern which is in common with much of the valley slopes. Great Hyde Hall and its associated parkland and grounds is partially concealed within the woodland.</p> <p>Also includes:  <b>Part 82 River Stort (Improve &amp; Conserve)</b></p>	
<p><b>Ware</b>  <b>(Planning assumption of at least 500 dwellings at each area of search)</b></p>			
18	Ware Built-up Area	N/A	Green
19	Ware North (A)	<p><b>Part 76 Ware Parklands (Restore Condition to Maintain Character)</b>  Gently undulating ridge above river valleys with narrow steep slopes to Lea and Rib rivers, with small pasture and large arable fields. On the ridge there is relic parkland and extensive mineral extraction, with a strong urban edge to the south east. Strong influence of road transport network.</p>	Amber
	Ware North (B)	<p><b>89 Wareside – Braughing Uplands (Conserve &amp; Strengthen)</b>  Open, gently undulating arable farmland with clustered settlements and few roads, on a clay plateau of varying width between the valleys of the rivers Rib and Ash. Can be divided into four sub-areas: the Fanhams Plateau; the central plateau area; Westland/Wellpond Green and Braughing Friars. Arable cultivation has removed field boundaries and reduced woodland cover and the significant settlements lie within the river valleys, with isolated farms set above them on the edge of the plateau.</p>	Red
20	Ware East (A)	<p><b>89 Wareside – Braughing Uplands (Conserve &amp; Strengthen)</b>  Open, gently undulating arable farmland with clustered settlements and few roads, on a clay plateau of varying width between the</p>	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>valleys of the rivers Rib and Ash. Can be divided into four sub-areas: the Fanhams Plateau; the central plateau area; Westland/Wellpond Green and Braughing Friars. Arable cultivation has removed field boundaries and reduced woodland cover and the significant settlements lie within the river valleys, with isolated farms set above them on the edge of the plateau.</p>	
	Ware East (B)	<p><b>88 Lower Ash Valley (Safeguard &amp; Manage)</b>            Narrow flat river valley floor with steep, undulating wooded slopes on either side. Distinctive wetland vegetation and historic settlement with traditional dairy and sheep farming create a picturesque rural setting. The impact of settlement is absorbed and contained by topography. There is a clear distinction between the Ash and the Lea valleys, with the Ash valley concealed by extensive vegetation around its mouth. Within this area, Easneye stands out as a distinctive sub area for its topography and vegetation cover.</p>	Red
21	Ware South-East (A)	<p><b>77 Kingsmead &amp; Hartham Common Floodplain (Conserve &amp; Strengthen)</b>            Urbanised public amenity/nature conservation site between Hertford and Ware, with some rural characteristics; large area of public open space, divided between formal/informal sports facilities at Hartham and a broad area of predominantly wet grassland of joint nature conservation and informal recreation value (Kings Mead). The eastern end of this area is more urbanised, with the Lee Navigation a particular feature through Ware.</p> <p><b>88 Lower Ash Valley (Safeguard &amp; Manage)</b>            Narrow flat river valley floor with steep, undulating wooded slopes on either side. Distinctive wetland vegetation and historic settlement with traditional dairy and sheep farming create a picturesque rural setting. The impact of settlement is absorbed and contained by topography. There is a clear distinction between the Ash and the Lea valleys, with the Ash valley concealed by</p>	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>extensive vegetation around its mouth. Within this area, Easneye stands out as a distinctive sub area for its topography and vegetation cover.</p> <p>Also includes:  <b>Part 79 Amwell Floodplain (Restore Condition to Maintain Character)</b></p>	
	Ware South-East (B)	<p><b>78 Great Amwell Ridge &amp; Slopes (Improve &amp; Restore)</b></p> <p>A complex semi-urban area with two settlements and combined urban edge and rural land uses.</p>	Green
22	Ware South-West	<p><b>78 Great Amwell Ridge &amp; Slopes (Improve &amp; Restore)</b></p> <p>A complex semi-urban area with two settlements and combined urban edge and rural land uses.</p>	Green
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	<p><b>39 Middle Beane Valley (Conserve &amp; Strengthen)</b></p> <p>Open arable farmland with small grouped woodlands linked by hedges. Medium to large-scale field pattern over strongly undulating slopes, with a remote character despite proximity to Stevenage.</p>	Red
24	Bayford	<p><b>47 Essendon – Brickendon Farmed Slopes (Improve &amp; Restore)</b></p> <p>Gently undulating north-facing arable slopes, interrupted locally by extensive mineral workings. Generally unsettled, with isolated farms and tiny hamlets within hidden valleys. Dwarfed by the steeper wooded slopes to the south but with good views out over the river Lea.</p> <p><b>48 West End to Brickendon Wooded Slopes (Conserve &amp; Strengthen)</b></p> <p>Steeply undulating wooded slopes, clearly differentiated by topography, woodland and age of settlement from both the arable slope to the north and the small plateau to the south. Very articulated and complex topography, with parkland and ancient settlements strung out along winding undulating lanes. An 'old' landscape pattern, remote and enclosed, with a small, domestic</p>	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>scale. Densely wooded and treed, with a clear pattern of irregular fields with tall treed boundaries and good views across the Lea valley. Here arable conversion does not appear to have had a negative impact on hedges.</p> <p><b>49 Little Berkhamsted Settled Plateau (Conserve &amp; Strengthen)</b>                      A small settled plateau of several very narrow 'finger' ridges, each of which has a settlement at its extreme end, with extensive views out over wooded valleys and the Lea valley to the north, where vegetation permits. Around each settlement pasture gives way to arable and views out are frequently screened by small blocks of woodland or hedges.</p>	
25	Benington	<p><b>71 Benington – Sacombe Ridge (Conserve &amp; Restore)</b>                      An area of ancient countryside with small woods, winding green lanes and numerous stream-eroded valleys. It consists of a narrow, gently undulating settled plateau, with a continuous ribbon of development along its length from Benington southwards. Although predominantly in agricultural production, this is also a more populated area, with a slight commuter character derived from the substantial houses in large plots and a variance in character through the different linked villages.</p> <p>Also includes:  <b>Part 39 Middle Beane Valley (Conserve &amp; Strengthen)</b>  <b>Part 72 Munden Valley (Improve &amp; Conserve)</b>  <b>Part 140 Cottered / Ardeley Plateau (Conserve &amp; Strengthen)</b></p>	Red
26	Birch Green	<p><b>66 Cole Green &amp; Hertingfordbury Settled Farmland (Conserve &amp; Restore)</b>                      A mainly pastoral area of small hamlets, with parkland and mineral extraction along its southern edge and urban influence at its eastern extent.</p>	Red
27	Braughing	<p><b>89 Wareside – Braughing Uplands (Conserve &amp; Strengthen)</b>                      Open, gently undulating arable farmland with</p>	Red



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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>clustered settlements and few roads, on a clay plateau of varying width between the valleys of the rivers Rib and Ash. Can be divided into four sub-areas: the Fanhams Plateau; the central plateau area; Westland/Wellpond Green and Braughing Friars. Arable cultivation has removed field boundaries and reduced woodland cover and the significant settlements lie within the river valleys, with isolated farms set above them on the edge of the plateau.</p> <p><b>91 Upper Rib Valley (Conserve &amp; Restore)</b> Variable valley landform, within which watercourses are not a significant feature, opening out to a broader undulating arable valley. Between Barwick Ford and The Lordship and again around Braughing it is an undulating arable valley, while north and south of Standon it is much narrower. The ancient settlements on the valley slopes are a notable local feature.</p>	
28	Brickendon	<p><b>49 Little Berkhamsted Settled Plateau (Conserve &amp; Strengthen)</b> A small settled plateau of several very narrow 'finger' ridges, each of which has a settlement at its extreme end, with extensive views out over wooded valleys and the Lea valley to the north, where vegetation permits. Around each settlement pasture gives way to arable and views out are frequently screened by small blocks of woodland or hedges.</p>	Red
29	Buckland	<p><b>144 Buckland Plateau (Conserve &amp; Restore)</b> Large, open and elevated plateau with the village of Buckland in the centre and bisected in the middle by the roman road, Ermine Street (now the A10). Quiet area with few features, dominated by large arable fields with no hedgerows giving an unusual prairielike character to the area. There are extensive views within and across the plateau. The spire of Buckland church is a prominent feature at the highest point in the centre of the plateau. Small pockets of pasture exist within and around Buckland and Chipping. The River Rib runs through the western side of the area but is rarely</p>	Red

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		noticeable other than at Buckland Bottom where a dense belt of tree and shrub vegetation creates a locally strong feature. A mature lime avenue extends between Buckland and west of Hodenhoe Manor and several new avenues have been planted in the area.	
30	Cole Green	<p><b>66 Cole Green &amp; Hertingfordbury Settled Farmland (Conserve &amp; Restore)</b></p> <p>A mainly pastoral area of small hamlets, with parkland and mineral extraction along its southern edge and urban influence at its eastern extent.</p>	Red
31	Colliers End	<p><b>73 High Cross Plateau (Improve &amp; Conserve)</b></p> <p>A two-speed landscape. Open undulating clay plateau bisected by fast A-road along ancient route with several wayside settlements. In arable cultivation with several ancient woodlands. Noticeably larger field pattern to the east of the A10, without settlements; more ancient, smaller scale to the west, with settlements. The narrow linear area west of The Bourne shares some of the characteristics of the Sacombe estate farmland but does not lie within it, relating rather to the wooded farmland to its north.</p> <p>Also includes:  <b>Part 91 Upper Rib Valley (Conserve &amp; Restore)</b></p>	Amber
32	Cottered	<p><b>140 Cottered / Ardeley Plateau (Conserve &amp; Strengthen)</b></p> <p>The character area comprises a settled plateau landscape with a strong sense of historic continuity, demonstrated in the relatively complete field patterns, mixed agriculture and the dispersed and widespread settlement. There is a good intact network of mixed species hedged field boundaries with numerous field trees. Woodlands are generally small but are dispersed throughout the area helping to reduce the overall scale. There is a good range of vernacular buildings within villages, hamlets and as isolated individual properties. Small commons and parklands also add to the varied pattern and richness of the landscape. This is a tranquil</p>	Red

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		and traditional landscape with few detractors.	
33	Dane End	<p><b>72 Munden Valley (Improve &amp; Conserve)</b>            This area is a group of small, remote pastoral and arable valleys carrying tributaries to the river Beane, dominated by important relic woodlands. The Old Bourne is a small watercourse with wetland flora but no trees, lying within a wide, shallow valley, while the Dane End Tributary, often no more than a ditch, has its course marked by non-wetland trees within a long, narrow valley with moderately steep sides and a gentle gradient. It is a long-settled area, with grouped hamlets.</p> <p>Also includes:  <b>Part 73 High Cross Plateau (Improve &amp; Conserve)</b></p>	<b>Amber</b>
34	Datchworth	<p><b>37 Datchworth Settled Slopes - (Improve &amp; Conserve)</b>            Undulating and gently sloping, west-facing, open arable farmland. An ancient landscape with modern settlements. Large blocks of woodland (Harmergreen Wood) screen views of some of the urban development and block views to the south. This is very much an 'in between' area, still rural but exhibiting a stronger urban influence than the adjoining areas to the east and south.</p> <p><b>40 Bramfield – Datchworth Sloping Farmland (Improve &amp; Conserve)</b>            Undulating and gently sloping large-scale arable farmland with no settlements. Discrete medium to large blocks of woodland frame views over large fields with few hedges, but are insufficient in scale to create strong vertical elements. A long cultivated landscape, lacking variety.</p> <p><b>41 Bramfield Wood, Tewin Wood and Datchworth Uplands (Conserve &amp; Strengthen)</b>            A densely wooded upland area, gently undulating, with settlements of different ages either grouped around village greens or carefully planned within wooded areas. Although woodland is a dominant feature,</p>	<b>Red</b>

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		<p>arable production is also characteristic and prominent, with very little pasture even around the villages. It divides into three sub-areas. The Bramfield Woods area is unsettled and consists of a dense complex of plateau woodlands, with mixed deciduous and conifer plantations, surrounded by large-scale arable fields. Bull's Green and Burnham Green, like Datchworth, are old settlements clustered around extensive village greens. Tewin Wood, on the south-western part of the plateau, shares the woodland character of Bramfield Woods but contains 20th-century settlement.</p>	
35	Furneux Pelham	<p><b>146 Hormead Wooded Plateau (Improve &amp; Conserve)</b>            Undulating plateau area with arable farmland and frequent woodland blocks especially on east side. In contrast the west side more open. Settlements of Little Hormead and Furneux Pelham are located on the edges of the plateau with no settlements other than occasional isolated farms in the centre of the plateau. Area has a quiet and empty feel with few roads or traffic. The woodland blocks create important features on the horizon especially when seen from adjacent interfluves. Furneux Pelham Hall and the estate of the former Albury Hall include clusters of ponds and relics of parkland.</p> <p><b>147 Upper Ash Valley (Improve &amp; Conserve)</b>            Narrow valley, locally very constricted by landform and woodland. To the north, open arable slopes run down to embryonic watercourse and ancient Violets Lane trackway which is densely lined with trees and shrubs. To south, valley is more open with the watercourse less defined and scattered woodland blocks on the upper edges of the valley slopes. The area includes the small, nucleated settlements of Clapgate and Barleycroft End located close to crossing points on the River Ash but little other settlement within the valley. Mixed native species hedgerows are widespread especially along lanes.</p>	<b>Amber</b>

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
36	Great Amwell	<b>78 Great Amwell Ridge &amp; Slopes (Improve &amp; Restore)</b> A complex semi-urban area with two settlements and combined urban edge and rural land uses.	Green
37	Hadham Ford	<b>93 Hadhams Valley (Safeguard &amp; Manage)</b> Marked valley formation with flat valley floor, within which the river Ash is marked only by linear wetland vegetation rather than as a visible watercourse. It is edged by steep undulating slopes, some densely vegetated, some in arable cultivation, with little pasture. It is characterised chiefly by ancient settlements with historic houses: Much Hadham and Little Hadham, which merit sub-areas.	Red
38	Hertford Heath	<b>64 Hertford Heath (Conserve &amp; Restore)</b> An area of gently undulating wooded farmland, much of it pasture, with extensive areas of woodland and heath. At the heart of this rural area lies Haileybury College, which also influences the only settlement in the area, from which it takes its name. The damp acid grasslands and relic heath are ecologically and visually important.	Red
39	Hertingfordbury	<b>66 Cole Green &amp; Hertingfordbury Settled Farmland (Conserve &amp; Restore)</b> A mainly pastoral area of small hamlets, with parkland and mineral extraction along its southern edge and urban influence at its eastern extent.	Red
40	High Cross	<b>73 High Cross Plateau (Improve &amp; Conserve)</b> A two-speed landscape. Open undulating clay plateau bisected by fast A-road along ancient route with several wayside settlements. In arable cultivation with several ancient woodlands. Noticeably larger field pattern to the east of the A10, without settlements; more ancient, smaller scale to the west, with settlements. The narrow linear area west of The Bourne shares some of the characteristics of the Sacombe estate farmland but does not lie within it, relating rather to the wooded farmland to its north.	Amber
41	High Wych	<b>84 High Wych Slopes (Improve &amp; Restore)</b> A south-facing slope of mixed farming within a small irregular field pattern, usually ditched	Green

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p> <p>Also includes:  <b>Part 81 Stanstead to Pishiobury Parklands (Improve &amp; Conserve)</b></p>	
42	Hunsdon	<p><b>83 Hunsdon Plateau (Improve &amp; Conserve)</b>            Large-scale open arable farmland on flat upland plateau, with smaller fields and woodland to north west of Hunsdon.</p>	Amber
43	Letty Green	<p><b>66 Cole Green &amp; Hertingfordbury Settled Farmland (Conserve &amp; Restore)</b>            A mainly pastoral area of small hamlets, with parkland and mineral extraction along its southern edge and urban influence at its eastern extent.</p>	Red
44	Little Hadham	<p><b>93 Hadhams Valley (Safeguard &amp; Manage)</b>            Marked valley formation with flat valley floor, within which the river Ash is marked only by linear wetland vegetation rather than as a visible watercourse. It is edged by steep undulating slopes, some densely vegetated, some in arable cultivation, with little pasture. It is characterised chiefly by ancient settlements with historic houses: Much Hadham and Little Hadham, which merit sub-areas.</p>	Red
45	Much Hadham	<p><b>87 Middle Ash Valley (Conserve &amp; Restore)</b>            Narrow flat river valley floor, falling gradually to the south, with steep undulating slopes on either side. A landscape of distinctive wetland vegetation in the valley and woodland on the interlocking spurs of the valley sides.</p> <p><b>93 Hadhams Valley (Safeguard &amp; Manage)</b>            Marked valley formation with flat valley floor, within which the river Ash is marked only by linear wetland vegetation rather than as a visible watercourse. It is edged by steep undulating slopes, some densely vegetated, some in arable cultivation, with little pasture.</p>	Red

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		<p>It is characterised chiefly by ancient settlements with historic houses: Much Hadham and Little Hadham, which merit sub-areas.</p> <p>Also includes:  <b>Part 86 Perry Green Uplands (Conserve &amp; Strengthen)</b></p>	Red
46	Puckeridge	<p><b>73 High Cross Plateau (Improve &amp; Conserve)</b></p> <p>A two-speed landscape. Open undulating clay plateau bisected by fast A-road along ancient route with several wayside settlements. In arable cultivation with several ancient woodlands. Noticeably larger field pattern to the east of the A10, without settlements; more ancient, smaller scale to the west, with settlements. The narrow linear area west of The Bourne shares some of the characteristics of the Sacombe estate farmland but does not lie within it, relating rather to the wooded farmland to its north.</p> <p><b>91 Upper Rib Valley (Conserve &amp; Restore)</b></p> <p>Variable valley landform, within which watercourses are not a significant feature, opening out to a broader undulating arable valley. Between Barwick Ford and The Lordship and again around Braughing it is an undulating arable valley, while north and south of Standon it is much narrower. The ancient settlements on the valley slopes are a notable local feature.</p>	
47	Spellbrook	<p><b>85 Thorley Uplands (Conserve &amp; Strengthen)</b></p> <p>The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a</p>	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p> <p>Also includes:  <b>Part 82 River Stort (Improve &amp; Conserve)</b></p>	
48	Standon	<p><b>91 Upper Rib Valley (Conserve &amp; Restore)</b>            Variable valley landform, within which watercourses are not a significant feature, opening out to a broader undulating arable valley. Between Barwick Ford and The Lordship and again around Braughing it is an undulating arable valley, while north and south of Standon it is much narrower. The ancient settlements on the valley slopes are a notable local feature.</p>	Red
49	Stanstead Abbots & St Margarets	<p><b>79 Amwell Floodplain (Restore Condition to Maintain Character)</b>            An area of man-made lakes and wetland vegetation with a 20th-century character belied by the presence of the manicured surrounds of the New River on the south-western edge. A significant transport route with an urban tinge to its character. An open wetland landscape within a flat river valley bottom, extensively wooded, comprising the River Lea Navigation, the Lea river and extensive flooded former mineral workings, some of which have been restored as nature reserve</p> <p>Also includes:  <b>Part 78 Great Amwell Ridge &amp; Slopes (Improve &amp; Restore)</b>  <b>Part 80 Rye Meads (Conserve &amp; Restore)</b>  <b>Part 81 Stanstead to Pishiobury Parklands (Improve &amp; Conserve)</b></p>	Amber
50	Stapleford	<p><b>68 Lower Beane Valley (Conserve &amp; Strengthen)</b>            A narrow flat floodplain with steeply rising valley sides. The river is not dominant enough to be a major landscape feature, but the valley does differ significantly from the arable uplands to either side, not least in the congregation within it of transport features,</p>	Red



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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		such as road and railway. A mix of pasture and woodland is typical throughout, with the southern part strongly influenced by ribbon development, industry and mineral extraction, while the northern part is more rural and remote.	
51	Tewin	<p><b>42 Tewin, Dawley &amp; Lockley Estate Farmland (Conserve &amp; Strengthen)</b></p> <p>This area is a south-facing, strongly undulating rural slope consisting of mixed arable farmland and woodland, readily distinguishable from the surrounding urban and suburban settlements associated with Welwyn. The Lockley estate farmland and Dawley Wood farmland share the settlement of Digswell as a boundary, while Dawley Wood and Tewin share the Mimram valley parkland boundary. Although each sub-area has distinguishing characteristics, they are unified by their over-riding shared physiographic characteristics. Lockleys has a strong pattern of arable farmland and woodland blocks, with some parkland features around the farm on its summit and many mature oaks. Dawley Wood farmland is less unified by management and has south-facing views over the Mimram to the Haldens part of Welwyn Garden City, so that it is less remote than Lockleys. Tewin village's views to the south are filtered by vegetation along the river and around the edge of the Panshanger part of Welwyn Garden City. The village is a strong feature within the arable farmland around it, contained by woodland on three sides.</p>	Red
52	Thundridge	<p><b>89 Wareside – Braughing Uplands (Conserve &amp; Strengthen)</b></p> <p>Open, gently undulating arable farmland with clustered settlements and few roads, on a clay plateau of varying width between the valleys of the rivers Rib and Ash. Can be divided into four sub-areas: the Fanhams Plateau; the central plateau area; Westland/Wellpond Green and Braughing Friars. Arable cultivation has removed field boundaries and reduced woodland cover and the significant settlements lie within the river valleys, with isolated farms set above them</p>	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>on the edge of the plateau.</p> <p><b>90 Middle Rib Valley (Improve &amp; Conserve)</b> Short, steep valley slopes with a V-shaped valley floor and little wetland, with woodland on the steepest slopes. Historic Youngsbury lies on the north bank</p> <p>Also includes: <b>Part 76 Ware Parklands (Restore Condition to Maintain Character)</b></p>	
53	Tonwell	<p><b>74 Sacombe Park Estate Farmland (Safeguard &amp; Manage)</b> Strongly undulating wooded arable farmland and parkland. Rural, remote and tranquil. The parkland and farmland are unified by the consistency of architectural style and the presence of many mature hedgerow oaks and parkland trees. Sacombe House is discreetly concealed within its parkland, which is set tightly around the house, with the estate farmland spread out to the south and more visible.</p>	Red
54	Wadesmill	<p><b>75 Lower Rib Valley (Restore Condition to Maintain Character)</b> Flat valley bottom with extensive wetland vegetation. Extensive mineral extraction on both valley slopes</p> <p><b>90 Middle Rib Valley (Improve &amp; Conserve)</b> Short, steep valley slopes with a V-shaped valley floor and little wetland, with woodland on the steepest slopes. Historic Youngsbury lies on the north bank</p>	Amber
55	Walkern	<p><b>39 Middle Beane Valley (Conserve &amp; Strengthen)</b> Open arable farmland with small grouped woodlands linked by hedges. Medium to large-scale field pattern over strongly undulating slopes, with a remote character despite proximity to Stevenage.</p>	Red
56	Waterford	<p><b>68 Lower Beane Valley (Conserve &amp; Strengthen)</b> A narrow flat floodplain with steeply rising valley sides. The river is not dominant enough to be a major landscape feature, but the valley does differ significantly from the arable uplands to either side, not least in the</p>	Red

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		<p>congregation within it of transport features, such as road and railway. A mix of pasture and woodland is typical throughout, with the southern part strongly influenced by ribbon development, industry and mineral extraction, while the northern part is more rural and remote.</p> <p>Also includes:  <b>Part 67 Bramfield Plain (Improve &amp; Conserve)</b></p>	
57	Watton-at-Stone	<p><b>40 Bramfield – Datchworth Sloping Farmland (Improve &amp; Conserve)</b>            Undulating and gently sloping large-scale arable farmland with no settlements. Discrete medium to large blocks of woodland frame views over large fields with few hedges, but are insufficient in scale to create strong vertical elements. A long cultivated landscape, lacking variety.</p> <p><b>70 Woodhall Park &amp; Watton-at-Stone Slopes (Safeguard &amp; Manage)</b>            An upland arable landscape, more enclosed by woodland than the open area to the north and with very strong overlying planned parkland characteristics within Woodhall, which makes a strong statement, contained within its extensive brick wall yet visible over a wide area.</p>	<b>Red</b>
58	Westmill	<p><b>142 High Rib Valley (Improve &amp; Conserve)</b>            The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20<sup>th</sup> century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional</p>	<b>Amber</b>

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		<p>grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.</p> <p>Also includes:  <b>Part 92 Puckeridge Parklands (Conserve &amp; Strengthen)</b>  <b>Part 141 Cherry Green Arable Plateau (Improve &amp; Restore)</b></p>	
59	Widford	<p><b>86 Perry Green Uplands (Conserve &amp; Strengthen)</b>            Undulating settled uplands with meandering lanes linking hamlets and small villages of varying ages. Predominantly a medium-scale arable landscape of neat hedges and few hedgerow trees. Open, with narrow sunken lanes and very extensive views out but limited views within.</p> <p><b>87 Middle Ash Valley (Conserve &amp; Restore)</b>            Narrow flat river valley floor, falling gradually to the south, with steep undulating slopes on either side. A landscape of distinctive wetland vegetation in the valley and woodland on the interlocking spurs of the valley sides.</p> <p>Also includes:  <b>Part 83 Hunsdon Plateau (Improve &amp; Conserve)</b></p>	Red
<p><b>Extensions to Adjacent Settlements            (Planning assumption of 1,500-10,000 dwellings)</b></p>			
60	East of Stevenage	<p><b>38 Aston Estate Farmland (Conserve &amp; Restore)</b>            South-facing undulating parkland dominated by two estates - Astonbury and Frogmore - exhibiting planned and unified characteristics of estate farmland. Rural, seemingly remote and ancient, despite proximity to Stevenage.</p> <p><b>39 Middle Beane Valley (Conserve &amp; Strengthen)</b>            Open arable farmland with small grouped woodlands linked by hedges. Medium to large-scale field pattern over strongly undulating slopes, with a remote character despite proximity to Stevenage.</p>	Red

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
61	East of Welwyn Garden City	<p><b>44 Panshanger Parkland (Improve &amp; Restore)</b> Relic historic ornamental parkland with dense wooded boundaries and extensive mineral excavation, developed around the valley of the river Mimram. Little remains of the historic buildings within the park, but Repton's landscape design has not yet been completely obliterated, although screened from public view. The parkland character is of grazing pastures fringed with beech woods.</p> <p><b>45 Welwyn Fringes (Improve &amp; Restore)</b> An urban fringe belt around the eastern flanks of Welwyn, with a wide range of land uses, from recreation through arable cultivation to mineral extraction. While the western end of this area, squeezed between Welwyn and Hatfield, has very obvious urban-fringe land uses, the area to the east is more rural, with arable cultivation and some blocks of woodland.</p>	Green
62	North of Harlow (A)	<p><b>83 Hunsdon Plateau (Improve &amp; Conserve)</b> Large-scale open arable farmland on flat upland plateau, with smaller fields and woodland to north west of Hunsdon.</p> <p><b>84 High Wych Slopes (Improve &amp; Restore)</b> A south-facing slope of mixed farming within a small irregular field pattern, usually ditched rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p> <p>Also includes: <b>Part 86 Perry Green Uplands (Conserve &amp; Strengthen)</b></p>	Amber
	North of Harlow (B)	<p><b>81 Stanstead to Pishiobury Parklands (Improve &amp; Conserve)</b> Parkland and arable farmland on gently undulating south-facing slope interrupted by valleys of the Stort's tributaries. Cultural pattern overrides topographical change. An</p>	Amber

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		area of ancient settlements, dominated by the many parklands on the southfacing slopes above the Stort valley.	<b>Amber</b>
	North of Harlow (C)	<p><b>82 River Stort (Improve &amp; Conserve)</b> An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p> <p><b>84 High Wych Slopes (Improve &amp; Restore)</b> A south-facing slope of mixed farming within a small irregular field pattern, usually ditched rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p>	
63	North of Hoddesdon	<p><b>78 Great Amwell Ridge &amp; Slopes (Improve &amp; Restore)</b> A complex semi-urban area with two settlements and combined urban edge and rural land uses.</p> <p>Also includes: <b>Part 64 Hertford Heath (Conserve &amp; Restore)</b></p>	<b>Green</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	<p><b>140 Cottered / Ardeley Plateau (Conserve &amp; Strengthen)</b> <b>142 High Rib Valley (Improve &amp; Conserve)</b> <b>143 Wyddial Plateau (Improve &amp; Conserve)</b> <b>144 Buckland Plateau (Conserve &amp; Restore)</b></p> <p>Also includes: <b>Part 222 Weston – Green End Plateau (Improve &amp; Conserve)</b> <b>Part 229 Therfield – Reed Plateau (Improve &amp; Conserve)</b></p>	<b>Red</b>

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No.	Areas of Search	Assessment of Landscape Character	Traffic Light
65	A10 Corridor - Central	<p>72 Munden Valley (Improve &amp; Conserve)</p> <p>73 High Cross Plateau (Improve &amp; Conserve)</p> <p>74 Sacombe Park Estate Farmland (Safeguard &amp; Manage)</p> <p>75 Lower Rib Valley (Restore Condition to Maintain Character)</p> <p>76 Ware Parklands (Restore Condition to Maintain Character)</p> <p>89 Wareside – Braughing Uplands (Conserve &amp; Strengthen)</p> <p>90 Middle Rib Valley (Improve &amp; Conserve)</p> <p>91 Upper Rib Valley (Conserve &amp; Restore)</p> <p>92 Puckeridge Parklands (Conserve &amp; Strengthen)</p> <p>141 Cherry Green Arable Plateau (Improve &amp; Restore)</p> <p>142 High Rib Valley (Improve &amp; Conserve)</p> <p>143 Wyddial Plateau (Improve &amp; Conserve)</p>	Red
66	A120 Corridor	<p>86 Perry Green Uplands (Conserve &amp; Strengthen)</p> <p>89 Wareside – Braughing Uplands (Conserve &amp; Strengthen)</p> <p>91 Upper Rib Valley (Conserve &amp; Restore)</p> <p>93 Hadhams Valley (Safeguard &amp; Manage)</p> <p>147 Upper Ash Valley (Improve &amp; Conserve)</p> <p>150 Hadham Plateau (Improve &amp; Conserve)</p>	Red
67	A507 Corridor	<p>140 Cottered / Ardeley Plateau (Conserve &amp; Strengthen)</p> <p>141 Cherry Green Arable Plateau (Improve &amp; Restore)</p> <p>221 Upper Beane Valley Tributaries (Strengthen &amp; Reinforce)</p> <p>222 Weston – Green End Plateau (Improve &amp; Conserve)</p> <p>Also includes: Part 142 High Rib Valley (Improve &amp; Conserve)</p>	Red
68	A602 Corridor	<p>38 Aston Estate Farmland (Conserve &amp; Restore)</p> <p>39 Middle Beane Valley (Conserve &amp; Strengthen)</p> <p>40 Bramfield – Datchworth Sloping Farmland (Improve &amp; Conserve)</p> <p>67 Bramfield Plain (Improve &amp; Conserve)</p>	Red

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>68 Lower Beane Valley (Conserve &amp; Strengthen)  69 Stonyhills (Improve &amp; Restore)  70 Woodhall Park &amp; Watton-at-Stone Slopes (Safeguard &amp; Manage)  71 Benington – Sacombe Ridge (Conserve &amp; Restore)  72 Munden Valley (Improve &amp; Conserve)  74 Sacombe Park Estate Farmland (Safeguard &amp; Manage)  75 Lower Rib Valley (Restore Condition to Maintain Character)  76 Ware Parklands (Restore Condition to Maintain Character)</p> <p>Also includes:  Part 37 Datchworth Settled Slopes - (Improve &amp; Conserve)  Part 41 Bramfield Wood, Tewin Wood and Datchworth Uplands (Conserve &amp; Strengthen)</p>	
69	Hunsdon Area	<p>81 Stanstead to Pishiobury Parklands (Improve &amp; Conserve)  82 River Stort (Improve &amp; Conserve)  83 Hunsdon Plateau (Improve &amp; Conserve)  84 High Wych Slopes (Improve &amp; Restore)</p> <p>Also includes:  Part 80 Rye Meads (Conserve &amp; Restore)</p>	Amber



## 14. Maintaining Tranquillity

### Justification

Planning should aim to: *“identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason”* (draft NPPF paragraph 173).

*“By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation”* (draft NPPF paragraph 175).

### Sources of Information

- East Herts Council GIS
- Stansted Airport Noise Contours: maps taken from Civil Aviation Authority (CAA) data which were part of Volume 3 of the British Airport Authority (BAA) application for a second runway at Stansted Airport (Generation 2 or G2).
- Luton Airport Strategic Noise Maps: London Luton Airport submitted a Final Draft Noise Action Plan to the Department for Transport and Department for the Environment, Food and Rural affairs at the end of January 2010, which included strategic noise maps. The Final Noise Action Plan will be published subject to formal adoption by DEFRA and DfT.

Note: noise mapping is highly technical and for this assessment the noise contours have been used indicatively to refer to broad areas.

### Assessment Criteria

- **Noise:** whether an area is affected by relative absence of traffic or aircraft noise, or train services;
- **Light pollution:** whether an area is currently affected by artificial lighting after dark, including directly visible lights or light affecting the darkness of the landscape.

<b>Red</b>	Areas which are tranquil: remote from dual carriageway and single carriageway 'A' roads and railway lines; outside aircraft flightpaths; and remote from artificial light sources.
<b>Amber</b>	Areas which are not particularly tranquil: areas near single carriageway 'A' roads and/or railway lines; and/or near but not inside aircraft flightpaths; and/or maybe affected by artificial light sources.
<b>Green</b>	Areas which are not tranquil: areas near dual carriageway roads and/or railways lines; and/or inside aircraft flightpaths; and/or affected by artificial light sources. Existing Built-Up Areas are classed as 'Green' because development in these areas is very unlikely to have much direct impact on potential Areas of Tranquillity.

## Draft Topic Assessments

### General Comments

Compared with other regions of the UK, the south-east and the Home Counties are relatively lacking in tranquillity. However, precisely because of this, relative tranquillity is valued by many as a precious commodity in these areas, as indicated by feedback from the Issues and Options consultation. East Herts is fortunate to have areas of relative tranquillity which also have high amenity value, not just for local residents but also for those from further afield.

At this stage it is too early to identify Areas of Tranquillity. Preferred areas for such designations will begin to emerge as work on the development strategy progresses. New development in areas classed as 'green' or 'amber' (i.e. not tranquil) might compromise the tranquillity of adjacent 'red' (i.e. tranquil) areas. This issue will be addressed at the scenario testing stage.

Noise pollution as an environmental health concern has been treated separately to the assessment of Maintaining Tranquillity within the Environmental Quality Strategic Overview (Section 1.12 of **Essential Reference Paper 'B'**). By definition the most tranquil areas are those with the least noise. By presenting tranquillity and environmental quality as separate topics it is possible to balance the concerns of each when assessing the overall planning merits.

The assessment presented here should be contrasted with the approach used in *Topic Assessment 22: Noise Impacts*.

No.	Areas of Search	Assessment of Maintaining Tranquillity	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Main settlement noise and light.	<b>Green</b>
2	Bishop's Stortford North (A)	Noise from the A120 bypass. Although near Stansted Airport, it does not lie on the flightpath.	<b>Amber</b>
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	M11. Close to Stansted airport flightpath.	<b>Green</b>
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Stansted flightpath, A1184 and A1060 (Hallingbury Road) single carriageways. Railway line.	<b>Green</b>
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		

**Draft Topic Assessments**

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Maintaining Tranquillity</b>	<b>Traffic Light</b>
<b>Buntingford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built Up Area	Main settlement noise and light.	<b>Green</b>
6	Buntingford South and West (A)	A10 single carriageway.	<b>Amber</b>
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	A10 single carriageway.	<b>Amber</b>
	Buntingford North (B)	Some distance from A10 single carriageway. Affected by street lights of Buntingford.	<b>Amber</b>
8	Buntingford North-East (A)	Some distance from A10 single carriageway. Affected by street lights of Buntingford.	<b>Amber</b>
	Buntingford North-East (B)		
9	Buntingford East	Some distance from A10 single carriageway. Affected by street lights of Buntingford.	<b>Amber</b>
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	Main settlement noise and light.	<b>Green</b>
11	Hertford West (A)	Affected by residential street lights of Sele in Hertford.	<b>Amber</b>
	Hertford West (B)	Near the A414 dual carriageway. Affected by residential street lights of Sele in Hertford.	<b>Green</b>
12	Hertford North (A)	A119 single carriageway.	<b>Amber</b>
	Hertford North (B)	A119 single carriageway. Railway line.	<b>Amber</b>
	Hertford North (C)	B158 (Wadesmill Road) single carriageway	<b>Red</b>
13	Hertford South (A)	B158 (Lower Hatfield Road) single carriageway. Railway line adjacent.	<b>Amber</b>
	Hertford South (B)	Away from main roads but affected by the artificial light of south Hertford.	<b>Amber</b>
	Hertford South (C)		
	Hertford South (D)	A414 and A10 dual carriageways	<b>Green</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Maintaining Tranquillity	Traffic Light
<b>Sawbridgeworth</b> (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Main settlement noise and light.	<b>Green</b>
15	Sawbridgeworth South-West (A)	Noise from A1184. Stansted flightpath.	<b>Amber</b>
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Stansted flightpath.	<b>Amber</b>
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	Noise from A1184. Stansted flightpath.	<b>Amber</b>
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)	Noise from M11 and the busy railway line. Stansted flightpath.	<b>Green</b>
<b>Ware</b> (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Main settlement noise and light.	<b>Green</b>
19	Ware North (A)	Noise from A10 dual carriageway.	<b>Green</b>
	Ware North (B)	Some distance from A10 dual carriageway.	<b>Amber</b>
20	Ware East (A)	Remote from main sources of noise.	<b>Red</b>
	Ware East (B)		
21	Ware South-East (A)	Railway Line.	<b>Amber</b>
	Ware South-East (B)	A1170 single carriageway. Railway line.	<b>Amber</b>
22	Ware South-West	Near A10 dual carriageway.	<b>Green</b>
<b>Villages</b> (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Although near Stevenage, remote from noise and light sources.	<b>Red</b>
24	Bayford	Railway line nearby.	<b>Amber</b>
25	Benington	Remote from noise and light sources.	<b>Red</b>
26	Birch Green	Near A414 dual carriageway.	<b>Amber</b>
27	Braughing	Remote from noise and light sources.	<b>Red</b>
28	Brickendon	No road noise. Railway line nearby.	<b>Amber</b>
29	Buckland	A10 single carriageway.	<b>Green</b>
30	Cole Green	Near A414 dual carriageway.	<b>Amber</b>

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No.	Areas of Search	Assessment of Maintaining Tranquillity	Traffic Light
31	Colliers End	Near A10 dual carriageway.	Amber
32	Cottered	A507 single carriageway.	Amber
33	Dane End	Remote from noise and light sources.	Red
34	Datchworth	Remote from noise and light sources.	Red
35	Furneux Pelham	Remote from noise and light sources.	Red
36	Great Amwell	A10 and A414 dual carriageway.	Amber
37	Hadham Ford	Remote from noise and light sources.	Red
38	Hertford Heath	Near A10 dual carriageway.	Amber
39	Hertingfordbury	Near A414 dual carriageway.	Amber
40	High Cross	Near A10 dual carriageway.	Amber
41	High Wych	Stansted flightpath.	Green
42	Hunsdon	Remote from main roads. Outside the Stansted Airport flightpath. Not affected by the artificial light of Harlow.	Red
43	Letty Green	Near A10 dual carriageway.	Amber
44	Little Hadham	A120 single carriageway	Amber
45	Much Hadham	B1004 single carriageway.	Red
46	Puckeridge	Near A120 and A10 dual carriageway.	Amber
47	Spellbrook	Noise from A1184.	Amber
48	Standon	Near A120 single carriageway.	Amber
49	Stanstead Abbots & St Margarets	Near the A414 dual carriageway.	Amber
50	Stapleford	A602 single carriageway nearby.	Amber
51	Tewin	Remote from noise and light sources.	Red
52	Thundridge	Near A10 dual carriageway.	Amber
53	Tonwell	Near A602 single carriageway	Amber
54	Wadesmill	Near A10 dual carriageway.	Amber
55	Walkern	Remote from noise and light sources.	Red
56	Waterford	A602 single carriageway nearby.	Amber
57	Watton-at-Stone	Near A602 single carriageway. Railway line.	Amber
58	Westmill	Near A10 single carriageway	Amber
59	Widford	Remote from noise and light sources.	Red
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	Remote from main roads. Although near Stevenage, the site is protected from residential and street light pollution by topography and the tree belt screening Gresley Way, which is not a classified road. Aircraft overfly the area, although this site is around 14km from Luton airport and aircraft are high above the ground at this point. Therefore any aircraft noise is un-intrusive, and does not diminish the overall impression of tranquillity.	Red

**Draft Topic Assessments**

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Maintaining Tranquillity</b>	<b>Traffic Light</b>
61	East of Welwyn Garden City	Southern parts near the A414 dual carriageway. Although screened by tree belt the darkness of the landscape is compromised by artificial light in Welwyn Garden City.	<b>Amber</b>
62	North of Harlow (A)	No main roads. Outside Stansted flightpath.	<b>Red</b>
	North of Harlow (B)	Near A414 dual carriageway. Stansted flightpath.	<b>Green</b>
	North of Harlow (C)	Near A414 dual carriageway. Stansted flightpath.	<b>Green</b>
63	North of Hoddesdon	Adjacent A10 and A414 dual carriageways. Affected by artificial light of Hoddesdon.	<b>Green</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	A10 single carriageway.	<b>Amber</b>
65	A10 Corridor - Central	A10 dual carriageway.	<b>Green</b>
66	A120 Corridor	A120 single carriageway.	<b>Amber</b>
67	A507 Corridor	A507 single carriageway.	<b>Amber</b>
68	A602 Corridor	A602 single carriageway.	<b>Amber</b>
69	Hunsdon Area	A settlement separated from Harlow would probably be located in the relatively tranquil area to the north, outside the Stansted flightpath and away from the A414 dual carriageway.	<b>Red</b>

## 15. Green Belt

### Justification

*“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”* (draft NPPF paragraph 133).

### Sources of Information

- East Herts Council GIS

### Assessment Criteria

*“When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary”* (draft NPPF paragraph 139).

<b>Red</b>	Area of Search is within the Green Belt.
<b>Amber</b>	Part of the Area of Search is within the Green Belt.
<b>Green</b>	Area of Search is not within the Green Belt.

### General Comments

Green Belts serve five purposes:

- To check the unrestricted sprawl of large built-up areas
- To prevent neighbouring towns merging into one another
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Three separate assessments have been undertaken with regard to the Green Belt. This assessment simply considers whether or not an area of search is within the Green Belt.

The other assessments consider whether or not the strategic gap between settlements would be retained if development was to take place, and whether or not there are clear boundary limits to growth within an area of search.

Further assessment into the five purposes of Green Belt land will be carried out at the next stage of the strategy selection process in the form of a Green Belt Review.

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Green Belt	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford	<b>Built up Area</b>	<b>Green</b>
2	Bishop's Stortford North (A)	<b>Part Green Belt</b> The 'green wedge' including Hoggate's Wood and most of the land South of Dane O'Coys Road is Green Belt.  The remainder of the area is land safeguarded for future development, designated as 'Areas of Special Restraint' (ASRs) and 'Special Countryside Area' in the Local Plan 2007. In this area <i>"development will not be permitted, other than would be allowed in the Green Belt, until such time as the land so identified is shown to be needed for, and proposed for development, as a result of a review of this Plan."</i>	<b>Amber</b>
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	<b>Green Belt</b>	<b>Red</b>
	Bishop's Stortford East (B)	<b>Green Belt</b>	<b>Red</b>
4	Bishop's Stortford South (A)	<b>Green Belt</b>	<b>Red</b>
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	<b>Built up Area</b>	<b>Green</b>
6	Buntingford South and West (A)	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
	Buntingford North (B)		
8	Buntingford North-East (A)	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
	Buntingford		



*Draft Topic Assessments*

No.	Areas of Search	Assessment of Green Belt	Traffic Light
	North-East (B)		<b>Green</b>
9	Buntingford East	Rural Area Beyond the Green Belt	<b>Green</b>
<b>Hertford</b> (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Built up Area	<b>Green</b>
11	Hertford West (A)	Green Belt	<b>Red</b>
	Hertford West (B)		
12	Hertford North (A)	Green Belt	<b>Red</b>
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	Green Belt	<b>Red</b>
	Hertford South (B)		
	Hertford South (C)	Green Belt	
	Hertford South (D)		
<b>Sawbridgeworth</b> (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Built up Area	<b>Green</b>
15	Sawbridgeworth South-West (A)	Green Belt	<b>Red</b>
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Green Belt	<b>Red</b>
	Sawbridgeworth West (B)	Green Belt	<b>Red</b>
17	Sawbridgeworth North (A)	Green Belt	<b>Red</b>
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
<b>Ware</b> (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Built up Area	<b>Green</b>

**Draft Topic Assessments**

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Green Belt</b>	<b>Traffic Light</b>
19	Ware North (A)	<b>Green Belt</b>	<b>Red</b>
	Ware North (B)		
20	Ware East (A)	<b>Green Belt</b>	<b>Red</b>
	Ware East (B)		
21	Ware South-East (A)	<b>Green Belt</b>	<b>Red</b>
	Ware South-East (B)		
22	Ware South-West	<b>Green Belt</b>	<b>Red</b>
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	<b>Green Belt</b>	<b>Red</b>
24	Bayford	<b>Green Belt</b>	<b>Red</b>
25	Benington	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
26	Birch Green	<b>Green Belt</b>	<b>Red</b>
27	Braughing	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
28	Brickendon	<b>Green Belt</b>	<b>Red</b>
29	Buckland	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
30	Cole Green	<b>Green Belt</b>	<b>Red</b>
31	Colliers End	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
32	Cottered	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
33	Dane End	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
34	Datchworth	<b>Green Belt</b>	<b>Red</b>
35	Furneux Pelham	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
36	Great Amwell	<b>Green Belt</b>	<b>Red</b>
37	Hadham Ford	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>

***Draft Topic Assessments***

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Green Belt</b>	<b>Traffic Light</b>
38	Hertford Heath	<b>Green Belt</b>	<b>Red</b>
39	Hertingfordbury	<b>Green Belt</b>	<b>Red</b>
40	High Cross	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
41	High Wych	<b>Green Belt</b>	<b>Red</b>
42	Hunsdon	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
43	Letty Green	<b>Green Belt</b>	<b>Red</b>
44	Little Hadham	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
45	Much Hadham	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
46	Puckeridge	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
47	Spellbrook	<b>Green Belt</b>	<b>Red</b>
48	Standon	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
49	Stanstead Abbots & St Margarets	<b>Green Belt</b>	<b>Red</b>
50	Stapleford	<b>Green Belt</b>	<b>Red</b>
51	Tewin	<b>Village inset from the Green Belt</b>	<b>Amber</b>
52	Thundridge	<b>Green Belt</b>	<b>Red</b>
53	Tonwell	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
54	Wadesmill	<b>Green Belt</b>	<b>Red</b>
55	Walkern	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
56	Waterford	<b>Green Belt</b>	<b>Red</b>
57	Watton-at-Stone	<b>Village inset from the Green Belt</b>	<b>Amber</b>
58	Westmill	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
59	Widford	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	<b>Green Belt</b>	<b>Red</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Green Belt	Traffic Light
61	East of Welwyn Garden City	<b>Green Belt</b>	<b>Red</b>
62	North of Harlow (A)	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
	North of Harlow (B)	<b>Green Belt</b>	<b>Red</b>
	North of Harlow (C)		
63	North of Hoddesdon	<b>Green Belt</b>	<b>Red</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
65	A10 Corridor - Central	The southern quarter of this area is within the Green Belt, the rest is in the Rural Area Beyond the Green Belt.	<b>Amber</b>
66	A120 Corridor	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
67	A507 Corridor	<b>Rural Area Beyond the Green Belt</b>	<b>Green</b>
68	A602 Corridor	<b>Green Belt</b>	<b>Red</b>
69	Hunsdon Area	The southern half this corridor is within the Green Belt.	<b>Amber</b>

## 16. Strategic Gaps

### Justification

*“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”* (draft NPPF paragraph 133).

### Sources of Information

- East Herts Council GIS

### Assessment Criteria

- **Strategic Gap:** assessment of whether the area of search is a strategic gap. Some areas of land play a more important role than others in terms of retaining the separation between two settlements. For example, the land between Hertford and Ware plays a vital role in retaining a separate identity and character of the two towns. Where villages are located close to a larger town, there may be an issue over whether the gap is ‘strategic’. Development within the village itself may not reduce the gap but the cumulative impact of development within a number of villages may. For the purpose of this assessment the same criteria apply to the Rural Area Beyond the Green Belt.

<b>Red</b>	Areas that are vital in protecting the strategic gaps between settlements.
<b>Amber</b>	Areas which, depending upon the amount and/or direction of growth, may have a role in protecting the strategic gap between settlements and therefore require further assessment.
<b>Green</b>	Areas which do not have a role in protecting strategic gaps.

### General Comments

Green Belts serve five purposes:

- To check the unrestricted sprawl of large built-up areas
- To prevent neighbouring towns merging into one another
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Three separate assessments have been undertaken with regard to the Green Belt. The first simply assesses whether or not an area of search is within the Green Belt. This assessment considers whether or not the strategic gap between settlements would be retained if development was to take place. The other assessment considers whether there are clear boundary limits to growth within an area of search. Further assessment into the five purposes of Green Belt land will be carried out at the next stage of the strategy selection process in the form of a Green Belt Review.

**Villages** – because there has been no decision at this stage as to the extent of and direction of growth, for the purposes of this strategic level assessment every direction around a village has been considered. If at this stage a 10% growth level is assumed for each village it is unlikely that a boundary limit or strategic gap assessment is

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necessary. However, for the sake of consistency, the same process has been applied to all locations.

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford	<b>Built up Area</b> As such the locations do not play a role in protecting strategic gaps between settlements.	<b>Green</b>
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	<b>Part Green Belt</b> The location does not play a role in protecting strategic gaps between settlements.	<b>Green</b>
3	Bishop's Stortford East (A)	<b>Green Belt</b> The land east of the industrial units of Woodside Road remains Green Belt. However, it is acknowledged that the nature of this land has changed over time with much of the land being used for car parking and car storage associated with the industrial uses and Bishop's Stortford Football Club. Planning permission has been granted for an extension to the industrial estate for new employment uses 5,324sq.m. B1 units, landscaping and car parking. The football club is an appropriate Green Belt use despite its urban appearance, and benefits from planning permission. While the buildings are largely screened from the road, the openness and permanence of the Green Belt has been compromised by its current uses and also by the urban character of the location as it can only be reached through the Woodside Industrial Estate. Purely in Green Belt terms, the location would contribute to retaining a strategic gap between the built-up part of the town and the M11 junction.	<b>Red</b>
	Bishop's Stortford East (B)	<b>Green Belt</b> The northern part of this area is covered by the buildings and car parking for the golf club and therefore has some urban features despite remaining Green Belt land. This location acts as a strategic gap between the	<b>Red</b>

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		town and the urban feature of Birchanger Green Service Station at the M11 junction. North-west of the junction is Stansted Airport.	
4	Bishop's Stortford South (A)	<b>Green Belt</b> If the southern limit of development was the by-pass there would be no impact on the strategic gaps between the town and Sawbridgeworth to the south. The village of Spellbrook could be encroached upon depending upon the extent of any development in this location.	<b>Amber</b>
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	<b>Built up Area</b> As such the locations do not play a role in protecting strategic gaps between settlements.	<b>Green</b>
6	Buntingford South and West (A)	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting the strategic gap between the town and any major settlements.	<b>Green</b>
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting the strategic gap between the town and any major settlements.	<b>Green</b>
	Buntingford North (B)		
8	Buntingford North-East (A)	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting the strategic gap between the town and any major settlements.	<b>Green</b>
	Buntingford North-East (B)		
9	Buntingford East	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting the strategic gap between the town and any major settlements.	<b>Green</b>
<b>Hertford</b> (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	<b>Built up Area</b> As such the locations do not play a role in protecting strategic gaps between settlements.	<b>Green</b>
11	Hertford West (A)	<b>Green Belt</b> The extent to which this area of search plays a role in protecting the strategic gap between Welwyn Garden City and Hertford depends upon the extent of development in the area. This area of search needs to	<b>Amber</b>
	Hertford West (B)		

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		consider the potential impact of development to the east of Welwyn Garden City. The cumulative impact of development in both locations could reduce the strategic gap between the two towns and the role of this location could be more important.	
12	Hertford North (A)	<b>Green Belt</b> The location does not play a role in protecting the strategic gap between Hertford and any major settlement but northward expansion of Hertford could cause encroachment of Waterford village.	<b>Amber</b>
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	<b>Green Belt</b> Development limited to this area would not harm the strategic gap between the north of Hoddesdon and Hertford. Some villages could be encroached upon.	<b>Amber</b>
	Hertford South (B)		
	Hertford South (C)	<b>Green Belt</b> Development here would encroach upon the village of Hertford Heath and would lose the strategic gap between Hoddesdon and Hertford, and Ware and Hertford.	<b>Red</b>
	Hertford South (D)		
<b>Sawbridgeworth</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	<b>Built up Area</b> As such the locations do not play a role in protecting strategic gaps between settlements.	<b>Green</b>
15	Sawbridgeworth South-West (A)	<b>Green Belt</b> This location is vital in protecting strategic gaps between Sawbridgeworth, High Wych and Harlow.	<b>Red</b>
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	<b>Green Belt</b> This area of search north of West Road does not play a role in protecting any strategic gap between the town and other settlements.	<b>Green</b>
	Sawbridgeworth West (B)	<b>Green Belt</b> This location is important in protecting strategic gaps between Sawbridgeworth and High Wych and potentially north of Harlow.	<b>Red</b>
17	Sawbridgeworth North (A)	<b>Green Belt</b> This location has a role in protecting the strategic gap between Sawbridgeworth and Spellbrook and depending upon its northern extent could play a role in protecting the strategic gap between Spellbrook,	<b>Red</b>
	Sawbridgeworth North (B)		



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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		Sawbridgeworth and Bishop's Stortford.	
	Sawbridgeworth North (C)	<b>Green Belt</b> This location, east of Hallingbury Road plays less of a role in protecting strategic gap between East Herts settlements. However, development here would be closer to the village of Little Hallingbury in Uttlesford district.	<b>Amber</b>
<b>Ware</b> (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	<b>Built up Area</b> As such the locations do not play a role in protecting strategic gaps between settlements.	<b>Green</b>
19	Ware North (A)	<b>Green Belt</b> Development in this location would not lose any strategic gap between the town and other major settlements. However, it could result in the loss of a strategic gap between Ware and the villages of Thundridge and Wadesmill.	<b>Amber</b>
	Ware North (B)		
20	Ware East (A)	<b>Green Belt</b> This location does not play an important role in protecting the strategic gap between Ware and other major settlements.	<b>Green</b>
	Ware East (B)		
21	Ware South-East (A)	<b>Green Belt</b> This location is vital in protecting the strategic gap between the town and settlements such as Great Amwell, Stanstead Abbots and St Margaret's and the north of Hoddesdon.	<b>Red</b>
	Ware South-East (B)		
22	Ware South-West	<b>Green Belt</b> This location is vital in protecting the strategic gap between the town and Hertford and between Hoddesdon and Hertford and Ware.	<b>Red</b>
<b>Villages</b> (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	<b>Green Belt</b> The village lies just to the east of Stevenage within the Green Belt. If major development were to occur to the east of Stevenage the village would be at risk of encroachment. Given its proximity to the built-up-area of Stevenage, development to the west of the village could reduce the strategic gap.	<b>Amber</b>

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
24	Bayford	<b>Green Belt</b> This location does not play an important role in protecting the strategic gap between settlements in the south of the District.	<b>Green</b>
25	Benington	<b>Rural Area Beyond the Green Belt</b> The village is just outside the Green Belt boundary. The Green Belt here is important in terms of protecting the gap between Stevenage and Benington but development in the village itself would not harm the gap. The importance of this location in terms of strategic gaps depends upon whether development occurs to the east of Stevenage.	<b>Amber</b>
26	Birch Green	<b>Green Belt</b> This location, approximately mid-way between Hertford and Welwyn Garden City has a role in protecting the strategic gap between settlements in the south-west of the District depending upon the extent of development in this location.	<b>Amber</b>
27	Braughing	<b>Rural Area Beyond the Green Belt</b> This location would not cause any harm to strategic gaps between larger settlements. If development were to occur to the south of the village, there would be a risk of reducing the gap between the village and Puckeridge.	<b>Green</b>
28	Brickendon	<b>Green Belt</b> This location does not play an important role in protecting the strategic gap between settlements in the south of the District.	<b>Green</b>
29	Buckland	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting any strategic gaps.	<b>Green</b>
30	Cole Green	<b>Green Belt</b> This location, approximately mid-way between Hertford and Welwyn Garden City has a role in protecting the strategic gap between settlements in the south-west of the District depending upon the extent of development in this location.	<b>Amber</b>
31	Colliers End	<b>Rural Area Beyond the Green Belt</b> Given its location approximately mid-way between Ware and Puckeridge, development here would not harm strategic gaps between larger settlements but would represent an increase in the A10 corridor.	<b>Green</b>

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
32	Cottered	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting any strategic gaps.	<b>Green</b>
33	Dane End	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting any strategic gaps.	<b>Green</b>
34	Datchworth	<b>Green Belt</b> Lying between Stevenage and Welwyn Garden City, the village is one of a number of 'stepping stone' settlements between the two larger towns. The cumulative impact of development in these settlements could result in the loss of the strategic gap in this location. However, a small degree of development in the village itself is unlikely to harm the strategic gap. This situation would be dependent upon the development strategy of neighbouring settlements.	<b>Amber</b>
35	Furneux Pelham	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting any strategic gaps.	<b>Green</b>
36	Great Amwell	<b>Green Belt</b> This location is vital in protecting strategic gaps between Broxbourne Borough and East Herts District settlements.	<b>Red</b>
37	Hadham Ford	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting any strategic gaps.	<b>Green</b>
38	Hertford Heath	<b>Green Belt</b> This location is vital in protecting strategic gaps between Broxbourne Borough and East Herts District settlements.	<b>Red</b>
39	Hertingfordbury	<b>Green Belt</b> This location is close to Hertford and would represent more of an urban extension rather than a loss of a strategic gap.	<b>Amber</b>
40	High Cross	<b>Rural Area Beyond the Green Belt</b> Given its location reasonably close to the north of Ware, development here would not harm strategic gaps between larger settlements but would represent an increase in the A10 corridor.	<b>Green</b>
41	High Wych	<b>Green Belt</b> The location is important in terms of protecting the strategic gap between the village and nearby Sawbridgeworth, particularly if development were to occur to the east of the village. Depending upon an	<b>Amber</b>

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		extension to Harlow or within the area of search to the south-west of Sawbridgeworth, development here could potentially reduce the strategic gap.	
42	Hunsdon	<b>Rural Area Beyond the Green Belt</b> The village does not currently play a role in protecting the strategic gap between settlements.	Green
43	Letty Green	<b>Green Belt</b> This location, approximately mid-way between Hertford and Welwyn Garden City has a role in protecting the strategic gap between settlements in the south-west of the District depending upon the extent of development in this location.	Amber
44	Little Hadham	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting any strategic gaps.	Green
45	Much Hadham	<b>Rural Area Beyond the Green Belt</b> The location does not play a role in protecting any strategic gaps.	Green
46	Puckeridge	<b>Rural Area Beyond the Green Belt</b> The distance from nearby settlements is enough to not cause any loss of strategic gaps, although depending upon its location development here could cause further merging of Standon and Puckeridge. If development were to occur to the north of the village there is a risk of closing the gap between the village and Braughing to the north.	Amber
47	Spellbrook	<b>Green Belt</b> The village lies just south of Bishop's Stortford, within the strategic gap between Sawbridgeworth and Bishop's Stortford. If development were to occur in the south of Bishop's Stortford this village would have a greater role to play in protecting the strategic gap between the two towns.	Red
48	Standon	<b>Rural Area Beyond the Green Belt</b> This location would not harm any strategic gaps between larger settlements but depending upon its extent development here would cause further merging with Puckeridge.	Amber
49	Stanstead Abbots & St Margarets	<b>Green Belt</b> This location plays a vital role in retaining the separation of Broxbourne Borough and	Red

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		East Herts given its proximity to Hoddesdon.	
50	Stapleford	<p><b>Green Belt</b>                      The village is approximately mid-way between Watton-at-Stone and Hertford, and therefore has a role in protecting the gap between the two settlements. The village acts as a 'stepping stone' of settlements between Hertford and Stevenage. Therefore the cumulative impact of development in these settlements will need to be considered.</p>	Amber
51	Tewin	<p><b>Village inset from the Green Belt</b>                      Lying between Stevenage and Welwyn Garden City, the village is one of a number of 'stepping stone' settlements between the two larger towns. The cumulative impact of development in these settlements could result in the loss of the strategic gap in this location. However, a small level of development in the village itself is unlikely to harm the strategic gap. This situation would be dependent upon the development strategy of neighbouring settlements. Given its location reasonably close to Welwyn Garden City any development to the south west of the village would harm the gap between the village and the larger town.</p>	Amber
52	Thundridge	<p><b>Green Belt</b>                      Given its close proximity to the north of Ware, development to the south of the village would harm the strategic gap between the village and the larger town. Development to the north would cause further merging of Wadesmill and Thundridge.</p>	Amber
53	Tonwell	<p><b>Rural Area Beyond the Green Belt</b>                      The village does not currently play a role in protecting any strategic gaps.</p>	Green
54	Wadesmill	<p><b>Green Belt</b>                      Given its close proximity to the north of Ware, development to the south of the village could harm the strategic gap between the village and the larger town and would cause further merging of Wadesmill and Thundridge.</p>	Amber

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
55	Walkern	<b>Rural Area Beyond the Green Belt</b> The village lies just to the east of the Green Belt surrounding Stevenage and the development pattern here has been shaped by the Green Belt boundary. The location to the west of the village plays a vital role in protecting the strategic gap between Stevenage and the village. The importance of this location in terms of strategic gaps depends upon whether development occurs to the east of Stevenage.	<b>Amber</b>
56	Waterford	<b>Green Belt</b> The village is reasonably close to Hertford, and therefore has a role in protecting the gap between Hertford and other settlements such as Stapleford and Watton-at-Stone. However, the village acts as a 'stepping stone' of settlements between Hertford and Stevenage. Therefore the cumulative impact of development in these settlements will need to be considered.	<b>Amber</b>
57	Watton-at-Stone	<b>Village inset from the Green Belt</b> The village is approximately two-thirds and a third respectively between Hertford and Stevenage and acts as a 'stepping stone' of settlements between Hertford and Stevenage. Therefore although the development of the village itself is unlikely to cause any harm to the strategic gap between the two towns, the cumulative impact of development in a number of these stepping stone villages will need to be considered.	<b>Amber</b>
58	Westmill	<b>Rural Area Beyond the Green Belt</b> The village does not currently play a role in protecting the strategic gap between settlements. Though depending upon development to the south of Buntingford this may become more important.	<b>Green</b>
59	Widford	<b>Rural Area Beyond the Green Belt</b> The village does not currently play a role in protecting any strategic gaps.	<b>Green</b>
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	<b>Green Belt</b> This location is important in protecting the strategic gap between the town and the villages surrounding it, but is sufficient	<b>Red</b>

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		distance from the nearest town of Buntingford.	
61	East of Welwyn Garden City	<b>Green Belt</b> This area of search plays an important role in protecting the strategic gap between Hertford and Welwyn Garden City, but the overall impact would depend upon the cumulative impact of development in the villages between the two towns.	<b>Amber</b>
62	North of Harlow (A)	<b>Part Green Belt</b> The extent of this area of search makes it difficult to determine the potential impact development here would have. Development in the east of this area would result in the loss of the strategic gap between Harlow and Sawbridgeworth and could engulf all the settlements in between.	<b>Amber</b>
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	<b>Green Belt</b> This location is vital in protecting strategic gaps between Broxbourne Borough and East Herts District settlements.	<b>Red</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	<b>Rural Area Beyond the Green Belt</b> The villages of Buckland, Chipping and Wyddial are within close proximity. There would be no obvious place to accommodate a development of this scale without encroaching/enveloping one of these villages and being very close to Buntingford.	<b>Amber</b>
65	A10 Corridor - Central	The southern quarter of this area is within the Green Belt, the rest is in the Rural Area Beyond the Green Belt. The existing pattern of settlements in this corridor means that any development would be likely to encroach upon one or more villages. The current distance between Ware and Buntingford towns is such that if placed strategically, a new settlement could retain the strategic gaps in this corridor.	<b>Amber</b>
66	A120 Corridor	<b>Rural Area Beyond the Green Belt</b> The eastern tip is within the Green Belt. West of Bishop's Stortford the nearest large settlement is Standon and Puckeridge combined. Whilst it could be argued that this gap is not strategic because Standon	<b>Green</b>

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No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		and Puckeridge are villages and not towns nonetheless if the gap between them and Bishop's Stortford were to be retained a new settlement within this corridor would need to be central within this corridor.	
67	A507 Corridor	<p><b>Rural Area Beyond the Green Belt</b>            Development in this location would be far enough away from Stevenage (as the largest of surrounding towns) to retain the strategic gap between settlements in this part of the district. Depending upon how far east development would be located, there could be a risk of being too close to, and encouraging development between the new site and Buntingford.</p>	<b>Green</b>
68	A602 Corridor	<p><b>Largely Green Belt</b>            Watton-at-Stone sits approximately two-thirds and a third respectively between Hertford and Stevenage and therefore retains the strategic gap being in its current form. If a new settlement were to retain the strategic gap between Hertford and Stevenage it would probably need to envelope or abut Watton-at-Stone and or Stapleford which are both larger settlements than Little Hadham for example as discussed in 66 above. Either side of Watton-At-Stone and the strategic gap between the village and Stevenage or Hertford would be lost.</p>	<b>Amber</b>
69	Hunsdon Area	<p>The southern half this corridor is within the Green Belt. Given its location between Ware, Harlow and Sawbridgeworth it would depend on the location within this corridor as to whether there would be harm to strategic gaps between settlements. Development to either the south west or north east of this corridor would remove the strategic gaps between Harlow and Ware and Harlow and Sawbridgeworth respectively.</p>	<b>Amber</b>



## 17. Boundary Limits

### Justification

*“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”* (draft NPPF paragraph 133).

*“Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances”* (draft NPPF paragraph 137).

*“When defining boundaries, local planning authorities should...define boundaries clearly, using physical features that are readily recognisable and likely to be permanent”* (draft NPPF paragraph 140).

### Sources of Information

- East Herts Council GIS and aerial survey
- Google Map

### Assessment Criteria

- **Clear boundary to growth:** assessment of whether the area of search has a clear boundary. Sites that have hard natural or man-made boundaries are likely to be more successful in retaining their permanence than boundaries based on moveable river courses or hedgerows. For this assessment minor field boundaries are not considered permanent features. However, where field boundaries consist denser trees and hedgerows they are considered more likely to remain and are noted where appropriate.

<b>Red</b>	Areas that are within the Green Belt/Rural Area Beyond the Green Belt and do not have a clear boundary limit to growth.
<b>Amber</b>	Areas that are within the Green Belt/Rural Area Beyond the Green Belt, which do not have a clear boundary limit to growth in all directions.
<b>Green</b>	Areas that are within the Green Belt/Rural Area Beyond the Green Belt and have a clear boundary limit to growth.

For the purpose of this assessment the same criteria apply to the Rural Area Beyond the Green Belt.

### General Comments

Green Belts serve five purposes:

- To check the unrestricted sprawl of large built-up areas
- To prevent neighbouring towns merging into one another
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

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Three separate assessments have been undertaken with regard to the Green Belt. The first simply assesses whether or not an area of search is within the Green Belt. The second assessment considers whether or not the strategic gap between settlements would be retained if development was to take place. This assessment considers whether there are clear boundary limits to growth within an area of search in order to check the unrestricted sprawl of built-up areas.

When considering whether there are clear boundary limits it is important to acknowledge that such features could be built in as part of a major scheme either in the form of landscaping or the construction of man-made infrastructure.

**Villages** – because there has been no decision at this stage as to the extent of and direction of growth, for the purposes of this strategic level assessment every direction around a village has been considered. If at this stage a 10% growth level is assumed for each village it is unlikely that a boundary limit or strategic gap assessment is necessary. However, for the sake of consistency, the same process has been applied to all locations.

Further assessment into the five purposes of Green Belt land will be carried out at the next stage of the strategy selection process in the form of a Green Belt Review.

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<b>Built up Area</b> Infill sites would have clear boundaries.	<b>Green</b>
2	Bishop's Stortford North (A)	<b>Part Green Belt</b> The A120 would form the clearest man-made boundary limit to growth. There are a few tree-lined field boundaries that could act as boundaries but these are not as defensible as the A120.	<b>Green</b>
	Bishop's Stortford North (B)	<b>Part Green Belt</b> The A120 would form the clearest man-made boundary limit to growth. There are a few tree-lined field boundaries and Dane O'Coys Road itself that could act as boundaries but these are not as defensible as the A120.	<b>Green</b>
	Bishop's Stortford North (C)	The A120 would form the clearest man-made boundary limit to growth, bordered to the west by Farnham Road (local road).	<b>Green</b>
3	Bishop's Stortford East (A)	<b>Green Belt</b> The existing major road network forms a clear boundary limit to growth.	<b>Green</b>
	Bishop's Stortford East (B)	<b>Green Belt</b> The M11 forms a clear boundary limit to growth. The golf course, currently	<b>Green</b>

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		occupying the land, has clear tree-lined and hedge-lined boundaries.	
4	Bishop's Stortford South (A)	<b>Green Belt</b> The major road network, (Obrey Way, Whittington Way, London Road and St James Way/A1184) forms a clear boundary line. Within the area there is a minor field boundary of trees and hedges that could form an incomplete south-eastern boundary.	<b>Green</b>
	Bishop's Stortford South (B)	<b>Green Belt</b> The railway line and the River Stort form a clear boundary limit to growth west and eastwards respectively. There is a reasonably dense line of trees within the area of search that could form a southern boundary (level with The Millers Cottage). South of this there is no clear southern boundary.	<b>Amber</b>
	Bishop's Stortford South (C)	<b>Green Belt</b> The local road network, railway line and the River Stort form clear boundary limits to growth.	<b>Green</b>
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	<b>Built up Area</b> Infill sites would have clear boundaries.	<b>Green</b>
6	Buntingford South and West (A)	<b>Rural Area Beyond the Green Belt</b> The A10 would form a clear boundary limit to growth in this direction. There are minor field boundaries within the area of search that could form incomplete boundaries.	<b>Green</b>
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	<b>Rural Area Beyond the Green Belt</b> The A10 could be used as a boundary limit to growth in the north-west of the town up to where it joins local roads. There are some minor field boundaries to the north though at some distance from the town.	<b>Amber</b>
	Buntingford North (B)	Ermine Street could form a clear western boundary feature but there are no clear boundaries in other directions. A dense swath of trees lies beyond the area of search to the north-east.	<b>Amber</b>
8	Buntingford North-East (A)	<b>Rural Area Beyond the Green Belt</b> There is a potential to contain development between Vicarage Road, The Causeway	<b>Amber</b>

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		and a dense swath of trees to the east. There are less clear boundary features north of Vicarage Road.	
	Buntingford North-East (B)	<b>Rural Area Beyond the Green Belt</b> The Causeway and Hare Street Road could form clear north and south boundaries. However, there are only very minor field boundaries to the east.	<b>Amber</b>
9	Buntingford East	<b>Rural Area Beyond the Green Belt</b> Hare Street Road and Owles Lane could form north and south boundaries. However, only minor field boundaries could be used for an eastern boundary. South of Owles Lane there are no clear southern boundary limits.	<b>Amber</b>
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	<b>Built up Area</b> Infill sites would have clear boundaries.	<b>Green</b>
11	Hertford West (A)	<b>Green Belt</b> A patch of woodland and dense field boundary could form north and western boundaries with the B1004 forming a clear southern boundary.	<b>Green</b>
	Hertford West (B)	<b>Green Belt</b> There are patches of dense woodland edges and local roads that could form some boundaries with some directions having less clear boundaries depending upon the extent of development.	<b>Amber</b>
12	Hertford North (A)	<b>Green Belt</b> Local roads and reasonably dense field and woodland edges could form boundary limits.	<b>Green</b>
	Hertford North (B)		
	Hertford North (C)	<b>Green Belt</b> Local roads and reasonably dense field and woodland edges could form some boundary limits. There are few northern features.	<b>Amber</b>
13	Hertford South (A)	<b>Green Belt</b> The Pinetum woodland and Bayford Brook could form south-western boundary features and the railway line the eastern boundary feature.	<b>Green</b>
	Hertford South (B)	<b>Green Belt</b> Local roads, the railway line and the bank of trees along Morgans Walk could form western or eastern boundaries. There are	<b>Amber</b>

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		no clear features that could form a southern boundary limit.	
	Hertford South (C)	<b>Green Belt</b> Existing road networks and the bank of trees at Morgans Walk could form western and eastern boundaries. There are various features such as local access lanes, field boundaries and woodland edges that could form boundary limits to growth to the south.	<b>Amber</b>
	Hertford South (D)	<b>Green Belt</b> Local roads such as London Road and Downfield Road could form a clear boundary limit to growth up to the village of Hertford Heath. South of Downfield Road, Goldings Wood and the A10 could form clear boundaries.	<b>Green</b>
<b>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	<b>Built up Area</b> Infill sites would have clear boundaries.	<b>Green</b>
15	Sawbridgeworth South-West (A)	<b>Green Belt</b> The area of search is bounded by High Wych Road to the north and Redricks Lane to the south. Within this large area there are only minor field boundaries. To the north-east of the area Rowney Wood could form a potential boundary feature. There is also a ridgeline running south-west to north-east through the area.	<b>Green</b>
	Sawbridgeworth South-West (B)	<b>Green Belt</b> Union Wood, Ashplant Wood and the estate boundaries of Rowneybury House could form clear boundary features. South of Redricks Lane (west of the A1184) a small block of woodland could form a clear boundary limit to growth to the south. A small brook runs to the west of the area.	<b>Green</b>
16	Sawbridgeworth West (A)	<b>Green Belt</b> There are no clear boundary limits to growth with few minor field boundaries.	<b>Red</b>
	Sawbridgeworth West (B)	<b>Green Belt</b> There are no clear boundary limits to growth only minor field boundaries.	<b>Red</b>
17	Sawbridgeworth North (A)	<b>Green Belt</b> There are no clear boundary limits to growth only minor field boundaries.	<b>Red</b>
	Sawbridgeworth North (B)	<b>Green Belt</b> Local access tracks, the road, railway and	<b>Green</b>

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		river network could all form boundaries.	
	Sawbridgeworth North (C)	<b>Green Belt</b> The Great Hyde Hall estate boundary features could form a boundary limit to growth.	<b>Green</b>
<b>Ware</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	<b>Built up Area</b> Infill sites would have clear boundaries.	<b>Green</b>
19	Ware North (A)	<b>Green Belt</b> The A10 and the A1170 form a clear northward boundary limit.	<b>Green</b>
	Ware North (B)	<b>Green Belt</b> There are several reasonably dense field boundaries around the Round House estate and Wodson Park and Fanhams Hall that could form some boundary features. North of these estates there are few features bar a local access track to Moles Farm.	<b>Amber</b>
20	Ware East (A)	<b>Green Belt</b> Jacksons Grove and Priors Wood could form some boundary edges but otherwise there are only minor field boundary hedges. Fanhams Hall Road and the B1004 (Widbury Hill) could form north and south boundaries respectively. Would depend upon the extent of development.	<b>Amber</b>
	Ware East (B)	<b>Green Belt</b> South of the B1004, Hollycross Road (local road) could form a southern and western boundary, with Widbury Wood forming a partial eastern boundary.	<b>Green</b>
21	Ware South-East (A)	<b>Green Belt</b> Major road and river networks and water courses could form clear boundary limits to growth.	<b>Green</b>
	Ware South-East (B)		
22	Ware South-West	<b>Green Belt</b> Major road, river networks and woodlands could form clear boundary limits to growth.	<b>Green</b>
<b>Villages</b> <b>(Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	<b>Green Belt</b> Local roads, tracks and river network could form boundaries depending upon location of development.	<b>Amber</b>
24	Bayford	<b>Green Belt</b> To the north of Bayford there are local roads that could form boundaries. The	<b>Amber</b>

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		railway line to the east could form a boundary along with some reasonably dense field boundaries. To the south and west woodland patches could form some boundaries along with field edges.	
25	Benington	<b>Rural Area Beyond the Green Belt</b> No clear boundary limit to growth.	Red
26	Birch Green	<b>Green Belt</b> To the north and south main roads and the Cole Green Way form clear boundary limits to growth. Minor field boundary features exist to the west. To the east there are no clear features apart from Woolmers Lane, which is some distance from the village.	Amber
27	Braughing	<b>Rural Area Beyond the Green Belt</b> Local tracks form boundary limits to the north, though they are some distance from the settlement. There are no clear boundary limits in other directions.	Amber
28	Brickendon	<b>Green Belt</b> To the north-west, south and east woodland forms clear boundary limits. There are several reasonably dense field boundary features around the village.	Green
29	Buckland	<b>Rural Area Beyond the Green Belt</b> There are no clear boundary limits to growth.	Red
30	Cole Green	<b>Green Belt</b> North of Birchall Lane the nearest clear northward boundary feature is the A414. Some small woodland patches could form some boundaries around the village but due to its odd shape, there are few boundary features in some directions.	Amber
31	Colliers End	<b>Rural Area Beyond the Green Belt</b> There are no clear boundary limits around the village apart from the A10 to the east.	Red
32	Cottered	<b>Rural Area Beyond the Green Belt</b> There are no clear boundary limits to growth.	Red
33	Dane End	<b>Rural Area Beyond the Green Belt</b> There are no clear boundary limits to growth.	Red
34	Datchworth	<b>Green Belt</b> Local roads could form some boundaries to the north, west and south but not clear to the east.	Amber

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
35	Furneux Pelham	<b>Rural Area Beyond the Green Belt</b> Development occurring along main local roads in ribbon form. No clear boundary limits to growth.	Red
36	Great Amwell	<b>Green Belt</b> Local and major road and river networks form clear boundaries. There are reasonably dense field boundaries around the village that could also form boundary features in some locations.	Green
37	Hadham Ford	<b>Rural Area Beyond the Green Belt</b> There are no clear boundary limits to growth.	Red
38	Hertford Heath	<b>Green Belt</b> Hertford Heath and Goldings Wood form clear south and eastern boundary features. Balls Wood and several reasonably dense field boundaries exist to the south-west of the village. There are few clear boundary features to the north-west to north-east of the village.	Amber
39	Hertingfordbury	<b>Green Belt</b> The A414 and the River Mimram form a clear limit to the north, the Cole Green Way to the south. East and west there are some woodland patches that could form boundary features.	Green
40	High Cross	<b>Rural Area Beyond the Green Belt</b> Local roads could form a northward boundary limit and the A10 to the east but there are no clear boundary limits to the south and west apart from field boundaries.	Amber
41	High Wych	<b>Green Belt</b> There are no clear boundary limits to growth	Red
42	Hunsdon	<b>Rural Area Beyond the Green Belt</b> Only local access tracks and minor field boundaries exist around the village at some distance, and to the south-east lies Hunsdon Airfield.	Red
43	Letty Green	<b>Green Belt</b> The Cole Green Way forms a clear northern boundary feature. There are local roads to the west and east and some woodland patches to the south where it abuts the Woolmers Park estate.	Green



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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
44	Little Hadham	<b>Rural Area Beyond the Green Belt</b> There are no clear boundary limits to growth apart from minor field boundaries.	<b>Red</b>
45	Much Hadham	<b>Rural Area Beyond the Green Belt</b> Local roads and the River Ash could form boundaries to growth depending upon its location.	<b>Amber</b>
46	Puckeridge	<b>Rural Area Beyond the Green Belt</b> The A10 and A120 form a clear south westward and southern boundary limit. Local roads form a northward boundary. Although the A120 forms a southern boundary, coalescence with Standon to the south east is already occurring. To the east, the River Rib and the dismantled railway form boundary limits.	<b>Green</b>
47	Spellbrook	<b>Green Belt</b> The River Stort and the railway line form clear eastward boundaries. There are no clear boundaries to growth in any other directions.	<b>Amber</b>
48	Standon	<b>Rural Area Beyond the Green Belt</b> The A120 would form an obvious northern boundary but Standon has already developed north of the road. The Hadham Road forms a southern boundary but again, some development has occurred south of the road. There is no clear boundary limit to the east but the River Rib forms a westward boundary.	<b>Amber</b>
49	Stanstead Abbots & St Margarets	<b>Green Belt</b> Large bodies of water form north and south boundary limits and local and main roads could form east and west boundary limits to development.	<b>Green</b>
50	Stapleford	<b>Green Belt</b> River Beane forms a clear boundary to the east. The railway and local roads form clear boundaries to the west and north, but there are no clear boundaries to the south.	<b>Amber</b>
51	Tewin	<b>Village inset from the Green Belt</b> Patches of woodland lie to the south east, though there are no clear boundary limits to growth in other directions.	<b>Amber</b>
52	Thundridge	<b>Green Belt</b> The A10, main and local roads form clear boundaries. If development occurred to the west of the old A10 there is no clear	<b>Amber</b>

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		westward boundary limit to growth.	
53	Tonwell	<b>Green Belt</b> The A602 forms a clear boundary limit to the south-west of the village. There are no clear boundary features to the north or east.	Amber
54	Wadesmill	<b>Green Belt</b> Local roads form the division between Wadesmill and Thundridge villages and therefore the southern boundary limit to Wadesmill. The A10 is a clear eastward boundary limit to growth. There is no clear westward or northward boundary limit.	Amber
55	Walkern	<b>Rural Area Beyond the Green Belt</b> Only field boundaries and local roads could form boundaries to the west. There are small areas of woodland to the east that could form partial boundaries.	Amber
56	Waterford	<b>Green Belt</b> Local roads, Bramfield Lane and Vicarage Lane form clear northward boundaries. The River Beane, Waterford Marsh and the railway line form clear eastward boundaries. Woodland forms a clear boundary to the west but no clear southward boundary limit.	Amber
57	Watton-at-Stone	<b>Village inset from the Green Belt</b> The railway line and main roads surround the settlement and form most of the boundaries though north and south boundaries are less clear.	Amber
58	Westmill	<b>Rural Area Beyond the Green Belt</b> The A10 forms a clear eastward boundary limit to growth but there are no clear boundaries in other directions.	Amber
59	Widford	<b>Rural Area Beyond the Green Belt</b> Local roads could form clear boundaries to north (Pegs Lane and Nether Street) and south (Abbotts Lane and Levenage Lane). To the northern half of the village there are only minor field boundaries to the east and west.	Amber
<b>Extensions to Adjacent Settlements</b> <b>(Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	<b>Green Belt</b> There are no clear boundary features apart from minor field boundaries.	Red
61	East of Welwyn Garden City	<b>Green Belt</b> There are clear defensible boundaries in major road network and woodland areas (to	Green

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		the north). Beyond the major roads there are fewer clear boundary features.	
62	North of Harlow (A)	<b>Rural Area Beyond the Green Belt</b> Due to the size of this sub-area it is difficult to assess whether there would be clear boundary features to development. There are some local roads and access tracks, some woodland patches, the lanes around Hunsdon Airfield and the village of Hunsdon. Otherwise only minor field boundaries exist.	Red
	North of Harlow (B)	<b>Green Belt</b> Due to the size of this sub-area it is difficult to assess whether there would be clear boundary features to development. There are some local roads and access tracks, some woodland patches and small hamlets. Otherwise only minor field boundaries exist.	Red
	North of Harlow (C)	The A414, Eastwick Road and High Wych Road form a clear boundary northward features and the River Stort to the south.	Green
63	North of Hoddesdon	<b>Green Belt</b> Major roads form clear boundaries.	Green
<b>New Settlements</b> <b>(Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	<b>Rural Area Beyond the Green Belt</b> There are no clear physical boundaries within which one could contain a new settlement.	Red
65	A10 Corridor - Central	The southern quarter of this corridor is within the Green Belt, the rest is in the Rural Area Beyond the Green Belt. There are several locations in this corridor that could form enclosed boundaries within which to locate a large development: Existing road networks between Great Munden, (south of Mentley Lane) Levens Green, Old Hall Green and Puckeridge; Land to the west of High Cross between The Bourne river and Standon Green End (a smaller settlement); land east of High Cross towards Barwick Ford and The River Rib; land west of the A10, north of Hamels Lane, south of Westmill.	Green
66	A120 Corridor	<b>Rural Area Beyond the Green Belt</b> There are several locations within this corridor where local roads could form enclosures around a new settlement. There	Amber

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No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		are many tributaries and brooks in the location but whether they could form boundary lines is unlikely.	
67	A507 Corridor	<p><b>Rural Area Beyond the Green Belt</b>                      The majority of local roads converge in Cottered, with some locations enclosed by local roads. There are many tributaries and brooks in the location but whether they could form boundary lines is unlikely.</p>	<b>Amber</b>
68	A602 Corridor	<p><b>Largely Green Belt</b>                      One area that has clear boundary features is between the A602 and the railway line (south-east of Watton-at-Stone). To the west of the railway line, patches of woodland could form partial boundaries to limit growth. Otherwise there are few clear features.</p>	<b>Green</b>
69	Hunsdon Area	<p>The southern half this corridor is within the Green Belt.                      There are several locations in this area that are enclosed by local roads, potentially forming boundaries to a new settlement.</p>	<b>Green</b>

## **18 Community Facilities**

### **Justification**

*“The Government’s objective is to create strong, vibrant and healthy communities, by creating a good quality built environment, with accessible local services that reflect community needs and support well-being” (draft NPPF paragraph 124).*

*“To deliver the facilities and services the community needs, planning policies and decisions should: [inter alia]*

- *ensure that housing is developed in suitable locations which offer a range of community facilities and good access to key services and infrastructure” (draft NPPF, paragraph 126).*

### **Sources of Information**

- East Herts Council GIS
- East Herts Council Parish Audit
- Internet Mapping and Aerial Photography
- Community Websites

### **Assessment Criteria**

The term community facilities can cover a wide range of services including health, education, leisure, recreation, community and cultural. However for the purposes of this assessment the following definition has been applied:

*‘those facilities within walking distance generally used on a daily basis’*

Community facilities are therefore considered to include:

- Allotments
- Children’s Playground
- Community / Village Hall
- Doctor’s Surgery
- Local / Village Shop (i.e. selling milk, bread and newspapers)
- Nursery/Pre-school
- Post Office
- Place of Worship
- Playing Field
- Primary School
- Public House

<b>Red</b>	Less than half of the community facilities accessible / unlikely to have potential to provide community facilities.
<b>Amber</b>	At least half of the community facilities accessible / potential to provide some community facilities.
<b>Green</b>	All community facilities accessible / potential to provide all of the community facilities.

## **Draft Topic Assessments**

### **General Comments**

Such an approach is considered to be appropriate for a rural district like East Herts with five market towns and a number of villages of varying size. This assessment does not consider capacity issues: it simply looks at whether a particular area of search is accessible to a particular community facility. Neither does it consider any additional services and facilities that may be provided.

The assessment refers to the type of community facility rather than the number. For example, if a village has two pubs, they will only be counted as one facility for the purposes of determining how many facilities are provided.

**Villages** – in respect of villages, the built up area has been used as the basis of determining the assessment, not the areas of search which are purely indicative and take into account a wider area. Facilities within the village, adjacent to, or within the vicinity of the village are considered within the assessment. Those facilities within the vicinity of the village are marked with an asterisk (\*).

**Edge of existing settlements** - In respect of the greenfield extensions to the towns, the availability of community facilities within the existing built up area of the town has been considered.

It should also be noted that for town extensions, extensions to adjacent settlements, and new settlements, these areas of search have the potential to provide community facilities as part of the development, so an ‘amber’ or ‘red’ assessment would not necessarily preclude them from coming forward.

No.	Areas of Search	Assessment of Community Facilities	Traffic Light
<b>Bishop’s Stortford</b> <b>(Planning assumption of at least 500 dwellings at each area of search, except Bishop’s Stortford North which has a planning assumption of 3,000)</b>			
1	Bishop’s Stortford Built-up Area	All community facilities provided within the built-up area of the town.	<b>Green</b>
2	Bishop’s Stortford North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Bishop’s Stortford North (B)		
	Bishop’s Stortford North (C)		
3	Bishop’s Stortford East (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Bishop’s Stortford East (B)		
4	Bishop’s Stortford South (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Bishop’s Stortford South (B)		
	Bishop’s Stortford South (C)		

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No.	Areas of Search	Assessment of Community Facilities	Traffic Light
<b>Buntingford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
5	Buntingford Built-up Area	All community facilities provided within the built-up area of the town.	<b>Green</b>
6	Buntingford South and West (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Buntingford North (B)		
8	Buntingford North-East (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Buntingford North-East (B)		
9	Buntingford East	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built-up Area	All community facilities provided within the built-up area of the town.	<b>Green</b>
11	Hertford West (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Hertford West (B)		
12	Hertford North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		
<b>Sawbridgeworth</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built-up Area	All community facilities provided within the built-up area of the town.	<b>Green</b>
15	Sawbridgeworth South-West (A)	All community facilities provided within the built-up area of the town / potential for the	<b>Amber</b>

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No.	Areas of Search	Assessment of Community Facilities	Traffic Light	
	Sawbridgeworth South-West (B)	area of search to provide some community facilities as part of development.		
16	Sawbridgeworth West (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>	
	Sawbridgeworth West (B)			
17	Sawbridgeworth North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>	
	Sawbridgeworth North (B)			
	Sawbridgeworth North (C)			
<b>Ware (Planning assumption of at least 500 dwellings at each area of search)</b>				
18	Ware Built-up Area	All community facilities provided within the built-up area of the town.	<b>Green</b>	
19	Ware North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>	
	Ware North (B)			
20	Ware East (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>	
	Ware East (B)			
21	Ware South-East (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>	
	Ware South-East (B)			
22	Ware South-West	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	<b>Amber</b>	
<b>Villages (Planning assumption of existing village + 10% growth)</b>				
23	Aston (excluding Aston End)	Allotments: Playground: Hall:  Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field:  Primary Sch:	Yes – location unknown Yes – on Village Field Yes - Village Hall, Bowls Pavilion, Parish Room  No No Yes – Aston Pre-school No Yes - St Mary's Church Yes - Village Field, Centre Field Yes - Aston St Mary's C of E	<b>Amber</b>



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No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Public House:	Yes - Rose & Crown, Pig & Whistle	
24	Bayford	Allotments: Playground: Hall:  Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes Yes - Memorial Village Hall  No No Yes – Bayford Pre-school, Nursery class at school  No Yes - St Mary’s Church Yes* Yes – Bayford C of E Yes - The Baker Arms	<b>Amber</b>
25	Benington	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes Yes - Village Hall Yes – Benington Surgery Yes Yes – Benington Nursery No Yes - St Peter’s Church Yes Yes - Benington C of E Yes - The Bell Inn	<b>Amber</b>
26	Birch Green	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch:  Public House:	No Yes No No No Yes – Mini Cowpers Pre-school, Nursery class at school  No No No Yes - Hertingfordbury Cowper  No	<b>Red</b>
27	Braughing	Allotments: Playground: Hall:  Doctor: Local Shop:	Yes Yes Yes - St Mary’s Church Hall, Old Boys School, Community Centre  No Yes - Braughing Village	<b>Amber</b>

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No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Stores Yes - Nursery class at school Yes - Braughing Village Stores Yes - St Mary's Church, Congregational Chapel, Methodist Church Yes Yes - Jenyns First Yes - Brown Bear, Axe & Compasses, Golden Fleece	
28	Brickendon	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes - Village Green Yes - Fanshaws Room No No No No Yes - Holy Cross & St Alban Yes - Village Green No Yes - The Farmer's Boy	<b>Red</b>
29	Buckland	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No No No Yes - St Andrews Church No No No	<b>Red</b>
30	Cole Green	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No Yes – Munns Farm Day Nursery No No No No Yes - Cowper Arms	<b>Red</b>

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No.	Areas of Search	Assessment of Community Facilities		Traffic Light
31	Colliers End	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No Yes – Village Hall No No No No Yes - St Mary's Church No No Yes - Lamb and Flag	<b>Red</b>
32	Cottered	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship:  Playing Field: Primary Sch: Public House:	No Yes Yes -Village Hall No No Yes – Jumping Jacks Pre-school  No Yes - St John the Baptist's  Yes No Yes - The Bull	<b>Amber</b>
33	Dane End	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch:  Public House:	Yes Yes Yes – Village Hall No Yes - Dane End Stores Yes – Busy Bees Pre-school  Yes - Dane End Stores All Saint's Church* Yes Yes - Little Munden C of E* Yes - The Boot	<b>Amber</b>
34	Datchworth	Allotments:  Playground:  Hall:  Doctor: Local Shop:  Nursery Sch:	Yes - Turkey Farm Recreation Ground Yes - Datchworth Green, Nutcroft, Turkey Farm Recreation Ground Yes - Datchworth Village Hall, Church Hall No Yes - Datchworth Village Stores Yes – Datchworth	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Post Office: P of Worship: Playing Field:  Primary Sch: Public House:	Pre-school No Yes - All Saints' Church Yes - Datchworth Green, Turkey Farm Recreation Ground Yes - All Saints C of E Yes - The Tilbury, The Plough	
35	Furneux Pelham	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch:  Public House:	No No Yes - Village Hall No No No No Yes - St Mary's Church Yes Yes - Furneux Pelham C of E Yes - The Brewery Tap	<b>Red</b>
36	Great Amwell	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch:  Public House:	No No Yes - Parish Hall No No Yes – Little Blue Van Nursery No Yes - St John the Baptist No Yes - St John the Baptist C of E Yes - Waggon & Horses, The George IV	<b>Red</b>
37	Hadham Ford	Allotments: Playground:  Hall: Doctor:  Local Shop: Nursery Sch: Post Office:  P of Worship:  Playing Field:	Yes - Ford Field Yes - Recreation Ground, Ridgeway Yes - Village Hall Yes - Village Hall: 2/3 mornings No No Yes - Village Hall ; 2 mornings Yes - Little Hadham Chapel Yes - Recreation Ground	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Primary Sch: Public House:	No Yes - Nags Head  If considered as one village with Little Hadham (The Ash) - AMBER	
38	Hertford Heath	Allotments: Playground: Hall: Doctor: Local Shop:  Nursery Sch:  Post Office: P of Worship:  Playing Field: Primary Sch:  Public House:	Yes Yes Yes - Village Hall No Yes – Village Shop, Szi Food & Wine Yes – Ducklings playgroup, Nursery class at school No Yes - Holy Trinity Church, Mission Room Yes Yes - Hertford Heath School Yes - Silver Fox, The Goat, Townshend Arms, College Arms	<b>Amber</b>
39	Hertingfordbury	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes No No No No No Yes - St Mary's Church Yes No Yes - Prince of Wales, White Horse Hotel	<b>Red</b>
40	High Cross	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch:	No No Yes - Village Hall No Yes - Petrol Filling Station Yes – Nursery class at school No Yes - St John's Church Yes* Yes - Puller Memorial C of E	<b>Amber</b>

**Draft Topic Assessments**

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Community Facilities</b>		<b>Traffic Light</b>
		Public House:	Yes - The White Horse	
41	High Wych	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:	Yes Yes - Playing Field Yes - Memorial Hall No Yes - Village Stores Yes – IDA Nursery, Nursery class at school	<b>Amber</b>
		Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes – Village Stores Yes - St James' Church Yes Yes - High Wych C of E Yes - Rising Sun, Half Moon	
42	Hunsdon	Allotments: Playground: Hall: Doctor:  Local Shop: Nursery Sch:	Yes Yes Yes - Village Hall Yes - Village Hall: 2/3 mornings  Yes - Hunsdon Stores Yes – Hunsdon Ducklings, Nursery class at school	<b>Green</b>
		Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes – Hunsdon Stores Yes – St Francis Chapel Yes Yes - Hunsdon JMI Yes - Fox & Hounds	
43	Letty Green	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No No No No No No No	<b>Red</b>
44	Little Hadham (The Ash)	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:	No No No No No Yes – Little Hadham Pre-school Playgroup, Nursery class at school	<b>Red</b>
		Post Office:	No	

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		P of Worship: Playing Field: Primary Sch:  Public House:	No No Yes - Little Hadham Primary School No  If considered as one village with Hadham Ford - AMBER	
45	Much Hadham	Allotments: Playground: Hall: Doctor:  Local Shop: Nursery Sch:  Post Office: P of Worship:  Playing Field: Primary Sch: Public House:	Yes Yes Yes - Village Hall Yes - Much Hadham Health Centre Yes - Londis Yes – Much Hadham Playgroup, Nursery class at school Yes - Londis Yes - St Andrew's Church, Hadham Cross Congregational Church Yes - Sports Ground Yes - St Andrew's C of E Yes - The Bull Inn, The Old Crown	<b>Green</b>
46	Puckeridge	Allotments: Playground: Hall: Doctor: Local Shop:  Nursery Sch:  Post Office: P of Worship:  Playing Field: Primary Sch:  Public House:	Yes Yes Yes - Community Centre Yes - The Surgery Yes - Puckeridge General Stores, Newsagents Yes – SPINS Nursery, Nursery classes at Roger de Clare and St Thomas of Canterbury No Yes - Congregational & Evangelical Church, St Thomas of Canterbury Yes - Recreation Ground Yes - Roger de Clare School, St Thomas of Canterbury, Ralph Sadlier (Middle School), Yes - The Crown & Falcon, The Heron, The White Hart	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
			If considered as one village with Standon - GREEN	
47	Spellbrook	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No Yes – Nursery class at school  No No No Yes - Spellbrook Primary Yes - The Three Horseshoes	<b>Red</b>
48	Standon	Allotments: Playground: Hall:  Doctor: Local Shop:  Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No Yes - Standon Village Hall No Yes - General Store, Westwoods Newsagents No Yes - General Store Yes - St Mary's Yes No Yes - The Star, The Bell  If considered as one village with Puckeridge - GREEN	<b>Amber</b>
49	Stanstead Abbotts & St Margarets	Allotments:  Playground:  Hall: Doctor: Local Shop:  Nursery Sch:	Yes - Cappell Lane, High Street Yes - High Street, Woodcroft Avenue, Hillside Crescent Yes - Parish Hall Yes - Dolphin House Yes - Co-Op, Burton's Newsagents, The Bridge Shop Yes – Bobtails Playgroup, Busybees, Little Blue Van, Nursery class at school	<b>Green</b>



**Draft Topic Assessments**

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Post Office: P of Worship:  Playing Field: Primary Sch: Public House:	Yes - Co-Op Yes - St Andrew's Church, St Mary's Church Yes - St Margaretsbury Yes - St Andrew's C of E Yes - Jolly Fisherman, Lord Louis, The Red Lion	
50	Stapleford	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch:  Public House:	No No Yes - Village Hall No No Yes – Stapleford Early Years, Nursery class at school  No Yes - St Mary's Yes - Recreation Ground Yes - Stapleford Primary School  Yes - Woodhall Arms	<b>Amber</b>
51	Tewin	Allotments: Playground: Hall:  Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch:  Public House:	Yes Yes - Upper Green Yes - Tewin Memorial Hall, Tewin Pavilion  No Yes - Tewin Stores Yes – Tewin Tots, Tewin Under Fives Pre-school  Yes -Tewin Stores Yes - St Peter's Church* Yes - Upper Green Yes - Tewin Cowper C of E  Yes - Plume of Feathers, Rose & Crown	<b>Amber</b>
52	Thundridge	Allotments: Playground: Hall: Doctor: Local Shop:  Nursery Sch:  Post Office: P of Worship: Playing Field:	Yes Yes - Playing Field Yes - Village Hall No Yes - Village Shop & Tearoom (due to open March 2012) Yes – Highfield Nursery, Nursery class at school  No Yes - St Mary's Church Yes	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Primary Sch: Public House:	Yes - Thundridge C of E Yes - Sow & Pigs  If considered as one village with Wadesmill - AMBER	
53	Tonwell	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship: Playing Field: Primary Sch:  Public House:	No No Yes - Village Hall No No Yes – Nursery class at school No No Yes Yes - Tonwell St Mary's C of E Yes - Robin Hood & Little John	<b>Red</b>
54	Wadesmill	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No No No No No No Yes - The Anchor, The Feathers  If considered as one village with Thundridge - AMBER	<b>Red</b>
55	Walkern	Allotments: Playground: Hall:  Doctor:  Local Shop: Nursery Sch: Post Office: P of Worship:	Yes Yes Yes - Sports & Community Centre Yes – Walkern Surgery: 4 mornings (walk in surgery) Yes - Walkern Stores Yes – Walkern Pre-school Yes - Walkern Stores Yes - St Mary's Church, United Reformed Church	<b>Green</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Playing Field: Primary Sch:  Public House:	Yes Yes - Walkern Primary School  Yes - The Robin Hood, The White Lion, The Yew Tree	
56	Waterford	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship:  Playing Field: Primary Sch: Public House:	No Yes Yes No No No No Yes - St Michael's and All Angels  Yes No No	<b>Red</b>
57	Watton-at-Stone	Allotments: Playground:  Hall:  Doctor: Local Shop:  Nursery Sch:  Post Office: P of Worship:  Playing Field: Primary Sch:  Public House:	Yes – Church Path Yes - Great Innings, Sports Field  Yes - War Memorial Hall, Community Hall  Yes - Watton Place Clinic Yes - Sandys, Supermarket, Watton Post Office  Yes - Watton-at-Stone Playschool, Nursery class at school  Yes - Watton Post Office Yes - Methodist Church, St Andrew & St Mary  Yes - Sports Field Yes - Watton-at-Stone School  Yes - George & Dragon, The Bull, Wagon & Horses	<b>Green</b>
58	Westmill	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field:	Yes - School Court Yes - Recreation Ground Yes No No Yes – Westmill Nursery No Yes - St Mary's Church Yes - Recreation Ground,	<b>Amber</b>

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No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Primary Sch: Public House:	Football Ground* No Yes - Sword in Hand	
59	Widford	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:  Post Office: P of Worship:  Playing Field: Primary Sch: Public House:	Yes Yes Yes - Village Hall No No Yes – Widford School Pre-school No Yes – St John the Baptist's* Yes Yes - Widford School Yes - The Green Man	<b>Amber</b>
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>				
60	East of Stevenage	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
61	East of Welwyn Garden City	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
62	North of Harlow (A)	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
	North of Harlow (B)			
	North of Harlow (C)			
63	North of Hoddesdon	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>				
64	A10 Corridor - North	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
65	A10 Corridor - Central	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
66	A120 Corridor	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
67	A507 Corridor	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
68	A602 Corridor	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>
69	Hunsdon Area	Potential of area of search to provide for all community facilities as part of development.		<b>Green</b>

## 19. Minerals and Waste

### Justification

*“Local planning authorities should use the best available information to develop and maintain an understanding of the extent and location of mineral reserves in their areas and assess the projected demand for their use” (draft NPPF paragraph 32).*

### Sources of Information

- **Minerals Local Plan 2002-2016 (2007):** identifies ‘Specific Sites’ which currently contribute to the required land bank and ‘Preferred Areas’ which are parcels of land likely to be required to make up the landbank for the plan period and beyond;
- **Supplementary Planning Document: Minerals Consultation Areas in Hertfordshire (2008)** identifies the areas of the county where particular care is needed to prevent the unnecessary sterilisation of sand and gravel resources. These are known as ‘Minerals Consultation Areas’.
- **Waste Core Strategy and Development Management Policies (Pre-submission version, November 2010)**
- **Waste Site Allocations (Pre-submission version, February 2012):** identifies locations for waste management facilities in the county

### Assessment Criteria

- Preferred Areas for Minerals Extraction
- Specific Sites for Sand and Gravel Extraction
- Minerals Consultation Areas
- Waste Site Allocations

For both minerals and waste sites, areas adjacent are also included in the scope of this assessment, because of potential disruption to the residents of new developments in the event that extraction or waste activities are subsequently undertaken.

<b>Red</b>	Areas which include a substantial amount of land within a Preferred Area for mineral extraction and/or include an allocated waste site.
<b>Amber</b>	Areas which include a small amount of land within a Preferred Area for mineral extraction; and/or sites within area of search or adjacent to area of search which are likely to include minerals or waste potential.
<b>Green</b>	Areas which do not include any land within a Preferred Area for mineral extraction, have no allocated waste sites, and are not adjacent to sites with any identified minerals or waste potential.

### General Comments

Much of Hertfordshire is underlain by sand and gravel deposits which could, potentially, help to meet the future needs of the local community for construction materials. Allowing new building and other development to take place on top of these deposits could ‘sterilise’ them, either by making them inaccessible for extraction, or by introducing new activities (such as new houses) into the area which would not be compatible with mineral extraction nearby.

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As Minerals Planning Authority the County Council is responsible for identifying areas suitable for future aggregate extraction (sand and gravel) and safeguarding such reserves from sterilisation by other surface developments.

This assessment also considers whether potential development at any of the areas of search might affect designated waste sites.

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<p><b>Waste Designations</b></p> <p>Employment Land Areas of Search (ELAS):</p> <ul style="list-style-type: none"> <li>• Twyford Road</li> <li>• Haslemere Industrial Estate</li> <li>• Woodside Industrial Estate</li> <li>• Stansted Road/Goodliffe Park</li> <li>• Stansted Road (West)</li> <li>• Raynham Road/Dunmow Road Industrial Estate</li> </ul> <p>Areas which County Council considers may be compatible with waste management uses but currently have little immediate potential for redevelopment.</p>	<b>Amber</b>
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	No designations in the vicinity.	<b>Green</b>
3	Bishop's Stortford East (A) Bishop's Stortford East (B)	No designations in the vicinity.	<b>Green</b>
4	Bishop's Stortford South (A) Bishop's Stortford South (B) Bishop's Stortford South (C)	No designations in the vicinity.	<b>Green</b>
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	No designations in the vicinity.	<b>Green</b>
6	Buntingford South and West (A)	<p><b>Waste Designations</b></p> <p>Employment Land Area of Search (ELAS):</p> <ul style="list-style-type: none"> <li>• Sunnyside Employment Area</li> </ul>	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
		<p>Areas which the County Council considers may be compatible with waste management uses but currently have little immediate potential for redevelopment.</p> <p>Also an Allocated Waste Site.</p>	
	Buntingford South and West (B)	No designations in the vicinity	<b>Green</b>
	Buntingford South and West (C)	No designations in the vicinity	<b>Green</b>
7	Buntingford North (A)	<p><b>Waste Designations</b>                      Employment Land Areas of Search (ELAS):</p> <ul style="list-style-type: none"> <li>• Park Farm Industrial Estate</li> </ul> <p>Areas the County Council considers may be compatible with waste management uses but currently have little immediate potential for redevelopment.</p>	<b>Amber</b>
	Buntingford North (B)	No designations in the vicinity.	<b>Green</b>
8	Buntingford North-East (A)	No designations in the vicinity.	<b>Green</b>
	Buntingford North-East (B)		
9	Buntingford East	No designations in the vicinity.	<b>Green</b>
<b>Hertford</b> (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	<p><b>Waste Designations</b>                      Employment Land Areas of Search (ELAS):</p> <ul style="list-style-type: none"> <li>• Mead Lane Business Centre/Works</li> <li>• Caxton Hill/Ware Road</li> <li>• Foxholes West</li> </ul> <p>Areas which the County Council consider may be compatible with waste management uses but currently have little immediate potential for redevelopment.</p>	<b>Amber</b>
11	Hertford West (A)	<p><b>Minerals Designations</b>                      This area is adjacent to Panshanger quarry which is an extensive sand and gravel site. Due to its proximity to known sand and gravel reserves, there may be workable minerals present and so opportunistic gravel extraction could occur prior to built development taking place.</p>	<b>Amber</b>
	Hertford West (B)		
12	Hertford North (A)	No designations in the vicinity.	<b>Green</b>

**Draft Topic Assessments**

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Minerals and Waste Designations</b>	<b>Traffic Light</b>
	Hertford North (B)	No designations in the vicinity.	<b>Green</b>
	Hertford North (C)	This option lies within a Preferred Area identified for future sand and gravel extraction adjacent to Rickneys quarry. The County Council as Minerals Planning Authority would object to this option being taken forward as it would sterilise significant mineral reserves (between 5-6 million tonnes) that have been identified in the adopted plan and designated as such.	<b>Red</b>
13	Hertford South (A)	No designations in the vicinity.	<b>Green</b>
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		
<b>Sawbridgeworth</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	No designations in the vicinity.	<b>Green</b>
15	Sawbridgeworth South-West (A)	No designations in the vicinity.	<b>Green</b>
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	No designations in the vicinity.	<b>Green</b>
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	No designations in the vicinity.	<b>Green</b>
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
<b>Ware</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	No designations in the vicinity.	<b>Green</b>
19	Ware North (A)	No designations in the immediate vicinity. Westmill Quarry lies on the opposite side of the A10.	<b>Green</b>
	Ware North (B)	No designations in the vicinity.	<b>Green</b>



**Draft Topic Assessments**

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
20	Ware East (A)	No designations in the vicinity.	<b>Green</b>
	Ware East (B)		
21	Ware South-East (A)	No designations in the vicinity.	<b>Green</b>
	Ware South-East (B)		
22	Ware South-West	<b>Waste Designations</b> This area includes Presdales Pit, a former quarry that has not been restored to its former levels. The site has been identified within the waste site allocations document as having potential for a future waste site. A site brief is available.	<b>Amber</b>
<b>Villages</b>			
<b>(Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	No designations in the vicinity.	<b>Green</b>
24	Bayford	No designations in the vicinity.	<b>Green</b>
25	Benington	No designations in the vicinity.	<b>Green</b>
26	Birch Green	No designations in the vicinity.	<b>Green</b>
27	Braughing	No designations in the vicinity.	<b>Green</b>
28	Brickendon	No designations in the vicinity.	<b>Green</b>
29	Buckland	No designations in the vicinity.	<b>Green</b>
30	Cole Green	No designations in the vicinity.	<b>Green</b>
31	Colliers End	No designations in the vicinity.	<b>Green</b>
32	Cottered	No designations in the vicinity.	<b>Green</b>
33	Dane End	No designations in the vicinity.	<b>Green</b>
34	Datchworth	No designations in the vicinity.	<b>Green</b>
35	Furneux Pelham	No designations in the vicinity.	<b>Green</b>
36	Great Amwell	No designations in the vicinity.	<b>Green</b>
37	Hadham Ford	No designations in the vicinity.	<b>Green</b>
38	Hertford Heath	No designations in the vicinity.	<b>Green</b>
39	Hertingfordbury	No designations in the vicinity.	<b>Green</b>
40	High Cross	No designations in the vicinity.	<b>Green</b>
41	High Wych	No designations in the vicinity.	<b>Green</b>
42	Hunsdon	No designations in the vicinity.	<b>Green</b>
43	Letty Green	No designations in the vicinity.	<b>Green</b>
44	Little Hadham	No designations in the vicinity.	<b>Green</b>
45	Much Hadham	No designations in the vicinity.	<b>Green</b>
46	Puckeridge	No designations in the vicinity.	<b>Green</b>
47	Spellbrook	No designations in the vicinity.	<b>Green</b>
48	Standon	No designations in the vicinity.	<b>Green</b>
49	Stanstead Abbots & St Margarets	No designations in the vicinity.	<b>Green</b>
50	Stapleford	No designations in the vicinity.	<b>Green</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
51	Tewin	No designations in the vicinity.	Green
52	Thundridge	No designations in the vicinity.	Green
53	Tonwell	No designations in the vicinity.	Green
54	Wadesmill	No designations in the vicinity.	Green
55	Walkern	No designations in the vicinity.	Green
56	Waterford	No designations in the vicinity.	Green
57	Watton-at-Stone	<b>Minerals Designations</b> The North of Watton-at-Stone Minerals Resource Block lies to the north of this area, but beyond where development would be likely to take place at 10% growth levels.	Green
58	Westmill	No designations in the vicinity.	Green
59	Widford	No designations in the vicinity.	Green
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	No designations in the vicinity. However, the North of Watton-at-Stone Minerals Resource Block lies nearby.	Green
61	East of Welwyn Garden City	<b>Minerals Designations</b> This area is adjacent to Panshanger quarry which is an extensive sand and gravel site. Due to its proximity to known sand and gravel reserves, there may be workable mineral present and so opportunistic gravel extraction could occur prior to built development taking place.  <b>Waste Designations</b> Area south of Birchall Lane within East Herts and Welwyn Hatfield District has been identified within the waste site allocations document as having potential for a future waste site. The area is "Situated in the sand and gravel belt on a former mineral extraction site, which has previously been infilled with domestic and inert wastes."	Amber
62	North of Harlow (A)	No designations in the vicinity.	Green
	North of Harlow (B)		
	North of Harlow (C)	<b>Minerals Designations</b> Includes Pole Hole and Hollingson Meads quarries that have been landfilled with mixed wastes and are yet to be fully restored. Due to the nature of the waste disposed of in these sites there may be contamination issues and technical studies would need to be undertaken to establish	Amber

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
		their suitability for built development.	
63	North of Hoddesdon	No designations in the vicinity.	<b>Green</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	No designations in the vicinity.	<b>Green</b>
65	A10 Corridor - Central	<p><b>Minerals Designations</b> Westmill Quarry (sand and gravel extraction area with landfilling and restoration being progressively undertaken) lies to the southern end of the area.</p> <p><b>Waste Designations</b> Westmill Landfill Site identified as an existing strategic waste site and an Allocated Site for a range of potential waste management facilities identified in the Site Brief.</p>	<b>Amber</b>
66	A120 Corridor	<p><b>Minerals Designations</b> The East of Puckeridge and Standon Minerals Resource Block lies within this area.</p>	<b>Amber</b>
67	A507 Corridor	<p><b>Minerals Designations</b> The East of Cromer Minerals Resource Block lies within this area.</p>	<b>Amber</b>
68	A602 Corridor	<p><b>Minerals Designations</b> The North of Watton-at-Stone Minerals Resource Block lies within this area. Westmill Quarry (sand and gravel extraction area) lies to the southern end of the area.</p> <p><b>Waste Designations</b> Westmill Quarry lies to the southern end of the area and has been identified as having potential for a waste site allocation. Area has been “subjected to mineral extraction, with sand and gravel continuing to be extracted on land operated by Cemex. Biffa are currently landfilling and restoring the remainder of the site.”</p>	<b>Amber</b>
69	Hunsdon Area	<p><b>Minerals Designations</b> Includes Pole Hole and Hollingson Meads quarries that have been landfilled with mixed wastes and are yet to be fully restored. Due to the nature of the waste disposed of in these sites there may be contamination issues and technical studies would need to be undertaken to establish their suitability for built development.</p>	<b>Amber</b>

## **20. Agricultural Land Classification**

### **Justification**

Planning authorities should: *“take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations or the Local Plan’s growth strategy and where poorer quality land is unavailable or unsuitable”* (draft NPPF paragraph 167).

### **Sources of information**

- **Agricultural Land Classification Maps:** (DEFRA and Natural England)

### **Assessment Criteria**

- **Agricultural Land Classification (ALC):** Agricultural land is classified into five grades. Grade one is best quality and grade five is poorest quality. A number of consistent criteria are used for assessment which include climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, texture, stoniness).

<b>Red</b>	Areas within ALC 1 or 2 or where the majority of the land falls into Grade 1 or 2 if there is a mix.
<b>Amber</b>	Areas within ALC 3 to 5 or where the majority of the land falls into Grades 3 to 5 if there is a mix.
<b>Green</b>	Areas with no agricultural land or only a small proportion of land in Grades 3 to 5 if there is a mix.

A ‘green’ rating does not mean that the site is not valuable in other respects.

A ‘red’ rating does not mean that a site is undevelopable, but that there are available sites which are sequentially preferable.

### **General Comments**

When undertaking assessments on a strategic scale it is important to acknowledge that agricultural land grades are a broad classification and there will be pockets of varying land quality across a grade.

Land without an agricultural classification or within a lower agricultural grade can still provide a valuable resource; providing space for small-scale subsistence farming and a habitat for flora and fauna. Such land may be managed under an Environmental Stewardship Scheme. This has been assessed separately (see Topic: Environmental Stewardship) but should be read in conjunction with this assessment on Agricultural Classification.

The majority of the sites assessed are located on the fringes of urban areas, often providing vital links between the built-up area and the countryside surrounding it. In these cases it will be important that appropriate surveys are undertaken to assess the soil quality of the land in question and whether development will harm surrounding areas of higher quality soil.

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Not agricultural land	<b>Green</b>
2	Bishop's Stortford North (A)	Grade 2	<b>Red</b>
	Bishop's Stortford North (B)	Mix Grade 2 and 3	<b>Red</b>
	Bishop's Stortford North (C)	Mix Grade 3 and 2	<b>Amber</b>
3	Bishop's Stortford East (A)	Grade 3 with some Grade 2 to the north	<b>Amber</b>
	Bishop's Stortford East (B)	Grade 2 with some Grade 3 to the south	<b>Red</b>
4	Bishop's Stortford South (A)	Mix Grade 2 and 3	<b>Red</b>
	Bishop's Stortford South (B)	Grade 3	<b>Amber</b>
	Bishop's Stortford South (C)		
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Not agricultural land	<b>Green</b>
6	Buntingford South and West (A)	Grade 2	<b>Red</b>
	Buntingford South and West (B)	Mix Grade 2 and 3	<b>Red</b>
	Buntingford South and West (C)	Grade 3 with small patch of Grade 2	<b>Amber</b>
7	Buntingford North (A)	Mix Grade 2 and 3	<b>Red</b>
	Buntingford North (B)	Grade 3	<b>Amber</b>
8	Buntingford North-East (A)	Immediately adjacent to the urban area is Grade 3, then Grade 2	<b>Amber</b>
	Buntingford North-East (B)		
9	Buntingford East	Immediately adjacent to the urban area is Grade 3, then Grade 2	<b>Amber</b>
<b>Hertford</b> (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Not agricultural land	<b>Green</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
11	Hertford West (A)	Grade 3	Amber
	Hertford West (B)	Non agricultural	Green
12	Hertford North (A)	Grade 3	Amber
	Hertford North (B)	Grade 4	Amber
	Hertford North (C)	Grade 3	Amber
13	Hertford South (A)	Grade 3 and non-agricultural	Amber
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		
<b>Sawbridgeworth</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	Not agricultural land	Green
15	Sawbridgeworth South-West (A)	Largely Grade 3 with some Grade 2	Amber
	Sawbridgeworth South-West (B)	Grade 3	Amber
16	Sawbridgeworth West (A)	Grade 2 with small patches of Grade 3 adjacent to the urban area around the properties on West Road.	Red
	Sawbridgeworth West (B)	Grade 2	Red
17	Sawbridgeworth North (A)	Grade 2	Red
	Sawbridgeworth North (B)	Grade 3 and 4	Amber
	Sawbridgeworth North (C)		
<b>Ware</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	Not agricultural land	Green
19	Ware North (A)	Grade 3	Amber
	Ware North (B)	Grade 2	Red
20	Ware East (A)	Largely Grade 2 with Grade 3 in northern part	Red

### Draft Topic Assessments

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
	Ware East (B)	Grade 3	Amber
21	Ware South-East (A)	Grade 3 and non-agricultural	Amber
	Ware South-East (B)		
22	Ware South-West	Largely non-agricultural with a small patch of Grade 3 and 2	Green
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	Grade 3	Amber
24	Bayford	Grade 3	Amber
25	Benington	Grade 3	Amber
26	Birch Green	Grade 3	Amber
27	Braughing	Grade 3 with Grade 2 to the north-west and south and south-east	Amber
28	Brickendon	Grade 3	Amber
29	Buckland	Grade 2	Red
30	Cole Green	Grade 3	Amber
31	Colliers End	Grade 3	Amber
32	Cottered	Mostly Grade 3, land to east Grade 2	Red
33	Dane End	Grade 3	Amber
34	Datchworth	Grade 3	Amber
35	Furneux Pelham	Grade 3	Amber
36	Great Amwell	Grade 2	Red
37	Hadham Ford	Grade 3	Amber
38	Hertford Heath	Grade 3	Amber
39	Hertingfordbury	Grade 3, land to the north Grade 4	Amber
40	High Cross	Mostly Grade 3 with land to the north-east Grade 2	Amber
41	High Wych	Grade 3	Amber

### Draft Topic Assessments

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
42	Hunsdon	Grade 3	Amber
43	Letty Green	Grade 3	Amber
44	Little Hadham	Mostly Grade 3, with some Grade 2 to the north	Amber
45	Much Hadham	Grade 3	Amber
46	Puckeridge	Grade 3, with a small area of Grade 2 to the south-west of Aston Road.	Amber
47	Spellbrook	Mostly Grade 2 to the west, Grade 3 to the east	Red
48	Standon	Grade 3	Amber
49	Stanstead Abbots & St Margarets	Grade 3	Amber
50	Stapleford	Grade 3	Amber
51	Tewin	Grade 3	Amber
52	Thundridge	Largely Grade 3, with Grade 2 to the south	Amber
53	Tonwell	Grade 2 to north and east, Grade 3 to west and south	Red
54	Wadesmill	Grade 3	Amber
55	Walkern	Grade 3	Amber
56	Waterford	Largely Grade 3, land to east Grade 4	Amber
57	Watton-at-Stone	Grade 3	Amber
58	Westmill	Largely Grade 3, Grade 2 to the south west and east	Amber
59	Widford	Grade 3, some land to the south is Grade 2	Amber
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	Grade 3	Amber
61	East of Welwyn Garden City	Mix 3 and non-agricultural	Amber
62	North of Harlow (A)	Mix mostly Grade 2 with areas of Grade 3	Red
	North of Harlow (B)		
	North of Harlow (C)		



**Draft Topic Assessments**

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
63	North of Hoddesdon	Grade 2	Red
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	Largely Grade 2	Red
65	A10 Corridor - Central	Mostly Grade 3, with patches of Grade 2	Amber
66	A120 Corridor	Mix of Grade 3 and Grade 2	Amber
67	A507 Corridor	Eastern half and part of west tip within Grade 2, rest within Grade 3	Red
68	A602 Corridor	Grade 3, with a small area of Grade 2 east of Tonwell village	Amber
69	Hunsdon Area	Largely Grade 2 with patches of Grade 3	Red

## 21. Environmental Stewardship

### Justification

Planning authorities should: *“take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations or the Local Plan’s growth strategy and where poorer quality land is unavailable or unsuitable”* (draft NPPF paragraph 167).

### Sources of information

- **Natural England Maps:** showing digitised boundaries of areas subject to Stewardship Schemes
- Natural England / DEFRA Entry Level Stewardship Handbook Third Edition
- **Green Infrastructure Maps:** from the East Herts Green Infrastructure Plan March 2011

### Assessment Criteria

- Whether the areas of search are subject to Environmental Stewardship.

<b>Red</b>	Areas subject to Higher Level Stewardship (HLS) or where a large proportion of land is in HLS where there is a mix.
<b>Amber</b>	Areas subject to Entry Level Stewardship (ELS) or where a large proportion of land is in ELS where there is a mix.
<b>Green</b>	Areas with no land subject to Environmental Stewardship or only a small proportion in ELS where there is a mix.

A ‘green’ rating does not mean that the area is not valuable in other respects.

A ‘red’ rating does not mean that the area is undevelopable, but that there are available areas which are sequentially preferable. Nonetheless, where activities such as Entry or Higher Level Stewardship Schemes exist these should be given substantial weight even if their agricultural grade is lower.

This assessment should be read in conjunction with the assessment on Agricultural Land Classification.

### General Comments

Productive agricultural environments are of importance to urban areas in terms of reducing food mileage and producing local produce. They also provide a tool for protecting and educating people about the environment. The Environmental Stewardship Scheme is an agri-environment management scheme that is open to all farmers and is funded by the UK Government and the European Union (EU). In return for looking after England’s countryside – wildlife, landscapes, historic features and natural resources (soils and water) – and providing new opportunities for public access in some cases, Environmental Stewardship provides farmers and land managers with a financial incentive that supports and rewards them for this work.

### **Draft Topic Assessments**

Environmental stewardship has three elements: Entry Level Stewardship (ELS), Organic Entry Level Stewardship (OELS) & Higher Level Stewardship (HLS).

The primary objectives of Environmental Stewardship are to:

- conserve wildlife (biodiversity);
- maintain and enhance landscape quality and character, by helping to maintain important features such as traditional field boundaries;
- protect the historic environment, including archaeological features and traditional farm buildings;
- promote public access and understanding of the countryside; and
- protect natural resources, by improving water quality and reducing soil erosion and surface run-off.

Within the primary objectives, Environmental Stewardship also has the secondary objectives of genetic conservation (such as rare livestock breeds and plants) and flood management.

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Land is free from Environmental Stewardship.	<b>Green</b>
2	Bishop's Stortford North (A)	Land is free from Environmental Stewardship.	<b>Green</b>
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)	Land subject to Entry Level Stewardship	<b>Amber</b>
3	Bishop's Stortford East (A)	Land is free from Environmental Stewardship.	<b>Green</b>
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Land subject to Entry Level Stewardship.	<b>Amber</b>
	Bishop's Stortford South (B)	Land is free from Environmental Stewardship.	<b>Green</b>
	Bishop's Stortford South (C)		
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Land is free from Environmental Stewardship.	<b>Green</b>
6	Buntingford South and West (A)	Land is free from Environmental Stewardship, although there are large areas of land to the south of the town which are	<b>Green</b>
	Buntingford		

**Draft Topic Assessments**

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Environmental Stewardship</b>	<b>Traffic Light</b>
	South and West (B) Buntingford South and West (C)	subject to ELS and may need to be considered.	
7	Buntingford North (A) Buntingford North (B)	Land is free from Environmental Stewardship, although there is a large ELS to the north-west that may need to be considered.	<b>Green</b>
8	Buntingford North-East (A) Buntingford North-East (B)	Small patch of land subject to Entry Level Stewardship. Land is free from Environmental Stewardship.	<b>Green</b> <b>Green</b>
9	Buntingford East	Very small part subject to Entry Level Stewardship.	<b>Green</b>
<b>Hertford</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	Land is free from Environmental Stewardship.	<b>Green</b>
11	Hertford West (A) Hertford West (B)	Land is free from Environmental Stewardship, although land to the north is subject to Entry Level Stewardship.	<b>Green</b>
12	Hertford North (A) Hertford North (B) Hertford North (C)	Land is free from Environmental Stewardship.	<b>Green</b>
13	Hertford South (A) Hertford South (B) Hertford South (C) Hertford South (D)	Land is free from Environmental Stewardship. Land is subject to Entry Level Stewardship.	<b>Green</b> <b>Amber</b>
<b>Sawbridgeworth</b> <b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	Land is free from Environmental Stewardship.	<b>Green</b>
15	Sawbridgeworth South-West (A) Sawbridgeworth South-West (B)	Land is free from Environmental Stewardship.	<b>Green</b>
16	Sawbridgeworth West (A) Sawbridgeworth West (B)	Majority of land subject to Entry Level Stewardship	<b>Amber</b>

### Draft Topic Assessments

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
17	Sawbridgeworth North (A)	Majority of the land subject to Entry Level Stewardship, with a small patch of Higher Level Stewardship.	<b>Amber</b>
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
<b>Ware (Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	Land is free from Environmental Stewardship.	<b>Green</b>
19	Ware North (A)	Land is free from Environmental Stewardship.	<b>Green</b>
	Ware North (B)	Eastern part of area is subject to Entry Level Stewardship.	<b>Amber</b>
20	Ware East (A)	Whole area is subject to Entry and Higher Level Stewardship	<b>Red</b>
	Ware East (B)		
21	Ware South-East (A)	A small patch of land is subject to Higher Level Stewardship.	<b>Amber</b>
	Ware South-East (B)	Land is free from Environmental Stewardship.	<b>Green</b>
22	Ware South-West	Land is free from Environmental Stewardship.	<b>Green</b>
<b>Villages (Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	Land to the east and south subject to Entry Level Stewardship	<b>Amber</b>
24	Bayford	Land to the west subject to Higher Level Stewardship, land to the east subject to Entry Level Stewardship.	<b>Amber</b>
25	Benington	All surrounding land subject to Entry and Higher Level Stewardship	<b>Red</b>
26	Birch Green	Land to the north-west subject to Higher Level Stewardship. The majority of the settlement is clear of Environmental Stewardship.	<b>Green</b>
27	Braughing	Land to the north only subject to Higher and Entry Level Stewardship.	<b>Green</b>
28	Brickendon	Small patches of land to the north-west, south and east subject to Entry Level Stewardship	<b>Amber</b>
29	Buckland	Land is free from Environmental Stewardship.	<b>Green</b>
30	Cole Green	Land to the north-east subject to Higher Level Stewardship. The majority of the settlement is clear of Environmental	<b>Amber</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
		Stewardship.	
31	Colliers End	Land to the east, south east and north west subject to Entry Level Stewardship	<b>Amber</b>
32	Cottered	Much of the surrounding land is clear of Environmental Stewardship. Some land to the north east and south west is subject to Higher and Entry Level Stewardship respectively, though not immediately adjacent to the settlement.	<b>Green</b>
33	Dane End	Much of surrounding land subject to Entry Level Stewardship, to the south and south-west is Higher Level. Only land to the east is clear.	<b>Red</b>
34	Datchworth	Much of land to the north, north west and east subject to Entry Level Stewardship. Land to the south and south-west is clear.	<b>Amber</b>
35	Furneux Pelham	Land to the north subject to Entry Level Stewardship, land to the south subject to Higher Level Stewardship. East and west is clear.	<b>Amber</b>
36	Great Amwell	Land is free from Environmental Stewardship.	<b>Green</b>
37	Hadham Ford	Land to east and west subject to Entry Level Stewardship	<b>Amber</b>
38	Hertford Heath	Land to north subject to Entry Level Stewardship	<b>Amber</b>
39	Hertingfordbury	Land is free from Environmental Stewardship.	<b>Green</b>
40	High Cross	Land to north and east subject to Entry Level Partnership	<b>Amber</b>
41	High Wych	Land to the north subject to Entry Level Stewardship, though not immediately adjacent to the settlement.	<b>Green</b>
42	Hunsdon	Much of surrounding land is subject to Entry Level Stewardship. Some land to the north is clear.	<b>Amber</b>
43	Letty Green	Land is free from Environmental Stewardship.	<b>Green</b>
44	Little Hadham	Village is surrounded by land subject to Entry Level Stewardship but not immediately adjacent.	<b>Green</b>
45	Much Hadham	Land to the north east subject to Higher Level Stewardship, land to the north Entry Level Stewardship. Small patches to the east Entry Level but none of this land is immediately adjacent to the settlement.	<b>Green</b>
46	Puckeridge	Land to east subject to Higher Level Stewardship. Land to south is subject to	<b>Red</b>

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
		Entry Level Stewardship.	
47	Spellbrook	Land from north-west to south-west and south subject to Entry Level Stewardship.	Amber
48	Standon	Much of surrounding land subject to Entry Level Stewardship. Land to north is Higher Level.	Red
49	Stanstead Abbots & St Margarets	Land to the north of Stanstead Abbots is subject to Higher Level Stewardship, some land to the east is subject to Entry Level. Areas are not immediately adjacent to the settlements.	Green
50	Stapleford	All of surrounding land subject to Higher Level Stewardship.	Red
51	Tewin	Land to the west subject to Higher Level Stewardship, though some of this is not immediately adjacent to the settlement.	Amber
52	Thundridge	Land to west subject to Entry Level Stewardship.	Amber
53	Tonwell	All of surrounding land subject to Higher Level Stewardship.	Red
54	Wadesmill	Land to west subject to Entry Level Stewardship.	Amber
55	Walkern	Much of surrounding land subject to Entry Level Stewardship. Only a small area of land to the north is clear.	Amber
56	Waterford	Land is free from Environmental Stewardship.	Green
57	Watton-at-Stone	Land to the north west, north, north east and south subject to Entry Level Stewardship.	Amber
58	Westmill	Land wrapping from north round to south-east is subject to Entry Level Stewardship.	Amber
59	Widford	Land to the west subject to Higher Level Stewardship. The majority of the settlement is clear.	Amber
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	North western site subject to Entry Level Partnership	Amber
61	East of Welwyn Garden City	Approximately half of site subject to Entry Level Partnership	Amber
62	North of Harlow (A)	The majority of the area is subject to Entry Level Stewardship. A small area to the north is subject to Higher Level Stewardship.	Amber
	North of Harlow (B)		
	North of Harlow (C)		

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
63	North of Hoddesdon	Land is free from Environmental Stewardship.	<b>Green</b>
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	The majority of the land within this corridor is clear from Environmental Stewardship; however there is a small patch of land in the west, near to Hyde Hall Farm subject to Higher Level Stewardship and a small patch of land to the south-west subject to Entry Level Stewardship.	<b>Amber</b>
65	A10 Corridor - Central	There are many patches of land subject to Entry Level Stewardship within this corridor.	<b>Amber</b>
66	A120 Corridor	There are many patches of land subject to Entry Level Stewardship within this corridor.	<b>Amber</b>
67	A507 Corridor	Over half the area is clear of Environmental Stewardship schemes; however there is one large patch of land subject to Higher Level Stewardship and a few smaller patches of land subject to Entry Level Stewardship.	<b>Amber</b>
68	A602 Corridor	The majority of the area is covered by land subject to Entry and Higher Level Stewardship.	<b>Red</b>
69	Hunsdon Area	The majority of the area is subject to Entry Level Stewardship, with land near to Stanstead Abbots and St Margarets being subject to Higher Level Stewardship.	<b>Amber</b>



**22. Noise Impacts**

**Justification**

The planning system should “aim to conserve and enhance the natural and local environment by...preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of land, air, water or noise pollution or land instability” (draft NPPF paragraph 164).

**Sources of Information**

- East Herts Council GIS
- Stansted Airport Noise Contours: maps taken from Civil Aviation Authority (CAA) data which were part of Volume 3 of the British Airport Authority (BAA) application for a second runway at Stansted Airport (Generation 2 or G2).
- Luton Airport Strategic Noise Maps: London Luton Airport submitted a Final Draft Noise Action Plan to the Department for Transport and Department for the Environment, Food and Rural affairs at the end of January 2010, which included strategic noise maps. The Final Noise Action Plan will be published subject to formal adoption by DEFRA and DfT.

Note: noise mapping is highly technical and for this assessment the noise contours have been used indicatively to refer to broad areas.

**Assessment Criteria**

- **Noise:** whether an area is likely to be affected by traffic or aircraft noise, or train services.

<b>Red</b>	Areas likely to be affected by relatively high levels of noise: dual carriageway roads and/or railway lines; and/or inside aircraft flight paths.
<b>Amber</b>	Areas which are likely to be affected by moderate levels of noise: single carriageway roads and/or railway lines, and/or near but not directly within aircraft flightpaths. Existing Built-Up Areas are classed as ‘Amber’ because although there may be many sources of noise (e.g. sirens, roadworks etc), these are generally considered part of normal ‘background’ noise to residents of urban areas. <i>Note: villages (planning assumption + 10% dwellings) have been classed as ‘Amber’ if by a dual carriageway passes nearby, because this scale of development is unlikely to cause new development to abut the road.</i>
<b>Green</b>	Areas remote from noise sources: distant from dual carriageway roads, railway lines, and aircraft flightpaths.

**General Comments**

Feedback to the Issues and Options consultation suggested that the issue of noise, particularly aircraft noise and its potential impact on development should be considered as part of the strategy selection process.

### **Draft Topic Assessments**

Technical approaches based on measurement of noise levels do not assist with strategic planning. Technical noise assessments are more commonly used when considering specific proposals for noisy activity such as industrial or agricultural machinery and other noise-producing activity, or investigating complaints. Further explanation of this is provided in the Environmental Quality Strategic Overview (Section 2.12 of **Essential Reference Paper 'B'**).

Given these difficulties, a 'common sense' approach, on the understanding that this can be used as part of an overall body of understanding rather than as 'evidence' in itself. This approach assists in ensuring noise is given consideration proportionate to the needs of strategic planning. The approach based on transport noise does not consider other types of noise such as industrial or agricultural noise, because they are not significant strategic planning concerns.

The assessment presented here should be contrasted with the approach in *Topic Assessment 14: Maintaining Tranquillity*.

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
<b>Bishop's Stortford</b> (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Main settlement noise.	<b>Amber</b>
2	Bishop's Stortford North (A)	A120 single carriageway. Although near Stansted Airport, it does not lie within the flightpath.	<b>Amber</b>
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	M11. Close to Stansted airport flightpath.	<b>Red</b>
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Stansted flight path, A1184 and A1060 (Hallingbury Road) single carriageways. Railway line.	<b>Red</b>
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
<b>Buntingford</b> (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Main settlement noise.	<b>Amber</b>
6	Buntingford South and West (A)	A10 single carriageway.	<b>Amber</b>
	Buntingford South and West (B)		

**Draft Topic Assessments**

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Noise Impacts</b>	<b>Traffic Light</b>
	Buntingford South and West (C)		
7	Buntingford North (A)	A10 single carriageway.	<b>Amber</b>
	Buntingford North (B)	Some distance from A10 single carriageway.	<b>Green</b>
8	Buntingford North-East (A)	Some distance from A10 single carriageway.	<b>Green</b>
	Buntingford North-East (B)		
9	Buntingford East	Some distance from A10 single carriageway.	<b>Green</b>
<b>Hertford</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
10	Hertford Built Up Area	Main settlement noise.	<b>Amber</b>
11	Hertford West (A)	Distant from A414.	<b>Green</b>
	Hertford West (B)	Near A414 dual carriageway.	<b>Amber</b>
12	Hertford North (A)	A119 single carriageway.	<b>Amber</b>
	Hertford North (B)	A119 single carriageway. Railway line.	<b>Amber</b>
	Hertford North (C)	B158 (Wadesmill Road) single carriageway.	<b>Green</b>
13	Hertford South (A)	B158 (Lower Hatfield Road) single carriageway. Railway line.	<b>Amber</b>
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)	A414 and A10 dual carriageways.	<b>Red</b>
<b>Sawbridgeworth</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
14	Sawbridgeworth Built Up Area	Main settlement noise. Stansted flightpath	<b>Red</b>
15	Sawbridgeworth South-West (A)	A1184. Stansted flightpath.	<b>Red</b>
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Stansted flightpath.	<b>Red</b>
	Sawbridgeworth West (B)		

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
17	Sawbridgeworth North (A)	A1184 single carriageway. Stansted flightpath.	Red
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)	M11 and railway line. Stansted flightpath.	Red
<b>Ware</b>			
<b>(Planning assumption of at least 500 dwellings at each area of search)</b>			
18	Ware Built Up Area	Main settlement noise.	Amber
19	Ware North (A)	A10 dual carriageway.	Red
	Ware North (B)	Some distance from A10 dual carriageway.	Amber
20	Ware East (A)	Remote from noise sources.	Green
	Ware East (B)		
21	Ware South-East (A)	Railway line.	Amber
	Ware South-East (B)	A1170 single carriageway and railway line.	Amber
22	Ware South-West	Near A10 dual carriageway.	Red
<b>Villages</b>			
<b>(Planning assumption of existing village + 10% growth)</b>			
23	Aston (excluding Aston End)	Although near Stevenage, remote from noise sources.	Green
24	Bayford	Railway line nearby.	Amber
25	Benington	Remote from noise sources.	Green
26	Birch Green	Near A414 dual carriageway.	Amber
27	Braughing	Remote from noise sources.	Green
28	Brickendon	Railway line nearby.	Amber
29	Buckland	A10 single carriageway.	Amber
30	Cole Green	Near A414 dual carriageway.	Amber
31	Colliers End	Near A10 dual carriageway.	Amber
32	Cottered	A507 single carriageway	Amber
33	Dane End	Remote from noise sources.	Green
34	Datchworth	Remote from noise sources.	Green
35	Furneux Pelham	Remote from noise sources.	Green
36	Great Amwell	Near the A10 and A414 dual carriageway.	Amber
37	Hadham Ford	Remote from noise sources.	Green
38	Hertford Heath	Near A10 dual carriageway.	Amber
39	Hertingfordbury	Near A414 dual carriageway.	Amber
40	High Cross	Near A10 dual carriageway.	Amber
41	High Wych	Stansted flightpath.	Red

**Draft Topic Assessments**

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
42	Hunsdon	Remote from noise sources. Outside the Stansted Airport flightpath.	Green
43	Letty Green	Near A10 dual carriageway.	Amber
44	Little Hadham	A120 single carriageway.	Amber
45	Much Hadham	B1004 single carriageway.	Green
46	Puckeridge	Near A120 and A10 dual carriageway.	Amber
47	Spellbrook	A1184 single carriageway.	Amber
48	Standon	A120 single carriageway	Amber
49	Stanstead Abbots & St Margarets	Near the A414 dual carriageway.	Amber
50	Stapleford	A602 single carriageway.	Amber
51	Tewin	Remote from noise sources.	Green
52	Thundridge	Near A10 dual carriageway.	Amber
53	Tonwell	Near A602 single carriageway.	Amber
54	Wadesmill	Near A10 dual carriageway.	Amber
55	Walkern	Remote from noise sources.	Green
56	Waterford	A602 single carriageway nearby.	Amber
57	Watton-at-Stone	Near A602 single carriageway. Railway line.	Amber
58	Westmill	Near A10 single carriageway.	Amber
59	Widford	Remote from noise sources.	Green
<b>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</b>			
60	East of Stevenage	Remote from main roads. Although near Stevenage, the nearest road is Gresley Way, which is not a classified road. Aircraft overfly the area, although this site is around 14km from Luton airport and aircraft are high above the ground at this point. Therefore any aircraft noise is un-intrusive and unlikely to cause a nuisance.	Green
61	East of Welwyn Garden City	A414 dual carriageway.	Red
62	North of Harlow (A)	No main roads. Outside Stansted flightpath.	Green
	North of Harlow (B)	Near A414 dual carriageway. Stansted Airport flightpath.	Red
	North of Harlow (C)	Near A414 dual carriageway. Stansted Airport flightpath.	Red
63	North of Hoddesdon	Adjacent A10 and A414 dual carriageways.	Red
<b>New Settlements (Planning assumption of 5,000 dwellings)</b>			
64	A10 Corridor - North	A10 single carriageway.	Amber
65	A10 Corridor - Central	A10 dual carriageway.	Red
66	A120 Corridor	A120 single carriageway	Amber
67	A507 Corridor	A507 single carriageway.	Amber

***Draft Topic Assessments***

<b>No.</b>	<b>Areas of Search</b>	<b>Assessment of Noise Impacts</b>	<b>Traffic Light</b>
68	A602 Corridor	A602 single carriageway.	<b>Amber</b>
69	Hunsdon Area	A settlement separated from Harlow would probably be located in the area to the north, outside the Stansted flightpath and away from the A414 dual carriageway.	<b>Green</b>