

ESSENTIAL REFERENCE PAPER 'B'

MATERIAL CHANGES TO TOPIC ASSESSMENTS POST 29 MARCH 2012 LOCAL DEVELOPMENT FRAMEWORK EXECUTIVE PANEL

TOPIC & APPLICABLE AREA OF SEARCH (& SUB AREA WHERE APPROPRIATE)	PANEL VERSION 29 MARCH 2012		REVISED VERSION 26 JULY 2012		REASON FOR CHANGE
	WORDING	TRAFFIC LIGHT	WORDING	TRAFFIC LIGHT	
Land Availability/ Buntingford Built-Up Area	02/007 – Former Sainsbury's Depot, London Road 02/051 – Park Farm Industrial Estate Extension Available land – 11.2ha	Amber	02/051 – Park Farm Industrial Estate Extension Available land – 0.22ha	Red	Deletion of site 02/007 as this site is now being promoted purely for employment purposes, thus significant decrease in available land.
Land Availability/ Buntingford North-East	02/004 – Land east of Buntingford (south of The Causeway & north of Hare Street Road) Available land – 11.7ha	Red	02/004 – Land east of Buntingford (south of The Causeway & north of Hare Street Road) Available land – 11.7ha	Amber	Assumed density of housing has increased, enabling more units to potentially be delivered on the available land.
Land Availability/ Hertford West	03/010 – Land west of Thieves Lane & south of Welwyn Road	Red	03/010 – Land west of Thieves Lane & south of Welwyn Road	Green	Additional site has come forward thus increase in

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	Available land – 11.4ha		03/152 – Land north of Welwyn Road Available land – 23ha		available land. Assumed density of housing has also increased, enabling more units to potentially be delivered on the available land.
Land Availability/ Sawbridgeworth North	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	Amber	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	Green	Assumed density of housing has increased, enabling more units to potentially be delivered on the available land.
Land Availability/ Standon	35/002 – Burrs Meadow, High Street 35/003 – Lilymead, Mill End 35/006 – Land at Half Acres, Stortford Road 35/011 – Hopsons Site,	Green	35/002 – Burrs Meadow, High Street 35/003 – Lilymead, Mill End 35/006 – Land at Half Acres, Stortford Road	Amber	Deletion of site 35/011 as this site is being promoted to remain in its existing use as an employment site,

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	Stortford Road Available land – 1.9ha		Available land – 1.0ha		thus decrease in available land.
Primary Schools/ Ware North (A)	<p>Ware Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Kingshill Infants/St Mary's Junior (2.0FE) • Tower Primary (1.0FE) <p>There is no current expansion potential.</p>	Red	<p>Ware Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Kingshill Infants/St Mary's Junior (2.0FE) • Tower Primary (1.0FE) • St Catherine's (C of E) Primary (1.5FE) <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>	Amber	Closer inspection of potentially available schools relating to sub area rather than area as a whole.

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			There is no current expansion potential at either Kingshill Infants/St Mary's Junior or at Tower Primary. However, St Catherine's may have potential to expand 0.5FE although site topography is difficult and there may be highway issues.		
Primary Schools/ Ware North (B)	<p>Ware Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Kingshill Infants/St Mary's Junior (2.0FE) • Tower Primary (1.0FE) <p>There is no current expansion potential.</p>	Red	<p>Ware Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Tower Primary (1.0FE) • Kingshill Infants/St Mary's Junior (2.0FE) • Prior's Wood Primary (1.0FE) <p>The forecasts currently indicate that there is sufficient capacity in the short term to meet demand in Ware.</p>	Amber	<p>Closer inspection of potentially available schools relating to sub area rather than area as a whole.</p>

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			<p>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 is no current expansion potential at either Kingshill Infants/St Mary's Junior or at Tower Primary. However, 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>		
Highways Infrastructure/ Ware South-West	No new roads needed. Hoe Lane provides access north into town and south to A10, although Hoe Lane would	Green	No new roads needed. Hoe Lane provides access north into town and south to A10, although Hoe Lane would	Red	Closer inspection of extent of infrastructure works required to facilitate

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	need upgrading which may prove difficult due to narrow stretches with high banking in places. Cumulative impact on A10.		need upgrading which may prove difficult due to narrow stretches with high banking in places. For this scale of development there may be funding difficulties, but the practicality of such upgrades would be a more pressing issue. Cumulative impact on A10.		access.
Highways Infrastructure/ 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.	Amber	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.	Red	Correct description but inconsistent traffic light rating previously applied.

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Access to Bus Services/ 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	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no 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.	Amber	Further investigation has revealed that bus services are available during peak times and late afternoon.
Access to Bus Services/ 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	Red	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no evening or Sunday service. Probable on-going subsidy would be required to enhance service provision.	Amber	Further investigation has revealed that bus services are available during peak times and late afternoon.

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	provision.				
Access to Bus Services/ 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	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no 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.	Amber	Further investigation has revealed that bus services are available during peak times and late afternoon.
Flood Risk/ Buntingford North-East (B)	Small area within Flood Zones 2 and 3 to the west along the Rib. Some surface water flood risk along the Wyddial Road.	Amber	No areas within Flood Zones 2 and 3, except within the existing built-up area.	Green	Original description covered whole area but reflected Buntingford North-East Sub-Area A rather than Sub-Area B.
Maintaining			Entire Topic Assessment		Possible duplication

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Tranquillity			Deleted		of Noise Impact Topic Assessment issues and HCC's introduction of part-night street light operation could potentially significantly affect ratings.
Boundary Limits/ Buntingford South and West (A)	Rural Area Beyond the Green Belt 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.	Green	Rural Area Beyond the Green Belt Minor field boundaries and some small woodland which could form boundaries to limit the western extent of development.	Amber	Closer inspection of the boundaries of individual sub-areas.
Boundary Limits/ Buntingford South and West (C)	Rural Area Beyond the Green Belt The A10 would form a clear boundary limit to growth in this direction. There are minor field boundaries within the area of	Green	Rural Area Beyond the Green Belt The A10 would form a clear boundary limit to growth in this direction. However, if development were to breach	Amber	Closer inspection of the boundaries of individual sub-areas.

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	search that could form incomplete boundaries.		the A10 to the south, there are no existing boundaries that could limit development.		
Noise Impacts/ Bishop's Stortford South	Stansted flight path, A1184 and A1060 (Hallingbury Road) single carriageways. Railway line.	Red	A1184 and A1060 (Hallingbury Road) single carriageways. Railway line. Near but outside 60 decibel aircraft noise contour.	Amber	Change of criteria from flightpath to 60 decibel noise contour.
Noise Impacts/ Sawbridgeworth Built-Up Area	Main settlement noise. Stansted flightpath	Red	Main settlement noise. Near but outside 60 decibel aircraft noise contour.	Amber	Change of criteria from flightpath to 60 decibel noise contour.
Noise Impacts/ Sawbridgeworth South-West	A1184. Stansted flightpath.	Red	A1184. Near but outside 60 decibel aircraft noise contour.	Amber	Change of criteria from flightpath to 60 decibel noise contour.
Noise Impacts/ Sawbridgeworth West	Stansted flightpath.	Red	Near but outside 60 decibel aircraft noise contour.	Amber	Change of criteria from flightpath to 60 decibel noise contour.
Noise Impacts/ Sawbridgeworth North (B)	A1184 single carriageway. Stansted flightpath.	Red	A1184 single carriageway. Near but outside 60 decibel aircraft noise contour.	Amber	Change of criteria from flightpath to 60 decibel noise

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					contour.
Noise Impacts/ High Wych	Stansted flightpath.	Red	Near but outside 60 decibel aircraft noise contour.	Amber	Change of criteria from flightpath to 60 decibel noise contour.
Noise Impacts/ Spellbrook	A1184 single carriageway.	Amber	A1184 single carriageway. Inside 60 decibel aircraft noise contour.	Red	Change of criteria from flightpath to 60 decibel noise contour.
Noise Impacts/ North of Harlow (B)	Near A414 dual carriageway. Stansted Airport flightpath.	Red	Near A414 dual carriageway. Distant from 60 decibel aircraft noise contour	Amber	Change of criteria from flightpath to 60 decibel noise contour.
Noise Impacts/ North of Harlow (C)	Near A414 dual carriageway. Stansted Airport flightpath.	Red	Near A414 dual carriageway. Distant from 60 decibel aircraft noise contour.	Amber	Change of criteria from flightpath to 60 decibel noise contour.

Highways Infrastructure change of criterion:

Panel Version 29 March 2012:

Red	Significant and expensive road infrastructure or upgrades required. Unlikely that development could fund such upgrades.
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Revised Version 26 July 2012:

Red	Significant and/or expensive road infrastructure or upgrades required, and/or unlikely that development could fund such upgrades, and/or the Highways Authority has policy objections to such road schemes.
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Reason for change: to reinforce the reasons behind the application of the criteria and to avoid potential ambiguity.

Changes to the 'Noise Impacts' Topic Assessment (reproduced in full for transparency):

21. Noise Impacts

Justification

The planning system should “aim to contribute to 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 soil, air, water or noise pollution or land instability” (NPPF paragraph 109). Planning policies and decisions should aim to “avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development (NPPF paragraph 123)

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.

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

Red	Areas likely to be affected by relatively high levels of noise: dual carriageway roads and/or railway lines; and/or inside the mapped 60 decibel aircraft noise contour.
Amber	Areas which are likely to be affected by moderate levels of noise: single carriageway roads and/or railway lines, and/or near but not inside the mapped 60 decibel aircraft noise contour. 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>
Green	Areas remote from noise sources: distant from dual carriageway roads, railway lines, and distant from the mapped 60 decibel aircraft noise contour.

General Comments

The Noise Policy Statement for England (2010) states that: *“Noise management is a complex issue and at times requires complex solutions. Unlike air quality, there are currently no European or national noise limits which have to be met, although there can be specific local limits for specific developments. Furthermore, sound only becomes noise (often defined as “unwanted +sound”) when it exists in the wrong place or at the wrong time such that it causes or contributes to some harmful or otherwise unwanted effect, like annoyance or sleep disturbance. Unlike many other pollutants, noise pollution depends not just on the physical aspects of the sound itself, but also the human reaction to it. Consequently, the NPSE provides a clear description of desired outcome from the noise management of a particular situation”* (paragraph 2.9)

A reasonable basis for assessment criteria is necessary. For roads and railways noise contours are not available, and so the criteria outlined above have developed as a proxy. For aircraft noise, measurements have been taken, but they are complicated to interpret and variable depending on a range of factors including weather conditions, flight paths, design and type of aircraft, restrictions on night flights, direction of take-off and landing, and whether a second runway will be constructed during the plan period. In the absence of current policy guidance on specific noise levels, for the purposes of the traffic light assessment, 60 decibels is considered to represent the desirable upper limit for major new noise sensitive development¹.

In this context, the best available noise contour maps covering the plan period are those accompanying Stansted Airport's second runway (G2) planning application in 2010 and there are separate strategic noise maps for Luton. Mapped contours for both airports show a range of scenarios. For Luton none

¹ This comes from PPG24: Noise and Planning, which has no policy weight as it was cancelled with the introduction of the NPPF in March 2012.

of the scenarios affect East Herts. However, for Stansted Airport the 60 decibel contour for 2030 'base case' crosses the eastern part of the district as far as Spellbrook².

An important distinction should be drawn between noise contours and flight paths. Aircraft flight paths cross much of the south-east of England, including many settlements within East Herts. However, in most locations the aircraft on these flight paths are at an altitude where the noise levels are below those considered to be a health concern according to national guidance. The limited areas where noise is an issue have been extensively studied.

Note on 'Tranquillity'

Paragraph 123 of the NPPF states that "*Planning policies and decisions 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.*" The Local Green Space designation can be used for areas of tranquillity, but only "*where the green area concerned is local in character and is not an extensive tract of land.*" (Paragraph 77)

There is no definition of tranquillity in the NPPF. However, a commonly accepted definition would include a sense of remoteness attributable to lack of intrusions from noise, artificial light, and other sources of human activity. In practice however, measurement of tranquillity is less amenable to measurement than noise impacts, because it is also characterised by more subjective features³.

Therefore tranquillity is considered to be appropriate for consideration as a possible designation through the later stages of policy formulation. The assessment criteria are a framework for assessment rather than a rigid scoring system, and the methodology employment through the stepped approach to strategy selection provides ample opportunity for consideration of a wide range of issues beyond the assessment topics in Chapter 3. Further consideration will need to be given to whether tranquillity should be addressed in Part 1 or Part 2 of the District Plan.

² Appendix 5 Figure 6 'base case' (no second runway). This shows 100% easterly flights and is the worst case scenario affecting East Herts. The noise impacts of a second runway would largely affect Uttlesford District to the north-east. Figure 8 shows the impact of a second runway. In this case the 60 decibel contour extends as far as High Wych.

³ Some attempts have been made, for example Northumbria University developed tranquillity maps on behalf of the Campaign to Protect Rural England (CPRE): *Tranquillity Mapping: Developing a Robust Methodology for Planning Support* (2008). However, the approach used in the strategy selection process is to use simple criteria based on a transparent methodology. The Northumbria methodology is based on satellite imaging and other data sources and for the purposes of this assessment is considered too complex and has not been subject to independent verification.

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
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)			
1	Bishop's Stortford Built Up Area	Main settlement noise. Near but outside 60 decibel noise contour.	Amber
2	Bishop's Stortford North (A)	A120 single carriageway. Distant from 60 decibel aircraft noise contour.	Amber
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	M11 dual carriageway. Near but outside the 60 decibel aircraft noise contour.	Red
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	A1184 and A1060 (Hallingbury Road) single carriageways. Railway line. Near but outside 60 decibel aircraft noise contour.	Amber
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Main settlement noise.	Amber
6	Buntingford South and West (A)	A10 single carriageway.	Amber
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	A10 single carriageway.	Amber
	Buntingford North (B)	Some distance from A10 single carriageway.	Green
8	Buntingford North-East (A)	Some distance from A10 single carriageway.	Green
	Buntingford North-East (B)		
9	Buntingford	Some distance from A10 single	Green

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
	East	carriageway.	
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Main settlement noise.	Amber
11	Hertford West (A)	Distant from A414.	Green
	Hertford West (B)	Near A414 dual carriageway.	Amber
12	Hertford North (A)	A119 single carriageway.	Amber
	Hertford North (B)	A119 single carriageway. Railway line.	Amber
	Hertford North (C)	B158 (Wadesmill Road) single carriageway.	Green
13	Hertford South (A)	B158 (Lower Hatfield Road) single carriageway. Railway line.	Amber
	Hertford South (B)	Railway line.	Amber
	Hertford South (C)		
	Hertford South (D)	A414 and A10 dual carriageways.	Red
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Main settlement noise. Near but outside 60 decibel aircraft noise contour	Amber
15	Sawbridgeworth South-West (A)	A1184. Near but outside 60 decibel aircraft noise contour.	Amber
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Near but outside 60 decibel aircraft noise contour.	Amber
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	A1184 single carriageway. Part of area lies within 60 decibel aircraft noise contour.	Red
	Sawbridgeworth North (B)	A1184 single carriageway. Near but outside 60 decibel aircraft noise contour.	Amber
	Sawbridgeworth North (C)	M11 dual carriageway and railway line. Near but outside 60 decibel aircraft noise contour.	Red
Ware (Planning assumption of at least 500 dwellings at each area of search)			

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
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
Villages			
(Planning assumption of existing village + 10% growth)			
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	Near but outside 60 decibel aircraft noise contour.	Amber
42	Hunsdon	Remote from noise sources. Distant from 60 decibel aircraft noise contour	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

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
47	Spellbrook	A1184 single carriageway. Inside 60 decibel aircraft noise contour.	Red
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
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
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. Distant from 60 decibel aircraft noise contour.	Green
61	East of Welwyn Garden City	A414 dual carriageway.	Red
62	North of Harlow (A)	No main roads. Distant from 60 decibel aircraft noise contour.	Green
	North of Harlow (B)	Near A414 dual carriageway. Distant from 60 decibel aircraft noise contour	Amber
	North of Harlow (C)	Near A414 dual carriageway. Distant from 60 decibel aircraft noise contour.	Amber
63	North of Hoddesdon	Adjacent A10 and A414 dual carriageways.	Red
New Settlements (Planning assumption of 5,000 dwellings)			
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

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
68	A602 Corridor	A602 single carriageway.	Amber
69	Hunsdon Area	Distant from the 60 decibel aircraft noise contour and away from the A414 dual carriageway.	Green