

Appendix 7 - Statutory Consultee response summaries

Site CFS3 Land adjacent to Fraser Crescent and Woodside Road

HCC Growth and Infrastructure	<ul style="list-style-type: none"> It is noted that there is no requirement in the supporting text for a new primary school to be located within this potential site allocation. Whilst it is recognised that 303 dwellings will not in itself be large enough to generate a requirement for a new primary school, the totality of development proposed in this area means that the county council would want to plan to be able to deliver more than 2fe if required in Abbots Langley. The county council would welcome a discussion as to whether an extension to the existing Woodside Road education allocation could be made within CFS3 to facilitate the delivery of a new primary school of up to 3fe. Transport. An agreed access strategy should be developed should this site be taken further.
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Site CFS4 Land at Warren Court, Woodside Road

HCC Growth and Infrastructure	<ul style="list-style-type: none"> Transport. An access strategy for the site may need to mitigate the severance of woodside road for vulnerable road users. The nature of the transport network in the area would present severance issues for cycling to other local facilities. The public right of way within the site should be recognised.
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Site CFS6 Land at Mansion House Equestrian Centre

HCC Growth and Infrastructure	<ul style="list-style-type: none"> Transport. An agreed access strategy should be developed should this site be taken further. HCC Highways will only support this site if significant sustainable mitigation is provided as outlined above which have been discussed with the developer and transport consultant. HCC Highways has had no contact with the developer and the transport consultant in relation to the site. It is considered that Public Right of Way No.29 should be recognised and protected.
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Site PCS21 Land at Love Lane

Historic England	<ul style="list-style-type: none"> Site is not justified from a historic environment perspective. Heritage Impact Assessment required prior to allocation to confirm the suitability of the site, to determine its extent and capacity, and to inform any development criteria that may be required in order to avoid or mitigate any harm identified
Dacorum Borough Council	<ul style="list-style-type: none"> Working in partnership with St Albans, HCC and Crown Estate to bring forward major proposals involving northern and eastern expansion of Hemel Hempstead; Would be sensible to explore potential cross-boundary linkages between the project and growth in/ around Bedmond and along roads connecting to Hemel Hempstead
HCC Growth and	<ul style="list-style-type: none"> Site is located adjacent to Site CFS6 (Land at Mansion House Equestrian Centre) and as such it would be better if both sites are considered together particularly in relation to constraints associated with Love Lane. HCC Highways will only support this site and CFS6 (either site, alone or together going forward) if significant sustainable mitigation is provided.

<p>Infrastru cture</p>	<ul style="list-style-type: none"> • The proposed vehicular access from Love Lane onto Tibbs Hill Road / Bedmond Road is likely to be unsuitable due to current width / ownership constraints. As with site CFS6, Love Lane may require improvement if it is planned as a main pedestrian route. • Transport. An agreed access strategy should be developed should this site be taken further. HCC Highways have had no contact with the developer and the transport consultant in relation to the site. • Site is located next to Site EOS4.0 (Land adjacent to Bedmond Road and South of M25), Site CF56 (Land at Mansion House Equestrian Centre) and Sites CFS8a, b and c (Notley Farm, Bedmond Road) that are no longer being taken forward as part of the Local Plan. It would be better if these sites are considered together to overcome highlighted constraints.
<p>Site AB18 Garage Courts, Parsonage Close</p>	
<p>HCC Growth and Infrastru cture</p>	<ul style="list-style-type: none"> • Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing and required pedestrian provision. • Existing access should be revised to reflect LTP4 priorities where suitable (conversion to vehicle crossover, for example).
<p>Site AB26 Garages, Tibbs Hill Road</p>	
<p>HCC Growth and Infrastru cture</p>	<ul style="list-style-type: none"> • Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing and required pedestrian provision. • Existing access should be revised to reflect LTP4 priorities where suitable (conversion to vehicle crossover, for example).
<p>Site AB32 Yard off Tibbs Hill Road, Abbots Langley</p>	
<p>HCC Growth and Infrastru cture</p>	<ul style="list-style-type: none"> • Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing and required pedestrian provision. • Existing access should be revised to reflect LTP4 priorities where suitable (conversion to vehicle crossover, for example).
<p>Site AB39 Garages, Rosehill Gardens, Abbots Langley</p>	
<p>HCC Growth and Infrastru cture</p>	<ul style="list-style-type: none"> • Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing. • Permeability between Rosehill Gardens and Raymond Close should be protected.
<p>Site H3 Pin Wei, 35 High Street</p>	
<p>HCC Growth and</p>	<p>Transport. Due to the location of the existing highway network, an agreed access strategy should be developed should this site be taken further</p>

Infrastructure	
Site H6 Hill Farm Industrial Estate, Leavesden	
Affinity Water	<ul style="list-style-type: none"> • Site is within or close to SPZ1; • Significant mains apparatus in the vicinity of site boundaries
HCC Growth and Infrastructure	Transport. Clarification over red line and public highway access should be sought. Due to the location of the existing highway network, an agreed access strategy should be developed should this site be taken further.
Site CFS65 Land at Bucknalls Lane, Garston	
Sport England	<ul style="list-style-type: none"> • No objection is made to the principle of the loss of the former Penfold Park Golf Club that closed in 2016. This is because golf facility needs were assessed as part of the Councils Playing Pitch Strategy (2019) and concluded that the current supply of golf facilities in Three Rivers district (excluding Penfold Park) can meet current and future demand without this golf course being brought back into use. • The strategy's action plan (page 58 of the Playing Pitch Strategy & Action Plan), included a site specific recommended action to mitigate the loss of the site through firstly seeking to enhance the golfing offer in the district or by creating an alternative non-traditional golf provision or secondly using developer contributions to improve other playing pitch sites. The potential allocation of this site would need to demonstrate compliance with paragraph 97 of the NPPF in relation to the loss of sports facility provision.
HCC Growth and Infrastructure	<ul style="list-style-type: none"> • The adopted Waste Site Allocations DPD identifies Waterdale waste transfer station as an Existing Strategic Site in the adopted Waste Core Strategy & Development Management Policies DPD, as the site is essential to the current and future waste management of local authority collected waste in the county. It also is featured as a strategic waste site in the county council's Local Authority Collected Waste Spatial Strategy (2016) as a site required to manage Local Authority Collected Waste within the county. In line with adopted Policy 5, of the aforementioned documents, the county council will oppose development proposals that are likely to prevent or prejudice the use of land identified or safeguarded for waste management purposes. • Any new development on site CFS65 should be integrated effectively with the existing waste operations at Waterdale. • Amend supporting text to state a 100m buffer will be required between the waste facility at Brookdell Yard and new housing development.
Site CFS20 Land at Croxley Station, Watford Road	
Transport for London	<ul style="list-style-type: none"> • Support suitability of site for development, but suggests that the MLX line be protected as will need to be revisited. • TfL is now working with Hertfordshire County Council, Watford Borough Council and Three Rivers District Council as alternative options for the route alignment are considered.
Croxley Green parish Council	Supports allocation

HCC Growth and Infrastructure	Development on this site should seek to address all forms of access, not just parking, and look to enhance sustainable mode connectivity to the station.
TFL Commercial Development	<ul style="list-style-type: none"> • Would seem that the wording requires a like for like re-provision of car parking which would impact the deliverability of the sites. Sites CFS16 & CFS20-TFL have undertaken a high-level feasibility review of the site which demonstrates difficulty in re-providing full amount of parking. TFL would like further discussion with the Council. CFS16 and CFS20 still require proposals to safeguard parking provision for the station. • Dwelling capacity should be illustrated as a minimum or indicative figure, rather than a set figure; • Each site could be developed earlier than the indicated 11-15 year timescale. • Heritage impact assessment required should be proportionate to the assets' importance as per paragraph 194 of the NPPF
Site CFS61 Cinnamond House, Cassiobridge	
Transport for London	<ul style="list-style-type: none"> • Support suitability of site for development, but suggests that the MLX line be protected as will need to be revisited. • TfL is now working with Hertfordshire County Council, Watford Borough Council and Three Rivers District Council as alternative options for the route alignment are considered.
Affinity Water	Site is within or close to SPZ1 need to take into consideration Environment Agency guidance.
Croxley Green parish Council	<ul style="list-style-type: none"> • Suitable for redevelopment, but concerns that redevelopment would merge the two settlement areas of Croxley Green and Watford, which currently provides a visual separation. • Objects to the site allocation, which is in excess of the proposed maximum housing density of 50 dwellings per hectare. Development of this site would end the possibility of a Croxley Rail Link / Metropolitan Line Extension.
HCC Growth and Infrastructure	Transport. An agreed access strategy, including safety, should be developed.
Canal & River Trust	<ul style="list-style-type: none"> • Requirement for site allocations to contribute towards enhancement of the towpath and access points could be identified on a case by case basis,; • Alternatively have a separate policy.
HCC Growth and Infrastructure	Little Green Lane that runs along the site's northern boundary, represents a clear constraint for access for all modes of transport. The site is considered to be remote from existing bus services and development of this site would not be able to facilitate service diversion/improvement.
Site CG16 Garages, Owen's Way, Croxley Green	
Croxley Green parish Council	<ul style="list-style-type: none"> • Concerns about access and a surface water flooding <p>Suggests current garage provision is inadequate for current motor vehicles and the site could usefully be redeveloped to provide additional parking space with electric vehicle charging and safe storage for bicycles, electric scooters, etc.</p>
HCC Growth and Infrastructure	Transport. Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing. Emergency access/distances must also be understood before the site is considered any further.

Site CG47 Garages off Grove Crescent	
Croxley Green parish Council	<ul style="list-style-type: none"> • Supports redevelopment within existing estate. • Concerns over current garage provision, as being inadequate and suggests the site could usefully be redeveloped, subject to a masterplan to identify what is feasible within the current setting. • Suggests the requirement to provide open space and play area within such a small site is probably unfeasible.
HCC Growth and Infrastructure	Transport. Clarification over public highway access is required due to the red line not appearing to adjoin any publicly maintained highway.
Site CG65 British Red Cross, Community Way	
Croxley Green parish Council	<ul style="list-style-type: none"> • Objections to unacceptable redevelopment of a community asset for commercial purposes. Support the view of Croxley Green Parish Council that this building is a community asset that should not be developed for commercial purposes.
Site H9 33 Baldwins Lane, Croxley Green	
Transport for London	<ul style="list-style-type: none"> • Any proposals for sites close to existing London Underground or London Overground infrastructure such as track, equipment and stations (including sites CFS12, CFS61, H9 and CW24), would need to be the subject of early consultation with Infrastructure Protection teams to ensure that there are no conflicts with rail operations and that access is maintained.
Affinity Water	<ul style="list-style-type: none"> • Site is within or close to SPZ1 need to take into consideration Environment Agency guidance.
Croxley Green Parish Council	<ul style="list-style-type: none"> • Objects to overdevelopment of a small site. The proposal to increase this to 59 dwellings is unacceptable and would result in a development completely out of keeping with the area. • Objects to the development of this site (and some other sites being consulted upon in this area) as would end the possibility of a Croxley Rail Link / Metropolitan Line Extension.
Site CFS40a Land at Park Road, Rickmansworth	
Affinity Water	Site is within or close to SPZ1
Batchworth Community Council	Concerns about flooding, loss of biodiversity
Watford Borough Council	Does the site capacity figure make an allowance for the land occupied by the railway land (i.e. will the site capacity/density remain the same if the available land within the site boundary is reduced)?
TFL Commercial Development	<ul style="list-style-type: none"> • TfL CD consider the previous iteration to be more suitable, particularly as it more accurately recognised the brownfield land (the railway berths) which already exist in the Green Belt. • TfL CD request the site allocation reverts to the previous version (CFS40).

Site H17 Police Station, Rectory Road	
Affinity Water	<ul style="list-style-type: none"> Site is within or close to SPZ1
Batchworth Community Council	<ul style="list-style-type: none"> General support for site. Concern over traffic and associated air quality
Site H22 Depot, Stockers Farm Road	
Historic England	<ul style="list-style-type: none"> While it is acknowledged that H22 is an existing housing allocation, we strongly recommend that a Heritage Impact Assessment (HIA) is prepared prior to allocation to determine whether any development criteria are required to avoid or mitigate harm to the significance of these designated heritage assets, or indeed to enhance them. These development criteria should be incorporated into Policy H22.
Batchworth Community Council	<ul style="list-style-type: none"> Could be a positive development but only on the brownfield land 60 dwellings too many The LWS is in the Green Belt and should be preserved The field next to the site floods regularly. This is next door to the sewer works where the pipes keep bursting and the children attending the school opposite have to wade through sewage to get to school.
HCC Growth and Infrastructure	There are bus stops within the recommended 400m walking distance, but only with very limited services available and this site is not large enough to facilitate improvements.
Canal & River Trust	Additional planting on the site boundary should be required to screen the canal, as well as full drainage details being required.
Site P4a Quickwood Close Garages, Mill End	
Affinity Water	<ul style="list-style-type: none"> Site is within or close to SPZ1
Site P33 Chiltern Drive Garage	
Affinity Water	<ul style="list-style-type: none"> Site is within or close to SPZ1
HCC Growth and Infrastructure	<ul style="list-style-type: none"> Transport. Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing. Emergency access/distances must be understood before the site is considered further and the relevant fire authority personnel should be directly consulted or contacted
Site P38 Garages at Whitfield Way, Mill End	
HCC Growth and Infrastructure	This site should be looked at in conjunction with site EOS7.0: Land to the south of Shepherds Lane and West of the M25, as it is considered that there is the opportunity to explore beneficial permeability, between these two potential sites.

Infrastructure	
Site P39 The Queens Drive Garages, Mill End	
Affinity Water	<ul style="list-style-type: none"> Site is within or close to SPZ1
Chorleywood Parish Council	Support, Site already has planning permission under planning application 18/0322/FUL
Highways England	<ul style="list-style-type: none"> Identifies the following sites to have a boundary with or close the SRN- GT1; EOS4.0; CFS26C; GT4; P39; EOS7.0 and EOS12.2. For these sites, there will be an added level of requirements for Highways England which are likely to include issues regarding ground conditions, drainage, lighting, noise and vibration, in addition to cumulative traffic impacts Concerns other developments and cumulative impact on the SRN. Traffic modelling and assessment work that will need to be submitted as part of a future Local Plan evidence base.
Site RW31 Garden land off Uxbridge Road, Mill End	
Affinity Water	Site is within or close to SPZ1
HCC Growth and Infrastructure	<ul style="list-style-type: none"> Transport. An agreed access strategy should be developed, should this site be taken further. Any new access onto the A412 would require specific Highway Authority approval.
Site H15 Garages rear of Drillyard, West Way	
HCC Growth and Infrastructure	<ul style="list-style-type: none"> Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing. Emergency access/distances must also be understood before the site is considered further.
Site CFS16 Land at Chorleywood Station (station car park and adjoining land)	
Watford Borough Council	Does the site capacity figure make an allowance for the land occupied by the railway land (i.e. will the site capacity/density remain the same if the available land within the site boundary is reduced)?
Thames Water	<ul style="list-style-type: none"> The scale of development/s is likely to require upgrades to the wastewater network. Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan
Chorleywood Parish Council	<ul style="list-style-type: none"> Accept majority of site is appropriate as brownfield site. Concerns about impacts on surrounding conservation area, typology, car parking capacity, local sewers, vehicular access and protected open space (common) and PRW.
HCC Growth and Infrastructure	<ul style="list-style-type: none"> The supporting text should seek to address all forms of access, not just parking, and look to enhance sustainable mode connectivity to the station HCC Ecology: Hertfordshire County Council Ecology state that the site has high ecological sensitivity due to the presence of the Chorleywood Common Local Nature Reserve and Local Wildlife Site.

TFL Commercial Development	<ul style="list-style-type: none"> • Support the allocation • Would seem that the wording requires a like for like re-provision of car parking which would impact the deliverability of the sites. Sites CFS16 & CFS20-TFL have undertaken a high-level feasibility review of the site which demonstrates difficulty in re-providing full amount of parking. TFL would like further discussion with the Council. • Dwelling capacity should be illustrated as a minimum or indicative figure, rather than a set figure; • Each site could be developed earlier than the indicated 11-15 year timescale. • Heritage impact assessment required should be proportionate to the assets' importance as per paragraph 194 of the NPPF
Site ACFS1 Heath House, Chorleywood	
Historic England	<ul style="list-style-type: none"> • The Chorleywood Conservation Area and is immediately adjacent to several listed buildings, including the Grade II* Christchurch, the character of this part of the Conservation Area is one of big houses, on big plots, and it is therefore difficult to see how the site could accommodate the proposed 10 dwellings without going against the grain of the existing development. • A detailed Heritage Impact Assessment (HIA) will be required prior to allocation to establish whether the site is suitable for development, to determine its extent and capacity, and to inform any development criteria that may be required in order to avoid or mitigate any harm identified.
Thames Water	<ul style="list-style-type: none"> • TW do not have infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. • The developer should liaise with the LLFA to agree an appropriate sustainable SW strategy following the sequential approach before considering connection to the public sewer network.
Chorleywood Parish Council	<ul style="list-style-type: none"> • Whilst this site is in Green Belt, it is already developed into a residential dwelling and, therefore, as an existing brownfield site the potential for development is accepted. • At the planning application stage, it will be necessary to prove that this site is fully compliant with the requirements of the TRDC Local Plan and Chorleywood Neighbourhood Plan.
Site CW9 Garages, Copmans Wick, Chorleywood	
Chorleywood Parish Council	<ul style="list-style-type: none"> • Support development of an existing brownfield site. • At the planning application stage, it will be necessary to prove that this site will not have an adverse impact due to the loss of parking and is fully compliant with the requirements of the TRDC Local Plan and Chorleywood Neighbourhood Plan.
Site CW25 Ryman Court Garages, Chorleywood	
Chorleywood Parish Council	<ul style="list-style-type: none"> • Support development of an existing brownfield site. • At the planning application stage, it will be necessary to prove that this site will not have an adverse impact due to the loss of parking and is fully compliant with the requirements of the TRDC Local Plan and Chorleywood Neighbourhood Plan.
HCC Growth and Infrastructure	Further information is required as public highway access is not clear.
Site MC11 Garages to rear of Longcroft Road	

Affinity Water	<ul style="list-style-type: none"> Site is within or close to SPZ1
Site PCS16 Vivian Gardens, Oxhey Hall	
Watford Rural Parish Council	Objects on the following basis: <ul style="list-style-type: none"> previously refused by TRDC as "cramped" and "affecting character" and Loss of light concerns from residents Parking concerns on an already congested road – waste and emergency vehicles may have difficulty Badger set located nearby
Affinity Water	Site is within or close to SPZ1
Site H24 The Fairway, Green Lane, Oxhey Hall	
Watford Rural Parish Council	No concerns at this time – wish for affordable housing
Affinity Water	Site is within or close to SPZ1
Site AS13 Garages at Blackford Road, South Oxhey	
Watford Rural Parish Council	Object to garage site due to loss of parking and the requirement for additional parking in an area already with sparse parking allocation.
Thames Water	No infrastructure concerns regarding site
HCC Growth and Infrastructure	Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing and emergency access/distances must be understood before the site is considered further
Site AS31 Garages at Woodhall Lane, South Oxhey	
Watford Rural Parish Council	Object to garage site due to loss of parking and the requirement for additional parking in an area already with sparse parking allocation.
Thames Water	No infrastructure concerns regarding site
HCC Growth and Infrastructure	Due to possible constraints, details around widths for vehicle access should be understood, including refuse collection/turning and servicing and emergency access/distances must be understood before the site is considered further

Site BR20 Northwick Day Centre, Northwick Road, South Oxhey

Watford Rural Parish Council	No objections so long as a like for like Day Care Centre for the elderly, disabled and those with learning difficulties is found or built nearby to replace it.
Thames Water	No infrastructure concerns regarding site

Site CFS12 Kebbell House and land to rear Delta Gain, Carpenders Park

Transport for London	Any proposals for sites close to existing London Underground or London Overground infrastructure such as track, equipment and stations (including sites CFS12, CFS61, H9 and CW24), would need to be the subject of early consultation with Infrastructure Protection teams to ensure that there are no conflicts with rail operations and that access is maintained.
Watford Rural Parish Council	<ul style="list-style-type: none"> Do not object to this as long as the development takes into account slowworm population, severe flooding in that area and traffic issues created. Loss of Office Space was noted as a negative as we have so little in the Parish.
Thames Water	No infrastructure concerns
HCC Growth and Infrastructure	Positive design to accommodate the subway should be sought, as the link provides a key route that should not be negatively impacted by poor design.

Site NSS2: 56 High Street, Bedmond

SC_P3_00002_Historic England	<ul style="list-style-type: none"> Recommendation is the Impact of development is uncertain. Suggest HIA may be helpful to confirm suitability.
SC_P3_00012_Dacorum Borough Council	<ul style="list-style-type: none"> Site falls within the 12.6km zone of influence of the Beechwoods Special Area of Conservation (SAC) Three Rivers District Council remains a competent authority, conferring several responsibilities, including ensuring that, before giving any consent, permission or other authorisation for a plan or project (namely the new Three Rivers Local Plan and individual planning applications), that the integrity of Chilterns Beechwoods SAC is not adversely affected. Recommends HIA assessment and/or screening of all relevant site allocations that within the 12.6km zone of influence of the Beechwoods Special Area of Conservation (SAC)
SC_P3_00014_Thames Water	No infrastructure concerns
SC_P3_00022_Environment Agency	<p>Sustainability Appraisal Working Note</p> <ul style="list-style-type: none"> The constraint that has been most frequently missed and not correctly identified were sites within Source Protection Zones (SPZs). Whilst for some sites it is highlighted that the site is within SPZ1 and must consider the associated risk to contamination of the groundwater, this is missed in many of the site assessments and should be corrected. Additionally, there are some inconsistencies in how risks to groundwater are considered. For some sites these risks are considered in SA2 (water) and for other sites this is considered in SA6 (soils). We suggest this should be kept consistent across sites.

	<ul style="list-style-type: none"> The site falls is within SPZ1 and therefore protection of groundwater must be considered.
SC_P3_00024_Abbots Langley Parish Council	Strong location for development but site is no longer viable as owner does not want to develop.
SC_P3_00026_HCC	<p>Transport</p> <ul style="list-style-type: none"> It should be noted that vehicle access from Milhouse Lane will not be supported. <p>Bedmond</p> <ul style="list-style-type: none"> Transport. Connections between all the potential allocations within Bedmond and the vicinity should be looked at, in conjunction with other sites that may form part of an emerging local plan growth scenario. Bedmond does not have sufficient services and infrastructure to support significant new growth e.g. education provision. A large number of trips will therefore have to be made to services and facilities outside of the settlement. It should be noted that the transport scheme set out in HCC's GTP Adopted GTP SM19 – A41 Kings Langley Station Park and Ride is within the wider vicinity of these potential developments in Bedmond. Even though delivery around this project has not currently been secured, it may be compatible with growth in the area and should be accounted for from a strategic planning perspective. LEADS – Historic Environment- HCC expects that there should be consultation with the relevant conservation officer should this site be taken further. Lead Local Flood Authority (LLFA)- Surface water modelling indicates part of the site to the south is at medium-high risk of surface water flooding. HCC expects any developments on this site to manage this area of flooding within the drainage design, so that no flooding occurs up to and including the 1 in 30-year event at minimum. SuDS should be able to facilitate this. Groundwater flooding- a ground investigation should be conducted to ensure the site can be delivered without increasing the risk of groundwater flooding on or off site. Contamination testing should be conducted as part of the ground investigations to identify any potential sources of contamination such as made ground- It is noted that the site is currently used as a car dealership, MOT centre and service station. As such we would expect any future Flood Risk Assessment to consider the risk of surface and groundwater contamination resulting from the use history of the site.
Site NSS6: North Cott, East Lane, Bedmond, WD5 OQG	
SC_P3_00002_Historic England	No designated heritage assets affected.
SC_P3_00012_Dacorum Borough Council	<ul style="list-style-type: none"> This site falls within the 12.6km Zone of Influence of the Beechwoods Special Area of Conservation (SAC) Three Rivers District Council remains a competent authority, conferring several responsibilities, including ensuring that, before giving any consent, permission or other authorisation for a plan or project (namely the new Three Rivers Local Plan and individual planning applications), that the integrity of Chilterns Beechwoods SAC is not adversely affected. Recommends HIA assessment and/or screening of all relevant site allocations that within the 12.6km zone of influence of the Beechwoods Special Area of Conservation (SAC)
SC_P3_00014_Thames Water	No infrastructure concerns.
SC_P3_00022_Environment Agency	Sustainability Appraisal Working Note

	<ul style="list-style-type: none"> The constraint that has been most frequently missed and not correctly identified were sites within Source Protection Zones (SPZs). Whilst for some sites it is highlighted that the site is within SPZ1 and must consider the associated risk to contamination of the groundwater, this is missed in many of the site assessments and should be corrected. Additionally, there are some inconsistencies in how risks to groundwater are considered. For some sites these risks are considered in SA2 (water) and for other sites this is considered in SA6 (soils). We suggest this should be kept consistent across sites. The site falls is within SPZ1 and therefore protection of groundwater must be considered.
SC_P3_00024_Abbots Langley Parish Council	<ul style="list-style-type: none"> Site NSS6 sits well within the urban structure of Bedmond and is therefore an appropriate site for development. Concerns regarding limited highway access raised.
SC_P3_00026_HCC	<p>Transport.</p> <ul style="list-style-type: none"> It should be noted that the existing access from East Lane is not suitable for any development. An access solution would be needed before any consideration and a shared surface solution would not be acceptable. <p>Bedmond</p> <ul style="list-style-type: none"> Transport. Connections between all the potential allocations within Bedmond and the vicinity should be looked at, in conjunction with other sites that may form part of an emerging local plan growth scenario. Bedmond does not have sufficient services and infrastructure to support significant new growth e.g. education provision. A large number of trips will therefore have to be made to services and facilities outside of the settlement. It should be noted that the transport scheme set out in HCC's GTP Adopted GTP SM19 – A41 Kings Langley Station Park and Ride is within the wider vicinity of these potential developments in Bedmond. Even though delivery around this project has not currently been secured, it may be compatible with growth in the area and should be accounted for from a strategic planning perspective. <p>LEADS – Ecology. None known Biodiversity offsetting / net gain would be required. Avoid illuminating trees. Buffer to protect adjacent habitats.</p> <p>LEADS – Historic Environment. The archaeological interest of this site can be conserved by appropriate planning requirements (for example archaeological conditions) imposed by the LPA, should planning permission be approved.</p> <p>Lead Local Flood Authority (LLFA)</p> <ul style="list-style-type: none"> In terms of drainage and flood risk, it is considered that this site could be appropriate for development if the appropriate measures as stated in these comments and national and local policy are taken into account.
Site NSS14: Margaret's House, Abbots Langley	
SC_P3_00002_Historic England	<ul style="list-style-type: none"> While development of the site may be appropriate, a heritage impact assessment (HIA) will be required to confirm that it is suitable, and to determine what (if any) mitigation is required to avoid or remove harm to these listed buildings and Conservation Area. Recommendation: Impact uncertain. An HIA is required to confirm suitability, and to inform mitigation
SC_P3_00012_Dacorum Borough Council	This site falls within the 12.6km Zone of Influence that extends from Ashridge Commons and Woods SSSI.
SC_P3_00014_Thames Water	No infrastructure concerns
SC_P3_00024_Abbots Langley Parish Council	<ul style="list-style-type: none"> Responded in full to the applicant proposing to build on site NSS14. Maintain concerns over the restricted access to the site and its proximity to historic structures. <p>Concerns over the reduction of residential allocation to elderly care with the removal of Margaret House.</p>

SC_P3_00026_HCC

- **Transport** The site would present a clear opportunity to deliver high quality routes for local journeys made between the high street, education provision and, existing residential areas. A route through the site should therefore be explored and potentially be secured.
- **LEADS – Ecology.** No impact
- **LEADS – Historic Environment.** Any archaeological interest within this site should be mitigated by appropriate archaeological conditions should the LPA be minded to grant permission at the planning application stage.

Lead Local Flood Authority (LLFA).

- Site does not appear to be at risk of surface water flooding, but a robust drainage design will still be required in accordance with relevant policy. There is record of a flood incident on Parsonage Close which is to the north of the site.
- As a brownfield site likely to require the demolition of a disused care home, it is recommended that the site is assessed for any possible contamination, to make sure this does not impact water quality.
- If it is proposed to re-use all or part of the existing site's drainage network, we will require this to be fully surveyed. If defects are identified, we would expect a remediation plan to be provided.

Public Rights of Way (PRoW).

- The proposed allocation would need to take into account the presence of public footpaths on land adjacent to the site.
- Should the site be allocated, and a subsequent planning application is submitted, it is likely that a contribution to improve these local routes will be required to enable active travel (pedestrian) and support the predicted increased recreational use.