

## **Gypsy and Traveller site search**



**Version 1**

**December 2014**

### **Note**

This is an evidence study to help us decide which site(s) might be suitable to provide accommodation for Gypsies and Travellers in Stevenage. It will help use decide what to do in our new Local Plan.

This document does not form planning policy. It does not mean that we have to favourably consider any future planning applications for Gypsy and Traveller accommodation on any site or area that is discussed.

Any comments made in relation to particular sites or areas do not constitute a planning brief or formal planning advice.

We will consider all proposals for Gypsy and Traveller accommodation on their individual merits. We will consider all adopted and emerging development plan policies and other material considerations that are relevant at the time any application is decided.

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Stevenage Borough Council LA 100024285 2014

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# 1 Introduction

## Why plan for Gypsies and Travellers?

- 1.1 Gypsies and Travellers are people who have a nomadic way of life. Some groups travel more than others<sup>1</sup>. We have a duty to consider the full range of housing and development needs within our Borough. This means we should plan for Gypsy and Traveller accommodation in the same way as we plan for other forms of housing.
- 1.2 There is a significant shortage of approved sites for Gypsies and Travellers. This is a particular problem in Hertfordshire and across the wider region in general.
- 1.3 There are many advantages to planning positively for the needs of the Gypsy and Traveller community. These include:
  - Providing certainty for both the settled and travelling community;
  - Meeting identified accommodation needs;
  - Improving the health and education of Gypsies and Travellers<sup>2</sup>;
  - Allowing for the pro-active design and delivery of high quality sites by partner organisations; and
  - Reducing the number of sites that are built without planning permission, along with the associated costs and tensions that these can bring.
- 1.4 Sites can be provided for permanent or transit use. In some cases it may be appropriate to have a mix. Permanent sites are those which provide residents with a long-term home. Transit sites are those where families stay for shorter periods of time ~ usually between one and three months.
- 1.5 Until 2013, Regional Plans said how many pitches each local authority would provide. A pitch normally provides enough space for two caravans. It also usually provides parking space and a small amenity building. This will often include a bathroom and / or kitchen facilities.
- 1.6 Changes to the planning system now mean individual authorities must decide how many pitches they will provide. This decision must be based on reliable evidence. We cannot just make up a target or decide to make no provision if we cannot justify it.
- 1.7 We will need to identify enough sites to meet any target we set. A target and any sites will be identified in the new Local Plan for the Borough.

## Do we need to plan for more pitches in Stevenage?

- 1.8 There is currently one Gypsy and Traveller site in Stevenage. This is at Dyes Lane, to the west of the A1(M). It provides 17 pitches.
- 1.9 A study was carried out in 2013 which estimates the number of pitches that will be needed in Stevenage in the future<sup>3</sup>. This said that there is a need for **three** additional pitches by 2018. It says it would be reasonable to plan for between three and five pitches in each 5-year period thereafter.

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<sup>1</sup> The full definition of Gypsies and Travellers (for planning purposes) is set out in the Government's Planning policy for traveller sites.

<sup>2</sup> Gypsies and Travellers are believed to experience the worst health and education status of any disadvantaged group.

<sup>3</sup> Stevenage Borough Council Gypsy & Traveller Accommodation Study (David Couttie Associates, 2013)

- 1.10 National guidance says this evidence should be used to set pitch targets for Gypsies and Travellers. No decision has yet been made on a pitch target for Stevenage. For the purposes of this study, the ranges suggested in the accommodation assessment have been used.
- 1.11 This suggests a total need for between 11 and 16 new pitches by 2031. This is the time period that we expect the new local plan will cover.
- 1.12 National planning guidance says that, once a target has been set, local plans should identify the sites that will be used to meet requirements in the first five years. They should also identify sites or broad locations for growth for years six to ten. Where possible, this should also be done for years 11-15.
- 1.13 The Council is aiming to adopt its new local plan in 2016. Based on this and the figures above, the new local plan would need to identify:
- Specific sites for five to six pitches for the period from 2013 to 2021;
  - Sites or broad locations for between three and five additional pitches for the period 2021-2026; and
  - Where possible, sites or broad locations for three to five additional pitches for the period 2026 – 2031.
- 1.14 The future need is based upon interviews carried out at the existing site in Dyes Lane. All the future forming households expressed a preference to live in East Hertfordshire. In the first instance we are considering whether we can find sites or land to accommodate these requirements in Stevenage. This is because:
- The need is arising from a site located within the Borough boundary; and
  - Families could have been expressing a preference to live in eastern Hertfordshire (as a general geographic area) rather than East Hertfordshire (the administrative area).

### **What work has been done previously?**

- 1.15 A study was carried out in 2007 to identify possible sites for Gypsies and Travellers<sup>4</sup>. This identified three main areas of opportunity in Stevenage Borough.
- 1.16 A small area at the north of the Borough was seen as a “High” opportunity area. The land at the north-west of the town, around Junction 8 of the A1(M), was identified as a “Medium / High” opportunity area. An area at the south-east of the town on land to the south of the A602 was identified as a “Medium” opportunity.
- 1.17 Within these areas, two more specific areas of search were identified. These were both to the north-west of the town on opposite sides of the B197 North Road. The site to the west of North Road was not in the Green Belt. The site to the east of North Road was in the Green Belt. The existing site at Dyes Lane was also identified.
- 1.18 A number of areas around the town, but outside of Stevenage’s administrative boundary, were shown. This information is shown on the map on the following page.

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<sup>4</sup> Accommodation Needs of Gypsies and Travellers in Northern and Eastern Hertfordshire, Stage Two: Identification of Potential Areas to Accommodate Gypsy and Traveller Pitches in the Study Area (Scott Wilson, 2007). This study was carried out jointly by Broxbourne, East Hertfordshire, North Hertfordshire, Stevenage, Welwyn Hatfield and Hertfordshire County Councils.



# GYPSY AND TRAVE SITE IDENTIFICAT STUDY

## CONSTRAINTS & OPPORTUNITIE STEVENAGE

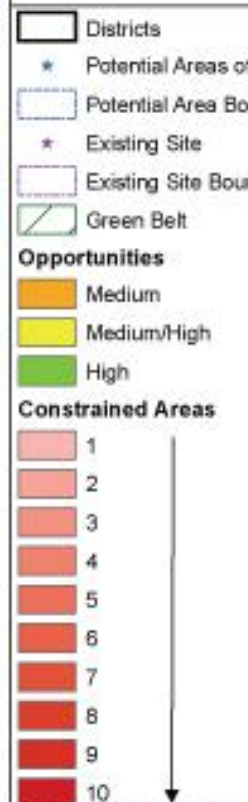
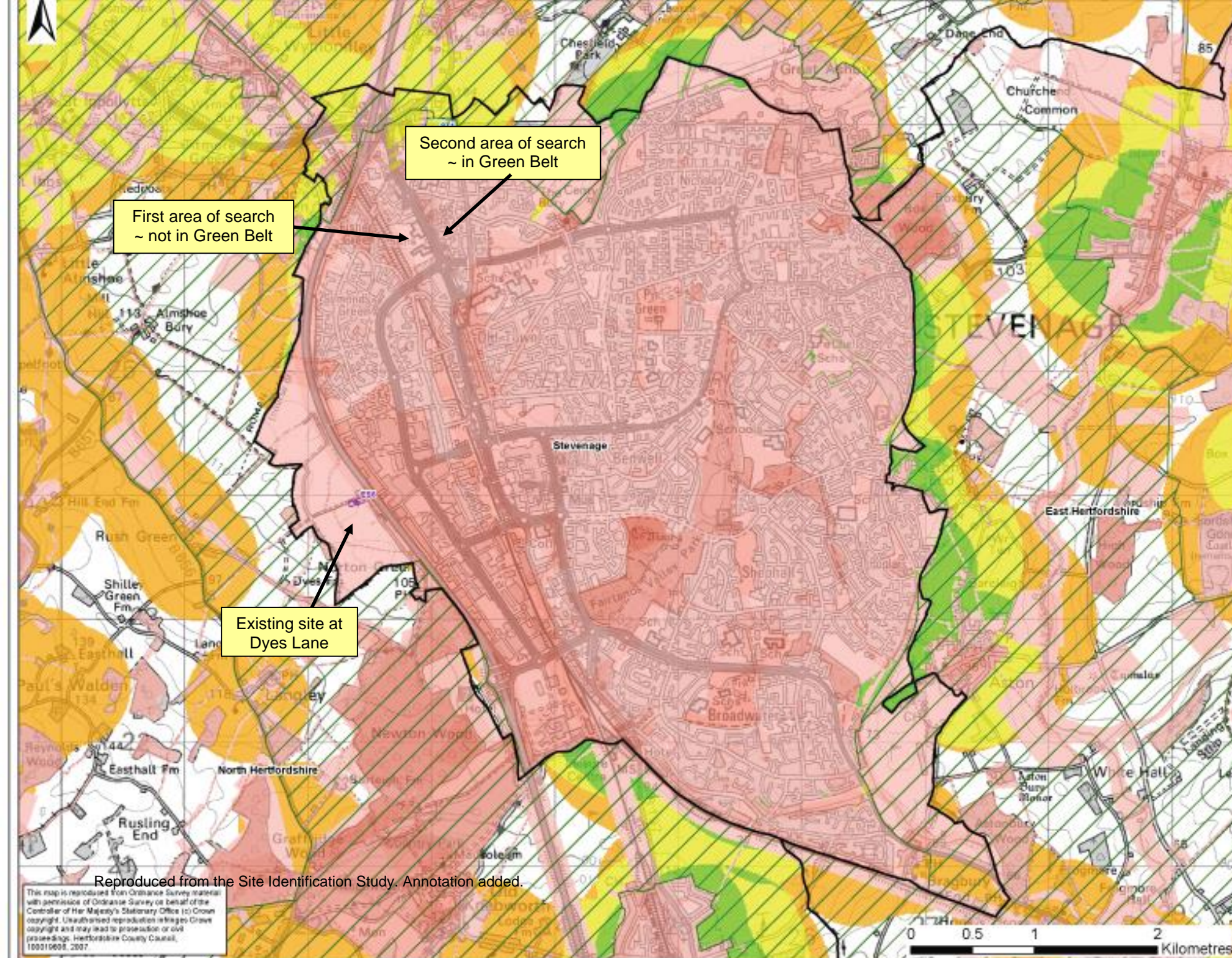


Figure 7

Scale: 1:30,000 @ A3  
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Checked By: EC  
Date: 07/08/2007





- 1.19 The findings of this study were not progressed. This was due to the changes in the planning system that are explained above. Both the studies discussed above can be viewed on the Council's website, [www.stevenage.gov.uk](http://www.stevenage.gov.uk). Please refer to them if you would like to find out more about their methods and findings.

### **How does this site search work?**

- 1.20 The Site Identification Study provides a useful context for the current search. However, it is also recognised that these findings are now seven years old. Some of the information used will have changed. This study refers back to the Site Identification Study where it is relevant but effectively starts with a 'clean slate'.
- 1.21 The results of the site search will be used to inform policies and any site allocations in our new Local Plan.
- 1.22 Section 2 explains how potential sites have been identified for investigation. This includes an initial 'screening' exercise which was used to identify a long-list of identified sites. It sets out how the long-listed sites were analysed.
- 1.23 Section 3 contains the site assessment results. It says whether or not we think the long-listed sites would be suitable for Gypsy and Traveller accommodation in the future. Where we think sites have potential, it gives an opinion as to how good (or not) a prospect the site may be.
- 1.24 Section 4 summarises the outcomes of the site assessment.
- 1.25 Section 5 details site availability. It is important to ensure that any potential new site might be delivered. Landowners of suitable sites were contacted to determine whether or not they would be willing to make them available (in whole or in part) for Gypsy and Traveller provision in the future.
- 1.26 Section 6 sets out the conclusions and proposed next steps.

### **What about the Green Belt?**

- 1.27 Most of the land around Stevenage is currently in the Green Belt. National guidance says that traveller sites are inappropriate development in the Green Belt. They should not be granted planning permission unless there are very special circumstances.
- 1.28 It also says that Green Belt boundaries should only be changed in exceptional circumstances. Any changes to the Green Belt boundary should only be made through a new local plan and not in response to a planning application.
- 1.29 Land can be removed from the Green Belt in this way to provide new Gypsy and Traveller sites. If this happens, it should be specifically identified in the local plan as being for this use only. We would have to explain the exceptional circumstances that led to the change.
- 1.30 Green Belt land and sites have been considered in this study. They are clearly identified as such in this report.

## 2 Site identification and analysis

- 2.1 The first stage in identifying potential sites involves choosing the areas that will be looked at then working out what constraints exist. Constraints are the things that can make it difficult or impossible to develop a site. A constraint might be physical, such as a piece of land which floods regularly, or a policy. An example of a policy constraint might be that an area is in a Conservation Area.

### **Identifying a long-list of sites**

- 2.2 The first step in identifying potential sites involved looking at maps and existing studies. An initial screening process was carried out. This took account of
- Government advice on the location of Gypsy and Traveller sites<sup>5</sup> which identifies, among a number of factors, that:
    - Many Gypsies express a preference for a rural location which is on the edge of or closely located to a large town or city;
    - Sites should not be identified for Gypsy and Traveller use in locations that are inappropriate for ordinary residential dwellings unless specified, exceptional circumstances are met;
    - Sites should enjoy reasonable access to facilities and services; and
    - The amenities of both prospective residents of any sites and the wider community should be considered; and
  - Previous iterations of the Strategic Land Availability Assessment (SLAA)<sup>6</sup> which had assessed numerous sites, recognising that:
    - Unless they have been expressly promoted (in whole or in part) for Gypsy and Traveller provision, privately-owned sites with an established non-agricultural land use were unlikely to be viable due to land values;
    - A number of publicly- owned sites contain buildings or facilities that would need to be replaced negating potential for nil-value or 'less than best' land disposals; and
    - Sites previously rejected by the SLAA could merit further investigation under the exceptional circumstances test identified above.
- 2.3 The screening exercise considered:
- The existing site at Dyes Lane, to the west of the A1(M);
  - All undeveloped land around the edges of the existing town;
  - Sites previously identified as having development potential for housing in the SLAA in peripheral locations; and
  - Any other sites not falling within the above categories that have been actively promoted for Gypsy and Traveller provision or were otherwise considered worthy of further investigation.
- 2.4 A total of 30 sites and areas were identified for the screening exercise. Potential sites were identified where they had access to the road network (or an access might be created). Site boundaries were identified using:
- Information submitted in response to planning consultations, the SLAA or other relevant evidence studies;
  - Land ownership; and / or
  - Other natural, man-made or administrative features.

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<sup>5</sup> Designing Gypsy and Traveller Sites – A Good Practice Guide (DCLG, 2008)

<sup>6</sup> A SLAA is a study which looks at sites to determine whether they might be suitable for residential or other development in the future.



- 2.5 Some large sites were then split into parts to allow smaller areas to be considered.
- 2.6 Following an initial desktop review, 11 sites were identified as being unsuitable for further consideration and 'screened out'. Three sites were partially rejected, with the remaining areas carried forwards. A total of 19 sites were carried forward into the long-list and have been subject to more detailed consideration. These sites are shown in the table below and the map on the following page.
- 2.7 Further information on this selection process, including details of sites which were excluded at this stage is contained in Appendix 1.

**Table 1: Long-list of identified sites**

ID	Site	Area (ha)	Ward	Green Belt?
2	Land at Lanterns Lane	3.83	Manor	Yes
4	Land east of Gresley Way (a)	1.00	Bandle Hill	Yes
5	Land east of Gresley Way (b)	3.19	Bandle Hill	Yes
6	Land north of A602	8.16	Longmeadow	Yes
7	Land south of A602	19.96	Longmeadow	Yes
11	Land at Junction 7	4.68	Roebuck	Yes
13	Land west of Stevenage (S)	58.23	Symonds Green	No
14	Land west of Stevenage (mid)	32.42	Symonds Green	No
15	Land west of Stevenage (N)	6.52	Symonds Green	No
16	Land south-east of Todds Green	0.91	Symonds Green	Yes
18	Triangle site	4.78	Woodfield	Yes
19	Land adjacent Junction 8 (W)	2.55	Woodfield	Yes
20	Land adjacent Junction 8 (NW)	7.39	Woodfield	Yes
22	Land adjacent Junction 8 (E)	3.15	Woodfield	No
23	Land north of Graveley Road	1.38	Woodfield	Yes
25	Land west of North Road	6.04	Woodfield	No
27	Land north of Stevenage (W)	34.67	Woodfield	Yes
28	Land north of Stevenage (E)	39.42	Woodfield	Yes
29	Land off Rectory Lane	3.06	Woodfield	No

### **Site analysis ~ methodology**

- 2.8 We collected more information on the 19 long-listed sites. This included further evidence gathering and site visits.
- 2.9 The first step was to review the constraints affecting each site. Each site was reviewed to find out if it was affected by any of the following constraints:
- Air Quality Management Area
  - Area of flood risk
  - Area of Outstanding Natural Beauty
  - Archaeological Alert Areas
  - Conservation Area
  - Contaminated land
  - Green Belt
  - High quality agricultural land
  - Historic Parks and Gardens
  - Listed Building
  - Other policies restricting / resisting the loss of the existing use
  - Previously developed land
  - Public rights of way / ancient lanes
  - Recreation or Open Space / Green Links
  - Regionally Important Geological sites
  - Scheduled Ancient Monuments
  - Sites of Special Scientific Interest
  - Tree Preservation Order(s)
  - Wildlife Site
- 2.10 The above list is the same as that used in our SLAAs to assess potential development sites. The following information was also gathered:

The map displays the 29 wards of Stevenage Borough Council. Wards 01 through 12 are shaded green, while wards 13 through 29 are shaded red. The wards are numbered as follows: 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29. The map also shows the town center, major roads (A10, A1072, A107, A1077), and various local landmarks. A large 'STEVENAGE BOROUGH COUNCIL' watermark is overlaid on the map.

- Current land use(s) of the site;
- Any proposed land use(s) for the site<sup>7</sup>;
- Surrounding land use(s);
- Distance to the nearest shop, primary school, doctor's surgery and bus stop;
- Access to the highway network<sup>8</sup>; and
- Distance to the nearest home.

2.11 Once all this information had been gathered, each site was visited. This provided an opportunity to confirm the findings of the desktop study. It also allowed us to look at the issues that can not necessarily be determined by a desktop analysis. These included:

- Whether suitable screening existed or could be provided;
- Amenity considerations including noise, views into and out of the site from surrounding areas used by the public and the living conditions that might be experienced by future residents;
- Topography (whether the site is flat or sloped); and
- Local highway conditions or constraints;

2.12 This information was used to decide if the site might be suitable for Gypsy and Traveller provision. An overview of the results is provided in the following section. The information we have collected in relation to each site is shown in Appendix 2.

2.13 Green Belt locations have been considered at the same time as non-Green Belt sites at this stage. This is because of the relatively small number of opportunities that have been identified. However, in choosing a preferred site, priority should be given to any suitable non-Green Belt locations.

2.14 We have estimated the number of pitches that could be provided on a site by looking at the current site at Dyes Lane. This provides 17 pitches on a site of 0.9 hectares. The maximum potential capacity identified for any site / area in this report is 11-16 pitches as this is the range identified in our current assessment of need.

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<sup>7</sup> Though this information did not influence the assessment of suitability.

<sup>8</sup> Based on the definitions in Roads in Hertfordshire – Highway Design Guide.

### 3 Site assessment results

3.1 This section explains the results of the site search and assessment. Sites have been considered in three groups, according to their location:

- Sites to the east of Stevenage;
- Sites to the west of Stevenage; and
- Sites to the north of Stevenage

This has been done for ease of presentation only. It does not imply that sites within any one area should be considered better or worse than the others.

3.2 The Borough boundary runs along the southern edge of the town, and is tightly drawn to the east, north and west. Any potential sites that may exist around Stevenage, but outside of our boundary, would lie in either North Hertfordshire or East Hertfordshire.

3.3 These authorities will need to carry out their own studies to identify sites for Gypsy and Traveller provision. It is beyond the remit of this study to consider potential sites that lie outside Stevenage's administrative boundary.

3.4 On the sites where constraints have been identified, we have considered whether these can be overcome. A 'traffic light' system with three categories: Good (green), Moderate (amber) and Difficult (red), has been used. This indicates how likely it is that the constraints might be resolved. Where we think the constraints cannot be overcome, the site has been defined as unsuitable. This same method has previously been used in the SLAA to decide whether sites might be suitable for housing development.

3.5 The suitability of sites has been considered under three headings:

- Policy assessment – a desktop appraisal of constraints
- Physical assessment – a site visit to determine topography, relationship to surrounding uses, impact upon Green Belt (where applicable), amenity considerations and other relevant factors
- Accessibility – map based assessment of proximity to services and site-based assessment of access to the road network

3.6 A rating is provided against each in the summary tables below along with our overall conclusions.

3.7 Green Belt was not considered to be an absolute constraint to development at this stage. Any site in the Green Belt was automatically given at least a moderate / amber rating in the assessment<sup>9</sup>.

3.8 This approach has informed the overall assessment of suitability. More detailed analysis and site appraisals are contained in Appendix 2.

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<sup>9</sup> This deviates from the method used in the Council's SLAAs which normally identify Green Belt sites as difficult / red on suitability grounds. This site search predominantly identifies edge-of-town, greenfield sites. The majority of these are in the Green Belt. It does not include previously developed land in accessible urban areas – the type of site which is most likely to receive a 'Good' rating in the SLAA. This lower 'baseline' rating is considered appropriate to allow comparison between sites where additional complexities or constraints may also exist. This does not confer any lesser status upon the Green Belt, or any greater weight on the need to meet the needs of the Gypsy and Traveller population when compared against the settled community. The same test of 'exceptional circumstances' must still be applied and met before any sites can be released from the Green Belt. Results should not be compared across this study and the SLAA.



- 3.9 In terms of access to services, the sites have been assessed relative to one another. Stevenage is a very small and mainly urban authority. Sites around the town will generally be quite close to key services such as schools, shops and doctors surgeries. This might be important if results from this study are compared against potential sites in village or rural locations that may have been examined in studies for other authorities.

### **Sites to the east of Stevenage**

- 3.10 Five sites were identified to the east of Stevenage. These were:

- 02 - Land at Lanterns Lane
- 04 - Land east of Gresley Way (a)
- 05 – Land east of Gresley Way (b)
- 06 – Land north of A602
- 07 – Land south of A602

- 3.11 Table 2 details these sites and includes a summary of our conclusions. Three of these sites are considered unsuitable. Two sites have potential to provide Gypsy and Traveller accommodation.

- 3.12 These are the two sites to the north and south of the A602 at the south-east of the Borough. However, the assessment is clear that, in both cases, Gypsy and Traveller provision can only realistically be provided as part of larger schemes for the development of these sites.



Land south of the A602 at Bragbury End (Site 07)

- 3.13 This is because of the difficulties and costs associated with creating a new access from an A-Road. Both these sites have been promoted for housing development through our Local Plan and SLAA. The SLAA considers that both sites have potential to be developed for housing, though both would need to be released from the Green Belt.
- 3.14 No decision has yet been taken on which sites will be carried forward through the Local Plan. We have yet to decide whether exceptional circumstances exist that would allow us to change the Green Belt boundary.
- 3.15 Because of this, both sites are recognised as “difficult” options. There are a number of issues that would need to be resolved before any Gypsy and Traveller pitches could be provided on either of these sites.
- 3.16 Both sites are theoretically big enough to accommodate all of our future requirements for Gypsies and Travellers. This is because they are large areas of land. However, we would need to consider whether this would be the best approach. This would include considering

**Table 2: Summary assessment of sites to the east of Stevenage**

ID	Name	Policy rating	Physical rating	Access rating		Suitable?	Prospects	Reason(s)	Capacity
2	Land at Lanterns Lane	Unsuitable	Difficult	Moderate		No	-	The whole of this site is designated as a County Wildlife Site and is not considered appropriate for further consideration on policy grounds.	-
4	Land east of Gresley Way (a)	Difficult	Unsuitable	Moderate		No	-	A number of policy considerations would make this a difficult site in its own right. Notwithstanding this, the site is considered unsuitable for development given the topography and the exposed nature of the site.	-
5	Land east of Gresley Way (b)	Moderate	Unsuitable	Unsuitable		No	-	Green Belt is the only policy constraint on this site. However, it is ruled out on amenity and access grounds. The site would be exposed and subject to overlooking by adjoining residential properties and also in longer views from Stevenage. It would erode a narrow, but important separation between Stevenage and Aston. Broadwater Lane is narrow with limited passing places.	-
6	Land north of A602	Difficult	Difficult	Difficult		Yes	Difficult	Site is significantly constrained by flood risk and Green Belt policies, though large areas of the site lie outside the former. Provision here could only be made as part of a larger development scheme which would require release from the Green Belt.	11 – 16 pitches
7	Land south of A602	Moderate	Difficult	Difficult		Yes	Difficult	Other than existing Green Belt designation, there is no significant physical or policy constraint on development as the size of the site would allow those constraints that do exist to be managed. However, pitches could only be provided as part of a larger scheme which sought to develop all, or a significant proportion, of the site following release from the Green Belt.	11 – 16 pitches

whether sites could be accommodated without compromising the viability of larger developments. We would need to think about the number of homes that could be built on these sites if they also included Gypsy and Traveller provision. These are considerations that lie outside the remit of this study.

- 3.17 Of the three unsuitable sites, Site 02 was rejected on policy grounds because it is designated as a local wildlife site. Sites 04 and 05 were rejected following site visits which revealed they would be exposed because of the topography and landscape. This would mean we would not be able to create a site which respected the privacy of either anyone who came to live on the site or people who already live nearby.
- 3.18 Site 05 would additionally sit in a narrow gap between Stevenage and the village of Aston. We would not want to build in this gap which provides an important separation.

### **Sites to the west of Stevenage**

- 3.19 Five sites were identified to the west of Stevenage. These were:

- 11 – Land at Junction 7
- 13 – Land west of Stevenage (south)
- 14 – Land west of Stevenage (mid)
- 15 – Land west of Stevenage (north)
- 16 – Land south east of Todds Green

- 3.20 Table 3 details these sites and includes a summary of our conclusions. Three of these sites are considered unsuitable. Two sites have potential to provide Gypsy and Traveller accommodation.



Sites 14 and 15 lie to the west of the A1(M) outside of the Green Belt

- 3.21 Both of these sites are on land to the west of Stevenage that has been taken out of the Green Belt.
- 3.22 Site 13 surrounds the existing site at Dyes Lane – which has reached the limits of its growth within the existing land ownership. It is considered that there is potential, in the short term, to further extend this site.
- 3.23 Dyes Lane currently has 17 pitches. This is slightly above the guideline maximum of 15 pitches. Hertfordshire County Council, who currently manage the Dyes Lane site, have previously advised that a further extension would enable it to be split in two sites of approximately 10 pitches. This would allow for better management of the site.

**Table 3: Summary assessment of sites to the west of Stevenage**

ID	Name	Policy rating	Physical rating	Access rating	Suitable?	Prospects	Reason(s)	Capacity
11	Land at Junction 7	Moderate	Unsuitable	Unsuitable	No	-	Significant amenity issues while any site here would be separated from the town by a large employment area and would be isolated from facilities with no means of pedestrian access. Not considered suitable for residential development through SLAA and no reason to reach an alternate conclusion.	-
13	W Stevenage (S)	Good	Good	Moderate	Yes	Moderate	Site consists of open land outside of the Green Belt and, although constraints exist in certain areas, these can largely be avoided. Considered a good location for either a small extension to the existing Dyes Lane site or a new site of a commensurate size. Not an appropriate location to focus all future provision.	Approx. 5 pitches
14	W Stevenage (mid)	Good	Difficult	Difficult	Yes	Difficult	Site cannot be considered suitable at present given exposed nature and extensive views and noise from the motorway that would be experienced if existing tracks were used to create access. Some pitches could be provided as part of a larger scheme. However, this should be considered in relation to any proposals for site 13 as these areas would largely draw on the same services.	Approx. 5 pitches
15	W Stevenage (N)	Good	Unsuitable	Difficult	No	-	Site is highly exposed - both to noise from the A1(M) and visually from both the motorway and the overbridge. Any future development proposals could provide opportunities but these are more likely to lie further south (e.g. within sites 13 or 14) due to the narrowness of the land within the Borough boundary at this point.	-
16	Land south-east of Todds Green	Unsuitable	Unsuitable	Moderate	No	-	Site adjacent to listed building and also unsuitable on amenity grounds due to noise and significant overlooking from existing highways and dwellings.	-



- 3.24 This area is identified on the assumption that an extension of up to 5 pitches might be appropriate. This would allow for a total of up to 22 pitches in total. This would need to be agreed with the County Council and subject to consultation with residents to ensure the best solution.
- 3.25 Alternately, pitches might be delivered elsewhere in this area as part of a wider redevelopment. This land has been promoted for a large housing-led development through the Local Plan and SLAA. The SLAA considers that this area has potential for housing development, though a final decision has yet to be taken.
- 3.26 However, in this instance, it is considered that any new site should not exceed the number of pitches that might be delivered as an extension to Dyes Lane. This is to avoid concentrating all of the Borough's existing and future Gypsy and Traveller provision in a small area.
- 3.27 Site 14 lies immediately to the north. It has also been removed from the Green Belt. It is not considered appropriate for Gypsy and Traveller provision at this time due to the exposed nature of the land. However, it might be possible to incorporate provision into a larger redevelopment scheme as this would be able to mitigate against the issues that are currently experienced.
- 3.28 This makes the prospects of this area less good than the land immediately to the south. The future of sites 13 and 14 should be considered together. It is considered that no more than approximately 5 pitches should be provided in this area taken as a whole.
- 3.29 The Land at Junction 7 (Site 11) was considered unsuitable on a number of grounds. This site had previously been rejected by the SLAA for housing development but was reconsidered for the purposes of this study. It was considered that a site in this location would have significant amenity issues, while the lack of pedestrian access across the adjacent motorway junction was a major constraint.
- 3.30 The proximity of the motorway was a key reason behind the rejection of the other sites in this area. In both instances these sites (Site 15 and Site 16), which lie towards the north-west of the Borough would be subject to noise and overlooking. This is exacerbated by Fishers Green Road, which passes over the motorway between Stevenage and Todds Green and would look down and into both sites.
- 3.31 A Grade II listed thatched cottage lies immediately adjacent to Site 16 and any development here would additionally affect its setting.

### **Sites to the north of Stevenage**

- 3.32 Nine sites were identified to the north of Stevenage. These were:

- 18 – Triangle site
- 19 – Land adjacent Junction 8 (west)
- 20 – Land adjacent Junction 8 (north-west)
- 22 – Land adjacent Junction 8 (east)
- 23 – Land north of Graveley Road
- 25 – Land west of North Road
- 27 – Land north of Stevenage (west)
- 28 – Land north of Stevenage (east)
- 29 – Land off Rectory Lane

- 3.33 Table 4 details these sites and includes a summary of our conclusions. Four of these sites are considered unsuitable. Five sites have potential to provide Gypsy and Traveller accommodation.

**Table 4: Summary assessment of sites to the north of Stevenage**

ID	Name	Policy rating	Physical rating	Access rating	Suitable?	Prospects	Reason(s)	Capacity
18	Triangle site	Difficult	Unsuitable	Difficult	No	-	Part of site is at risk of flooding. Raised element of the site, at the north, is outside the area of risk but adjacent to Junction 8 of the A1(M) so subject to significant noise and overlooking and also under pylons. Site access required under the A602 and follows line of flood risk. Existing bridge is single track and requires access across adjacent site.	-
19	Land adjacent J8 (W)	Difficult	Difficult	Moderate	Yes	Difficult	Some potential on the upper (eastern) portion of the site which is relatively well screened with direct access onto Stevenage Road. However, site is adjacent to the A602 and exposed to noise and a degree of overlooking.	Approx. 12 pitches
20	Land adjacent J8 (NW)	Difficult	Difficult	Moderate	Yes	Difficult	Large field with direct access to Stevenage Road. Any site would be highly exposed and require significant screening and / or earthworks to prevent views from the A1(M) or the north west and ensure the site was contained. Noise from the A1(M) an issue especially at the east of the site.	11 – 16 pitches
22	Land adjacent J8 (E)	Moderate	Unsuitable	Good	No	-	Southern part of site in an area of flood risk. Northern part of the site under pylons and would require significant earthworks to reduce the level of the site. Not considered a likely or viable proposition.	-
23	Land north of Graveley Road	Difficult	Good	Moderate	Yes	Moderate	Level site with direct road access and a reasonable level of screening and containment ~ though both these issues would need to be considered further. No significant policy constraints beyond existing Green Belt designation. Bus stop may need to be moved / relocated to provide access.	11 – 16 pitches

ID	Name	Policy rating	Physical rating	Access rating		Suitable?	Prospects	Reason(s)	Capacity
25	Land west of North Road	Moderate	Difficult	Moderate		Yes	Difficult	Pylons across the site represent a significant constraint. Might be possible to locate a site between these lines but this would require screening and creation of appropriate boundaries.	11 – 16 pitches
27	Land north of Stevenage (W)	Moderate	Difficult	Moderate		Yes	Difficult	Large expanse of open land, along with the presence of pylons, makes this site a difficult proposition. Most likely to seek an element of provision in any larger development, though administrative boundary, and consideration of adjoining land by North Hertfordshire, means that provision could end up being best located beyond the Borough boundary.	11 – 16 pitches
28	Land north of Stevenage (E)	Unsuitable	Unsuitable	Difficult		No	-	The open, agricultural nature of this landscape is seen as a key component of the recently extended Conservation Area. Difficult to accommodate any site around the periphery without compromising other constraints including Listed Buildings and public rights of way. Quality of access via Weston Road is poor.	
29	Land off Rectory Lane	Unsuitable	Unsuitable	Unsuitable		No	-	Site forms an important element of the open space which connects the Old Town to the countryside to the north. Development would be adjacent to residential properties and adversely affect the setting of the Conversation Area and listed buildings. Highway access is narrow through established residential area.	

- 3.34 Three of these sites lie around, or close to Junction 8 of the A1(M) at the north of the Borough.
- 3.35 Site 19 lies to the west of the motorway junction, between the A602 Wymondley bypass and Stevenage Road. It has two gates which could provide access onto either Stevenage Road or Todds Green Road subject to appropriate clearances and visibility.
- 3.36 The western portion of the site is unsuitable for development due to its proximity to the railway line and the risk of flooding. However, there is around 0.6 hectares of higher land on the eastern portion. The site is well screened from the A1(M) and set back from the motorway. The A602 is a derestricted dual carriageway passing immediately to the south.
- 3.37 This gives rise to some concerns over noise, and other options should be exhausted before this site is considered. However, the site is relatively well screened from this road and this could be reinforced to enhance amenity.



Sites 19 (left) and 20 (right) are located in the north-west of the Borough

- 3.38 Based on the density of pitches at Dyes Lane, this site could realise around 12 pitches. This figure is subject to further investigation, particularly with regard to levels on the site which slopes down from east to west. This could be sufficient to meet future requirements, either by itself at the lower end of the range identified in Section 2, or in association with an extension to Dyes Lane or another smaller site.
- 3.39 The proximity of the site to Junction 8 could, alternately, lend itself to transit provision though there is presently no specific evidence of need for this type of site in Stevenage.
- 3.40 The land to the north-west of the junction (Site 20) is a similarly difficult proposition. This is a very large, open field which crosses the administrative boundary into North Hertfordshire. There is no clear demarcation between the two authorities and, given the visual connection between this land and the wider countryside between Stevenage and Letchworth / Hitchin any site could encroach into the openness of the Green Belt.
- 3.41 However, this site has previously been considered for employment use by the Council, and suggested as a potential location for development in consultation on the local plan. Similarly to site 19, other options should be considered ahead of this site. However, it would have the capacity to meet all future requirements.
- 3.42 Site 23 lies on the opposite (eastern) side of the motorway. However, it is approximately 300 metres from the junction and further separated by an embankment and area of woodland. This means it is not affected by passing traffic in the same way. Beyond the existing Green Belt designation, the site is relatively unconstrained. The road, topography and planting



combine to clearly define an area of around 1.4 hectares that would be suitable for future provision.

- 3.43 Further investigation of highway issues is required to ensure an appropriate access can be created. This could involve relocation of the adjacent bus stop, though this is presently only served intermittently by off-peak services.
- 3.44 This site is rated as a 'moderate' prospect, one of only two sites in the study to achieve this. The other being site 13 to the west of Stevenage. Its size means it would have the capacity to meet all future needs.
- 3.45 It is interesting to note that these three sites are all within the 'Medium-High' opportunity area demarcated in the 2007 Site Identification Study, albeit that these specific land parcels were not identified for further investigation.
- 3.46 The remaining two sites are both located on North Road and are the specific sites that were identified in the 2007 study.
- 3.47 Site 25 lies to the west of North Road. It is outside of the Green Belt, but constraints upon the site mean that it can only be rated as a 'difficult' opportunity. This is mainly due to the presence of the parallel pylon lines across the site.
- 3.48 The lines are separated by more than 100 metres, meaning it could be possible to make some provision between. However, this would result in any site being centrally located in an otherwise open field.



The land to the north of Stevenage (Site 27) is being promoted for development

- 3.49 On the opposite side of the road, Site 27 presents similar issues. The southern edge of the site abuts existing residential properties, and also contains a public right of way. The central sections of the site, between the pylon lines, would be highly exposed in the landscape, while the northern boundary is irregularly shaped making it difficult to provide a site near North Road from where access might be taken.
- 3.50 As such, it is considered that Gypsy and Traveller provision on this site is most likely contingent upon a wider development scheme for this area. The site has been promoted through the Local Plan and SLAA and identified as a possible location for future development. However, no final decision has been taken on this, or on whether exceptional circumstances exist to justify an adjustment to the Green Belt boundary in this location.
- 3.51 The issue is further complicated by the fact that North Hertfordshire District Council are similarly considering development of the land immediately to the north to meet their own future housing requirements.

- 3.52 Provision of a Gypsy and Traveller site within the 'Stevenage' element of the land could result in it being enveloped by residential development. This could potentially run counter to advice that indicates a preference for sites to be located on the edge of urban areas.
- 3.53 It may be possible to identify a more optimal site within that land being promoted to, and considered by, North Hertfordshire. However, as this land lies beyond the Borough boundary, it is beyond the remit of this study to consider its merits. Any decision to investigate a site here to meet Stevenage's needs would require the two authorities to work together under the Duty to Co-operate.
- 3.54 Notwithstanding all the points made above, sites 25 and 27 would both be large enough, based on site size alone, to accommodate all future needs.
- 3.55 Four sites in this area were considered unsuitable for future use for Gypsy and Traveller provision. Two of these, sites 18 and 22, are located around the motorway junction.
- 3.56 These sites are significantly constrained by a number of issues, including the presence of the pylons, noise, overlooking and flood risk and have been removed from the study at this stage.
- 3.57 The remaining two sites, 28 and 29, are located further to the east. Here, the major constraint is the Conservation Area designation and associated Listed Buildings. The Conservation Area review carried out in 2010 identified both the small paddock (site 29) and the wider, rural landscape (site 28) as key elements which should be protected.
- 3.58 These sites have been ruled out, in part, on these grounds.

## 4 Conclusions ~ Site identification and suitability

- 4.1 This part of the study has looked at 19 sites. It has considered whether they might be suitable locations for future Gypsy and Traveller provision. Nine are considered to have some potential to provide additional pitches or new sites. Ten sites have been assessed as unsuitable and will not be considered further in this study.
- 4.2 A summary of the site search results is shown in Table 5, below. It can be seen that:
- One site (site 13) is rated as a moderate prospect outside of the Green Belt;
  - One site (site 20) is rated as a moderate prospect within the Green Belt;
  - Two sites (sites 14 and 25) are rated as difficult prospects outside of the Green Belt; and
  - Five sites (sites 6, 7, 19, 20 and 27) are rated as difficult prospects within the Green Belt.

**Table 5: Summary assessment of site suitability**

ID	Site	Area (ha)	Ward	Green Belt?	Prospects
2	Land at Lanterns Lane	3.83	Manor	Yes	Unsuitable
4	Land east of Gresley Way (a)	1.00	Bandle Hill	Yes	Unsuitable
5	Land east of Gresley Way (b)	3.19	Bandle Hill	Yes	Unsuitable
6	Land north of A602	8.16	Longmeadow	Yes	Difficult
7	Land south of A602	19.96	Longmeadow	Yes	Difficult
11	Land at Junction 7	4.68	Roebuck	Yes	Unsuitable
13	Land west of Stevenage (S)	58.23	Symonds Green	No	Moderate
14	Land west of Stevenage (mid)	32.42	Symonds Green	No	Difficult
15	Land west of Stevenage (N)	6.52	Symonds Green	No	Unsuitable
16	Land south-east of Todds Green	0.91	Symonds Green	Yes	Unsuitable
18	Triangle site	4.78	Woodfield	Yes	Unsuitable
19	Land adjacent Junction 8 (W)**	0.80*	Woodfield	Yes	Difficult
20	Land adjacent Junction 8 (NW)**	7.39	Woodfield	Yes	Difficult
22	Land adjacent Junction 8 (E)	3.15	Woodfield	No	Unsuitable
23	Land north of Graveley Road**	1.38	Woodfield	Yes	Moderate
25	Land west of North Road***	6.04	Woodfield	No	Difficult
27	Land north of Stevenage (W)***	34.67	Woodfield	Yes	Difficult
28	Land north of Stevenage (E)	39.42	Woodfield	Yes	Unsuitable
29	Land off Rectory Lane	3.06	Woodfield	No	Unsuitable

\* Site area reduced to that part of site considered suitable for further consideration

\*\*Within the 'Medium-High' opportunity area identified in 2007 (suitable sites only)

\*\*\*Identified as a specific area of search in 2007

- 4.3 These nine sites have been carried forward into the next phases of the assessment.

## 5 Site availability

- 5.1 Having assessed whether sites might be suitable for Gypsy and Traveller use, it is necessary to consider whether these sites might be available for this purpose.
- 5.2 Government guidance is clear that local plans should identify a supply of:
- Specific, 'deliverable' sites for the first five years of the plan; and
  - Specific, 'developable' sites or broad locations for growth for the second, and where possible, third five-year periods of the plan.
- 5.3 To be considered 'deliverable' a site should be available immediately. To be considered 'developable' there should be a reasonable prospect of the site being available at the point envisaged.
- 5.4 The landowners of the nine 'suitable' sites were contacted. They were asked whether they would be willing to make their sites available, either in whole or in part (as applicable) for Gypsy and Traveller provision.

**Table 6: Availability of suitable sites**

ID	Site	Green Belt?	Prospects (Suitability)	Available?
6	Land north of A602	Yes	Difficult	No
7	Land south of A602	Yes	Difficult	No
13	Land west of Stevenage (S)	No	Moderate	Possible*
14	Land west of Stevenage (mid)	No	Difficult	No
19	Land adjacent Junction 8 (W)**	Yes	Difficult	No
20	Land adjacent Junction 8 (NW)**	Yes	Difficult	No
23	Land north of Graveley Road**	Yes	Moderate	No
25	Land west of North Road***	No	Difficult	Possible
27	Land north of Stevenage (W)***	Yes	Difficult	No

\* Site is in multiple ownerships. One landowner is willing in principle to make their part of the site available.

- 5.5 The outcome of this exercise is shown in Table 6, above. It can be seen that seven of the nine sites are not available for Gypsy and Traveller use. Two sites may be available. No sites are unequivocally available for Gypsy and Traveller use.



Land west of Stevenage (S) (site 13); Land west of North Road (site 25)

- 5.6 Both sites which might be available are located outside of the Green Belt. No sites in the Green Belt are currently available for Gypsy and Traveller use.
- 5.7 Site 13 forms part of the land to the west of the A1(M). This site is split into multiple ownerships, though has previously been promoted as part of a single scheme. One

landowner is willing, in principle, to support Gypsy and Traveller provision on this land. This includes the land immediately to the south of the existing Dyes Lane site. This could be used to facilitate an extension as discussed in paragraphs 3.22 to 3.24.

- 5.8 However, the landowner also notes that this site has been promoted (with the remainder of the land in Site 13 as well as Sites 14 and 15) for consideration as a large-scale housing-led development through the SLAA. The implications for this larger scheme of any additional Gypsy and Traveller pitches would need to be considered.
- 5.9 The other potentially available site is Site 25. This is the land to the west of North Road to the north of Stevenage. The landowner is willing, in principle, to support Gypsy and Traveller provision on this land. However, this land has also been promoted for employment use through the SLAA. It was consulted upon as a possible location for future employment development in the first consultation on the local plan.
- 5.10 The implications of providing a Gypsy and Traveller site here would need to be considered.



## 6 Conclusions and next steps

- 6.1 This site search exercise has considered a range of possible options for meeting Gypsy and Traveller requirements in Stevenage through the new Local Plan. This has been carried out using an iterative process:
- 30 potential sites and areas were screened for inclusion in the study; of these
  - 19 sites were long-listed for further investigation; of these
  - 9 sites were considered 'suitable' and having some potential to accommodate new pitches in the future; and of these
  - 2 are potentially available for Gypsy and Traveller use.
- 6.2 Based upon the findings of the site search, these two sites have the theoretical capacity to meet identified needs for Gypsy and Traveller pitches. The Council's accommodation assessment concludes that between 11 and 16 additional pitches will be required over the plan period to 2031<sup>10</sup>:
- Site 13 has potential capacity for up to 5 pitches; while
  - Site 25 has theoretical capacity to accommodate the whole requirement.
- 6.3 However, the availability of both sites is subject to caveats. Site 13 has been promoted for a residential-led scheme whilst Site 25 has been promoted for (and consulted upon by the Council as) a potential future employment site. The assessment of suitability additionally identified that Site 25, in particular, is subject to constraints that could make it difficult to realise a site.
- 6.4 Government planning guidance sets an expectation that identified development needs should be met in full. This advice is set out in Paragraph 14 of the National Planning Policy Framework (NPPF). However, this is also subject to the caveats that doing so should not:
- Result in adverse impacts that would significantly outweigh the benefits; or
  - Be required where specific policies in the NPPF suggest that development should be restricted.
- 6.5 It is beyond the immediate remit of this site search to consider these issues. The Borough Council, as Local Planning Authority, will need to consider its evidence base 'in the round' as the new local plan progresses and come to a view upon the quantum of development that can be reasonably accommodated and the most suitable sites for doing so. This includes considering competing demands for land.
- 6.6 It is additionally a key requirement of local plans that their proposals are deliverable. In relation to Gypsy and Traveller pitches this means that, as well as any prospective sites being both suitable and available, there should be a realistic prospect of them being developed.
- 6.7 This will require certainty surrounding issues such as funding and future management of sites.
- 6.8 The Borough Council has previously contacted Registered Social Landlords to ascertain if they would be willing or able to manage Gypsy and Traveller sites in the future. At the time of writing, no RSL has expressed an interest in doing so.
- 6.9 The existing site at Dyes Lane is currently owned and managed by Hertfordshire County Council (HCC). There is currently some uncertainty as to whether this arrangement will

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<sup>10</sup> Subject to periodic review of its findings

continue in the future, or whether the County Council would be willing or able to take any management of any new sites. This includes extensions to existing premises.

6.10 These are matters that will require further investigation. Following completion of this study, it will therefore be necessary to (as appropriate):

- Hold further discussion with the landowners of Site 13 and Site 25 to clarify their future intentions for the land;
- Review the findings of this study in the context of the wider evidence base for the local plan;
- Come to a view on the broader balance of uses that will need to be delivered through the local plan;
- Determine the extent to which the sites identified in this study will realistically be available to contribute towards future Gypsy and Traveller requirements;
- Compare these findings against the levels of need identified in the accommodation assessment;
- If a shortfall is anticipated, approach other nearby authorities under the Duty to Co-operate to find out if they would be willing or able to accommodate any shortfall of provision within the Borough;
- Consider the advice in paragraph 14 of the National Planning Policy Framework and resolve whether it is appropriate to meet objectively assessed needs for Gypsy and Traveller provision;
- Approach relevant agencies to determine the most appropriate future management arrangements for any additional pitches within the Borough and ensure that any site is deliverable; and
- If the above steps do not result in sufficient pitches being deliverable or developable, revisit the findings of this study to determine if alternate steps might be taken to deliver additional pitches within the Borough boundary.

6.11 The findings of this study should therefore be kept under review as the plan progresses. This approach is consistent with the assessment of land availability for other uses including employment and housing.

## **Appendix 1: Site screening exercise**

This section provides more information on the site screening process. This was carried out to identify the long-list of sites in Section 2.

We have asked people on a number of occasions to identify land they may want to see developed in the future. This has been done through Strategic Land Availability Assessments (SLAAs) and consultation on the new Local Plan.

Prior to carrying out this study, only one site had been proactively promoted to the Council for future use as a Gypsy and Traveller site. From previous discussions and evidence, we were already aware that this site / area is highly unlikely to meet all of the needs we have identified. The reasons for this are explained in the analysis in Section 3.

However, we have to allocate enough land and sites to meet the needs we have identified. It is therefore necessary to identify more potential sites and areas for consideration through the site search.

The site screening exercise used a methodical approach. We conducted a desktop exercise that initially used mapping software to look for land and sites. This took account of a number of factors, outlined in paragraph 2.2 of the main report.

A total of 30 sites or areas were identified. An initial view was taken on whether to carry these forward for further consideration.

Existing policy constraints such as Green Belt were generally not taken as a reason to exclude sites from more detailed consideration. Sites were only excluded where it was clear that the constraints could not be overcome.

This means that some sites previously rejected through the SLAA have been included in the long-list. This does not mean that they will necessarily be considered suitable. However, it was important to make sure that sites were assessed transparently.

Following the screening exercise, 11 sites or areas were wholly rejected. 3 sites were partially rejected, with the remaining areas carried forwards. A total of 19 sites were carried forward into the long list.

The table and map on the following pages detail these sites and areas and our initial conclusions on whether they should be included in the long list of sites for further investigation.

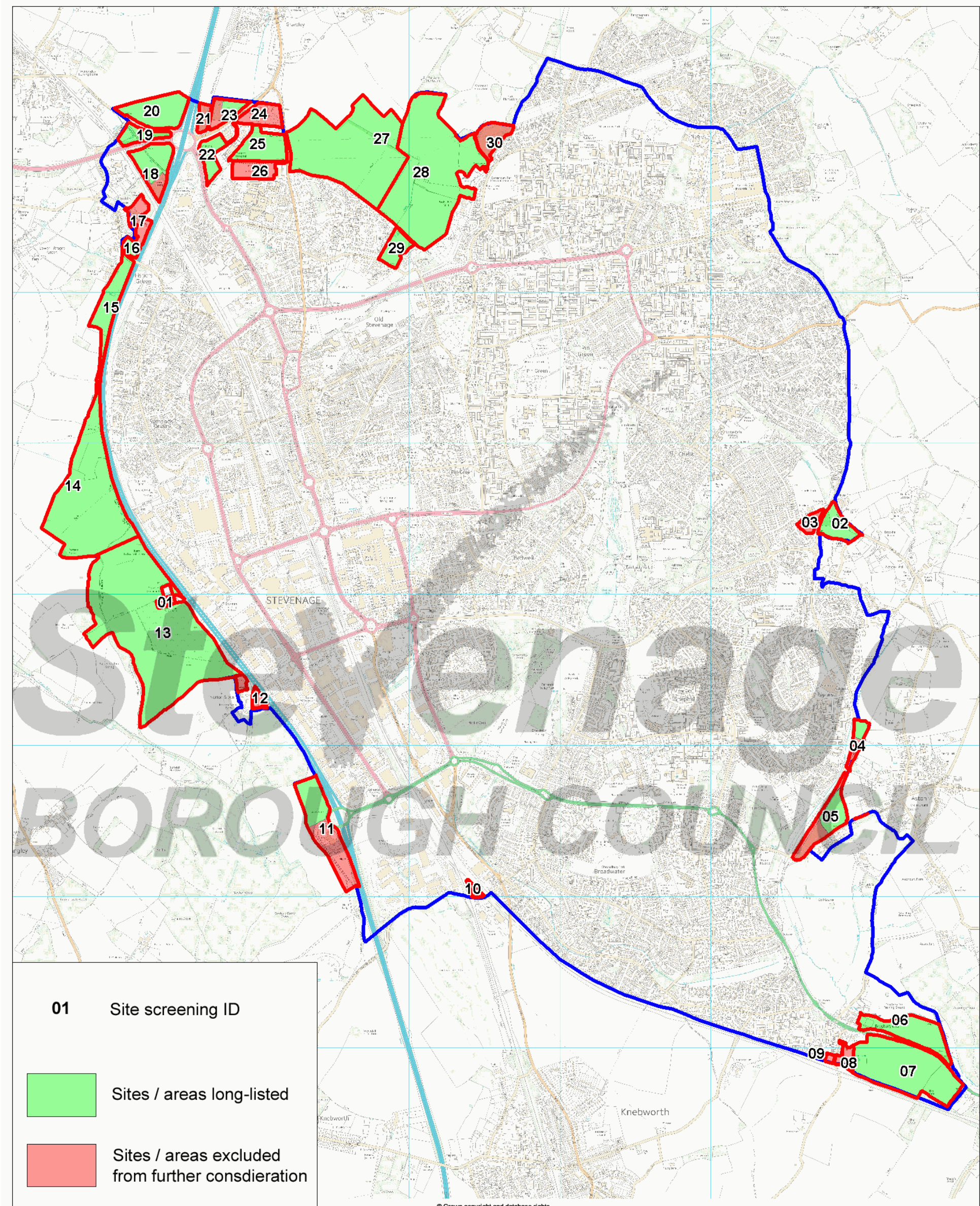
**Table A-1: Site screening exercise**

Screening Reference	Site	Source	Include on long-list?	Reason(s) / comments
01	Dyes Lane	Existing Gypsy and Traveller site	No	Site has reached limits of development within existing land ownership
02	Land at Lanterns Lane	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA.
03	Land at Ferrier Road	SLAA site in peripheral location	No	Allocated housing site in District Plan. Resolution to grant planning permission for residential development in April 2014 subject to legal agreement.
04	Land east of Gresley Way (a)	Undeveloped land outside urban area / SLAA	Yes (part)	Established woodland covers part of site and to be excluded. Smaller area at northern end rejected by 2012 SLAA but to be reconsidered for the purposes of this study.
05	Land east of Gresley Way (b)	Undeveloped land outside urban area / SLAA	Yes (part)	Established woodland covers part of site and to be excluded. Field lying between Broadwater Lane / Gresley Way rejected by 2012 SLAA but to be reconsidered for purposes of this study.
06	Land north of A602	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA.
07	Land south of A602	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA.
08	Land east of Bragbury Lane	Undeveloped land outside urban area / SLAA	No	Site identified in Strategic Flood Risk Assessment as a flood storage reservoir. Constraint cannot be overcome.
09	Land west of Bragbury Lane	Undeveloped land outside urban area / SLAA	No	Resolution to grant planning permission for residential development in April 2014.
10	Land at Knebworth Lane	Undeveloped land outside urban area / SLAA	No	Located between two railway lines. Rejected by 2012 SLAA on a number of grounds and not considered appropriate for reconsideration
11	Land adjacent Junction 7	Undeveloped land outside urban area / SLAA	Yes (part)	Part of a larger site which straddles boundary with North Hertfordshire. Part-occupied by a hotel. This area excluded. Undeveloped land to the north of access road rejected by 2012 SLAA but to be reconsidered for the purposes of this study.
12	Land at Norton Green	Undeveloped land outside urban area / SLAA	No	Two small parcels of land to north and south of Norton Green Road. Southern area rejected by 2012 SLAA on a number of grounds and not appropriate for reconsideration. Northern area would be immediately adjacent to established residential properties and considered unsuitable for further consideration.
13	Land west of A1(M) (south)	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA.
14	Land west of A1(M) (central)	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA.
15	Land west of A1(M) (north)	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA.
16	Land south-east of Todds Green	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA.

Screening Reference	Site	Source	Include on long-list?	Reason(s) / comments
17	Farm, Todds Green	SLAA site in peripheral location	No	Large part of site covered by woodland and associated wildlife site designation. Previously developed areas immediately adjacent to established residential properties and considered unsuitable for further consideration.
18	Triangle site	Undeveloped land outside urban area / SLAA	Yes	Established woodland in south-west of site to be excluded. Site rejected for residential use by 2012 SLAA but to be reconsidered for the purposes of this study.
19	Land adjacent Junction 8 (W)	Undeveloped land outside urban area / SLAA	Yes	Site rejected for residential use by 2012 SLAA but to be reconsidered for the purposes of this study
20	Land adjacent Junction 8 (NW)	Undeveloped land outside urban area / SLAA	Yes	Site rejected for residential use by 2012 SLAA but to be reconsidered for the purposes of this study
21	Land adjacent Junction 8 (NE)	Undeveloped land outside urban area / SLAA	No	Established woodland adjacent to motorway. Not considered appropriate for further investigation
22	Land adjacent Junction 8 (E)	Undeveloped land outside urban area / SLAA	Yes	Site rejected for residential use by 2012 SLAA but to be reconsidered for the purposes of this study
23	Land north of Graveley Road	Undeveloped land outside urban area / SLAA	Yes (part)	Western part of site covered by established woodland. Remainder of site rejected for residential use by 2012 SLAA but to be reconsidered for the purposes of this study
24	Garden Centre, Graveley Road	SLAA site in peripheral location	No	Privately owned site with established non-agricultural use.
25	Land west of North Road	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA
26	Stevenage Rugby Club	SLAA site in peripheral location	No	Privately owned site with established non-agricultural use. Requirement to provide replacement facilities.
27	Land north of Stevenage (W)	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA
28	Land north of Stevenage (E)	Undeveloped land outside urban area / SLAA	Yes	Undeveloped land also identified in SLAA
29	Land off Rectory Lane	Undeveloped land outside urban area	Yes	Undeveloped land at edge of urban area.
30	Land north-west of Great Ashby	Undeveloped land outside urban area	No	Established woodland. Not considered appropriate for further investigation



Map A-1: Sites considered in screening exercise and outcomes





## Appendix 2 – Site appraisals

The following pages contain the detailed site appraisals for the 19 long-listed sites arising from the screening exercise. The findings have informed the assessment of site suitability set out in Section 3 of the main report.

### Key

	Long-listed site boundary		Area at high risk of surface water flooding (1 in 30 year event)
	Stevenage Borough boundary		Area at moderate risk of surface water flooding (1 in 100 year event)
	Tree Preservation Order*		Area at low risk of surface water flooding** (1 in 1,000 year event)
	Listed Building		Principal Open Space*
	Public Right of Way		Conservation Area*
	Ancient Lane*		Archaeological Alert Area*
	Site of Special Scientific Interest (SSSI)		Strategic Housing Allocation*
	Local Wildlife Site*		Green Belt*
	Environment Agency Flood Zone 3		Green Link*
	Environment Agency Flood Zone 2		Local Rural Area*

\* Borough allocation / shown within Borough boundary only

\*\* Not considered as a constraint in site assessments but shown on maps for completeness





E



D



A



B



C

Site notes: Roughly triangular site. The internal area of the site is largely open with trees providing screening around much of the site edge. With enhancement this could be used to define and / or contain any site. Some traffic noise from adjacent Gresley Way. Site slopes generally from south-west to north-east though the topography would not preclude development in much of the site. Screening and topography means long-range views into and out of the site are generally limited though site could be visually exposed where there are breaks, particularly so around the junction of Gresley Way / Lanterns Lane (where the slope is steepest) and the access into Chells Park. Development would have some impact upon Green Belt openness although the screening and lack of visual connection with the wider countryside would limit this. Some glimpsed, medium-range views from the 1st floor rear windows of a small number of properties on Beane Walk.

Site ID:	02	Area (ha):	3.77
Site:	Land at Lanterns Lane	Ward:	Manor
Current use:	None (grassland / woodland)	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	No	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	Yes

Flood risk: -

Green Belt contribution: Limited

Policy rating:	This greenfield site is located within the Green Belt in an area that is judged to make a limited contribution to Green Belt purposes. The land is rated as Grade 3 for agriculture. The whole site is identified as a local Wildlife Site which was resurveyed in 2013. This showed the continued presence of indicator species and no changes were recommended to the site boundary or designation.
Unsuitable	

#### Physical Assessment

North	Redwings Farm / open fields (EHDC)
East	Tree line to open fields beyond (EHDC)
South	Tree line to open field with agricultural buildings beyond (EHDC)
West	Gresley Way to Chells Park and informal open space with planning permission for residential development beyond
Physical rating:	Potential to provide generally well screened area with only limited traffic noise. However, the most obvious part of the site in which to make any provision ~ in the north-west corner, could be visually exposed in terms of both views into and out of the site while the slope is steepest here.
Difficult	

#### Accessibility Assessment

Bus	200	Access type:	Site is generally not that well located in relation to local facilities. Any future development east of Stevenage within East Hertfordshire could alleviate these issues, but reliance on this at this stage would be speculative. Two sides of site are bounded by minor, single track roads which would be unsuitable for access. This would need to be taken from Gresley Way or from Lanterns Lane immediately adjacent to the junction with Gresley Way, provided suitable sight lines and clearances could be achieved.
Doctor	1300	Local distributor / Local access	
School	1200	Access rating:	
Shop	800	Moderate	

#### Conclusions

Suitable?	No	The whole of this site is designated as a County Wildlife Site and is not considered appropriate for further consideration on policy grounds.
Prospects	-	
Capacity	-	





Site notes: Roughly square site. The internal area of the site is largely open to scrub with trees providing screening around three sides of the site. A footpath bisects the site. Some traffic noise from adjacent Gresley Way. The site slopes relatively steeply down from east to west. This, along with the relative lack of screening onto Gresley Way beyond a low bund, means that any site here would be visually exposed with clear views both into and out of the site from Gresley Way and the 1st floor rear windows of residential properties beyond. Development would impact upon Green Belt openness at a local scale although the screening from, and lack of visual connection with, the wider countryside to the north and east in particular would limit this.

Site ID:	04	Area (ha):	1
Site:	Land east of Gresley Way (a)	Ward:	Bandley Hill
Current use:	None	PDL?	No

Policy assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	Urban	Flood (EA)	Yes	Rights of Way	Yes
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: 1% of site at moderate risk of surface water flooding

Green Belt contribution: Limited

Policy rating:	This small greenfield site is located within the Green Belt in an area that is judged to make a limited contribution to Green Belt purposes. It is unrated for agriculture. A public right of way (Footpath 106) bisects the site though a smaller parcel (~0.45ha) of land could be realised without requiring the route to be rerouted or extinguished. Small area of moderate surface water flood risk at the north-west of the site.
Difficult	

Physical Assessment

North	Tree line to open fields beyond (EHDC)
East	Tree line to open fields beyond (EHDC)
South	Woodland
West	Gresley Way to residential development (Fieldfare) beyond.
Physical rating:	Topography, in combination with the exposed views onto this slope from the adjacent road and residential properties make this site unsuitable for further consideration.
Unsuitable	

Accessibility Assessment

Bus	300	Access type:	Relatively good accessibility to local services though nearest primary school is slightly further away and would require safe crossing of Gresley Way, from where a new access would also need to be taken cutting through an existing bund and across the Right of Way.
Doctor	500	Local distributor	
School	1200	Access rating:	
Shop	500	Moderate	

Conclusions

Suitable?	No	A number of policy considerations would make this a difficult site in its own right. Notwithstanding this, the site is considered unsuitable for development given the topography and the exposed nature of the site.
Prospects	-	
Capacity	-	





Site notes: Irregularly shaped field in agricultural use. The internal area is open with woodland to the west and intermittent screening on the other three sides. The site slopes down from south to north. The size of the field means that any site here would be visually exposed from within the site, and also in longer views from Gresley Way and residential properties on lower ground to the north. The most logical location for a site would be in the south-east corner adjacent to Broadwater Lane to ensure access but this would be directly overlooked by adjacent properties in Four Leaves. Development would impact upon Green Belt openness at a local scale. The lack of visual connection with the wider countryside beyond Aston would limit this impact, however any infilling on this site would erode a small but important gap between this village and Stevenage which should be preserved.

Site ID:	05	Area (ha):	3.19
Site:	Land east of Gresley Way (b)	Ward:	Bandley Hill
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	No	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: -

Green Belt contribution: Limited

Policy rating:	This greenfield site is located within the Green Belt in an area that is judged to make a limited contribution to Green Belt purposes. The land is rated as Grade 3 for agriculture. There are no other policy constraints upon the land.
Moderate	

#### Physical Assessment

North	Intermittent tree line and grass embankment to Gresley Way
East	Tree line to managed grassland beyond (EHDC)
South	Partial tree line to Broadwater Lane with residential beyond
West	Woodland / Gresley Way
Physical rating:	Topography, the exposed views onto this slope from the adjacent road and residential properties, and the erosion of the gap between Stevenage and Aston make this site unsuitable for further consideration.
Unsuitable	

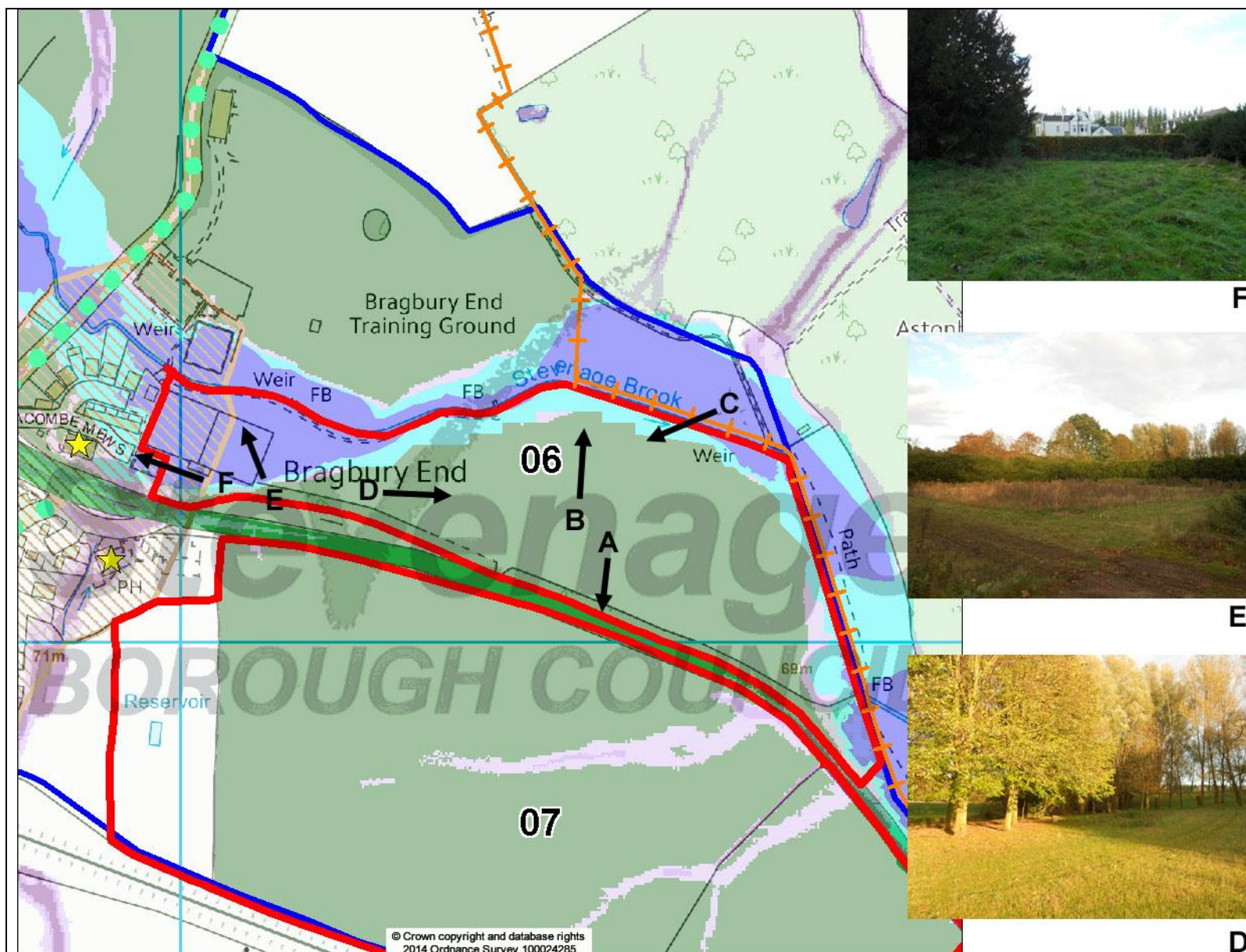
#### Accessibility Assessment

Bus	200	Access type:	Other than nearby bus stops, site is generally not that well located in relation to local facilities. Access would need to be taken via Broadwater Lane, a narrow road with limited passing ability between the site and the main road network at Gresley Way. Unlikely to be suitable.
Doctor	900	Local access	
School	1300	Access rating:	
Shop	1100	Unsuitable	

#### Conclusions

Suitable?	No	Green Belt is the only policy constraint on this site. However, it is ruled out on amenity and access grounds. The site would be exposed and subject to overlooking by adjoining residential properties and also in longer views from Stevenage. It would erode a narrow, but important separation between Stevenage and Aston. Broadwater Lane unlikely to be an appropriate access route for longer or towed vehicles
Prospects	-	
Capacity	-	





F



E



D



A



B



C

Site notes: Irregularly shaped site. Large parts of the internal area of the site are open with small clumps of trees. Screening along southern edge to A602 means only glimpsed views into site along much of this frontage. Site slopes down from south to north with relatively steep embankment down from A602 in places. Significant elements of site are away from the Brook and nearby residential properties though this site is only likely to come forward as part of a wider housing development (see access comments) which could have implications in terms of amenity and proximity of uses.

Site ID:	06	Area (ha):	8.16
Site:	Land north of A602	Ward:	Longmeadow
Current use:	Disused sports ground	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	Yes	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	Part	Listed building	Setting	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: 18% of site in Flood Zone 3

Additional 11% in Flood Zone 2

Green Belt contribution: Contribution

Policy rating:	This greenfield site is located within the Green Belt in an area that is judged to make a contribution to Green Belt purposes. The Stevenage Brook runs along the northern edge of this site and approximately 30% of the site is in Flood Zones 2 or 3 particularly at the western end and along the northern perimeter. However, significant areas remain outside of this. The western end of the site is partially within an Archaeological Alert Area and would impact upon the setting of a listed building.
Difficult	

#### Physical Assessment

North	Stevenage Brook to football training pitches beyond
East	Astonbury Wood (EHDC)
South	A602 to open land (site 07) beyond
West	New residential development; Aston Lane to golf course beyond.
Physical rating:	In itself, no significant physical barriers to development as large, relatively flat areas exist away from both the brook and the embankment to the A602. However, site only likely to come forward if as part of a wider development so relationship between residential dwellings and any pitches would need to be managed.
Difficult	

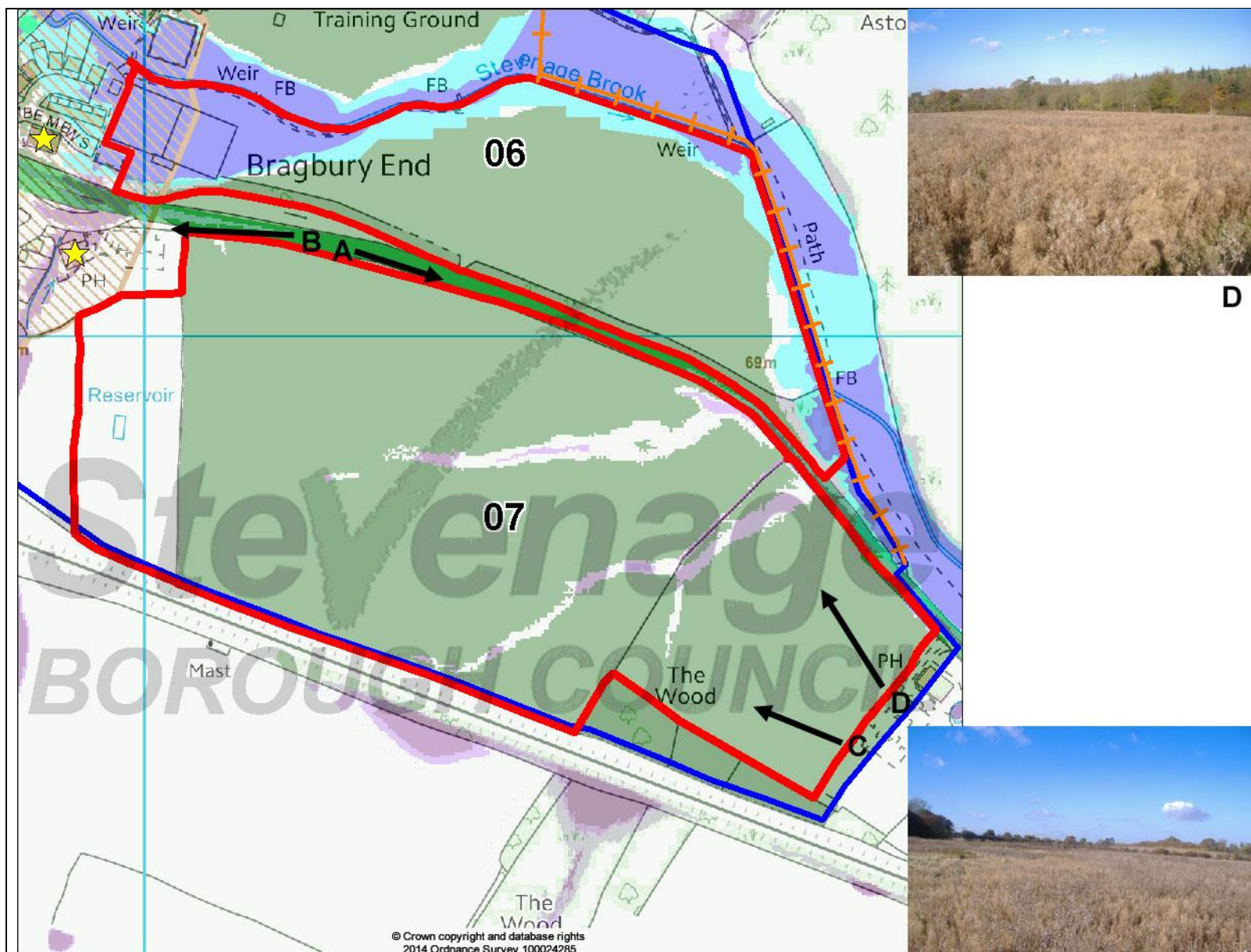
#### Accessibility Assessment

Bus	500	Access type:	Site is generally not that well located in relation to local facilities. Any future housing development of this site and / or adjacent Site 07 could help alleviate this, but reliance on this at this stage would be speculative. Access would need to be taken directly from the A602 to the south of the site. The Highway authority have previously accepted this concept in principle though the scale of works required would be prohibitively expensive for a Gypsy and Traveller site to be viable by itself.
Doctor	2400	Primary distributor	
School	2300	Access rating:	
Shop	1100	Difficult	

#### Conclusions

Suitable?	Yes	Site is significantly constrained by flood risk and Green Belt policies, though large areas of the site lie outside the former while provision here could only be made as part of a larger development scheme which would require release from the latter.
Prospects	Difficult	
Capacity	11-16 pitches	





D



C



A



B

Site notes: Large, irregularly shaped site in agricultural use. Trees and / or low hedgerow along southern boundary provide some screening but significant elements of the site are relatively exposed. Railway embankment prevents views to / from the south but is an irregular source of noise. Significant elements of the site are away from the main road and the public houses which book-end the site frontage on the A602. However, this site is only likely to come forward as part of a wider housing development (see access comments) which could have implications in terms of amenity and proximity of uses.

Site ID:	07	Area (ha):	19.96
Site:	Land south of A602	Ward:	Longmeadow
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	Setting	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: <1% of site at moderate risk of surface water flooding

Green Belt contribution: Contribution

Policy rating:	This large greenfield site is located within the Green Belt in an area that is judged to make a contribution to Green Belt purposes. This designation is the only constraint on much of this site. A Listed Building lies to the north west so some areas could affect its setting though it should be possible to avoid substantial harm.
Moderate	

#### Physical Assessment

North	A602 to tree line and open land (Site 06) beyond.
East	Public house and car park to hamlet of Hook's Cross beyond (EHDC)
South	Railway embankment to open fields (EHDC) beyond
West	Public house (listed building) and car park to the north-west. To the south-west a slope down to a Flood Storage Reservoir to the rear of properties on Bragbury Lane.
Physical rating:	In itself, no significant physical barriers to development as large, gently sloping areas exist away from the immediate road frontage and railway. However, site only likely to come forward as part of a wider development so relationship between any new residential dwellings and any pitches would need to be managed.
Difficult	

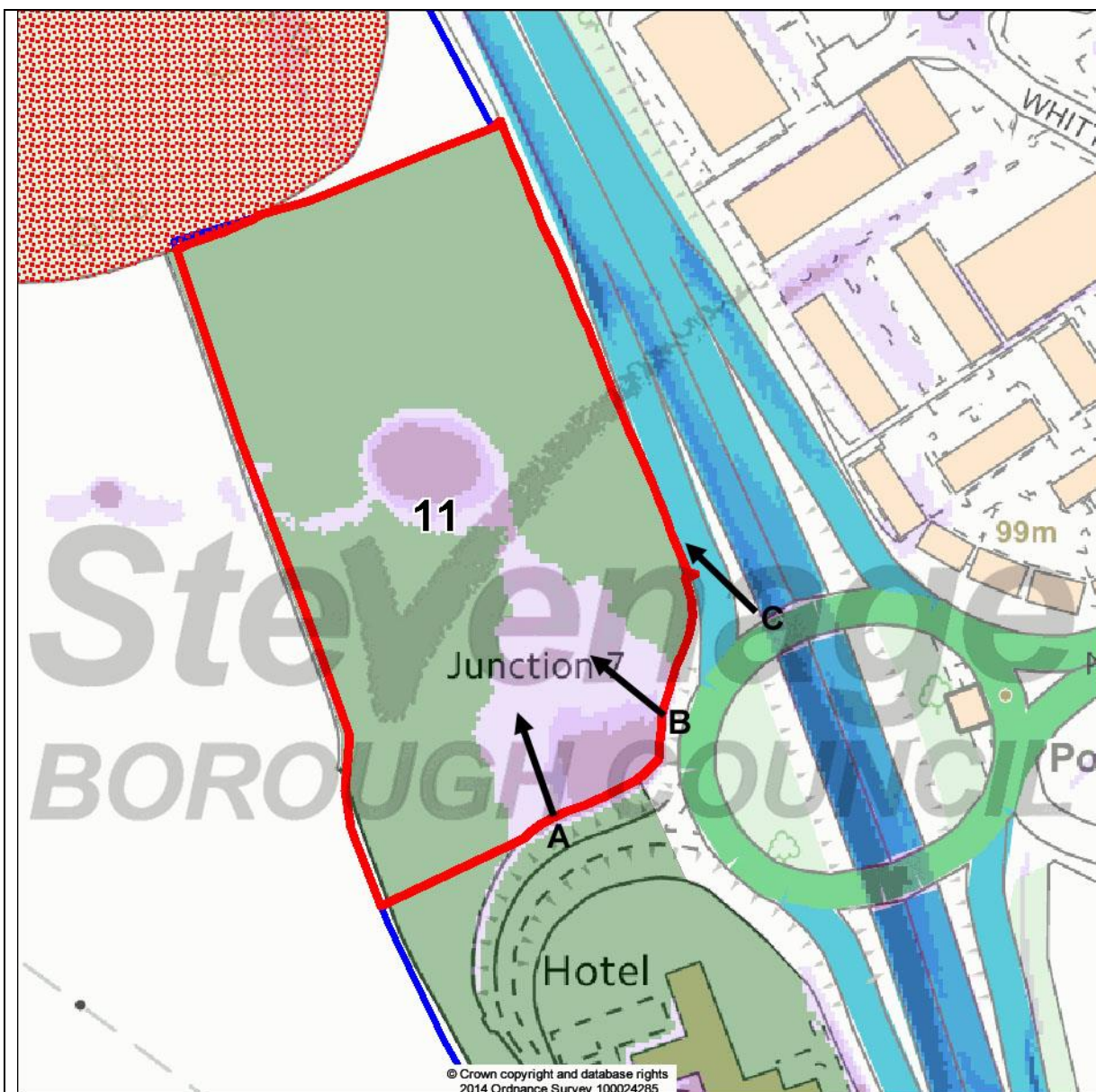
#### Accessibility Assessment

Bus	600	Access type:	Site is generally not that well located in relation to local facilities. Any future housing development of this site and / or adjacent Site 06 could help alleviate this, but reliance on this at this stage would be speculative. Access would need to be taken directly from the A602 to the south of the site. The Highway authority have previously accepted this concept in principle though the scale of works required would be prohibitively expensive for a Gypsy and Traveller site to be viable by itself.
Doctor	2500	Primary distributor	
School	2400	Access rating:	
Shop	1200	Difficult	

#### Conclusions

Suitable?	Yes	Other than existing Green Belt designation, there is no significant physical or policy constraint on development as the size of the site would allow those constraints that do exist to be managed. However, pitches could only be provided as part of a larger scheme which sought to develop all, or a significant proportion, of the site.
Prospects	Difficult	
Capacity	11-16 pitches	





Site notes: Roughly rectangular site consisting of lightly managed grassland. Site is flat and is screened and contained to the north by the woodland. However, there is currently no screening to the other three sides and significant landscaping could be required. Site would be exposed to significant noise from A1(M) traffic and, given frequent congestion in this area, air quality could be an issue if residential uses were introduced. A site here would relate poorly to surrounding uses and would be overlooked by the nearby hotel and office buildings as well as by all traffic entering and leaving the Knebworth Estate.

Site ID:	11	Area (ha):	4.68
Site:	Land at Junction 7	Ward:	Roebuck
Current use:	Grassland / agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	Adjacent
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	Adjacent

Flood risk: 5% of site at high risk of surface water flooding

Additional 3% at moderate risk

Green Belt contribution: Contribution

Policy rating:	This greenfield site is located within the Green Belt in an area that is judged to make a contribution to Green Belt purposes. The land is rated as Grade 3 for agriculture. There are pockets of medium and high surface water flood risk covering 8% of the site. Adjacent to a Site of Special Scientific Interest and a local Wildlife Site and it would be necessary to ensure no adverse impact though site is large enough to be able to locate any provision >200m from these.
Moderate	

#### Physical Assessment

North	Woodland - Watery Grove SSSI
East	A1(M) motorway
South	Access road to hotel and Knebworth Estate beyond
West	Open field (NHDC)
Physical rating:	Site considered unsuitable on amenity grounds due to traffic noise, potential air quality issues associated with the adjacent A1(M) and lack of privacy / screening that could be afforded by the site.
Unsuitable	

#### Accessibility Assessment

Bus	700	Access type:	Site is isolated from other residential areas ~ and their associated services ~ by Junction 7 of the A1(M) and Gunned Wood industrial estate beyond. No means of pedestrian access to the site without crossing a motorway junction. Direct access to Junction 7 of the A1(M) via the access road into the Knebworth Estate.
Doctor	2300	Private	
School	1900	Access rating:	
Shop	1900	Unsuitable	

#### Conclusions

Suitable?	No	Significant amenity issues while any site here would be separated from the town by a large employment area and would be isolated from facilities with no means of pedestrian access. Not considered suitable for residential development through SLAA and no reason to reach an alternate conclusion in relation to Gypsy and Traveller provision.
Prospects	-	
Capacity	-	





Site notes: Very large site, mostly in agricultural use. Wraps around existing Gypsy and Traveller site at Dyes Lane, meaning this land could be used to provide an extension to the existing site. Large areas are relatively flat with a shallow ridge running south-east to north-west through the site. Noise from the A1(M) an issue along eastern boundary, whilst at northern end the motorway is level, or slightly above, the site leaving it exposed to passing traffic. However, site is large enough to be able to locate pitches away from these areas.

Site ID:	13	Area (ha):	58.23
Site:	W Stevenage (S)	Ward:	Symonds Green
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	Potential	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	Yes
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	No	SAM	No
Arch Area	No	Listed building	No	SSSI	Adjacent
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	Adjacent

Flood risk: <1% of site at high or moderate risk of surface water flooding

Green Belt contribution: -

Policy rating:	This large greenfield site is located outside of the Green Belt. A review judged there would be no justification to re-designate this land. It is allocated for strategic housing development in the District Plan. There are a number of constraints in and around the site. However, the principle of development has previously been accepted and this parcel of land is large enough that there should be scope to work around these constraints and / or successfully incorporate them as part of a larger scheme.
Good	

#### Physical Assessment

North	Open land (Site 14)
East	A1(M) motorway
South	Open land to Norton Green beyond
West	Open land (NHDC)
Physical rating:	Given the size of the site, there are no significant physical barriers to development with the potential of using a small part of this site to provide an extension to the existing Dyes Lane site or a new site of a commensurate size.
Good	

#### Accessibility Assessment

Bus	800	Access type:	Site relatively poorly related to existing services. Potential improvement to these should any wider scheme for development of this area be brought forward, but reliance on this would be purely speculative at this stage. Existing road network could be used to support an extension to the existing site without reliance on wider schemes. Not suitable for a whole new, large site as this would focus all provision (and associated demand for services) onto a small area of the Borough.
Doctor	1800	Local access	
School	1800	Access rating:	
Shop	1800	Moderate	

#### Conclusions

Suitable?	Yes	Site consists of open land outside of the Green Belt and, although constraints exist in certain areas, these can largely be avoided. Considered a good location for either a small extension to the existing Dyes Lane site or a new site of a commensurate size. Not an appropriate location to focus all future provision.
Prospects	Moderate	
Capacity	Approx. 5 pitches	





Site notes: Very large site, mostly in agricultural use that slopes gently from highest point at the western edge of the site towards the east. Noise from the A1(M) is an issue along the eastern boundary whilst the motorway is at or above the level of the land in the northern half of the site leaving it highly exposed. The site tapers towards the north meaning that development in this area is unlikely to be suitable given proximity to the motorway and lack of access. Other issues mean this area is only likely to be suitable as part of a wider development which might be more able to support the significant modifications that would make this land suitable.

Site ID:	14	Area (ha):	32.42
Site:	W Stevenage (mid)	Ward:	Symonds Green
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	Yes
Ancient Lane	Adjacent AL	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	No	SAM	No
Arch Area	Part	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: 2% of site at high risk of surface water flooding  
Additional 1% of site at moderate risk of surface water flooding

Green Belt contribution: -

Policy rating:	This large greenfield site is located outside of the Green Belt. A review judged there would be no justification to re-designate this land. It is allocated for strategic housing development in the District Plan. There are some constraints in and around the site. However, the principle of development has previously been accepted and this parcel of land is large enough that there should be scope to work around these constraints and / or successfully incorporate them as part of a larger scheme.
Good	

#### Physical Assessment

North	Open land (Site 15)
East	A1(M) motorway
South	Open land (Site 13)
West	Open land (NHDC)
Physical rating:	Large parts of the site are exposed to views and / or noise from the adjoining motorway. Development of any pitches here likely to be reliant on a wider scheme which would require the relationship between different elements and land uses to be managed.
Difficult	

#### Accessibility Assessment

Bus	1000	Access type:	Site relatively poorly related to existing services. Potential improvement to these should any wider scheme for development of this area be brought forward, but reliance on this would be purely speculative at this stage. Not suitable for a whole new, large site as this would focus all provision (and associated demand for services) onto a small area of the Borough. Access could be created by upgrading existing tracks and access at Meadway.
Doctor	1800	Local access	
School	1500	Access rating:	
Shop	1700	Difficult	

#### Conclusions

Suitable?	Yes	Site cannot be considered suitable at present given exposed nature and extensive views from the motorway and noise that would be experienced if existing tracks were used to create access. It might be possible to deliver some pitches as part of a larger scheme. However, this needs to be considered in relation to any proposals for site 13 as these two areas would currently largely draw on the same services.
Prospects	Difficult	
Capacity	Approx. 5 pitches	





E



D



C



A



B

Site notes: Roughly rectangular site with very shallow slope down from south to north. Site is directly adjacent to A1(M) leading to significant exposure to noise. A thin tree belt provides some screening at the southern end of the site, but most of the land is highly exposed to views from the motorway and also from the Fishers Green Road overbridge. This is at a higher level than the motorway resulting in significant overlooking.

Site ID:	15	Area (ha):	6.52
Site:	W Stevenage (N)	Ward:	Symonds Green
Current use:	Agriculture	PDL?	No

#### Policy assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	Yes
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	No	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: <1% of site at high or moderate risk of surface water flooding

Green Belt contribution: -

Policy rating:	This greenfield site is located outside of the Green Belt. A review judged there would be no justification to re-designate this land. The southern half of the site is allocated for strategic housing development in the District Plan. The remainder is 'white land'. There are Public Rights of Way around the perimeter of site and one route (Footpath 89) which bisects it. This leaves two parcels of 2-3ha which are otherwise unconstrained.
Good	

#### Physical assessment

North	Fishers Green Road to site 15 beyond
East	A1(M) motorway
South	Open land (site 14)
West	Open land / Shangri-La Farm (NHDC)
Physical rating:	Site considered unsuitable on amenity grounds due to traffic noise, potential air quality issues associated with the adjacent A1(M) and lack of privacy / screening that could be afforded by the site.
Unsuitable	

#### Accessibility assessment

Bus	700	Access type:	Site relatively poorly related to existing services. Potential improvement to these should any wider scheme for development of this area be brought forward, but reliance on this would be purely speculative at this stage. Not suitable for a whole new, large site as this would focus all provision (and associated demand for services) onto a small area of the Borough. Potential access via Fishers Green Road and Clovelly Way to the main road network.
Doctor	1700	Local distributor	
School	2100	Access rating:	
Shop	1200	Difficult	

#### Conclusions

Suitable?	No	Site is highly exposed - both to noise from the A1(M) and visually from both the motorway and the overbridge. Any future development proposals could provide opportunities but it is considered that these are more likely to lie further south (e.g. within sites 13 or 14) due to the narrowness of the land within the Borough boundary at this point.
Prospects	-	
Capacity	-	





F



E



D



A



B



C

Site notes: Small, flat site currently used as a paddock. Tree belt along eastern edge provides visual screening from A1(M) but traffic noise would still be an issue. Residential properties along the northern edge look directly into the site while, to the south, the (embankment to the) Fishers Green Road overbridge mean passing cars and pedestrians overlook the site. Development of this field would extend Todds Green to the motorway and, bar a narrow amenity strip on the western side of the A1(M) lead to its coalescence with Stevenage.

Site ID:	16	Area (ha):	0.91
Site:	Land south-east of Todds Green	Ward:	Symonds Green
Current use:	Paddock	PDL?	No

Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	Adjacent
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	Adjacent	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: <1% of site at moderate risk of surface water flooding

Green Belt contribution: Significant

Policy rating:	This small greenfield site is located within the Green Belt in an area that is judged to make a significant contribution to Green Belt purposes. A Public Right of Way (Footpath 88) is adjacent to the south-western boundary of the site. A listed building is immediately adjacent to the western boundary. Any development would affect its immediate setting.
Unsuitable	

Physical Assessment

North	Residential properties
East	A1(M) motorway
South	Fishers Green Road to open land (Site 15) beyond
West	Shangri-La Farm (NHDC)
Physical rating:	Site considered unsuitable on amenity grounds due to traffic noise, potential air quality issues associated with the adjacent A1(M) and lack of privacy / screening that could be afforded by the site. Notwithstanding these issues, any development in this area would effectively close the gap between Todds Green and Stevenage.
Unsuitable	

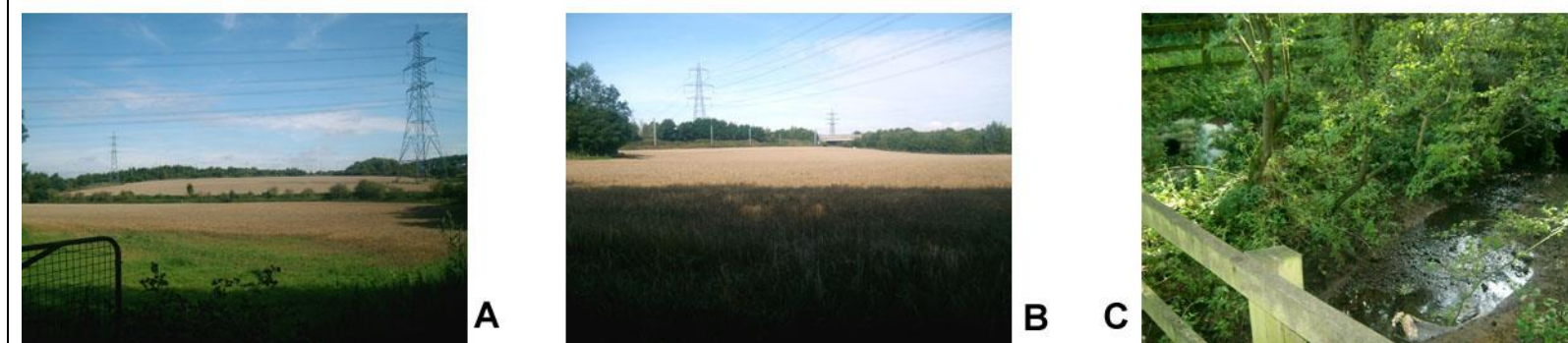
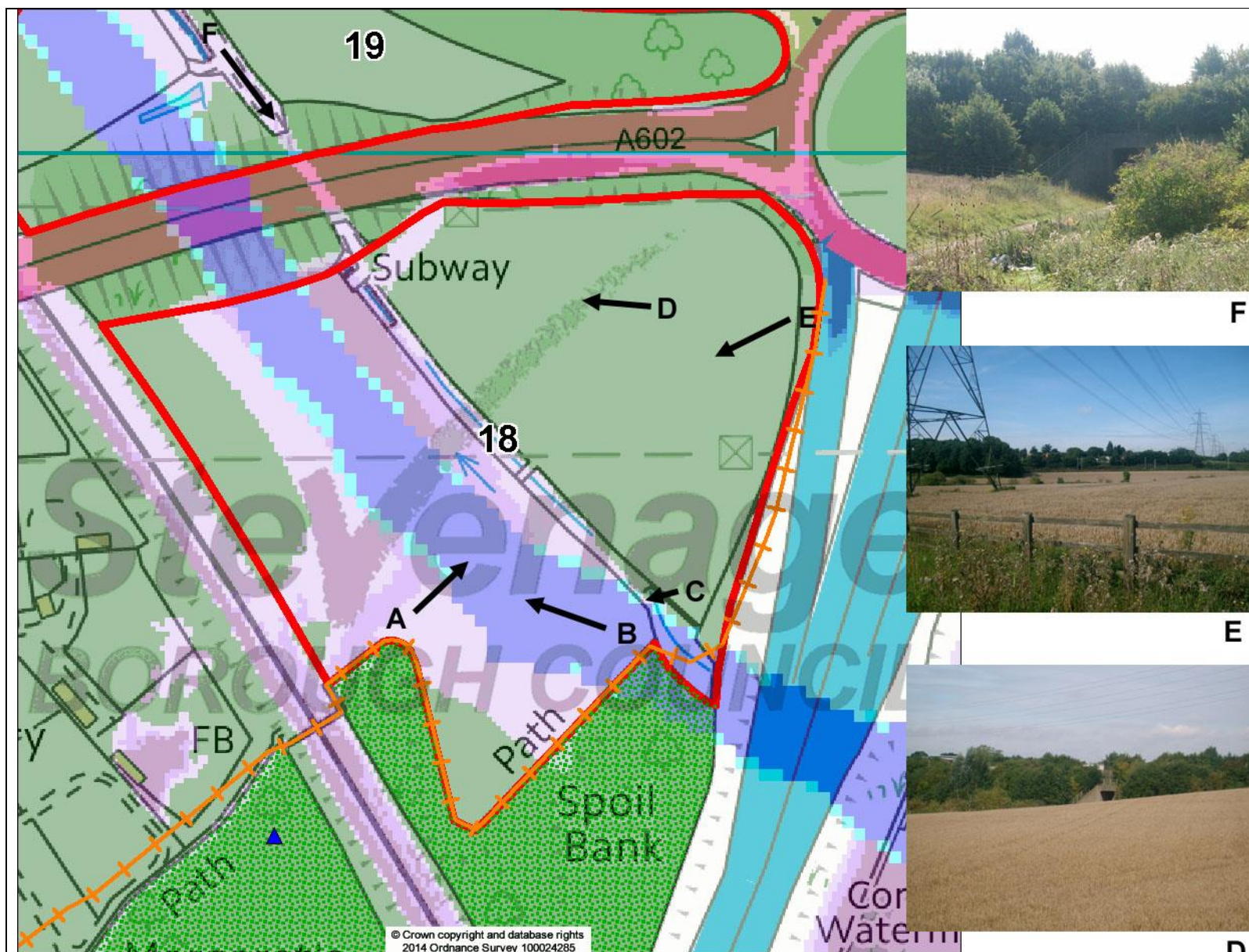
Accessibility Assessment

Bus	500	Access type:	Site relatively poorly related to existing services. Potential to create access from existing road network. Not suitable for a whole new, large site as this would focus all provision (and associated demand for services) onto a small area of the Borough.
Doctor	1500	Local distributor / Local access	
School	1900	Access rating:	
Shop	950	Moderate	

Conclusions

Suitable?	No	Site immediately adjacent to listed building and also considered unsuitable on amenity grounds due to noise from the motorway and significant overlooking from existing highways and residential properties.
Prospects	-	
Capacity	-	





Site notes: Large, irregular shaped site with drain through the centre. Slopes considerably from high point at the north-east of the site to south-west. Two sets of pylons traverse the site. Considerable background noise from motorway / dual carriageway and, more occasionally, from the railway. Northern half of site is closest to the point of access and on the higher ground and any site would need to be located here to avoid having to traverse area of flood risk. Trees provide screening around the south-east of the site but the land is visually prominent from the A602, the A1(M) and the passing railway. Both of these roads are predominantly above the level of the site. Localised impact on Green Belt openness. Site is largely contained from wider countryside but site marks a transition from the town to the areas beyond.

Site ID:	18	Area (ha):	4.78
Site:	Triangle site	Ward:	Woodfield
Current use:	Agriculture	PDL?	No

Policy Assessment					
AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	Yes
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	Part

Flood risk: 17% of site in Flood Zone 3  
Additional 2% in Flood Zone 2  
Additional 3% at high risk of surface water flooding  
Additional 5% at moderate risk of surface water flooding

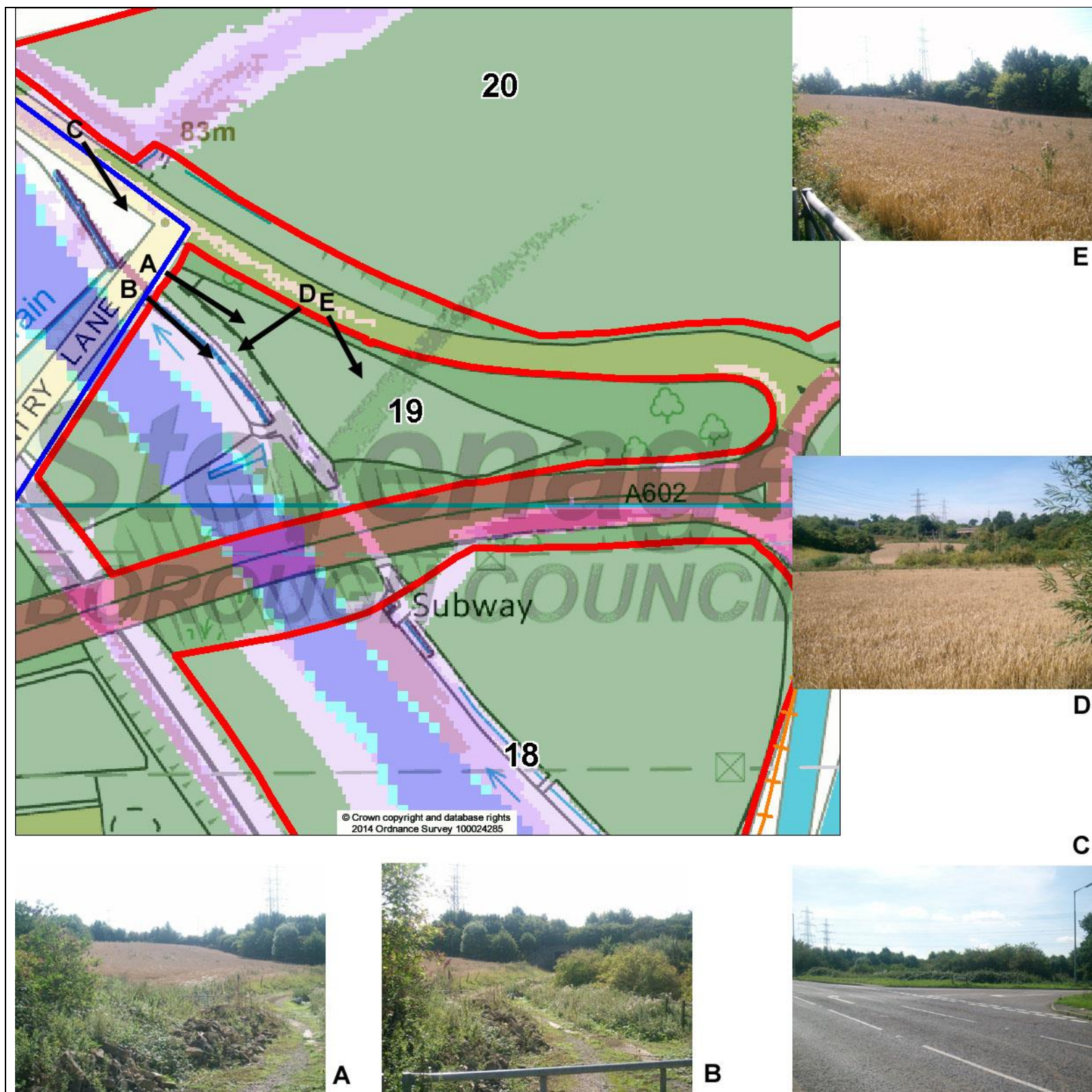
Green Belt contribution: Significant	
Policy rating:	This greenfield site is located within the Green Belt in an area that is judged to make a significant contribution to Green Belt purposes. Around a quarter of the site is at risk of fluvial or surface water flooding, including an area of Flood Zone 3 which bisects the site, broadly from south-east to north-west, but a sizeable parcel of land (2.2ha) remains to the north of this where the Green Belt designation is the only constraint. A Public Right of Way (Footpath 85) runs along the eastern boundary of the site.
Difficult	

Physical Assessment	
North	A602 Wymondley Bypass (dual carriageway)
East	A1(M) motorway
South	Woodland to Railway beyond
West	Railway
Physical rating:	Site considered unsuitable on amenity grounds due to traffic noise, pylons, potential air quality issues associated with the adjacent A1(M) and lack of privacy / screening that could be afforded by the site.
Unsuitable	

Accessibility Assessment			
Bus	300	Access type:	Site is poorly located in relation to most services, the majority of which would require traversing Junction 8 of the A1(M) - albeit that there are footpaths / dropped kerbs on the A1(M) slip roads. Potential point of access is at risk of flooding and would require improvements along with right of access across land to the north of the A602 (Site 19). Height / width of underpass would need to be checked for suitability.
Doctor	2400	Local access	
School	1100	Access rating:	
Shop	700	Difficult	

Conclusions		
Suitable?	No	Part of site is at risk of flooding. Raised element of the site, at the north, is outside the area of risk but adjacent Junction 8 of the A1(M) so subject to significant noise and overlooking and also under pylons. Site access required under the A602 and follows line of flood risk. Bringing this up to an acceptable standard is likely to be prohibitively expensive for a Gypsy and Traveller site alone.
Prospects	-	
Capacity	-	





Site notes: Roughly triangular site which slopes down from east to west. North-eastern half of site in active arable use. Drain / access through centre of site with no clear use on south-western part of site, though this is in area of flood risk. Site subject to noise from A602 which is raised on an embankment above the level of the site overlooking it, though these views are only glimpsed due to traffic speed and relatively well established planting, and the railway which passes the south-western tip of the site. Mature screening along Stevenage Road provides some privacy though there are partial views into the site heading south-east from Little Wymondley, which could also impact on Green Belt openness.

Site ID:	19	Area (ha):	2.55
Site:	Land adjacent J8 (W)	Ward:	Woodfield
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: 13% of site in Flood Zone 3  
Additional 2% in Flood Zone 2  
Additional 1% at high risk of surface water flooding  
Additional <1% at moderate risk of surface water flooding

Green Belt contribution: Significant

Policy rating:	This greenfield site is located within the Green Belt in an area that is judged to make a significant contribution to Green Belt purposes. The land is rated as Grade 3 for agriculture. An area of Flood Zone 3 bisects the site, broadly from south-east to north-west, with smaller additional areas within Flood Zone 2 or at risk of surface water flooding. A parcel of land (1.3ha) remains to the north of this where the Green Belt designation is the only constraint.
Difficult	

#### Physical Assessment

North	Stevenage Road to embankment beyond.
East	Small copse (within site) to Junction 8 beyond
South	A602 Wymondley Bypass (dual carriageway)
West	Railway / Chantry Lane
Physical rating:	Eastern half of site has some potential though adjacent A602 results in some noise.
Difficult	

#### Accessibility Assessment

Bus	200	Access type:	Site is poorly located in relation to most services, the majority of which require traversing Junction 8 of the A1(M) make pedestrian access difficult - albeit that there are footpaths / dropped kerbs on the A1(M) slip roads. Notwithstanding this, peak-hour bus services are available from adjacent to the site. Site has two potential points of access onto Chantry Lane and Stevenage Road. Good access to Junction 8 of the A1(M) and the primary route network.
Doctor	2600	Local distributor / Local access	
School	1200	Access rating:	
Shop	900	Moderate	

#### Conclusions

Suitable?	Yes	Some potential on the upper (eastern) portion of the site which is relatively well screened with access onto Stevenage Road. However, site is immediately adjacent to the A602 and exposed to noise and a degree of overlooking.
Prospects	Difficult	
Capacity	Approx. 12 pitches	





Site notes: Part of a large field that crosses the Borough boundary into North Hertfordshire District. In partial arable use but a large proportion of that part of the site within Stevenage Borough left to scrub. Site slopes from south-east to north-west with south-eastern corner significantly raised above the levels of the Stevenage Road and roundabout at Junction 8. Screening from Stevenage Road but site would be likely to be exposed to longer views from north-west and from the A1(M) and could have a significant impact on Green Belt openness given visual connection to wider countryside. Less exposed to noise than other sites in this area though intrusion from the A1(M) is an issue towards eastern edge.

Site ID:	20	Area (ha):	7.39
Site:	Land adjacent J8 (NW)	Ward:	Woodfield
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: 2% of site at high risk of surface water flooding  
Additional 3% of site at moderate risk of surface water flooding

Green Belt contribution: Significant

Policy rating:	This greenfield site is located within the Green Belt in an area that is judged to make a significant contribution to Green Belt purposes. The land is rated as Grade 3 for agriculture. A small area of the site (5%) is at risk of surface water flooding.
Difficult	

#### Physical Assessment

North	Open field
East	A1(M) motorway
South	Stevenage Road
West	Open field
Physical rating:	Impact upon Green Belt is the key consideration given the open nature of site and connection with wider countryside north-west of Stevenage. However, other forms of development - notably employment - have been considered here. Significant earthworks, screening and / or planting would be required to clearly define a site. This could prove prohibitively expensive.
Difficult	

#### Accessibility Assessment

Bus	300	Access type:	Site is poorly located in relation to most services, the majority of which require traversing Junction 8 of the A1(M) make pedestrian access difficult - albeit that there are footpaths / dropped kerbs on the A1(M) slip roads. Notwithstanding this, peak-hour bus services are available from adjacent to the site. Site has direct access to Stevenage Road. Good access to Junction 8 of the A1(M) and the primary route network.
Doctor	2900	Local distributor	
School	1500	Access rating:	
Shop	1300	Moderate	

#### Conclusions

Suitable?	Yes	Large site in agricultural use with direct access to Stevenage Road. However, a site would be highly exposed and would require significant screening and / or earthworks to prevent views from the A1(M) or the north west and ensure the site was contained. Noise from the A1(M) an issue in terms of amenity especially at the east of the site.
Prospects	Difficult	
Capacity	11-16 pitches	

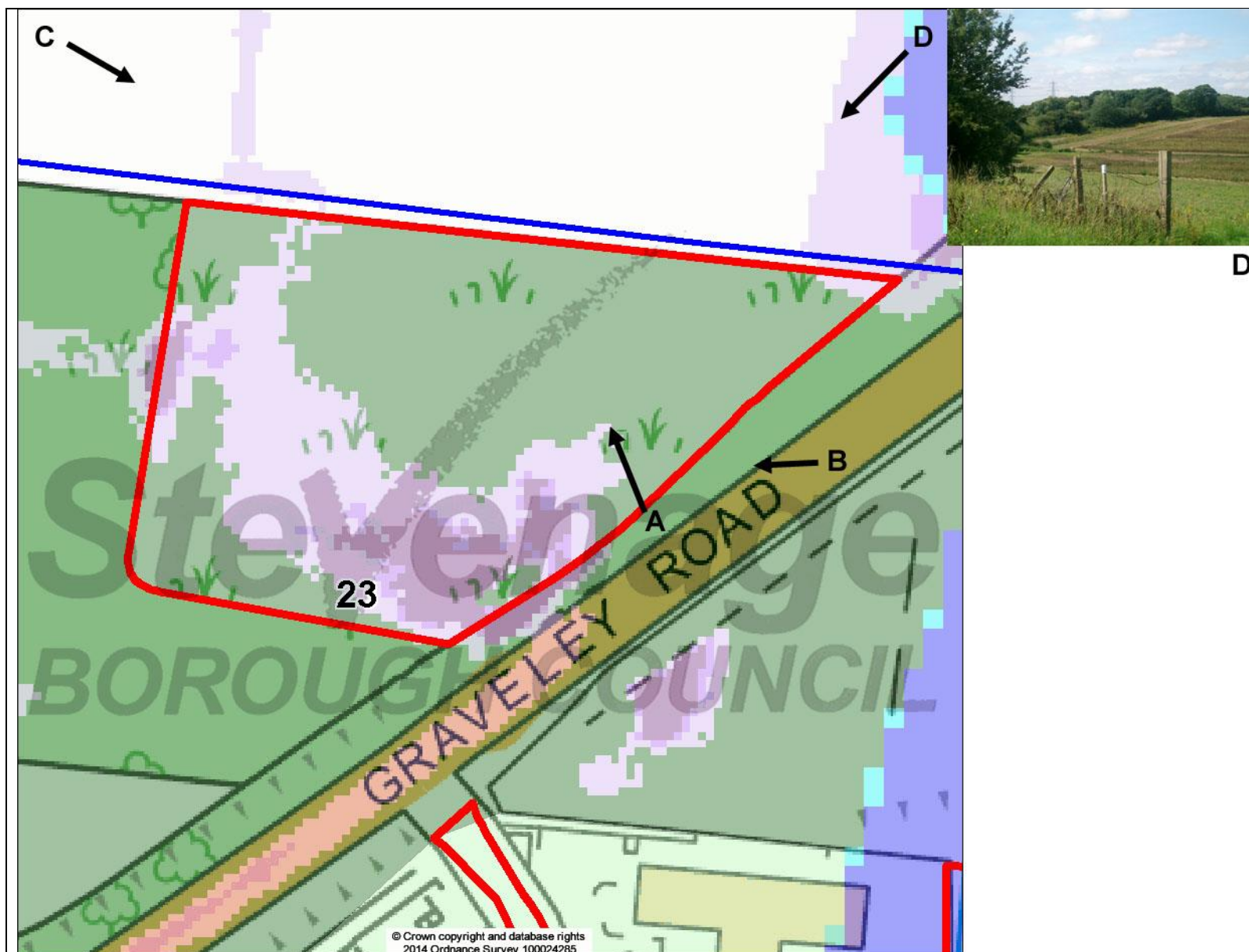




Site notes: Irregularly shaped site which slopes significantly from point nearest J8 of the A1(M) where the land is significantly above the level of the junction. Two sets of pylons cross northern part of site. Any development here likely to be precluded by this and need for significant earthworks to create a suitable site. Southern area of site ~ adjacent to A602 Hitchin Road ~ is flat but in an area of flood risk and would be overlooked by adjacent road.

Site ID:	22	Area (ha):	3.15		
Site:	Land adjacent J8 (E)	Ward:	Woodfield		
Current use:	Agriculture	PDL?	No		
<b>Policy Assessment</b>					
AQMA	No	Contaminated	No	Policies	Yes
Agr Land	3	Flood (EA)	Yes	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	No	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No
Flood risk: 14% of site in Flood Zone 3 Additional 1% in Flood Zone 2 Additional 10% at high risk of surface water flooding Additional 1% at moderate risk of surface water flooding					
Green Belt contribution: -					
Policy rating:	This greenfield site is located outside of the Green Belt though is protected as Local Rural Area in the District Plan. The land is rated as Grade 3 for agriculture. Around a quarter of the site lies within Flood Zones or areas at risk of surface water flooding but a sizeable parcel of land (2.3ha) remains to the north of this.				
Moderate					
<b>Physical Assessment</b>					
North	Graveley Road				
East	Health facilities				
South	Hitchin Road (dual carriageway) to supermarket / depot beyond				
West	A1(M) Junction 8				
Physical rating:	A site here would be impractical given the topography and presence of pylons in the north of the site and flood risk and amenity considerations in the south.				
Unsuitable					
<b>Accessibility Assessment</b>					
Bus	400	Access type:	Relative to other sites in the assessment, this site has reasonable access to a local primary school at Graveley and the supermarket at Coreys Mill. Existing access to this site is adjacent to a bus stop but this is served irregularly and not at all in the morning or evening peaks though a wider range of services are available from Sainsburys / Hitchin Road which can be reached on foot. There is an existing access onto the B197 Graveley Road. This provides good access to Junction 8 of the A1(M) and the primary route network.		
Doctor	2100	Secondary distributor			
School	1200	Access rating:			
Shop	400	Good			
<b>Conclusions</b>					
Suitable?	No	Southern part of site in an area of flood risk. Northern part of the site would require removal / burial of two sets of pylons followed by significant earthworks to reduce the level of the site. Not considered a likely or viable proposition.			
Prospects	-				
Capacity	-				





A



B



C



D

Site notes: Flat site covered by scrub vegetation. The site is at the same level as the adjacent B197 Graveley Road, separated from it by a small earth mound. A tree line, with a ditch beyond, provides screening and clear site definition to the north though additional planting would probably be required. Site bounded and screened to the west by topography and tree cover. Site located a sufficient distance from Junction 8 to alleviate much of the noise, beyond passing traffic. Development would have some impact on Green Belt openness but proximity to existing urban fringe development, along with clearly demarcated boundary at the north of the site limit connection with the wider countryside.

Site ID:	23	Area (ha):	1.38
Site:	Land north of Graveley Road	Ward:	Woodfield
Current use:	None (scrub)	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: 7% of site at high risk of surface water flooding

Additional 1% at moderate risk of surface water flooding

Green Belt contribution: Significant

Policy rating:	This greenfield site is located within the Green Belt in an area that is judged to make a significant contribution to Green Belt purposes. The site is rated as Grade 3 for agriculture. A small part of the site (8%) is at risk of surface water flooding.
Difficult	

#### Physical Assessment

North	Tree line to open land beyond
East	Graveley Road to garden centre (Site MH-08) beyond
South	Health facilities
West	Woodland (within site)
Physical rating:	No significant physical barriers to development with existing features providing clear definition. Impacts on the wider Green Belt could be mitigated with further planting and screening along northern boundary.
Good	

#### Accessibility Assessment

Bus	100	Access type:	Relative to other sites in the assessment, this site has reasonable access to a local primary school at Graveley and supermarket. Adjacent to a bus stop but this is served irregularly and not at all in the morning or evening peaks. Site has direct access onto a secondary distributor road which will require early engagement with the highway authority. However, there appears to be good visibility while an access has been permitted to serve the health facilities on the opposite side of the road. The bus stop may need to be moved or incorporated into any access as it lies across the front of the site. Good access to Junction 8 of the A1(M) and the primary route network.
Doctor	2700	Secondary distributor	
School	1000	Access rating:	
Shop	800	Moderate	

#### Conclusions

Suitable?	Yes	Level site with direct road access and a reasonable level of screening and containment ~ though both these issues would need to be considered further. No significant policy constraints beyond existing Green Belt designation. Drainage would need to be investigated / improved to mitigate against surface water flooding. Bus stop may need to be moved / relocated to provide access.
Prospects	Moderate	
Capacity	11-16 pitches	





Site notes: Large, irregular shaped site in active arable use. Site slopes broadly from north-east to south west. Two sets of power lines cross the site from east to west though are >100m apart so some potential to site between these subject to statutory separation distances. Site highly visible from south-east corner on North Road. No existing vegetation within site that might be used to define site or provide screening though mature tree line does separate from Rugby Club to the south.

Site ID:	25	Area (ha):	6.04
Site:	Land west of North Road	Ward:	Woodfield
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	Yes
Agr Land	3	Flood (EA)	Yes	Rights of Way	Yes
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	No	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	No	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: 17% of site in Flood Zone 3

Additional 1% in Flood Zone 2

Additional 2% at high risk of surface water flooding

Green Belt contribution: -

Policy rating:	This greenfield site is located outside of the Green Belt though is protected as Local Rural Area in the District Plan. The land is rated as Grade 3 for agriculture. Around 20% of the site lies within Flood Zones or areas at risk of surface water flooding though this is largely confined to the east of the site and large areas remain outside of this. A Public Right of Way (Bridleway 103) runs along the southern edge of the site.
Moderate	

#### Physical Assessment

North	Two residential plots to garden centre beyond.
East	North Road to open fields (Site 27) beyond.
South	Rugby Club. Low rise buildings at east of site with playing pitches on remainder.
West	Health facilities
Physical rating:	Potential to provide site on this land, though this would have to be located between pylon lines and would require significant screening to protect amenity in view of surrounding uses.
Difficult	

#### Accessibility Assessment

Bus	300	Access type:	Site has poor access to services though is located close to bus services on North Road. Site has extended frontage onto B197 North Road which provides good access to Junction 8 of the A1(M) and the primary route network, although would require additional access onto secondary distributor road.
Doctor	2000	Secondary distributor	
School	1500	Access rating:	
Shop	600	Moderate	

#### Conclusions

Suitable?	Yes	Pylons across the site represent a significant constraint. Might be possible to locate a site between these lines but this would require screening and creation of appropriate boundaries.
Prospects	Difficult	
Capacity	11-16 pitches	





Site notes: Large open field with potential to create access on to North Road. The two sets of pylons that cross site significantly limit the potential. Development to the south would require re-routing of footpath and provide pitches directly adjacent to an established residential area. Any site between or to the north of the lines would be highly exposed in the landscape given the size and open nature of the site. Only likely to be suitable as part of a wider development incorporating the whole site though this would need to consider the relationship to any development - including the adjacent land to the north in North Hertfordshire's administrative area which is similarly under consideration.

Site ID:	27	Area (ha):	34.67
Site:	Land north of Stevenage (W)	Ward:	Woodfield
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	Yes
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	No	Listed building	No	SSSI	No
Cons Area	Yes (part)	Open space	No	TPO	No
		Park & garden	No	Wildlife site	No

Flood risk: <1% at high risk of surface water flooding  
Additional <1% at moderate risk of surface water flooding

Green Belt contribution: Contribution

Policy rating:	This large greenfield site is located within the Green Belt in an area that is judged to make a contribution to Green Belt purposes. The land is rated as Grade 3 for agriculture. The site is partially within a Conservation Area while there is a Public Right of Way (Footpath 22 / Bridleway 105) along the southern boundary where a number of protected trees are also located. However, the site is large enough that there should be scope to work around these constraints and / or successfully incorporate them as part of a larger scheme.
Moderate	

#### Physical Assessment

North	Open fields towards cricket ground and Graveley village beyond.
East	Open fields (Site 28).
South	Residential, two storey detached, low density.
West	North Road to open land (Site 25) beyond.
Physical rating:	May be potential to incorporate some provision into a larger, masterplanned development. However, this could require physical provision on the land within North Hertfordshire's administrative area and agreement under the Duty to Co-operate
Difficult	

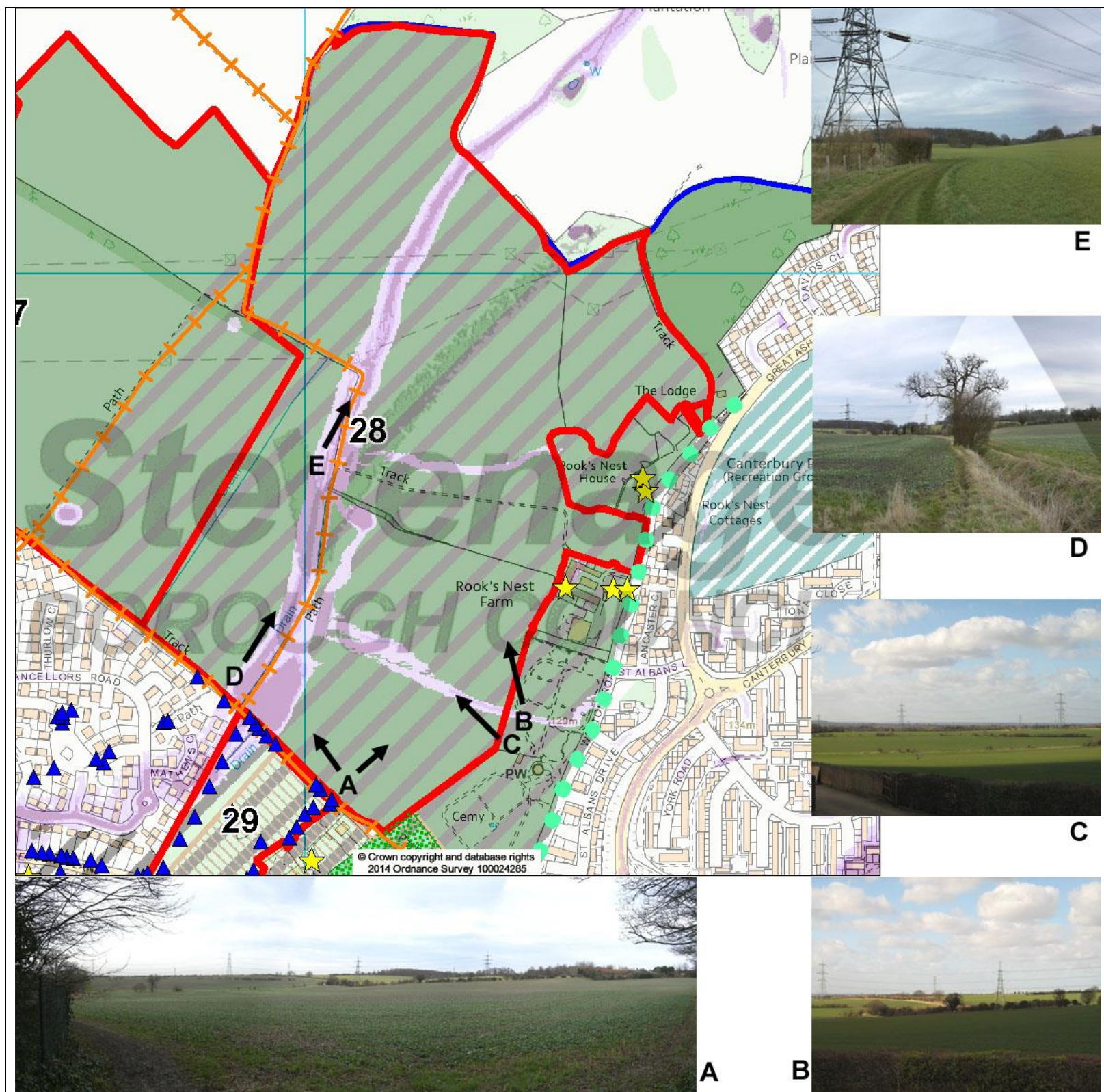
#### Accessibility Assessment

Bus	600	Access type:	Site has poor access to services though is located close to bus services on North Road. Site has extended frontage onto B197 North Road which provides good access to Junction 8 of the A1(M) and the primary route network. Future development of this land could improve access, but reliance upon this at this point would be speculative.
Doctor	2000	Secondary distributor	
School	1800	Access rating:	
Shop	1300	Moderate	

#### Conclusions

Suitable?	Yes	Large expanse of open land, along with the presence of pylons, makes this site a difficult proposition. Most plausible approach would be for an element of provision in any larger development proposed for this site, though administrative boundary and fact that North Hertfordshire are considering the land adjoining to the north means that physical provision could end up being best located beyond the Borough boundary.
Prospects	Difficult	
Capacity	11-16 pitches	





Site notes: Large irregularly shaped site which slopes down from both east and west to dry valley which runs broadly north-south through the western half of the site. Topography means that any development in the main body of the site would be highly visible in the landscape and cause harm to the Conservation Area. Any provision at the eastern periphery would be directly adjacent to listed properties.

Site ID:	28	Area (ha):	39.42
Site:	Land north of Stevenage (E)	Ward:	Woodfield
Current use:	Agriculture	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	No
Agr Land	3	Flood (EA)	Yes	Rights of Way	Yes
Ancient Lane	Adjacent AL	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	Yes	SAM	No
Arch Area	Adjacent AAA	Listed building	Setting	SSSI	No
Cons Area	Yes	Open space	No	TPO	No
		Park & garden	No	Wildlife site	Adjacent

Flood risk: 3% at high risk of surface water flooding

Additional 2% at moderate risk of surface water flooding

Green Belt contribution: Contribution

Policy rating:	This large greenfield site is located within the Green Belt in an area that makes a contribution to Green Belt purposes. The land is rated as Grade 3 for agriculture. There is risk of surface water flooding in small parts of the site. The whole site is within a Conservation Area. These fields have been assessed as an integral component of the Conservation Area and important to the setting of nearby listed buildings. Development would be detrimental to this. Public Rights of Way run along the southern and north-western boundaries with Footpath 23 additionally running through the site.
Unsuitable	

#### Physical Assessment

North	Chesfield Park ~ woodland and improved grassland
East	Rooks Nest House (Listed) and Rooks Nest Farm (Listed) to residential, two storey detached beyond
South	Cemetery, St Nicholas Church (Listed) and The Bury (Listed); Site 29 and residential, detached, two-storey low density.
West	Open Land (Site 28)
Physical rating:	Site considered unsuitable in landscape terms due to likely adverse impact upon Conservation Area and adjacent listed buildings.
Unsuitable	

#### Accessibility Assessment

Bus	500	Access type:	Relative to other sites in the assessment, (parts of) this site are located quite close to services. Bus services available from Great Ashby Way to the east of the site. Existing access arrangements are poor and would require use of Weston Lane ~ a single track Ancient Lane. Potential to create access from the west into this site as part of any future development, though reliance on this (and any associated improvement in access to services) would be speculative at this stage.
Doctor	1200	Local access	
School	1400	Access rating:	
Shop	1200	Difficult	

#### Conclusions

Suitable?	No	The open, agricultural nature of this landscape is seen as a key component of the recently extended Conservation Area. Difficult to accommodate any site around the periphery without compromising other constraints including Listed Buildings and public rights of way. Quality of access via Weston Road is poor.
Prospects	-	
Capacity	-	





E



D



A



B



C

Site notes: Open paddock, roughly rectangular in shape. South-east corner relatively flat but dips sharply towards drain in north-west corner. Bounded to west and south by established low density residential development which would directly overlook the site. Land provides a visual connection from Rectory Lane to the wider countryside to the north, as well as the setting for the immediately adjacent listed buildings around St Nicholas church.

Site ID:	29	Area (ha):	3.06
Site:	Land off Rectory Lane	Ward:	Woodfield
Current use:	Paddock	PDL?	No

#### Policy Assessment

AQMA	No	Contaminated	No	Policies	Yes
Agr Land	Urban	Flood (EA)	Yes	Rights of Way	No
Ancient Lane	No	Flood (SFRA)	No	RIG	No
AONB	No	Green Belt	No	SAM	No
Arch Area	Yes	Listed building	Setting	SSSI	No
Cons Area	Yes	Open space	No	TPO	Yes
		Park & garden	No	Wildlife site	No

Flood risk: 5% at high risk of surface water flooding  
Additional 2% at moderate risk of surface water flooding

Green Belt contribution: -

Policy rating:	This greenfield site is located outside of the Green Belt though is protected as Local Rural Area in the District Plan. The site is within a Conservation Area and adjacent to two listed buildings. The Conservation Area appraisal identifies this meadow has having a particularly close relationship with the listed buildings. There are a number of protected trees and the site lies partially within an Archaeological Alert Area.
Unsuitable	

#### Physical Assessment

North	Open fields (Site 28).
East	Residential, two storey, detached, low density.
South	Rectory Lane to residential, two storey detached, low density beyond.
West	The Old Bury to St Nicholas Church beyond, including listed buildings.
Physical rating:	Site considered unsuitable in landscape terms due to likely adverse impact upon Conservation Area and adjacent listed buildings and also on amenity grounds as any site would be directly adjacent to, and overlooked by, existing residential properties. Topography means large area of site would be unsuitable due to slope towards north-west corner.
Unsuitable	

#### Accessibility Assessment

Bus	900	Access type:	Site is relatively close to a primary school and doctors surgery but nearest regular bus services are on North Road (800m). Access is via Rectory Lane - a narrow residential road with known traffic issues whilst site is above level of road with steep embankment. Poor access to main routes in and out of town.
Doctor	1800	Local access	
School	1400	Access rating:	
Shop	1300	Unsuitable	

#### Conclusions

Suitable?	No	Site forms an important element of the open space which connects the Old Town to the countryside to the north. Development would be adjacent to residential properties and adversely affect the setting of the Conversation Area and listed buildings. Highway access is problematic on a number of levels.
Prospects	-	
Capacity	-	