

Appendix 4: Development Sites and Strategy Evaluation (DSSOE) – Brief Additional Clarification

<u>Criteria</u>	<u>Evaluation Method</u> (as defined in <u>Planning Policy Committee Report 04/03/2014</u>)	<u>Main Factors to Consider</u> (as defined in <u>Planning Policy Committee Report 04/03/2014</u>)	<u>Site</u>	<u>Score</u> PPC <u>24/09/14</u> (package for <u>consultation</u>)	<u>Key DSSOE Quotes</u>	<u>Significant / Material Changes to the Proposals / Status of Development since Original Evaluation (Planning Policy Committee Report October 2015)</u>	<u>Proposed Score</u>	<u>Clarification</u>
Criteria 3: <u>Mixed-use development</u>	Development has the potential to provide benefits to new and existing communities. The potential benefits of developing a site will be assessed here in relation to what new services and facilities could be provided as part of a scheme.	<ul style="list-style-type: none"> • Employment • Social infrastructure (including schools and community facilities) • Public open space / sport and recreation • Retail • Will the benefits of development be accessible to existing communities? 	S1 East Hemel Hempstead (North)	5/5	<p>The residential development of the sub-area will facilitate and support growth and development of Maylands Business Park. This will not only provide employment opportunities for new residents but also for existing residents in Dacorum and St Albans. The Local Enterprise Partnership's SEP identifies Maylands as a priority area to deliver wider sub regional economic development aims.</p> <p>The potential scale of development in this location and in adjoining areas means that development at East Hemel Hempstead is capable of delivering significant mixed use development in a planned new neighbourhood for Hemel Hempstead. The uses likely to be included in this specific sub area could potentially include small scale employment, schools and community facilities, public open space, recreation space and neighbourhood centre. The opportunity for mixed use arising from the scale of development indicates a high evaluation score on this factor.</p>	<p>Detailed submissions were made as part of the landowner / developer engagement process - investigating development delivery issues (reported to PPC October 2015).The submissions confirmed the potential to deliver a viable expansion of Hemel Hempstead, with two residential neighbourhoods with local centre facilities and a major employment / mixed use development area to support the economic regeneration of Hemel Hempstead and its Maylands employment area.</p> <p>Subject to the adoption of the SLP, the proposed employment land allocation now falls within the Hertfordshire Enviro - Tech Enterprise Zone.</p> <p>Infrastructure requirements and delivery potential arising from the developments have been confirmed and clarified (with appropriate minor changes made to Publication Draft SLP Policy 13).</p>	No Change	<p>This area plays a key role in delivering the significant scale of employment development at East Hemel (55 Hectares), in line with the Hertfordshire Strategic Economic Plan.</p> <p>Due to its size, it is strategic in nature and will play a role locally, across the District and across the sub-region.</p> <p>Since the evaluation, the importance of this area in supporting delivery of the Enterprise Zone has increased, although it already scores the maximum of 5.</p>

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As above	As above	As above	S4 North St Albans	0/5	<p>The sub-area is likely to be considered only for residential use. There is an existing allocated employment site immediately to the southeast of the sub-area at Porter's Wood / Soothouse Spring.</p> <p>Opportunities are constrained by local access and relatively poor links to the strategic road network.</p> <p>There is little scope for mixed use in this sub area. Though this sub area is sizable, the nature of the site and its relationship with the existing settlement and its facilities and access issues make mixed use unlikely.</p>	<p>Detailed submissions were made as part of the landowner / developer engagement process - investigating development delivery issues (reported to PPC October 2015).</p> <p>As a result the developer confirmed their own detailed proposals which could deliver:</p> <ul style="list-style-type: none"> • Potential 4 hectares of employment land as an extension of the Porter's Wood / Soothouse Spring employment area • A primary school (likely to be provided and run by St Albans School) 	No Change	<p>The potential 4 hectares of employment land would not address priority community needs for new well located employment opportunities. It would not provide employment land opportunities on a District-wide or sub-regional basis.</p> <p>Whilst put forward as an option in developer presentations, it is not clear how this site would be attractive to the market for speculative employment development. In addition, it may not be attractive to occupiers as it has poor visibility and accessibility for new employment development. City centre office locations are more attractive to current occupiers and potential office developers and even here there has been no significant new office development in recent years.</p> <p>The nearby Porters Wood /Soothouse Spring employment area has seen significant office-residential conversions, even though these are existing employment facilities with no need for the upfront investment that would be required to deliver</p>

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								a new employment area. A primary school would serve the new indicative 900 homes. The ownership/approach of the school is not considered significant. Whilst it would be accessible to other communities it would primarily function to meet the needs of this development.
Criteria 5: Strategic Infrastructure Provision	The purpose of this assessment criterion is to assess the site in relation to other infrastructure that could potentially be provided of wider benefit to the District.	What opportunities are there to improve strategic infrastructure for the wider benefit of the District?	S1 East Hemel Hempstead (North)	10/10	The development area is of a scale that can deliver strategic infrastructure improvements. The longstanding issues of poor distribution road access to parts of the Maylands area can be addressed and this will have wider benefits for Hemel Hempstead. Development of this sub-area would provide a critical mass sufficient to require / deliver new physical and social infrastructure and this indicates a high evaluation score. The type of infrastructure that could be delivered includes (not exhaustive): <ul style="list-style-type: none"> • General road network improvements, including delivery of east Hemel Hempstead relief road • Educational facilities (primary school on site or increasing local capacity, 	Detailed submissions were made as part of the landowner / developer engagement process - investigating development delivery issues (reported to PPC October 2015). The results were as for Criteria 3 above, with particular emphasis placed on the major road improvement potential and the provision of a new secondary school. Infrastructure requirements and delivery potential arising from the developments have been confirmed and clarified (with appropriate minor changes made to Publication Draft SLP Policy 13). The highway proposals include	No Change	This area plays a key role in delivering significant new and improved infrastructure for East Hemel and Maylands, in line with the LEP Strategic Economic Plan. This will deliver improvements in strategic road infrastructure that will have positive impacts at a local, cross District (A414 Corridor) and sub-regional basis (further along A414 corridor across Hertfordshire and beyond, into and beyond Hemel Hempstead). There will also be a new secondary school (here or at S2) serving new and existing communities. New secondary schools (rather than primary) are of a scale whereby the range of wider positive community benefit

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					<p>new secondary school on site)</p> <ul style="list-style-type: none"> • New neighbourhood centre • Additional footpath and cycle network links • Possible additional public transport links • Additional public open space and recreational space • Further Education capacity (through provision of new facility and additional capacity at existing schools, the exact additional capacity required will be established through detailed discussions with HCC if this site forms part of the SLP development package) 	strategic road improvements to the A414 and M1 Junctions with significant wider benefits for the Strategic Economic Plan focus on regeneration and growth of Hemel Hempstead. (conclusions affect both S1 and S2).		<p>of a strategic nature.</p> <p>Since the evaluation, the importance of this area in supporting delivery of the Enterprise Zone has emphasised its potential under this factor, although it already scores the maximum of 10.</p>
As above	As above	As above	S4 North of St Albans	0/10	<p>No significant strategic infrastructure provision is required or deliverable through this scale of development Any infrastructure will be at a small, localised scale (e.g. on site open space / transport) Whilst there is some potential to improve infrastructure within the immediate vicinity of the site (particularly road system), this is not likely to extend to providing benefits for the wider district</p> <p>The sub-area will not deliver improved strategic infrastructure for the wider benefit of the district and this results in</p>	<p>Detailed submissions were made as part of the landowner / developer engagement process - investigating development delivery issues (reported to PPC October 2015).</p> <p>The results were as for Criteria 3 above with particular emphasis placed on whether the inherent highway access issues previously identified could be successfully addressed through the landowner / developer developer's proposals. The</p>	No Change	<p>Some indications of normal (development impact related) local access improvements were put forward in developer presentations. It is not considered that any significant strategic transport provision would be delivered in this location.</p> <p>Indicated minor improvements to the Ancient Briton junction relate to smaller levels of development – circa 116 homes – than would be considered here – for circa 900 homes. The proposals relate</p>

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					<p>a low evaluation score.</p>	<p>proposals included off site junction improvements at the Ancient Britton junction and a new main access to the Porters Wood / Soothouse Spring employment area (supplementing the King William IV access).</p> <p>The offer of private education related school provision and bursary opportunities for the local economy was also explored.</p>		<p>to mitigation measures in respect of the developments impact (for 116 homes to date).</p> <p>The suggested improved access to Porters Wood Soothouse spring employment area would not be strategic in nature.</p> <p>Indeed the indicated minor access improvements to Porters Wood do not appear deliverable. They appear to require significant destruction of Tree Preservation Order protected trees, a bluebell wood at Soothouse Spring and a narrow single file country lane (Sandridgebury Lane).</p> <p>It is not felt that the local access proposals would address the key constraints of the Ancient Britton junction and the King William IV junction.</p> <p>There would be no significant strategic wider District level or beyond District transport improvements.</p> <p>The education funding benefits that appeared to be offered were not matters that could be secured and delivered through a planning agreement. They would depend entirely on the future operation of</p>

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								a private school and its funding arrangements. Minor improvements to existing local school facilities (and the walking and cycle paths mentioned by the site promoters) are not strategic level education, transport or green infrastructure matters.
As above	As above	As above	S5 North West Harpenden	0/10	<p>No identified scope for strategic infrastructure provision due to relatively small scale of development.</p> <p>HCC advise that it would be prudent to provide a 2.5 ha primary school site to meet the need arising from this housing. This could be met on the 7 hectares identified by the GBR as potentially being available to support delivery of new infrastructure, including education. This is considered to be local infrastructure.</p> <p>A low evaluation score results from the lack of opportunity on this site.</p>	<p>Detailed submissions were made as part of the landowner / developer engagement process - investigating development delivery issues (as reported to PPC October 2015).</p> <p>As a result the developer confirmed their own detailed proposals to deliver:</p> <ul style="list-style-type: none"> • A primary school site and related education contributions to meet needs of the development and with potential to assist with wider needs • Some green space that might benefit the town as a whole. 	No Change	<p>Some indications of normal (development impact related) local access improvements were put forward in developer presentations. It is not considered that there are any significant strategic transport or other infrastructure provision being delivered in this location.</p> <p>Local level allotments and open space provision, improvements to walking and cycle paths etc. are not strategic level green infrastructure,</p> <p>The possibility of provision of a much larger area of open space on land owned by one of the promoters is noted, but is not a priority need for the area that would justify increasing the score. Additionally delivery and management options for such an</p>

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								open space are uncertain.
<u>Criteria 6: Vehicular access and traffic impact</u>	The purpose of this assessment criterion is to assess the impact that development of a site will have upon the road network. Consideration here will include whether or not safe and suitable access can be made to the site. The impact that development of the site will have upon congestion will also be assessed here. This will involve detailed discussions with Hertfordshire County Council.	<ul style="list-style-type: none"> • Can suitable access to the site be achieved? • Degree of impact upon road network and potential for measures to mitigate the impact 	S1 East Hemel Hempstead (North) - Score 5	5/10	The sub-area benefits from being located close the motorway network, (M1/M25) with direct links to the midlands, the north and the wider south east and its airports. Green Lane via Breakspear Way provides the only connection from the M1 to the Sub-area and there is a need for new road links to open up this area for development and also improve distributor road access around the eastern side of the town. A longstanding proposal for a North East Hemel Hempstead Relief is included in the St Albans District Local Plan and in the Dacorum Core Strategy. This would increase traffic capacity on punchbowl Lane and assist in relieving existing traffic pressures in Maylands. Direct access to the site can be achieved from B487, Hemel Hempstead Road, Cherry Tree Lane (which runs through part of the site) and Punchbowl Lane. Access could also be achieved from Hogg End lane by extension of existing road which runs along the eastern edge of Punchbowl Park. Substantial road network upgrades would need to be investigated. Access to the site can	Detailed submissions were made as part of the landowner / developer engagement process - investigating development delivery issues (as reported to PPC October 2015). As a result the developer confirmed their own detailed proposals to deliver: <ul style="list-style-type: none"> • strategic road improvements to the A4147 and M1 Junctions with significant wider benefits for the Strategic Economic Plan focus on regeneration and growth of Hemel Hempstead. (conclusions affect both S1 and S2). • local access arrangements (these were put forward in more detail than previously available) 	No change	<p>This area is very well located regarding the strategic road network.</p> <p>It is a LEP Strategic Economic Plan priority to deliver transport improvements for Hemel Hempstead.</p> <p>Developer presentations and other recent transport analysis and modelling confirms that both local and wider proposals for delivery of improved accesses can be achieved. This delivery of improvements will be on a phased basis involving small, medium and large scale works over short, medium and long timeframes.</p> <p>Developer presentations showed that suitable access to the site can be achieved for car / commercial vehicles. However, the score has not been increased as mitigation measures (use of alternative means of transport - walking, cycle and public transport) have not been detailed and are not of a significant level,</p>

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					<p>also be achieved through the committed Spencer's Park development in Dacorum.</p> <p>Generally there is poor existing internal road network within the sub-area but as indicated above there are a number of good potential access points to the sub area. It is likely that increased traffic flows can be accommodated on the basis of new connections to the strategic road network. Key upgrades will very likely include the upgrading of country roads/lanes.</p> <p>A large scale development of this kind will inevitably concentrate traffic impacts in a particular location and create some stress on the existing road network, necessitating investment in improvements. The sub area is located exceptionally well in terms of proximity to the motorway / strategic road network. New network connections need to be planned, but this is achievable and could deliver general improvements to the Hemel Hempstead road system. This suggests a medium level evaluation score.</p>			bearing in mind the distance from the town centre and train station.
As above	As above	As above	S4 North of St Albans -	2/10	Sandridgebury Lane cuts through the sub-area from southwest to northeast, providing access to the wider sub-area. However, vehicular access from	Detailed submissions were made as part of the landowner / developer engagement process - investigating development	3/10	A small increase in score from 2 to 3 is proposed, because of the intent to seek potential solutions from the landowners/developers

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					<p>Sandridgebury Lane is unlikely to be suitable. The southwest section of the sub-area has been the subject of several planning applications and appeals in recent years. The previous proposals have comprised a relatively small area of residential development, with demolition of one dwelling allowing direct access from the A1081 Harpenden Road. The A1081 Luton Road forms part of the county's primary distributor network. Junctions in the vicinity of the site are under stress and these proposals include some improvements to the Ancient Briton junction.</p> <p>A larger scale development in the sub area raises some significant issues as existing approach routes (Sandridgebury Lane / Valley Road) offer little scope for improvement. Further traffic loads on surrounding constrained road junctions (Ancient Briton and King William IV) will also need consideration.</p> <p>Responding to the 2009 Emerging Core Strategy Consultation, HCC commented; 'The County Council's 'Tackling Congestion in Hertfordshire' document identifies this section of the A1081 as a congestion hotspot. The introduction of a development</p>	<p>delivery issues (as reported to PPC October 2015).</p> <p>As a result the developer confirmed their own detailed proposals to deliver:</p> <ul style="list-style-type: none"> • local access arrangements (these were put forward in more detail). • Outline local access improvements, including some off-site junction improvements <p>All proposals discussed relate to necessary measures to achieve access.</p>		<p>and the funds that would be available to seek solutions. However, no further increase is considered reasonable as the fundamental access challenges/issues set out above remain.</p> <p>Taking into account the developer presentations, the significant issues for existing approach routes (Sandridgebury Lane / Valley Road) offer little scope for improvement. Simply put, there is no reasonable secondary/alternative route that does not feed back onto the Ancient Briton/King William IV junctions (detailed issues with Valley Road/Sandridgebury Lane are dealt with under Criteria 5 above).</p> <p>Further traffic loads on surrounding constrained road junctions (Ancient Briton and King William IV) do not, at this point, have identified solutions. As set out above, indicated improvements to the Ancient Briton junction relate to smaller levels of development – circa 116 homes – than what would be considered here – for circa 900 homes.</p> <p>The results so far from COMET</p>

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					<p>consisting of 1,000 dwellings will generate in the region of 500 additional vehicle movements in the morning peak period. Without any additional measures to ease the existing congestion any additional traffic is likely to make the situation worse. It is likely that significant road access works will be required. There is potential for access to be created via the existing road that services the Woollams playing field, to the northwest of the sub-area. However some rearrangement of land uses would be required to facilitate this.</p> <p>The potential scale of development in the sub area will necessitate significant investment in road access improvements. There are a number of potentially difficult problems to solve in relation to both immediate road access and surrounding junction capacity constraints. This results in a low evaluation score.</p>			<p>transport modelling work (see Infrastructure Delivery Plan - IDP) show that, even without the 900 homes planned here, the King William IV and Ancient Briton junctions show some of the greatest issues for 2031 scenarios.</p> <p>As outlined above, developer presentations showed that solutions will be sought for suitable access to the site for car / commercial vehicles. However, the score has not been increased further as mitigation measures (use of alternative means of transport - walking, cycle and public transport) have not been detailed and are not of a significant level.</p> <p>Additionally fundamental transport / accessibility challenges arise from the location of this site. It is likely to be car / bus dependent for access. As set out in the DSSOE (p 281, 283), the site is 2.4 km from the town centre and 3.2 km from the station; as well as having two considerable changes in level to the town centre and three to the station. When considering</p>

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								alternatives to the private car for local transport, expecting large numbers to walk is not realistic and cycling is also challenging from this location.
As above	As above	As above	S5 North West Harpenden	9/10	<p>The site fronts A1081 Luton Road along the SW boundary. Single track country lanes run through the site and along part of the boundary to the north east. Detailed work on access and traffic impact & potential mitigation will be required at a future stage, but, with appropriate improvement work, access can readily be achieved. Proximity to existing pedestrian and cycle routes, bus routes, train station, town centre and local facilities such as schools & local shops etc suggests there is good potential for non- car journeys.</p> <p>Previous comments from HCC Transport Department in 2009 can be summarised as follows. The A1081 Luton Road is a congested road, without measures to ease existing congestion, additional traffic is likely to add to the existing situation. With regard to junctions, there may be a case for introducing another arm to the existing junction with Roundwood Lane. An additional access for emergency use may be needed. A sustainable transport strategy is also</p>	<p>Detailed submissions were made as part of the landowner / developer engagement process - investigating development delivery issues (as reported to PPC October 2015).</p> <p>As a result the developer confirmed their own detailed proposals to deliver:</p> <ul style="list-style-type: none"> local access arrangements (these were put forward in more detail). 	8/10	<p>A small decrease in score from 9 to 8 is proposed, because of the challenge to improved cycling provision at some pinch points that exist and will likely only be partly resolved (eg. Nickey Line bridge). However, no further decrease is considered reasonable as the fundamental positive attributes for access remain.</p> <p>Developer presentations and other work confirm that local proposals for delivery of access can be achieved. There is a reasonable secondary access from Ambrose Lane.</p> <p>There is a very high capacity to minimise impact upon the road network by measures to mitigate the impact. This area is very well located regarding the road network and access to Town facilities. The fundamental positive transport / accessibility attributes of the site remains that, as set out in the DSSOE (p 287,</p>

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					<p>required (to encourage non car journeys). There is potentially additional traffic from Luton Airport expansion. Hertfordshire Local Transport Plan and Harpenden Urban Transport Plan 2011 provide background in relation to transport priorities, transport issues and potential improvements. They do not provide detailed guidance regarding vehicular access and traffic impact for potential development on this site.</p> <p>It is considered that satisfactory vehicular access could be provided and that traffic impact is likely to be acceptable. Potential for a range of measures to promote sustainable transport.</p> <p>The relatively straightforward access position results in a high evaluation score.”</p>			<p>289). The site is 1.5 km from the town centre and 1.9 km from the station; as well as being largely flat and level along the A1081 to the town centre and to the station. Walking is realistic (though towards the upper end of reasonable) and cycling is reasonable, as alternatives to the private car.</p> <p>NB In considering this point it is noted that the now superceded Planning Policy Guidance 13: paragraph 74 said: “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres”.</p>