

## Appendix 10 - Council Owned Garage Courts Considered by the SHLAA Panel

SHLAA Site Ref	Urban or Green Belt	Site Address	Officers' Comments	Site to be taken forward
		Bricket Wood		
DC82	U	Victor Smith Court, Hunters Ride, Bricket Wood	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. However, it should only be considered as part of a comprehensive redevelopment of Victor Smith Court Sheltered Housing Scheme. It would then be possible to provide replacement parking on the site, resulting in no material loss.	Yes
		Chiswell Green		
DC68	U	South Close, Chiswell Green	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC75	U	Adj 10-16 Tennyson Road, Chiswell Green	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC76	U	Adj 37-43 Tennyson Road, Chiswell Green	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC77	U	RO 33-35 Tennyson Road, Chiswell Green	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
		Colney Heath		

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DC48	GB	Meadway, Colney Heath	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The site does, however, lie in the Green Belt.	Yes
		Harpenden		
DC7	U	Bowling Close, Harpenden	The site is previously developed land (garage court). Pedestrian access from the flats in Queens Road is a potential constraint.	Yes
DC33	U	Gorse Corner, off Birch Way, Harpenden	The site is previously developed land (garage court/ parking area) with no known constraints and would be acceptable for residential development in principle.	Yes
DC34	U	Grove Road, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Part of the site (including land from the adjacent garden of 1 Longfield Road) has already been earmarked for development, leaving a much smaller area with further potential. However, it is possible that the remaining land could be used to open up the rear gardens of properties in Longfield Road for residential development.	Yes
DC35	U	Rear of No.8 Heath Close, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Whilst the site is of limited development potential in itself, it adjoins an allotment site (owned by the District Council and leased to Harpenden Town Council), which could potentially be included in any redevelopment scheme to make it more viable. If these are statutory allotments, then Secretary of State approval would be required for their disposal.	Yes
DC52	U	Rear of No.45 Noke Shot, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC54	U	Oakley Road, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC59	U	Porters Hill, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Land would need to be acquired to improve the access or to create an alternative access. The size of the site could also be improved by including a small amount of garden land from adjoining SADC or privately owned properties, although site assembly could be difficult and the costs of purchasing additional land might render a development unviable.	Yes

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DC64	U	Adj 6 Sherwoods Rise, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The properties to the rear in Piggottshill Lane have large gardens and it might be possible to assemble a more comprehensive site.	Yes
DC65	U	Adjoining no.17 Sherwoods Rise, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC69	U	Southview Road, Harpenden (including Car Park)	The site is previously developed land (garage court and a car park) with no known constraints and would be acceptable for residential development in principle. Surveys would be useful to ascertain usage levels of the car park and garages. Development would involve significant loss of public parking.	Yes
DC72	U	Tallents Crescent, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Access could be improved by purchasing land from adjoining properties. The size of the plot could also be increased by using part of the adjoining SADC owned playing field (depending on the findings of the Council's Green Spaces Strategy).	Yes
DC86	U	Westfield Road, Harpenden (off Beeching Close)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The site could potentially provide access to the adjoining SADC owned Recreation Ground and Harpenden Town Council Westfield Allotments (which have also been put forward by HTC for consideration as a housing site in the SHLAA). However, this has not been SADC's preferred option in the past.	Yes
DC90	U	Whitings Close, Harpenden	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
		How Wood		
DC1	U	Adjoining nos. 7-12 Alder Close, How Wood	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC87	U	Adj 23 Whitebeams, How Wood	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes

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DC88	U	Adj 28 Whitebeams, How Wood	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
		London Colney		
DC6	U	Bluett Road, London Colney	<p>The site is previously developed land (garage court) and would be acceptable for residential development in principle. There is, however, a pedestrian gate into Cyril Dumpleton House and other private houses which may be a constraint. The garage site is also possibly used as a cut through to Haseldine Road from Bluett Road. Existing access is narrow, but could easily be improved using adjoining amenity land or by taking access from Haseldine Road Car Park (SADC owned).</p> <p>Almost the whole site is in Flood Zone 2 (Medium Probability).</p> <p>The Council's Sheltered Housing Review may have implications for the adjacent Cyril Dumpleton House.</p>	Yes
DC8	U	Caledon Road, London Colney	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC13	U	Adj 39 Cotlandswick, London Colney	The site is primarily previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The adjacent amenity space could perhaps be incorporated into any scheme (however there is a TPO on the site).	Yes
DC14	U	Adjoining no 16 Cotlandswick, London Colney	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Orientation of the site could, however, lead to overlooking issues.	Yes
DC15	U	Rear of Nos. 207-213 Cotlandswick, London Colney	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Orientation of the site could, however, lead to overlooking issues. Some parking could be retained and, with the agreement of the tenants and leaseholders, some of the existing amenity land could also be used to construct parking bays.	Yes

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DC16	U	Rear of nos. 34-48 Cotlandswick London Colney	<p>The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The orientation of the site could lead to problems of overlooking, reducing the potential number of dwellings that may be constructed on the site.</p> <p>The adjoining flats are 3 storey. It might be possible to construct a 3 storey block with vehicular access at ground floor level to allow parking to be retained in the centre of the site (i.e. demolish the garages and replace with parking bays).</p>	Yes
DC56	U	R/O 37 Oldfield Road, London Colney (with access from Five Acres)	The site is primarily previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC62	U	Adj 9-11 Sanders Close, London Colney	The site is previously developed land (garage court) with no known constraints, except that most of the site is in Flood Zone 2 (Medium Probability). It would be acceptable for residential development in principle.	Yes
DC74	U	Telford Road, London Colney	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. However, it would probably be necessary to demolish a property to provide adequate access to the site. Furthermore, as this is an oddly shaped site, additional land would improve its developability, although site assembly can be difficult and the costs of purchasing additional land could render a development unviable.	Yes
DC83	U	Walsingham Way London Colney	The site is previously developed land (garage court). Whilst it would be suitable for residential development in principle, there are rights of way issues over the forecourt and a narrow access. Improvement may only be possible by the inclusion of amenity land from adjoining flats or by loss of trees on adjoining amenity land.	Yes
		Park Street		
DC60	GB	Adjoining No.22 Radlett Road, Frogmore, Park Street	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The site does, however, lie in the Green Belt and a viable plot could only be assembled with land from adjoining Council and privately owned properties, which would have a negative impact on the openness of the Green Belt.	No

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DC25	U	Fairhaven, Park Street, St Albans	The site is previously developed land (garage court) Whilst the site would be acceptable for residential development in principle, there are rights of way issues over the forecourt and a narrow access. Improvement may only be possible by the inclusion of amenity land from adjoining flats.	Yes
		Redbourn		
DC21	U	Adj 27-33 Downedge, Redbourn	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC22	U	Adjoining nos. 70-76 Down Edge Redbourn	Part of the site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The findings of the Council's Green Spaces Strategy will need to be taken into account with regard to the adjacent open amenity space.	Yes
DC44	U	R/O 33-39 Lybury Lane, Redbourn (with access from Stephens Way)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC45	U	Adj 41-47 Lybury Lane, Redbourn (with access from Down Edge)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. It would, however, be likely to require some of the adjacent amenity space to be viable.	Yes
DC67	U	Snatchup, Redbourn	The site is previously developed land (garage court) and would be acceptable for residential development in principle. The existing substation could be relocated within the site. Due to access issues, only part of the site is likely to be developable, however, off-street parking could be provided in lieu of the garages, which are generally in a poor condition.	Yes
DC70	U	Adj 63-69 Stephens Way, Redbourn	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
		Sandridge		

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DC61	GB	Reynolds Crescent, Sandridge	The site is previously developed land (garage court), has no constraints and would be acceptable for residential development in principle. It does, however, lie in the Green Belt. If one of the adjoining dwellings were to be demolished, it could be possible to improve site access, together with the size and shape of the plot. In addition, it would open up the very long rear gardens of the properties in St Albans Road. However, site assembly can be difficult and the costs of purchasing additional land could render a development unviable.	Yes
DC71	GB	St Leonards Crescent, Sandridge	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. It does, however, lie in the Green Belt.	Yes
		Smallford		
DC66	GB	Sleapcross Gardens, Smallford	The site is previously developed land (garage court) and would be acceptable for residential development in principle. It does, however, lie in the Green Belt and is also adjacent to the Conservation Area and the "old" part of Sleapshyde, which is a sensitive location.	No
		St Albans		
DC17	GB	Adjoining No. 63 Cottonmill Lane St Albans	<p>The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. It does, however, lie in the Green Belt.</p> <p>The garages are in very poor condition and due to their location are prone to vandalism. If they were to be demolished, the actual loss of parking in reality would be considerably less than the 19 garages on the site.</p> <p>Dependent on the scale and nature of the design, residential development could be more visually intrusive from the surrounding Green Belt countryside than the existing development.</p>	Yes
DC2	U	Aldwick Court, Cell Barnes Lane, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC9	U	Adj 1 Canberra Close, St Albans (Also referred to as Valley Road)	The site is previously developed land (garage court) and would be acceptable for residential development in principle, although access to the adjacent electricity substation site adjacent could be an issue. There would be limited development potential with the substation in situ but if relocated then greater possibilities may exist.	Yes

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DC10	U	Adj 36 Canberra Close, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC11	U	Adj 37 Chiltern Road & R/O 100 Windmill Avenue, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC12	U	Adj 47 Chiltern Road, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The adjacent amenity space could perhaps be incorporated into any scheme as well.	Yes
DC18	U	Creighton Avenue, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC23	U	Adjoining No. 69 Drakes Drive, St Albans (see also Frobisher Road Garages)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. This site could also be considered jointly with the adjacent Frobisher Road Garages site adjacent (DC28).	Yes
DC26	U	Fernecroft (off Tavistock Avenue), St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.  The Council's Sheltered Housing Review may have implications for the adjacent Mereden Court Sheltered Housing Scheme.	Yes
DC27	U	Adj 8 Firbank Road, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC28	U	Frobisher Road St Albans (see also Site DC23 - garages adjoining 69 Drakes Drive)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. This site could also be considered jointly with the Drakes Drive site (DC23).	Yes
DC29	U	Adjoining No. 16 Furse Avenue, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Whilst the site alone (or with the adjacent amenity land) has limited potential, it could provide valuable access to open up the gardens of the properties in Marshalswick Lane.	Yes

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DC30	U	Furse Avenue, St Albans (adjoining Scout Hut Slimmons Drive)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The site adjoins the Scout Hut in Slimmons Drive, which is let out to the Scouts. However, it could be possible to combine the sites to create a more viable development, with re-provision of the scout hut elsewhere.	Yes
DC31	U	R/O Nos. 18-32 Furse Avenue, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.  Access could be taken from William Bell Recreation Ground (which is subject to a lease to the Parish and is assessed separately). If the existing access was also used, this would increase the potential of the site. The gardens of the properties to the east and west of the site are very long and the site could open up a comprehensive development plot. However, site assembly can be difficult and the costs of purchasing additional land could render a development unviable.	Yes
DC32	U	Gordon Close, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. A small amount of parking could be created on the site. Many properties in the area already have garages and there are areas of on-street parking available. A block of garages is also available at Haig Close.	Yes
DC40	U	Adj 1 Hobart Walk, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC42	U	Kempe Close, St Albans (over 2 sites)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC43	U	Ladies Grove, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. A more viable plot could be assembled using land from the gardens of some adjacent SADC and some privately owned properties.	Yes
DC46	U	Malthouse Court, off Bardwell Road, St Albans	The site is previously developed land (garage court) within the St Albans Conservation Area (an Article 4 area). It would be acceptable for residential development in principle.	Yes

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DC47	U	Malvern Close, St Albans (r/o 102-122 Chiltern Road)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC49	U	Adj 17 Melbourne Close, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC50	U	Adj 3 Melbourne Close, St Albans	The site is primarily previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC51	U	Mendip Close, St Albans (R/O 65 Chiltern Road)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC57	U	Oysterfields, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Whilst the site alone would be inadequate for development purposes, the adjoining properties have large gardens and a more viable site could perhaps be assembled.	Yes
DC58	U	Partridge Road, St Albans	The site is previously developed land (garage court) and would be acceptable for residential development in principle. The garages are in very poor condition and many are not used. The loss of parking resulting from their demolition would therefore be significantly less than the total number of garages currently available. The narrowness of the site could possibly be overcome by building above the access and/ or by retaining both accesses and creating a one-way system. The site could also be used to open up the long gardens of the properties in Carnegie Road and Partridge Road. However, site assembly can be difficult and the costs of purchasing additional land could render a development unviable.	Yes
DC63	U	Adj 89 Sandpit Lane, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. However, it would require additional land to be a viable development prospect. Adjoining property is within SADC ownership but is subject to a secure tenancy, so inhibiting realistic deliverability of this site.	Yes
DC73	U	Tavistock Close, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes

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DC78	U	Adjoining No.13 Therfield Road, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC79	U	Rear of Portman House, Therfield Road, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.  Additional land could perhaps be purchased from adjoining properties in Francis Avenue to overcome access issues. All gardens adjoining this site are long and could provide a considerable development site if the owners were willing to sell parts of their gardens. However, site assembly can be difficult and the costs of purchasing additional land could render a development unviable.	Yes
DC80	U	Adjoining 21 Thirlmere Drive, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC81	U	Trumpington Drive, St Albans (adjoining 26 Grindcobbe)	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC84	U	R/O 55-65 Watling View, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC85	U	Adjoining No.48 Watling View, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. However, loss of parking might be difficult to overcome, as there are a lot of properties in the immediate area without the benefit of vehicular access and/ or with small gardens.	Yes
DC89	U	Adjoining No.69 White Hedge Drive, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. This site is opposite another garage block (adjoining Nos. 54a-c White Hedge Drive). It might be possible to provide more off-street parking on the other site by demolishing the garages.	Yes
DC91	U	R/O 1-7 Wingate Way, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. Adjoining properties in Springfield Road have large gardens and a larger development site could be achieved using some of this land.	Yes

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DC92	U	R/O 8-14 Wingate Way, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC93	U	Adjoining No.1 Abbots Avenue West, St Albans	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
		Wheathampstead		
DC3	U	Adj 10 Beech Crescent, Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC4	U	Adj 15 Beech Crescent, Wheathampstead	The site is primarily previously developed land (garage court), with a play area immediately to the north and would be acceptable for residential development in principle. The inclusion of the play area in any development site would need to be subject to the findings of the Council's Green Spaces Strategy.	Yes
DC5	U	Adj 40 Beech Crescent, Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. It is possible that the adjoining amenity space could also be incorporated into any scheme. The site has already been offered to Hightown Praetorian as an affordable housing site and planning permission is being sought for three 2 bed houses.	Yes
DC20	U	Adjoining No. 15 Davys Close, Wheathampstead (including play area)	Part of the site is previously developed land (garage court) and would be acceptable for residential development in principle. The adjacent play area has play equipment and its inclusion in any potential development scheme would need to be subject to the findings of the Council's Green Spaces Strategy.	Yes
DC24	U	East Lane, Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. It is likely that the site would require adjoining land to be viable (e.g. as shared amenity space). Part of the adjoining land is included as amenity for the adjoining flats.	Yes
DC36	U	Adj 35-41 Hewitt Close, Wheathampstead	The site is primarily previously developed land (garage court), with a play area immediately to the north and would be acceptable for residential development in principle. Site orientation in relation to adjoining properties could perhaps raise overlooking issues, depending upon proposed location of any buildings. The inclusion of the play area in any potential development scheme would need to be subject to the findings of the Council's Green Spaces Strategy.	Yes

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DC37	U	Adj 7 Hewitt Close, Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC38	U	Adj 88 Hilldyke Road, Wheathampstead	The site is part previously developed land (garage court) and part green amenity space. Whilst it would be acceptable for residential development in principle, any housing would have to be staggered to be in keeping with adjacent dwellings and the site is too small to allow this. The site also has some amenity value at present, being a corner plot.	No
DC39	U	Adjoining No. 77 Hilldyke Road, Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. A more viable plot could be assembled using land from the gardens of some adjacent SADC and privately owned properties.	Yes
DC41	U	Housden Close, Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. The Hilldyke Estate has many garage compounds and many properties have private garages and off-street parking. This site has already been proposed for residential development by a Housing Association, although no planning application has been submitted to date.	Yes
DC53	U	Adjoining No. 19 Nurseries Road, Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC55	U	Adjoining Nos. 54-56 Offas Way, Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes
DC94	U	Adjoining 25 Allen Close Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle. A proposal for three dwellings has been discussed with a Housing Association, but no application has been received to date.	Yes
DC95	U	Adjoining 55 Allen Close Wheathampstead	The site is previously developed land (garage court) with no known constraints and would be acceptable for residential development in principle.	Yes