

**APPENDIX 3 – SAFEGUARDED LAND LOCATIONS ASSESSMENTS**

<b>Employment Area</b>	<b>Is there any surrounding land that is potentially developable?</b>	<b>Description of the potentially developable land</b>	<b>Would there be an unacceptable impact on the openness and overall function of the Green Belt?</b>	<b>Is the land accessible?</b>	<b>Does the land benefit from close proximity and good links to the strategic road network?</b>	<b>Are there any other constraints that would prevent the site from being developed?</b>	<b>Is the land deliverable?</b>	<b>Should an area of adjoining land be safe-guarded?</b>
<b>Elstree Way, Borehamwood</b>	Yes	The land is located between the A1 and Rowley Lane.	No – any impact on the openness and overall function of the Green Belt would be minimal. Much of the site is currently used as a car park and there would be less harm to openness as a result of its development than that which would result from the	Yes – the land is easily accessible from Borehamwood town centre, which is less than a kilometre away. It is also within walking distance of local bus stops served by routes that connect it to Borehamwood Town Centre and Elstree &	Yes – the land immediately adjoins the Borehamwood junction of the A1. The A1 provides direct access to north and central London and the M25. Other major motorways can be easily accessed off of the M25	No – some small parts of the site are located within a Flood Zone. However, It is not considered that this would necessarily prevent its development.	Yes – the owner of this area of land has promoted it for development throughout the LDF process.	Yes – the land is considered potentially suitable for development.

			development of a site that had not been previously developed. Further, the subject area is bound by the A1, which acts as a logical boundary to the east of Borehamwood and would prevent it from sprawling or merging into other nearby settlements.	Borehamwood rail station, as well as other local rail stations. The BP Connect and a number of budget hotels provide ancillary services to the employment area.				
<b>Stirling Way, Borehamwood</b>	No – the land adjoining the area, excluding that which adjoins Stirling Retail Park, which is recommended for release, is located on the other side of the A1 and is	-	-	-	-	-	-	No – an extension to the Stirling Way Employment Area should not be designated. There is no adjoining developable land.

	outside of the Borough.							
<b>Cranborne Road, Potters Bar</b>	Yes	<p>The land is located to north, east and south east of the Employment Area.</p> <p>The part of the land that is to the north east of the Employment Area is currently safeguarded for employment through the Hertsmere Local Plan (2003).</p>	<p>No – any impact on the openness and overall function of the Green Belt would be minimal. The land that is currently safeguarded is in a small gap adjacent to the existing Employment Area. Filling this gap would not result in a visually obtrusive addition to the existing Employment Area and it would not result in its north or east boundaries becoming any closer to</p>	<p>Yes – the land is not easily accessible from the nearest town centre (Darkes Lane). However, it is within walking distance of a local shopping parade (Orchard Parade) and local bus stops served by routes that connect it to nearby town centres.</p>	<p>Yes – the land is off of Mutton Lane, via Cranborne Road, which provides access to the M25. Other major motorways can be easily accessed off of the M25. Moreover, any development of the land that is currently safeguarded would only be permitted on the basis that vehicular access to the site is improved as part of any scheme.</p>	<p>No – the land to the south east of the Employment Area is designated as a wildlife site and a local nature reserve. However, this would not prevent other parts of this land from being developed.</p>	<p>Yes – some of the land is currently safeguarded for employment.</p>	<p>Yes – the land is considered potentially suitable for development.</p>

			nearby settlements.					
<b>Station Close, Potters Bar</b>	No – there is no land outside of the urban area adjoining the site	-	-	-	-	-	-	No – an extension to the Station Close Employment Area should not be designated. There is no adjoining developable land.
<b>Otterspool Way, Bushey</b>	Yes	The land either immediately adjoins the north east boundary of the employment area, or is located between the M1 and the A41.	Yes – the impact on the overall function of the Green Belt would be unacceptable. Much of the land is within an area identified in the Core Strategy as a Strategic Gap, which should remain open to prevent the	Yes – the land is not easily accessible from the nearest town centre (Bushey High Street). However, it is within walking distance of a local shopping parade (Bushey Mill Lane) and local bus stops served	No – the land immediately adjoins the Bushey junction of the A4. However, there are significant and longstanding capacity issues on the A41 around the Hartspring roundabout.	No	Yes – the owner of this area of land has previously promoted it for development through the LDF process.	No – an extension to the Otterspool Way Employment Area should not be designated. The impact on the overall function of the Green Belt would be significant.

			coalescence of Bushey with Watford. The only piece of this land that is outside of the strategic gap would be isolated from the remainder of the Employment Area if the Costco site were released as recommended.	by routes that connect it to nearby town centres.				
<b>Centennial Park, Elstree</b>	Yes	The land immediately adjoins the north and east boundaries of the Employment Area.	Yes – both the impact on the openness and overall function of the Green Belt would be significant. The land has not previously been developed and any large scale development	No – the Employment Area is isolated in the Green Belt. The nearest settlement is Elstree, a village. As such, the site is not easily accessible from any nearby town centres. The	Yes – the land immediately adjoins the Elstree junction of the A41, which provides direct access to the M1. Other major motorways can be easily accessed off of the M1.	No – some of the land to the north of the Employment Area is designated as a wildlife site. However, this would not prevent other parts of this land from being	No – the owner of this area of land has not promoted it for development through the LDF process.	No – an extension to the Centennial Park Employment Area should not be designated. Although the land benefits from good links to the strategic road

			would, therefore, have a significant impact on Green Belt openness. Further, any extension of the Employment Area to the north or east would result in it merging with either Elstree or other nearby business parks. This would create a large built up area in a relatively rural part of the Borough.	Employment Area is currently relatively car dependant and it is considered that this would also be the case with any extension.		developed.		network, it fails on all other aspects of this assessment.
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