

03

Site Analysis

This chapter records the important features and characteristics of the Site under a series of technical headings—landscape, ecology, movement and access, environment, utilities and infrastructure—and highlight how the features and findings have informed the development of the masterplan. These thematic headings are then brought together for each of the site's four sub-areas to describe how they interact at a more detailed scale. An evaluation at the end bring the findings together to provide a clear indication of how the Site Context has informed the form and composition of the masterplan.

Site Overview





The Site comprises approximately 357 hectares of land to the east of Hemel Hempstead.

The Site is largely undeveloped and comprises of several irregular shaped fields in arable cultivation, with some fields used for pasture (including grazing horses). Much of the Site is bordered by the M1 motorway to the east, the B487 Hemel Hempstead Road to the north (known as Redbourn Road to the west), urban areas of Hemel Hempstead to the west (including the neighbourhoods of Spencer's Park and Leverstock Green and Maylands Industrial Estate) and the A4147 Hemel Hempstead Road to the south.

The Site is cut (east-west) by the Nickey Line, a disused railway line that now forms a long-distance footpath and cycle way, Punchbowl Lane, Hogg End Lane and the A414 Breakspear Way. The Site's eastern extent comprises a c. 16.7 hectare area located to the east of Junction 8 of the M1. Beyond these lanes, the Site currently has limited public access, confined to a small number of Public Rights of Way.

The topography of the Site undulates from c. 100m AOD at the northern most tip in the area of the B487 Hemel Hempstead Road to c. 135m AOD adjacent to Cherry Tree Lane, c. 138m AOD adjacent to Junction 8, c. 115m AOD at Westwick Farm and rising to c. 140m AOD at the south-western most area of the Site. The topographic highs are located in the northern and southern parts of the Site and the wider area is typified by rolling chalk hills.

The Site is, in the main, within the administrative boundary of St Albans District Council (SADC); however, a small area of the application site falls within the administrative boundary of Dacorum Borough Council (DBC) immediately to the west of the Site [c. 1.2% of the Site area].

	Application boundary
	Area subject to full details submitted
	District boundary
	Hemel Garden Communities Growth Area

The white numbers on the plan relate to site images overleaf.

The black numbers relate to aerial views included in the following page.



Fig 03.1 East Hemel site

03.2 Site Photos



Fig 03.2 B487 Hemel Hempstead Road



Fig 03.6 H2 open fields, sloping topography and NGET overhead power lines in the north

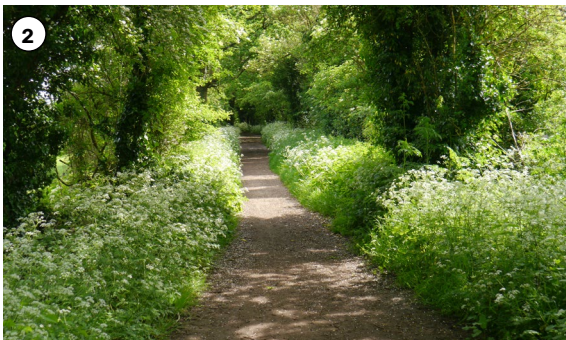


Fig 03.3 The Nickey Line



Fig 03.7 M1



Fig 03.4 Swallow Fields neighbourhood



Fig 03.8 Punchbowl Lane



Fig 03.5 Wood End Farm buildings



Fig 03.9 Hogg End lane as it passes under the motorway



Fig 03.10 Buncefield Oil Terminal



Fig 03.14 Open agricultural fields and planted M1 noise bund



Fig 03.11 H3 open fields and Green Lane



Fig 03.15 Westwick Row Farm



Fig 03.12 A414 Breakspear Way and Breakspear Park

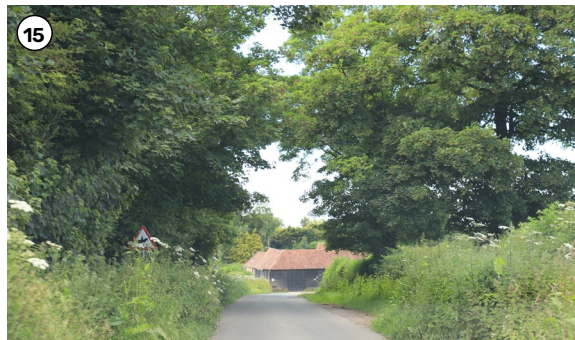


Fig 03.16 Westwick Row Wood (left) and Westwick Row Farm



Fig 03.13 Oakhill Close development, Westwick Row



Fig 03.17 A4147 Hemel Hempstead Road



Fig 03.18 View towards A414 roundabout, including H3 & H4



Fig 03.19 View from Blackwater Wood, looking towards the Site (H4)



Fig 03.20 View towards M1 junction 8 and the Site (H2 & H3)



Fig 03.21 View over Maylands Industrial Estate and the Site

Landscape

03.3.1

Topography

The northern plateau sits close to the Site's north-eastern edge and forms the high point of the northern site at c. 130-135m AOD. From here, the land falls steeply into a dry valley towards the Nickey Line (110-115m AOD), with a secondary dry valley running along the pylon lines, creating a perpendicular fold. The topography continues to drop towards its lowest point in the northeast, near the B487. The slope analysis, overleaf, illustrates the flat plateau descends increasingly steeply in both dry valleys towards the Nickey Line, with some areas around Wood End Farm and the Nickey Line as steep as 10% or 1:10.

The central section of the Site has less topographical fluctuation and comprises

gently graded slopes at 128-135m AOD, except for a dip along Hogg End Lane.

The southern section contains a long dry valley at c.110-115m AOD draining to the south-east under the motorway, running in diagonal which is misaligned with field patterns. The dry valley rises towards the A414 to the north and towards the southern boundary. Smaller dry valleys feed into the primary one. The valley slopes are relatively steep, between 1:10 and 1:20, tapering to gentler slopes at the site's edges. Along the eastern boundary of the southern site, an existing man made noise bund cuts across the valley. The edge with the A4147 form high points of the southern section at c.130m AOD.

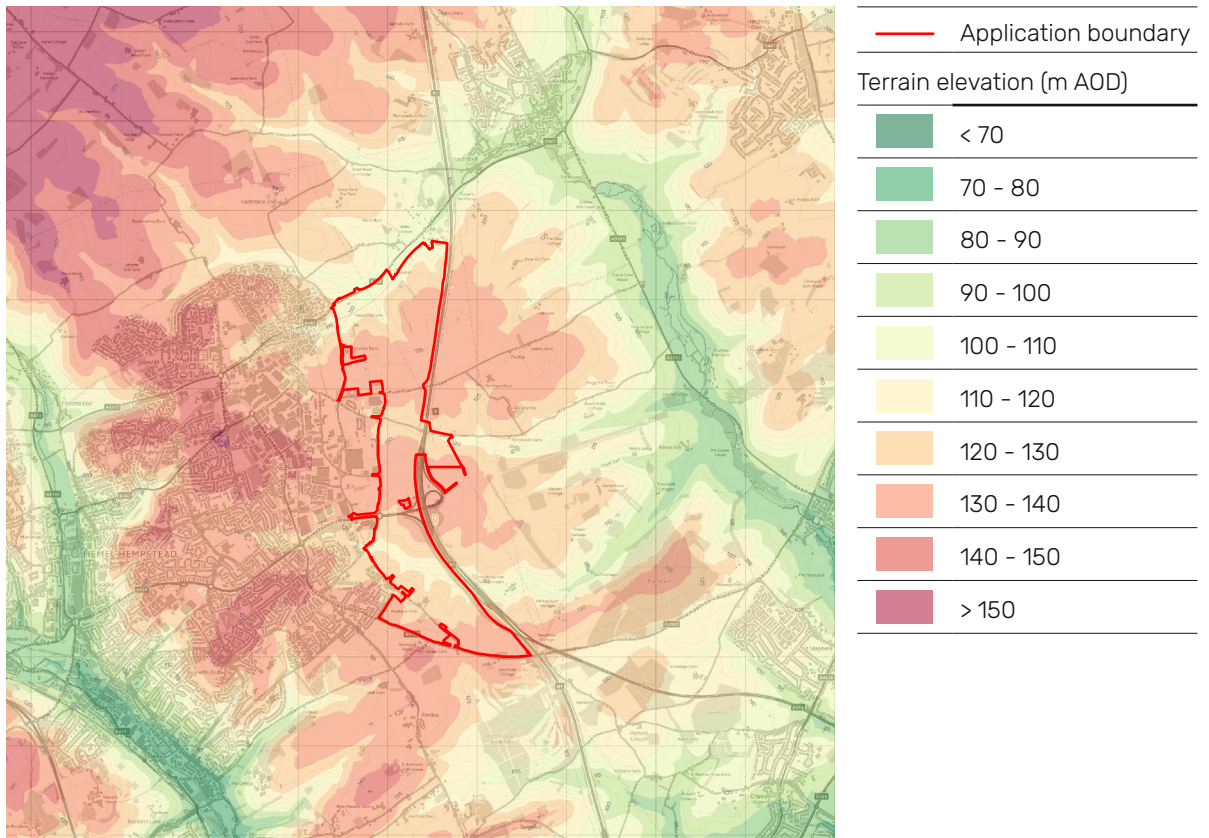


Fig 03.22 Wider topography context showing the Rivers Ver and Gade valleys

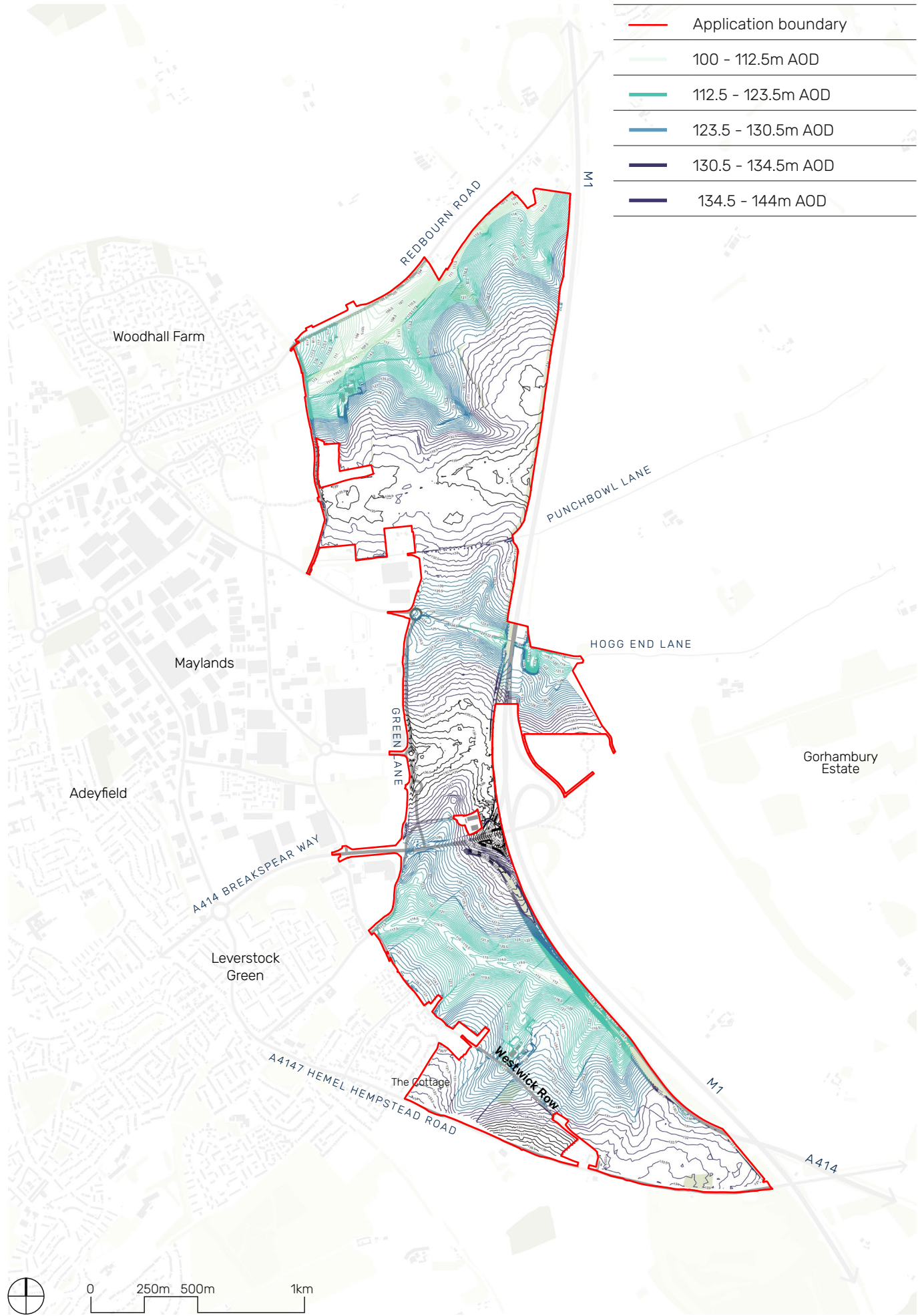
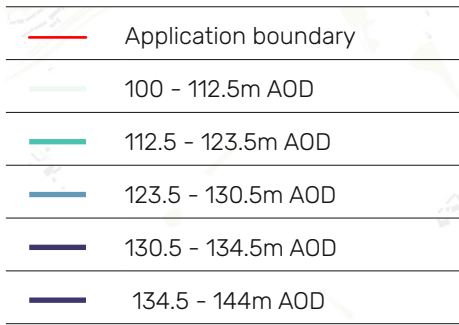


Fig 03.23 Site topography, 0.5m contours

Masterplan Considerations

The Site's topography offers unique conditions for the masterplan, comprising dry valleys, gentle slopes and plateaus. This results in varying levels of inter-visibility and sense of openness and enclosure. These characteristics are structuring principles of the masterplan, including:

- Protecting the Ver Valley slopes within a new Country Park, as a key visible gateway feature from the B487 Hemel Hempstead Road
- Keeping dry valleys clear of development in order to protect the distinctive topography of the site as well as protect their function as low points of the Site conveying water in times of flood

- Flat areas required for team sports pitches are very limited. Therefore it will be very important to agree sports types and quantum at future detailed stages, to ensure the provision cater to local needs and the land is used efficiently. Similarly, flat areas required for schools sites are limited—particularly in the south—and topography must be considered when distributing schools.

The masterplan must work closely with the slopes and topography of the Site, ensuring strategic movement corridors are designed at accessible slopes. Whereas design solutions can be utilised to build on slopes, areas steeper than 1:10 are considered not developable.



Fig 03.24 Steep slopes from the perspective of the Nickey Line



Fig 03.25 Dry valley along the pylon lines



Fig 03.26 Rolling hills and noise bund

The numbers on the plan relate to site images adjacent.

	Application boundary
	1:40+ (<2.5%)
	1:20 - 1:40 (2.5 - 5%)
	1:10- 1:20 (5-10%)
	>1:10 (>10%)

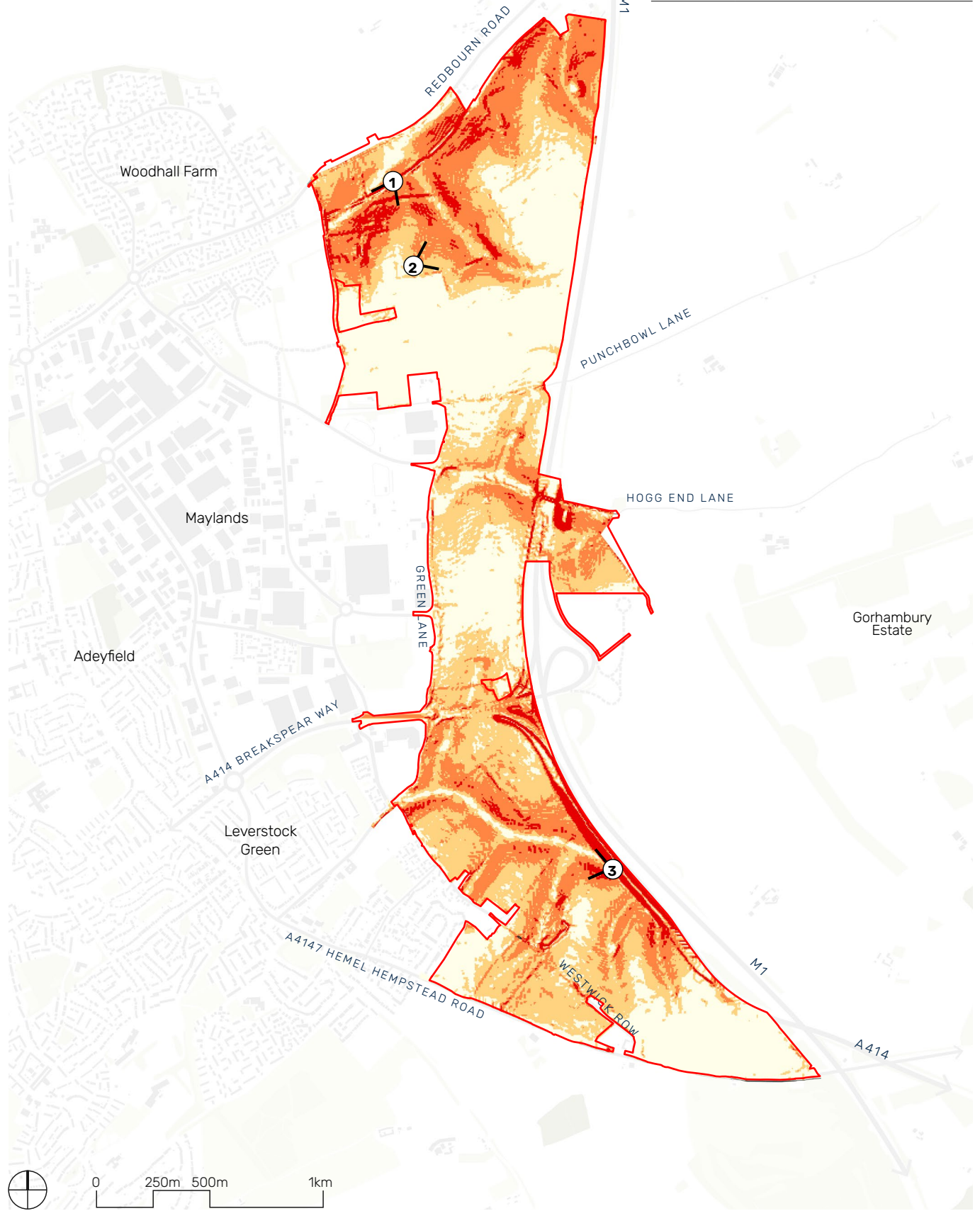


Fig 03.27 Site topography

03.3.2

Local Landscape Character

The Site sits within three landscape character areas from the Hertfordshire Landscape Character Assessment:

- **Upper Ver Valley** (LCA 96): A broad dry valley extending towards Redbourn. The land use on the higher ground is dominated by arable, horse pastures.
- **Buncefield Plateau** (LCA 94): Arable farming is dominant and there is limited woodland with horse pastures scattered near town edge.
- **St Stephen's Plateau** (LCA 10): Has large woodland blocks along with remnant hedgerows and limited areas of grassland.

The majority of the Site is located within the Buncefield Plateau which is dominated by the M1 and the urban edge of Hemel Hempstead, where much of the historic field pattern has been disrupted.

There are no significant areas of woodland, but a network of lanes bounded by treed hedgerows are noticeable to the east of Hemel Hempstead along Cherry Tree Lane and Punchbowl Lane.










The plateau landscape and presence of the motorway limits views, although views within the character area are quite extensive, dominated by industrial influences. There are views towards the industrial edge from higher ground to the east.

Tranquillity is affected by the presence of motorway traffic and incidents of fly tipping are common on the lanes giving a neglected appearance.

Masterpan Considerations

There is an opportunity to conserve and strengthen the character of the dry valley in the north, minimising harm and severance, retaining the valley and its sloping sides within new open space and maintaining the green buffer between Hemel and Redbourn.

There are also opportunities to retain and enhance the character of the country lanes, by safeguarding retention of their existing vegetation wherever possible and considering re-purposing them as lower-intensity use leisure networks.

	Application boundary
	008 - Upper Gade Valley
	009 - Bedmond Plateau
	010 - St Stephen's Plateau
	094 - Buncefield Plateau
	095 - Revel End Plateau
	096 - Upper Ver Valley
	097 - Gorhambury Estate
	No LCA

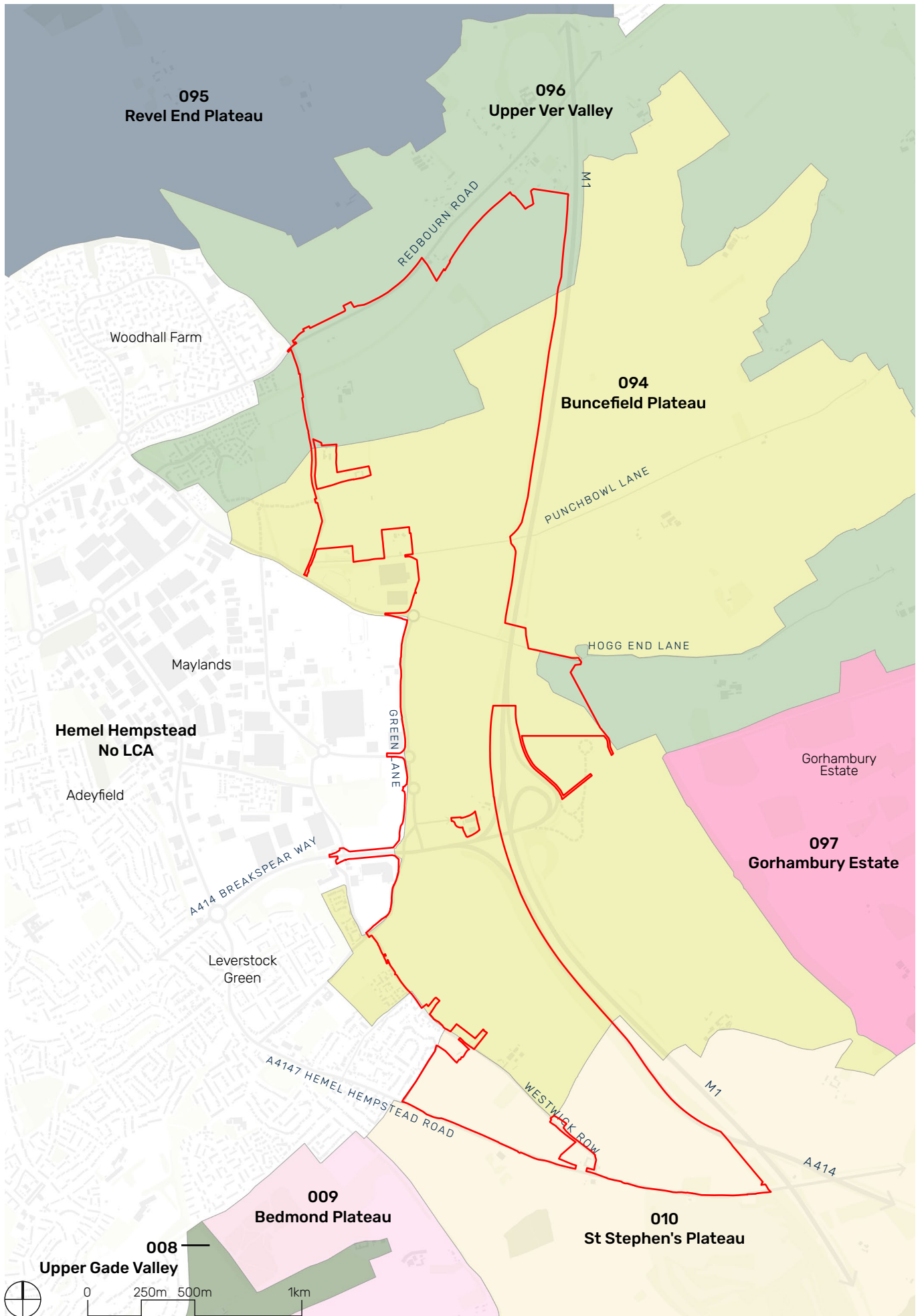


Fig 03.28 Landscape character areas

03.3.3

Woodlands, Trees and Hedgerows

The Site is sparsely wooded with only two small woodland areas comprising c. 2ha and the tree and scrub edge along the M1.

There are however densely tree planted road and lanes within and bounding the Site.

There are no registered ancient woodlands within the Site. There are three non-ancient woodland blocks: one in the north east, one in the south along Westwick Row and one at the southernmost edge along the A4147.

There are also no on-site Tree Protection Orders (TPOs) recorded.

A tree survey has been undertaken, which identified a number of Grade A and B trees scattered within the Sites and within hedgerows.

There are historic hedgerows on the Site, a number of which are well established with mature trees providing sense of enclosure and screening.

Masterplan considerations

There are opportunities to retain existing hedgerows and trees within open spaces or green corridors. In addition, there are opportunities for hedgerow restoration and creation to provide visual and ecological links between existing and proposed woodland areas. Patterns should follow historic field boundaries where possible.

Through the proposal, the Site presents an opportunity to increase tree coverage as well as to create new woodlands in alignment with national and local policy and guidance.



Fig 03.29 Mature, scattered trees on site



Fig 03.30 Woodland with priority habitat designation

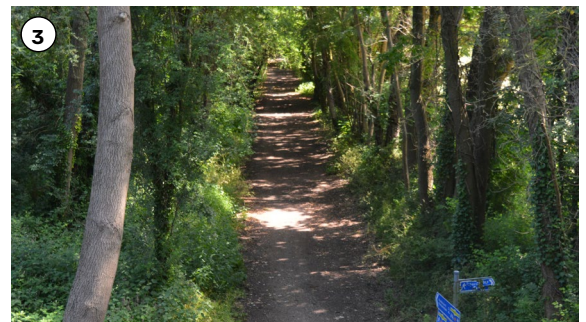


Fig 03.31 Nickey Line lined by mature trees



Fig 03.32 Westwick Row hedgerow and trees.



Fig 03.33 Field hedges

The numbers on the plan relate to site images adjacent.

- Application boundary
- National Forest Inventory England 2022
- Ancient Woodland
- Existing trees and hedgerows on site

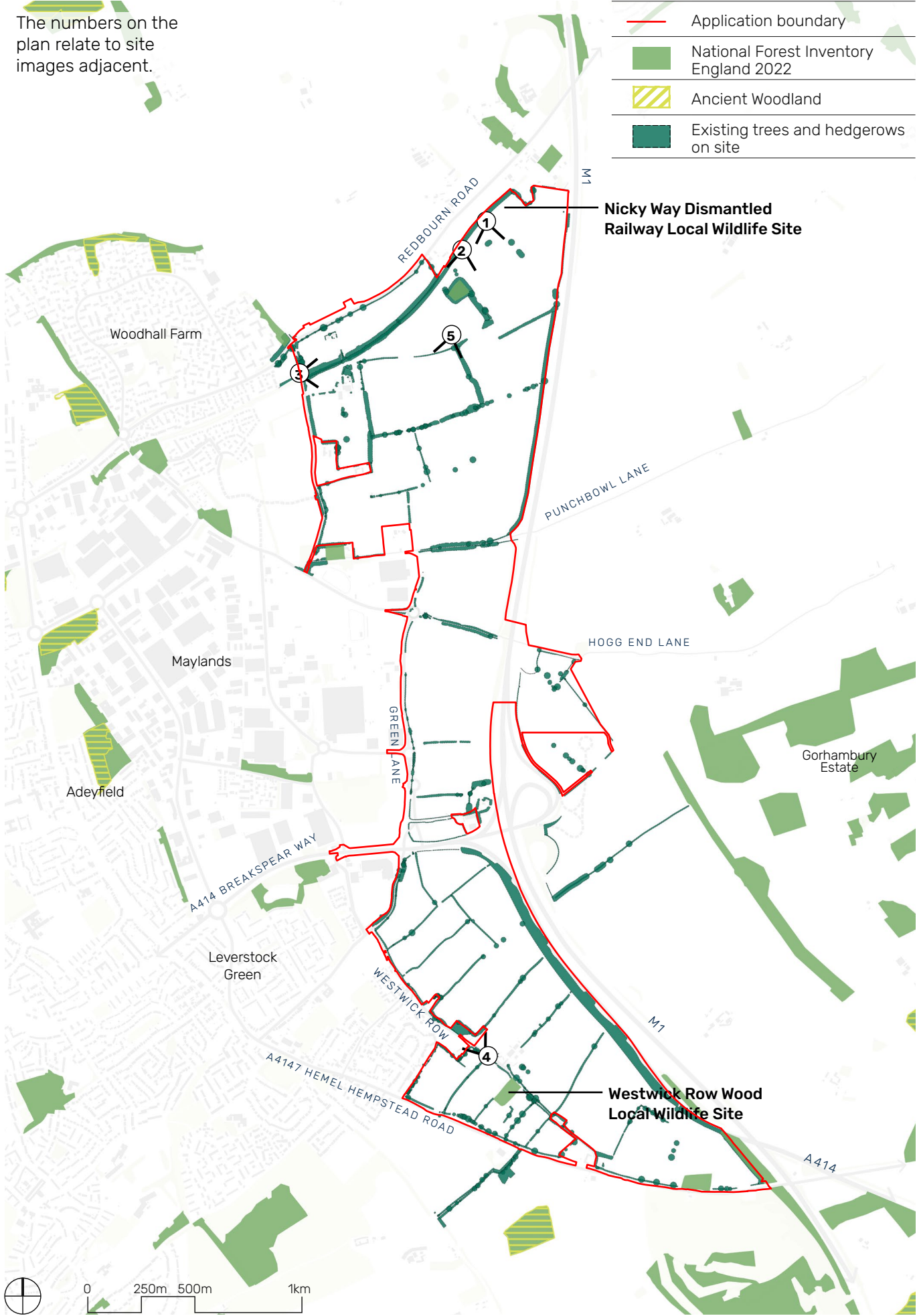


Fig 03.34 Existing vegetation

A comprehensive suite of ecology surveys and assessment have been conducted for the Site over 2024 and 2025, complementing historic surveys and Local Biological Records Centre data. Full detail of these can be found in Chapter 8 of the Environmental Statement alongside technical appendices.

03.4.1

Habitats

The main habitat on the Site is cereal crops, and there are a range of associated farm buildings including stables, storage facilities and ancillary buildings. Other habitats include:

- Modified grassland
- Other neutral grassland
- Hedgerows
- Scattered and lined of trees
- Ponds
- Sustainable drainage systems
- Other broadleaved, mixed, and coniferous woodland
- Lowland mixed deciduous woodland
- Mixed, bramble and hawthorn scrub

There are two areas of deciduous woodland, a Habitat of Principal Importance (HPI), on the Site and approximately 65 hedgerows, also HPI which qualify as 'Important' under the Hedgerow Regulations.

03.4.2

Species

Bats

Bat surveys have recorded:

- Numerous species including common pipistrelle, soprano pipistrelle, noctule, brown long-eared, Nathusius' pipistrelle, Daubenton's bat, Natterer's bat, whiskered bat, serotine, Leisler's and Barbastelle.
- Foraging and commuting activity, mainly associated with areas of woodland,

hedgerows and lines of trees, primarily in the north and south of the Site, with limited activity in the centre concentrated around Punchbowl and Hogg End lanes.

- Common pipistrelle and Brown Long-eared bat day roosts in buildings at Wood End and Westwick Row Farms.

Great Crested Newts (GCN)

Desk study and surveys have not returned any records of GCN, and as such they are considered likely absent from the Site.

Dormice

Surveys revealed no evidence of dormice on the Site. However they have been confirmed on an adjacent site and there is suitable habitat on Site, so are therefore assumed present. Subsequent phases of development will require targeted surveys to confirm this. If present, dormice would be considered to be of notable conservation value.

Badger

Badgers have been recorded on the Site. While common and widespread in Hertfordshire, badgers can be subject to persecution and for this reason are legally protected. Badgers are valued as important at the local level due to presence of setts on the Site.

Barn Owl

A barn owl nest has been recorded on Site. Whilst numerous trees on Site could support barn owl roosts, suitable foraging habitat is mostly limited to field margins. Up to two additional breeding pairs could be supported by the habitats present on the Site, with further pairs breeding on site and foraging in the wider landscape. The proximity of the M1 presents a notable mortality risk.

Breeding Birds

61 species, including 29 notable species were recorded on Site, and include species Wildlife and Countryside Act Schedule 1 list species, red-list and amber-list Birds of Conservation

Concern (BoCC), and Species of Principal Importance. One Amber List species, song thrush, is also a Hertfordshire BAP species. The number of species recorded reflects the size of the Site and the species recorded are typical of arable farmland with hedgerows in southern England.

Species recorded include linnet, dunnock, wren, greenfinch, house sparrow, mistle thrush, skylark, yellowhammer, kestrel, song thrush, tawny owl, woodpigeon, red kite, corn bunting, grey partridge, house martin, lapwing, starling, swift, yellow wagtail, mallard, meadow pipit, reed bunting, rook, stock dove, and peregrine falcon.

Raptors

Three notable raptors have been identified, including confirmed and potential nests for red kite, possible peregrine breeding activity, and probable kestrel breeding activity. Non-notable species recorded include buzzard.

Wintering Birds

A total of 51 species were recorded, including 28 notable species, and also include species with the above designations.

Notable species recorded include redwing, red kite, fieldfare, dunnock, reed bunting, song thrush, herring gull, house sparrow, linnet, skylark, starling, yellowhammer, greenfinch, mistle thrush, starling, woodcock, yellowhammer, black-headed gull, common gull, dunnock, green sandpiper, kestrel, mallard, oystercatcher, redshank, redwing, reed bunting, rook, sparrowhawk, stock dove, tawny owl, wood pigeon and wren.

Invertebrates

Arable land is of limited value for invertebrates. However, small areas of more suitable habitat on Site includes grassland and tall herbs, scrub, woodland, tree lines, hedgerows, as well as features such as log piles and deadwood between fields. These are typical of the area

and have the potential to support common and widespread as well as more notable species.

Masterplan Considerations

There is an opportunity for the masterplan to retain valuable habitats on site in order to maintain the species richness currently present, as well as to introduce new habitats and mitigate disruptions to species caused by the development. Opportunities include:

- Retaining existing hedgerows, woodlands, trees, and scrub within the open space network to protect existing habitats
- Creating an interconnected network of open space on site that allows for species mobility and connectivity beyond the site. Particularly, there is an opportunity to protect dark corridors for bat movement where movement is known to occur, such as around Wood End and Westwick Row farmsteads and along the Nickey Line
- Enhancing retained and creating new habitats within the open space network
- Where severance is required for hedgerows and lines of trees in order to create connected, walkable neighbourhoods, this should be minimised both in number and width through the design of movement networks and corridors
- Where open spaces and green links are severed by roads, there is an opportunity to introduce measures such as flyovers and traffic calming to facilitate continuous species movement and reduce collision risks
- Where existing badger setts could be impacted by development or construction, these will need to be relocated within large open spaces for expansive habitat areas. This will be assessed at each subsequent stage of development / construction

Movement and Access

03.5.1

Walking and Cycling Networks (incl PRow)

A414

There is a footway on the north side of the A414 carriageway west of the Breakspear Roundabout which leads into the centre of Hemel. To the west of the junction with Buncefield Lane, the footway widens to become a shared use footway/cycleway to Maylands Avenue.

On the south side of the A414, a recently constructed footway runs between the Breakspear Roundabout and the junction with Buncefield Lane, part of which is a shared use footway/cycleway, which connects to a signal-controlled crossing across the A414 for pedestrians and cyclists. There is a second crossing west of the Breakspear Roundabout. To the east of the junction, a footway on the south side of the A414 connects to a Public Right of Way. There are currently limited opportunities to cross the A414 carriageway elsewhere within the vicinity of the Site.

Cycle parking has been provided on both sides of the carriageway near Buncefield Lane junction.

Redbourn Road

There are limited footways on B487 Redbourn Road immediately adjacent to the site, east of Cherry Tree Lane. From Cherry Tree Lane west into Hemel, there are footways on the south side of the carriageway, and on the north from Shenley Road, which provide walking routes to local facilities in Woodhall Farm and Grovehill neighbourhoods.











Buncefield Lane

A Quietway has been introduced on Buncefield Lane between Green Lane and

Cherry Trees Lane, providing a walking and cycling route to Leverstock Green, Maylands and the Nickey Line. At Boundary Way, a new Dutch-style roundabout gives cyclists and pedestrians priority, introducing new cycle lanes, pedestrian crossing and wide footways to connect the Quietway. Bollards between Breakspear Way and Green Lane prevent vehicular movement, while rumble strips between Boundary Way and Cherry Tree Lane encourage lower vehicle speeds. The route connects to the signalised crossing on Breakspear Way.

Leverstock Green

Footways of appropriate width are provided throughout Leverstock Green, as well as along the A4147 near the Leverstock Green local centre. Street lighting is present at regular intervals and dropped kerbs are in place at crossing points.

	Motorway
	Primary / A roads
	B Roads
	Minor Roads
	Local Roads
	Nickey Line
	Advisory walking and cycling routes
	Public Rights of Way
	Bus routes
	Bus stops

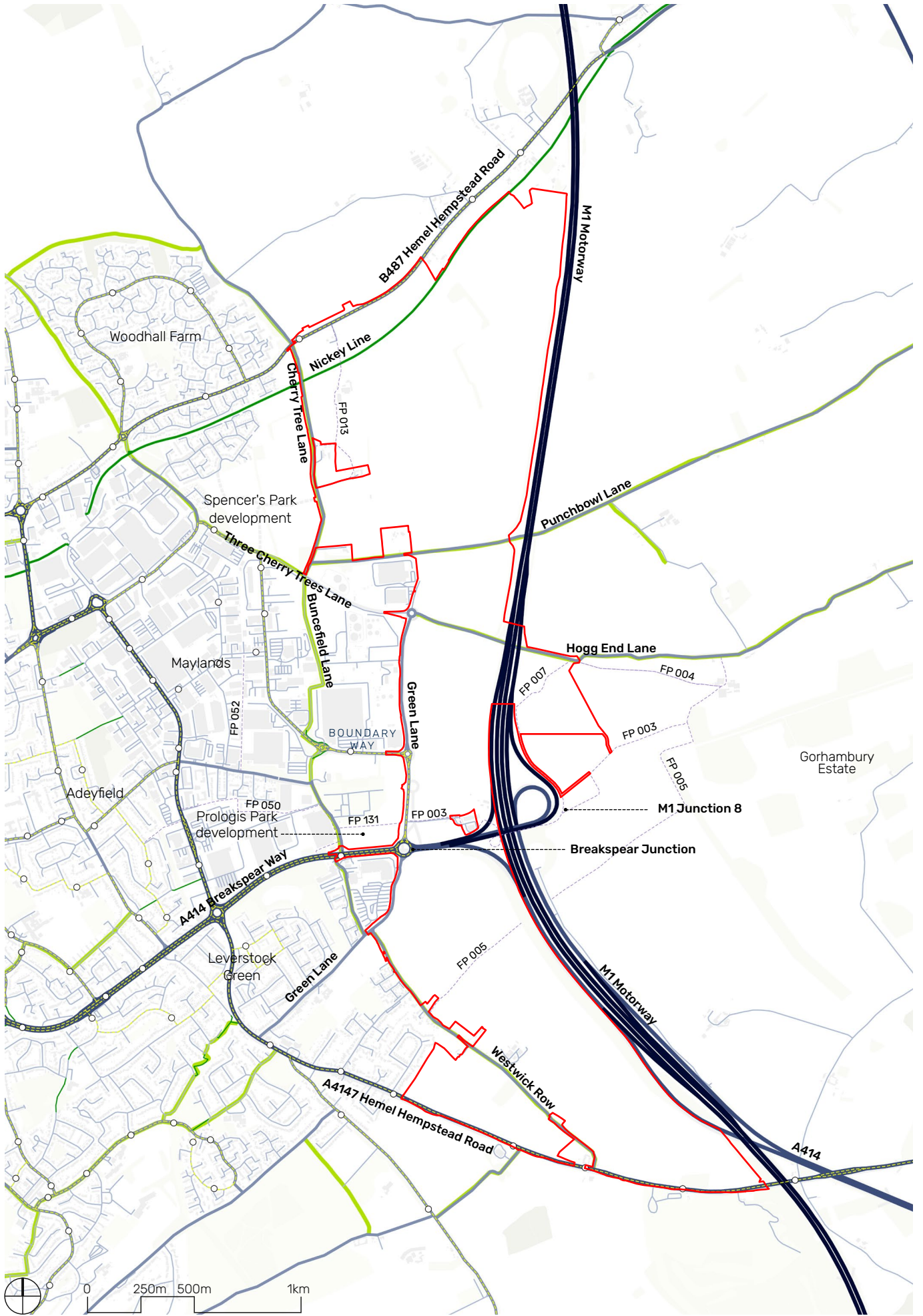


Fig 03.35 Summary of movement networks surrounding the Site

Nickey Line

The Nickey Line runs east-west in the north of the Site. It is a 12km disused railway line that now forms a long-distance footpath and cycle way as well as a green corridor. It provides an off-road, traffic free route connecting Hemel Hempstead, Redbourn, and Harpenden through both urban and rural areas.

It is designed to serve both leisure and utility purposes for pedestrians and cyclists. While currently used primarily for leisure—such as walking, jogging, and nature exploration—it has been identified as holding the potential for utility journeys—including commuting and school journeys—in the HGC Nickey Line Vision (2025).

Currently, the Nickey Line is a valued community asset but faces several challenges that limit its full potential. These include narrow path sections, poor surfacing, limited access points (often via steps), safety concerns at road crossings, and inconsistent wayfinding. Some areas are densely vegetated, making them feel unsafe or inaccessible, especially in poor weather. The route also lacks a direct connection to Hemel town centre and station. Opportunities for improvement within the Site include resurfacing, lighting, signage, seating, biodiversity enhancements, and better integration with development and transport networks. These efforts can aim to make the Nickey Line a more inclusive, engaging, and functional corridor for current and future users (Nickey Line Vision, March 2025).

A number of Public Rights of Way (PRoW) intersect the Nickey Line and provide onwards connectivity to destinations within Hemel.

Public Rights of Way

Footpath (FP) 003 runs through the Site just north of the A414; running from Green Lane along the DfT access road, beneath the northbound on-slip and, via a stairwell, travels above the M1 and towards open

agricultural areas east of the motorway.

FP131 provides a short pedestrian route between Green Lane and Buncefield Lane north of the A414. Upgrades to FP131 were secured as part of planning permission 21/03793/MOA to provide a surfaced, 3m wide route between Green Lane and Buncefield Lane. To the north of the site, FP13 and FP44 join together to form a pedestrian route that parallel to Cherry Tree Lane. To the south, FP5 bisects the southern neighbourhood, connecting with Westwick Row at its western extent.

Further PRoWS (FP50, FP51 and FP52) provide routes through Maylands to the west of the Site.

In addition to the dedicated cycling facilities in the vicinity of the Site, there is also the opportunity for cyclists to use the local roads. A large number of facilities are within 5 km of the site, including the town centre and railway station.

Safety

An accident review indicates that the local road network is generally safe, with no significant collision trends.

03.5.2

Vehicular movement

The Site benefits from strong connectivity to both the local and strategic highway network, facilitating efficient vehicle access and movement.

Strategic Road Access

The **M1 Motorway** forms the eastern boundary of the Site, providing a key north-south route between London and Leeds. Junction 8 of the M1 offers full movement access (north and south) and connects directly to the A414.

The **A414** is a major east-west route linking St Albans and Hemel Hempstead. It intersects with the M1 at Junction 8 and provides direct

access to Hemel Town Centre and the A41. The A414 includes dual carriageway sections, roundabouts (e.g., Breakspear Roundabout), and signalised junctions to manage traffic flow.

Hemel Hempstead Road (A4147) runs along the southern boundary of the Site, linking the A414/Maylands Avenue roundabout to St Albans. Speed limits vary between 30 and 40 mph depending on the section.

Local Road Access

Redbourn Road (B487) runs along the northern boundary of the Site and connects Hemel Hempstead with Redbourn. It provides access to local residential areas (e.g., Woodhall Farm and Grovehill), schools, and Maylands. The road includes roundabouts, signalised junctions, and pedestrian/cyclist infrastructure in key sections.

Cherry Tree Lane is a rural, weight-restricted road to the west of the Site, connecting Redbourn Road and Three Cherry Trees Lane. Although lightly trafficked, it is known for rat-running by vehicles accessing Maylands and M1 Junction 8.

Punchbowl Lane is a rural road connecting Cherry Tree Lane to Redbourn Road (A5183) via an underpass beneath the M1. It is used as a local route to St Albans.

Three Cherry Trees Lane is a single carriageway road with a 30 mph speed limit. It connects to Swallowdale Lane and provides access to the Spencer's Park development. Planned upgrades include a signalised junction with toucan crossings. Height and width restrictions limit access for larger vehicles.

Hogg End Lane is a rural road that passes under the M1 and connects to Redbourn Road (A5183), offering an alternative route between Hemel Hempstead and St Albans.

Green Lane connects the A414 to Maylands and is heavily used by HGVs. It also provides access to Breakspear Park, Leverstock Green, and Leverstock Green CofE Primary School. A new 3m shared footway/cycleway has been secured as part of recent development.

Westwick Row is a rural, single carriageway road connecting to both Green Lane and the A4147 and providing access to scattered residential properties.

Masterplan Considerations

There is an opportunity to deliver a wide range of walking and cycling infrastructure within the site, to improve connectivity, accessibility, and active travel across the development.

This infrastructure should include the provision of high-quality walking and cycling routes within the development that create safe, direct and legible connections to key destinations and facilitate connections into the wider network to ensure that local facilities and employment centres—many of which are already within walking and cycling distance—are safely and conveniently accessible, supporting sustainable mobility and healthier lifestyles.

The masterplan design must align with the existing network—in particular existing walking and cycling infrastructure adjacent to the Site—and address gaps through targeted interventions, to realistically support a shift toward sustainable mobility and meet its ambitious mode share goals.

03.6.1

Designated Assets

There are a number of Grade II listed buildings within the East Hemel site boundary, including:

- Wood End Farm Cottages
- Large Barn At Wood End Farm, 30 Metres South West Of Farmhouse
- Wood End Farmhouse
- Breakspears
- Westwick Row Farmhouse
- L-Shaped Range Of Barns On South Side Of Farmyard At Westwick Row Farm

Wood End Farm and Cottages

The Listed Buildings at Wood End Farm comprise Wood End Farmhouse, a 16th or 17th-century timber frame farmhouse later encased in red brick and extended, and The Large Barn, a late 18th or early 19th-century timber frame barn. These, together with other historic and modern ancillary buildings, form a courtyard. Wood End Farm Cottages comprise a pair of dwellings from the late 16th or early 17th century, with alterations during the 19th and 20th centuries.

Breakspears

Breakspears comprises a mid 17th-century former farmhouse, located adjacent to the Junction 8 slip road. While its physical setting has been altered significantly by the construction of the M1, A414, and DfT depot, the building remains enclosed and screened by a boundary of trees and hedges encircling an adjacent paddock.

Westwick Row Farmhouse and L-Shaped Range Of Barns On South Side Of Farmyard At Westwick Row Farm

Westwick Row Farmhouse and its associated L-Shaped range of barns are both Grade II Listed Buildings, together creating a loose courtyard plan farmstead. The farmhouse comprises a phased structure with origins dating to the 15th century alongside a late 17th-century addition. The L-Shaped barns were constructed during the late 18th or early 19th century and comprise a timber frame construction.

Other assets

Other important listed buildings and protected historic sites within the immediate vicinity of the Site—the setting and visual relationships to East Hemel which must be considered—include:

- Restaurant at Aubrey Park Hotel and Aubreys Camp Scheduled Monument
- Remains of Old Gorhambury/Bacon's House and nearby designated assets
- Westwick Hall
- Dell Cottage
- King Charles II Cottage
- Westwick Cottage
- Hill End Cottages and Hill End Farmhouse
- The Cottage
- Corner Farm Listed Buildings
- Beechtree Cottages
- Gorhambury Registered Park and Garden
- Romano-Celtic temple complex at Wood Lane End

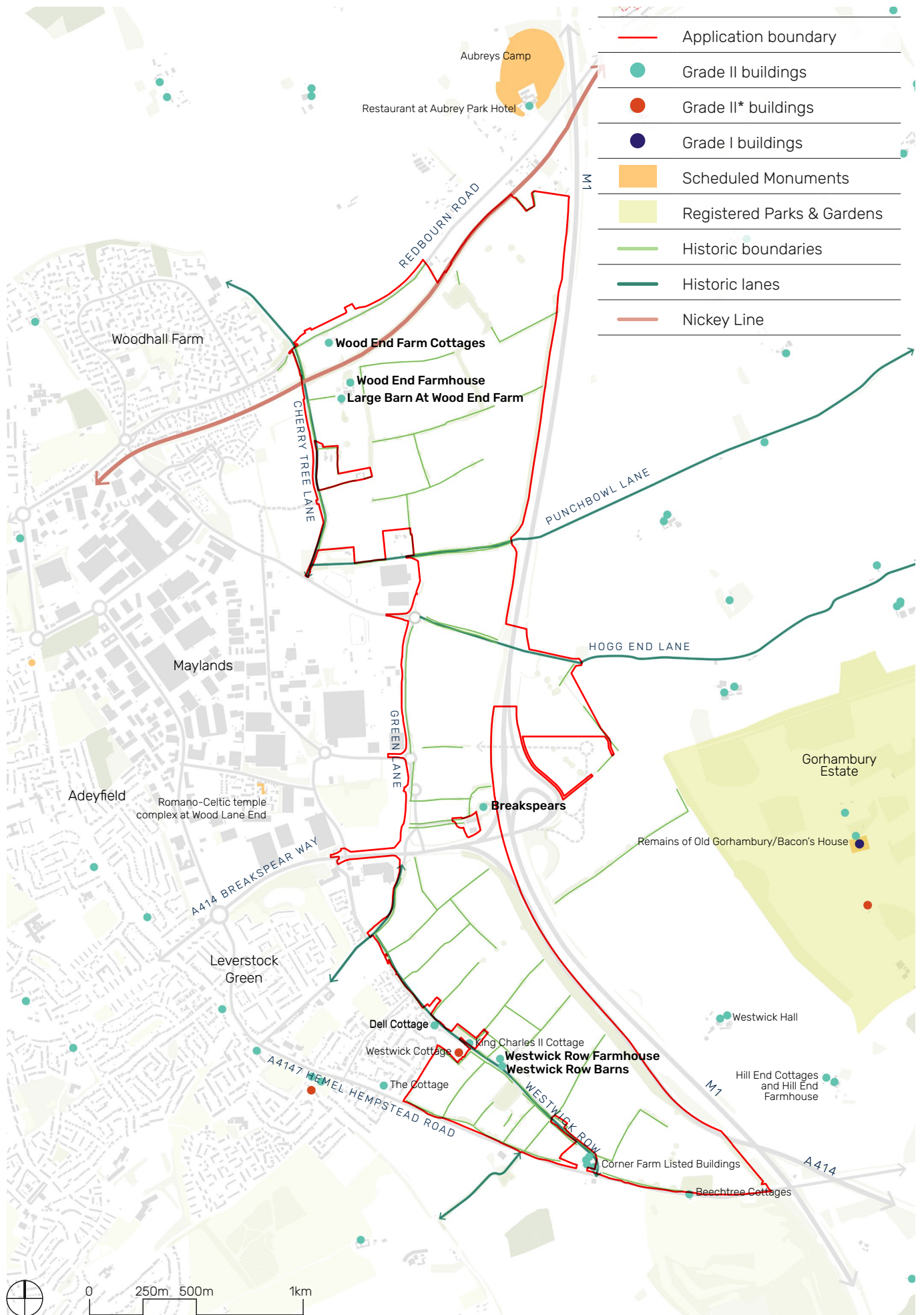


Fig 03.37 Heritage assets



Masterplan Considerations

- Retain non-designated heritage assets where possible, particularly including structures/building erected within farmsteads before 1900.
- Demolition of later sheds and structures may positively contribute to the restoration of historic farmstead courtyard configurations at Wood End Farm and Westwick Row Farm.
- Repurpose farmstead buildings for community or commercial use. Some alterations will likely be acceptable to facilitate conversion, but alteration should aim to restore/preserve character and understanding of the historical context.
- Protect setting of listed buildings by setting new buildings and appropriately, integrating listed buildings into the open space network, and utilising existing and new planting to create and screen views.
- The immediate gardens/paddocks of Wood End Farm, Breakspears and Westwick Row Farm provide a natural boundary to their immediate setting that should be retained.
- For assets outside of the Site but adjacent to the boundary, open space and planted buffers should be considered to protect local views and retain countryside setting.