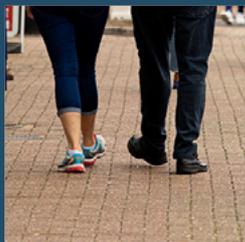
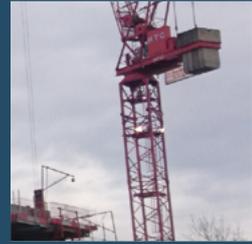


# Draft Hertsmere Local Plan



## Regulation 18

September 2021



# Contents

<b>1. Foreword</b>	<b>3</b>
<b>2. Introduction and Context</b>	<b>4</b>
<b>3. Local Plan Vision and Strategic Objectives</b>	<b>9</b>
<b>4. The Spatial Strategy</b>	<b>13</b>
<b>5. Individual Place Strategies</b>	<b>24</b>
<b>6. Sustainable Growth and Regeneration</b>	<b>46</b>
<b>7. Meeting Local Housing Needs</b>	<b>56</b>
<b>8. A Strong Local Economy</b>	<b>115</b>
<b>9. Protecting The Green Belt</b>	<b>137</b>
<b>10. Responding To Climate Change</b>	<b>144</b>
<b>11. Design For Life</b>	<b>150</b>
<b>12. Local Heritage</b>	<b>159</b>
<b>13. Protecting and Enhancing Our Natural Environment</b>	<b>165</b>
<b>14. Local Facilities</b>	<b>182</b>
<b>15. Sustainable Travel</b>	<b>193</b>
<b>16. Vibrant Town Centres</b>	<b>204</b>
<b>Appendix 1</b>	
Small and medium sites (< 1ha) with planning permission at 01.04.2021	<b>224</b>
<b>Appendix 2</b>	
Density Zones	<b>235</b>
<b>Appendix 3</b>	
Designated Open Spaces, Local Green Spaces and Minor Amenity Land	<b>238</b>
<b>Glossary</b>	<b>242</b>

# 1. Foreword

Hertsmere is a fantastic place to live, work and study, which we should all rightly be proud of, and cherish. Key to that success has been that the area has continued to evolve and grow.

We all live in homes, play in parks, visit shops and eat and work in places that were at one time not there. Hertsmere is under huge pressures from national government to accommodate homes, create jobs and provide services for existing and future residents.

Hertsmere's new Local Plan is a blueprint which will shape our borough for a minimum of 15 years. This emerging plan has been developed through several rounds of public engagement, responding to feedback from other organisations, residents and neighbouring councils, as well as evidence from specialist studies in order to meet government requirements.

By planning for growth locally, we can ensure that we deliver the homes we need, alongside the jobs, infrastructure and services to support growth in a way that's appropriate for the borough. This document is not the final version of the plan and we will be seeking the community's views next month. That said, we know we need to plan for 760 homes every year until 2038.

Each of the unique areas within Hertsmere has been considered and our plan drawn up to reflect local needs. We have also considered the shifting priorities created by the Covid-19 pandemic, with more home-working highlighting the importance of local shops, open spaces and local jobs.

In 2019, we declared a climate emergency and the policies in our plan seek to deliver zero carbon development, ensuring that our high quality environment is protected and enhanced. This is a challenging task, particularly as we look to recover from the pandemic, but one that we must address through sustainable and resilient development.

It's an exciting time to be living and working in Hertsmere. Sky Studios Elstree, a development of 13 sound stages that will eventually host Sky Originals, as well as major productions from Universal Pictures, Focus Features and Working Title, is due to become operational next year, as will two new sound stages at the council-owned Elstree Studios. Our plan aims to ensure Hertsmere continues to be the natural home for TV and film production, creating thousands of jobs in the future.

We cannot deliver this plan alone. We will need to continue to work with a range of public sector organisations, which have the ultimate responsibility to deliver the schools, travel connections, primary health care services and other infrastructure we want to see, including Hertfordshire County Council and our local clinical commissioning group.

We also need your views. Please tell us what you think of our draft plan and encourage others to do so too. Your comments will shape and inform the version of the Local Plan to be submitted for formal examination by a Planning Inspector appointed by the Secretary of State next year.

We look forward to working with you on this exciting and important next chapter for Hertsmere.



**Councillor Morris Bright**  
MBE Leader of the Council



**Councillor Dr Harvey Cohen**  
Portfolio Holder for Planning

A photograph of a street scene, likely in a town or city. The street is paved with cobblestones. On the left, there are several brick buildings with shops. One shop has a sign that says "GREGGS". There are also blue streetlights and a parking sign on the right. A person is walking in the foreground, and another person is standing further down the street. The overall scene is a typical urban street.

2.

## Introduction and Context

## 2. Introduction and Context

### Purpose and status of this document

Hertsmere Borough was created in 1974. Most of the population live in one of five main communities - Borehamwood and Elstree, Bushey, Potters Bar, Radlett and Shenley. Despite being so close to Greater London, there are also several smaller villages and hamlets with much of the borough remaining fairly rural in character. Seventy-nine percent of the local authority area is designated as Metropolitan Green Belt.

Under the Planning and Compulsory Purchase Act 2004 (as amended), the Council is required to produce and publish an up to date Local Plan, a statutory document setting out the long-term vision and growth strategy for the borough. The Core Strategy, which forms the basis of the current Local Plan was adopted in 2013, although subsequent further constituent parts, including the Elstree Way Corridor AAP (2015) and Site Allocations and Development Management Policies Plan (2016) were adopted more recently; in light of the passage of time and increasing need for development, particularly new homes, jobs and infrastructure to serve a growing population, it is becoming out of date. A new Local Plan is therefore required.

The draft Local Plan includes planning policies and land identified as potential allocations, which set out the approach to all types of development within Hertsmere including the delivery of new homes, employment and other key infrastructure. It will also put in necessary measures to protect and enhance the local environment and address climate change mitigation and adaptation.

Once adopted, following a public examination, the new Local Plan will provide the basis for assessing all planning applications within the borough from small-scale extensions/alterations, to large-scale employment and residential proposals. The new Local Plan will also assist in the negotiation of planning obligations to support infrastructure delivery.

The Local Plan is being prepared alongside a number of Supplementary Planning Documents (SPDs), which will provide additional guidance and detail in respect of key policies. The Council has published a Local Development Scheme (LDS)<sup>1</sup> which is a detailed timetable and project plan for the preparation and eventual adoption of the Local Plan and Supplementary Planning Documents.

The Regulation 18<sup>2</sup> process is an iterative one and is not limited to one 'round' of consultation or public engagement. Engagement needs to be subject to the statutory minimum notification requirements and the commitments in the council's Statement of Community Involvement (SCI). The most recent SCI was adopted by Hertsmere Borough Council in July 2021.

Work on the new Local Plan began in late 2016 with a launch and initial Call for Sites. Since then a number of consultations have taken place; a summary of the Local Plan timeline is provided below:

- Local Plan launch – November 2016 to April 2017
- Issues and Options consultation – November/December 2017
- 'Potential Sites for Housing and Employment' engagement – November/December 2018
- Additional Employment Call for Sites – March 2021

Engagement with the public and stakeholders on the current Regulation 18 Local Plan document gives an opportunity for comprehensive comment on the whole plan. Engagement on a Regulation 19 version is more focussed as this stage is directly linked to the examination process. Other reasons for this approach include the following:

- to 'test' new draft policies for topics and sites, which will enable potential issues to be resolved and potentially shorten the Examination stage;
- to formally assess all sites, including those sites which have come forward since the 'Potential Sites for Housing and Employment' (PSHE) engagement;
- to allow site promoters time to prepare key pieces of technical evidence in support of their schemes and for officers to consider how such schemes link with other policies and proposals i.e. sustainable transport and regeneration proposals;
- to allow additional time to complete further technical work and progress discussions with relevant stakeholders;
- to allow the opportunity to include possible new scheme(s) and test whether any should be included in the final plan, without the scale of technical supporting information that would be required at Regulation 19 stage.

<sup>1</sup>Local Development Scheme April 2021

<sup>2</sup>The Town and Country Planning (Local Planning) (England) Regulations 2012 (legislation.gov.uk)

## What is a Local Plan?

The Local Plan is a spatial plan and seeks to facilitate the land use requirements of local communities, businesses and service providers. It addresses issues that involve the use of land, the movement of people and access to opportunities. Examples include where new homes are built, how much land needs to be set aside for business uses and the amount of green space to be provided for health and well-being, recreation, biodiversity and surface water management. The Local Plan cannot deal with non-spatial issues, but it can facilitate the land requirements, and sometimes funding, for wider community needs.

A long term vision for the area is accompanied by strategic planning objectives and these reflect the council's Corporate Plan and its priorities and other corporate documents, e.g. the Hertsmere Health and Well-being Strategy.

A local plan is part of the development plan for the area. For Hertsmere, this currently comprises the following documents:

- The Core Strategy (adopted January 2013)
- Elstree Way Corridor Area Action Plan (adopted July 2015)
- Site Allocation and Development Management Plan (adopted November 2016)
- Radlett Neighbourhood Plan (made May 2021)
- Shenley Neighbourhood Plan (made May 2021)
- Hertfordshire County Council Minerals and Waste Local Plans

The new Local Plan will eventually supersede the existing local development plan documents and provide the basis for assessing all development over the next 15 year period and beyond. This is important as development is best managed with an up-to-date Local Plan setting out clearly where and how future growth should take place. Neighbourhood Plan policies, where they do not conflict with strategic or non-strategic policies in the new Local Plan, will continue to apply. Hertfordshire County Council will continue to prepare Minerals and Waste Local Plans for the area.

The Local Plan is being prepared using a comprehensive evidence base, in the form of technical background studies. These include research on housing and employment land availability, housing markets and needs, biodiversity, health and well-being, green belt assessments, development economics, employment land needs, flood risk, infrastructure deficits and requirements, open space and car parking requirements. The evidence base is available on the Council's website<sup>3</sup>; these studies will be refined over time in response to public and stakeholder engagement and any changes in national policy and guidance.

The delivery of large scale development such as a new settlement or significant extensions to villages and towns can extend beyond a single plan period. The authority is required to monitor the timely delivery of infrastructure identified to support planned development after the adoption of the Local Plan. Annual reviews of the infrastructure funding statement will also ensure that the Local Plan remains deliverable.

<sup>3</sup>Supporting Studies (Local Plan evidence base) - Hertsmere Borough Council



## National Policy

The National Planning Policy Framework (NPPF)<sup>4</sup>, along with the National Planning Practice Guidance (NPPG)<sup>5</sup>, provides the main source of national guidance for plan making. They set the parameters for how policies for development and the use of land are produced, and what the key considerations are when assessing planning proposals.

Other relevant national policy papers include those published by the Home Office, Department of Transport, DEFRA, the Department of Education, the Department for Business, Energy and Industrial Strategy and the Department for Digital, Culture, Media and Sport.

The government is clear that local authorities are expected to have up-to-date plans in place by the end of 2023 to guide development within their area and to plan for the infrastructure, homes and jobs that residents and employers need<sup>6</sup>. Failure to have an up-to-date plan could risk government intervention and loss of local control of the process. Having an up-to-date plan in place means that the council can positively shape growth and create attractive, sustainable and resilient development across the borough. It is therefore easier to retain far greater local control over where development should be located, rather than it being delivered in an ad hoc way as a result of speculative development, which may not deliver sufficient benefits to local communities or key local and strategic infrastructure.

## Other external influences

The strategies, plans and programmes of other local stakeholders are of particular importance in preparing a Local Plan. Some of these may have land use implications and constraints and it is important to ensure that policies are consistent with stakeholder priorities. Areas of potential conflict with local and national planning requirements have to be identified at an early stage so that a long term planning framework is able to facilitate the delivery of other service priorities.

The Council has continued to work<sup>7</sup> with neighbouring authorities, especially in relation to shared evidence and infrastructure requirements, to ensure that long term growth requirements are not considered in isolation. Five councils in Hertfordshire (Hertsmere, Dacorum, St Albans, Watford and Three Rivers) are preparing a Joint Strategic Plan for South West Hertfordshire, which will help to provide a long term framework for plan-making and for securing infrastructure and investment across local authority boundaries.

The Local Plan must take account of the Hertfordshire Local Transport Plan (2018) and related documents and also strategies and frameworks produced by the Hertfordshire Local Enterprise Partnership (LEP). The Local Transport Plan sets out measures to reduce the need to travel, to encourage sustainable transport options and to promote active travel as well as major transport schemes. None of these major transport schemes are currently located in the borough.

The Local Plan also takes account of planned developments in neighbouring authorities in Hertfordshire and London. The Local Plan must also have regard to matters further away, especially in relation to key issues such as traffic management, water supply, waste management, key infrastructure and the protection and enhancement of ecological networks and priority species and habitats.

## Sustainability Appraisal and alternative options

A Sustainability Appraisal of the Local Plan is being prepared to test whether the policies are consistent with the sustainability objectives. These objectives consider a variety of social, economic and environmental issues which need to be met if the plan can be regarded as genuinely sustainable.

The Appraisal incorporates the requirements of national and secondary legislation; the recommendations are reflected in Local Plan policies. A further Sustainability Appraisal is prepared to accompany the Publication version of the Local Plan at Regulation 19 stage.

The appraisal process guides the council's assessment of different policy options as well as the consideration of emerging options in relation to national policy and the findings of public and stakeholder engagement.

<sup>4</sup>The National Planning Policy Framework 2019 was revised on 20th July 2021

<sup>5</sup>Planning practice guidance - GOV.UK ([www.gov.uk](http://www.gov.uk))

<sup>6</sup>Written Ministerial Statement 19th January 2021 Minister of State for Housing

Written statements - Written questions, answers and statements - UK Parliament

<sup>7</sup>Localism Act 2011 Section 110 Duty to Cooperate

## Community and Stakeholder Engagement

The council has carried out extensive engagement on issues relating to the future growth in the borough in accordance with the commitments within the council's Statement of Community Involvement. The Statement of Community Involvement has been revised over time and exceeds the minimum requirements set out in regulations.

Between November 2016 and April 2017 the council launched the new Local Plan process. A newsletter was sent to every household to outline the scale of unmet housing need and the level of jobs and homes required across the borough. This was accompanied by briefings to local businesses and the development sector, meetings with parish and town councils and with the Youth Council. The idea of a new garden village was supported by almost 50 per cent of respondents. A major concern was the impact of growth on local infrastructure, given the pressure on existing schools, GP surgeries, roads and other local facilities. The survey responses were published on the council's website<sup>8</sup>.

An Issues and Options Consultation between November and December 2017 set out five approaches through which growth could be delivered over the lifetime of the new Local Plan. The approach to consultation was varied to maximise coverage and outreach. A second newsletter was sent to 40,000 households. Drop-in sessions and stakeholder events were held and short films produced to explain each option.

A review of consultation responses<sup>9</sup> was presented to the Member Planning Panel in December 2017. Brownfield development was supported by the majority of people. There was general support for new garden suburbs, provided they are well-located and able to support infrastructure needs. There were concerns that many villages lacked suitable facilities to make them suitable locations for growth. Although there was support for a new settlement, there were reservations about the location and the commencement of building towards the end of the plan period.

A third engagement exercise was held in November and December 2018. This followed a Call for Sites and a comprehensive evaluation of sites submitted by promoters submitted at the Issues and Options stage and additional sites identified by the council as part of land availability exercise. The focus was upon potential strategic housing sites (minimum 250 homes) and employment designations. 4,000 responses from over 2,100 individuals were received. This included submissions for 21 new sites, as well as feedback from residents, stakeholders, site promoters, statutory bodies and local interest groups. Two summary documents were published as a result of this consultation, and all comments and submissions can be reviewed in full on Hertsmere's consultation portal<sup>10</sup>.

There were no significant discrepancies between the points raised by the general public and those raised by the other

consultees. The impact on the green belt, the road network, and lack of key community facilities including education and healthcare facilities were still major considerations. The main difference was a greater recognition that there was a need for additional housing to meet local need.

A further Call for Employment Sites was carried out in March 2021. This came as part of a wider economic development strategy to support the borough's economic recovery post-Covid. All submissions received by the council have been published online, along with the presentation which was taken to Member Planning Panel on the 18th March 2021.<sup>11</sup> In total, 21 new sites were submitted and they have subsequently been assessed against the requirements for potential inclusion within the Local Plan. This included proposals for industrial and warehousing facilities, new film and TV studios at Rowley Lane, and other smaller employment sites across the borough.

The government has been keen for plan making to progress during the COVID19 pandemic. Local planning authorities have been asked to promote effective community engagement by means which are reasonably practicable. Online engagement methods are being used to their full potential. Appropriate methods include virtual exhibitions, digital consultations, video conferencing, social media and providing documents for inspection on a public website. The authority has acknowledged the need to ensure sections of the community that do not have internet access are involved and consider alternative and creative ways to achieve this.

The engagement on the Regulation 18 draft Local Plan will take place between 11th October and 22nd November 2021. The policies in the draft Local Plan are interrelated. It is important to read the draft Local Plan and the draft Policies Map as a whole to understand the context and the issues.

<sup>8</sup><https://www.hertsmere.gov.uk/Documents/09-Planning--Building-Control/Planning-Policy/Local-Plan/Planning-for-growth-responses-report-final-Sept17.pdf>

<sup>9</sup><https://www.hertsmere.gov.uk/Documents/09-Planning--Building-Control/Planning-Policy/Local-Plan/Hertsmere-Issues-and-Options-Consultation-Report.pdf>

<sup>10</sup><https://hertsmere-consult.objective.co.uk/portal/pp/>

<sup>11</sup><https://www.hertsmere.gov.uk/Planning--Building-Control/Planning-Policy/Local-Plan/New-Local-Plan/Call-for-sites-and-HELAA.aspx>

**3.**

# **Local Plan Vision and Strategic Objectives**

# 3. Local Plan Vision and Strategic Objectives

## Hertsmere Vision

The Vision for Hertsmere sets out how, over the period to 2038 and beyond, the borough will sustainably change, grow and develop, whilst protecting and enhancing its considerable and valued qualities. The Vision and Objectives focus on seven key themes.

## Vision

**“Delivering a healthy, resilient, sustainable, connected, high quality and economically viable environment which meets the needs of all the borough’s communities, to 2038 and beyond”**



### Future Hertsmere

Through the Local Plan and associated council strategies we will positively plan for Hertsmere’s future - delivering a healthy, sustainable, connected, high quality and economically viable environment which meets the needs of all the borough’s communities, to 2038 and beyond.

The area will embrace and maximise its locational advantages, drawing on the benefits of close proximity of London, whilst recognising its strong internal diversity of place and links to other parts of Hertfordshire

and further afield. The close relationship with surrounding countryside will be safeguarded and improvements made to the countryside and biodiversity to offset the impact of development.

Growth will be supported by appropriate, resilient, high quality social, economic and environmental infrastructure that meets the needs of new residents and businesses, and also brings tangible benefits to those who already call Hertsmere home.



### Hertsmere Homes

Hertsmere will be an attractive and more affordable place for all to live. It will provide the right number of homes of an appropriate type, size, price and tenure to meet the needs of all, to

support mixed and balanced communities. New homes will be sustainably located within and adjoining existing town and villages and a new settlement created at Bowmans Cross.



### Hertsmere Works

With a strong, competitive and growing local economy, suitable sites will be available to meet the needs of new and existing businesses, allowing key sectors such as the film and television industry to flourish. Business will be served by the infrastructure it needs to operate efficiently, grow and compete, and will have access to a skilled, healthy and productive

workforce. Changing working practices and travel behaviours will be facilitated, and residents will have a greater choice of local employment opportunities. Town centres will be adaptable, vibrant, accessible and attractive destinations, providing a range of employment, retail, leisure and community facilities.



### Green Hertsmere

The area will be a more environmentally sustainable place. Combatting climate change and its impacts will be embedded in how we live, work, relax and travel. New development will be sustainably located, net zero carbon and reflect the principles of the circular economy

and walkable neighbourhoods. Efficient use will be made of land, with flood risk and all forms of pollution being avoided, reduced and mitigated. Hertsmere's valued natural environment – comprising both blue and green infrastructure – will be protected and enhanced.



### Healthy Hertsmere

Health and wellbeing will be embedded into all aspects of development, creating healthy, inclusive, connected places, spaces and buildings. Our communities will have opportunities to adopt healthy lifestyles and

have access to a good range of healthcare facilities including local GP surgeries, enabling them to live well for longer. Existing inequalities will be reduced.



### Creative Hertsmere

Hertsmere's reputation as a nationally and internationally recognised centre for the creative industries, centred on an expanding film and television industry in Borehamwood and Elstree will continue to grow. The area will be an attractive location for film and television production and a broad range of associated

digital, creative and media-related businesses of all skill levels will be encouraged to thrive. The significant growth in the sector, creating and in turn resulting from the clustering effect, will generate investment and opportunities that will be harnessed in order to benefit the borough's wider economy, its places and people.



### Connected Hertsmere

There will be a reduced need to travel, with homes, jobs and other day to day facilities easily reached by foot, cycle and public transport. People will have a real choice of sustainable travel options. There will be improved connectivity for non-private car journeys

between neighbouring towns including greater use of demand-responsive passenger transport and a reduced reliance on petrol and diesel vehicles. Reliable high speed digital connectivity will be available to all.



### Distinctive Hertsmere

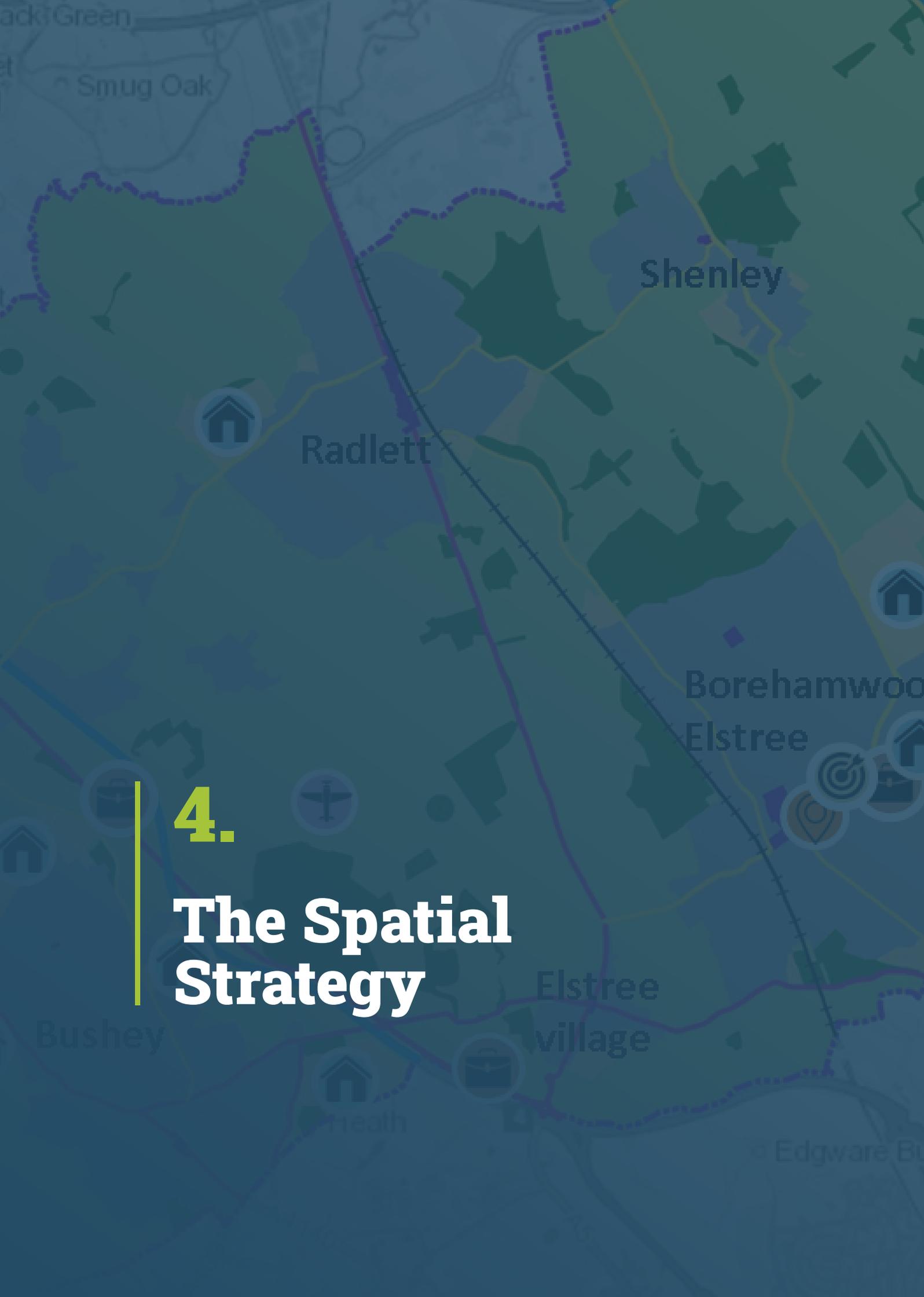
Hertsmere's distinctive character as an area of both urban and rural communities, strategically located in close proximity to London but within a countryside setting, will remain. Towns and villages will be places which have retained and enhanced their valued individual identities. New development will respect this distinctiveness and unique character and will enhance the quality, usability and legibility of the built environment, contributing to the creation of a

real sense of place. The character and setting of heritage assets will be protected and enhanced, and irreplaceable assets retained for future generations. The strategic green belt will be protected, the close relationship of urban and rural communities with surrounding countryside safeguarded and improvements made to the countryside and biodiversity to offset the impact of development.

The Vision is supported by Strategic Objectives identifying how the main issues faced by the borough and its communities will be addressed. These Strategic Objectives are of equal weight; they are numbered solely for ease of reference, not to denote any order of importance.

### Strategic Objectives

1. Ensure that development meets identified needs sustainably, in locations which are or can be made to be the most accessible by sustainable modes of transport.
2. Ensure that development is well designed and inclusive, respecting local character, enhancing the local environment and encouraging the building of safe, strong and cohesive communities.
3. Enable the delivery of a minimum of 12,160 new homes of appropriate size, type and tenure to meet the needs of Hertsmere's diverse community, including the elderly, people with additional needs, and gypsies and travellers.
4. Secure the maximum viable provision of affordable homes, including those for rent, for those who are unable to access housing on the open market.
5. Ensure that all new homes are built in places where there is or will be safe and convenient access to schools, health facilities, shops, and other necessary services and facilities.
6. Deliver the first phase(s) of a sustainable new settlement at Bowmans Cross.
7. Ensure the availability of sufficient and suitable land, premises, supporting infrastructure and appropriately skilled workforce to meet the needs of existing and new businesses of all sizes.
8. Provide more and increased choice of employment, training and education opportunities for a growing resident population, with enhanced links between local employers, colleges and schools.
9. Ensure that an expanding film and television industry delivers social, environmental and economic benefits for local communities.
10. Ensure that people can live and work within easy reach of accessible attractive open space.
11. Ensure that town centres are adaptable, thriving, attractive and accessible places that respond to social, economic and legislative change and continue to be a focus for providing for the needs of all Hertsmere's communities.
12. Reduce greenhouse gas emissions and promote the building of greener, more energy efficient, net zero greenhouse gas emission homes, offices and commercial buildings to help minimise the impact of climate change.
13. Protect and enhance biodiversity and encourage the provision of an expanded green and blue infrastructure network.
14. Facilitate improvements in the physical and mental health of our communities and reduce health inequalities across the borough.
15. Encourage increasingly sustainable patterns of local travel behaviour, secure the provision of better opportunities to travel by foot, cycle and public transport and reduce the need to travel by unsustainable modes of transport.
16. Ensure the provision of infrastructure for increasing use of electric and other less-polluting forms of private transport.
17. Support the improvement and expansion of electronic infrastructure including high speed broadband.
18. Protect the green belt against inappropriate or unplanned development.
19. Retain the distinct and separate identities of towns and villages and ensure that new development reflects the size, pattern and character of the settlement in which they are located.
20. Conserve and enhance historic and culturally important heritage, including locally and nationally listed buildings and structures.



**4.**

# The Spatial Strategy

## 4. The Spatial Strategy

### Guiding Principles

Paragraph 20 of the National Planning Policy Framework (NPPF) requires strategic policies to set out an overall strategy for the pattern, scale and quality of development and make sufficient provision for a range of specified types of development and the conservation and enhancement of the natural, built and historic environment.

Following engagement with key stakeholders and the local community, technical work undertaken and the establishment of the Local Plan Vision and Objectives, a number of guiding principles for the proposed Spatial Strategy have been identified:

- Development should meet identified needs sustainably in locations which are or can be made to be the most accessible and have the greatest capacity to absorb growth and deliver social, economic and environmental benefits, including required infrastructure, for existing and new communities;

- Development should be planned and located so as to maximise the protection and enhancement of Hertsmere's most valued characteristics – including its landscape, views, heritage, ecology and habitats, the unique character of the individual settlements within the borough and to recognise the importance of the green belt for maintaining this character;
- Development should be planned and located so as to maximise resilience against climate change, reduce and mitigate its impacts; and
- Development should be planned and located so as to enable local communities to embrace healthy, active, connected and fulfilling lifestyles.

The framework within which these principles are applied is the existing Settlement Hierarchy within the borough as set out in Table 1. The Settlement Hierarchy is based on a combination of three factors:

- the population and size of the settlement;
- the presence and range of services; and
- the accessibility of those settlements within the borough.



Table 1: Hertsmere Settlement Hierarchy

Key Settlements	<p><b>Tier I Settlement – Borehamwood &amp; Elstree</b> Population: 36,500</p> <p>A diverse, growing population and an important economic centre for South West Hertfordshire, rail and bus links to London and other key towns, an international reputation for film and television production, along with a retail centre with a growing presence of national multiples.</p>	
	<p><b>Tier II Settlement – Potters Bar</b> Population: 22,900</p> <p>A key local town in the east of the borough with a number of major employers, two distinct shopping areas, thriving industrial areas and rail and bus links to London and towns to the north.</p>	<p><b>Tier II Settlement – Bushey</b> Population: 27,500</p> <p>Predominantly residential in character covering three distinct centres (Bushey Heath, Bushey Village and North Bushey) with bus and nearby rail links to Watford and London, significant pockets of local employment and a wide variety of shops and services.</p>
	<p><b>Tier III Settlement – Radlett</b> Population: 8,300</p> <p>Largely residential in character with good rail links to London and a popular well established district centre serving both the local population and an increasing number of visitors from further afield, with a large number of shops and local services.</p>	
Key Villages	<p><b>Tier IV Settlement – Shenley</b> Population: 4,000</p> <p>A rural village with a distinctive centre that has grown substantially in the last 20 years with the development of the former Shenley Hospital. Largely residential in character with a limited range of local shops and local services, and limited opportunity for infill development.</p>	<p><b>Tier IV Settlement – Elstree (Village)</b> Population: 1,700</p> <p>A distinctive village in its own right, with a small visible centre that contains a range of local businesses and local services with limited opportunities for infill development.</p>
	<p><b>Tier V Settlement – South Mimms</b> Population: 900</p> <p>A distinctive village in its own right that is located close to the junction with the M25, with a limited range of facilities including a primary school.</p>	
Other Villages	<p><b>Tier VI Settlements - Aldenham (including Wall Hall), Letchmore Heath, Patchetts Green, Ridge</b></p> <p>Small rural villages which remain largely residential in character and land use, relying on larger settlements nearby for employment and local services.</p>	
	<p><b>Tier VII Settlements - Small hamlets with less than 50 households including Round Bush, Bentley Heath, High Cross.</b></p>	
New Settlement	<p><b>Bowmans Cross new settlement</b></p> <p>Bowmans Cross is anticipated to comprise a Tier III settlement once it has been built out.</p>	

## Locations for development

Development is proposed to be distributed between the following types of location in a manner consistent with the guiding principles and Settlement Hierarchy.

### 1. Redevelopment of urban brownfield sites.

The Local Plan will continue to prioritise the delivery of homes and jobs within the existing built up areas of Borehamwood and Elstree, Bushey, Potters Bar and Radlett, making as much use as possible of brownfield sites. Densities will be optimised to make the most efficient use of land with the scale, type and appearance of development reflecting local context and character, particularly outside of central urban areas.

Development within these urban locations will benefit from accessibility to existing services and sustainable modes of transport, reducing the need to travel and contributing to increasing climate change resilience.

The need for new and enhanced infrastructure will be identified and provision made for its delivery in advance of or alongside new development. Development will be required to contribute towards the provision of new or improved infrastructure.

Table 2 sets out the anticipated distribution of urban brownfield sites (by settlement).

**Table 2: Distribution of urban brownfield development**

Redevelopment of urban brownfield sites	Allocations	Estimated Commitments	Estimated Windfall	Total
<b>Borehamwood &amp; Elstree</b>	835	375	240	1,450
<b>Potters Bar</b>	40	190	240	470
<b>Bushey</b>	70	315	240	625
<b>Radlett</b>	40	60	120	220
<b>Total</b>	985	940	840	2,765

Note: The table does not include brownfield sites within smaller villages and hamlets.



## 2. New sustainable neighbourhoods and neighbourhood extensions

The policies and proposals in Local Plan will support sustainable growth in Borehamwood and Elstree, Bushey, Potters Bar and Radlett through the creation of new well designed and attractive neighbourhoods linked by public transport, cycling and walking networks to existing communities. The largest of these will deliver on-site infrastructure to meet the needs of these growing settlements; at least one such new neighbourhood in each settlement should be of a scale which supports the provision of on-site infrastructure. A range of site sizes will however ensure choice in each settlement and the delivery of sufficient new homes in the early years of the plan period. The selection of sites to be allocated will of necessity reflect site availability, following a rigorous process of assessing sites for their sustainability credentials. In particular sites will be prioritised which:

- demonstrate higher levels of accessibility,

- contain an element of previously developed land and buildings,
- currently contribute least to green belt purposes and where least harm will result from development,
- offer the required quantum of development to secure improvements to infrastructure; and
- minimise and/or mitigate any harmful impact on the local environment.

Sites that are currently in the green belt will only be allocated where exceptional circumstances justifying their release can be demonstrated and/or development would constitute redevelopment of previously developed land. Compensatory green belt improvements which enhance public access to and improve the local environment of nearby green belt will be required.

Table 3 sets out the anticipated distribution of new homes through new neighbourhoods and neighbourhood extensions (by settlement)

**Table 3: Distribution of new sustainable neighbourhoods and neighbourhood extensions**

Redevelopment of urban brownfield sites	Allocations	Estimated Commitments	Estimated Windfall	Total
<b>Borehamwood &amp; Elstree</b>	1,320			1,320
<b>Potters Bar</b>	1,710			1,710
<b>Bushey</b>	2,270			2,270
<b>Radlett</b>	720			720
<b>Total</b>	6,020			6,020



### 3. Supporting larger rural communities and growth of key villages

The Local Plan will deliver growth in the borough's main villages of Elstree, Shenley and South Mimms to create more sustainable and self-contained communities. Growth will be of a location, scale, type and design appropriate for the size and character of the existing villages and will pay particular regard to infrastructure capacity. As with the proposed neighbourhood extensions, the selection of sites to be allocated will reflect site availability and follow a rigorous process of assessing sites for their sustainability credentials.

Any outward growth of these villages, and indeed most development within the existing village boundaries, will involve some development in the current green belt. Exceptional circumstances justifying adjustments to green belt boundaries will be demonstrated; compensatory green belt improvements which enhance community access to and improve the local environment of the remaining green belt will also be required.

Table 4 sets out the anticipated distribution through the growth of key villages (by settlement).

**Table 4: Distribution of growth of key villages development**

Supporting larger rural communities and growth of key villages	Allocations	Estimated Commitments	Estimated Windfall	Total
<b>Elstree Village</b>	190	20	25	235
<b>Shenley</b>	290	15	45	350
<b>South Mimms</b>	225	10	25	260
<b>Total</b>	705	45	95	845

### 4. Meeting the needs of other villages

The smaller villages and hamlets in the borough's green belt are of a scale and character where any significant amount of development would neither be acceptable in terms of local character nor consistent with the principles of sustainability given their lack of accessibility by sustainable modes of transport and absence of day to day facilities and services. However some limited opportunities for small scale residential development do exist and the increase in population which

would result will help to maintain the longer term viability of these settlements, particularly where new affordable housing can be secured. The selection of sites to be allocated in these villages depends both on availability, and also on their suitability in relation to their green belt location and rural character.

Table 5 sets out the anticipated distribution of development in these smaller villages and hamlets (by settlement).

**Table 5: Distribution of development in other villages**

Meeting the needs of other villages	Allocations	Estimated Commitments	Estimated Windfall	Total
<b>Aldenham parish villages</b>	90	15	25	130
<b>Total</b>	90	15	25	130

## 5. Creating a new settlement

To contribute to the overall levels of growth required, a new settlement to be known as Bowmans Cross providing for a self-sustaining, balanced new community will be delivered on land off Coursers Road, in the north east of the borough. The site selection process has identified this as the most suitable land to be allocated for a new settlement; exceptional circumstances justifying its release from the green belt are considered to exist. The first 2,400 homes of an anticipated 6,000 total, together with supporting infrastructure, will be delivered in the period up to 2038. The development as a whole will accommodate a significant proportion of the borough's medium to long term growth needs over a 30 year timeframe.

Bowmans Cross will be comprehensively planned, and provide key infrastructure including for education, health, transport, open space, retail and leisure, as well as local employment opportunities. This will facilitate more localised living and a reduced need to travel; reliance on the private car will be reduced through securing high quality sustainable transport connections, including for walking, cycling and public transport, within Bowmans Cross itself and with nearby communities. A bespoke design code and masterplan will ensure that the development is distinctive and of high quality.

The development will be planned so as to protect the area's natural environment, including its biodiversity, ecology and landscape character, and built environment including listed buildings and the character and amenity of nearby settlements. Development will be planned so as to ensure least harm possible to the surrounding green belt; significant compensatory green belt improvements which enhance community access to and improve the local environment of the remaining green belt will be required.

## Meeting Economic Development needs

The Local Plan will support a healthy and growing economy, ensuring the availability of a sufficient supply of sustainably located land and premises and appropriate supporting infrastructure, and making provision for the development of a suitably trained and skilled local workforce. Existing Employment Areas in both the urban area and in the current green belt will be protected and suitable locations identified to secure new economic development. Extensions to designated Employment Areas provide particular opportunities to develop key sectors in the local economy, create linkages between businesses and secure new and enhanced sustainable transport options. Proposed designated Employment Areas are set out in Table 6 below.

**Table 6: Designated Employment Areas**

	Location	Classification
<b>Borehamwood</b>	Elstree Way	Key Employment Area
	Stirling Way	Main Employment Area
	Imperial Place	Main Employment Area
	Theobald Court	Locally Significant Employment Area
	Borehamwood Enterprise Centre	Locally Significant Employment Area
<b>Elstree</b>	Centennial Park, The Waterfront and Lismirrane Industrial Estates	Key Employment Area
	Bio Products Laboratory	Rural Employment Area
<b>Bushey</b>	Tylers Way	Main Employment Area
	Otterspool Way	Main Employment Area
<b>Potters Bar</b>	Cranbourne Road	Main Employment Area
	Station Close	Main Employment Area
	Hollies Way Business Park	Locally Significant Employment Area
<b>Radlett</b>	Beaumont Gate	Locally Significant Employment Area
<b>Shenley</b>	Farm Close	Locally Significant Employment Area
<b>Ridge</b>	National Institute for Biological Standards and Control	Rural Employment Area
	Clare Hall Laboratories	Rural Employment Area
<b>Between Potters Bar and High Barnet</b>	Wrotham Business Park	Locally Significant Employment Area

Special Policy Areas, recognising Hertsmere’s unique strengths and opportunities in more specialist land use and forms of employment, are designated. The limiting of uses in these areas to those related to the identified specialisms will enhance their attractiveness to further occupiers. Growth in these areas will bring significant new investment to the borough, attracted by the availability of a high quality business environment and the benefits of clustering. Proposed designated Special Policy Areas are set out in Table 7 below.

**Table 7: Special Policy Areas**

	Location	Classification
<b>Borehamwood</b>	Media Quarter	Special Policy Area
<b>Elstree</b>	Elstree Aerodrome	Special Policy Area
<b>M25 Junction 23</b>	South Mimms Services (Bignells Corner)	Special Policy Area

Building on the existing strength of these industries in the borough, the Local Plan will provide the framework for Hertsmere, and Borehamwood in particular, to develop further as an internationally recognised centre for film,

television and associated digital, creative and media-related businesses. Growth in this sector will act as a catalyst for and be required to fund improvements including regeneration in Borehamwood town centre.

It will also deliver public transport and highway improvements, education and employment skills training and opportunities, improvements to digital connectivity, and enhanced opportunities for access to open space benefitting those living and working in and visiting the area.

Main strategic housing allocations (delivering over 500 homes) will also provide small scale local employment opportunities within easy reach of new homes in order to reduce the need to travel and contribute to the creation of new sustainable communities.

The displacement of and impact on existing businesses from conversion to residential use under expanded permitted development rights will require the council to maintain planning controls wherever possible; there will be an assumption that the introduction of residential development into industrial estates and business parks is inherently unsuitable under the agent of change principle. Article 4 Directions protecting employment premises from such changes of use will be retained and where appropriate further ones introduced.



## Infrastructure

The Infrastructure Delivery Plan sets out requirements for new and/or improved infrastructure arising from planned new development and any existing deficits in provision. Where the need for new or improved infrastructure is identified this will be provided within the urban area, on or adjoining newly allocated sites or, exceptionally and where on a sequential basis no other more appropriate sites exist, on suitable new sites elsewhere. The provision of much of the key infrastructure required is the responsibility of service providers other than Hertsmere Borough Council; the

council has initiated dialogue with providers over the period of preparing the Local Plan where it has become clear that different, complex and evolving models of service provision exist, often within the same sector. Whilst there remains a need to build flexibility into infrastructure planning and recognise that requirements are likely to change over the duration of a 15 year plan period, land will be allocated or reserved for the following provision, in line with the needs that have been identified, and the council expects, and will continue to exert pressure on service providers to ensure, that this provision is delivered:

**Table 8: Proposed infrastructure and community facilities**

Location/Facility	Site	
<b>Education</b>	<b>Primary School</b>	<b>Secondary School</b>
<b>Bushey</b>	B1 Land at Little Bushey Lane B2 Compass Park	Location to be determined
<b>Borehamwood and Elstree</b>	BE3 Land off Cowley Hill	Land South of Barnet Lane (HEL800)
<b>Potters Bar</b>	PB2 former Potters Bar Golf Course PB3 Land West of Barnet Road	Special Policy Area
<b>Radlett</b>	R1 Kemprow Farm R3 Land south east of Shenley Hill (school expansion)	
<b>South Mimms</b>	SM1 Land to north of B556 and west of Blanche Lane (school expansion)	
<b>Bowmans Cross new settlement</b>	NS1 Bowmans Cross, Tyttenhanger Estate	NS1 Bowmans Cross, Tyttenhanger Estate
<b>Healthcare (NHS)</b>		
<b>Bushey</b>	B4 Heathbourne Green	
<b>Borehamwood and Elstree</b>	Land south of Allum Lane, east of Elstree Household Waste Recycling Centre (subject to a future relocation of Elstree Schopwick Surgery) BE5 site within Elstree Way Corridor	
<b>Radlett</b>	R3 Land south east of Shenley Hill - Site reserved (subject to a future relocation of Red House GP surgery) if no other suitable site within Radlett centre identified	
<b>New Settlement</b>	NS1 Bowmans Cross, Tyttenhanger Estate	
<b>Waste management</b>		
<b>Potters Bar</b>	HEL394 Cranbourne Road	
<b>Parks and Civic Spaces (in addition to smaller open spaces provided on residential development sites)</b>		
<b>Bushey</b>	B2 Compass Park	
<b>Potters Bar</b>	PB2 former Potters Bar Golf Course	
<b>Borehamwood</b>	Media Quarter	
<b>New Settlement</b>	NS1 Bowmans Cross, Tyttenhanger Estate	
<b>Cemetery extension</b>		
<b>Borehamwood and Elstree</b>	Land East of Elle Dani Farm (HEL341)	

The availability of high quality and easily accessible open space within close proximity to where people live and work is vital to the quality of both the environment and community health and well-being. Existing spaces will be protected and new areas of open space delivered where significant numbers of new homes are provided. In particular, strategic housing allocations will provide new open space to meet the needs arising from new development and where appropriate, to address existing deficits.

Development will be required to fund, or contribute towards the provision of additional capacity in water, power, waste management or other utility services where the relevant statutory authorities identify this to be necessary.

## Sustainable Transport and modal shift

Growth is planned so as to reduce the need to travel and deliver opportunities for increased use of more sustainable modes of transport where journeys do need to be made within and between settlements. New development will be located in and adjoining existing settlements and at Bowmans Cross, where access to supporting infrastructure including education, health, retail, leisure and open space facilities and to sustainable transport routes and facilities exist or will be made available, creating walkable neighbourhoods, helping to reduce emissions and contributing to the achievement of net zero carbon development. Development will be designed to prioritise the use of sustainable modes of transport over the private car; this will include both its physical design and layout and ensuring that appropriate improvements to public transport services and facilities are delivered. Sustainable transport interventions will be required to mitigate the effects of increased traffic levels arising from new development. Developers will be required to promote the use of and where appropriate contribute to the provision of enhanced public transport (including through funding subsidies for an agreed period of time post occupation), car and cycle clubs, electric car charging facilities and new rapid transport systems.

## Town, District and Local Centres

Existing town, district and local centres will be supported to continue to be attractive and vibrant places providing a range of services for their local communities. The role of town centres has evolved significantly, particularly post-Covid and in light of increased permitted development rights; the council will support land uses and investment which allow for town centres to become carefully curated destinations with a wider range of functions.

Expanded permitted development rights also have the potential to remove active frontages, reduce footfall and

undermine the vitality and viability of town centres; the impact on nearby businesses from potential conversions to residential use will require the council to carefully consider whether those environmental impacts, under the agent of change principle, will render the introduction of residential units at ground floor unsuitable within town centres.

A town centre first approach to the location of main town centre uses, with the protection of Primary Shopping Areas for retail and associated services will support this approach. Regeneration opportunities providing attractive facilities and improving the quality of the environment within town centres will be identified. This will contribute to achieving a sustainable pattern of development ensuring that the day to day needs of residents, workers and visitors are met locally, protecting and enhancing the unique role of each of the borough's settlements. The designation of Opportunity Areas covering Borehamwood and Potters Bar Darkes Lane centres will support their enhancement as sustainably located, well-connected and vibrant places providing for the evolving needs of the community.

## Climate change

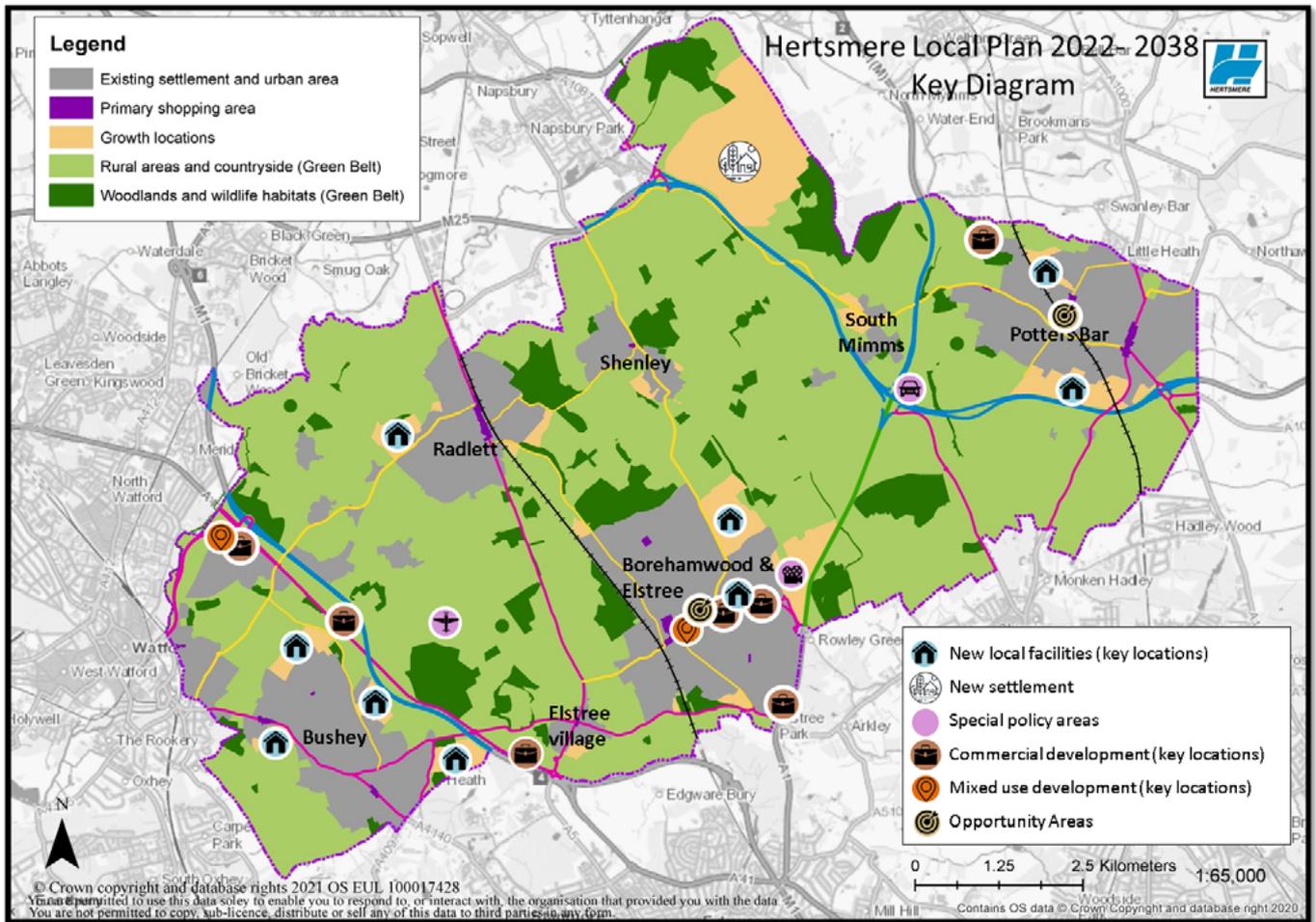
The Local Plan will ensure that development is designed and located so as to minimise greenhouse gas emissions. Development will be designed to be net zero carbon and sustainably located so as to reduce the need for travel by unsustainable modes of transport. Encouraging more localised living through the creation of walkable neighbourhoods and facilitating increasing use of sustainable, non-polluting transport will be key, as will measures to mitigate against climate change impacts (flooding, extreme weather events, storms, high winds, heat waves) through appropriate location and design of development, safeguarding and enhancing greenbelt and other open spaces, and protecting and enhancing the borough's biodiversity.

## Natural and historic environment

The scale of growth required to meet identified need for development will have implications for how the borough looks and feels. Development will be designed and located to secure the protection and, where possible enhancement of, or where necessary mitigation for adverse effects on, Hertsmere's distinctive character, including its rural landscapes and views and heritage assets.

The Local Plan will also ensure that development proposals are designed and located so as to protect and enhance the borough's biodiversity, water and other natural resources and contribute to a diverse, linked network of multi-functional green and blue infrastructure. This will also provide recreational, health and landscape benefits and contribute towards combating climate change.

Figure 1 Key diagram



A young girl with brown hair in a ponytail, wearing a blue and pink striped dress and pink checkered shoes, is balancing on a grey circular platform on a green artificial turf playground. She is looking down and has her arms outstretched for balance. In the background, there is a swing set with other children, a grassy area, and residential houses under a clear sky.

**5.**

**Individual  
Place Strategies**

## 5. Individual Place Strategies

This section sets out the place strategies for settlements in Hertsmere taking account of current issues, opportunities and constraints. Each place strategy is supported by a set of strategic objectives.

The section includes:

- A brief description of each settlement, existing and proposed.
- An overview of some key issues and challenges facing the settlement.
- A set of place-specific objectives which, together with the borough-wide strategic objectives will help to guide and deliver development.
- Information on the location, type and scale of development proposed.
- Information on the infrastructure and community facilities required to deliver each place strategy, which will be monitored and reviewed over the plan period at regular intervals.

### Borehamwood and Elstree

Borehamwood and Elstree (the part of the built-up area west of the railway as distinct from Elstree village) is the largest town in Hertsmere, and its only Tier 1 settlement. Borehamwood has good rail and bus links; the A1 runs north/south adjacent to the eastern edge of the town. It is a location for many of the retail and service facilities serving both the town itself and the surrounding area. There are good quality well used open spaces across the town.

The town has an international reputation for film and television production with significant investment in the industry planned, including at Sky Studios Elstree and at Elstree Studios. Borehamwood is also a source of employment in other sectors including Research and Development, retail and Communications and IT.

Over recent years Borehamwood has seen a significant number of new homes, with the Elstree Way Corridor being a focus for growth through a programme of residential led regeneration guided by the Elstree Way Corridor Area Action Plan (EWCAAP), adopted in 2015. A total of 895 homes have been delivered so far; there is potential for a further 685 homes on other sites. Other key elements of the EWCAAP include improvements to open space and public realm, pedestrian and cycle connections with the town centre, highway improvements and the enhancement of facilities for the delivery of civic and public services.

#### Key issues and challenges

- East/west road links with other parts of the borough are not so well developed.
- The growth in and around the town has impacted on levels of traffic (compounded by high volumes of through traffic) and an increased demand on local services including education and health provision.
- In terms of the community's health and well-being, the Cowley Hill ward remains one of the most deprived in the county, as assessed against the measures used in the Indices of Multiple Deprivation.
- There is a deficit across all types of open space (except amenity green space) and relative gaps in accessibility for the local community to open space in several locations.
- The long-term effects of the Covid pandemic and collapse of national chains with a local presence such as Debenhams will need to be addressed through both the Local Plan and the council's Economic Development Strategy.

#### Key statistics for Borehamwood and Elstree

<b>Population</b>	36,500
<b>Households</b>	14,785
<b>New dwellings built 2018-21 (net)</b>	835
<b>Estimated new dwellings 2021/2-2037/8</b>	2,770
<b>Employment</b>	New and extended Employment Areas within the town and new Media Quarter at Rowley Lane
<b>Existing public transport services</b>	Good rail and bus links to London and a number of other key towns in the area

## Local objectives

In addition to the borough-wide objectives, development will:

1. Deliver new homes which meet local needs through an appropriate and affordable mix of housing.
2. Ensure sites are available for new education and health facilities to meet the needs of the local population.
3. Support measures to address health inequalities and deprivation in Cowley Hill ward.
4. Complete the renewal of the Elstree Way Corridor through a programme of residential led regeneration.
5. Deliver a sustainable new neighbourhood off Cowley Hill which provides a range of facilities and open space to serve new and existing communities in the area.
6. Deliver a sustainable new neighbourhood north of Barnet Lane which secures the village green, open space and supporting infrastructure.
7. Enhance the environment of Borehamwood town centre, its public realm and its focus as a key daytime and evening destination.
8. Reduce traffic congestion and increase the availability and use of sustainable modes of transport both within the town and connecting it with other locations.
9. Continue to promote and support the growth of film and television production in the town through the creation of a new media quarter.
10. Protect existing Employment Areas and support the continued development of appropriately located employment opportunities.
11. Secure the provision of enhanced access for local communities into the adjoining countryside.

## Location, type and scale of development proposed

### Housing

An anticipated 2,770 new homes will be provided in Borehamwood, of which 2,155 are proposed to be on nine sites allocated through the Local Plan. These sites are:

Site ref	Location	Location type	Homes
BE3	Wrotham Park land off Cowley Hill	New sustainable neighbourhood	800
BE5	Elstree Way Corridor Opportunity sites	Redevelopment of urban brownfield	685
BE6	Land north of Barnet Lane (east)	New sustainable neighbourhood	250
HEL152	Lyndhurst Farm	Neighbourhood extension (PDL)	10
HEL197	Land north of Barnet Lane (west)	Neighbourhood extension	75
HEL218	Organ Hall Farm	Neighbourhood extension	165
HEL369	Well End Lodge	Neighbourhood extension	15
HEL388	The Point	Redevelopment of urban brownfield (PDL)	150
HEL601	Green Street	Neighbourhood extension (PDL)	5

## Proposed employment development

The following areas will be promoted and protected for economic development:

<b>Key Employment Areas</b>	Elstree Way, Borehamwood
<b>Main Employment Areas</b>	Stirling Way, Borehamwood; Imperial Place, Borehamwood
<b>Locally Significant Employment Areas</b>	Borehamwood; Enterprise Centre, Borehamwood; Theobald Court, Borehamwood
<b>Special Policy Areas</b>	Media Quarter, off Rowley Lane, Borehamwood

The proposed Media Quarter will incorporate an area of previously safeguarded employment land off Rowley Lane. It will include the new Sky Studios, currently under construction, as well as a further 50ha of adjacent land which is earmarked for the development of additional sound stages and supporting facilities, including the proposed second phase of the Sky Studios scheme.

The proposed Imperial Place Employment Area will incorporate the existing office block located adjacent to Elstree Studios and which has received planning consent for an additional floor.

Elstree Way Employment Area will be extended to cover a small part of the former EWCAAP on Manor Way which remains in active commercial use.

The new sustainable neighbourhood at Cowley Hill will, as a larger strategic site, provides premises for small scale local employment opportunities.

### Town centre

The retail function of Borehamwood town centre will be protected and enhanced, particularly within the Primary Shopping Area, acknowledging at the same time the national context of increased permitted development rights and change in Use Classes. A variety of policies and initiatives will be pursued to enable the centre to perform its wider role as a focus for business, leisure, cultural and other main town centre uses as well.

A new Opportunity Area, incorporating both the town centre and Elstree Way Corridor, will enable investment to be targeted towards the continued transformation of the area, including through funding secured from development of the new Media Quarter. The Opportunity Area includes The Point which has been identified as a key site for redevelopment for a mix of uses including residential, entertainment, leisure and associated public realm improvements.

## Information on the infrastructure and community facilities required to support growth

<b>Transport</b>	Preparation of Sustainable Transport Strategy in progress.
<b>Education</b>	<p>Cowley Hill strategic site: additional primary school provision.</p> <p>Land south of Barnet Lane: land reserved for a further secondary school (identified by HCC/HBC as being the most suitable site).</p> <p>Hertswood Academy: planned increase in school capacity will deliver additional secondary provision alongside Elstree Screen Arts and Yavneh College.</p> <p>Elstree Screen Arts: proposed additional accommodation within the Media Quarter.</p>
<b>Health</b>	<p>New healthcare facility on Elstree Way: land reserved to provide an expanded and centrally located health care facility to serve the town (supported by CCG).</p> <p>Relocation of Schopwick GP Surgery (Elstree Village): new site off Allum Lane identified to meet needs of Elstree village and western part of Borehamwood and Elstree.</p>
<b>Cemetery</b>	Expansion of cemetery on Allum Lane: adjacent land identified by HBC to meet need.
<b>Open Space</b>	Land off Cowley Hill: Provision of public open space and outdoor recreation facilities.

## Elstree Village

Elstree village lies to the west of Borehamwood and Elstree, where the A411 Watford Road/Barnet Lane crosses the former Roman Watling Street, now the A5183. It is a Tier 4 settlement and is the second largest village in Hertsmere. Elstree village retains its separate and distinct identity from this and other neighbouring towns and nearby London suburbs.

The village is surrounded by countryside in a largely wooded landscape setting. Its centre is located on the crest of a ridge which runs eastward to the A1. The historic part of the village is designated as a conservation area and includes all but the more recent Composers Park housing development, close to the Centennial Park Employment Area to the south-west. The conservation area has two main parts: the High Street, noted for medieval and later historic buildings, and Elstree Hill North and South and Barnet Lane, which are later extensions from c.1900.

The village is well served by open space, with the main Composers Park being rated highly in both as quality and value terms. A small number of convenience retail and other business and service facilities are located around the crossroads in the centre of the village. The village also has a primary school and GP surgery as well as multiple places of worship.

### Key issues and challenges

- The gap between the village and the western part of Borehamwood and Elstree is limited.
- Views into and out of the village – particularly of the spire of St Nicholas church - are important to its character. The settings of heritage assets also merit careful consideration.
- The A5183 (Elstree Hill) and A411 (Barnet Lane) carry significant levels of traffic. The A5183 provides access to Centennial Park and adjoining Employment Areas and beyond to the strategic road network via the A41.
- Physical constraints limit the scope for any further adjustments to the junction design in centre of the village; traffic congestion, particularly at peak times, often occurs.
- The area around the crossroads is a designated Air Quality Management Area (AQMA).
- The primary school and GP surgery are on constrained sites; opportunities for expansion are limited.

### Key statistics for Elstree Village

<b>Population</b>	1700
<b>Households</b>	700
<b>New dwellings built 2018-21 (net)</b>	5
<b>Estimated new dwellings 2021/2-2037/8</b>	235
<b>Employment</b>	Revised employment boundary at Centennial Park, as well as newly designated Rural Employment Areas
<b>Existing public transport services</b>	Bus links to Borehamwood, Bushey and Watford

### Local Objectives

In addition to the borough-wide objectives, development will:

1. Define a new green belt boundary identifying the area within which growth can meet the needs of the village.
2. Protect the character of the village as a separate and distinctive settlement.
3. Deliver new homes which meet local needs through an appropriate and affordable mix of housing, including for elderly people and adults with additional needs.
4. Ensure an appropriately located site is available nearby for a replacement health facility to meet the needs of the local population.
5. Support local shopping facilities within the Primary Shopping Area of the neighbourhood centre.
6. Reduce traffic congestion and increase the availability and use of sustainable modes of transport both within the village and connecting it with other locations.
7. Support the sensitive re-use of any vacant listed buildings.
8. Protect existing Employment Areas to the south of the village and support the continued development of appropriately located new employment opportunities.
9. Secure the provision of enhanced access for local communities into the adjoining countryside.
10. Minimise any impact on the existing AQMA 5 at Elstree crossroads.

## Location, type and scale of development proposed

### Proposed housing development

An anticipated 235 new homes will be provided in Elstree village, of which 190 are proposed to be delivered on two sites allocated through the Local Plan. These sites are:

Site ref	Location	Location type	Homes
HEL212	Land north of Watford Road	Growth of key village	90 extra care units
HEL274	Land at Edgewarebury, Elstree Hill South	Growth of key village	100 homes, including 6 adult disability units

The level of growth in general needs housing in the village is limited by Hertfordshire County Council's assessment of existing primary education capacity to meet the needs of the local community.

### Proposed employment development

The following areas will be protected for their employment use:

<b>Key Employment Area</b>	Centennial Park, The Waterfront and Lismirrane Industrial Estates, Elstree – Key Green Belt site
<b>Rural Employment Areas</b>	Bio Products Laboratory, Elstree – Key Green Belt site
<b>Special Policy Areas</b>	Elstree Aerodrome, Elstree

Centennial Park, The Waterfront and Lismirrane Industrial Estates will form a single Key Employment Area. This will also include a new 5.2ha parcel of land HEL503 – Land adjoining Lismirrane Industrial Estate.

The Bio Products Laboratory (BPL) will comprise a newly designated Rural Employment Area within which the main operational requirements of the site will be supported. The vacant homes within the site fronting Dagger Lane, and which are no longer required by BPL, will be removed to provide additional operational land for BPL.

Elstree Aerodrome will be a newly designated Special Policy Area where development which relates to the main operational requirements of the site will be supported.

#### Elstree village neighbourhood centre

Insofar as it remains possible in the context of nationally increased permitted development rights, the retail function of Elstree village neighbourhood centre will be protected and enhanced, particularly within the Primary Shopping Area. The sensitive re-use of the listed and vacant public house / restaurant at Elstree crossroads will be supported.

## Information on the infrastructure and community facilities required to support growth

<b>Transport</b>	Enhanced pedestrian and cycle links between the employment and residential areas will be sought, as part of a wider strategy to improve links with nearby settlements including Borehamwood.
<b>Education</b>	Hertfordshire County Council advises that the level of housing growth proposed for Elstree village can be accommodated by the current primary school.
<b>Health</b>	Relocation of Schopwick GP Surgery: new site off Allum Lane identified to meet needs of Elstree village and western part of Borehamwood and Elstree.
<b>Parks and Open Space</b>	Edgewarebury House Farm: new public open space will be available and it will be managed in perpetuity for the benefit of the local community.

## Bushey

Bushey is the second largest town in Hertsmere and a Tier 2 settlement. Bushey is made up of three main areas – Bushey Heath, Bushey Village and North Bushey - which are distinguishable from each other and distinctly separate from the nearby urban areas of Watford and Stanmore.

The initial growth of the area in the mid-19th century followed the construction of the London-Birmingham railway which passed through Bushey. The most densely developed part of Bushey is the area along and around the historic High Street which forms part of a conservation area. Much of the remainder of Bushey, including Bushey Heath and North Bushey, are more suburban in character, albeit containing the most diverse range of building types of any of the principal settlements in the borough. Bushey has the highest number of locally listed buildings in the borough, many of them developed in the arts and crafts style in the early 20th century.

Both Bushey Village and Bushey Heath contain compact local centres, primarily offering a range of convenience retail and eating and drinking establishments to serve the local population. Larger businesses are primarily concentrated in and around Otterspool Way although there has been a shift from traditional office, industrial and warehousing development to quasi-retail activity, including showrooms and trade counters.

Bushey has award-winning parks including King George Recreation Ground and Bushey Rose Garden.

### Key issues and challenges

- Significant eastward expansion is limited by the town’s position relative to the M1 and the A41.
- Significant amount of new housing in Bushey, primarily on smaller development sites, with over 1,300 new homes built since 2012/13.
- Growth has impacted on levels of traffic and an increased demand on local services including education and health provision.
- Locating any additional required schools.
- There is also a modest deficit across all types of open space and relative gaps in accessibility in several locations.
- Narrow green belt gaps between Bushey and Watford.
- Expansion of the retail “offer” and leisure activities is constrained by the proximity to Watford and the limited availability of suitable sites.

### Key statistics for Bushey

<b>Population</b>	27,000
<b>Households</b>	11,000
<b>New dwellings built 2018-21 (net)</b>	515
<b>Estimated new dwellings 2021/2-2037/8</b>	2,895
<b>Employment</b>	Expansion of Main Employment Area and additional sites identified (9.1has +)
<b>Existing public transport services</b>	Good bus links to Watford, Radlett, Elstree, Borehamwood and further afield. Bushey station is just outside of the borough, closer to Oxhey.



## Local Objectives

In addition to the borough-wide objectives, development will:

1. Deliver new homes across the area meeting local needs through an appropriate and affordable mix of housing.
2. Deliver a sustainable new neighbourhood north of Bournehall Avenue and Farm Way (Compass Park) including a new primary school and public park serving the site and wider community.
3. Deliver a sustainable new neighbourhood south of Elstree Road (Heathbourne Green), centred on a new supported and extra care housing scheme, incorporating a new transport hub and public open space.
4. Explore further the need and location for a new secondary school.
5. Secure an appropriate and sensitively designed redevelopment of the former Bushey Golf and Country Club, focussed primarily on the previously developed part of the site.
6. Make provision for any future relocation and expansion of Little Bushey surgery.
7. Secure the provision of enhanced access for local communities into the adjoining countryside.
8. Support Bushey Village and High Road, Bushey Heath district centres as attractive daytime and evening destinations.
9. Reduce traffic congestion and increase the availability and use of sustainable modes of transport both within Bushey and connecting the area with Watford and other locations.
10. Support economic development through the allocation of additional employment land off the A41/Elton Way.

## Location, type and scale of development proposed

### Proposed housing development

An anticipated 2,895 new homes will be provided in Bushey, of which 2,340 are proposed to be on 12 sites allocated through the Local Plan. These sites are:

Site ref	Location	Location type	Homes
HEL175	Hartsbourne Country Club	Neighbourhood extension	20
B3	Former Bushey Golf and Country Club	New sustainable neighbourhood	200
B2	Land adjacent to Little Bushey Lane & Bournehall Ave (Compass Park)	New sustainable neighbourhood	750
B1	Land east of Little Bushey Lane	New sustainable neighbourhood	350
HEL235	Bushey Hall Garage	Redevelopment of urban brownfield	20
HEL337b	Land east of Farm Way (site 2)	Neighbourhood extension	5
HEL337c	Land east of Farm Way (site 1)	Neighbourhood extension	35
B4	Land south of Elstree Road (Heathbourne Green)	New sustainable neighbourhood	800
HEL386	Gravel allotments, Heathbourne Road	Neighbourhood extension	30
HEL502	Birchville Cottage	Redevelopment of urban brownfield	15
HEL505	Greenacres	Redevelopment of urban brownfield	35
HEL521	Bushey Hall Farm Site, Bushey Mill Lane	Neighbourhood extension	80

### Proposed employment development

The following areas will be protected for their employment use:

<b>Main Employment Areas</b>	Otterspool Way Tylers Way, Bushey (Mercure Hotel) – Key Green Belt site
------------------------------	--

Otterspool Way will be protected for continued economic development and extended through additional 2.3 hectares of land to the north, to accommodate the development of a new compound, including office accommodation, for Affinity Water.

Tylers Way will be a new Main Employment Area totalling 6.8 hectares incorporating the site of the Mercure Hotel and adjacent land on the A41.

The new sustainable neighbourhoods at Compass Park and Heathbourne Green will, as larger strategic sites, provides premises for small scale local employment opportunities.

### Town centres

Insofar as it remains possible in the context of nationally increased permitted development rights, the retail function of Bushey Village and Bushey Heath local centres will be protected and enhanced, particularly within the Primary Shopping Areas. The role of both centres as a local focus for other business, leisure and community/cultural uses will continue to be supported including a replacement community facility for the Bushey Centre and any relocation of the Bushey Museum in or adjacent to the centre of Bushey village.

### Information on the infrastructure and community facilities required to support growth

<b>Transport</b>	A Sustainable Transport Strategy is being prepared.
<b>Education</b>	<p>Hertfordshire County Council as Education Authority has identified that additional primary and secondary provision is required to support the proposed growth strategy. This will include land for a further 6 forms of entry (FE) of primary school provision, most likely deliverable through either 2 x 3FE schools or 3 x 2FE schools, to support the sustainable neighbourhoods to the north and east of Bushey.</p> <p>In addition, the need for a new secondary school in Bushey has been identified by the County Council to meet both current demand and future needs arising from growth in the Bushey, Radlett and Watford school planning area; this is the geographic area used by the County Council for the purposes of planning for secondary school places locally. The location of a new secondary school is still to be determined. An initial draft site assessment report commissioned by the County Council has identified two potential sites for its location at land east of Little Bushey Lane (Site B1) or at Compass Park (Site B2).</p>
<b>Health</b>	<p>There has been significant recent investment in local health provision following the opening of the new Bushey Medical Centre which accommodates both the Manor View and Attenborough surgeries.</p> <p>Any further enhancement of local provision in the area, if required, could be best delivered through a future relocation of the Little Bushey Lane surgery onto a larger site. Land would be reserved on Heathbourne Green (B4) for such a relocated facility.</p> <p>Both Compass Park and Heathbourne Green have the potential to accommodate additional private health facilities alongside the bespoke provision to support the specialist housing on those sites.</p>
<b>Parks and Open Space</b>	<p>Compass Park: a new public park will be delivered on the Compass Park to both serve the new sustainable neighbourhood and the wider community.</p> <p>Heathbourne Green: new areas of public open space will be provided.</p> <p>Legal provisions will be put in place to ensure that both areas are managed in perpetuity for the benefit of the entire community.</p>

## Potters Bar

Potters Bar is one of two Tier 2 settlements in the borough, the town being characterised by two town centres a little over half mile apart - on Darkes Lane centred around the railway station, and on the High Street to the east of the town. These two centres contain few national multiples and the longer-term effects of the Covid pandemic remain to be seen on both centres.

The town has a sizeable Employment Area to the west at Cranbourne Road, where a mix of industrial and office uses are based, including the Enterprise Centre, a suite of affordable small-scale office and workshop spaces.

Potters Bar has not seen a lot of housing or commercial development over the past decade when compared to other parts of the borough. Since 2015, fewer than 50 new homes have been built per year, on average.

There are good quality well used open spaces including Oakmere Park and Parkfield.

### Key issues and challenges

East-west public transport links from the town are poor, with very infrequent bus services linking Potters Bar with Borehamwood and the rest of Hertsmere to the west.

There are two town centres, very close together. In recent times, there has been a loss of retail floorspace on Darkes Lane with a greater dependency upon the hospitality sector.

Existing secondary schools can expand by up to four forms of entry.

There is a deficit across all types of open space (except amenity green space) and gaps in accessibility to these amenities in several locations.

### Key statistics for Potters Bar

<b>Population</b>	23000
<b>Households</b>	9000
<b>New dwellings built 2018-21 (net)</b>	150
<b>Estimated new dwellings 2021/2-2037/8</b>	2,180
<b>Employment</b>	Cranborne Road Employment Area to be extended
<b>Existing public transport services</b>	Mainline railway station (with direct links to London Kings Cross and Cambridge) with good bus links to Barnet, St Albans, Hatfield and further afield

### Local Objectives

In addition to the borough-wide objectives, development will:

1. Increase the delivery of new homes, meeting local needs through an appropriate and affordable mix of housing.
2. Deliver sustainable new neighbourhoods south of Potters Bar and on the former Potters Bar Golf course site.
3. Enhance the environment of Darkes Lane town centre, its public realm and its focus as a key daytime and evening destination within the town.
4. Support the High Street through an appropriate range of land uses, addressing the poor environment in and around the bus garage.
5. Provide more play areas and facilities for young people.
6. Reduce congestion including that caused by traffic by the diversion of vehicles from the M25.
7. Address the severance created by the junctions formed by Mutton Lane with Darkes Lane and the High Street.
8. Protect existing Employment Areas and support the continued development of appropriately located new employment opportunities.

## Location, type and scale of development proposed

### Proposed housing development

An anticipated 2,180 new homes will be provided in Potters Bar, of which 1,750 are proposed to be on seven sites allocated through the Local Plan. These sites are:

Site ref	Location	Location type	Homes
<b>PB2</b>	Former Potters Bar Golf Club	New sustainable neighbourhood	500
<b>PB3</b>	Wrotham Park West Barnet Road East Baker Street	New sustainable neighbourhood	900
<b>HEL162</b>	Land south of Barnet Road	Neighbourhood extension	20
<b>HEL177</b>	Dove Lane	Neighbourhood extension	170
<b>HEL216</b>	Land west of Potters Bar station	Redevelopment of urban brownfield (PDL)	40
<b>HEL318</b>	HCC 6 -former Sunny Bank Primary School	Neighbourhood extension	80
<b>HEL375</b>	Manor Road	Neighbourhood extension	40

### Proposed employment development

The following areas will be protected for their employment use:

<b>Main Employment Areas</b>	Cranborne Road Station Close
<b>Locally Significant Employment Areas</b>	Hollies Way Business Park

The Cranborne Road Employment Area will be extended to incorporate the previously safeguarded employment land to the north-west. This land is owned by the Borough Council and may be used as an extension to the household waste recycling centre. This Employment Area will also be expanded to include an additional 0.15ha parcel of land, on the corner of Cranborne Road and Cranborne Avenue to the east of Furze Field Wood.



## Town and district centres

A new Opportunity Area, centred on Darkes Lane, will enable investment to be targeted towards the town centre, including public realm improvements secured through funding secured from the creation of a new neighbourhood on the former Potters Bar Golf Club site. Insofar as it remains possible in the context of nationally increased permitted development rights, the commercial role of both the Darkes Lane and High Street town centres will be protected and enhanced, enabling them to perform their wider role as a focus for business, leisure, cultural and other own centre uses.

The area of and around Potters Bar Bus garage is identified as an opportunity site where redevelopment for a mix of uses including residential, leisure and retail may be appropriate, together with measures to enhance sustainability, connectivity and environmental quality which will consolidate the role of the High Street. The relocation of the bus garage to an appropriate, alternative location will be supported.

The site of the former Ford Garage at the junction of Mutton Lane and Baker Street is also identified as an opportunity site for a mix of uses including residential, leisure and retail through the development of a landmark building which is sympathetic to the character and appearance of the area; an active frontage at street level will be sought given the prominence of this location.

## Information on the infrastructure and community facilities required to support growth

<b>Transport</b>	A Sustainable Transport Strategy is being prepared.
<b>Education</b>	<p>Hertfordshire County Council as Education Authority has identified that additional primary school provision is required to support the proposed growth strategy. Primary provision will be made as part of the strategic housing site south of Potters Bar, with land also reserved for a primary school site at Potters Bar Golf Course.</p> <p>The two existing secondary schools in Potters Bar can accommodate additional forms of entry and can meet the needs of the new population resulting from housing growth in the town. Chancellor's School in Brookmans Park is outside of Hertsmere borough, but is included within the HCC Potters Bar schools planning area.</p>
<b>Health</b>	The CCG has advised the council that it has not identified a need for new primary healthcare provision in Potters Bar. No specific requirements have been identified at Potters Bar Community Hospital although the CCG is investigating the scope to provide additional facilities; improvements or extensions to the hospital will be supported through the Local Plan. The CCG has also identified the role of the new settlement at Bowmans Cross in meeting any longer-term needs in the area.
<b>Parks and Open Space</b>	<p>There remains some shortfall in all forms of open space in Potters Bar, for natural and semi-natural greenspace and provision for children and young people.</p> <p>There are currently three semi-natural spaces in Potters Bar, these being Kimptons Mead Nature Area, Furze Field Wood and Meadow, and Wash Lane Common, which are all located on the east side of the town.</p> <p>There is a need for more high quality natural and semi-natural open space, particularly to the western side of Potters Bar, which can be provided as part of the proposals for the two new sustainable neighbourhoods being proposed for Potters Bar. A proposed new neighbourhood to the west of Darkes Lane would include the provision of a country park, for which governance arrangements will be put in place to ensure its continuing public use in perpetuity. A proposed new neighbourhood to the south of the town, between Baker Street and Barnet Road, will include areas of open space and provision for allotments.</p>

## Radlett

Radlett is the fourth largest settlement within Hertsmere and also provides services and amenities for nearby villages and hamlets including Aldenham, Wall Hall, Round Bush, Letchmore Heath and Pachetts Green. It is defined as a Tier 3 settlement within the hierarchy. Radlett has a distinct character with a busy district centre running along Watling Street, an ancient Roman road.

Watling Street has a high percentage of independent stores and is a key retail and leisure hub for the area. It includes a good mix of shops, services, restaurant and cafés along with a main line station, multiple places of worship and the Radlett (Community) Centre – with its cultural and entertainment programme. Radlett does not have any secondary school provision and its economic output is lower than the larger built-up areas within the borough.

Radlett has accommodated a relatively small number of new homes in recent years; many of these proposals have either been the redevelopment of existing larger family homes or small schemes below 5 units.

### Key issues and challenges

- Existing pressures on key services within Radlett such as transport, education and healthcare can be partly attributed to the wider catchment area that its facilities serve.
- Lack of affordable housing delivered on-site as part of housing schemes.
- The absence of a secondary school within Radlett.
- Impact on local character from redevelopment of existing homes into both larger single houses and apartment blocks.
- Peak time congestion on Watling Street
- Key development sites remain in the centre of Radlett.

### Key statistics for Radlett

<b>Population</b>	8,300
<b>Households</b>	3,360
<b>New dwellings built 2018-21 (net)</b>	70
<b>Estimated new dwellings 2021/2-2037/8</b>	940
<b>Employment</b>	A local employment hub, Beaumont Gate, will be protected.
<b>Existing public transport services</b>	Mainline railway station (with direct links to London, St Albans, Luton, Kent and Surrey) with regular bus services to surrounding towns

### Local Objectives

In addition to the borough-wide objectives, development will:

1. Provide an appropriate, attractive and affordable mix of new housing to meet the needs of the local community, including suitable elderly and care provision.
2. Deliver sustainable new neighbourhoods on land north of Watford Road and land between Shenley Road/Shenley Hill and Theobald Street.
3. Preserve and enhance Radlett’s distinct character and verdant setting, including the existing the street scene, heritage assets, neighbourhoods and countryside.
4. Support a broad range of well-kept and highly frequented community, cultural and local facilities across Radlett, including the delivery of a new local centre off Watford Road.
5. Enhance the character, viability, and vitality of Radlett district centre, and support a balanced evening economy.
6. Facilitate the provision of new education facilities to meet the needs of existing and new communities including a new 2FE Primary School north of Watford Road.
7. Provide a suitable site for a new healthcare facility as and when a relocation of the existing Red House practice is required.
8. Improve access to the open countryside through a well-maintained network of footpaths, bridleways, cycle ways and streets.
9. Promote the centre of Radlett as a key destination by improving access to the railway station and creating greater connectivity with the smaller settlements nearby.
10. Reduce traffic congestion along Watling Street and promote sustainable modes of transport within the settlement and the wider area.
11. Secure pedestrian access to and the delivery of appropriately designed and located open spaces and create well connected green corridors.

## Radlett Neighbourhood Plan

The Radlett Neighbourhood Plan (RNP) is part of the development plan for the borough, providing guidance on the type and location of development. The RNP provides a detailed local perspective of the key characteristics, opportunities and challenges within Radlett. It will help to ensure that proposals will deliver sustainable development, reflecting the vision and aspirations of the local community. The principles contained in the RNP may also inform the treatment of sites to be allocated in Radlett in so far as they are relevant to their setting, location and an efficient use of the land.

## Location, type and scale of development proposed

### Proposed housing development

An anticipated 940 new homes will be provided in Radlett, of which 760 are proposed to be on a total of six sites (including two strategic sites) allocated through the Local Plan. These sites are:

Site ref	Location	Location type	Homes
<b>R1</b>	Land north of Watford Road	New sustainable neighbourhood	350
<b>R3</b>	Land south east of Shenley Hill	New sustainable neighbourhood	195
<b>HEL214</b>	Land South of Theobald Street	Neighbourhood extension	75
<b>HEL220</b>	Porters Park Golf Club	Pre-developed land	40
<b>HEL222</b>	Cobden Hill	Neighbourhood extension	10
<b>HEL231</b>	Starveacres	Previously safeguarded housing land	90



### Proposed employment development

No new land has been allocated for employment development within Radlett following the granting of consent for the redevelopment of Regency House and Radlett Service Station for a mixed-use scheme including over 4,000 sq m of office space. Should this scheme not be implemented, the council will seek an element of office accommodation within any alternative scheme on the site.

The following area will be protected as it serves an important function as a local employment hub within the centre of the settlement:

<b>Locally Significant Employment Areas</b>	Beaumont Gate
---	---------------

A small amount of flexible employment space to serve local need will be provided a part of the new neighbourhood centre on site R1, north of Watford Road.

### Radlett district centre

Radlett district centre plays an important role in supporting local residents, with its high proportion of independent convenience stores such as bakers, butchers and delicatessens. The centre also has a variety of other services available including health and beauty outlets, cafes and restaurants.

Where planning permission is required for development, the council will support proposals which help to protect and enhance the character, vitality and viability of the district centre. Development should look to enhance sustainability, connectivity and environmental quality of the area by improving pedestrian flows throughout the centre, creating attractive frontages and supporting the evening economy. The Radlett Centre represents a key visitor destination and the growth of other facilities will also be supported including the recently opened Radlett Museum.



### Information on the infrastructure and community facilities required to support growth

<b>Transport</b>	A Sustainable Transport Strategy is being prepared.
<b>Education</b>	There are currently 4 state primary schools within the Radlett area (including a separate infants and junior school on different sites) serving approximately 150 students per year. The level of growth proposed requires the provision of one new two-form entry primary school North of Watford Road and a potential future expansion of the existing Newberries Primary School by 1 form of entry. Hertfordshire County Council, as Education Authority, has advised that the level of growth is not sufficient to warrant a new secondary school in this location. Radlett forms part of a wider planning area which also includes Bushey, and to lesser degree St Albans and Borehamwood. The accessibility, availability and provision of new secondary education facilities at these locations means that there is insufficient demand for a state funded secondary school within the Radlett. Radlett’s education provision is also supplemented by a number of local independent schools.
<b>Health</b>	The Red House Group is the main health care provider in the area with the Red House in Radlett and smaller satellite surgeries in Shenley (Gateways Surgery) and Park Street, St Albans (Park Street Surgery). Current analysis conducted by the CCG shows that the Red House Group has capacity to meet future demands arising from the Local Plan. However, given the potential level of development occurring across the wider catchment area (Radlett, Shenley, and Park Street) a reserve site for a larger GP surgery has been identified. Demand for a new facility will be kept under review with consideration being given to the level of need generated towards the end of the plan period and any additional demand arising from development within St Albans district.

## Shenley

Shenley lies a short distance to the north of Borehamwood and to the east of Radlett. It is a Tier 4 settlement and the largest of the three identified key villages in Hertsmere.

The original village along London Road has its origins in early medieval times and was formed around what is known locally as 'The Triangle' before expanding mainly in a linear form south along London Road. The village later expanded predominantly to the east of London Road, due to the presence of Shenley Grange and its grounds on the western side, which has since been demolished. A large part of the village is designated as a conservation area, the largest in Hertsmere. There is a high density of listed buildings and structures within the village.

The newer part of the village, west of London Road and north of the original settlement, was developed on the site of a former hospital in the 1990s at Porters Park. This development more than doubled the size of Shenley in less than 10 years. It is a single large housing development with access onto London Road and Radlett Lane, punctuated by two significant areas of open space in the east and west and a neighbourhood centre, which includes a supermarket and a nursery. A small cluster of housing is located at Shenleybury, to the north of Porters Park.

There are several shops, businesses and services, including a post office, GP and dental surgeries primarily split between the two ends of the village. There is also a primary school and a church within the historic core of the village together with a second primary school and small office park at Farm Close to the north of the village.

### Key issues and challenges

- Limited infilling has been allowed under the current Local Plan.
- Under the latter, the former Shenley Hospital housing estate was removed from the green belt and a Village Envelope was defined, whilst keeping the remainder of the settlement within the green belt.
- The identification of suitable land for development and a defensible green belt boundary to meet local needs will be a key consideration for the future sustainability of the village.
- No scope to physically expand the primary school thereby constraining the amount of growth in the village.
- The improvement of cycling and pedestrian links will reduce traffic congestion and improve air quality.
- Securing public transport improvements both within Shenley and nearby areas, including at Bowmans Cross, as part of the management of traffic impacts.

### Key statistics for Shenley

<b>Population</b>	4,000 approx.
<b>Households</b>	1600
<b>New dwellings built 2018-21 (net)</b>	10
<b>Estimated new dwellings 2021/2-2037/8</b>	350
<b>Employment</b>	Farm Close, Shenleybury will be protected as an Employment Area
<b>Existing public transport services</b>	Bus connections to Borehamwood, Radlett and London Colney

### Local Objectives

In addition to the borough-wide objectives, development will:

1. Deliver new homes which meet local needs through an appropriate and affordable mix of housing to meet local needs.
2. Define a new green belt boundary identifying the area within which growth to meet local needs will be delivered to secure the future sustainability of the village.
3. Deliver a range of sympathetically designed homes on the site of the former Shenley Grange and off Harris Lane which improve cycling and pedestrian links within the village.
4. Protect and enhance the character of the conservation area.
5. Support local facilities within the neighbourhood centre at Andrew Close.
6. Protect existing local employment opportunities at Farm Close.
7. Reduce traffic congestion and increase the availability and use of sustainable modes of transport both within the village and connecting it with other locations.
8. Support measures which improve the open spaces and park facilities within the village.
9. Secure the provision of enhanced access for local communities into the adjoining countryside.

## Shenley Neighbourhood Plan

The Shenley Neighbourhood Plan (SNP) is part of the development plan for the borough. It provides guidance on the type and location of development, and a detailed local perspective of the key characteristics, opportunities and challenges within the parish. The SNP will help to ensure that proposals are delivering sustainable development, reflecting the vision and aspirations of the local community. The principles contained in the SNP may also inform the treatment of development sites in Shenley in so far as they are relevant to their setting and location and enable the efficient development of land.

## Location, type and scale of development proposed

### Proposed housing development

An anticipated 350 new homes, including specialist older persons' housing, will be provided in Shenley, of which 290 are proposed to be delivered on two sites allocated through the Local Plan. These sites are:

Site ref	Location	Location type	Homes
HEL348/349	Longview & Shenley Grange Land to the west of London Road	Growth of key village	140 Extra Care 100
HEL390	Land off Harris Lane	Growth of key village	50

## Employment Land

The following area will be protected. It is designated a Locally Significant Employment Area and lies just to the north of the village of Shenley.

<b>Locally Significant Employment Areas</b>	Farm Close, Shenleybury
---	-------------------------

## Information on the infrastructure and community facilities required to support growth

<b>Transport</b>	Development will be required to prioritise sustainable modes of transport and mitigate so far as possible additional impacts on traffic and air quality conditions. Enhanced pedestrian and cycle links between the allocated development sites and the wider village, as well as improved public transport connections to other nearby settlements, will be sought.
<b>Education</b>	Hertfordshire County Council as Education Authority has identified constraints that limit expansion potential of Shenley primary school, and that the relocation and delivery of a larger school on a new site within the village would not be viable.
<b>Health</b>	The Red House Group is the main health care provider in the area with Gateways Surgery operating as a satellite, together with the Park Street practice, to the main site in Radlett. Current analysis conducted by the CCG shows that the Red House Group has capacity to meet the future demands arising from the Local Plan. However, given the potential level of development occurring across the wider catchment area, a reserve site for any required future relocation of the Radlett surgery has been identified to complement the facilities in Shenley and Park Street.
<b>Parks and Open Space</b>	New public open space is proposed as part of the development at Shenley Grange. Arrangements will need to be agreed to ensure that it is managed in perpetuity for the benefit of the local community. There is also an existing park with play facilities next to Harris Lane in the old part of the village and two open spaces in the Porters Park development.

## Shenley village neighbourhood centre

Insofar as it remains possible in the context of nationally increased permitted development rights, the retail function of Shenley village neighbourhood centre will be protected and enhanced, particularly within the Primary Shopping Area.

## South Mimms

The village is partly located within a Conservation Area, with its own distinct rural character, centred on the thirteenth century Church of St Giles and separate from the Motorway Service Area which shares its name. South Mimms is defined as one of three key villages within Hertsmere with a population of approximately 900 people (including outlying properties within the parish).

The village includes two pubs and a small primary school. In recent years the settlement has seen little development, reflecting its status as a rural community despite its relative proximity to large built-up areas, as well as the urbanising influences of the M25, A1 (M) and the nearby South Mimms Motorway Service Area.

### Key issues and challenges

- Protecting the setting and character of the historic core of the village.
- Proximity to major routes within the Strategic Road Network and the Motorway Service Area.
- Lack of off-street parking.
- Limited facilities with residents currently required to travel for a large proportion of services.
- Limited current size of primary school with only 0.5 forms of entry.
- Absence of a purpose built village shop.
- Severance caused by B556 running through the village.

### Key statistics for South Mimms

<b>Population</b>	c. 900
<b>Households</b>	345
<b>New dwellings built 2018-21 (net)</b>	15
<b>Estimated new dwellings 2021/2-2037/8</b>	260
<b>Employment</b>	
<b>Existing public transport services</b>	Bus connection to St Albans, Potters Bar and Barnet and St Albans

### Local Objectives

In addition to the borough-wide objectives, development will:

1. Provide an appropriate, attractive and affordable mix of new housing to meet the needs of the local community.
2. Preserve and enhance South Mimms' distinct rural character and setting, including its historic core and associated heritage assets.
3. Reinforce the character of South Mimms through a redefined village centre and settlement boundary, a new village green and with key views along St Albans Road protected.
4. Reduce the impact, presence and influence of the M25, A1 (M) and motorway services through appropriate landscaping and screening.
5. Facilitate the provision of an additional 0.5 FE extension to St Giles Primary School to meet the needs of existing and new residents.
6. Support existing community, cultural and local facilities across South Mimms, including a dedicated village store off St Albans Road and additional local parking.
7. Promote a walkable neighbourhood, with improved pedestrian access across St Albans Road and the open countryside, through a well-maintained network of footpaths, bridleways and cycle ways.
8. Promote sustainable modes of transport within the settlement and the wider area, and secure measures to discourage commuter and commercial vehicle parking.
9. Enhance connectivity with larger settlements and key facilities including Potters Bar and the new settlement at Bowmans Cross.
10. Secure the delivery of appropriately designed and located open spaces and create well connected green corridors, including enhancements to Catherine Bourne.
11. Enhance the attractiveness and walkability of local roads through the provision of suitable traffic calming measures and off-street residential parking for existing local residents along Blanche Lane and Blackhorse Lane.

## Location, type and scale of development proposed

### Proposed housing development

An anticipated 260 new homes will be constructed in South Mimms over the course of the plan period, of which 225 homes are proposed to be on a total of four sites allocated through the Local Plan. These sites are:

Site ref	Location	Location type	Homes
HEL228a	Land north of St Albans Road	Growth of key village	25
HEL228b	Land north of St Albans Road	Growth of key village	80
HEL320	Land Formerly Part of Earl and Cross Keys Farm, (North site)	Growth of key village	40
HEL385c	Popes Farm	Growth of key village	80

### Proposed employment development

No new sites have been promoted for employment development within South Mimms with new employment opportunities being located adjacent to the major road network and/or the main employment areas. The motorway services area includes a number of employment facilities,

but these are unrelated to the village and any further development there, including at Charleston Paddocks, should include measures to reduce commuter and commercial vehicle parking along local roads.

### Information on the infrastructure and community facilities required to support growth

<b>Transport</b>	Development will be required to prioritise sustainable modes of transport and mitigate so far as possible additional impacts on traffic and air quality conditions. Enhanced pedestrian and cycle links between the allocated development sites and the wider village, on both sides of St Albans Road will be sought, as well as enhanced connectivity with other nearby settlements. Opportunities to secure additional parking for local residents should be identified as part of new development sites.
<b>Education</b>	There is currently one primary school within South Mimms (St Giles Primary School) serving approximately 15 students per school year. The growth planned for South Mimms will include the expansion of the school by half a form of entry.  South Mimms forms part of a wider secondary school planning area which includes Potters Bar. Assessments conducted by the county council show that the accessibility, availability and capacity of existing secondary education facilities within Potters Bar are sufficient to meet the demands arising from development within South Mimms.
<b>Health</b>	South Mimms falls within the catchment of Potters Bar's primary care network. The CCG has advised the council that it has not identified a need for new primary healthcare provision in Potters Bar as both the new co-located surgeries (Highview and The Elms) and the Parkfield practice are identified as having some additional capacity. The CCG has also identified the role of Bowmans Cross in meeting any longer-term needs in the area. No specific requirements have been identified at Potters Bar Community Hospital but the CCG is investigating the scope to provide additional facilities; improvements or extensions to the hospital will be supported through the Local Plan.

## Bowmans Cross New Settlement

Land within the green belt has been identified for a new settlement, between Colney Heath (to the north), Welham Green (to the east), Potters Bar and South Mimms (to the south) and London Colney (to the west). The strategic road networks of the A1, A414 and M25 wrap around the site boundaries with Coursers Road bisecting the site and forming a defensible edge to the main development area to the south of this road.

Much of the land is currently being quarried for mineral extraction with a phased land restoration plan in place extending to 2035. The remaining land consists of good quality agricultural land.

The topographical landscape of the site falls from the south-east to the north-west, with long-distance views achieved from a vantage point at Shenley Ridge, at the south of the site. Tyttenhanger Stream runs from south to north along the eastern part of the site boundary, with areas of flood zone alongside.

The eastern and southern borders of the site are defined by ancient woodland, comprising Redwell Wood and Cobs Ash Sites of Scientific Interest (SSSIs) and Walsingham Wood. Local Wildlife Sites (LWSs) including Gravel Pits and semi-natural woodland lie within the site boundary, with Colney Heath Local Nature Reserve (LNR) situated nearby to the north-east.

The site is noted for a Tree Sparrow population, which is of county/regional importance, and it has the potential for the presence of other protected species, including bats, skylark, badgers and great crested newts

### Key issues and challenges

- The delivery of a net zero carbon sustainable development at this scale will require innovation in design, layout and specification, including a high modal shift target, active travel measures from the outset and integrated water management.
- Any new settlement which will be a self-sustaining and balanced new community requires the timely delivery of supporting infrastructure; the overall level of growth is critical to the viability of the proposals.
- Ensuring that the impact on nearby communities is carefully and sensitively managed throughout the development of the new settlement will be a priority.
- The site lies entirely within Hertsmere Council boundaries but borders both St Albans District to the north, and Welwyn Hatfield Borough to the east. Continued collaboration between Hertsmere Borough Council and St Albans City and District Council, Hertfordshire County Council, other stakeholders, local communities and residents will be required to ensure proposals meet local needs, improve the environment, mitigate climate change and adapt to its effects.

### Key statistics for Bowmans Cross

<b>Population</b>	Projected to be c.14,000 by the mid-2050s
<b>Households</b>	2,400 within the plan period (6,000 in total)
<b>New dwellings built 2018-21 (net)</b>	N/A
<b>Estimated new dwellings 2021/2-2037/8</b>	2,400
<b>Employment</b>	office units (15,000 sq m) leisure and cultural facilities (6,000 sq m) convenience retail and dining (7,000 sq m)
<b>Existing public transport services</b>	N/A



### Local Objectives

In addition to the borough-wide objectives, development will:

In addition to delivering around 2,400 new homes and supporting facilities within the plan period, Bowmans Cross will accommodate a significant proportion of the borough's medium to long term growth needs over a 30-year timeframe. To provide a high quality, comprehensively planned community, the following objectives will be met:

1. Deliver new homes which meet the full range of local needs through an appropriate and affordable mix of housing.
2. Define a new defensible green belt boundary.
3. Plan for a net zero carbon development in operation.
4. Preserve the character and amenity of nearby settlements including Colney Heath, London Colney and Shenley.
5. Meet the key infrastructure requirements of Bowmans Cross on site including education, health, retail and leisure needs.
6. Preserve and enhance existing heritage assets, including SSSIs, LWSs, LNRs and listed buildings.
7. Encourage a modal shift away from private car use through internalisation of trips within the site and secure high quality public transport connections between Bowmans Cross and other nearby communities.
8. Deliver high quality pedestrian and cycle routes through the site, into the open countryside and neighbouring settlements.
9. Secure high quality and distinctive development through the preparation of a bespoke Design Code for the site.
10. Respond sensitively to existing landscape features, biodiversity and ecology.
11. Ensure a high quality of life and wellbeing throughout the site, reducing the impact, presence and influence of the M25, A1 (M) and A414 through appropriate landscaping, screening, layout, design and transport initiatives.
12. Provide for a daytime and evening economy for future residents.
13. Ensure the successful relocation of the tree sparrow population.
14. Secure proactive engagement with nearby communities, as well as new residents at Bowmans Cross, throughout the 30-year delivery period.

### Proposed housing development

An anticipated 6,000 new homes, together with a wide range of supporting facilities and services, will be provided within Bowmans Cross. More than half of these will be delivered beyond the plan period, leading to an estimated total population of around 14,000 when Bowmans Cross is built out.

New homes will comprise a proportionate mix of dwellings sizes, tenures and types, including over 16% being delivered as specialist accommodation including supported and extra care housing for older people. 40% of new homes will be delivered as Affordable Housing of which a majority will be social or affordable rented housing, in addition to a quarter of the affordable homes being discounted for first time buyers. A proportion of Affordable Housing nomination rights will need to be agreed with St Albans District Council.

### Proposed employment development

A range of employment and retail provision will be provided on site. These will be delivered in the new local and neighbourhood centres comprising a mix of flexible office units (15,000 sq m), leisure and cultural facilities (6,000 sq m) and convenience retail and dining (7,000 sq m).

**Information on the infrastructure and community facilities required to support growth**

<p><b>Transport</b></p>	<p>The need to travel to other centres for day-to-day supplies and services will be reduced by the delivery of key infrastructure within the new settlement from the outset. Enhanced public transport through the site will include bus priority measures, pedestrian and cycle links to train stations nearby and other destinations. All residential units will be within 400 metres of public transport provision with a transport hub adjacent to the new local centre.</p>
<p><b>Education</b></p>	<p>Hertfordshire County Council as Education Authority has identified that additional primary and secondary provision is required to support growth at Bowmans Cross. Up to 15 forms of entry (FE) will be delivered across at least 4 primary school sites and there will be at least one site for an 8FE secondary school (with expansion capacity up to 10FE) together with a reserve site for an additional secondary school of up to 8FE. This will include 16+ provision. There will also be provision for two day-nurseries.</p>
<p><b>Health</b></p>	<p>The CCG has identified the need for a new primary health care facility at Bowmans Cross. This would be built after the first 2,000 homes are occupied. During the interim period, the new medical centre in London Colney will serve residents with accommodation provided at Bowmans Cross to facilitate any temporary satellite provision. A dedicated health facility for Bowmans Cross will be delivered in the 2030s.</p>
<p><b>Community facilities</b></p>	<p>Three flexibly designed buildings will be provided to support the community at Bowmans Cross:</p> <ul style="list-style-type: none"> <li><b>a.</b> a youth and children’s centre</li> <li><b>b.</b> flexible space for use by community groups</li> <li><b>c.</b> satellite library and health provision, if required, will be in the new local centre to complement the existing facility in London Colney.</li> </ul>
<p><b>Green Infrastructure</b></p>	<p>Bowmans Cross will provide public open space and green infrastructure alongside measures to protect and enhance adjacent sites of scientific and wildlife value. This will include allotments, amenity green space, natural and semi-natural open spaces, parks and play areas.</p> <p>A recreational loop around Bowmans Cross, utilising the landscape bund adjacent to the M25, will be delivered together with a southern park at Shenley Ridge, a nature reserve around Tyttenhanger Lakes and a heathland enhancement to Colney Heath LNR.</p> <p>A long-term governance and self-sustaining community stewardship scheme will be established for the management and maintenance of community assets, including all open space</p>





6.

## **Sustainable Growth and Regeneration**

## 6. Sustainable Growth and Regeneration

Sustainable development is integral to good place-making. The Local Plan provides a detailed framework for delivering the principles of sustainable development through a co-ordinated approach to the delivery of homes, jobs and infrastructure which balances different economic, social and environmental considerations. These considerations give rise to the need for the Local Plan to perform multiple roles in line with national planning policy:

- **an economic role:** contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **a social role:** supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that support communities' health, social and cultural well-being; and
- **an environmental role:** to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The ambitious levels of growth sought through this Plan will deliver strong communities, enhanced quality of life and drive up environmental standards. In particular, the need to bring forward development which responds to and mitigates against the effects of climate change, following the council's declared climate emergency in 2019 will remain a priority for the council. A need to bring forward development which supports the economic recovery from the Covid-19 pandemic also remains as a priority. Detailed policies in the Local Plan are interrelated and must be read as a whole; a balancing exercise will be carried out to determine the merits of individual planning applications.

The council's Climate Change and Sustainability Strategy (2020) sets out a number of principles to be embedded in all aspects of the functioning and development of the area. These include a commitment to new development which is net zero carbon and follow the principles of the circular economy. These principles aim to design out waste and keep resources in use for as long as possible through their reuse, re-manufacture, repair and recycling. The council will lead by example on the implementation of its Climate Change and Sustainability Strategy, in relation to its own operations, and the Local Plan provides the framework for ensuring all development and land use change reflects the principles set out in the strategy.

**Figure 2: Circular economy**



## Policy SG1 – Creating sustainable development



All new proposals must play an active role in guiding development towards sustainable solutions by contributing towards the delivery of the sustainable development objectives set out in the NPPF and the United Nations Sustainable Development Goals. The reuse of previously developed land will be prioritised and all new development will be required to prioritise the efficient and effective use of sites. All proposals should be appropriate in scale, appearance and function to the local context and Settlement Hierarchy, as set out in Table 1, taking advantage of opportunities to improve the character and quality of an area.

The council will work with key local stakeholders to enable development in the borough to make a sustainable contribution to delivering the Local Plan Spatial Vision and Strategy. To help achieve sustainable development and good place making development proposals, from design and construction through to post-occupation, should demonstrate the ability, where appropriate, to:

- i.** attract commercial investment, provide employment opportunities, and facilitate economic growth and changing market behaviours;
- ii.** minimise and mitigate the impact on local infrastructure and services, and improve and/or enhance the provision of local community facilities and services to reflect current and future needs;
- iii.** support strong, vibrant, safe and inclusive communities which promote healthy living environments and support social and cultural well-being with accessible services and open spaces;
- iv.** make effective use of land and deliver high quality development which is of an appropriate scale, appearance and function for the local context and Settlement Hierarchy;
- v.** promote and facilitate sustainable modes of travel through a safe, efficient and affordable transport system that allows access for all to everyday facilities and which reduce the need to travel;
- vi.** ensure development protects the amenity of occupiers of a site and the wider locality from environmental impacts, including on the operation of any existing business, unless this can be mitigated, to the satisfaction of the council and any relevant bodies;
- vii.** support a range of homes to meet locally identified needs including the maximum provision of affordable housing, as well as supported, accessible and other specialist housing;
- viii.** design for climate change resilience, enhanced energy efficiency and the increased use of renewable sources, secure real reductions in greenhouse gasses and minimise/reduce pollution (including air, water, soil, light and noise) and waste;
- ix.** conserve, protect and enhance the natural and historic environment, existing heritage assets, the local character and environmental quality and provide opportunities for habitat creation, restoration and increased biodiversity; and
- x.** minimise the impact of development on protected and rural areas (including the green belt, Conservation Areas, floodplains and wildlife/environmental sites) improving the quality of and where appropriate, accessibility to these locations.



## Policy SG2 - Resilience against climate change



New development will be required to build in resilience against climate change and mitigate against its impacts arising from extreme weather events, such as flooding, drought, heat and cold waves. All development should protect and where appropriate, enhance the landscape, open spaces and biodiversity, identifying innovative solutions and incorporating measures to influence behavioural changes and stimulate collective action which will help mitigate and combat the effects of climate change.

The following principles will be expected to be incorporated into new development through appropriate design, and a range of technological, geological and ecological features:

- i. designing and enabling net zero greenhouse gas emission developments;
- ii. carefully using resources, which should be responsibly and where possible locally sourced, having low embodied carbon;
- iii. minimising waste while maximising opportunities for recycling and reuse and implementing principles of the circular economy; and
- iv. reducing water consumption including through greater water re-use and recycling, with residential and commercial development demonstrating the capability to achieve sustainable levels of water consumption over the lifetime of the proposals.

### Presumption in favour of sustainable development

The NPPF highlights the government's desire to promote and support the delivery of growth, through the central presumption in favour of sustainable development. The council will continue to promote a sustainable pattern of development that seeks to:

- meet the development needs of the area;
- align growth and infrastructure;
- improve the environment; and
- mitigate climate change and adapt to its effects.

The council will work proactively with applicants to approve proposals which promote sustainable development and accord with the policies in the Local Plan.

This positive approach should also be adopted by developers and pre-application engagement with the local planning authority is expected, in particular, when major applications for residential and commercial development are being prepared. In the circumstances that parts of the plan are deemed to be out of date and relevant policies are agreed to be no longer relevant, the council will look to grant approval provided that the adverse effects of the proposal would not significantly outweigh the benefits, and there are no clear reasons for refusing development.

Where the presumptions apply to applications that conflict with policies within an adopted Neighbourhood Plan, the applicant will be required to demonstrate that the impact does not significantly and demonstrably outweigh the benefits.



## Policy SG3 – Presumption in favour of sustainable development



Development proposals should seek to promote a sustainable pattern of land use by bringing forward schemes which balance the needs of the area, the required level of infrastructure provision, and the environmental benefits (including climate change adaptation and mitigation measures).

A positive approach will be taken to the consideration of development proposals that reflects the presumption

in favour of sustainable development contained in the National Planning Policy Framework. The council will work pro-actively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Development that complies with the plan in this regard will be approved without delay, unless material considerations indicate otherwise.

### Infrastructure delivery and monitoring strategy

The levels of growth suggested within the Local Plan are significant, presenting both opportunities and challenges for the area. Whilst these challenges are not insurmountable, the implementation of the objectives and policies within the Local Plan will require the provision of new or improved infrastructure and services, the majority of which are not provided by Hertsmere Borough Council. Successful implementation of the Local Plan will therefore require the council as local planning authority to take on the role of co-ordinator or facilitator, rather than as a direct provider of infrastructure and services.

The council has worked closely with other authorities, agencies and stakeholders to identify the relevant strategic and local infrastructure requirements to support the growth sought through this plan. Where funding or investment barriers are identified, the council will seek, in collaboration with relevant bodies, alternative methods of delivery.

An Infrastructure Delivery Plan (IDP) has been prepared to identify requirements for the timely provision of infrastructure and services, the means by which they will be delivered, and to provide evidence for corrective action where necessary. The IDP will be regularly updated and reviewed to ensure that required facilities are delivered throughout the plan period. Where monitoring of the Local Plan and the IDP demonstrates that any key infrastructure scheme/s would not be delivered in a timely manner, this will trigger the need for consideration of alternative infrastructure provision to facilitate delivery of development, alternative models of infrastructure and service delivery or potentially, a review or partial review of the Local Plan.

The IDP provides a baseline context for existing infrastructure capacity in Hertsmere and sets out the infrastructure requirements for the Local Plan development strategy. It will help to underpin charges made on development through the Community Infrastructure Levy (CIL) and negotiations for developer contributions towards infrastructure projects. A separate Infrastructure Funding Statement (IFS), produced annually, sets out how developer contributions have been collected and disbursed, enabling broad priorities to be set for future expenditure.



## Policy SG4 – Infrastructure delivery and monitoring strategy



Partnership working with infrastructure and service providers will facilitate the timely provision of the infrastructure necessary to support sustainable development and good place-making. To support this the council will:

- i. maintain an up-to date Infrastructure Delivery Plan (IDP) to:
  - a. Identify the timing, type of intervention, and number of infrastructure projects required to support the objectives and policies of the strategy;
  - b. Prioritise infrastructure projects and identify trigger mechanisms linked to Local Plan sites; and
  - c. Identify the anticipated delivery and main funding mechanisms including the lead agencies responsible and the associated costs;
- ii. work collaboratively with relevant promoters, stakeholders and other bodies to secure the necessary funding and contributions, through a variety of sources, to meet the Local Plan's vision and objectives and the requirements set out in the IDP;
- iii. review overall capacity in infrastructure and services through annual updates of the IDP and monitor the collection and expenditure of developer contributions through future Infrastructure Funding Statements (IFS);
- iv. consider alternative mechanisms and/or models for infrastructure and service delivery, or an early review of the Local Plan, if evidence in the IDP indicates a need for very significant changes required for delivery of strategic infrastructure to support planned development; and
- v. identify and review potential barriers to infrastructure delivery and investment, and seek opportunities for bringing forward development earlier within the Local Plan period if and when required.

### Infrastructure provision and supporting growth

New development has the potential, individually and/or cumulatively, to cause a significant strain on existing infrastructure or services. The Local Plan sets out an overall strategy for the pattern, scale and quality of development whilst putting steps in place to secure the provision of infrastructure to anticipate and respond to long-term requirements and opportunities.

Local Plan policies set out more detailed policies for specific areas, neighbourhoods and types of development. All new development proposals will need to take account of the wider impacts on existing communities both locally and further afield. Suitable mitigation, through the provision of supporting infrastructure, is therefore required to ensure that the additional demand created by development does not have a detrimental impact on the strategic and local infrastructure, including healthcare practices, secondary schools, open space, public transport, local and strategic road networks, existing digital connectivity and assets associated with watercourses.

The council will encourage early engagement through the pre-application stage to ensure the delivery of necessary infrastructure improvements in a timely manner. A proactive approach will be taken to engagement with relevant planning consultees to ensure advice is provided in a timely manner throughout the development process.

Where major applications and large scale development are proposed, such as a new settlement or significant extensions to existing villages and towns, Policy SG5 will be applied. In such instances, developers and site promoters must consider the opportunities presented by their proposals to respond to both existing and future infrastructure needs, including digital and mobile connectivity through new developments.

## Policy SG5 – Infrastructure provision and supporting growth



Proposals must demonstrate a comprehensive approach to the delivery of infrastructure including through early engagement with the council, and infrastructure and service providers to identify their requirements.

New development will be required to:

- i.** demonstrate, at the planning application stage, that adequate infrastructure capacity can be provided (both on-site and off-site) to:
  - a.** meet the needs arising from the development, without placing an unacceptable additional burden on existing infrastructure; and
  - b.** address short, medium and long term impacts on existing communities in and outside the borough, including from the cumulative impact of growth in an area;
- ii.** contribute appropriately and proportionately towards required infrastructure identified in Hertsmere's Infrastructure Delivery Plan and Local Plan:
  - a.** At a rate and scale sufficient to support the growth identified within this Local Plan; and
  - b.** Recognising the different delivery models and mechanisms used by service providers;
- iii.** ensure that development is phased to coincide with:
  - a.** the needs and requirements of the development; and
  - b.** the delivery of additional infrastructure or service capacity as set out in the IDP;
- iv.** secure and future-proof the provision of infrastructure projects by:
  - a.** making the necessary contributions to facilitate the delivery of these projects in a timely manner; and
  - b.** building flexibility into masterplans and buildings to enable the community requirements of schemes to be accommodated/adapted over time; and
- v.** ensure that infrastructure assets and services are delivered to adoptable standards with suitable long-term management and stewardship arrangements in place.

If sufficient infrastructure already exists in an area to support new development, financial contributions may be sought to enhance, upgrade and future-proof these facilities.



## Infrastructure funding

Local authorities have a fundamental role to play in leading the coordination and delivery of infrastructure that will support their areas. Effective infrastructure planning, prioritisation and governance of spend are critical to supporting the delivery of sustainable development and growth.

‘Developer contributions’ is a collective term mainly used to refer to the Community Infrastructure Levy (CIL) and planning obligations (commonly referred to as ‘Section 106’ or ‘S106’ obligations after Section 106 of the Planning Act). These are mechanisms that can be used to secure financial and non-financial contributions, or other works, to provide infrastructure, services and facilities to support development and mitigate against its impact.

The council will enter into Section 106 obligations where they meet the three statutory tests of being:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

An independent viability review of the whole plan has determined that development which meets local planning policy requirement can be viably achieved. This review has taken account of CIL charging rates and on strategic development sites, likely Section 106 costs; unless there are significant, abnormal costs associated with a site, the council does not expect developer contributions to impact on the viability of a scheme. Site-specific contributions will be sought at a level which does not jeopardise the implementation of the Local Plan, details of which will be discussed at the earliest opportunity with applicants and will be clearly set out within the planning decision and any associated Section 106 agreement.

The level and type of contributions will be assessed on a case by case basis but will likely include requirements for Affordable Housing provision together with the necessary infrastructure, such as that needed for education, health, transport, flood and water management, and green and digital infrastructure. The infrastructure requirements listed in Policy HLP6 are not exhaustive and other contributions may also need to be identified in order to meet the needs arising from a particular development.

## Community Infrastructure Levy (CIL)

In anticipating what degree of capacity shortfall would be met by CIL expenditure, applicants should be mindful of the Infrastructure Funding Statement (IFS) which indicates what CIL may be spent on locally. It also indicates the scale of the funding gap outlined in the CIL Charging Schedule evidence base or such other updated evidence, relative to likely CIL receipts given CIL levels and coverage.

Annual CIL receipts and expenditure are reported in the IFS and published in accordance with the CIL Regulations. Broadly, mitigation of impacts of a development should not be expected to be (wholly) met through a local CIL rate. To ensure development is acceptable, account must be taken of the full impact of the proposal on existing communities and infrastructure. However, it should be emphasised that certain forms of development may not attract a CIL charge or other developer contributions; this will typically occur where there is no increase in floorspace or where development occurs under the increasing range of ‘permitted development’ rights introduced by the government.

The council is proposing to introduce a baseline CIL rate on strategic allocations to support the delivery of local infrastructure which could not have been precisely identified at the outset. The baseline CIL rate is expected to be significantly lower than those set out in the current CIL charging schedule. Pending the introduction of a baseline CIL rate, where facilities are provided on site and/or site-specific Section 106 contributions are required, equivalent offsetting against CIL rates will be considered.

## Policy SG6 – Developer contributions



Developer contributions will be used to secure the infrastructure and other measures necessary to ensure sustainable development and support the growth outlined within this Local Plan. Where required, planning obligations will be introduced to secure:

- i.** appropriate on-site enabling and development works, including any necessary on or off-site mitigation measures to offset against the impact of development;
- ii.** the necessary provision of infrastructure through Section 106 Agreements, including:
  - Affordable housing,
  - Open space and recreation facilities,
  - Community, education and health facilities,
  - Digital connectivity infrastructure,
  - Sustainable transport modes including cycling and walking and highway improvements, and all types of public transport including subsidies to encourage its use from the first occupation of a development,
  - Nature conservation, biodiversity enhancements / net gain and landscaping improvements,
  - Climate change initiatives, carbon offsetting and sustainable construction,
  - Flood mitigation;
- iii.** off-site highway works and transport network improvements;
- iv.** compensatory improvements to the green belt;
- v.** measures to address and mitigate any potential adverse health impacts of development;
- vi.** training, skills and other employment opportunities, affordable workspace and relevant community initiatives;
- vii.** appropriate infrastructure funding or financing mechanisms, and where necessary the reappraisal of a scheme's viability;
- viii.** contributions towards the monitoring and maintenance of relevant infrastructure projects and development strategies.

All development, including Local Plan allocations, which create a net additional floor space of 100m<sup>2</sup> or more, or creates a new dwelling, will continue to have Community Infrastructure Levy (CIL) rates applied in accordance with the most recent version of the CIL charging schedule. In cases where a site has been identified as a strategic site allocation, within the Local Plan, a baseline CIL rate will be introduced to supplement additional developer contributions secured through Section 106. Until such time as a baseline rate is introduced, funding and facilities secured through Section 106 agreements will be offset against existing CIL rates as appropriate.

### Health and wellbeing

The way places are planned and designed has a significant influence over whether our communities can live healthy lives. The NPPF highlights that planning policies should aim to achieve healthy, inclusive and safe places that enable and support healthy lifestyles. Many health conditions have their roots in lack of physical activity, poor diet and social isolation. The Local Plan provides the framework for the delivery of appropriately located and well-designed places, spaces and buildings, homes and jobs, and physical and social infrastructure which help people to adopt healthy lifestyles, be more active, feel safe and secure, and live well for longer.

The Local Plan supports development that contributes to the reduction of health inequalities in Hertsmere. Health inequalities are unfair and can lead to avoidable differences in peoples' health and life expectancy. The impact of Covid-19 on the local community has, in particular, demonstrated the importance of local open space for the well-being of residents. The NPPF indicates that local plans should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community. The council's Health and Wellbeing Strategy aims to improve the health of the community and address health inequalities and the Local Plan will contribute directly to several of the Strategy's priorities, namely to promote healthy weight and increase physical activity, improve mental health and emotional wellbeing, and enhance our environments and increase use of green space.

## Policy SG7 - Health and wellbeing



Development that contributes to the reduction of health inequalities in Hertsmere, as evidenced by local health profiles and needs, and enables people of all ages to choose healthier behaviours and live more healthy, active and fulfilling lifestyles, will be supported.

In particular, major applications and other schemes with potential health and well-being impacts, will be expected to:

- i.** promote healthy weight and increased physical activity including through enabling and encouraging active travel, walkable neighbourhoods, enhanced opportunities for formal and informal sport, recreation and exercise, and opportunities to support healthy eating;
- ii.** improve mental health and emotional wellbeing including through the creation of inclusive, healthy and safe places that promote social interaction, minimise opportunity for crime, and provide accessible and affordable facilities meeting the day to day needs of the community;
- iii.** provide a high quality, accessible and attractive living environment, including through the delivery of affordable homes with sufficient daylight and sunlight levels and a high standard of internal and external space;
- iv.** ensure the provision, in a timely manner, of social infrastructure and services required in order to support the sustainable development of the local area; and
- v.** provide enhanced access to good quality green and blue open space, with improved biodiversity within easy reach of local communities.



A photograph of a modern, multi-story brick apartment building. The building features large windows with grey frames and several balconies with glass railings. Some balconies have potted plants. In the foreground, there is a green lawn with several young trees supported by stakes. The overall scene is well-lit, suggesting a bright day.

7.

## Meeting Local Housing Needs

## 7. Meeting Local Housing Needs

The NPPF requires planning policies to ensure a sufficient amount and variety of land can come forward to ensure a sufficient number and range of homes can be provided to support growth. This includes the needs of groups with specific housing requirements including those unable to access housing in the open market. The South West Herts Local Housing Needs Assessment (LHNA) identifies the amount and type of housing needed in Hertsmere; the policies for housing in this plan provide the framework for the delivery of homes to meet these identified needs.

### Overall need

The Local Plan seeks positively to meet Hertsmere's housing needs. The current standard method for calculating the minimum annual local housing need set out in Planning Practice Guidance indicates a need for the delivery of 724 homes a year. The Local Plan target for delivery of new homes is set at 760 (minimum) new homes a year which includes a 5% buffer in order to ensure choice. This equates to a total minimum target of 12,160 homes in the 16 year period from submission of the Local Plan in 2022 to 2038 (15 years from the anticipated date of adoption).

### Spatial distribution

The geographical distribution of new homes to meet this target will be in accordance with the Local Plan objectives and spatial growth strategy and all relevant policies in the development plan for the borough. New homes will be located on sites which are, or will through the policies of this plan be made to be, sustainable including through the availability or provision of necessary infrastructure. Sites for new homes will also be required to respect the character of the area in which they are located, integrate well with the scale and pattern of local development, avoid having an adverse impact on existing communities and environments, and provide the framework for the creation of healthy, safe and inclusive communities throughout the borough.

Table 9 sets out the proposed distribution of new homes

**Table 9: Distribution of new homes across settlements**

Settlement	New Homes
<b>Borehamwood and Elstree</b>	2,770
<b>Elstree village</b>	235
<b>Potters Bar</b>	2,180
<b>Bushey</b>	2,895
<b>Radlett</b>	940
<b>Shenley</b>	350
<b>South Mimms</b>	260
<b>Aldenham parish villages</b>	130
<b>Bowmans Cross</b>	2,400
<b>Total</b>	12,160

## Sources of supply

Sites to meet the identified need for housing arise from a variety of sources:

- existing commitments and allocations
- new sites allocated through this Plan
- windfall

Table 10 shows a supply of 12,160 dwellings over 16 years 2022-2038 to meet the housing target.

**Table 10: Source of housing supply**

Settlement	Anticipated Commitments	Anticipated Windfall	Site Allocations	Total New Homes
<b>Borehamwood and Elstree</b>	375	240	2,155	2,770
<b>Elstree village</b>	20	25	190	235
<b>Potters Bar</b>	190	240	1,750	2,180
<b>Bushey</b>	315	240	2,340	2,895
<b>Radlett</b>	60	120	760	940
<b>Shenley</b>	15	45	290	350
<b>South Mimms</b>	10	25	225	260
<b>Aldenham parish villages</b>	15	25	90	130
<b>Bowmans Cross</b>	0	0	2,400	2,400
<b>Total</b>	1,000	960	10,200	12,160

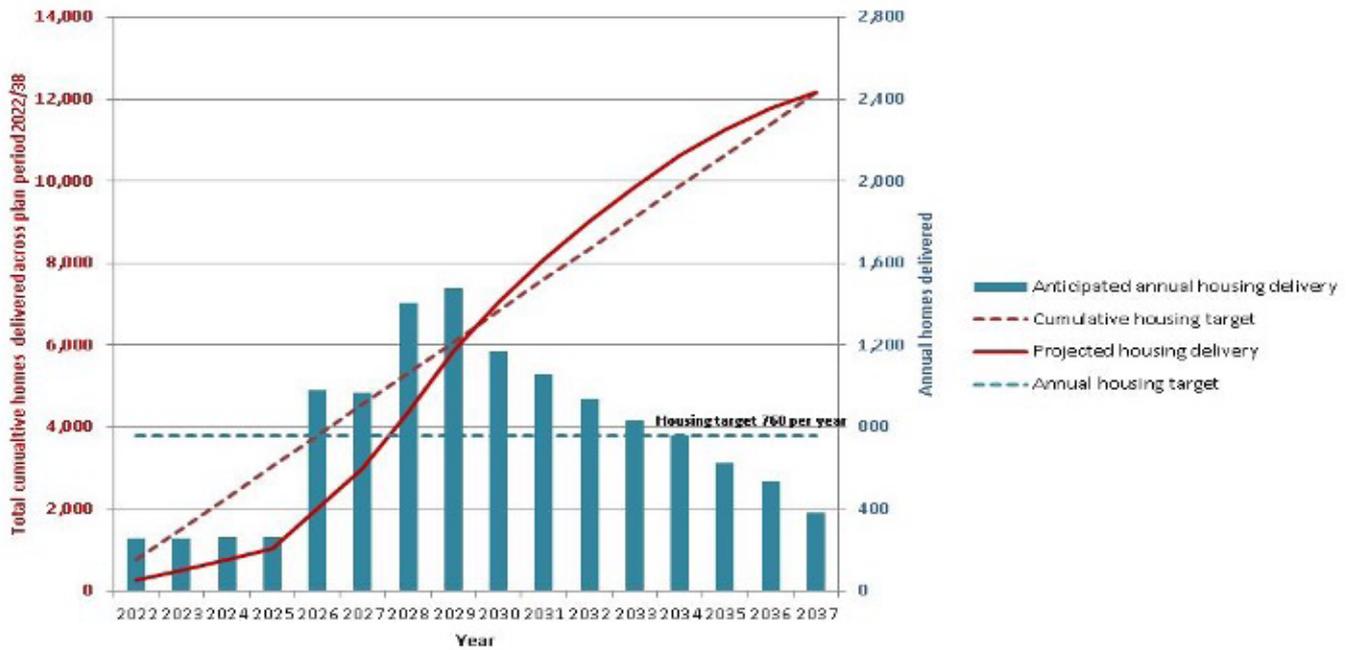
The NPPF requires plans to identify a supply of specific, deliverable sites for years 1-5 and specific developable sites or broad locations for growth for years 6-10 and where possible, years 11-15. Table 11 sets out the proposed housing trajectory over the plan period.

**Table 11: Housing trajectory 2022-2038**

Settlement	2022 to 2023 Pre-adoption	2023 to 2028 (5yrs)	2028 to 2033 (5yrs)	2033 to 2038 (5yrs)	Total New Homes
<b>Borehamwood and Elstree</b>	90	630	1,390	660	2,770
<b>Elstree village</b>	5	125	100	5	235
<b>Potters Bar</b>	50	430	1,050	650	2,180
<b>Bushey</b>	80	640	1,550	625	2,895
<b>Radlett</b>	20	285	600	35	940
<b>Shenley</b>	5	175	155	15	350
<b>South Mimms</b>	5	180	70	5	260
<b>Aldenham parish villages</b>	5	110	10	5	130
<b>Bowmans Cross</b>		150	1,125	1,125	2,400
<b>Total</b>	260	2,725	6,050	3,125	12,160
<b>Cumulative total</b>	260	2,985	9,035	12,160	
<b>TARGET</b>	760	4,560	8,360	12,160	

As a scenario recognised in national Planning Practice Guidance, this represents a stepped housing requirement or trajectory due largely to the longer lead in times for the significant number of homes that will be delivered on large sites. The following Figure 3 shows projected completions over the plan period with delivery expected to have ‘caught up’ with the target by Year 9.

**Figure 3: Housing delivery compared to target 2022-2038**



### Green belt

The NPPF indicates that green belt boundaries should only be altered in exceptional circumstances, once all other reasonable options for meeting identified need for development have been examined fully. Directing new residential development to urban and brownfield sites and optimising the density of development remain local priorities but the extent of housing need identified still requires a number of sites and/or locations within the boundary of the green belt, as defined on the 2016 Policies Map, to be allocated for residential use. Sites promoted for residential development have been subject to rigorous assessment; where exceptional circumstances justifying the release of land for this purpose exist, sites are allocated and the green belt boundary has been adjusted on the Policies Map accordingly, with compensatory improvements to the green belt required in accordance with Policy GB2.

In accordance with national policy, the development of isolated homes in the countryside outside of existing, identified settlements will not be supported. Although the provision of such housing through the re-use of redundant or disused buildings may be acceptable, subject to the requirements of Policy GB4, this does not extend to the demolition and replacement of redundant or disused buildings. Although such replacement development may constitute appropriate development in the green belt, as defined by paragraph 149 of the NPPF, the delivery of new homes in isolated locations is considered to represent an unsustainable form of development.

## Policy H1- The supply of new homes



Provision will be made for the delivery of at least 12,160 additional dwellings between 2022 and 2038 equating to a minimum of 760 dwellings per year.

In providing for the new homes and identifying new locations for development account will be taken of:

- i.** environmental constraints and compliance with the key environmental policies (including Policies CC2 and CC3);
- ii.** the existing pattern of development in the area;
- iii.** the need to retain existing housing;
- iv.** the need to prioritise development on previously developed land;
- v.** the need to locate new development in locations where development is, or it can be demonstrated that it will be, supported by local infrastructure; and
- vi.** the defined Settlement Hierarchy identified in this plan.

The delivery of new homes at locations identified in Policy H10 and in the housing schedule set out therein will be supported.

Within defined settlements and in particular on small and medium sized sites of no more than 1 hectare, windfall developments will be supported on appropriate sites, subject to the satisfaction of all other relevant policies in the plan.

Within rural locations, including the inset villages of Shenley, Elstree and South Mimms, limited, small scale infilling on suitable sites will be supported, in addition to development arising from any land allocations. Isolated housing development elsewhere within rural areas should be avoided.

## Affordable Housing

The definition of Affordable Housing is set out in national policy; it covers a range of housing types for sale or rent for those whose needs are not met by the market.

### Affordable Housing Strategy

The council's Affordable Housing Strategy will set out the need for Affordable Housing delivery across the borough, providing clarity with regard to the Affordable Housing provision that developers will be required to make in order to comply with relevant policies, in particular policy H2. It will set out requirements for the mix of size and tenure of homes to be provided on a range of development site categories, the cost of Affordable homes, and nomination rights. The Affordable Housing Strategy is expected to supersede the Affordable Housing SPD, and will be regularly updated.

### Cost of housing and level of Affordable Housing need

The Local Housing Needs Assessment (LHNA) indicates a need in the period 2020-2036 for a total of 503 dwellings per annum in the affordable/social rent and affordable home ownership sectors. A target of 4,260 (minimum) affordable dwellings over the period 2022 to 2038, equating to 35% of all dwellings will contribute towards meeting this need. This includes 40% of homes on all qualifying site allocations and 35% (the affordable housing requirement prior to the new Local Plan carrying weight) of anticipated commitments on qualifying sites<sup>12</sup>.

The high cost of housing in Hertsmere is a significant barrier to entry to the housing market; the relationship of income (and what proportion of income it is realistic to expend on housing in order to ensure a reasonable level of residual income) to the cost to rent or buy in the market is a key determinant of the level of Affordable Housing need.

Households unable to afford to rent in the private rental sector without subsidy are considered to be in need of Affordable Housing to rent, whilst those who fall in the gap between being able to afford private rent and open market home ownership are considered to be able to access affordable home ownership. The anticipated pattern of household income distribution between household types and over time 2020-2036 gives rise to a level of need in the affordable rent and home ownership categories as indicated in Table 12.

**Table 12: Affordable Housing need by type**

	Annual Need 2020-2036	Annual %
<b>Affordable/Social Rent</b>	356	71%
<b>Affordable home ownership</b>	147	29%
<b>Total</b>	503	100%

Accordingly, the Plan seeks to ensure that 70% of new affordable homes will be available for rent for those who cannot access housing without subsidy, with the remaining 30% available for sale to those can access market rental property but not ownership. The amount of Affordable Housing required in accordance with Policy H2, including homes for rent, shall be calculated by unit rather than habitable rooms or floorspace.

The NPPF indicates that provision of Affordable Housing should not be sought for non-major residential developments. However, the scale and acute nature of affordable need and high cost of market housing in Hertsmere requires that the provision of affordable homes be maximised. In accordance with Policy H2, sites proposed for 5-9 (gross) residential units will therefore be required to make a financial contribution towards off-site Affordable Housing provision within the borough, following the approach set out in the Affordable Housing SPD and/or Affordable Housing Strategy or successor document. Following an independent assessment of the viability of the Local Plan, the council has determined that the requirements of this policy will not adversely affect the ability for such development to come forward in the borough.

### Affordable homes for rent

Based purely on earnings, the LHNA indicates that 87% of households requiring affordable rental properties would not be able to afford rent fixed at 80% of market rent, indicating a significant need for new homes to be available at a lower, social rent. Whilst not all sites will be able to deliver this high proportion of social rented properties, the council will seek to maximise the provision of this type of housing both on sites allocated in this plan and on those coming forward as windfall developments. The Affordable Housing Strategy provides further detail as to how this will be achieved and provides clarity for developers seeking planning permission for residential development.

<sup>12</sup>Based on the proportion of completions and commitments at April 2020 on sites of 10 or more dwellings (32%) excluding Prior Approvals or site allocations.

### **Discounted or subsidised home ownership**

A number of types of discounted or subsidised housing products fall within the government definition of affordable home ownership. Of these it is considered that properly and permanently discounted market sale and shared ownership are the most suitable in Hertsmere as they will be accessible to the widest range and lowest earning of eligible households.

Councils are now required to deliver the first 25% of affordable homes on qualifying sites as First Homes; these are homes available to first time buyers meeting national criteria set out in planning practice guidance at a discount of at least 30% and a capped first sale price. It is likely that discounts in excess of the nationally set minimum of 30% will be required; as a guide 1 and 2 bed properties may need to be discounted by at least 40% and larger homes by 50%. In the interests of maximising the benefit of the homes delivered under the programme to the Hertsmere community, the council also requires First Homes to be available in the first instance to key workers and households with a local connection. Details of the council's requirements in relation to First Homes, including the discount at which they must be made available, will be set out in the Affordable Housing Strategy.

Whilst the council recognises the importance of securing opportunities for home ownership, this also limits the extent to which the need for affordable/social rented properties can viably be provided. The proportion of units being delivered in the form of affordable home ownership indicated in Policy H2 is therefore viewed as a maximum level of provision within the overall Affordable Housing requirement on qualifying sites.

### **Cost of Affordable Housing**

In order to ensure that new affordable home ownership opportunities are accessible to households who need them, the price point must not exceed what can be genuinely afforded by the purchaser. Affordable home ownership must be offered at a minimum discount of 30% from market costs in the case of First Homes and 20% in all other instances, although the LHNA indicates that the latter may still be insufficiently affordable.

Given the high cost of housing in Hertsmere, evidence from the LHNA indicates that in order for tenants in affordable need to be able to pay rents discounted by 20%, recourse to benefits may still be required; this may provide sufficient assistance, so long as rent levels are not allowed to exceed the Local Housing Allowance rate.

An Affordable Housing Strategy will set out the level of discount at which developers and Registered Providers will be required to provide affordable homes, including First Homes. The Strategy will be kept under regular review and applicants will also be required to agree the level of and mechanism for calculating rent and purchase costs of both initial and subsequent tenancies and disposals with the council.

### **Maintaining the stock of Affordable Housing**

Re-lets and re-sales of Affordable Housing units are an important component of Affordable Housing supply; these homes need to be available in perpetuity for other households forming or falling into Affordable Housing need or needing to move within the affordable sector. Use of planning conditions and/or legal agreements as appropriate will ensure that homes delivered through Policy H2 remain affordable in perpetuity or that the subsidy will be repaid and recycled for alternative Affordable Housing provision. In the case of First Homes, a legal restriction on the title of the property to ensure that these restrictions are applied to the property at each future sale will be applied.

### **Build to rent**

40% of units on build to rent sites will be expected to be provided and maintained in perpetuity as Affordable Housing for rent, in accordance with Policy H2, in order to maximise the availability of affordable homes in the borough. The application of this threshold is justified given the need to maximize the provision of affordable homes in light of the high cost of properties in Hertsmere relative to incomes. The council has determined that the requirements of this policy will not adversely affect the viability of new development. Should build to rent units be subsequently sold off into separate ownership, the value of the affordable housing provision will be recouped and the funds retained by the council for the delivery of Affordable Housing on other sites through an appropriate clawback mechanism.

### **Vacant Building Credit (VBC)**

In order to incentivise brownfield development, where vacant buildings are being reused or redeveloped, the NPPF enables developers to claim a reduction in the Affordable Housing contribution required proportionate to the amount of gross floorspace being re-used. The effect of the application of this policy is to reduce the number of Affordable Housing units provided on qualifying sites. Applications for VBC will therefore be rigorously assessed in order to ensure that the credit is properly applicable. The council has issued guidance, which will be kept up to date, setting out the criteria against which such claims will be tested. Applicants who consider their proposals are eligible for VBC should set out their evidence in a VBC Statement accompanying their planning application.

## Viability

The NPPF requires local plan policies to set out the contributions required from development, including the levels and types of affordable housing provision, and indicates that such policies should not undermine the deliverability of the plan. The council has determined that the policies for Affordable Housing provision in this plan will not adversely affect the viability of new development, and will require all qualifying developments, including all residential allocations in this plan, to provide a policy compliant level of Affordable Housing on site.

Where approval is sought to vary levels of affordable provision within individual phases of larger residential sites, the development as a whole is expected to deliver a policy compliant level of Affordable Housing.

The NPPF emphasises that the price paid for land is not a relevant justification for failing to accord with the requirements of the Local Plan and this is reflected in the

guidance set out in the Affordable Housing SPD. Where, exceptionally and for other reasons, on sites coming forward as windfall development, it can be demonstrated that particular circumstances may render the achievement of a policy compliant level of Affordable Housing on a site unviable, alternative provision, in line with the Affordable Housing SPD or successor document, will need to be justified to the council's satisfaction. In such cases, provision for reappraising the viability of schemes following the sales of some or all of the homes may form part of the Section 106 planning agreement, potentially leading to the clawing back of an appropriate level of contribution from the development.

## Design

To ensure the creation of mixed and integrated communities, on sites where both market and affordable homes are provided homes should be "tenure blind". This means that homes of differing tenure should not be visually distinguishable from each other in terms of build quality, materials, detailing, levels of amenity space and privacy.



## Policy H2 - Affordable Housing



In order to meet local need, a borough-wide target of at least 4,260 affordable homes between 2022 and 2038 will be achieved through securing the maximum reasonable amount of Affordable Housing from new residential development, delivered in accordance with the Affordable Housing SPD, Affordable Housing Strategy or successor document. All developments of 10 or more (gross) residential units, or residential sites of more than 0.5 hectares, will be expected to make on-site provision for a minimum of 40% of all of the new homes proposed, to be delivered as Affordable Housing. Attempts to avoid this or any other threshold which is subsequently introduced nationally, by fragmentation of a large site and/or underdevelopment of a site suitable for a higher density will not be supported.

On qualifying sites, this overall Affordable Housing requirement will be split by tenure as follows:

- i. 70% for rent, comprising a mix of social and affordable rental properties, the proportion of each to be agreed with the council on an individual site basis but with the proportion of social rented homes to be the maximum which can be viably delivered through a Registered Provider. Where grant funding is available, at least 50% of the rented homes shall be social rented properties. In all cases, the cost of affordable rent units will be subject to the approval of the council and will not exceed whichever is the lower of the Local Housing Allowance or up to 80% of market rent;
- ii. 30% as affordable home ownership. This should include the delivery of a sufficient number of 'First Homes', such that First Homes comprise at least 25% of all affordable units in a development. The remaining affordable home ownership units are to be of a type agreed with the council and may also include the provision of other shared ownership products, which should be available to the purchaser at a cost to be agreed with the council.

For wholly build to rent developments of 10 or more units, at least 40% of the units should be provided as affordable private rent, the cost of which will be subject to the approval of the council and will not exceed whichever is the lower of the LHA or up to 80% of market rent. The precise tenure and dwelling mix within build to rent will be agreed on a site-by-site basis and will be expected to reflect current housing needs.

Any vacant building credit will apply where appropriate and in accordance with the latest guidance issued by the council.

Developments of between five and nine units will pay a financial contribution in lieu of on-site affordable provision, given the acute level of affordable housing need in the borough. This contribution will be based on the standard financial contributions requirements set out in supplementary planning guidance.

Where, in exceptional circumstances, a policy compliant level and/or mix of on-site provision cannot be made, this must be justified through a comprehensive development viability appraisal with proposals for alternative Affordable Housing provision. Provisions for reappraising the viability of schemes may form part of Section 106 planning agreements where the financial appraisal demonstrates that the maximum amount of Affordable Housing that a scheme can reasonably support in the current market is below the policy target.

All sites allocated in this plan for residential development will be expected to provide an on-site policy compliant level of Affordable Housing. On all sites where both affordable and market homes are delivered the development is expected to be tenure blind.

### **Rural and First Homes exception sites**

The NPPF indicates that local plans should support opportunities to bring forward rural exception sites. The government's Written Ministerial Statement of 24 May 2021 introduced a new category of First Homes exception sites, replacing the former entry-level exception sites policy. Any proposals to develop an exception site must be consistent with the requirements of national policy.

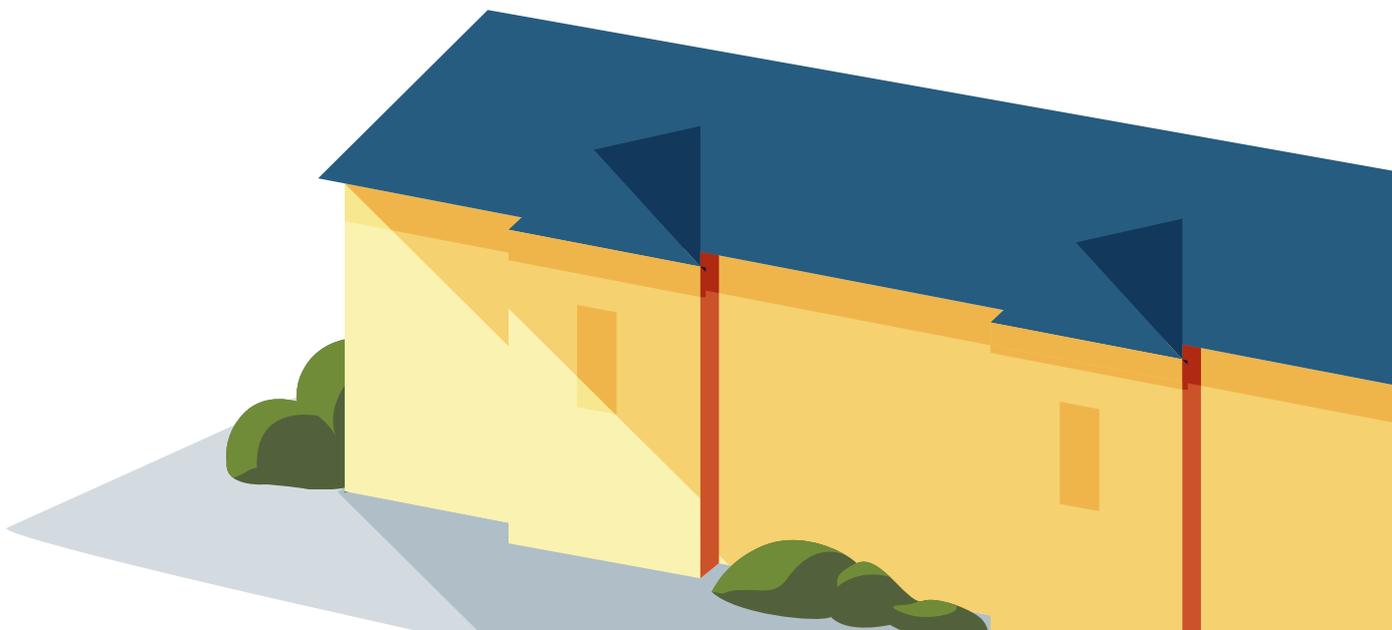
Rural exception sites are the only form of exception site that can come forward in green belt and designated rural areas and can include all types of Affordable Housing provided this is supported by evidence of local need. Only a small area of the borough between Potters Bar and South Mimms remains a designated rural area, having been identified as such as in the Housing Act 1985.

First Homes exception sites are intended to primarily comprise First Homes, but other forms of Affordable Housing provision can be included where there is evidence of significant local need. The First Homes policy will not apply if the need for such homes is already being met within the authority. This will be determined by monitoring the number of new dwellings delivered under the First Homes initiative or any other scheme which secures a significant purchase or rental discount in perpetuity for first time buyers and renters.

The Affordable Housing Strategy (or successor document) will set out the council's approach to affordable provision on exception sites in more detail.

### **Affordable Housing on previously developed sites in the green belt**

The NPPF indicates that development on previously developed green belt sites which would not cause substantial harm to openness and would contribute to meeting an identified affordable housing need is capable of not being inappropriate development. Any such proposals will be expected to comply with Policy GB4. However due to the evidenced level of Affordable Housing need in the borough, the affordable element of such proposals will need to wholly comprise Affordable Housing for rent (typically comprising 80% Social Rent and 20% Affordable Rent, the latter being priced at the lower of the Local Housing Allowance or 80% of market rents) in order for such development not to be considered as inappropriate in the green belt.



## Policy H3 - Affordable Housing on rural or First Homes exception sites



In the green belt (as identified on the Policies Map) and designated rural area<sup>13</sup>, Rural Exception Sites comprising small-scale Affordable Housing schemes will be permitted, as an exception to normal policies, in and immediately adjacent to settlements provided:

- i.** they are small in scale in relation to the size of settlements to which they relate;
- ii.** they meet the identified Affordable Housing needs of local residents;
- iii.** homes remain affordable in perpetuity; and
- iv.** affordable rent properties are managed by a Registered Provider.

In areas outside the green belt (as identified on the Policies Map) and designated rural area, First Homes exception sites comprising small scale developments of primarily First Homes will be supported provided:

- i.** they are within or immediately adjoining and proportionate in size to existing settlements, with priority being given to re-use of previously developed land;
- ii.** the land is not allocated for housing or another land use;
- iii.** they meet the identified need for First Homes and other forms of Affordable Housing (where included in the proposal) for local residents;

- iv.** homes remain affordable in perpetuity; and
- v.** any affordable rent properties are managed by a Registered Provider.

For all exception sites the scale of development should not exceed the level of local need identified and should not have an adverse effect on the natural and built environment.

Where a limited amount of market housing is included within an exception site proposal, the applicant will need to provide a full development appraisal to demonstrate that the amount proposed is necessary in order to facilitate the overall development.

All exception site proposals should be consistent with national policy and meet the requirements set out in the council's Affordable Housing SPD, Affordable Housing Strategy or successor document.

Where residential development is proposed on previously developed land in the green belt a minimum of 40% of the proposed dwellings should be Affordable homes for rent, with priority given to the provision of social rent properties. Affordable homes provision should be made in accordance with the council's Affordable Housing SPD, Affordable Housing Strategy or successor document.

<sup>13</sup>As defined in NPPF glossary, designated under Section 157 of the Housing Act 1985

## Gypsies, Travellers and Park Home sites

### Allocations to meet overall Gypsy and Traveller accommodation need

The Planning Policy for Travellers Sites (2015) sets out the definition for planning purposes of Gypsies and Travellers and is centred on whether individuals have or previously had a nomadic way of life. National policy requires local plans to be informed by a robust evidence base establishing the accommodation needs of households meeting this definition. Taking into account the allocation of an additional 3 pitches at Sandy Lane in the Site Allocations and Development Management Policies Plan adopted in 2016, the council's Gypsy and Traveller Accommodation Needs Assessment identifies a requirement for a minimum of 27 additional Gypsy and Traveller pitches from 2017-2036; this equates to 30 new pitches by 2038. Locating the majority of these pitches (24) on small sites within allocated strategic development sites across the borough will enable provision to be made in a manner consistent with the criteria set out in the PPTS, provide choice for the Gypsy and Traveller communities and encourage integration of the settled and travelling communities. The remaining requirement for six pitches will be met through the regularisation of pitches at Gullimore Farm and Chapman's Yard, near Bushey.<sup>14</sup>

### New proposals for Gypsy and Traveller pitches

Whilst specific sites for Gypsy and Traveller pitches are allocated in the plan, others may be promoted through the planning application process. Applications will be assessed according to the criteria set out in policy H4, the PPTS and any other material consideration. Unless a proposal meets the criteria for appropriate development in the green belt as set out in the NPPF and in accordance with Policies GB1 and GB4, applications for new Gypsy and Traveller pitches will generally be regarded as inappropriate development in the green belt. This includes proposals where, pending the delivery of new allocated sites identified in Policy H4, there remains an unmet level of need or (subject to the best interests of the child) particular personal circumstances. Where applications are considered to be inappropriate development in the green belt a case for very special circumstances will need to be advanced by the applicant and the application should be advertised as a potential departure from the Local Plan. Whether very special circumstances are considered to have been satisfactorily demonstrated will be a matter for the local planning authority in determining the application although such applications may need to be referred to the Secretary of State so as to afford an opportunity to 'call in' the application for determination.

The council will encourage Registered Providers to take a role in delivering and managing the sites allocated in Policy H4 and any other sites which come forward. Should no organization(s) be identified to take on this role, these sites will be owned and managed privately. The council's preference is for new Gypsy and Traveller sites in private ownership to be small in size, typically 3-4 pitches and no more than 6 pitches. Unless the sites allocated through Policy H4 are delivered and managed by a Registered Providers, any further enlargement, sub-division or intensification of the sites will not be supported. The council wants to ensure that the cost of purchasing or renting allocated sites or pitches within them does not unreasonably reduce their attractiveness to the Gypsy and Traveller community and consequently compromise their delivery. The developer will therefore need to demonstrate to the council that reasonable sale or rental prices are proposed and this may be set out in a Section 106 agreement; the council will take into account advice from relevant other organisations as appropriate.

### Protection of Gypsy and Traveller pitches

Protection of authorised Gypsy and Traveller pitches from loss through redevelopment or occupation by households not meeting the planning definition of Gypsies and Travellers is essential. Such protection will ensure the continued availability of appropriate accommodation for Gypsies and Travellers and reduce pressure for additional development on alternative, particularly green belt sites. Table 13 lists existing authorised sites.

**Table 13: Existing authorised Gypsy and Traveller Sites**

Site	Number of authorised pitches
<b>Brookes Place, Potters Bar</b>	25 pitches
<b>South Mimms transit site, Bignells Corner, South Mimms</b>	1 permanent and 15 transit pitches
<b>Woodlands Yard, Shenleybury</b>	1 permanent pitch
<b>Sandy Lane HCC site, Bushey</b>	30 permanent pitches plus 3 additional pitches allocated in SADM4
<b>One Acre, Hilfield Lane, Aldenham</b>	1 permanent pitch
<b>The Conifers, Elton Way, Bushey</b>	1 temporary pitch

<sup>14</sup>These 6 pitches were identified for regularisation in policy SADM4 of SADMPP adopted in 2016 but as planning permission had not been secured at the time of the 2017 Gypsy and Traveller Accommodation Needs Assessment they were not included in the GTNAA supply calculations

## Policy H4 - Provision for Gypsies and Travellers



A minimum of 30 additional pitches will be provided to meet the identified needs of Gypsies and Travellers from 2018 to 2038. These will be provided within the allocated development area at the following locations:

<b>Land at Coursers Road, Bowmans Cross New Settlement (NS1)</b>	2 x 6 pitch sites
<b>Land east of Cowley Hill, Borehamwood (BE3)</b>	1 x 6 pitch site
<b>Land north of Watford Road, Radlett (R1)</b>	1 x 6 pitch site
<b>Sandy Lane HCC traveller site, near Bushey</b>	3 x additional pitches (within existing site boundary)

The developer should demonstrate to the council's satisfaction that a fair purchase price or rent charged for allocated sites or pitches within them is proposed.

Provision will also be made on the following sites:

<b>Gullimore Farm, Sandy Lane, near Bushey</b>	4 (regularised)
<b>Chapman's Yard, Elton Way, near Bushey</b>	2 (regularised)

New sites or extensions to existing sites (whether temporary or permanent) in the green belt are inappropriate development and will not be approved except in very special circumstances.

Existing authorised or allocated sites will be protected for that use. Proposals which would result in the net loss of pitches will not be permitted unless acceptable replacement provision is made elsewhere.

The determination of planning applications for the siting of any other new pitches will take into account relevant national policy and be based on a range of criteria including the need for development to:

- i.** provide safe and convenient access to the primary road network, without blocking or inhibiting use of any existing rights of way;
- ii.** respect the size and scale of, and not dominate, the nearest existing or proposed settled community;
- iii.** be located within reasonable proximity of key local services, including education and health;
- iv.** provide a good standard of amenity and safe and acceptable environmental conditions within the site for existing and future residents, including the need to avoid air and noise pollution and significantly contaminated land;
- v.** be able to receive essential services including water, sewerage, drainage and water disposal;
- vi.** be effectively landscaped and not cause undue to harm to the character and appearance of the area or amenity of nearby residents;
- vii.** provide for the site and future occupants to be integrated into the local area to encourage successful co-existence with other households nearby;
- viii.** ensure that the site will only be used to accommodate nomadic Gypsy and Travellers who meet the government's definition for planning purposes; and
- ix.** be limited in terms of the quantum of pitches and size of site where it is not delivered and managed by a local authority or Registered Provider.

Where planning permission is granted for pitches to meet the accommodation needs of Gypsies and Travellers their future occupancy will be limited to those meeting the government's definition for planning purposes.

### Park Homes

Park Homes are the preferred type of accommodation for some households, including but not limited to those non-nomadic gypsies who do not meet the government's definition for planning purposes. Park Home developments already

exist in Hertsmere at Patchetts Green and Stirling Corner. The council's Gypsy and Traveller Accommodation Needs Assessment identifies a requirement for 60 additional pitches in the period 2017-2036 for Gypsy and Traveller households who do not or are unlikely to meet the government's planning definition of Gypsies and Travellers.

## Policy H5 - New and extended Park Homes sites



Applications for planning permission for new or extended park homes sites, including for those non-nomadic Gypsies and Travellers who do not meet the government's definition for planning purposes, must be in accordance with the NPPF and in accordance with the same criteria as set out in Policy H4.

New sites or extensions to existing sites (whether temporary or permanent) in the green belt are inappropriate development and will not be approved except in very special circumstances.

### Housing mix

The NPPF requires that within the context of the overall number of homes needed, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. The LHNA identifies the overall mix of new homes required over the plan period taking into account a comparison of the current profile of housing, and future need for homes based on projections of change in the numbers, types and ages of households, and the way different groups occupy housing.

In order for the housing needs of Hertsmere's communities to be met, a range of housing size, type and tenure is required. The LHNA identified a particular need for 2 and 3 bedroom homes in all tenures, with further emphasis on 1 bed in the affordable sector compared to the market sector and 4 bed in the market sector compared to the affordable sector. All residential developments, in particular major development sites, will be expected to contribute to the meeting of this range of identified needs, with the requirement to provide an appropriate level of choice increasing relative to the size of site.

### Market housing

Market homes will normally comprise a maximum of 60% of units on major development sites. Table 14 indicates at a strategic level the identified need for market homes of different sizes. This is considered to be a starting point, and is provided for initial guidance; larger sites will in particular be expected to reflect this mix most closely.

**Table 14: Need for market homes**

<b>1 bed</b>	6%
<b>2 bed</b>	26%
<b>3 bed</b>	43%
<b>4+ bed</b>	25%

### Affordable home ownership

Affordable home ownership will normally comprise up to 12% (i.e. maximum 30% of the required 40% Affordable Housing) of units on major development sites. Table 15 indicates the identified need for Affordable homes for sale of different sizes at a strategic level. This is considered to be a starting point, and is provided for initial guidance; variation may be appropriate on an individual site basis and will be subject to agreement with the council, informed by the Affordable Housing Strategy.

**Table 15: Need for affordable home ownership**

<b>1 bed</b>	22%
<b>2 bed</b>	41%
<b>3 bed</b>	26%
<b>4+ bed</b>	11%

### **Affordable rented homes**

The mix of affordable rental properties will need to be more sensitive to local needs at the time that development proposals are being considered and must be discussed and agreed with the council's Housing department on a site by site basis, informed by the Affordable Housing Strategy.

### **Specialist housing with support and/or care**

The provision of appropriate accommodation for elderly and disabled people is crucial in helping people live fulfilling, safe and independent lives. Local Plan policies for specialist housing with support and/or care relate to all such types of accommodation including retirement homes and sheltered accommodation, extra care housing or housing-with-care, care and nursing homes, and supported accommodation for vulnerable adults including those with learning disability, mental health or behavioural needs. These policies do not relate to or support the provision of age related market housing where support and/or care are not provided e.g. down-sizing, right-sizing or other housing developments typically aimed or marketed at active over 55s.

The LHNA indicates that 1100 additional homes with support or care, together with an additional 457 care home beds are required between 2020 and 2036. Hertfordshire County Council, as provider of Adult Care Services, also identifies additional needs for the provision of units of supported accommodation for vulnerable adults. In order to ensure the delivery of sufficient appropriate accommodation, a contribution to meeting these needs on-site is required where sites delivering 300 or more units are allocated or proposed for residential development. For sites of 100-299 units, developers will be expected to demonstrate that they have considered the potential for providing a proportion of on-site specialist units. In both cases, developers are encouraged to engage with providers of specialist accommodation, including Hertfordshire County Council, and will be expected to demonstrate the nature and outcome of such engagement when bringing forward development proposals.

### **Accessible homes**

Enabling all members of the community to remain living independently in their own home and community for as long as possible, including through the availability of accessible homes, has a positive impact on health and wellbeing. The LHNA indicates that in order to meet the needs, in particular of a growing elderly population, 485 new homes (4% of overall need 2020-2036) should be suitable for occupation by wheelchair users. There is a higher prevalence of wheelchair users and thus need for M4(3) dwellings within the Affordable Housing than in the market sector. This is reflected in the policy requirement for a higher level of provision of M4(3) wheelchair user dwellings in the Affordable Housing category. Adaptations should preferably be made before completion of a development but it is recognised that building regulations requirements can change over time and certain adaptations may not need to be made until first occupation and users' requirements are known.

Policy H6 requires that all other new homes should be designed to lifetime standards although the council recognises that in certain exceptional circumstances, it may not be possible to fully meet M4(2) accessible and adaptable dwellings standards. This may arise, for example, where the gradient of a site is particularly steep or where the conversion of an older building or a listed building is involved.

## Policy H6 - Housing mix



To help meet local housing needs, proposals for new housing should provide an appropriate dwelling mix and size, in terms of both size and type within each tenure, and be in accordance with the Affordable Housing Strategy. Subject to the requirements of other relevant plan policies, major residential development proposals will be permitted provided they comply with the following requirements:

Number of dwellings (gross)	Market housing	Affordable housing
<b>10 -24 units</b>	A balanced mix of unit sizes to be considered on a case by case basis.	Reflects current local needs as determined by the local housing authority
<b>25 -99 units</b>	Housing mix variation reflecting identified variations in local housing need with particular focus on 2 and 3 bedroom properties	Reflects current local needs as determined by the local housing authority
<b>100-299 units</b>	As above with a proportion of specialist housing with support or care to be considered as part of the overall housing mix	As above with a proportion of specialist housing with support or care to be considered as part of the overall housing mix
<b>300+ units</b>	As above and must contain a proportion of specialist housing with support or care	As above and must contain a proportion of specialist housing with support or care

All sites of 25 or more units, including those allocated within this plan, should contain a proportion of appropriately located self-contained homes suitable for occupation by wheelchair users. This should be provided across all dwelling types and sizes on strategic allocations with the final distribution to be agreed with the council. As a guide 7.5% of affordable homes and 2.5% of market homes on qualifying sites, subject to a minimum provision of one affordable wheelchair and one market wheelchair unit per site, will be expected to be provided. All other units on these sites, together with 100% of homes on sites of less than 25 units, should be designed to be accessible and adaptable dwellings (M4(2) category).

### Specialist housing

The LHNA identifies a significant and increasing need for specialist housing with support or care for older, disabled and other vulnerable people. This need exists in both leasehold and rental tenures. As shown in table 16 the LHNA indicates that 1100 additional homes with support or care for older people, together with an additional 457 care home beds are required between 2020 and 2036.

**Table 16: Need for housing with support or care and care beds 2020-2036**

Housing type	Tenure type	Current shortfall	Shortfall by 2036
<b>Housing with support (Retirement living or sheltered housing)</b>	Rented	380	456
	Leasehold	337	426
<b>Housing with care (Extra care housing or housing with care)</b>	Rented	102	138
	Leasehold	73	83
<b>Care beds</b>	n/a	-104	457

Hertfordshire County Council, as provider of Adult Care Services, also identifies additional needs for the provision of units of supported accommodation for vulnerable adults.

The provision of specialist housing in most cases facilitates the release of general needs and often larger homes back into the market and is treated as a component of housing supply. A ratio of 1.89 bedspaces per dwelling is applied when calculating care home bed space contribution to housing supply. The loss of specialist housing represents a loss both of overall housing supply and of housing to meet the growing needs of particular sections of the community; retention or suitable replacement will be required unless the existence of robust evidence justifying such loss is demonstrated to the council's satisfaction.

### Balanced communities

The creation of balanced, healthy communities where the full range of housing needs in a local area is able to be met is a priority. This approach requires that specialist housing is delivered on an appropriate scale in suitable locations across the borough, and be designed and managed so as to enable and encourage social and physical integration with its neighbours. Taking into account the requirements for specialist housing provision on strategic site allocations set out in Policy H10, proposals for specialist housing should not result in over-provision or over-concentration of this type of development, to the detriment of the supply of market and affordable general needs housing. Where this is at risk of occurring, developers will be required to demonstrate to the council's satisfaction how their proposals are or can be made acceptable in meeting the identified overall need for housing in the local area.



## Use Classes

The Use Classes Order makes a distinction between residential institutions (Use Class C2) and dwelling houses (Use Class C3). Planning Practice Guidance indicates that it is for a local planning authority to consider into which use class a particular development may fall and that in so doing, the level of care and scale of communal facilities provided could be

taken into account. The council will assess each proposal on its merits, taking into account government guidance and relevant case law and appeal decisions, as well as Table 17 below; in particular the extent to which units of accommodation are self-contained and provide the facilities necessary for independent day to day living – i.e. washing and cooking - will be considered. Guidance on the different types of specialist housing will be issued separately.

**Table 17: Spectrum of housing provision for older people**

	Mainstream housing		Housing with support	Housing with care	
<b>Type of housing</b>	Dwellinghouses (houses or flats)	Age exclusive housing	Retirement housing	Retirement communities	Care Homes
<b>Also known as</b>	Family housing, non-family housing	Retirement, 55+, down-sizing or right-sizing flats	Sheltered housing or retirement living	Assisted living extra care, retirement villages, continuing care retirement communities (CCRC)	Nursing homes, residential homes or old people's homes
<b>Self-contained or non-self contained</b>	<ul style="list-style-type: none"> <li>Self-contained unit with its own front door</li> </ul>	<ul style="list-style-type: none"> <li>Self-contained unit with its own front door</li> </ul>	<ul style="list-style-type: none"> <li>Self-contained unit with its own front door</li> </ul>	<ul style="list-style-type: none"> <li>Self-contained unit with its own front door</li> <li>Sites may also contain a nursing or residential home</li> </ul>	<ul style="list-style-type: none"> <li>Non self-contained</li> </ul>
<b>Key features</b>	<ul style="list-style-type: none"> <li>Housing with no specialised features unless designed to M4(3) standard</li> <li>May also involve live-in care</li> <li>Security of tenure</li> </ul>	<ul style="list-style-type: none"> <li>Housing with few or no specialised features.</li> <li>Own cooking facilities</li> <li>Accessible and Adaptable dwellings</li> <li>May also involve live-in care</li> <li>Security of tenure</li> </ul>	<ul style="list-style-type: none"> <li>Part-time staff and emergency call systems</li> <li>Will incorporate some specialist design features</li> <li>Own cooking facilities</li> <li>Communal facilities such as a lounge, laundry facilities, gardens and a guest room</li> <li>Some on-site support</li> <li>May also involve live-in care</li> <li>Security of tenure</li> </ul>	<ul style="list-style-type: none"> <li>Several 24-hour onsite staff</li> <li>Optional care and domestic services available</li> <li>Will incorporate more specialist design features</li> <li>Own cooking facilities within self-contained units</li> <li>Wider range of facilities including restaurant/café, leisure and wellness facilities, hairdressing, activity rooms</li> <li>Security of tenure</li> </ul>	<ul style="list-style-type: none"> <li>24-hour care, nursing and supporting (including all meals)</li> <li>High ratio of staff to residents</li> <li>Range of facilities and activities for residents including gardens, lounges and dining rooms</li> </ul>
<b>Use Class</b>	Class C3	Class C3	Class C3 or mixed Class C2/C3	Class C2	Class C2

## Affordable specialist housing

Developers of private specialist housing for older people will be required to make a contribution to specialist Affordable Housing provision. Whilst the high value of housing in Hertsmere results in those with a property to sell being cash rich and able to afford specialist housing in the market particularly in later life, those without such assets will find such housing difficult or impossible to access without subsidy. The LHNA identifies that of the 1103 shortfall in provision arising by 2036 in the housing with support and housing with care sectors, 54% is in the rented rather than leasehold sector, indicating an on-going need for subsidised provision. Where subsidised or low-cost on-site accommodation for staff is provided, this will only be considered to contribute to the provision of a policy compliant level of Affordable Housing where there is a requirement for occupants to meet the council's eligibility criteria and the homes meet the requirements of Policy H6.

Developments falling under Use Class C3 will be required to comply with Policy H2 and provide on-site Affordable Housing units. Where development falls wholly or partly under Use Class C2 on-site affordable provision will also be sought in the first instance. The council recognises that specialist housing schemes can require a more expensive fit-out and that there are on-going costs. However, the use of most care and communal facilities within private developments is charged to residents and any reduced level of affordable provision or an off-site or financial contribution will only be accepted exceptionally and where robustly evidenced to the council's satisfaction.

## Policy H7 - Specialist housing with support or care



The provision of specialist housing with support or care for older, disabled and other vulnerable people will be sought across all tenures to enable locally identified need to be met, including as part of a balanced mix of housing development on strategic allocations. Such proposals will be defined as falling within Use Class C3 where a majority of individual units have self-contained cooking and washing facilities with limited on-site care or support. Proposals containing a significant range of on-site care and other supporting or communal facilities intended for use by a majority of residents will be treated as falling within Use Class C2. Continuing care retirement and other similar schemes may contain a mix of C2 and C3 development. All specialist housing should:

- i.** provide a range of accommodation size, tenure and type with the scope to provide additional or specialist care as required within the site;
- ii.** be located where access to a choice of sustainable travel options is available;
- iii.** be within walking distance on a safe and level route or within easy reach by passenger transport, of a range of shops and other local services;
- iv.** be well integrated with existing communities through the sharing of space and public access to services where appropriate;

- v.** consider the integration of healthcare facilities within the development and how these may be made available for use by the wider community;
- vi.** in the case of market development falling within Use Class C3 provide Affordable Housing in accordance with Policy H2; and
- vii.** vii) in the case of market development falling within Use Class C2 provide Affordable Supported Housing on site or where it can be clearly demonstrated that it would not be possible to deliver this accommodation on site in accordance with Policy H2, contribute towards off-site Affordable Supported Housing, as set out in the council's Affordable Housing SPD or Affordable Housing Strategy or successor document.

The loss of any existing specialist residential accommodation, with or without care or support, for elderly, disabled and vulnerable people will only be permitted where it can be demonstrated that:

- i.** they are surplus to the needs of the local community; or
- ii.** they are no longer fit for purpose and any required replacement provision is being delivered in an appropriate alternative location.

## Protecting housing supply

In order to enhance and protect the supply of housing to meet the borough's needs, development of new homes on suitable sites will be supported subject to compliance with all other relevant plan policies including Policy H6; the net loss of homes will not however be supported, except where residential properties within a designated employment site have been vacant or unoccupied for at least 12 months prior to an application being made.

The council is also concerned to ensure that net Affordable Housing provision, including social rent housing in particular, is not reduced through the redevelopment or refurbishment of existing sites; suitable and sufficient replacement of units will be required where losses occur. It is recognised that some Affordable Housing sites, particularly specialist and elderly persons housing, may no longer meet current accessibility

or quality standards. Changes to unit sizes or internal configuration may be required which impact on the overall number of units and where it can be demonstrated that this is necessary, schemes should (as a minimum) seek to retain a similar overall amount of affordable housing floorspace within the development, including communal areas and facilities.

The council wishes to ensure that the supply of self-contained properties is not depleted and will resist attempts to convert single homes to larger HMOs outside the requirements of Policy H8; where a single dwelling has already been converted to a C4 House in Multiple Occupation (HMO) for 3-6 unrelated individuals without the need for planning permission, subsequent attempts to convert to a larger, sui generis HMO (accommodating more than 6 people) will not be supported unless a reasonable time period has elapsed and it can be demonstrated that the proposal complies with Policy H8.

## Policy H8 - Redevelopment and loss of residential units



The redevelopment of existing residential sites in urban areas for new homes will be permitted, subject to the requirements of other relevant plan policies, including policy H6 Housing Mix. In particular and consistent with any neighbourhood plans for an area, development within residential areas must be of a scale and design which respects its immediate surroundings, including the local pattern of development, should improve the quality of the area and, as far as possible, retain or increase the number of residential units on the site.

Proposals which would result in the net loss of self-contained residential units or accommodation will not be permitted with the exception of any vacant or unoccupied residential units located within a designated employment site. Replacement residential unit(s) will be required where existing housing is to be demolished as part of any redevelopment scheme, including proposals where other land uses are proposed for the site.

Proposals which would result in the net loss of social rent or the overall number of affordable housing units will not be permitted. Where exceptionally a net reduction in affordable units is demonstrated to be unavoidable, applications should:

- i. provide at least an equivalent floorspace of affordable housing; and
- ii. achieve an appropriate mix of housing types and tenures in line with local housing need.

Proposals to create a sui generis HMO housing more than 6 people will not be permitted where a property has been converted to a C4 House in Multiple Occupation from a C3 dwelling house without the need for planning permission within the previous 2 years.

## Self-build homes

The NPPF identifies those wishing to commission and custom or self-build their own homes as a group whose housing need should be assessed and reflected in planning policies. The council keeps, as required, a register of those seeking to acquire serviced plots of land in order to build their own home. 48 individuals were listed on Hertsmere's Self Build Register on 1 January 2020, demonstrating a relatively low level of local demand compared to the rest of the South West Herts Housing Market Area.

The availability of suitable plots to meet this level of interest has historically been limited, with the high cost of development land being a significant disincentive to development and most self-build schemes being high value, custom-build redevelopments of existing detached homes. The council sells surplus land at market price. In the 5 year period 2013-2018 however the LHNA indicated that 105 single unit developments – which could be seen as a proxy for custom and self-build development – were undertaken. A committed unimplemented supply of 85 single unit developments also existed. Such sites are however usually promoted by those who already own them and not necessarily available to those registering an interest in self-build. The requirement for a small number of self-build plots to be made available on the largest strategic sites and encouragement for self-build proposals to come forward on suitable sites elsewhere will respond to the identified demand. However, the council will not support the development of sites involving multiple self-build plots where this results in the inefficient use of land, typically through the construction of very large detached homes in spacious plots. As such, self-build schemes with multiple plots should achieve densities similar to conventional housing sites.

## Affordable self-build

Whilst self-build may provide a less costly route to securing a home, particularly where the owner constructs the building itself, self-build plots and houses do not ordinarily contribute to the supply of Affordable Housing. Where plots are offered at a suitably reduced initial cost to individuals or groups whose members or clients meet the council's criteria for housing need, and homes built are retained as affordable in perpetuity, they may be regarded as Affordable Housing. Where affordable self-build is proposed, the relevant parts of Policy H2 will apply. The initial discount on land or shell purchase cost, rental levels where applicable, criteria setting out who can manage and occupy the property and mechanism for calculating future sale price and/or rent reviews will be agreed with the council. Homes will be retained as affordable by means of an appropriate condition on the grant of planning permission and/or legal agreement with the council and should typically be brought forward through a housing association, co-operative or other community self-build organisation. This will enable the subsidy to be recycled on-site or for alternative affordable housing provision, following any subsequent sale or disposal of units. Occupiers of self-build affordable properties who invested their personal labour may benefit from an appropriate allowance on first sale of the property.

Where a developer is making serviced self-build plots available as part of their Affordable Housing contribution required under Policy H2, details of the overall affordable contribution will be agreed on a site by site basis; the council will not necessarily accept a one for one substitution of an affordable serviced plot in place of a completed affordable home. Planning conditions and/or a legal agreement will set out how a development's Affordable Housing requirement will be met should the relevant self-build plots not be taken up within a 12 month marketing period; developers should not assume that these plots may be built out as open market housing.

Further details will be set out in the Affordable Housing SPD or successor document.

## Policy H9 - Self-build and custom-build homes



The development of self-build and custom-build homes, as part of the overall market provision within a scheme, will be encouraged on suitable sites of all sizes where proposals are in accordance with Policy DL1, with land set aside for this use as part of identified strategic housing allocations.

Where open market plots have been made available and marketed effectively as such for at least 12 months and not been sold, the plot(s) may be built out by the developer as open market housing. Planning permissions will require self-build developments to be completed within three years of the purchase of a plot.

## Housing land and site allocations

Local plans are required to identify a supply of deliverable sites for the first five years of the plan period followed by specific developable sites or broad locations beyond this. Policy H10 allocates sites for residential development and associated infrastructure which together with existing commitments and anticipated windfall will meet the housing requirement over the plan period. The principle of residential development at these sites is acceptable, subject to compliance with the site specific policies and requirements set out in the schedule to this policy and all other relevant policies in this plan.

### Site selection

The allocated sites reflect and give effect to the overall spatial strategy which underpins this plan. All sites have been assessed against detailed criteria based on the principles of sustainable development and to establish their availability, suitability and deliverability. Factors considered include (but are not limited to):

- sustainability of location;
- existing or potential availability of appropriate infrastructure;
- green belt impact;
- impact on local character, landscape and environment;
- transport and highways issues;
- flooding;
- viability.

The estimated number of homes for each site is indicative only, being neither a requirement nor a constraint, but is identified in order to inform an understanding of overall housing supply. Individual estimates have taken into account:

- information contained in the HELAA;
- identified development constraints;
- indicative schemes and supporting technical information submitted by site promoters;
- any relevant planning permissions.

### Site requirements

Allocated sites provide for the delivery of approximately 10,200 new homes on 46 sites during the plan period. Given the scale of development proposed and its potential impact on the borough's character and communities, it is essential that schemes bringing forward new homes meet the full design, infrastructure and environmental requirements set out in this plan; this is in order to ensure the creation of a healthy, attractive and inclusive living environment and contribute to a reduction in the impact of climate change. This should include sufficient ducting space for full fibre connectivity infrastructure to all end users within new developments.

## Mix of sites

A range of size and type of sites is allocated. Table 18 identifies the range of sites allocated and their combined capacities.

**Table 18: Site allocation size and capacity**

	Number	Total capacity	% of requirement
<b>Strategic site allocations (capacity &gt;199)</b>	14	8,640	71
<b>Non-strategic site allocations (capacity &lt;200)</b>	32	1,560	13
<b>Allocated Sites &lt; 1ha</b>	19	535	4.5

### Strategic sites

Where large numbers of new homes are needed the NPPF supports planning for larger scale development such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed and supported by the necessary infrastructure and facilities. Sites in this plan with an indicative capacity in excess of 200 homes are allocated as strategic sites; these comprise urban and village extensions, sustainably designed and located on the edge of existing settlements, together with a new settlement at Bowmans Cross where 2,400 homes with supporting infrastructure to ensure the creation of a sustainable community are proposed for delivery during the plan period and a further 3,600 homes beyond this period. Policy H10 sets out the detailed planning requirements with which allocated strategic sites must comply.

### Small and medium sized sites

The NPPF also recognises that small and medium sized sites, or sub-divisions of strategic sites, contribute to meeting housing requirements; they provide choice and can be built out more quickly than larger, more complex sites. The plan allocates sites with a capacity of less than 200 in a range of locations, including within and adjoining the borough's towns and larger villages, and in some of the more rural green belt settlements.

The NPPF indicates that sufficient land to accommodate at least 10% of the housing requirement should be identified on sites of 1ha or less. The plan allocates 19 sites of less than 1ha with a combined capacity of 535 homes, or 4.5% of the total housing target; in addition, much of the anticipated supply from commitments at the start of the plan period and windfall developments throughout the plan period are likely to be on sites of less than 1ha. Appendix 1 lists small and medium sites of less than 1ha (additional to those allocated in this plan) which have planning permission as at 1st April 2021. The ability to allocate further specific sites of less than 1ha in the Local Plan is constrained by the lack of known availability of suitable sites without planning permission which either are or can be made to be sustainable; the majority of currently known small sites within the more accessible, built up parts of the borough have already been built out and/or secured planning permission.

## Policy H10 - Housing land



The following sites shown on the schedules of housing sites and which are identified on the Policies Map are allocated for housing development. Development proposals should comply with the requirements of all relevant development plan policies and also meet the specific requirements for identified sites.

Where there has been a change to the green belt boundary following the allocation of the site, compensatory green belt improvements will be secured through a legal agreement linked to any planning permission for development. In addition to any specific measures identified, such improvements should include an appropriate contribution to the improvement of nearby public rights of way providing access to the countryside for local communities, as well as the agreement of a detailed plan to create a new appropriately designed clear and defensible green belt boundary.

Applicants will also be required to demonstrate that the necessary infrastructure and services required to support proposals will be delivered within an agreed timescale, including those provided through Hertfordshire County Council, as required by Policies SG4, SG5 and SG6.

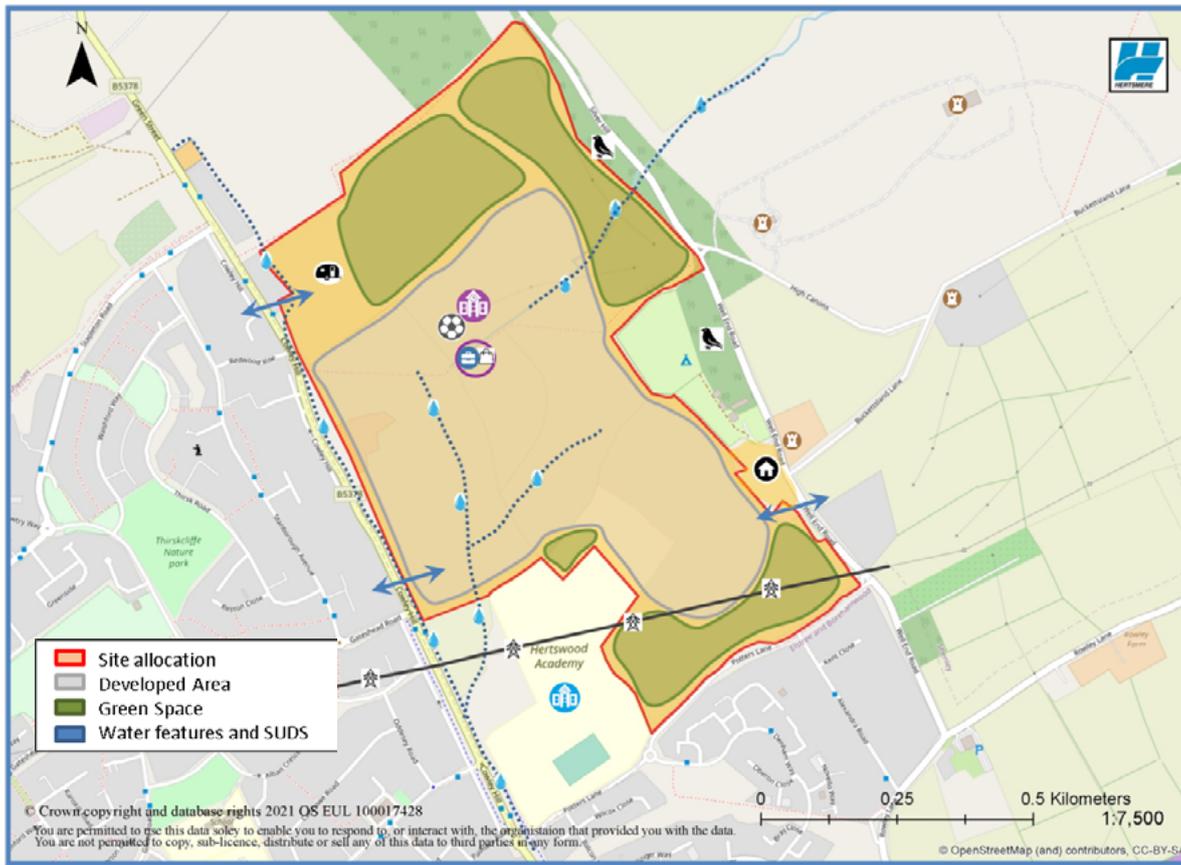
The council will support the sub-division of strategic allocations to help accelerate the provision of new homes.

Land has been identified to accommodate an estimated 535 units on sites of no more than one hectare. In addition to those sites listed in the housing schedule, Appendix 1 to the plan sets out small and medium sites which have planning permission, as at 1st April 2021.



## Policy H10 Schedule of housing sites: Strategic sites

### Site BE3: Land to east of Cowley Hill



- |                               |                          |   |
|-------------------------------|--------------------------|---|
| Commercial development        | Sports Provision         | Heritage assets, listed buildings, and locally listed buildings |
| Gypsy and Traveller provision | Biodiversity and ecology | Powerlines  |
| Primary school                | Floodzone/surface water  | Access points   |
| Secondary school              | Neighbourhood Centre     | Retail provision  |
|                               | Residential development  |   |

Land to the east of Cowley Hill, Borehamwood is proposed for development. The new development will:

#### New homes

- a. Provide a sustainable new neighbourhood delivering approximately 800 new homes through a mix of dwelling sizes, tenures and types: to include 40% of all new homes as affordable housing, a proportion of specialist supported and extra care housing, self-build plots and Gypsy and Traveller provision;

#### Community facilities

- b. Create a neighbourhood centre which provides for a range of community, local retail and flexible work space which is of an appropriate scale so as to avoid impacting on vitality and viability of other centres;
- c. Provide a new two-form entry primary school capable of future expansion to three-form entry;
- d. Provide new outdoor football pitch provision;
- e. Create attractive areas of public open space which are accessible to all users and age groups;
- f. Deliver off-site infrastructure and public realm improvements to include the Leeming Road local centre and the wider Cowley Hill ward;
- g. Explore opportunities for the provision of training and other local facilities for the wider community in Cowley Hill which foster links to the education sector and nearby film and television studios;

### **Sustainable transport**

- h.** Provide attractive and safe walking and cycling routes within the development and between the development site into the surrounding area and key destinations;
- i.** Facilitate off-site improvements to the local highway network;
- j.** Secure public transport improvements to allow for the integration of existing bus services through the site;
- k.** Ensure all new homes are within 400m of public transport provision;
- l.** Provide a number of different vehicular access points into the site including from both Cowley Hill and Well End Road;

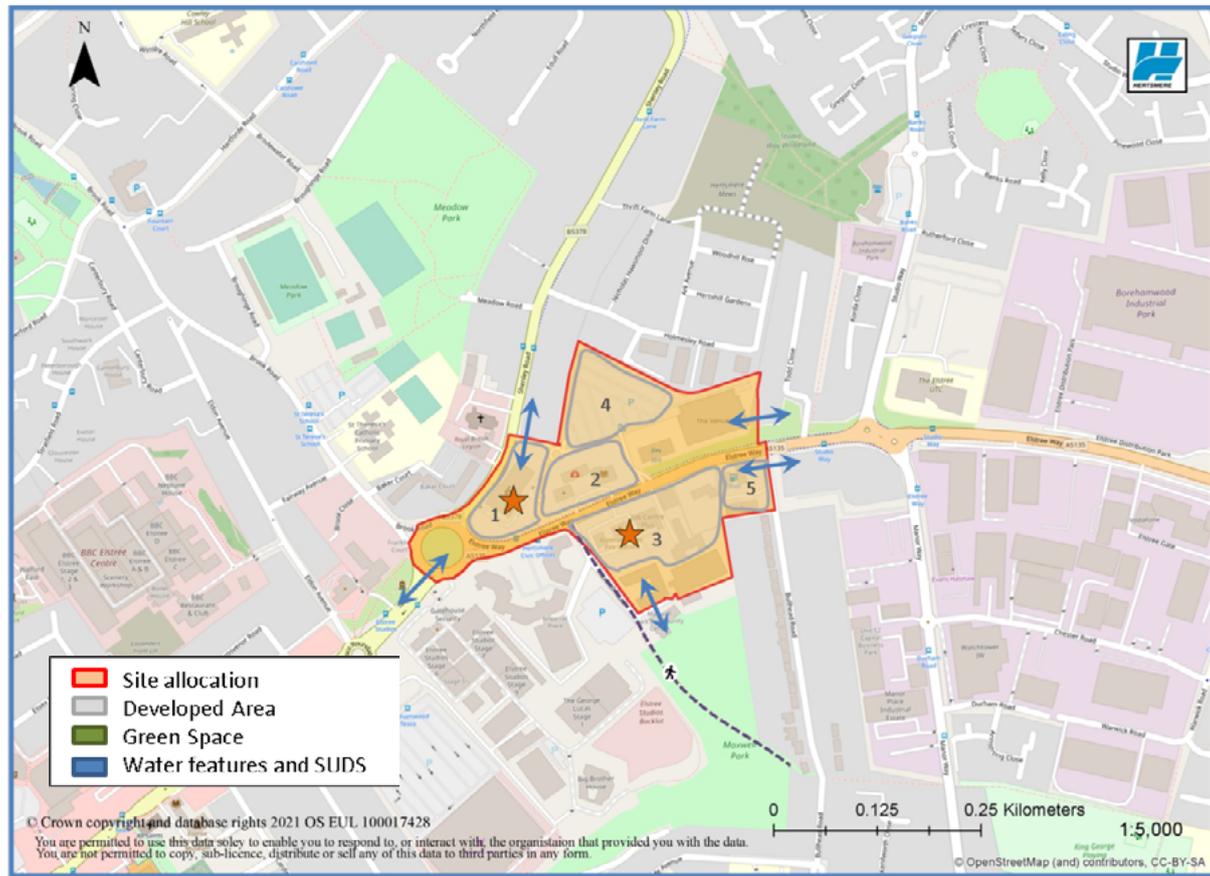
### **Environmental improvements**

- m.** Locate only water-compatible development within areas of flood zone;
- n.** Establish physical and visual buffer zones to the woodland next to Well End Road Local Wildlife Site, Silver Hill Woodland Strip Local Wildlife Site and Birch Wood Local Wildlife Site;

### **High quality design**

- o.** Follow an agreed masterplan and design code to secure a high quality environment which promotes health, well-being and digital connectivity; and
- p.** Retain views towards, and respect the setting of listed and locally listed buildings.

**Site BE5: Elstree Way Corridor**



Land within the Elstree Way Corridor (EWC) is allocated for development contributing to the continued residential-led regeneration of the area. The redevelopment of the EWC as a whole will provide a total of approximately 1,580 new dwellings, of which 895 have already been built (as at April 2020).

Sites are allocated for the delivery of a further approximately 685 dwellings by 2038, together with improvements to open space and public realm, pedestrian and cycle connections with the town centre, highway improvements and the enhancement of facilities for the delivery of civic and public services.

Development on remaining sites within the EWC will be co-ordinated reflecting its designation as a national Housing Zone and helping to promote Borehamwood as an attractive and sustainable location for business. This will be achieved through the delivery of:

**New homes**

- a. Approximately 685 new homes to be delivered by 2038;
- b. Provision for the creation of a balanced and inclusive community by securing a mix of dwelling sizes, tenures and types. 40% of new homes will be secured as Affordable Housing of which 70% will be expected to be for rent, including both social and affordable rent, at least 25% to be First Homes, and the remainder as other forms of intermediate housing;
- c. Consideration should also be given to the provision of specialist housing meeting the care and/or support needs of the elderly or adults with disabilities to comply with Policies H6 and H7;
- d. A mix of types of homes will be provided. Flatted development will be appropriate along Elstree Way; houses may be more appropriate where sites abut existing residential areas of more traditional design;

Planning applications for developments in excess of 25 dwelling units should include a statement addressing the proposed housing mix, explaining how it reflects the local housing market, viability, site layout and density.

## Community facilities

- e. Improved and additional community facilities including:
  - i. retention of the Civic Centre with future potential for intensification of public services and civic activities;
  - ii. a relocated fire station as required by Hertfordshire Fire and Rescue Service together with a relocated ambulance station, in an appropriate on or off-site location(s) to serve the local community;
  - iii. a new health facility as required by the relevant health authorities (EWC location 2);
  - iv. improvements to Maxwell Park and Meadow Park;
  - v. new and/or enhanced open/civic spaces including around the war memorial and the Civic Offices; and
  - vi. developer contributions towards the cost of new and/or extended primary school provision in Borehamwood will be required in respect of residential development within the area.

Development proposals within or adjoining the EWC should not put at risk the potential for these community facilities to be delivered.

## Sustainable transport

- f. Safe, sustainable and convenient access throughout the EWC area for pedestrians, cyclists and public transport users;
- g. Greater connectivity into and out of the area, including but not limited to links to Shenley Road, towards both Borehamwood town centre and Hertswood Academy;
- h. Developer contributions towards the implementation of a detailed highway scheme being prepared for implementation by Hertfordshire County Council;
- i. Off-street parking to serve new developments should take the standards for Accessibility Zone 1 set out in Policy ST4 as a starting point with further reductions supported where they can be justified including through:
  - i. shared use of parking facilities across sites; and
  - ii. the establishment of a car club to serve Elstree Way and the wider area with designated spaces at the Civic Offices car park.

## Comprehensive development

- j. Sites should be planned and delivered in a coordinated manner, taking a comprehensive view of adjoining sites, public realm and any masterplan for the EWC area. Where, exceptionally, development is proposed for part of an individual location within the EWC in isolation, it will need to be demonstrated how this fits into a comprehensive approach for the EWC area as a whole;
- k. Development must not prevent or inhibit other land coming forward for development or unduly constrain the implementation of other proposals in any masterplan for the area unless satisfactory alternative means of achieving relevant proposals have been agreed;
- l. Development should wherever possible contribute towards the reasonable sharing of facilities including off-street parking;
- m. Arrangements for future management and maintenance of the public realm should be agreed with the council;

## High quality design

To ensure that the regeneration of the EWC promotes health, well-being, digital connectivity and adopts best practice principles of place-making and good design, development must:

- n. Achieve the maximum density compatible with the character of the area, surrounding land uses and other environmental policies in the plan, taking the range of densities indicated in Policy DL1 for Density Zone 1 as a starting point;
- o. Respect public open spaces and streets by ensuring building forms and heights are appropriately scaled to their context and do not create excessive overshadowing;
- p. Achieve high quality design and construction, utilising the most suitable, durable and high quality materials available with special attention to detail and future maintenance requirements;
- q. Provide adequate private and public amenity space as set out in policies DL3 and LF4 within new residential developments. Where a reduced level of provision is proposed clear justification should be demonstrated;
- r. Provide active frontages to Elstree Way to promote the identity of the corridor as a civic and commercial gateway to the borough;

## Creating a carbon-neutral development

Ensuring the development is resilient to future circumstances by responding to climate change with the following measures:

- s. Low-carbon building design and construction;
- t. Design and layout of development to encourage walking and cycling;
- u. Promoting green initiatives and public transport use; and

## Delivery

- v. Development of the following locations during the plan period:
  - EWC location 1 Civic Cluster: residential development (approximately 230 units) together with retention and intensification of civic and public services, improvements to pedestrian and cycle connections with the town centre, and open space and public realm improvements;
  - EWC location 2 Elstree Way North: mixed use development comprising approximately 115 units and the provision of a new health facility containing services to be agreed by the Herts Valley Clinical Commissioning Group and which may also be part funded through CIL receipts.
- i. The specific location, form, timing and range of health services to be provided will be determined by the Herts Valley Clinical Commissioning Group; and
- ii. The specific location, form and timing of the relocated fire station will be determined by the Hertfordshire Fire and Rescue Service.

- EWC location 3 Elstree Way South: residential development (approximately 180 units), the form of which should maintain clear building separation of buildings fronting Elstree Way and a variation of building heights. The opportunity should also be taken to achieve the rationalisation of vehicular accesses onto Elstree Way;
- EWC location 4 Civic offices car park: residential development (approximately 70 units) together with the retention and where it can be justified, expansion of public car parking through an additional deck to serve sites within the EWC and beyond;
- EWC location 5 Elstree Way/Bullhead Road: residential development (approximately 90 units) the form of which should maintain clear building separation of buildings fronting Elstree Way and a variation of building heights. The opportunity should also be taken to achieve the rationalisation of vehicular accesses onto Elstree Way.

Development within the strategic EWC area will be zero rated for CIL. Contributions to secure site-specific contributions towards the required education, health, highways and other infrastructure improvements will be needed. Where additional on-site infrastructure requirements to mitigate the specific impact of development proposals are required these will be funded through the development.

## Site BE6: Land north of Barnet Lane, Borehamwood



-  Residential development
-  Access point
-  Biodiversity and ecology

Land north of Barnet Lane, Borehamwood is proposed for development. The new development will:

### New homes

- q.** Provide a sustainable new neighbourhood delivering around 250 new homes through a mix of dwelling sizes, tenures and types to include 40% of all new homes as affordable housing;

### Community facilities

- r.** Secure contributions towards the delivery of education, health and other community facilities in Borehamwood;
- s.** Provide an on-site education and information centre;
- t.** Maintain the area of Village Green which is located within the site;

### Sustainable transport

- u.** Provide attractive and safe walking and cycling routes from the development site into the surrounding area;
- v.** Facilitate off-site improvements to the local highway network including at the junction of Furzehill Road and Barnet Lane and at Stirling Corner prior to the completion of development;
- w.** Ensure off-site improvements to public transport to enhance existing services;
- x.** Provide vehicular access into the development site from Furzehill Road, with pedestrian and cycle access from Carrington Avenue and Linster Gardens;

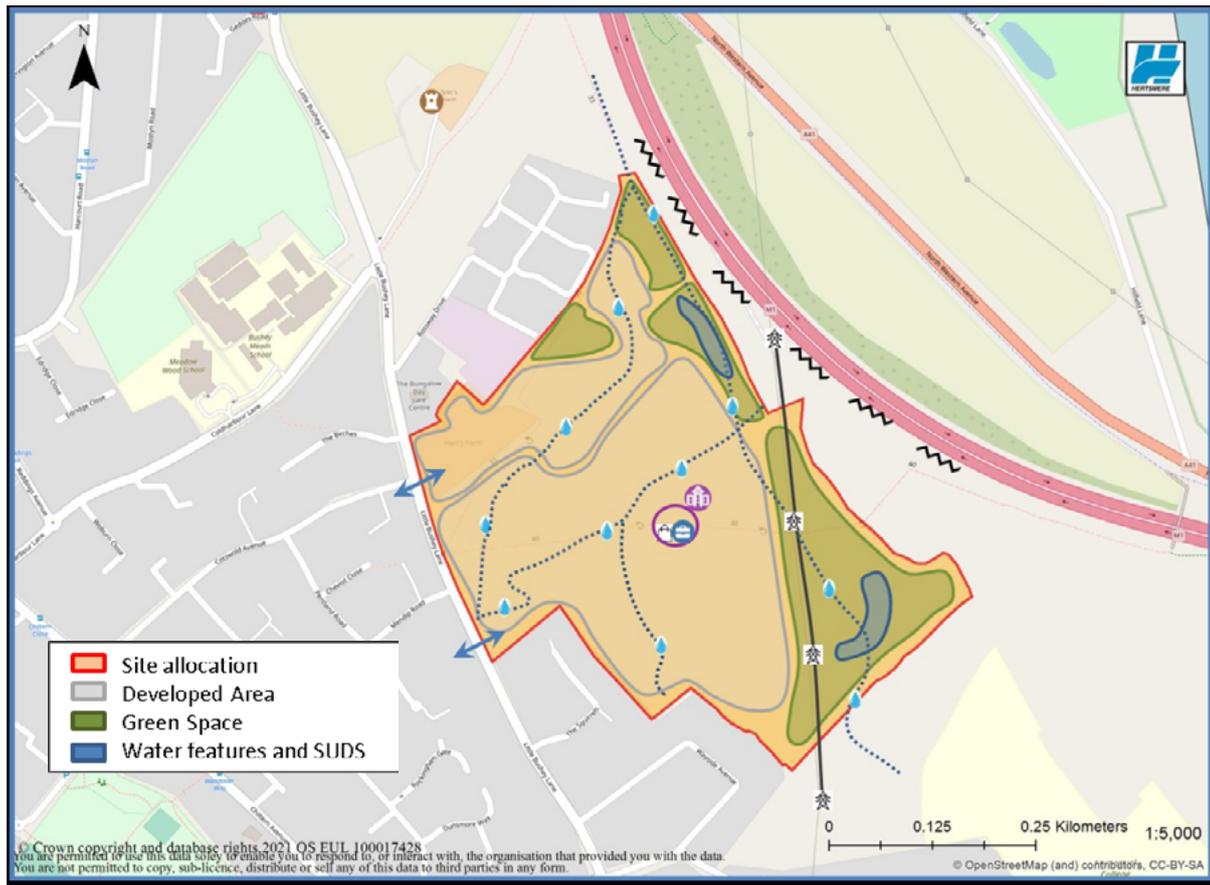
### **Environmental and compensatory green belt improvements**

- y.** Establish appropriate buffer zones to Woodcock Hills Fields Local Wildlife Site (LWS) within the site, as well as to the retained broadleaved woodland outside of the LWS;
- z.** Create wildlife corridors and ecological zones;
- aa.** Secure ecological enhancements to the portion of Woodcock Hill Village Green that falls within the site;
- ab.** Address the effects of noise and air pollution, within and outside of the site, with focus on minimising any impact on the existing AQMA at Shenley Road, Borehamwood;

### **High quality design**

- ac.** Follow an agreed masterplan and design code to secure a high quality environment which promotes health, well-being and digital connectivity;
- ad.** Focus areas of higher density development to the centre of the site with lower density transition towards Barnet Lane; and
- ae.** Provide street scene frontage with Barnet Lane and Furzehill Road.

**Site B1: Land East of Little Bushey Lane, Bushey**



- Commercial development
- Floodzone/surface water
- Primary school
- Secondary school
- Retail Provision
- Access points
- Powerlines
- Neighbourhood Centre
- Heritage assets, listed buildings, and locally listed buildings

Land to the east of Little Bushey Lane, Bushey is proposed for development. The new development will:

**New homes**

- a. Provide a sustainable new neighbourhood delivering around 350 new homes through a mix of dwelling sizes, tenures and types to include 40% of all new homes as affordable housing, a proportion of specialist supported and extra care housing;

**Community facilities<sup>15</sup>**

- b. Create a neighbourhood centre which provides for a range of community, local retail and flexible work space which is of an appropriate scale so as to avoid impacting on vitality and viability of other centres;

- c. Provide land for a new two-form entry primary school capable of future expansion to three forms, together with funding towards its delivery, to be located in close proximity to the neighbourhood centre;
- d. Create attractive areas of public open space which are accessible and appealing to all users and age groups;

**Sustainable transport**

- e. Provide attractive, clear and safe walking and cycling routes from the development site into the surrounding area;
- f. Ensure off-site improvements to public transport to enhance existing services;

<sup>15</sup>This site has been identified in a draft report commissioned by Hertfordshire County Council (to assist the local plan making process) as a possible location for a new 10 form of entry secondary school in Bushey.

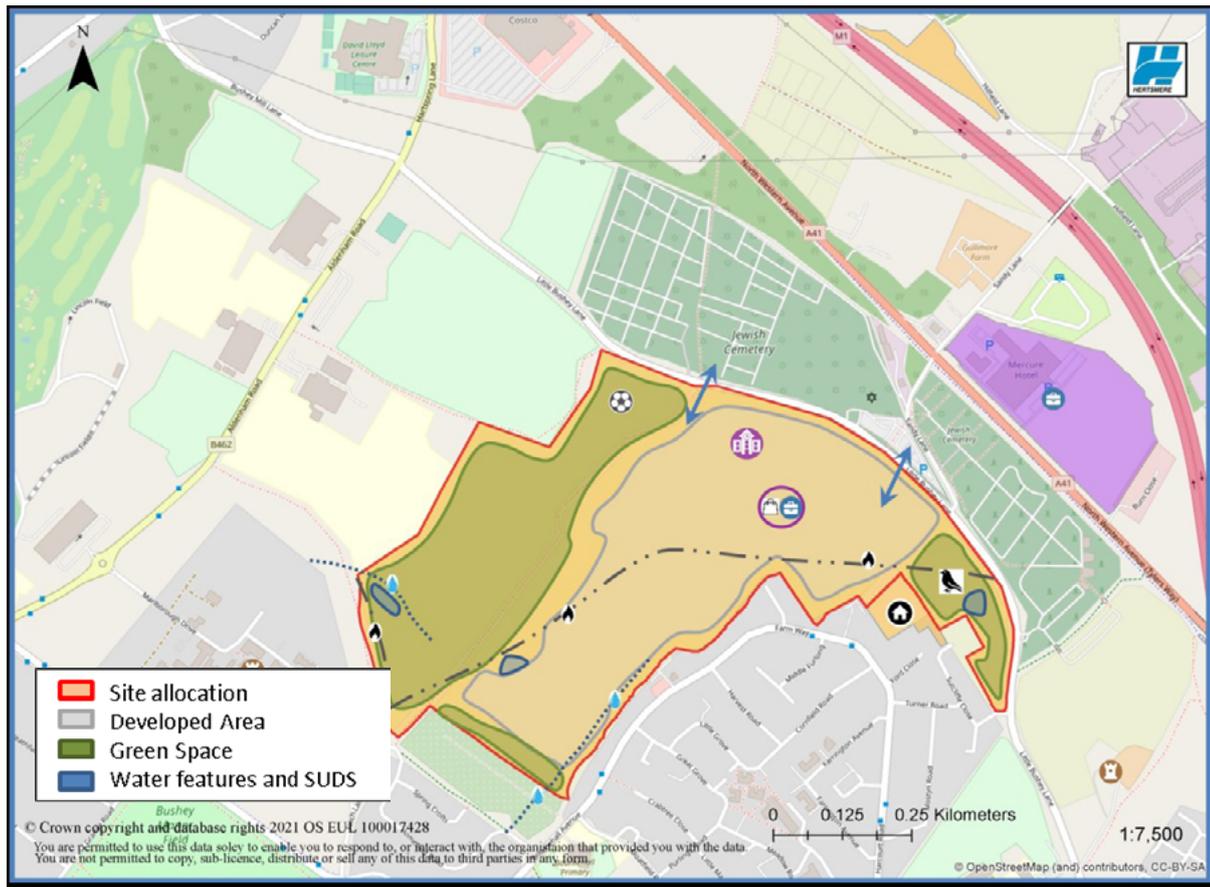
### **Environmental and compensatory green belt improvements**

- g.** Locate only water-compatible development within areas of flood zone;
- h.** Explore the possibility of off-site Local Nature Recovery Networks by creating primary habitat to link and join up with allocated site B4, Land at Elstree Road;
- i.** Explore the possibility of de-culverting Bushey Heath Drain;
- j.** Address the effects of noise and light pollution and poor air quality through a range of measures including a landscape buffer by the M1 motorway; and

### **High quality design**

- k.** Follow a single design vision, masterplan and design code for the entire site encompassing both development areas which ensures an environment is created which promotes health, well-being and digital connectivity.

**Site B2, Compass Park, Land north of Farm Way**



- |                         |   |                                   |
|-------------------------|---|-----------------------------------|
| Commercial development  | Access points   | Commercial development            |
| Floodzone/surface water | Biodiversity and ecology  | Strategic residential development |
| Primary school          | Neighbourhood centre  | Gas lines                         |
| Secondary school        | Heritage assets, listed buildings, and locally listed buildings |                                   |
| Retail provision        | Sports provision  |                                   |

Land to the north of Farm Way and west of Little Bushey Lane, Bushey is proposed for development. The new development will:

**New homes**

- a. Provide a sustainable new neighbourhood delivering around 750 new homes through a mix of dwelling sizes, tenures and types to include 40% of all new homes as affordable housing, self-build plots and a proportion of specialist supported and extra care housing;

**Community facilities<sup>16</sup>**

- b. Create a neighbourhood centre which provides for a range of community, local retail and flexible work space which is of an appropriate scale so as to avoid impacting on vitality and viability of other centres;

- c. Provide a two-form entry primary school, capable of future expansion to three form-entry, to be located in close proximity to the neighbourhood centre;
- d. Create a new community park to serve both the site and wider area;
- e. Provide new outdoor sports provision to enable an expansion of the Metropolitan Police Bushey Sports Ground, with such facilities being available to the wider community;
- f. Conserve and enhance the setting of the now demolished Bushey Grange and farmhouse by recreating the historic parkland and orchards as areas of public open space;

<sup>16</sup>This site has been identified in a draft report commissioned by Hertfordshire County Council (to assist the local plan making process) as a possible location for a new 10 form of entry secondary school in Bushey.

### **Sustainable transport**

- g.** Provide attractive, clear and safe walking and cycling routes from the development site into the surrounding area;
- h.** Facilitate off-site improvements to the local highway network including widening Sandy Lane;
- i.** Ensure off-site improvements to public transport to include a new public bus service and enhancement of existing services;
- j.** Ensure all new residential units are located within 400m of public transport provision;
- k.** Provide vehicular access into the site from Little Bushey Lane, with pedestrian and cycle access from Little Bushey Lane, Bournehall Avenue, Finch Lane and Farm Way;

### **Environmental improvements**

- l.** Provide a physical and visual buffer to the Tyler's Farm Local Wildlife Site;

### **High quality design**

- m.** Follow an agreed masterplan and design code to secure a high quality environment which promotes health, well-being and digital connectivity;
- n.** Ensure building height do not exceed 15 metres within the Elstree Aerodrome safeguarding zone; and
- o.** Respect and enhance the setting and views of adjacent heritage assets, including the Church of St James and former International University.

## Site B3: Land at former Bushey Golf and Country Club



Land at the former Bushey Golf and Country Club, Bushey is proposed for development. The new development will:

### New homes

- a. Provide around 200 new homes securing a mix of dwelling sizes, tenures and types, including at least 40% of new homes as affordable housing;

### Community facilities

- b. Provide a replacement community hub which may also incorporate a relocated Bushey Museum as well as additional commercial space on an appropriate scale to avoid impacting on the vitality and viability of Bushey Village;
- c. Create attractive areas of public open space which are accessible to all users and age groups;
- d. Provide new public open space with a recreational route to Merry Hill Woodland Trust Land;

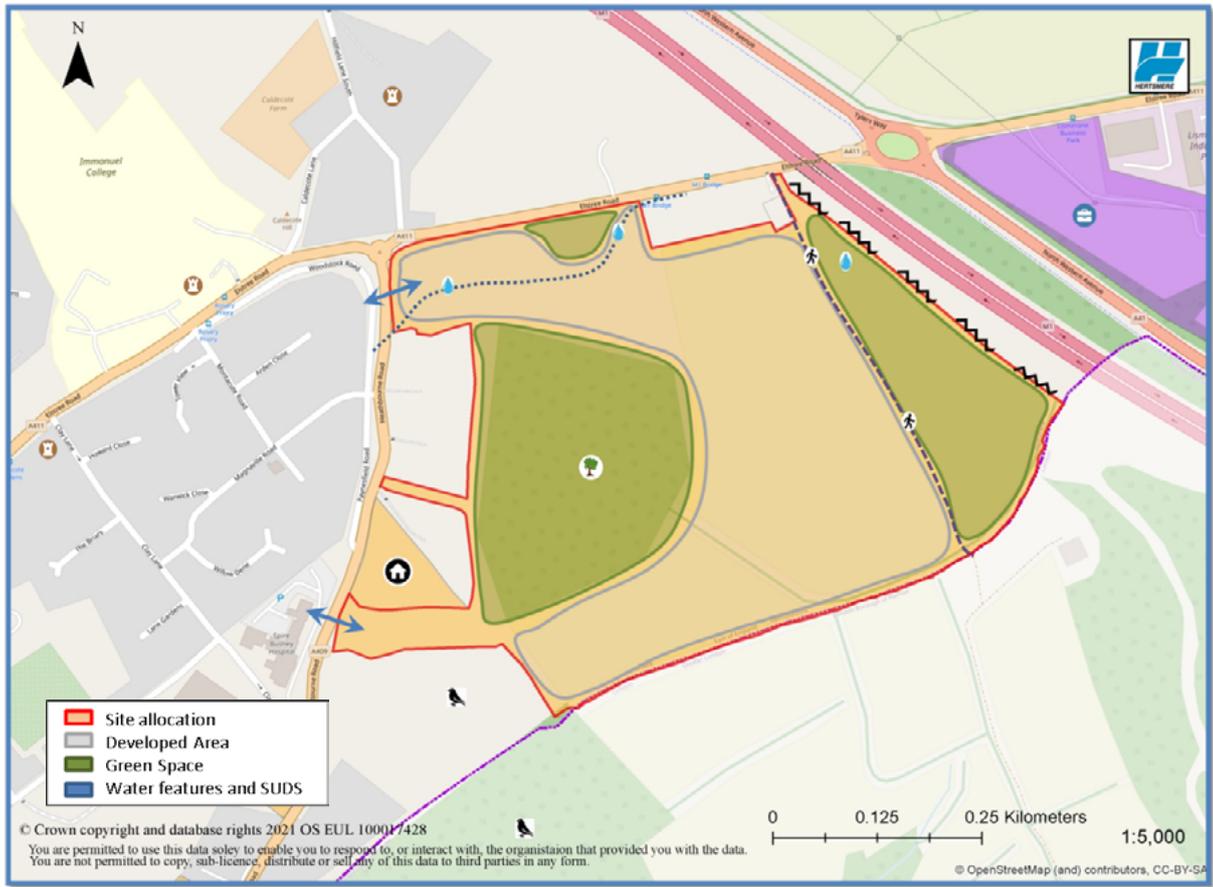
### Sustainable transport

- e. Provide attractive, clear and safe walking and cycling routes from the development site into the surrounding area;
- f. Ensure off-site improvements to public transport to include a new public bus service and enhancement of existing services;

### High quality design

- g. Follow an agreed masterplan and design code to secure a high quality environment which retains an open vista through the site;
- h. Respect the historic environment of adjacent listed buildings, Conservation Areas and historic core of Bushey High Street;
- i. Concentrate new built form within the western part of the site within areas of existing development;
- j. Ensure new building height respects the character and setting of the site; and
- k. Create opportunities to enjoy the long views from elevated land through landscaping on this area.

**Site B4: Land at Elstree Road and Heathbourne Road, Bushey Heath**



Land at Elstree Road and Heathbourne Road, Bushey Heath is proposed for development. The new development will:

**New homes**

- a. Provide a sustainable new neighbourhood delivering around 800 new homes through a mix of dwelling sizes, tenures and types including self-built plots, up to 25% of the units to be delivered as specialist, supported housing for older people and 40% of all new homes to be Affordable Housing<sup>17</sup>;

**Community facilities**

- b. Create a neighbourhood centre which provides for a range of community, local retail and employment space which is of an appropriate scale so as to avoid impacting on vitality and viability of other centres;
- c. Reserve land for any potential future relocation and expansion of Little Bushey surgery;
- d. Provide wider public access to new facilities within the site created for individual faith groups;
- e. Create fully accessible and available public open spaces including an informal park setting around the London Loop;

<sup>17</sup>Key worker housing will only be counted towards Affordable Housing provision where occupants are required to meet the council's eligibility criteria and the new homes meet the requirements of Policy H6

### **Sustainable transport**

- f.** Facilitate off-site improvements to the local highway network including at the junction of Heathbourne Road and Elstree and at the junction of Elstree Road and the A41;
- g.** Provide a local transport hub within the site to serve the new neighbourhood;
- h.** Secure improvements to public transport to include a new public bus service and enhancement of existing services;
- i.** Provide attractive, clear and safe walking and cycling routes from the development site into the surrounding area;
- j.** Ensure all new homes are located within 400m of public transport provision;
- k.** Provide vehicular access into the development site from Heathbourne Road;

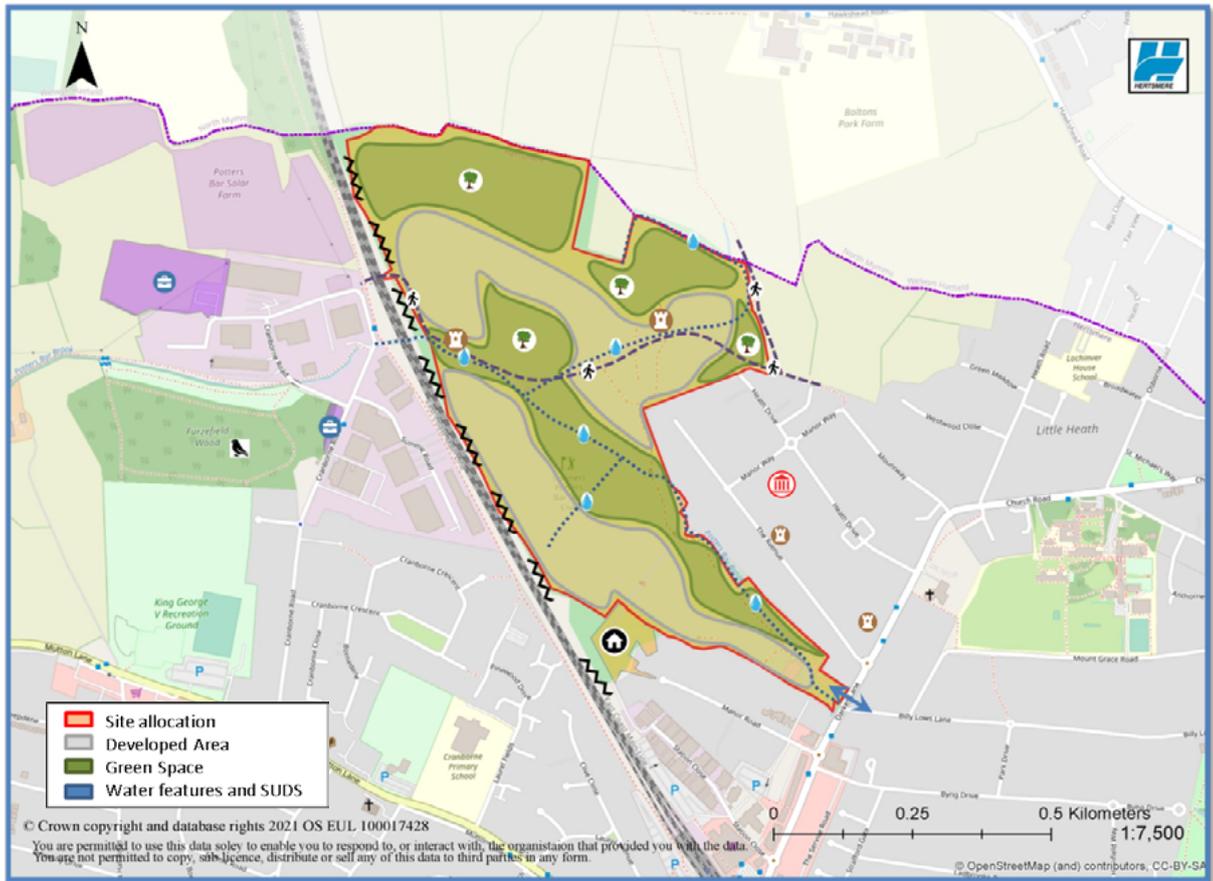
### **Environmental and compensatory green belt improvements**

- l.** Provide physical and visual buffers to Stanmore Common Local Natural Reserve and Heathbourne Road Local Wildlife Site;
- m.** Improve access to nearby areas of countryside including through improvements to the rights of way network;
- n.** Explore the possibility of off-site Local Nature Recovery Networks by creating primary habitat to link and join up with allocated site B1, Land at Little Bushey Lane;
- o.** Provide physical and visual buffers to Bentley Priory SSSI and Harrow Weald SSSI;
- p.** Locate only water-compatible development within areas of flood zone;
- q.** Address the effects of noise pollution related to the M1 motorway through a range of measures including landscape buffer by the M1; and

### **High quality design**

- r.** Follow an agreed masterplan and design code to secure a high quality environment which promotes health, well-being and digital connectivity.

**Site PB2: former Potters Bar Golf Course, Darkes Lane, Potters Bar**



- Biodiversity and ecology
- Residential development
- Floodzone/surface water
- Primary school
- Heritage assets, listed buildings, and locally listed buildings
- PROMs
- Protected woodland and TPOs
- Access points
- Noise and pollution
- Commercial development
- Conservation area

The former Potters Bar Golf Course is proposed for development. The new development will:

**New homes**

- a. Provide a sustainable new neighbourhood delivering around 500 new homes through a mix of dwelling sizes, tenures and types to include 40% of all new homes as Affordable Housing and a proportion of specialist supported and extra care housing;

**Community facilities**

- b. Reserve land for a two-form entry primary school together with funding towards its delivery;
- c. Create attractive areas of public open space to include a new community park within the northern part of the site;
- d. Provide a community hub including an affordable accommodation to hire for community groups and flexible work space;

**Sustainable transport**

- e. Provide attractive, clear and safe walking and cycling routes from the development site into the surrounding area;
- f. Secure off-site improvement to public transport and facilities operating along Darkes Lane;
- g. Provide vehicular access to the development site from Darkes Lane;

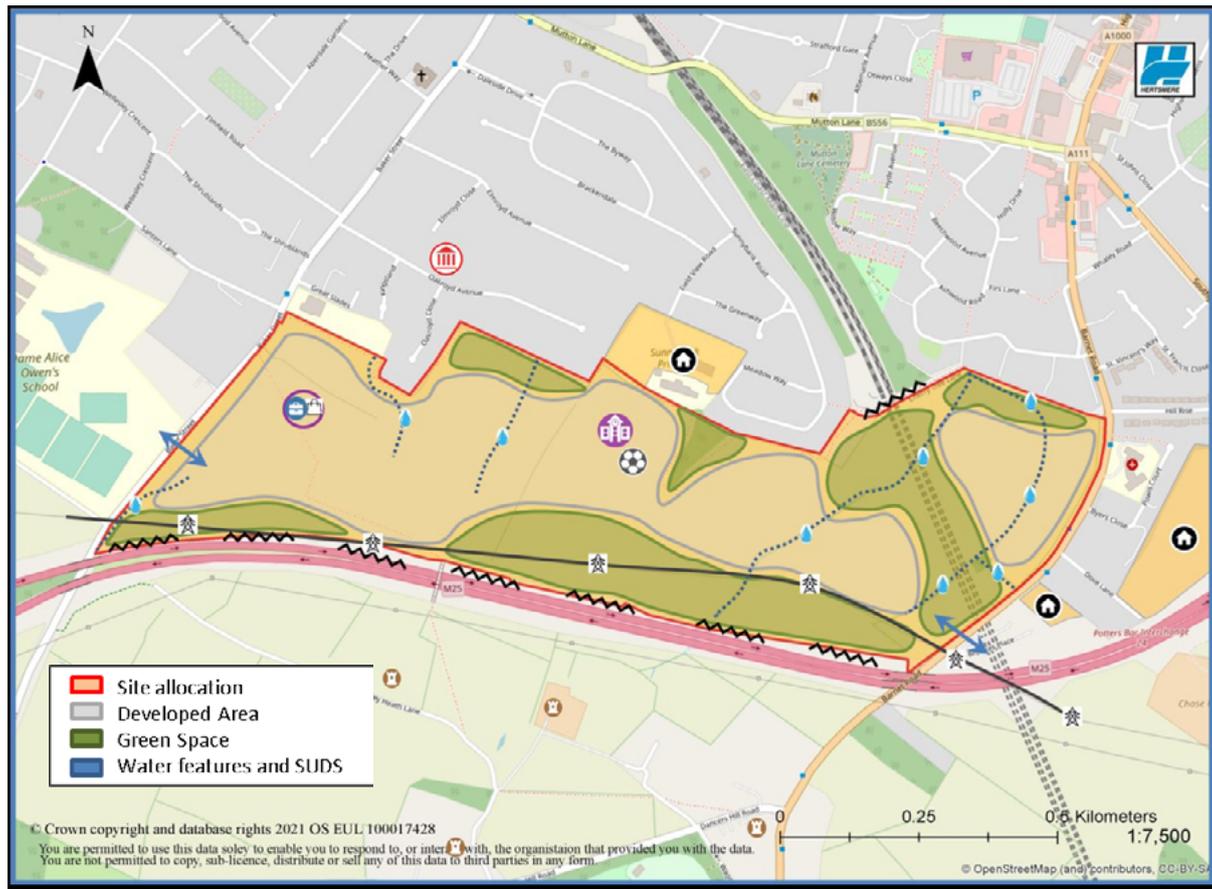
**Environmental and compensatory green belt improvements**

- h.** Retain and restore water features on site to create ecological and SuDs features, including the opening up of Potters Bar Brook;
- i.** Locate only water-compatible development within areas of flood zone;
- j.** Offset noise and any other environmental impacts from the adjoining railway line and Cranbourne industrial estate noise through site layout and design features;

**High quality design**

- k.** Follow an agreed masterplan and design code to secure a high quality environment which promotes health, well-being and digital connectivity;
- l.** Ensure building design prioritises the preservation and enhancement of Darkes Lane West conservation area and its setting, together with nearby listed and locally listed buildings; and
- m.** Retain and enhance locally listed structures on site and successfully incorporate them into development proposals.

**Site PB3: South of Potters Bar**



- Retail provision
- Residential development
- Heritage assets, listed buildings, and locally listed buildings
- Power lines
- Sports provision
- Floodzone/surface water
- Primary School
- Access points
- Noise and pollution
- Commercial development
- Conservation area

Land to the south of Potters Bar is proposed for development. The new development will:

**New homes**

- a. Provide a sustainable new neighbourhood delivering around 900 new homes through a mix of dwelling sizes, tenures and types to include 40% of all new homes as Affordable Housing, self-build plots and a proportion of specialist supported and extra care housing;

**Community facilities**

- b. Create a neighbourhood centre comprising a range of community, local retail and employment space, of an appropriate scale to avoid impacting on the vitality and viability of Darkes Lane and High Street;
- c. Provide a two-form entry primary school which is capable of future expansion to a three-form entry school;
- d. Provide new outdoor football pitch provision;
- e. Create attractive areas of public open space which are accessible to all users and age groups;

**Sustainable transport**

- f. Provide attractive and safe walking and cycling routes within the development and between the development site into the surrounding area and key destinations;
- g. Provide vehicular access into the development site from both Baker Street and Barnet Road incorporating a through route prioritised for sustainable modes of transport;
- h. Facilitate additional off-site improvements to the local highway network;
- i. Secure public transport improvements to allow for the integration of existing bus services through the site, or to create a new bus route;
- j. Ensure all new homes are within 400m of public transport provision;

**Environmental improvements**

- k.** Address any effects or noise and air pollution through a range of measures including a landscape buffer by the M25;
- l.** Locate only water-compatible development within areas of flood zone;

**High quality design**

- m.** Follow an agreed masterplan and design code to secure a high quality environment which promotes health, well-being and digital connectivity;
- n.** Provide welcoming gateways into the site, off Barnet Road and Baker Street; and
- o.** Conserve and enhance the setting and character of The Royds Conservation Area.

**Site R1: Land north of Watford Road, Radlett**



- Retail provision
- Gypsy and traveller provision
- Heritage assets, listed buildings, and locally listed buildings
- Power lines
- PRoWs
- Biodiversity and ecology
- Floodzone/surface water
- Primary School
- Access points
- Noise and pollution
- Commercial development
- Protected woodland and TPOs

Land north of Watford Road, Radlett is proposed for development. The new development will:

**New homes**

- a. Provide a sustainable new neighbourhood delivering around 350 new homes through a mix of dwelling sizes, tenures and types, to include 40% of all new homes as affordable housing, a proportion of specialist supported and extra care housing and Gypsy and Traveller provision;

**Community facilities**

- b. Create a hub for local community and commercial uses (Class E and Class F) of an appropriate scale;
- c. Provide a two-form entry primary school, to be located in close proximity to the local hub;
- d. Create attractive areas of public open space which are accessible to all users and age groups;

**Sustainable transport**

- e. Secure off-site improvement to public transport and facilities operating along Watford/Radlett Road;
- f. Provide attractive and safe walking and cycling routes from the development site into the surrounding area;

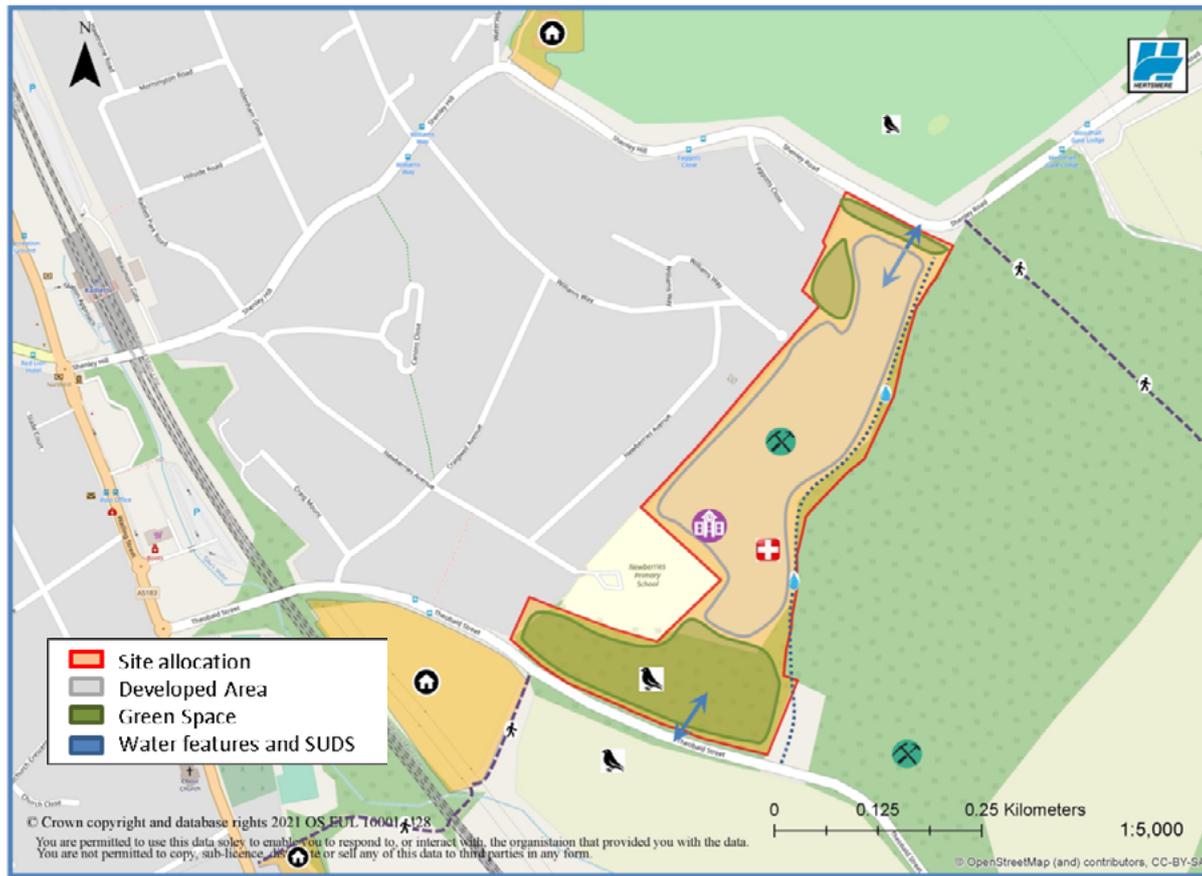
**Environmental and compensatory green belt improvements**

- g.** Establish physical and visual buffer zones to The Copse Local Wildlife Site and Dellfield Wood Local Wildlife Site;
- h.** Retain the central hedgerow spur and all protected trees, and provide a physical buffer zone around the wooded copse within the centre of the site;
- i.** Secure off-site improved public access to the local countryside;
- j.** Locate only water-compatible development within areas of flood zone;
- k.** Address any effects of noise and odour pollution from Blackbirds Farm and the Thames Water Sewage treatment works;

**High quality design**

- l.** Follow an agreed masterplan and design code to secure a high quality environment which promotes health, well-being and digital connectivity;
- m.** Provide an active street frontage to Watford Road; and
- n.** Retain views towards, and respect the setting of adjacent listed buildings and nearby Conservation Areas.

**Site R3: Land South East of Shenley Hill, Radlett**



- Biodiversity and ecology
- PRoWs
- Healthcare facility
- Residential development
- Floodzone/surface water
- Primary School
- Access points
- Geological Site

Land between Shenley Road/Shenley Hill and Theobald Street, Radlett is proposed for development. The new development will:

**New homes**

- a. Provide for around 195 new homes, through a mix of dwelling sizes, tenures and types to include 40% of new homes as Affordable Housing;

**Community facilities**

- b. Provide land to facilitate any required future expansion of Newberries Primary School to 3 forms of entry;
- c. Reserve land for any required future relocation of the Red House surgery, should an alternative site in the centre of Radlett not be identified;
- d. Create attractive areas of public open space which are accessible to all users and age groups;

**Sustainable transport**

- e. Provide attractive, clear and safe walking and cycling routes from the site into the surrounding area;
- f. Secure off-site improvements to public transport to enhance existing services;
- g. Provide vehicular access into the development site from Shenley Road/Shenley Hill and Theobald Street incorporating a through route prioritised for sustainable modes of transport;

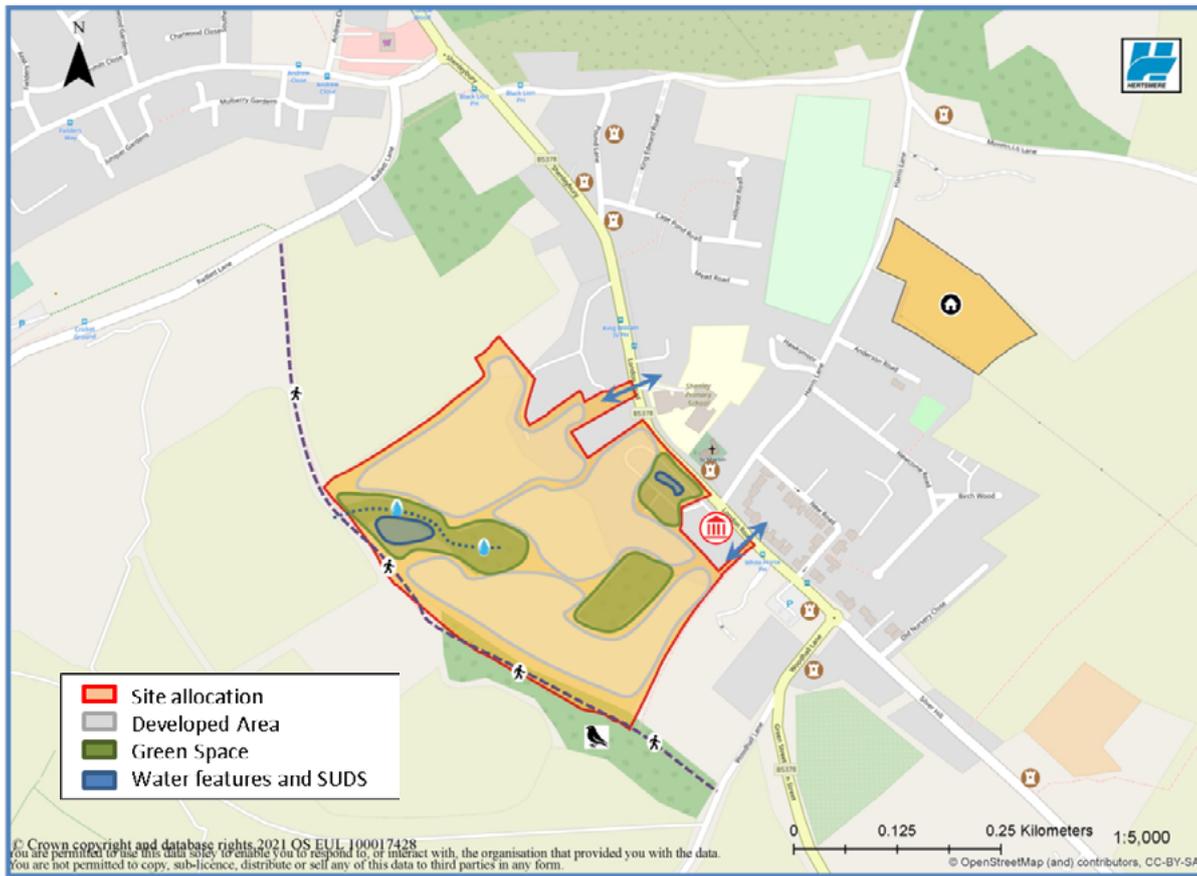
**Environmental and compensatory green belt improvements**

- h.** Establish physical and visual buffer zones to the adjacent Porters Park Golf Course Local Wildlife Site and The Gorse Local Wildlife Site;
- i.** Protect and enhance Theobald Street Wood Local Wildlife Site;
- j.** Provide a strategy for on and off-site geo-conservation and arrangements for ongoing future access to the in-situ puddingstone, the adjoining Plantation puddingstone and nearby countryside;

**High quality design**

- k.** Follow an agreed masterplan and design code for the entire site encompassing both development areas to secure a high quality environment which promotes health, well-being and digital connectivity; and
- l.** Maintain residential amenity standards for properties at Newberries Avenue to the north of the development site.

**Site S1: Shenley Grange**



- Biodiversity and ecology
- PRoWs
- Residential development
- Heritage assets, listed buildings, and locally listed buildings
- Floodzone/surface water
- Access points
- Conservation area

Land to the west of London Road, Shenley is proposed for development. The new development will:

**New homes**

- a. Provide a balanced and inclusive community delivering around 240 new homes through a mix of dwelling sizes, tenures and types, with around 40% of homes delivered as specialist, supported housing for older people and 40% of all units being Affordable Housing;

**Community facilities**

- b. Provide attractive areas of public open space which are accessible to all users and age groups;
- c. Create a new village green with open frontage onto London Road centred around the renovated fish pond;
- d. Provide a hub for local commercial and community uses (Class E and Class F) of an appropriate scale;

**Sustainable transport**

- e. Provide attractive, clear and safe walking and cycling routes from the development site into the surrounding area;
- f. Ensure off-site public transport improvements are secured to enhance existing services;

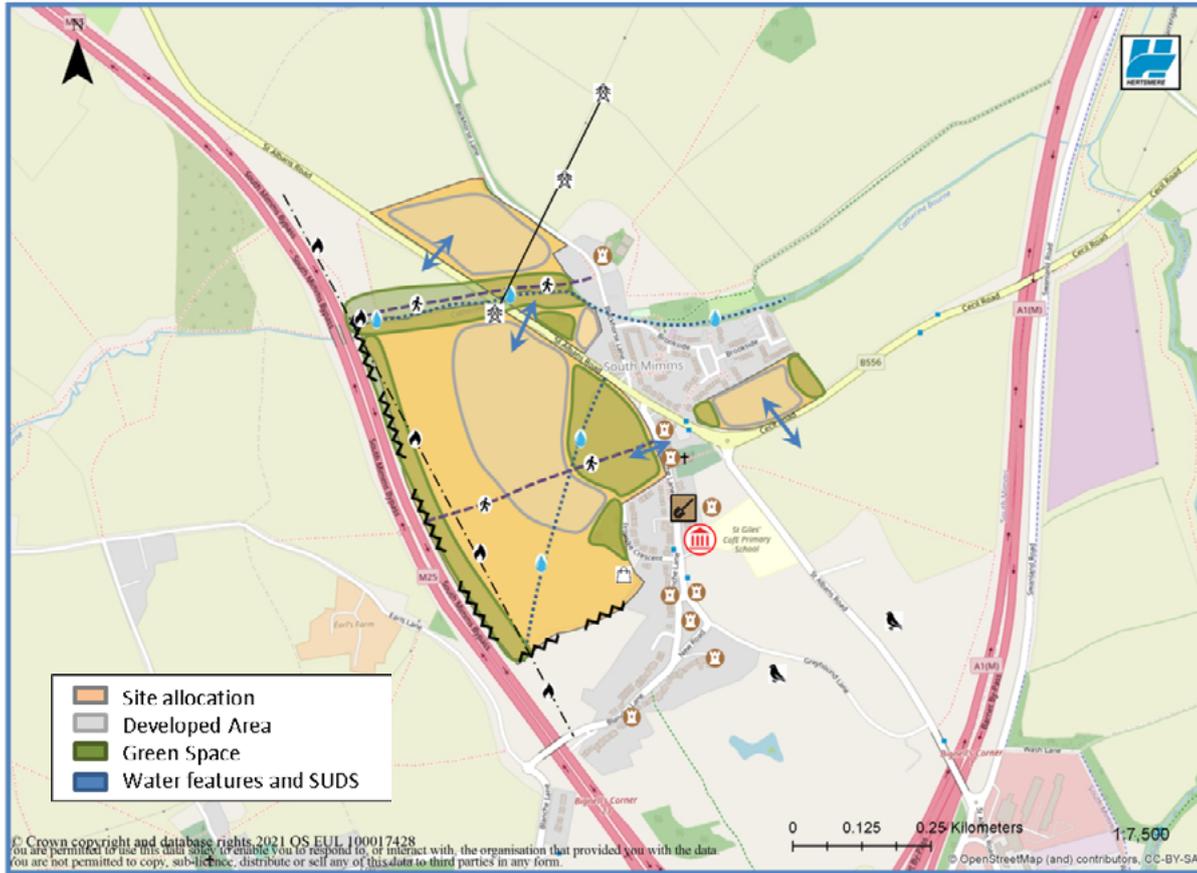
**Environmental and compensatory green belt improvements**

- g.** Provide a physical and visual buffer to Woodhall Spinney Local Wildlife Site and protected Local Green Space;
- h.** Secure off-site improved public access to the local countryside and Watling Chase Timberland Trail;

**High quality design**

- i.** Protect the historic environment of the Shenley Conservation Area;
- j.** Follow a single design vision, masterplan and design code for the entire site encompassing both development areas to secure a high quality environment which promotes health, well-being and digital connectivity;
- k.** Ensure open green space between new buildings and visual gaps through built form to allow views from London Road into the open countryside; and
- l.** Ensure the retention and sympathetic reuse of No.49 London Road.

**Site SM1: South Mimms Village Growth Strategy**



© Crown copyright and database rights 2021 OS EUL 100017428  
 You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data.  
 You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.  
 © OpenStreetMap (and) contributors, CC-BY-SA

- Floodzone/surface water
- Primary school
- Retail provision
- Heritage assets, listed buildings, and locally listed buildings
- Biodiversity and ecology
- PRowS
- Sites of archaeological interest
- Noise and air pollution
- Access points
- Conservation area
- Powerlines
- Gas lines

The four land parcels shown are proposed for development as part of a village growth area for South Mimms. New development in the growth area will:

**New Homes**

- a. Provide a balanced and inclusive community for around 225 new homes through a mix of dwelling sizes, tenures and types to include 40% of all new homes on each site secured as affordable housing;

**Community facilities**

- b. Create attractive areas of public open space to include public parkland and a wetland walk along the Catherine Bourne River;
- c. Provide a new, publicly accessible Village Green, which has an open frontage onto St Albans Road and St Giles Church;
- d. Provide for a new village shop;
- e. Provide land to facilitate the expansion of St Giles Primary School to a two-form entry school;

**Sustainable transport**

- f. Provide attractive and safe walking and cycling routes between each development site and into the surrounding area;
- g. Facilitate off-site improvements to the local highway network;
- h. Ensure off-site improvements to public transport to enhance existing services;

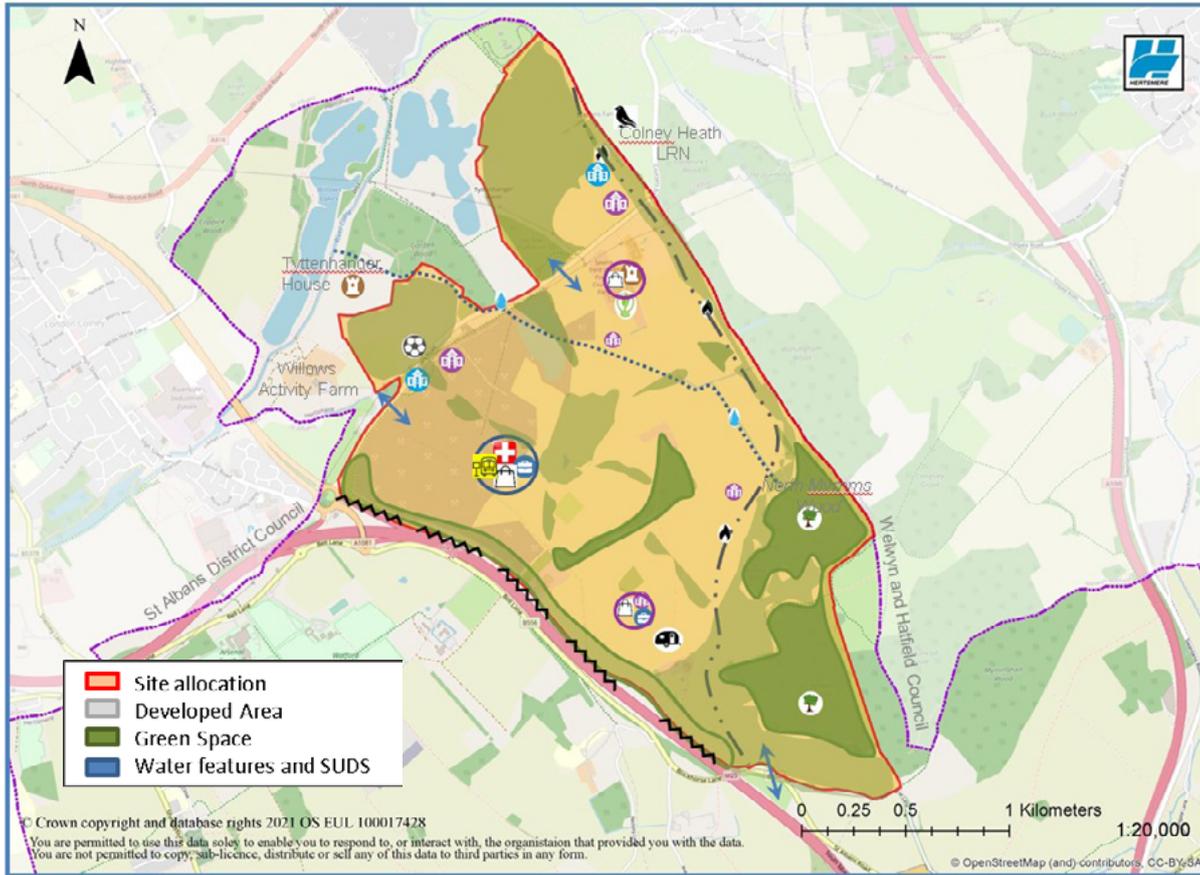
**Environmental and compensatory green belt improvements**

- i.** Locate only water-compatible development within areas of flood zone;
- j.** Secure offsite flood risk management improvements on Blackhorse Lane, Brookside, and surrounding local areas which are susceptible to flooding;
- k.** Establish an appropriate visual and physical buffer zones for Redwell Wood SSSI and Meadow by St Albans Local Wildlife Site;
- l.** Address the effects of light, noise and air pollution through a range of measures including landscape buffers;
- m.** Explore the possibility of providing a local nature recovery network to woodland at Redwell Wood SSSI with further connections to Cobs Ash and Walsingham Wood;

**High quality design**

- n.** Follow an agreed masterplan and design code which ensures an environment is created which promotes health, well-being and digital connectivity;
- o.** Retain views towards adjacent heritage assets, including St Giles church tower;
- p.** Provide strategic visual gaps in built form to allow for views into the open countryside; and
- q.** Provide an attractive, high quality gateway into South Mimms.

**Site NS1: Land at Coursers Road, Bowmans Cross New Settlement**



- Floodzone/surface water
- Primary school
- Retail provision
- Heritage assets, listed buildings, and locally listed buildings
- Biodiversity and ecology
- PRoWs
- Sites of archaeological interest
- Noise and air pollution
- Access points
- Conservation area
- Powerlines
- Gas lines

Land at Coursers Road is proposed for the delivery of a new settlement. The new development will:

**New homes**

- a. Provide for a total of approximately 6,000 new homes, with around 2,400 homes to be delivered within this plan period;
- b. Provide for a balanced and inclusive community by securing a mix of dwelling sizes, tenures and types to include 40% of all new homes as affordable housing, a proportion of specialist supported and extra care housing, self-build plots and Gypsy and Traveller provision;

**Community facilities**

- c. Create individually distinct neighbourhood centres and a local centre, which provide for a range of mixed Class E and Class F uses of an appropriate scale so as to avoid impacting on the vitality and viability of surrounding centres;

- d. Provide an integrated sustainable transport hub(s) at key locations across the site which will include a mix of land uses that will encourage the use of sustainable modes of transport;
- e. Reserve land for a health care facility within the local centre with subsequent reviews to be undertaken at agreed phases of the development to determine when the new facility shall be delivered;
- f. Secure areas of public open space which are appropriately distributed across the development;
- g. Provide 15 forms of entry for primary school education through at least four new primary schools;
- h. Provide 10 forms of entry for secondary school education through a new school with a reserve site for a further secondary school, if required;

## Sustainable transport

### Walking and cycling connectivity

- i. Secure a high quality, comprehensive, integrated and direct walking and cycling network which takes priority over the private car and connects the site internally and externally to key destinations via routes that people will use;

### Public transport

- j. Provide a high quality, comprehensive, integrated and direct sustainable public transport network that will connect internally and externally to key destinations via routes that people will use and that will take priority over the private car;
- k. Ensure the public transport network will have the potential to integrate with/become part of any future A414 Mass Rapid Transport network where appropriate, including a link through the site to Potters Bar;
- l. Provide a comprehensive upgrade of the surrounding bus services, including re-routing bus services through the site, increasing bus service frequency, providing high quality associated infrastructure and introducing a new shuttle bus service to complement the existing upgraded network;
- m. Secure bus priority measures that will need to be secured both internally and externally where appropriate, and will provide priority access over the private car to key destinations;
- n. Ensure all new residential units are within a 400m walking distance of public transport provision;

### Vehicular access

- o. Provide vehicular access to serve the development at agreed locations on Coursers Road and the B556 Blackhorse Lane/St Albans Road, with priority provided at these junctions for sustainable modes of transport;
- p. Ensure off-site improvements to the local highway network where appropriate, as part of a package of measures to reduce the residual traffic impact on nearby settlements;

## Environmental and compensatory green belt improvements

- q. Create a new defensible green belt boundary which maintains separation between neighbouring settlements, particularly Colney Heath, both visually and perceptually;
- r. Address the effects of noise, air and odour pollution through a range of measures including a landscape buffer by the M25 and potential relocation of the on-site composting facility;
- s. Provide physical and visual buffers to Local Wildlife Sites, ancient woodland and Sites of Scientific Interest (SSSI);
- t. Create an area of lowland heath habitat adjacent to Colney Heath LNR;
- u. Expand and link existing woodland at Cobs Ash, Walsingham Wood and Redwell Wood SSSI;
- v. Secure significant on and off-site ecological enhancements to provide additional habitats for existing bird species;

### High quality design

- w. Follow an agreed vision, indicative masterplan and bespoke design code(s) to deliver an environment that promotes health, well-being and digital connectivity, based on best practice principles of place-making and good design;

### Creating a net zero carbon development

- x. Ensure mitigation from and adaptation to climate change is secured through design and construction methods through a comprehensive Sustainability and Energy Strategy which details how the development will achieve net zero carbon operation;

### Delivery and phasing

- y. Prepare a joint vision document with the county and borough councils to guide development proposals;
- z. Provide a clear delivery plan setting out how each key phase will be delivered, including an indicative phasing plan for the delivery of infrastructure, utilities and affordable housing provision<sup>18</sup>; and
- aa. Establish a long-term governance and self-sustaining community stewardship scheme for the management and maintenance of community assets including green corridors, open space, sport provision and areas of public realm.

<sup>18</sup>The Council will not support any downward review of Affordable Housing provision at any point in the build out of Bowmans Cross.

## Policy H10 Schedule of Housing Sites: Other sites

## Borehamwood and Elstree

Ref	Site	Estimated homes	Green belt boundary change	Key site specific requirements
HEL152	Lyndhurst Farm, Borehamwood	10	N	Residential development reflecting the previously developed status of part of the site, providing an opportunity to remove unsightly non-conforming uses in the green belt. Vehicular access from Green Street with connections to/from the site enhanced for sustainable modes. This will include providing a link to footpath 053 and a contribution to enhanced pedestrian and cycle routes on Green Street/Cowley Hill. Development will be required to minimise and where necessary mitigate the effects of any contamination on the site.
HEL197	Land North of Barnet Lane, Elstree	75	Y	Mix of dwelling sizes incorporating appropriately designed and located public open space with play provision. A proportion of flats will be acceptable on the site subject to meeting all relevant design requirements. Vehicular access will be taken from Barnet Lane or Hartfield Avenue, subject to the requirements of Hertfordshire County Council as highway authority. Development should include the provision of a cycle/pedestrian route from the site to Hartfield Avenue.
HEL218	Organ Hall Farm, Borehamwood	165	Y	Mix of dwelling sizes incorporating appropriately designed and located public open space and play provision. Vehicular access from Theobald Street, with connections to/from the site enhanced for sustainable modes including a pedestrian crossing of Theobald Street and improved cycle routes towards the town centre. Public footpath routes through the site will be retained and enhanced.
HEL369	Well End Lodge, Well End, Borehamwood	15	Y	Mix of dwelling sizes with vehicular access into the site via existing access points from Well End Road, and incorporating access from the site through to strategic allocation BE3, Cowley Hill Borehamwood. Well End Lodge to be retained as part of proposals and all category A and B trees incorporated into the new development in way which will ensure their retention beyond the lifetime of the scheme. The existing pond on site will also be retained and enhanced for ecological benefit.
HEL388	The Point, Shenley Road, Borehamwood	150	N	Mix of dwelling sizes as part of a mixed use redevelopment comprising other appropriate town centre uses, including leisure, together with appropriate levels of parking and amenity space (see also Policy VTC3). Vehicular access to the site will be from Furzehill Road with connections to/from the site enhanced for sustainable modes. Design to respond appropriately to the character of the surrounding area and minimise any impact on adjoining properties. Design and layout should contribute to the regeneration and environmental enhancement of Borehamwood town centre.
HEL601	Green Street, Borehamwood	5	N	Residential development with vehicular access from Green Street. Existing trees and hedgerows will be retained and enhanced for ecology and visual gain. Removal and remediation of PDL required.

## Elstree Village

Ref	Site	Estimated homes	Green belt boundary change	Key site specific requirements
<b>HEL212</b>	Land off Watford Road, Elstree Village	90	Y	<p>Extra-care housing, communal supporting facilities and open space, well integrated into the physical and social fabric of Elstree village. Suitable alternative provision for the current animal sanctuary will be agreed by all relevant parties prior to the submission of any planning application.</p> <p>Vehicular access will be from Watford Road A411 with connections to/from the site enhanced for sustainable modes. Pedestrian routes through the site and the design and location of open space within it will encourage use by non-residents. Communal facilities will, where appropriate, be available for use by the local community.</p>
<b>HEL274</b>	Edgewarebury House Farm, Elstree Village	100	Y	<p>Mix of dwelling sizes incorporating appropriately located and designed public open space. Residential units will include a small cluster of 6 Adult Disability Housing apartments or small houses (1 and 2 bed) with parking; at least two units to be wheelchair accessible as part of the affordable mix.</p> <p>Vehicular access from Elstree Hill South, with connections to/from and through the site enhanced for sustainable modes including a controlled crossing to Elstree Hill South.</p>

## Potters Bar

Ref	Site	Estimated homes	Green belt boundary change	Key site specific requirements
HEL162	Land south of Barnet Road, Potters Bar	20	Y	Mix of dwelling sizes incorporating appropriately designed and located public open space and SuDS. Medium density, 2-storey housing is expected to be of high quality and sustainable design. Vehicular access to be taken from Barnet Road.
HEL177	Dove Lane, Potters Bar	170	Y	Mix of dwelling sizes incorporating appropriately designed and located public open space. A proportion of flats will be acceptable on the site subject to meeting all relevant design requirements. Access to be taken from Dove Lane with secondary pedestrian access to be from Dove Lane, Hill Crest and Byers Close.  Development should include the provision of a cycle/pedestrian route from the site to Barnet Road via Hill Crest and Hill Rise, and facilitate a connection to National Cycle Route 12. Layout of development needs to respond to noise sensitivities of the site, with appropriate noise mitigation measures proposed, to include landscaping, ventilation and M25 acoustic barrier. Existing woodland to be retained.
HEL216	Land west of Potters Bar station, Potters Bar	40	N	Mix of dwelling sizes comprising flats. Access from Darkes Lane with pedestrian and cycle access facilitated to the north of the site and the 'Line Path' alongside the railways line which leads to Cranbourne Rd Industrial Estate.  Subject to satisfactory provision of car parking for both the proposed development and the existing neighbouring conversion to flats above the station.
HEL318	HCC 6 -former Sunny Bank Primary School, Potters Bar	80	Y	Mix of dwelling sizes incorporating appropriately designed and located open space. Site layout and design should sensitively relate to the adjoining residential streets and to the adjoining site to the south (PB3). Development to facilitate pedestrian and cycle access to Site PB3 to the south.
HEL375	Manor Road, Potters Bar	40	Y	Mix of dwelling sizes incorporating appropriately designed and located open space. Access will be taken from Manor Road. The detailed design and any additional off-site works to be undertaken will be subject to the requirements of Hertfordshire County Council as highway authority.  Development to sensitively relate to existing houses at Manor Road, and to the adjoining site at Potters Bar Golf Course. Development to facilitate pedestrian and cycle access to Site PB2 (former Potters Bar Golf Course) to the north and to Potters Bar Station via the station car park to the south-east corner of the site to enable alternative non-vehicular links for residents of both sites.

## Bushey

Ref	Site	Estimated homes	Green belt boundary change	Key site specific requirements
HEL175	Hartsbourne Country Club, Bushey	20	Y	Mix of dwelling sizes which should be limited to that part of the site where existing buildings are clustered. The existing, locally listed clubhouse building should be retained. A replacement clubhouse, if located within that part of golf course within green belt, should be significantly smaller in size and scale than the current facility and ancillary to the golf and country club. Vehicular access to be taken at the junction of Prowse Avenue and Hartsbourne Avenue.
HEL235	Bushey Hall Garage, Bushey	20	N	Mix of dwelling sizes which should avoid impacting on the outlook and amenity of the adjacent Park Homes to the west. Vehicular access should be taken off Sutcliffe Road unless a suitable alternative means of access can be secured.
HEL337b	Land east of Farm Way (site 2), Bushey	5	Y	Small residential scheme whose layout should impacting on the outlook and amenity of existing homes on Sutcliffe Close.
HEL337c	Land east of Farm Way (site 1), Bushey	35	N	Mix of dwelling sizes whose layout should avoid impacting on the outlook and amenity of existing homes on Farm Way and Ford Close.
HEL386	Gravel allotments, Heathbourne Road, Bushey Heath	30	Y	Mix of dwelling sizes maximising the retention of protected trees on the site, subject to a full arboricultural assessment. Access into the site should be taken from Heathbourne Road with cycle/pedestrian access provided to the highway network. Opportunities to compliment and integrate a scheme into the wider development of site B4 should be identified.
HEL502	Birchville Cottage, Heathbourne Road, Bushey Heath	15	N	Mix of dwelling sizes maximising the retention of trees on the site, including those fronting Heathbourne Road. Vehicular access Heathbourne Road.
HEL505	Greenacres, Heathbourne Road, Bushey Heath	35	N	Mix of dwelling sizes maximising the retention of trees on the site, including those fronting Heathbourne Road. Principal vehicular access from Heathbourne Road with any secondary access onto Clay Lane subject to the agreement of Hertfordshire County Council as highway authority.
HEL521	Bushey Hall Farm Site, Bushey Mill Lane, Bushey	80	Y	Part of a mixed use allocation incorporating an extension to the Otterspool Way Employment Area with vehicular access from Bushey Mill Lane. New homes to be located in the southern part of the site with appropriate landscape buffer between development and Highwood Avenue / Bushey Mill Lane, as well as commercial development on Otterspool Way and a new facility for Affinity Water. Mix of dwelling sizes incorporating appropriately designed and located public open space, retention of public right of way and provision of other trails through the site.

## Radlett

Ref	Site	Estimated homes	Green belt boundary change	Key site specific requirements
HEL214	Land South of Theobald Street, Radlett	75	Y	Mix of dwelling sizes incorporating appropriately designed and located open space. Vehicular access from Theobald Street and a new pedestrian crossing across Theobald Street. Improvements to existing public right of way (Aldenham 054) including new pedestrian footpath, linkages and access to the pedestrian crossing over the railway line.
HEL220	Porters Park Golf Club, Radlett	40	Y	Mix of dwelling sizes incorporating appropriately designed and located open space. Vehicular access via a single road off Theobald Street.
HEL222	Cobden Hill, Radlett	10	Y	Mix of dwelling sizes incorporating appropriately designed and located open space in keeping with the character of Radlett South Conservation Area. Vehicular access from Shenley Hill.
HEL231	Starveacres, 16 Watford Road Radlett	90	N	Mix of dwelling sizes with appropriately designed and located open space within the site. Proposals should consider opportunities to provide housing suitable for older people. Retention of protected trees along existing vehicular access into the site from Watford Road.

## Shenley

Ref	Site	Estimated homes	Green belt boundary change	Key site specific requirements
HEL390	land adj 52 Harris Lane, Shenley	50	Y	Mix of dwelling sizes to complement the surrounding area and sensitively relate to existing houses on Harris Lane in an edge of village location. Access to be taken directly from Harris Lane.

## South Mimms

Ref	Site	Estimated homes	Green belt boundary change	Key site specific requirements
<b>HEL228a</b>	Land north of St Albans Road, South Mimms (part of SM3)	25	Y	As per Policy H10 for Site SM1.
<b>HEL228b</b>	Land north of St Albans Road, South Mimms (part of SM3)	80	Y	As per Policy H10 for Site SM1.
<b>HEL320</b>	Land north of St Albans Road, east of Blanche Lane, South Mimms	40	Y	As per Policy H10 for Site SM1.
<b>HEL385c / SMI</b>	Land south of St Albans Road, South Mimms	80	Y	As per Policy H10 for Site SM1.



## Aldenham parish villages

Ref	Site	Estimated homes	Green belt boundary change	Key site specific requirements
<b>HEL179</b>	Hilfield Lane, Patchetts Green	10	N	Mix of dwelling sizes with proportion of Affordable Housing sought in accordance with Policy H2. Vehicular access from Hilfield Lane with both Grade II listed Patchetts Cottage and existing planting to site boundaries conserved and enhanced. Mitigation for the urbanising influences south of the site should be considered.
<b>HEL180</b>	Kemprow, between White House and Adelaide Lodge	15	N	Mix of dwelling sizes sought with proportion of Affordable Housing sought in accordance with Policy H2. Vehicular access via Radlett Road with the well-established planting to site boundaries maintained and enhanced.
<b>HEL199</b>	Land at Church Lane, Aldenham village	10	N	Mix of dwelling sizes sought with proportion of Affordable Housing in accordance with Policy H2. Vehicular access from Church Lane. Hedgerow along Radlett Road and Church Lane, which creates substantial buffer planting, plus the scattered trees that create a backdrop to the wider village of Aldenham should be maintained and enhanced.
<b>HEL219/252</b>	Pegmire Lane, Patchetts Green	15	N	Mix of dwelling sizes with 100% Affordable Housing. Vehicular access from Summerhouse Lane with planting to site boundaries maintained and enhanced.
<b>HEL345</b>	Aldenham Glebe, Roundbush	30	N	Mix of dwelling sizes sought with proportion of Affordable Housing in accordance with Policy H2. Vehicular access from Round Bush Lane. Planting to site boundaries, particularly by the gateway to Roundbush from Radlett Lane, maintained and enhanced.
<b>HEL509</b>	Little Simpsons, Letchmore Heath	10	N	Mix of dwelling sizes sought with proportion of Affordable Housing in accordance with Policy H2. Vehicular access from Common Lane. Wooded character of the site which contributes to the setting of Letchmore Heath should be conserved and enhanced where possible, together with views from the wider landscape.



**8.**

**A Strong  
Local Economy**

## 8. A Strong Local Economy

In order to encourage economic development and promote a competitive local economy, provision will be made for the supply of at least 115ha of designated employment land for economic development within the borough up to 2038 (including Rural Employment Areas), focused on the Employment Areas and Key Employment Sites (listed in Table 19).

The NPPF encourages local planning authorities to adopt an approach which builds on an area's economic strengths and capitalises on their performance and potential. In addition to the 115ha of designated employment land, the council has identified three Special Policy Areas due to the bespoke nature of the facilities and their national/regional significance.

### Scale and distribution of employment land

One of the key roles of the Local Plan is to maximise economic development and employment opportunities in the borough by:

- promoting the local economy and local job opportunities;
- ensuring that development makes efficient and effective use of land; and
- providing an appropriate planning framework to promote sustainable and competitive economic performance.

### Hertsmere's designated Employment Areas

The council recognises the importance of designated Employment Areas within the borough in sustaining a competitive local economy, providing local opportunities for residents, and encouraging inward investment.

The retention and protection of existing designated employment land within the borough represents the most logical way of maintaining some control over the supply of existing employment space. Table 19 identifies and categorises the designated Employment Areas within the Hertsmere, as follows:

**Table 19: Hertsmere's proposed designated Employment Areas**

Classification	Location
<b>Key Employment Areas</b>	<ul style="list-style-type: none"> <li>• Centennial Park, The Waterfront and Lismirrane Industrial Estates, Elstree</li> <li>• Elstree Way, Borehamwood</li> </ul>
<b>Main Employment Areas</b>	<ul style="list-style-type: none"> <li>• Stirling Way, Borehamwood</li> <li>• Tylers Way, Bushey</li> <li>• Cranbourne Road, Potters Bar</li> <li>• Station Close, Potters Bar</li> <li>• Otterspool Way, Bushey</li> <li>• Imperial Place, Borehamwood</li> </ul>
<b>Locally Significant Employment Areas</b>	<ul style="list-style-type: none"> <li>• Wrotham Business Park, between High Barnet and Potters Bar</li> <li>• Borehamwood Enterprise Centre, Borehamwood</li> <li>• Theobald Court, Borehamwood</li> <li>• Hollies Way Business Park, Potters Bar</li> <li>• Farm Close, Shenley</li> <li>• Beaumont Gate, Radlett</li> </ul>
<b>Rural Employment Areas</b>	<ul style="list-style-type: none"> <li>• Bio Products Laboratory, Elstree</li> <li>• The National Institute for Biological Standards and Control, Ridge</li> <li>• Clare Hall Laboratories, Ridge</li> </ul>

- **Key Employment Sites** – Regionally important employment locations which provide a significant proportion of the economic opportunities within the borough and the wider South West Hertfordshire Functional Economic Market Area (FEMA).
  - **Employment Areas** – Large employment locations which cumulatively provide a significant proportion of the local economic opportunities within the borough.
  - **Local Significant Employment Areas** – Locally important employment locations which sustain a competitive local economy and ensure good access to employment for the local population.
  - **Rural Employment Areas** – Locations which provide valuable employment opportunities due to the bespoke nature and rural location of the employment offering. The boundaries of these locations are clarified in the Policies Map and cover both existing and new employment land.
- where planning permission is required the council will consider proposals where the site has been unoccupied for 12 months and extensive efforts have been made to market the building at a value that is considered reasonable for the building's particular use and location;
  - none of the building has been used for storage or other 'meanwhile' uses during the previous 12 months;
  - the building is not covered by an extant or recently expired planning permission for the employment related development;
  - the proposal will not have a detrimental impact on the primary functions of a designated Employment Area in creating/providing jobs, promoting the local economy, and encouraging economic growth; and
  - the proposal does not conflict with the findings of any employment land needs assessment undertaken by the council.

## Redevelopment of designated employment land

In 2019, the South West Herts Economic Study concluded that all sites within Hertsmere are trading well with high levels of occupancy, and strong market demand. Nevertheless, given changing market conditions including any longer-term structural impacts of the Covid-19 pandemic buildings may become unoccupied because of changing working behaviours and business requirements. The council will support proposals for the redevelopment of sites provided that employment benefits can be clearly demonstrated and the resulting use is compatible with the designated Employment Area.

In cases where proposals are for non-employment related uses suitable evidence will need to be provided to demonstrate that:

- the site is surplus to requirements and that sufficient space is available within the designated Employment Area to meet current and future demand for employment related uses;
- where Prior Approval is required, the entire building has been vacant for a minimum of 3 months prior to the application;

Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of the proposed development. Where conflicts between proposed and existing uses may arise, the operational needs of existing uses must be considered to take precedence over new development (particularly where there may be conflict between existing businesses and proposed residential uses). Any potential adverse impacts on the proposal from neighbouring sites such as noise, odour, light, vibration must be mitigated through good design to the satisfaction of Environmental Health.

Consideration will be given to the potential implications that the development may have on the objectives and performance of the area, now and in the future. Where necessary, conditions will be attached to planning permissions to mitigate the impact on neighbouring sites and/or ensure that a suitable balance of complimentary uses is preserved.

## Policy E1 - Scale and distribution of employment land



Proposals for development which attract commercial investment maintain economic competitiveness and provide employment and training opportunities for the local community will be supported in appropriate locations. Employment development requiring planning permission will need to demonstrate that it meets the requirements set out in this plan in relation to environmental impact, energy use and carbon emissions reduction.

All designated Employment Areas are considered to be important areas for general or heavy industry, waste management, storage and distribution, or a mix of such uses (as specified in Policy E3). Hertsmeres designated Employment Areas are identified in Table 19 and on the Policies Map. Applications for B-class uses will be supported within designated Employment Areas, along with other appropriate employment related uses as set out in Policy E3. However, proposals that would incur a net loss of such floorspace will be resisted unless:

- i.** an up to date evidence base demonstrates that the site is no longer required for employment use;
- ii.** redevelopment will not adversely affect the effectiveness and functionality of the wider designated Employment Area (listed in Table 19); and
- iii.** the proposed use directly supports the main economic function of the site, can be integrated effectively without unreasonable restrictions, and does not have a detrimental impact on the character and/or sustainability of the area including any existing operational needs.

Where proposals are for, or include, ancillary uses these will be determined on a case by case basis and will only be considered where:

- i.** their job generating potential (expressed at FTE) can clearly be demonstrated;

- ii.** the development proposed will not compromise the operation of other businesses on the site and/or within the wider designated Employment Area; and
- iii.** the majority of the floorspace on the site is for Class B development or other appropriate employment related uses (as set out in Policy E3).

Redevelopment and intensification of sites, within Key, Main and Locally Significant Employment Areas will be supported provided that proposals result in no net loss of Class B floorspace or other employment related uses (as set out in Policy E3) and positively contribute to the wider designated Employment Area. Applications, including Prior Approvals, which involve the demolition and/or construction of new buildings within a designated Employment Area, will need to demonstrate that suitable consideration has been given to the following:

- i.** the immediate and future impact on the existing uses within the designated Employment Area and compatibility of the proposed use;
- ii.** the character and appearance of the designated Employment Area; and
- iii.** the noise, transport, highways, digital communications and power network impact.

Proposals within designated Rural Employment Areas will be supported if they are in accordance with national and local green belt policy and are ancillary to an existing or approved use.

Any releases of vacant designated employment land for other land uses will only be considered exceptionally and where it can be demonstrated that the site is surplus, following an assessment of the suitability of a site for continuing employment use and as required, an employment land needs assessment.

## Ensuring suitable provision of employment land

The Economic Study<sup>19</sup> commissioned by Hertsmere and neighbouring authorities in Hertfordshire provides a comprehensive economic baseline and growth scenarios for Hertsmere and the wider South West Hertfordshire FEMA (see Table 20).

**Table 20: Projected employment land requirements, 2018-2038**

District	Location				Approx. Land requirement (ha)			
	Office and R&D	Industrial		TOTAL	Office and R&D	Industrial		TOTAL
		Light and general	Warehouse and storage			Light and general	Warehouse and storage	
<b>Hertsmere</b>	39,700	22,400	68,500	130,600	5.0	5.6	17.1	27.7
<b>SW Herts</b>	208,800	148,300	386,600	743,700	26.1	37.1	96.7	159.9

### Local employment provision

Whilst much of the economic development will continue to be located within the designated Employment Areas, it is also important for employment opportunities to be located in close proximity to residential areas. New offices and other employment premises will be supported in any location provided that they adhere to the relevant policies; this includes proposals for E class uses within town centres and other accessible locations.

To ensure that a suitable level of employment provision is accessible locally for both existing and future residents all large residential allocations will be required to provide on-site employment facilities, having regard to Table 21. This will typically be in the form of flexible office workspace suitable for small businesses although in the largest developments, this may also include small light industrial units.

**Table 21: Employment space requirements for large residential developments**

Size of development (dwellings)	Suggested minimum employment space requirement (m <sup>2</sup> )
<b>500</b>	400
<b>750</b>	600
<b>1,000+*</b>	800

\*75m<sup>2</sup> additional employment floorspace per 100 dwellings

<sup>19</sup>South West Herts Economic Study (2019), Hatch Regeneris

## Policy E2 - Ensuring suitable provision of employment land



In order to meet projected local employment requirements, as set out in Table 20, the following additional sites will be allocated for employment development, as shown on the Policies Map:

- Land east of Rowley Lane, Borehamwood
- Land adjacent to Lismirrane Industrial Estate, Elstree
- Bushey Hall Farm, Bushey<sup>20</sup>
- Land East of Furzefield Wood, Potters Bar
- Cranbourne Road, Potters Bar
- Tylers Way, Bushey.

Planning conditions and/or a legal agreement may be applied to manage land use change within Class E within newly created employment land.

Proposals for new employment development outside of designated Employment Areas, including Class B development, will be supported where it can be demonstrated that they are compatible with the existing uses in the surrounding area. Proposals likely to have a significant adverse impact on residential amenity or environmental quality will not be supported.

Where permission is required, the net loss of more than 500m<sup>2</sup> of Class B floorspace outside of designated Employment Areas will only be permitted where:

- i.** it can be demonstrated that the site is no longer required or suitable for employment use;
- ii.** the property has been unoccupied<sup>21</sup> for at least 12 months and there is clear marketing evidence to show it cannot be re-used or redeveloped for employment use in the medium term (24 months); and
- iii.** the job creation potential of the alternative proposed use can clearly be demonstrated.

To support the local workforce and reduce the need to travel, larger strategic housing allocations delivering over 500 homes will be required to provide flexible workspace in accordance with the following requirements:

- i.** the amount of employment space meets the minimum space requirements set out in Table 21;
- ii.** the business uses are compatible with neighbouring land uses and do not comprise Class B2 or B8 development;
- iii.** at least 60% of the accommodation is retained as flexible office space; and
- iv.** subject to a scheme's viability at least 40% of the designated office space is affordable.

<sup>20</sup> Part of the site allocated for employment as part of a wider mixed-use allocation and extension to Otterspool Way

<sup>21</sup> See Glossary of Terms

## Land use within designated Employment Areas

Whilst the emphasis will be on the traditional employment uses within the designated Employment Areas, other suitable employment generating uses will be considered provided that evidence is provided to demonstrate the demand and their compatibility to the existing uses in the area.

## Changes of use

The council realises the importance of flexibility and allowing businesses to react to changing market conditions. However, consideration also needs to be given to the wider context and the potential implications that the development may have on the area in relation to economic performance, job opportunities, and the health and wellbeing of residents, both now and in the future.

## Protecting and enhancing existing employment land

Given the historical loss of employment land within the borough and to ensure that measures are taken to preserve and maximise the potential of existing employment accommodation, Article 4 Directions were introduced in the following locations:

- Centennial Park and Lismirrane Industrial Estate, Elstree
- Elstree Way, Stirling Way, Borehamwood Enterprise Centre, and Theobald Court, Borehamwood
- Cranbourne Road, Station Close and Hollies Way Business Park, Potters Bar.
- Otterspool Way, Bushey
- Beaumont Gate, Radlett
- Farm Close, Shenley
- Wrotham Business Park, between High Barnet and Potters Bar.

The council will consider the introduction of further Article 4 Directions to protect these and other employment sites, and protect employment accommodation within the borough. Where necessary the council will also consider applying conditions to individual schemes, particularly within designated employment sites, to prevent new development changing to other Class E uses.

## Maximising employment potential

All designated employment site uses should look to maximise the potential of the site to create/provide jobs where appropriate. Proposals for the redevelopment and intensification of land on designated employment sites will be supported for any of the uses set out in Policy E3, subject to meeting parking, access and other relevant environmental criteria as set out in the plan. The council considers that it is important that the primary function of designated employment sites is protected, thereby enabling similar or complimentary commercial and industrial uses to be

able to operate in locations where those activities are best concentrated. As such, other land uses will not be permitted unless clearly ancillary to main use(s) of the application site.

All designated Employment Areas are considered to be important areas for general or heavy industry, waste management, storage and distribution, or a mix of such uses. Where Prior Approval is required for any redevelopment of the land in use for employment development, as a consequent of any current or future permitted development rights, the provisions of this plan may be a material consideration in applying the criteria set out in the GPDO. In the case of residential conversions suitable evidence will be required to demonstrate that appropriate consideration has been given to:

- the impacts of noise from commercial premises on the intended occupiers of the development;
- the provision of adequate natural light;
- the transport and highway impacts of the development;
- the contamination and flooding risks in relation to the site; and
- the impact on intended occupiers of the development of the introduction of residential use in a designated Employment Area.

## Employment land densities

Whilst employment land densities are often determined by the nature of the land use, all proposals will need to demonstrate efficient use of the site. Proposals should maximise the proportion of a site that is used for primary employment functions to provide more space for jobs rather than significant amounts of unproductive ancillary land, provided that this does not undermine other Local Plan policies or significantly reduce the level and/or quality of the landscaping and public realm. In particular, employment development within more accessible locations, including the Elstree Way (Borehamwood) Key Employment Site and Station Close (Potters Bar) Main Employment Area, should be of a higher density which makes use of better connectivity and proximity to local services.

Minimum plot ratio densities for employment land uses are set out in Policy E3. The plot ratio is calculated by dividing the employment floorspace (sq m) by the site area (sq m). Consideration will be given to any additional requirements for ancillary development for certain employment uses and/or any specific site constraints which render part of the site unsuitable to any form of development.

## Policy E3 - Land use within designated Employment Areas



To support a resilient local economy, activities within designated Employment Areas will be primarily limited to office, industrial and storage or distribution. The following Class B and other land uses are considered to be appropriate employment related uses (includes B-class uses):

- General and/or heavy Industrial
- Storage and distribution
- Offices
- Research and development
- Waste management
- Builders merchants
- Data Centres
- Car dealerships and trade counter operations where the extent of any (non-trade) retail or sales activity display remains ancillary to the principal use of the site.

To maximise efficient use of sites, proposals for new employment uses should meet or exceed the following plot ratios. For proposals which fail to meet these minimum requirements, suitable evidence will need to be provided.

- i.** offices and research/development facilities should achieve a minimum plot ratio of 0.8.
- ii.** industrial, storage and/or distribution facilities uses should achieve a minimum plot ratio of 0.6.

- iii.** Other employment related uses will be determined on a case by case basis.

In order to promote higher density development in the most sustainable location, any new office development (excluding potential Prior Approval conversions) exceeding 2,500m<sup>2</sup> within designated employment sites will be limited to the Elstree Way (Borehamwood) Key Employment Area and Station Close (Potters Bar) Main Employment Area, and subject to meeting environmental and other relevant Local Plan policies.

Where appropriate, Section 106 agreements and/or planning conditions will be used to:

- i.** control the introduction of main town centre uses in Employment Areas and other out of centre locations;
- ii.** maintain a suitable range of uses within mixed-use developments;
- iii.** ensure that new development can be integrated effectively and suitable mitigation is provided prior to the development being completed;
- iv.** deliver local training and employment opportunities; and
- v.** maximise opportunities for local and/or small businesses in accordance with Policy E7.

## Special Policy Areas

Whilst Hertsmere's designated Employment Areas will ensure that suitable facilities are available for the more traditional employment uses (as specified in Policy E3), several Special Policy Areas will ensure that suitable consideration is given to the more specific regional demands. Each of these locations will be covered by their own individual policy reflecting the bespoke nature of their employment offer.

Three different locations have been designated as Special Policy Areas:

- South Mimms Motorway Services Area (Bignells Corner)
- Elstree Aerodrome
- Media Quarter, Borehamwood.

### South Mimms Motorway Services Area (Bignells Corner) – Special Policy Area

Motorway Service Areas (MSAs) are places where drivers can leave a motorway to refuel, rest, or take refreshments. They perform an important road safety function in that they provide road users with the opportunity to stop and take a break in the course of their journey. The government specifies that all MSAs<sup>22</sup> must offer a range of facilities including:

- fuel;
- free short term parking for all types of vehicle;
- free toilets and hand washing facilities (in sufficient quantity to cater reasonably for the traffic flow on the motorway) and baby changing facilities;
- access for up to two hours for those carrying out emergency repairs to broken-down vehicles;
- access to all facilities for disabled people;
- access to a cash operated telephone; and
- be open and available all the time.

The South Mimms MSA continues to perform an important role in relation to road safety and has provided a logical place for facilities which cater for the movement of people and goods. Highways England has recently carried out some improvements to the operation of Junction 23 itself and the council will support measures which improve the MSA layout and permeability, as well as the overall appearance of the wider MSA. Development at the MSA should seek to:

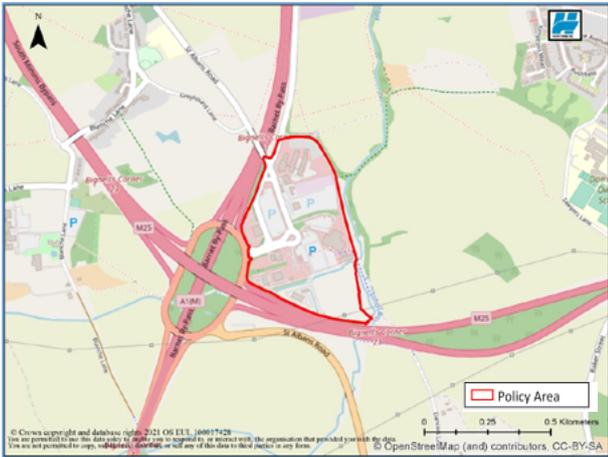
- reduce conflict between the different uses which occupy the area;
- improve vehicle circulation;
- ensure that the most environmentally sensitive uses are located in the most appropriate parts of the site;
- improve safety; and
- improve environmental conditions.

Through the continued designation of this site as a Special Policy Area future activities relating to the management, operation and maintenance of the strategic road network, and other transport related activities, will continued to be supported. In accordance with Policy E4, conditions may be applied to new development restricting changes of land use within and between use classes, given the need to ensure the MSA retains its primary function. Where planning permission is sought for works or development in the area, an agreement under Section 278 of the Highways Act 1980 will be required in order to secure funding towards off-site highway improvements within the Special Policy Area.

The site of Charleston Paddocks, previously held in reserve for activities relating to the management, operation and maintenance of the strategic road network, is subject to the provisions of Policy E4. The council will support proposals on the site for development relating to these activities and will only consider alternative employment-related land uses where robust evidence has been presented that there is no current or future requirement for the site by the MSA operator, Highways England and Hertfordshire County Council (and any agencies or contractors deployed by those organisations). It will also need to be demonstrated that the site represents a suitable location for other employment land uses (as defined by Policy E3) and which cannot be sited within an existing and/or extended Employment Area which has been allocated in this plan.

<sup>22</sup>Department for Transport Circular 02/2013 [The strategic road network and the delivery of sustainable development \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/270000/circular_02_2013.pdf)

## Policy E4 - South Mimms Motorway Services Area - Special Policy Area



To support the strategic road network, activities within the South Mimms Motorway Service Area (MSA) will be primarily limited to development which facilitates the movement of people and goods along the motorway network. The following uses are therefore considered to be appropriate:

- Uses which support the immediate needs of drivers, passengers and their vehicles including MSA-related convenience retail development, restaurants, cafes and hotels, provided that they are located a sufficient distance away from the carriageway.
- Activities relating to the management, operation and maintenance of the strategic road network, including, garages, storage facilities and ancillary offices.

- Other transport and road safety related activities including public transport, local road maintenance, and emergency services.

Other employment uses, as defined in Policy E3 will only be considered where they are appropriate in size and scale to the location and suitable evidence has been provided to demonstrate that the site is not required for any of the defined appropriate uses. The council may apply relevant conditions to restrict changes of land use within new developments without planning permission.

All development proposals within the South Mimms Motorway Service Area should as far as possible:

- i. improve vehicular and pedestrian circulation within the site; and
- ii. incorporate tree planting to screen the site and improve environmental quality.

Proposals will not be permitted which:

- i. exacerbate existing traffic or environmental conditions;
- ii. have an adverse impact on the safe and effective operation of the existing or expanded Highways England and Connect Plus facilities and the strategic road network;
- iii. prejudice the rationalisation and improvement of the area, or
- iv. are located in the flood plain of Mimms Hall Brook.

## Elstree Aerodrome

Elstree Aerodrome is an important part of the national network of general aviation airfields and one of the most well-known and accessible of those in the south-east of the UK. Active since the 1920s it is a valuable asset of significant benefit to local businesses in the Hertsmere area, enabling them to take advantage of its air connections to the rest of the UK and to Europe as well as being of value for recreational and leisure purposes. It is one of only five general aviation aerodromes around London and the closest to Central London, located close to the strategic road and rail network, serving the film industry as well as other sectors of the economy within the borough and surrounding areas.

The aerodrome is safeguarded under Policy ST6 under which the Elstree Aerodrome Operator will be consulted on specific types of proposals.

The location of the aerodrome outside the London TMA (Terminal Area) but close to excellent surface access routes gives it a particular advantage for access by air as part of a national network of general aviation airfields. Its operational importance as a pilot training, air taxi, leisure, emergency services, aircraft maintenance and engineering location as well as for other employment, aviation and aviation related uses is recognised by the council, consistent with the government policy in the NPPF on the importance of general aviation airfields.

The aerodrome, buildings and facilities are recognised to be in need of substantial upgrading to meet modern standards and their redevelopment for aviation and aviation-related uses will be supported. In the case of all development, consideration will be given to any relevant national legislation including those imposed by the Civil Aviation Authority (CAA). As the aerodrome is licensed by the CAA as a relevant airport operator and statutory undertaker, it has permitted development rights<sup>23</sup> for operational development that relates directly to the provision of services and facilities at Elstree Aerodrome.

The council will support the preparation of a planning brief to guide future development at the site recognising the importance of the facility and its location within the green belt. Its adoption as a Supplementary Planning Document (SPD), following public consultation, will enable any development outside of the identified envelope for the site to be planned sensitively, taking account of both local environmental constraints and the operational and economic needs of the operator. This work will include the completion of a landscape and visual impact and green belt assessment.

<sup>23</sup>The Town and Country Planning (General Permitted Development) (England) Order 2015, Schedule 2, Part 8, Class F

## Policy E5 - Elstree Aerodrome - Special Policy Area



To support the national network of general aviation airfields, development within the Elstree Aerodrome will be limited to operational activities and aviation related businesses. The following uses are therefore considered to be appropriate:

- Uses which support the immediate needs of pilots, air crew, and passengers using the site including air taxi, air charter and pilot flying schools.
- Uses which support the operational requirements of pilots and passengers, including those associated with the provision of flying lessons.
- Activities relating to the management, operation and maintenance of the aerodrome and aircraft including fixed and rotary wing aircraft hangers, ground based aircraft engineering and maintenance facilities, and ancillary offices.
- Activities requiring extensive use of the airfield including for aerial surveys, training, mapping, filming (including air-to-air filming) and emergency services.

Other aviation and avionics activities, including associated research and development, will be supported where they are appropriate in size and scale to the location and suitable evidence has been provided to demonstrate that the part of the site is not required for any of the defined appropriate uses. The planning authority may seek to

apply relevant conditions to restrict changes of land use within emerging new developments where appropriate.

Proposals for such development within the identified envelope will be supported where they:

- i.** improve vehicular and pedestrian circulation within the site;
- ii.** improve the sustainable operation of the aerodrome, reduce emissions, improve air quality and mitigate against climate change in accordance with Policies SG1 and SG2; and
- iii.** support employment and training schemes to maximise local employment opportunities and help address skills deficits in the local population in accordance with Policy E10;

Proposals will not be permitted which:

- i.** exacerbate existing traffic or environmental conditions;
- ii.** have an adverse impact on the safe and effective operation of the Aerodrome in accordance with Policy ST6;
- iii.** prejudice the rationalisation and improvement of the area or have a significant urbanising effect on the site; or
- iv.** have a significant adverse impact on designated open space, sports and leisure facilities, wildlife sites, the ecological network, and the amenity of adjacent properties.

Proposals for such development outside of the identified envelope, where they require planning permission, will only be supported where they are in accordance with an adopted planning brief for the site and comply with the above criteria.

Green Travel Plans should accompany planning applications for any significant development at the aerodrome.

### Media Quarter, Borehamwood

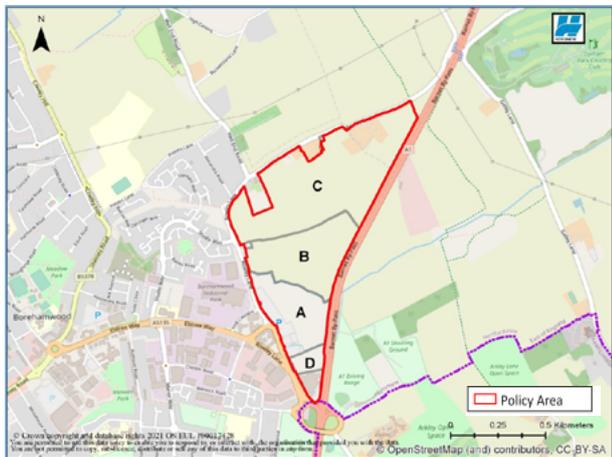
The NPPF encourages an approach which builds on an area's economic strengths and capitalises on its performance and potential. Borehamwood and Elstree, in particular, has a long history of association with film and television production going back to the early years of the 20th century. Following the approval of the new Sky Studios Elstree and recent investment at both BBC Elstree and Elstree Studios, it is clear that the locational benefits and industry expertise associated with local film and television production are as relevant as ever.

The government recognises that film and TV industry is a unique economic and cultural proposition, which can generate pride and economic performance in an area. The opportunities that this area provides can help to support other creative businesses, increase local investment and share spill-over benefits across the area and the supply chain. In 2019/20 inward investment in UK film and High-End TV (HETV) stood at £3.6bn, due to the introduction of film and HETV tax credits, growth and demand for online platforms and streaming content, and UK's reputation for innovation and ability to supply world-leading talent. The Government's White Paper Industrial Strategy: building a Britain fit for the future" (November 2017) highlighted the importance of the creative industries and screen sector to the UK's GDP. Creative industries have received further support under the government's Sector Deal since March 2018; the further expansion of film production at Elstree is identified within a case study on the screen industry.

The NPPF requires that policies and decisions should recognise and address the specific locational requirements of different sectors. By making provision for a cluster of creativity and knowledge through the allocation of the Media Quarter, the council wishes to build on the success of the sector and create a focal point for the film and TV industry in the UK. This reflects the government's ambition to restart many of the major feature film and HETV projects throughout the UK, and will help the UK meet the increased demand for streaming and screen services.



## Policy E6 - Media Quarter Borehamwood - Special Policy Area



To further enhance the area's standing as a national centre for film and TV production, a Special Policy Area will establish a cluster of land uses to support the growth of the industry. This will comprise the following sites:

- **Site A** (11.3 ha land at Sky Studios Elstree) which has consent for 54,391m<sup>2</sup> of film and television studios
- **Site B** (15.1 ha land to the north of Sky Studios Elstree)
- **Site C** (34.8 ha land south of Rowley Lane)
- **Site D** (land south of Site A including 1.9ha land north of the Hilton Hotel).

In addition to the consented scheme at Site A, Sites B and C are identified for the delivery of a new film studio complex, together with associated facilities and supporting infrastructure. Vehicular access to Site B will be secured from Rowley Lane and vehicular access to Site C will be secured from Rowley Lane and from an enhanced junction between the A1, Rowley Lane and Holmshill Lane.

In order to achieve this the development will:

### Site B:

- a. Provide up to 27,500m<sup>2</sup> of accommodation across 13 sound stages;
- b. Provide up to 9,300m<sup>2</sup> of production support;
- c. Provide up to 15,500m<sup>2</sup> of production offices;

### Site C:

- d. Provide up to 56,500m<sup>2</sup> of space for new film studios, including 21 sound stages, to be delivered in the plan period;

- e. Provide up to 20,000m<sup>2</sup> of designated employment space for B2 (general industrial) and B8 (storage and distribution) uses which should be ancillary or complimentary to the film and TV sector and with the potential to serve TV/film operators across the wider area;
- f. Provide up to 8,000m<sup>2</sup> of designated space for Office use only, which should be ancillary or complimentary to the film and TV sector with the potential to serve TV/film operators across the wider area;
- g. Provide for a hotel of around 200 rooms to serve film and TV employees across the site and the wider area should it be demonstrated that there is insufficient hotel accommodation locally;
- h. Provide an appropriately located and designed civic or open space, accessible to and managed for the benefit of the community in perpetuity;

### Sites B and C

- i. Apply planning conditions to E class designations and other appropriate mechanisms to prevent the introduction of uses that will undermine the overall economic performance of the Special Policy Area in line with the council's Corporate Plan and Economic Development Strategy;
- j. Improve linkages and facilitate in creating opportunities for further investment in Film and TV production having regard to Policy E8;

### Local employment skills and opportunities

- k. Produce an Employment and Skills Plan (ESP), which ensures that the development, contributes towards the provision of local employment skills and opportunities in accordance with Policy E10;
- l. Provide a 2,800m<sup>2</sup> college on Site C as an extension to Elstree Screen Arts (formerly Elstree UTC);
- m. Offer improved engagement with all other relevant local education providers and community organisations within Elstree, and the local area, and provide suitable opportunities for training/apprenticeships, and work in both the construction phase and end use occupation;
- n. Provide annual monitoring reports on the implementation of the Employment and Skills Plan (ESP);

### Sustainable transport and modal shift

- o.** Ensure the development's integration with the town and wider area through enhanced accessibility and connectivity for all users by implementing the following provisions and measures:
  - i.** Enhancement of pedestrian and cycle links within/ through the site to promote active travel;
  - ii.** Improvements to existing bus service serving Rowley Lane providing connections to Borehamwood town centre and the train station; and
  - iii.** Improvements to the local highway network to mitigate the impact of development, to be agreed with the Highway Authorities including relevant improvements to Shenley Road, the Elstree Way Corridor and junctions with the A1;
- p.** Provide suitable and safe access for HGVS and LGVs which is segregated from other vehicular traffic, pedestrian routes and cycleways;
- q.** Provide a robust travel plan prior to occupation which maximises modal shift and sustainable travel behaviours in accordance with the Local Transport Plan;

### Environmental and compensatory green belt improvements

- r.** Maximise opportunities for biodiversity net gains;
- s.** Minimise and mitigate the effects of pollution;
- t.** Secure environmental improvements and enhanced public access to the countryside nearby;
- u.** Improve and enhance the existing drainage and providing adequate space for surface water runoff, flood risk attenuation measures, including SUDS;
- v.** Create a new defensible green belt boundary though natural features and additional planting and landscaping where required;

### High quality design

- w.** Working jointly with the council, produce a comprehensive whole site masterplan, to be accompanied by area character assessments and design codes;

### Creating a net zero carbon development

- x.** Ensure the development is resilient to future circumstances by responding to climate change through a bespoke Climate Change and Energy Strategy which maximises opportunities to both secure carbon-neutral development and where possible, create carbon positive land use;

### Infrastructure, delivery and phasing

- y.** Fund and secure the delivery of improvements to Borehamwood town centre in accordance with Policy VTC3 as part of an agreed package of off-site improvements;
- z.** Secure any required improvements to the local power supply and digital communications network, identifying opportunities to improve digital connectivity with both the local area and the local and wider film and television industry;
- aa.** Bring forward development on a phased basis with on and off-site infrastructure improvements undertaken at agreed stages in the delivery of new sites within the Special Policy Area;
- ab.** In the event of a planning application(s) not being made within 3 years of the adoption of the Local Plan, or planning permission not being implemented within 3 years or substantially completed within 5 years of being granted, the council will consider whether an early partial review of the plan is required in order to determine whether the Special Policy Area designation is still appropriate;

### Site D

- ac.** On land north of the Hilton Hotel site, provide up to 8,000m<sup>2</sup> of designated employment space for either Film and TV production or for B2 (general industrial) and B8 (storage and distribution) uses with preference given to uses which are ancillary or complimentary to the film and TV sector and with the potential to serve film and TV operators across the wider area;
- ad.** On land north of the Hilton Hotel site, provide up to 2,500m<sup>2</sup> of designated space for Office use only, with preference given to uses which are ancillary or complimentary to the film and TV sector with the potential to serve TV/film operators across the wider area;
- ae.** On land north of the Hilton Hotel site, other employment uses, as defined in Policy E3 will only be considered where they are appropriate in size and scale to the location and suitable evidence has been provided to demonstrate that the site is not required for any of the defined appropriate uses;
- af.** On land north of the Hilton Hotel site, development for B2 and B8 uses shall have regard to the operational requirements of Site A immediately to the north, in accordance with Policy ENV1;
- ag.** The hotel site at the southern end of the Special Policy Area, contains a significant amount of previously developed land and buildings: any proposal for development on this part of Site D should relate to the current use of the site or for additional B2 (general industrial) and B8 (storage and distribution) uses with preference given to uses which are ancillary or complimentary to the film and TV sector and with the potential to serve film and TV operators across the wider area; and
- ah.** Development within Site D shall be undertaken in accordance with criteria o) to u).

## A flexible local economy

### Accessibility to services and employment

The accessibility and connectivity of an employment area plays a key part in its success, and its suitability for different types of employment uses. All economic development will be encouraged to consider ways of improving how employees, clients and suppliers can engage with each other and with other businesses and services. However, sites that have better accessibility to local services and transport connections, as well as the required broadband connectivity, provide the best opportunities for higher employment densities. The council will continue to limit major new office developments in the borough to most sustainable locations.

### Working from home

More people are working from home and the Covid-19 pandemic has shown that many sectors have the capability to allow employees to work remotely. It is likely that the percentage of the working population that will work from home for at least part of the week is going to rise significantly. New development will need to cater for these changes in working behaviours and suitable digital infrastructure will need to be in place to facilitate working from home.

### Supporting small businesses and local employers

There is a demand/need for all different sizes of units and office space. Nevertheless, a high proportion of demand for employment space is from Small and Medium Enterprises (SMEs) employing local people and which are serving local markets. These businesses often require affordable and flexible space in locations close to their customers. To reflect these requirements, the council will encourage new proposals to make provisions for smaller businesses and SMEs either through promoting access to tender opportunities for the procurement of goods and services, or providing suitable facilities.

### Securing flexible and affordable workspace

Where provision of SME workspace has been agreed as part of the development, the council will seek to secure this via the use of planning obligations. In accordance with Policy E7, and subject to a viability report, the council will look to secure an element of affordable workspace on all large scale employment developments. The cost per square metre, or per workstation, that would be considered affordable will vary according to a range of factors such as location, type and quality of accommodation. Where an area of workspace has been specified as affordable, the council will work with developers to agree appropriate terms of affordability on a case by case basis. The following are examples of ways in which affordability could be considered:

- an element of the space could be provided at less than 90% of comparable market values for the relevant location;
- a sponsorship programme through which a number of local businesses are able to access space at reduced rents for an agreed period;
- an average of market rents paid by tenants in the area occupying an equivalent type and quality of space.

Where a policy compliant level of on-site provision cannot be made, this must be justified through a comprehensive development viability appraisal. Provisions for reappraising the viability of schemes may only form part of Section 106 planning agreements where the financial appraisal demonstrates that the required amount of affordable workspace that a scheme cannot be achieved. The benchmark land value for assessing viability should be based on the existing use value use value of the land plus a premium for the landowner. In circumstances where on-site contributions are exceptionally demonstrated not to be viable, the council will seek a financial contribution.

## Policy E7 - A flexible local economy



Strategic allocations in the plan should incorporate sufficient flexibility to accommodate changing working and travel behaviors on the site, facilitating greater home and site-based working through the provision of the required infrastructure and workspace.

To support a flexible economy, the council will encourage development which makes adequate provisions for Small and Medium Sized Enterprises (SMEs) and local businesses. Where suitable, major commercial developments should identify suitable opportunities for local and inward investment through the provision of:

- i.** flexible and affordable office or workspace;
- ii.** access to supply chain opportunities for local business;
- iii.** full fibre connectivity infrastructure taking measures to reduce the impact on mobile connectivity in surrounding areas; and
- iv.** local employment skills and training opportunities in accordance with Policy E10.

On all large development schemes, providing over 1,000m<sup>2</sup> employment floorspace or 100 homes, planning obligations may include a requirement for small and medium enterprises to be able to tender for the procurement of goods and services generated during the construction phase.

To ensure an appropriate configuration and mix of unit sizes, major employment developments will be required to provide the following:

- i.** On offices and/or research and development facilities over 2,000m<sup>2</sup>
  - a.** At least 20% of the floorspace should be made suitable for SME businesses, typically through floorplates of less than 100m<sup>2</sup>; and
  - b.** 10% of the SME businesses provision should be affordable workspace, subject to a scheme's viability.
- ii.** On large employment developments providing over 5,000m<sup>2</sup> of industrial and/or storage and distribution space
  - a.** At least 25% of the floorspace should be made available through smaller industrial units below 250m<sup>2</sup>; and
  - b.** 10% of the SME businesses provision should be affordable workspace, subject to a scheme's viability.

Where the provision of SME workspace has been agreed as part of the development, including affordable workspace, the council will seek to secure this through the use of Section 106 agreements. The council will work with developers to agree appropriate terms of affordability on a case by case basis.

## Promoting the film and television industry

The NPPF encourages local planning authorities to adopt an approach which builds on the borough's economic strengths and capitalise on their performance and potential. Borehamwood and Elstree, in particular, has a long history of association with film and television production going back to the early years of the 20th century. Following the approval of the new Sky Studios Elstree and recent investment at both BBC Elstree and Elstree Studios, it is clear that the locational benefits and industry expertise associated with local film and television production are as relevant as ever.

Building on its Creative Hertsmere Economy Development Strategy, the council wishes to continue to develop the film/TV production industry within Borehamwood and increase its ability to attract a very broad range of digital, creative and media-related businesses. Applications for associated creative industries which support the local film and television sector,

through all phases of production from initial concept and development through to post production and distribution will be encouraged. This may include companies which specialise in film production and operation, film equipment, set design and costume, digital technology and editing, and marketing. Proposals for locating associated creative industries within designated Employment Areas should comply with the requirements of Policy E3.

To promote the creative industries and encourage further investment, a Local Development Order was introduced at BBC Elstree in 2020. Similar measures will also be considered elsewhere for studios based in or locating to the area. Where appropriate, the council will also look to condition development to restrict certain E class uses which would be considered incompatible with the primary function of the site or locality as part of a hub for local film and television production.

## Policy E8 - Promoting the film and television industry



The council will continue to promote the film and television industry in the borough recognising its importance to both the local and national economy. Applications for temporary or permanent development at Elstree Studios, BBC Elstree and the Media Quarter in Borehamwood, where permission is required, will be supported where it is directly connected with film production or associated creative industries.

Development adjacent to these sites should not compromise the operational integrity of the film studios. Where appropriate and to support the primary function of film and television studios, the council may look to restrict

what other activities are permitted on the site, through the use of Section 106 agreements and planning conditions.

Subject to environmental constraints and other relevant policies in this plan, including Policies E1 and E3, proposals for film and television production and ancillary/associated uses will be supported outside of the existing studio sites.

The council will work with relevant parties, including those bringing forward the Media Quarter designated under Policy E6, to identify a suitable site and mechanism for the delivery of a Film and Television heritage centre in Borehamwood.

## Securing mixed use development

The NPPF encourages the uptake of mixed use schemes in order to maximise land potential and promote healthy and safe communities. Mixed use proposals provide an efficient way of supporting more intensive uses, addressing critical housing and employment shortages, and providing wider environmental and social benefits to the area, including:

- Reducing the need for travel;
- Increasing the possibilities of living and working in the same neighbourhood; and
- Creating more vibrant, active ground floor frontages within town centres, high streets and neighbourhood centres.

Larger mixed use developments are more likely to be appropriate within the more accessible locations, where other key services are located, in particular Borehamwood and Potters Bar town centres. However, the development of mixed use schemes may represent a sustainable and efficient use of land in other locations where the local services, transport links and the types of land uses nearby can accommodate such development. This includes new strategic housing allocations, where mixed use schemes provide a viable and practical option in creating new neighbourhood centres.

## Policy E9 - Securing mixed-use development



To enable effective use of land, mixed-development will be sought on major development sites in Borehamwood and Potters Bar town centres and in any other locations capable of satisfactorily accommodating a range of uses. The ability of any site to accommodate a mix of uses will be assessed on:

- i.** the need for additional services and facilities in an area;
- ii.** the potential to create linkages with other nearby land uses;
- iii.** the compatibility of existing land uses and the sensitivity of the land uses proposed;
- iv.** public transport accessibility and local and strategic road network capacity;
- v.** the scope to create an active frontage at ground level; and
- vi.** the impact on the environment within and around the development site.

The council will work in partnership with local service providers, parish and town councils and local community groups, in order to identify the need for additional services and facilities.

Mixed use development proposals which co-locate light industrial, storage or distribution floor space with residential and/or other sensitive uses will be required to demonstrate that appropriate mitigation will be provided. Proposals for mixed use residential schemes within designated Employment Areas will not be supported.

Where permission is required, changes of use within mixed use allocations will be supported provided that it does not have a detrimental impact on the wider allocation. On sites within designated Employment Areas and on strategic allocations, the council may apply relevant conditions to restrict the conversion of uses within new developments without planning permission.

Outside of designated Employment Areas, the following sites have also been allocated for mixed use development within the Local Plan:

- Bushey Hall Farm – circa 80 new homes plus approximately 16,000m<sup>2</sup> of employment space
- The Point, Borehamwood – circa 150 new homes plus appropriate town centre uses and parking.

## Providing local employment skills and opportunities

Inward investment plays an important role in Hertsmere's wider economic strategy. By investing in the resident population, through new jobs and the provision of local training and upskilling opportunities, development can help to:

- reduce local inequalities and deprivation;
- equip younger people with some of the key skills required for future employment;
- prevent a lack of local skill levels inhibiting economic growth; and
- reduce the need to import skills and provide a better, more appropriately skilled local workforce.

Proposals which meet the threshold criteria (stated in Policy 10) will be required to produce an Employment and Skills Plan (ESP). Applicants will be encouraged to discuss the content of the proposed ESP at the pre-application stage, and work with the council or nominated agent to deliver the objectives outlined within policy. The ESP should contain a detailed programme of initiatives, which clearly distinguishes between the requirements and responsibilities within the construction phase and end-use occupation. Included within the programme should be a list of activities, associated costs and potential timeframes, as well as targets for a range of employment, volunteering, apprenticeship, training and development activities.

Where site specific circumstances make direct on-site implementation of an ESP unfeasible the onus will be on the developer to provide an alternative means of delivery which would result in a more effective outcome. The council will seek suitable evidence, within the ESP, to demonstrate the reasons for seeking an alternative means of delivery.

The ESP will need to be approved by the council, at an agreed point, and the applicant will be expected to deliver the commitments secured within it. Funding to deliver activities within the ESP will either be the responsibility of the applicant, or in the case of a speculative application the first occupier(s) of a scheme.

Where practical, payments of planning obligations will be linked to the monitoring periods agreed within the ESP with the first payment due on the implementation of planning permission. The financial contributions will be used by the council to fund training and support to enable access to newly created employment opportunities arising from development for those who may struggle to access the opportunities without extra support, in particular the long-term unemployed and young people.

The level of financial contributions will vary according to a range of factors, including any potential provisions within an ESP document. However, the following approaches will form the basis of calculating the level of financial contributions towards employment and training opportunities:

- **Residential developments and residential elements of a mixed-use development:** a monetary contribution equivalent to the sum a single over-25 year old could receive, through either Job Seekers Allowance (JSA) or Employment and Support Allowance (ESA), towards the cost of vocational training and employment support. This sum will be required by the council for every 1,000m<sup>2</sup> of development (Gross Internal Area) or every 10 residential units provided, whichever is the greater. As of 2021, the monetary contribution amounts to £3,850 and so a development of 50 units / 4,500m<sup>2</sup> would be expected to contribute £19,250.
- **Commercial developments and commercial elements of a mixed-use development:** a monetary contribution will be calculated on the basis of an assumption about the level of net additional employment generated by a development. As a guideline, this will equate to the sum a single over-25 year old could receive through either Job Seekers Allowance (JSA) or Employment and Support Allowance, per 20 FTE workers. As of 2021, the monetary contribution amounts to £3,850 per 20 FTE workers.

## Policy E10 - Providing local employment skills and opportunities



Employment and training schemes to maximise employment opportunities for local people and help address skills deficits in the local population will be supported in accordance with the council's Economic Development Strategy. Major development proposals will be required to demonstrate how they are supporting employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate.

All large development schemes, providing over 1,000m<sup>2</sup> employment floorspace or 10 homes, will be required to contribute towards the provision of local employment skills and opportunities. Employment and Skills plans (ESP) will be required and the developer will be expected to agree to deliver the commitments secured in the ESP. The ESP should as a minimum address, in detail, how the developer intends to deliver on the following objectives:

- i.** enable those people undertaking training to complete their training and apprenticeships;
- ii.** ensure the greatest possible level of take-up by Hertsmere residents of the training, apprenticeship and employment opportunities created, with a minimum of 25 per cent of all jobs created by the development (in both the construction phase and for the first two years of end-use occupation of the development) being specifically targeted at local residents;
- iii.** increase the proportion of under-represented groups within the construction industry workforce;
- iv.** engage with local schools, colleges and/or community organisations to promote amongst young people the range of careers available, skills and qualifications needed for employment in the construction and commercial sectors of the end-use occupiers in place during the first two years of the development;
- v.** support those sections of Hertsmere's workforce that are furthest from employment, having been out of work for a long period of time and/or having low levels of skills; and
- vi.** provide monitoring reports on the implementation of their ESP at agreed regular intervals and set out detailed arrangements for the timing of payments (including the provision of a monitoring fee linked to the overall package of obligations).



**9.**

**Protecting  
The Green Belt**

## 9. Protecting The Green Belt

Three quarters of the borough is designated as green belt acting as a highly effective buffer to the outward growth of London and preventing the coalescence of settlements. The protection of the green belt shapes the character of the borough with large areas of green belt retaining a verdant, open and genuinely rural character, despite their proximity to large built up areas.

Much of the countryside remains in use for agriculture, woodland and sport or recreation and the Local Plan continues to restrict development in the green belt to these and a limited range of other activities defined by national planning policy as 'appropriate' in the green belt.

However, land use in the green belt is not static and the countryside within Hertsmere continues to be a dynamic and changing environment. There is a considerable amount of built form, some of which pre-dates the designation of the green belt, including villages which are fully washed over by green belt. A significant number of education and research institutions are also located within the green belt as well as business parks and a large motorway services area.

The three largest rural settlements in the borough are Shenley, Elstree and South Mimms and these villages are inset from the green belt. Land use change within these settlements, as shown on the Policies Map, remains subject to other relevant policies in this plan including Policies HE1 and HE3.

Other, smaller villages in the borough have more limited built form and make an important contribution to the open character of the green belt; they remain washed over by the green belt meaning that applications for development are subject to the green belt policies in this plan. Limited infilling within these villages will be considered appropriate as a form of development where buildings are proposed within a gap along a clearly identifiable built-up frontage or within a group of buildings. The term infilling does not include backland development, either in the form of plot amalgamation or tandem development. Infilling will only be permitted where it is limited in scale and typically does not create more than two extra dwellings.

Where applications are considered to be inappropriate development in the green belt but a case for very special circumstances has been advanced by the applicant, the application should be advertised as a potential departure from the Local Plan. Whether very special circumstances are considered to have been satisfactorily demonstrated will be a matter for the local planning authority in determining the application although such applications may need to be referred to the Secretary of State giving them the opportunity to 'call it in' and to make their own determination.



## Policy GB1 - The green belt



There is a general presumption against inappropriate development within the green belt, as defined on the Policies Map. Inappropriate development in the green belt is by definition harmful and will not be approved except in very special circumstances. All development proposals in the green belt, including those involving previously developed land and buildings, will be assessed for compliance with the NPPF.

Limited infilling within villages washed over by the green belt will be considered appropriate where:

- i. its scale is sympathetic to its surroundings;
- ii. such development would not adversely impact on features essential to the character and appearance of the village; and
- iii. it complies with other relevant policies in this Plan.

### Compensatory green belt improvements

The council recognises that there is insufficient previously developed land within existing built up areas to meet all of the future housing and employment needs of the area. Following a comprehensive assessment of available urban land and a detailed analysis of the green belt in the borough, there are considered to be exceptional circumstances which justify changes to green belt boundaries in a limited number of areas. The changes to the green belt have resulted in the release of land for development as set out in Policy H10 and Policy E2.

Where land previously in the green belt has been allocated for development through this Plan, the council will seek compensatory improvements to the remaining green belt, in accordance with the NPPF. These improvements should be delivered within the allocation where that part of the site remains within the green belt and unless it can be demonstrated that greater public benefit would be secured off-site, in which case the enhancements should be located as close to the planned development as possible. Improvements should be over and above any biodiversity net gain required through Policy ENV3 and may include:

- i. green infrastructure;
- ii. additional landscape and visual enhancements;
- iii. new and improved access to and within the countryside for walking, disabled visitors, cycling and horse-riding; and/or
- iv. new and improved recreational and playing field provision.

It is important that arrangements for the delivery and management of new facilities are agreed with the council to ensure that the benefits are secured in perpetuity. The council will seek that significant areas of land set aside for new areas of public open space or parks, which may serve a wider catchment, are transferred from their original ownership into a trust, partnership or local authority ownership. Arrangements should be put in place for all compensatory improvements for their longer term maintenance.

Only in the event that it can be clearly demonstrated that none of the above options can be satisfied, will consideration be given to a commuted sum to enable the council and/or statutory body to undertake the improvements. Improvements to land removed from the green belt as part of the development allocation itself will not be treated as compensatory green belt improvements as defined by the NPPF. However, the provision of significant areas of additional public open space within strategic allocations, serving the wider community, will be taken into consideration when determining the extent to which improved access to the green belt should be delivered as part of compensatory improvements.

## Policy GB2 - Compensatory green belt improvements



Planning permission will not be granted for development of those sites removed from the green belt (through this Local Plan), as shown on the Policies Map, unless suitable proposals for compensatory improvements to the environmental quality and accessibility of remaining green belt are secured through a legal agreement. This should include any arrangements to secure the use of part or all of the land for community use in perpetuity.

The scope and nature of these compensatory improvements shall be proportionate and provided in accordance with the following hierarchy, so that

improvements made to remaining green belt land are:

- i.** within the site, where land remains within the green belt; or
- ii.** adjacent to, or in close proximity to the development site; or
- iii.** next to, or in close proximity to the settlement or locality accommodating the development; or
- iv.** in an area identified for environmental improvements by the council or other statutory body or relevant agency.

### Key Green Belt Sites

National planning policy recognises that ‘limiting infilling or the partial or complete redevelopment of previously developed sites’ need not be inappropriate. There are a significant number of important education, research and other institutions or facilities within the green belt and the ongoing operational needs of these sites needs to be carefully managed. The continued Key Green Belt Sites designation enable essential and planned development to be directed towards identified infilling areas.

Recognising that there will already be a certain amount of built form, focussing development within these areas will ensure that, subject to meeting certain criteria, the spatial and visual aspects of green belt openness can be respected. Given the location of Key Green Belt Sites, which are largely detached from rural settlements, they are not considered to be suitable or sustainable locations for infill residential development.

The definition of the ‘infilling areas’ has, wherever possible, been based on suitable long term plans produced by the owners and/or occupiers of the Key Green Belt Sites, respecting the green belt location. There have been no significant changes which would warrant changing the status of many of the existing Key Green Belt sites since the Site Allocations and Development Management Policies Plan (SADM) was adopted in 2016.

However the recent development of the new Hertswood Academy onto a single site, together with the allocation of the adjacent Site BE3, means that the site no longer retains its Key Green Belt Site designation. The incorporation of the Bushey Meads School into the urban area as a result of rationalising the green belt boundary to reflect the situation on the ground means that this site also no longer retains its Key Green Belt Site designation. The status of Elstree Aerodrome which is now designated as a Special Policy Area under Policy E5 reflects the specific operational and commercial activities associated with the site.

The three research facilities (Bio Products Laboratory, National Institute for Biological Standards and Control (NIBSC) and Clare Hall laboratories are also now designated as Rural Employment Areas under Policy E1, reflecting their importance as significant local employment hubs.

Six additional locations have been added reflecting the use and future use of these sites:

- Following the opening of the new multi-functional community building (Haveli) at **Bhaktivedanta Manor**, in line with the adopted planning brief for the site, the needs of the site for at least the next 15 years have been met. The designation of the Manor as a Key Green Belt Site, together with a tightly drawn envelope around the main buildings, reflects this position.
- The adjacent **Arsenal FC and Watford FC training grounds** contain established facilities which have benefited from considerable investment over many years and further improvements are anticipated. Further planned improvements will be supported but should be directed towards the identified envelopes to prevent uncontrolled development from occurring which has the potential to substantially impact on green belt openness.
- **Centennial Park, The Waterfront and Lismirrane Industrial Estates** a cluster of modern business parks and one of the Main Employment Areas within the borough.
- **Tylers Way** a newly designated Main Employment Area and the previous location of the Mercure Hotel.
- Land **South of Barnet Lane** has been identified for a new secondary school. This will ensure that suitable educational facilities are available to meet the demands arising from the Local Plan growth scenario.

Key Green Belt Sites identified on the Policies Map and to which Policy GB3 applies are listed in Table 22.

**Table 22: Key Green Belt Sites**

Education	
<b>Bushey</b>	<ul style="list-style-type: none"> <li>• Bushey Academy</li> <li>• Queens' School</li> <li>• Purcell School</li> <li>• St Margaret's School</li> </ul>
<b>Borehamwood</b>	<ul style="list-style-type: none"> <li>• Land South of Barnet Lane</li> </ul>
<b>Potters Bar</b>	<ul style="list-style-type: none"> <li>• Dame Alice Owen's School</li> </ul>
<b>Aldenham</b>	<ul style="list-style-type: none"> <li>• Aldenham School</li> <li>• Haberdashers' Aske's Boys' School</li> <li>• Haberdashers' Aske's Girls' School</li> </ul>
Employment	
<b>Bushey</b>	<ul style="list-style-type: none"> <li>• Tylers Way</li> </ul>
<b>Elstree</b>	<ul style="list-style-type: none"> <li>• Centennial Park, The Waterfront and Lismirrane Industrial Estates</li> <li>• Bio Products Laboratory</li> </ul>
<b>Ridge</b>	<ul style="list-style-type: none"> <li>• National Institute for Biological Standards and Control (NIBSC)</li> <li>• Clare Hall laboratories</li> </ul>
Sports and Leisure	
<b>Shenley</b>	<ul style="list-style-type: none"> <li>• Arsenal FC Training Ground</li> <li>• Watford FC Training Ground</li> <li>• Willows Activity Farm</li> </ul>
Places of Worship	
<b>Aldenham</b>	<ul style="list-style-type: none"> <li>• Bhaktivedanta Manor, Letchmore Heath</li> </ul>
Waste Management	
<b>Aldenham</b>	<ul style="list-style-type: none"> <li>• Blackbird Sewage Works</li> </ul>

## Policy GB3 - Key Green Belt Sites



At identified Key Green Belt Sites (as listed in Table 22), development will be directed towards the envelope defined on the Policies Map. Proposals for infilling or redevelopment within this envelope will be supported where they are ancillary to, or support, an established or approved use on the site, and provided they:

- i. would not have a greater impact than the existing development on the openness of the green belt and the purpose of including land within it, recognising the extent of existing built form within the envelope; and
- ii. meet the criteria set out below.

All proposals must satisfy the following criteria:

- i. the proposed development should protect, conserve or enhance any relevant heritage assets in accordance with Policy HE1;
- ii. any relocation or introduction of large hard surfaced

areas such as car park or playground should not have an urbanising effect on the site;

- iii. the development should not result in a significant increase in motorised traffic; and
- iv. there should be no significant adverse impact on:
  - a. designated open space and sports and leisure facilities;
  - b. wildlife sites and habitats within a wider ecological network; and
  - c. the amenity of adjacent properties.

Green Travel Plans should accompany planning applications for any significant development at these sites. Recognising the remote location of these sites, the introduction of uses which are not ancillary to the main development will not be supported on Key Green Belt Sites.

### Development standards

Many people live and work in areas which are designated as green belt land and it is recognised that residents and businesses may need to make changes to buildings and sites within these locations. Where this occurs, it is essential that such changes are of a scale and design that do not impact on the openness or rural character of the green belt, but support its continued functioning and maintain its open character. Types of development which are not necessarily inappropriate in the green belt are listed in the NPPF, but these must be judged against local circumstances. Policy GB4 will be used to manage the impact of such development and ensure that it is appropriate in its surroundings.

When considering the impact on openness, the council will have regard to a range of factors including both the spatial and visual aspects of openness, the permanence of the development and the associated degree of activity including traffic generation (including those arising from a change of use). In assessing the potential impact of development on green belt openness, the council will consider the degree of change from the current use of the land and its net overall effect on openness. Even where there is little quantitative change in floorspace, the redevelopment of previously developed land is unlikely to result in an identical form of development and so in addition to an assessment of volume and height, in particular, the amount of activity on the site will be an important consideration.

Agricultural and recreational activities, including farmland, sports clubs and equestrian facilities, generate a different pattern of use and visual impact to residential and commercial activities; the visual impact from the urbanisation or suburbanisation of such land will be a factor in determining the impact on openness. Although many rural sites contain areas of hardstanding, this typically does not impact on green belt openness and will not form part of any calculation of existing development floorspace or footprint.

In defining development which is not appropriate in the green belt on previously developed sites, the NPPF differentiates between (1) proposals which would not have a greater impact on openness and (2) in the case of development meeting an identified Affordable Housing need, not causing substantial harm. Policies within this Plan already seek a proportion of Affordable Housing on all qualifying sites regardless of their location and so proposals which meet this policy requirement will not be regarded as development which is not inappropriate in the green belt. Given the evidenced level of Affordable Housing need in the borough, the affordable element of any proposals on previously developed sites in the green belt will need to wholly comprise Affordable Housing for rent (typically comprising 80% Social Rent and 20% Affordable Rent, the latter being priced at the lower of the Local Housing Allowance or 80% of market rents) in order for development not to be considered as inappropriate in the green belt.

## Policy GB4 – Development standards in the green belt



All applications for development in the green belt will be assessed in accordance with Policy GB1 and to ensure they comply with the following principles:

- i.** developments should be located as unobtrusively as possible, taking advantage of site contours and landscape features to minimise visual impact through the seasons;
- ii.** buildings should be located together, avoiding isolated development in the countryside;
- iii.** existing open and green space in the area, including garden areas, should be retained;
- iv.** the scale, height and bulk of development should be sympathetic to its landscape setting and not be harmful to the openness of the green belt;
- v.** developments should use materials in keeping with those of the locality, and, where modern materials are acceptable, they should be unobtrusive;
- vi.** existing trees, hedgerows and other features of landscape and ecological interest should be retained and enhanced, including as part of any Biodiversity Net Gain, in line with Policies ENV4 and ENV7; and
- vii.** the viability and management of agricultural sites should not be undermined, there also being a strong presumption against development which would fragment a farm holding.

The following considerations will apply in determining whether development is appropriate in the green belt<sup>24</sup>:

- i.** a replacement building (for the same use) must not be materially larger than the one it replaces;
- ii.** An extension or alteration to a building must be subordinate to the original and not individually or cumulatively lead to a disproportionate increase in building size; or
- iii.** Limited in-filling or redevelopment on a previously developed site must have no greater impact on the openness or purpose of the green belt than the existing permanent development.

In judging scale, a comparison will be made between the existing and proposed development having regard to the proposed change:

- i.** in floor space;
- ii.** in the volume, height and orientation of development;
- iii.** to the site coverage of buildings;
- iv.** in intensity of the use(s) and the buildings at the site.

The availability of permitted development rights which have not been implemented, including those requiring Prior Approval applications, will not ordinarily form part of any comparison between existing and proposed development and an assessment of openness. A like for like replacement in terms of building is not necessarily acceptable and the nature, intensity and associated degree of activity of the new use will be important considerations, as will its duration and effect on amenity, landscape and the purpose of the green belt in that locality.

Residential schemes on previously developed land, whose affordable proportion should wholly comprise Affordable Housing for rent, should not cause substantial harm to green belt openness.

<sup>24</sup>For the purposes of Policy GB4, the original building is defined as the building that was in existence on 1 July 1948, or if built after 1 July 1948, as so built. The definition of extension, alteration, original or replacement building may include a basement level.



**10.**

**Responding To  
Climate Change**

## 10. Responding To Climate Change

In response to the increasing impact of climate change, new developments will be required to demonstrate what steps they propose to take to ensure that they minimise their impacts in relation to greenhouse gas emissions and to help mitigate against the impacts of climate change. Applicants will be expected to include a series of such interventions to support a reduced need for energy consumption and through the careful design, siting, orientation and layout of schemes. Most developments above the relevant size threshold will be required to produce and submit evidence in the form of a Climate Change and Energy Strategy with a Whole Life Carbon Assessment demonstrating how their scheme will be designed to provide significant reductions in greenhouse gas emissions against a baseline. Should the proposed Future Homes Standard be introduced by government, this will take precedence over any local policy requirements which are superseded by a national standard; the council will publish guidance to clarify this, following any introduction of a Future Homes Standard.

Improving the way water resources are managed both increases climate resilience, water quality and ensures both sufficient and efficient water supply for people, business and agriculture. Standards for water efficiency are set out in Part G of the Building Regulations. The mandatory national standard is a maximum 125 litres per person per day. However, local planning authorities are able to set out local plan policies requiring new homes to meet the tighter Building Regulations optional requirement of a maximum 110 litres per head per day. The plan area has been identified by the Environment Agency as being under serious water stress since 2013 and therefore it is appropriate to require the higher water efficiency standards in new developments<sup>25</sup> – or an equivalent higher standard in place at the time of application submission - which will be secured through the use of a planning condition on new residential development. The council also supports the concept of water neutral development which does not add to the overall water demand of an area and will have a net zero impact on the mains water supply.

<sup>25</sup>[Water stressed areas – 2021 classification - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/water-stressed-areas-2021-classification)



## Policy CC1 - Climate change mitigation



For developments meeting the carbon scheme threshold required under Policy CC2, applications should be supported by a site-specific Climate Change and Energy Strategy that demonstrates how the development:

- i.** reduces the need for energy and water consumption through the careful design, siting, orientation and layout of schemes which enables a maximum potable water usage of 110 litres per person per day to be achieved;
- ii.** incorporates an appropriate use or range of uses in relation to the size and location of the site;
- iii.** contributes to the delivery of walkable neighbourhoods and sustainable communities through the provision of suitable complimentary and supporting uses to minimise the number of car journeys which would otherwise be required;
- iv.** achieves the efficient and effective use of land including through multi-functional or shared buildings;
- v.** is well connected, or has deliverable proposals to connect, to public transport, cycling and walking networks;
- vi.** optimises density in those locations best served by public transport and other local services and facilities; and
- vii.** provides effective green infrastructure, landscaping, bio-diversity enhancements (in accordance with Policies ENV3, ENV7 and ENV8), to help to reduce energy demand, control surface water run-off, support well-being and enhance ecology.

### Reducing greenhouse gas emissions

Given the adverse consequences of greenhouse gas emissions, all development should be designed with measures which contribute towards energy de-carbonisation, energy conservation or reduction. In order to help achieve that, applications above the carbon scheme threshold will be expected to provide a Climate Change and Energy Strategy (CCES) to accompany their planning application in order to provide a baseline of the energy considerations and devise proposals for enhancement above that baseline. This should be separate from any Design and Access Statement and the council intends to update its validation list to embed the need for a CCES to be included within the required suite of supporting documents which accompany a planning application.

A Whole Life Carbon Assessment should be undertaken in parallel with or as part of the CCES (and any other relevant application documents) using a nationally recognised assessment methodology which should demonstrate the actions that have and will be taken to reduce whole life carbon emissions. The assessment should cover the development's carbon emissions over its life-time, accounting for:

- its embodied (construction phase) carbon emissions;
- its operational carbon emissions (regulated energy); and
- provide details and a calculation of any carbon shortfall required to be offset.

For schemes above the carbon threshold, the council requires applicants to provide a second carbon assessment detailing the actual carbon savings achieved post construction in comparison to their forecast reductions. This assessment will represent the ‘as built’ carbon position and whether or not the carbon reduction targets set in the planning permission have been met. Further details of the required approach are detailed in the council’s Supplementary Planning Document on Carbon Offsetting.

Greenhouse gas reduction measures should be set out in the CCES / carbon assessment in a hierarchical approach as set out in Policy CC2 unless an equivalent nationally recognised system is in place at the time of application submission. Carbon-offsetting will only be considered as the final element of this approach:

**Eliminate** – This should include a ‘back to basics review’ which may include a review of core business decisions, new business models, optimising site layout, a ‘fabric first’ approach or new products. Developers are expected to provide a baseline including details of anticipated energy supply, on-site demand and forecast greenhouse gas emissions which reviews and challenges that baseline or the business as usual approach.

**Reduce** – This should challenge the baseline and demonstrate real and relative reductions in greenhouse gasses and energy use, identifying opportunities for greater energy efficiency. This should include measures such as using digital techniques, new technologies, alternative ways of operating or innovative site management.

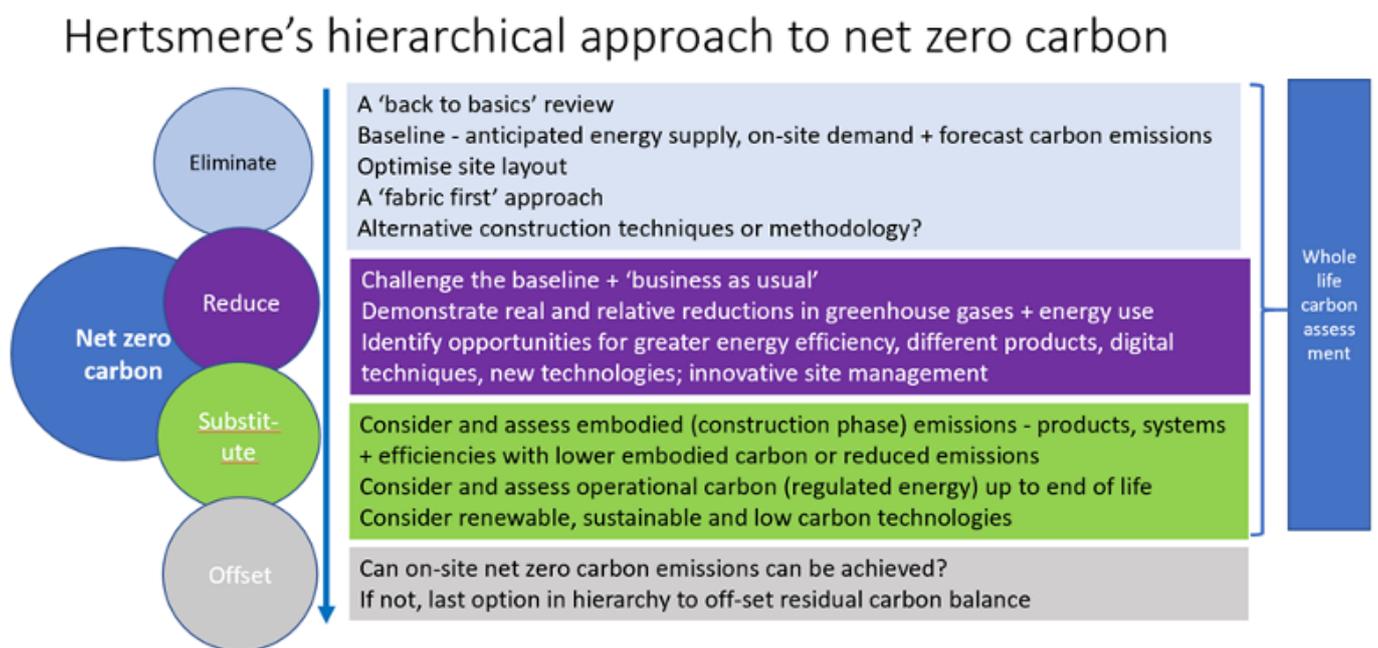
**Substitute** – This should include consideration of and assess embodied carbon (construction phase emissions), products, systems and any other efficiencies with lower embodied carbon or which would result in reduced emissions. As assessment should also be made of operational carbon (sometimes referred to as regulated energy) up to a building’s end of life and demolition. The scope for greater use of renewables and low carbon technologies, including through the use of sustainable and renewable energy on-site and the potential use of decentralised energy systems, should be set out in the CCES.

**Compensate or offset** – There should be a robust demonstration of whether on-site net zero carbon emissions can be achieved and where this can be demonstrated to be unavoidable, the off-setting of any residual balance will need to be considered. Only where it can be demonstrated that there are unavoidable residual emissions through a hierarchical approach as outlined above, will the need for offsetting be considered acceptable.

Net zero carbon will also be sought on the following types of development below the carbon scheme threshold, unless exceptionally it can be demonstrated that this cannot be practicably achieved on such sites:

- residential developments of up to four new units (gross);
- new build commercial unit(s); and
- any other new buildings of at least 100m<sup>2</sup> comprising anything other than ancillary accommodation.

Figure 4: Hertsmere Borough Council’s hierarchical approach to carbon offsetting



## Policy CC2 - Greenhouse gas reductions



A tiered approach will be applied to secure reductions in greenhouse gas emissions dependent upon the scale of development proposed. Developments that meet one or more of the following criteria are defined as meeting the carbon scheme threshold and will be required to achieve on-site net zero greenhouse gas emissions:

- i.** residential - the development of five or more residential units or the site area of 0.5 ha or more;
- ii.** non-residential development - the creation of 500m<sup>2</sup> floorspace or a site area of 1 hectare or above; or
- iii.** changes of use and refurbishment projects where planning permission is required - 1,000m<sup>2</sup>/ site area of 1 hectare or above.

Applications above this threshold should seek to minimise greenhouse gas emissions through the preparation of a Climate Change and Energy Strategy, together with a Whole Life Carbon Assessment, which develops effective measures in accordance with a 'greenhouse

gas management hierarchy' utilising the following tiered approach:

- i.** Eliminate
- ii.** Reduce
- iii.** Substitute
- iv.** Offset

For relevant developments below the carbon scheme threshold, net zero carbon will be sought. Where exceptionally it can be demonstrated that this cannot be practicably achieved on such sites, any residual greenhouse gas / carbon shortfall will need to be monetised and paid into a carbon offset fund.

The carbon offset unit price is per tonne of residual greenhouse gases is established in the council's Carbon Offset Fund Supplementary Planning Document, which will be regularly reviewed thereafter by the council.

### Energy consumption and generation

It is preferable for carbon emissions to be reduced through sustainable design and construction, before requirements for on or off-site renewable energy generation are considered. The transmission of energy across large distances can be inefficient and expensive, leading to difficulties in matching supply and demand.

However, the provision of sustainable, renewable and localised energy sources is expected to become much more commonplace as the economy is decarbonised and alternative technologies become more feasible and viable. Stand-alone and localised district energy (or heating) networks can help overcome those issues, which can be a more efficient way of providing and distributing low carbon heat; smaller-scale and community-based schemes are most likely to be permissible in the majority of locations. Larger, commercial low carbon or renewable energy source developments will need to be considered on their merits including their impact on the local landscape and green belt. The NPPF recognises that elements of many renewable energy schemes will comprise inappropriate development and it will be incumbent on applicants to demonstrate very special circumstances.

Localised and stand-alone energy generation and distribution schemes will be assessed against a range of considerations including:

- i.** their scheme viability, safety and efficiency;
- ii.** usability, choice and affordability to residents or other end users; and
- iii.** benefits derived from the scheme when measured against any local environmental and amenity impact.

Further details will be set out in a supplementary planning document.

## Policy CC3 – Energy generation



Proposals for stand-alone sustainable or renewable energy facilities, energy storage, heat recovery systems, or decentralised energy networks will be supported, subject to schemes being responsive to and appropriate for the site and locality incorporating suitable mitigation to manage potential impacts on local amenity and on the environment.

The on-site generation of affordable renewable energy will be subject to the same requirements as stand-alone facilities. On-site energy generation should be undertaken within the site, or where it can be demonstrated that this is not feasible, efficient or viable to do so, in accordance with the following approach:

- i.** adjacent to, or in close proximity to the development site;
- ii.** next to, or in close proximity to the settlement or locality accommodating the development; or
- iii.** in another area identified by the council or other statutory body.

Where appropriate, schemes should include passive design measures for future connections to decentralised energy networks.

### Natural cooling

The heat island effect is where structures such as buildings, roads, vehicles parks or tarmac covered playgrounds or sports pitches absorb heat and solar energy and store it, making the surrounding area hotter than it would otherwise be. Climate change is likely to lead to more extreme weather events potentially including more heat waves. Applicants will be

expected to incorporate a range of passive measures to help protect schemes from over-heating such as through natural ventilation in buildings and avoiding solar gain, including through the use of low thermal emittance and high solar reflectance 'cool roofs', thereby helping to avoid the need for artificial ventilation or air conditioning.

## Policy CC4 – Natural cooling

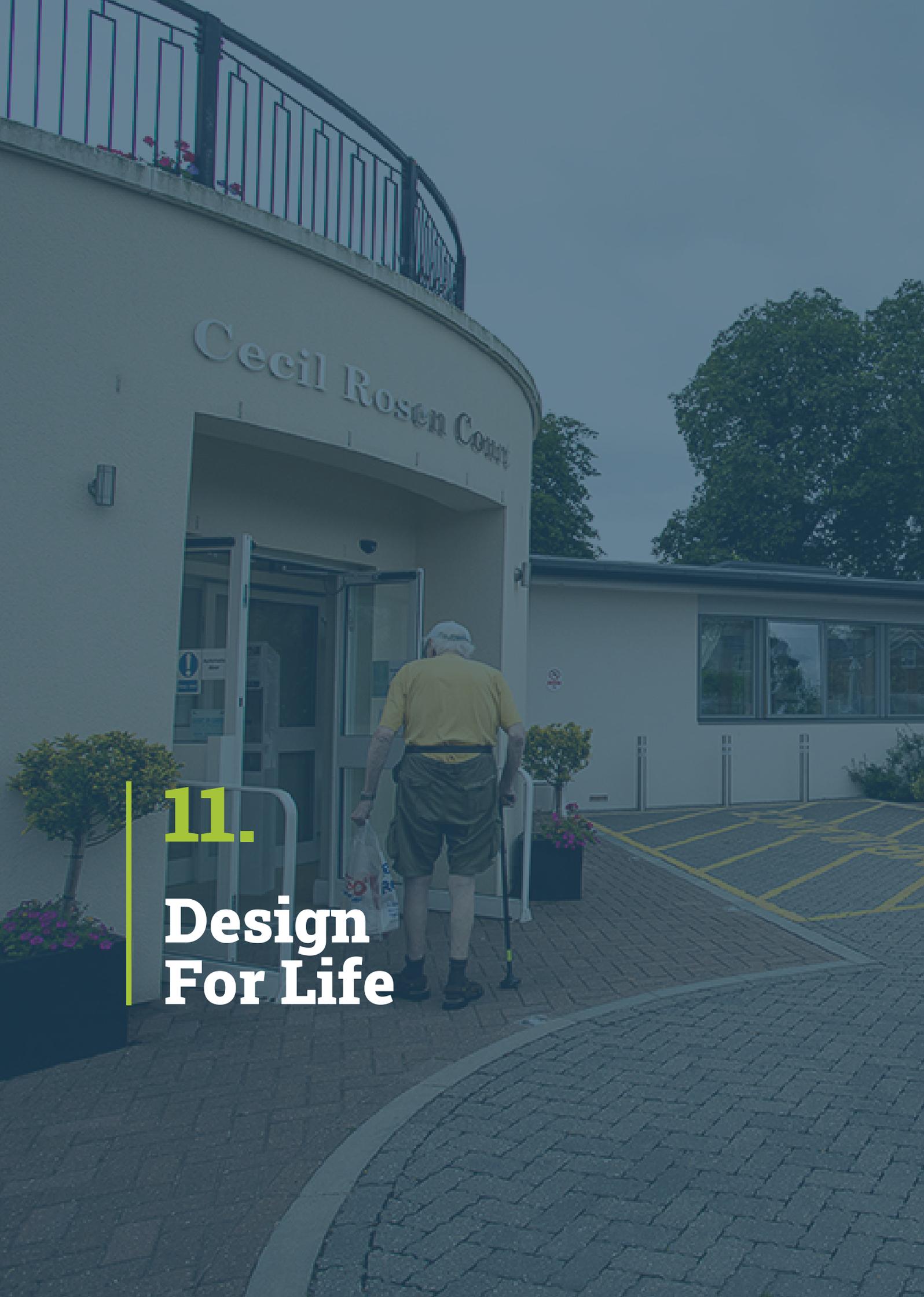


To reduce the likelihood of heat island effects, proposals for development above the carbon scheme threshold must undertake internal temperature modelling to reduce potential overheating and reliance on air conditioning or cooling systems. Measures to achieve this should include:

- i.** minimising internal heat generation through effective design and a fabric first approach;
- ii.** reducing the amount of heat entering a building in summer through dual aspect, through draught creation, insulation and where appropriate, the use of lighter coloured external materials;

- iii.** passive ventilation;
- iv.** use of external sun-shades or shutters; and
- v.** effective planting and other soft landscape works.

Green infrastructure, tree planting schemes, landscape works or green roofs should be integrated as key components of all schemes. Proposals will be expected to include provision for the ongoing management and maintenance of green infrastructure.



Cecil Rosen Court

**11.**

**Design  
For Life**

## 11. Design For Life

The creation of well-designed, beautiful and safe places is an important national policy objective and the government has emphasised that local plans should set out a clear design vision and expectations. This includes the preparation of design policy, guidance and codes and this Local Plan reflects that requirement by seeking the preparation of masterplans and design codes for allocated strategic sites. Updated design guidance will also be issued which, together with the Neighbourhood Plans which exist for Radlett and Shenley, will ensure that design is given significant weight in the determination of individual planning applications. All design codes should be consistent with the principles set out in the National Design Guide and National Model Design Code, as well as reflecting local character.

### **Making effective use of land**

National planning policy supports planning policies and decisions which promote sustainable pattern of development. In particular, it encourages effective use of land in meeting the need for housing and other land uses.

Over three quarters of Hertsmere is designated as green belt and this protection has shaped and retained the character of the borough with areas of rural, open countryside exist in close proximity to large built up areas. Making effective use of land by focussing higher density development in the most sustainable locations (around services like shops and public transport hubs) will help to protect this character, as sought in Policy DL1 looks to maximise efficient land use subject to design, amenity and environmental considerations..

'Density Zones' have been mapped within the main urban centres, providing a basis for setting appropriate minimum density standards for the most accessible parts of the borough, taking account of the prevailing densities in different parts of the borough. These density standards are not expected to be absolute requirements to be met or exceeded in all cases and the council will continue to take account of the context of the application site in order to achieve well-designed, sustainable development.

As such, the application of the numerical densities does not replace the need for all applications to be considered in relation to their immediate and wider context. This is of particular significance where a site is located close to the edge of a Density Zone in order to avoid sharp changes in density between adjacent streets and neighbourhoods. Where a site immediately adjoins a Density Zone, applicants will be required to demonstrate that an assessment of the streetscape and overall pattern of development across both Zones has been carried out; the same approach will be required where a site within a Density Zone is immediately adjacent to an area outside of any Zone and vice versa. Allowing this flexibility will also help to ensure that places are well-designed, sustainable, and meet the requirements set out in local design guidance.

## Policy DL1 – Making effective use of land



	Houses Dwellings per hectare	Mixed Dwellings per hectare	Flats Dwellings per hectare
<b>Town and district centres</b>	45	80	230
<b>Zone 1</b>	40	75	180
<b>Zone 2</b>	35	70	130
<b>Other</b>	30	65	80

Planning permission will be granted for residential and mixed-use development proposals which make effective use of land, whilst not compromising internal and external design, amenity and environmental considerations.

Residential development within defined Density Zones, set out in Appendix 2 to this plan, should be designed to achieve the following minimum housing densities (dwellings per hectare) across the net developable area of a site, taking account of the site setting, residential amenity and local infrastructure requirements:

Residential development on sites outside of the Density Zones is expected to make efficient use of land, taking full account of local character, residential amenity and local infrastructure requirements.

Sites allocated for non-residential or mixed use development should be developed in accordance with Policies E3 and E9.

## High quality, safe and accessible development

New development should be well-designed whilst ensuring that buildings and the wider public realm are physically accessible to all sections of the community. Proposals will be supported which reflect local design policies, relevant national guidance on design and/or represent outstanding or innovative sustainable design solutions which raise design standards in the area.

The Radlett and Shenley Neighbourhood Plans do not allocate new sites for development and their design principles are primarily focussed on existing developed areas. On allocated sites in this Local Plan which are located within the designated Neighbourhood Areas for Radlett and Shenley, the principles contained in the Neighbourhood Plan design codes may inform the treatment of allocated sites in so far as they are relevant to their setting and location and enable the efficient development of the land, in accordance with Policies DL1 and DL2.

Promoting the creation of inclusive places and buildings can help older and disabled people live more independently, and applies equally to non-residential buildings, such as workplaces and commercial buildings, and public outdoor spaces as to housing. Specific requirements for accessible housing are set out in Policy H6. The council expects accessibility to buildings, creating an inclusive environment which can be accessed and used by everyone, to form an integral part of the planning and design process from the outset. This should include details which can be overlooked such as the provision of Changing Places toilets within publicly accessible buildings. When assessing planning applications, the council will have regard to good practice guidance including Building for a Healthy Life<sup>26</sup>.

All development is expected to aim for the goal of being carbon net zero over its lifetime in line with legislation arising from the Energy White Paper and Environment Bill 2020. There are many ways in which this can be achieved, and it is expected that a 'fabric first' approach will be adopted before mechanical or micro-generation options are considered. The design principles for safer urban centres and green spaces published in the government guidance Coronavirus (COVID-19): Safer public places – urban centres and green spaces<sup>27</sup> will also be relevant to the design of all development.

All development should be designed with safety in mind from the outset, including the requirements of legislation arising from the Building Safety Bill 2019-20 and the Fire Safety Bill 2020 which are envisioned to apply to high-risk buildings following the Grenfell Tower disaster in 2017. On all multi-occupied residential buildings of either at least 18 metres in height or six storeys, new safety requirements will be applicable at three separate stages or gateways.

At 'gateway one', applicants will need to submit a Fire Safety Statement as part of a planning application for an application, demonstrating that fire safety requirements have been considered and incorporated into their proposals, including information on water supplies and emergency fire vehicle access to the building. At gateway two (prior to construction) and gateway three (prior to occupation), the new Building Safety Regulator will assess the full plans and subsequently determine whether to accept the designer/contractor's declaration of compliance with the Building Regulations.

Where new streets are to be created within new development, these are expected to be lined with trees in discussion and agreement with the local highway authority and the council's Tree Officer. Trees should also be incorporated wherever possible throughout other parts of the layout with measures agreed to secure their long-term maintenance.

Existing trees and landscapes should be protected in accordance with Policy ENV7 and the loss of an existing garden will not be supported; this approach extends to proposals which constitute tandem development, occurring where a new home(s) is built in the rear (or front) garden directly behind (or in front) of an existing house, typically necessitating a narrow, long and shared vehicular access to the side. The fact that an occupier of an existing property would be prepared to tolerate a lower level of amenity or safety, to encourage a planning permission to be granted, will not weigh in favour of an otherwise unacceptable proposal. Tandem and other similar forms of backland development rarely fits in well with existing development unless the pattern of development is particularly spacious, without a well-defined frontage and the new dwelling(s) are a significant distance from existing properties.

In the case of electronic communications apparatus, the principles contained in Policy DL2 will be applied in conjunction with the NPPF and any other relevant guidance.

The principles contained in policies DL2 and ST4 will also be applied to advertisement proposals in order to ensure that neither amenity nor public safety is compromised.

<sup>26</sup>Birkbeck D and Kruczkowski S et al (202015) Building for a Healthy Life

<sup>27</sup><https://www.gov.uk/guidance/safer-public-places-urban-centres-and-green-spaces-covid-19/1-introduction>

## Policy DL2 – High quality, safe and accessible development



All development, including extensions and alterations to existing buildings, and advertisements should be designed to a high quality, reflecting local distinctiveness and the principles set out in the National Design Guide and National Model Design Guide, Hertsmere Planning and Design Guide (or successor document) and where applicable, Neighbourhood Plan and site-specific design codes. The design codes in the Radlett and Shenley Neighbourhood Plans will continue to be applied to applications for development within the existing developed areas of Radlett and Shenley. All development, and where relevant advertisements, should:

- i.** deliver site layouts, including any public realm areas, which are legible, permeable and accessible;
- ii.** provide good physical and visual connectivity with existing street patterns;
- iii.** ensure that all opportunities for natural ventilation of new buildings are maximised;
- iv.** integrate low carbon principles into its layout, construction and operation;
- v.** prioritise active travel modes and walkable neighbourhoods through layout and design;
- vi.** avoid creating 'left-over' spaces which have no clear function;
- vii.** make use of locally-distinctive and sustainable materials;
- viii.** incorporate street trees in all new streets and take opportunities to incorporate trees elsewhere;
- ix.** avoid harming the amenity of occupiers of neighbouring properties and land;
- x.** ensure building safety is considered during the design, planning and construction stages, including specific Planning Gateway requirements for higher-risk buildings; and
- xi.** incorporate the principles of crime prevention and community safety, including counter-terrorism protective security for publicly accessible buildings and spaces, in accordance with the Hertsmere Planning and Design Guide (or successor document).

Opportunities to maximise natural surveillance and create active frontages should be integrated into new layouts to ensure public spaces and pedestrian routes, including those on unadopted highways, are safe to use. Proposals that create new public spaces or relate to the existing public realm should have regard to the latest government

guidance for safer public spaces.

The design of all residential development should meet the highest standards of the BRE Home Quality Mark or other equivalent measures, including any new Future Homes Standard. The design of non-residential development should enable achievement of the BREEAM 'Excellent' standard or equivalent. New residential development involving the loss of existing garden space will not be permitted where it will result in:

- i.** a tandem development layout;
- ii.** servicing by an access drive or where reversing of service vehicles would be required; or
- iii.** unacceptable standards of amenity for existing and proposed residential units.

New residential development should:

- i.** deliver a range of accessible housing in accordance with Policy H6;
- ii.** meet or exceed the internal space standards as set out in the Government's "technical housing standards: nationally described space standard" and any subsequent amendments;
- iii.** be designed to be tenure blind where market and affordable homes are delivered on the same site in accordance with Policy H2;
- iv.** not be value engineered post-permission in a way which dilutes the design quality and integrity of the approved scheme; and
- v.** utilise construction and materials which are unified, visually attractive, robust and either low maintenance or maintenance free.

All non-residential development should be fully accessible to all, including by those with additional mobility requirements.

Advertisements, including associated illumination, should integrate well with their surroundings and respect the character of the area in and, where relevant, any building on which they are located. Advertisements will only be permitted where it can be demonstrated that they will have no detrimental effect on building, highway or public safety.

### **Design standards for flats, maisonettes and houses in multiple occupation**

Flats, maisonettes and house in multiple occupation (HMOs) are forms of development which secure particularly efficient use of land and will be supported in suitable and sustainable locations as set out in Policy DL1. Such units are expected to be designed to the same high standards as houses and new proposals should contribute to the creation of beautiful and distinctive places.

All new houses and purpose-built flats are expected to have natural ventilation to kitchen/dining areas and (at least) main bathrooms which should preferably be achieved through a double aspect layout. Planning applications for new build developments which do not incorporate sufficient natural ventilation will not be supported.

The reuse of existing buildings is encouraged from a sustainability point of view, and high standards of design are equally important where proposals seek to convert existing buildings into multiple units. The council does not support proposals which fall short of the required standards of sustainable design applied to all development in the borough. It is acknowledged that, when existing buildings are to be converted to multiple units, it may not always be possible to ensure all kitchens and bathrooms have natural ventilation. In the case of building conversions where this cannot be achieved, passive ventilation systems should be favoured over mechanical where these comply with the Building Regulations.

At the time of writing, the GPDO requires applications for Prior Approval for a number of different types of residential development. This includes the conversion of offices and certain other commercial buildings to residential use under Class O and for the redevelopment of such buildings for residential under Class ZA, subject to assessment against a number of criteria. To prevent sub-standard and unsatisfactory accommodation being delivered through permitted development rights, the provisions of this plan will be a material consideration in the determination of such Prior Approval applications, subject to those particular requirements remaining in the GPDO.

## Policy DL3 – Design standards for flats, maisonettes and houses in multiple occupation



All development which provides one or more new residential units should:

- i.** be self-contained with access direct from a street frontage or a common entrance hall;
  - ii.** provide a good standard of accommodation, meeting or exceeding internal space standards in accordance with Policy DL2;
  - iii.** always in the case of homes with 3 or more bedrooms, and wherever possible in other new homes, be double-aspect, avoiding north facing single aspect layouts and in the case of new build developments, having natural light and ventilation to habitable rooms and kitchens; and
  - iv.** provide suitable communal or private outdoor amenity space for each flat, in accordance with the Hertsmere Planning and Design Guide (or successor document).
- Applications seeking the conversion or extension of existing homes, offices or other buildings to smaller or additional self-contained residential units or houses / buildings in multiple occupation (Use Class C4 or sui generis) will not be supported where:
- i.** there would be insufficient off-street parking provision (in line with the Parking Standards SPD) and/or an adverse impact on adjoining highway(s);
  - ii.** the size of private/ shared private amenity space would be inadequate or access to it would be difficult for some or all of the proposed units;
  - iii.** the proposal would lead to inadequate living conditions for the future occupiers, or for the occupiers of existing neighbouring homes;
  - iv.** there would be inadequate provision for the storage and collection of waste;
  - v.** there would be an over-reliance on mechanical ventilation with insufficient natural daylight entering some or all of the proposed units;
  - vi.** there would be more than 1 in 5 conversions in a defined row of houses;
  - vii.** the granting of permission would result in an existing single dwelling house being adjoined on both sides by a converted property; and/or
  - viii.** the property has already been converted to an HMO C4 use and the proposal does not comply with Policy H8.

### Health and wellbeing

In order that maximum benefits for the health and wellbeing of Hertsmere's communities (in particular those with relatively poor health outcomes) can be achieved, the impact of development proposals on health and wellbeing will be considered. Where a Health Impact Statement is required, this must be evidence driven. In order to ensure its completeness and quality, the applicant must ensure that the Health Impact Assessment is prepared by competent experts and provide a statement outlining the relevant expertise or qualifications of such experts. During the scoping stage, applicants should establish, in consultation with the council, the quality assurance framework that will be used to assess their HIA.

## Policy DL4 - Health Impact Assessments



Developers are expected to identify the potential health impacts arising from their proposals and the opportunities which exist to promote, support and enhance improvements to the physical and mental health of local communities. In order to demonstrate this:

- i. Proposals for development of 10 more dwellings or at least 1,000m<sup>2</sup> of other floorspace should be accompanied by a statement setting out their potential health impacts and how the opportunities to benefit health and well-being are being maximised.
- ii. Proposals for any development comprising at least 150 homes or 5ha of land, or a lower threshold where the council considers a specific development proposal is likely to have significant health impacts, will be required to submit a Health Impact Assessment (HIA) and demonstrate how the conclusions of the HIA have been taken into account in the design and future management arrangements of the scheme.
- iii. In all cases, where any potential adverse health impacts are identified the applicant will be expected to demonstrate how these will be addressed and mitigated.

### Waste arisings

The Waste Hierarchy was transposed into UK law in 2011 and is embedded in the National Planning Policy for Waste (2014). The reuse of material on site reduces the need for recycling off-site and disposal and should be prioritised to drive waste arisings up the Waste Hierarchy.

Figure 5: The Waste Hierarchy



The Waste Hierarchy can be progressed further to deliver a more 'circular economy', a concept which looks to design out waste and keep resources in use for as long as possible through their reuse, re-manufacture, repair and recycling. This approach extends to prioritising refurbishment over the demolition of buildings which extends to proposals for a replacement home on an existing residential site.

Hertfordshire County Council (HCC) is the waste planning authority for the area and the emerging HCC Waste Local Plan Strategic Policy 15: Sustainable Design and Resource Efficiency<sup>28</sup> includes a requirement for a circular economy statement to be submitted alongside new waste-related development proposals. Similarly, Policy D4 requires applicants to provide justification for the demolition of existing buildings as part of the required Climate Change and Energy Strategy and this should include details of how materials will be re-used and recycled. This could include an independent pre-demolition audit, a demolition strategy, segregation of materials and the analysis and monitoring of waste flows to maximise reuse and reclamation.

Construction waste can also arise after the initial construction phase of a development, during the subsequent operation of a building through its maintenance, refurbishment, and at the end of its life. Innovative approaches for managing this waste, based on repair and replacement forecasts or functional adaptability studies, will be supported.

Communal and underground recycling and collection schemes may have a greater role to play within future development. Schemes may include automated vacuum collection systems, or communal waste collection systems rather than individual household bins, and any proposals for this type of system for the purposes of encouraging greater levels of recycling should be discussed with the council's Waste Team.

<sup>28</sup><https://www.hertfordshire.gov.uk/media-library/documents/waste/waste-local-plan-consultation/hertfordshire-draft-waste-local-plan-january-2021.pdf>

## Policy DL5 - Waste arisings



Adequate provision for the storage of waste, including recycling facilities, should be fully integrated within the design and layout of new development.

New development should ensure that:

- i.** full provision is made within the curtilage of the development site;
- ii.** the reduction and recycling of household and business waste is facilitated, including through the use of communal and underground recycling and collection schemes;
- iii.** any waste storage areas are readily accessible by occupiers and by local waste collection agencies allowing easy removal and replacement of bins;
- iv.** any waste storage areas would not obstruct pedestrian, cyclist or driver sight lines;
- v.** the siting or design of any waste storage areas would not result in any adverse impacts to the amenity of occupiers; and

- vi.** it adheres to the Hertsmere Planning and Design Guide (or successor document) and Technical Note for Waste Storage Provision Requirements for New Residential Developments (or successor document).

On strategic housing allocations, developers should demonstrate that adequate waste water capacity exists on and off the site to satisfactorily serve the development, or that extra capacity can be provided in time to serve the development.

Provision should be made for waste minimisation and recycling within the development both during and beyond the construction phase in accordance with the principles of the circular economy. Where existing buildings are proposed to be demolished as part of a development, justification should be set out in the Climate Change and Energy Strategy required under Policy CC2 including how all materials arising from demolition and remediation works will be reused and/or recycled.

**12.**

**Local  
Heritage**

## 12. Local Heritage

The conservation of heritage assets is essential to the character of Hertsmere. All identified heritage assets will be appropriately conserved, reflecting the importance of the designation, and where appropriate enhanced.

Heritage assets are irreplaceable. All development should therefore have regard to the effect on relevant heritage assets, whether designated or non-designated, and their setting. The NPPF accords stronger protection to the more important assets but also recognises the role of local designations. The historic environment includes heritage assets which have statutory designation as well as landscape and townscape components which have heritage interest and local value. The setting of a heritage asset includes adjacent development and the wider surroundings. This may relate to landscaping, trees, open spaces and other features which add to the significance of the site or structure.

‘Significance’ is defined as the value of a heritage asset (and its setting) to current and future generations from its heritage interest. Heritage interest may be archaeological, architectural, artistic or historic. Understanding the significance of a heritage asset and its setting at an early stage in the design process of development, can help ensure that development proposals minimise, or ideally avoid, harm.

Hertsmere has over 330 listed buildings and as identified on the Policies Map, 15 Conservation Areas, four Scheduled Ancient Monuments and the Battle of Barnet battlefield. This historic fabric contributes to the character of the borough’s towns and villages. An extensive list of locally important buildings contains over 350 further entries; these are buildings which although not judged to be of sufficient national historical or architectural interest to merit inclusion in Historic England’s National Heritage List for England are of local significance. Although consent is not required for internal alterations to locally listed buildings, inclusion on the local list provides extra protection where there is a clear presumption against their demolition or substantial alteration as part of development proposals.

All heritage assets are defined separately to the development plan, and the lists of assets are updated from time to time. Any prospective developer should check the up-to-date position with the council. The developer may then be advised to refer to other information held by specialists, e.g. the national Register of Historic Parks and Gardens or the county council’s Historic Environment Record. Applicants are strongly encouraged to seek informal advice about their proposals before submitting an application.

The council will seek to take a proactive approach to managing heritage assets, including through the following guidance documents which should be considered as part of planning proposals where they apply:

- Conservation Area Appraisal documents;
- List of Locally important Buildings in Hertsmere. The latest List of Locally Important Buildings in Hertsmere was updated in 2016 and will be reviewed from time to time;
- Register of buildings and structures at risk;
- Supplementary planning documents and planning briefs to provide more detailed guidance on specific issues; and
- Article 4 Directions to protect designated and undesignated assets from small scale changes which are allowed under permitted development rights and which would erode the significance of those assets.

New development can make a positive contribution to, or better reveal the significance of heritage assets and the council will encourage this where appropriate. Historic buildings which remain in use are less likely to fall into disrepair and so well-designed proposals which protect and enhance the significance, character and setting of heritage assets will be supported.

Proposals leading to substantial or cumulative harm to a designated heritage asset will not be permitted unless it can be demonstrated that the harm or loss is necessary to achieve substantial public benefits which outweigh that harm or loss, in accordance with the NPPF. Important open spaces and views which frame the setting of a heritage asset will also be protected.

The NPPF in Para 196 sets out that where less than substantial harm would be caused to the asset, this harm should be weighed against the public benefits of the proposal, which include securing optimum viable use. The PPG emphasises the importance of securing viable uses for heritage assets to ensure their long-term conservation. Where a range of viable uses exists, the ‘optimum’ viable use may not be the use that brings the greatest financial benefit, but that which is likely to cause the least harm to the heritage asset throughout the lifetime of the use.

## Policy HE1 – Heritage assets and their setting



Development proposals should conserve and enhance the historic environment in the borough. Proposals leading to substantial or cumulative harm to the significance of a designated heritage asset or its setting will be assessed in accordance with the NPPF.

Where harm to a heritage asset may occur but results in less than substantial impact, this must be justified through a comprehensive assessment of economic viability which considers those uses for a building or site likely to cause the least harm to the significance of the asset.

Opportunities for the conservation and enjoyment of the local historic environment will be supported, having regard to their role in, and contribution towards, achieving sustainable development. Proposals for enabling development will be assessed with regard to Historic England's latest guidance.

Development proposals should protect the special historic character, appearance or setting of those sites listed on the Historic England 'Register of Historic Parks and Gardens' and Register of Historic Battlefields, including the site of the Battle of Barnet (1471). Where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the asset will not be taken into account in any decision.

Development proposals affecting a non-designated heritage asset, including buildings and structures on the List of Locally Important Buildings, will be expected to maintain or improve its appearance, character and/or setting. Where a proposal would adversely affect such assets, a balanced judgement will be taken with regard to the scale of any harm or loss, and the significance of the heritage asset.

### Listed buildings

The council wishes to work collaboratively with the owners of statutorily listed buildings to secure the best outcomes for their heritage asset and where appropriate, will look to enter into a Listed Building Heritage Partnership Agreement. This allows the local planning authority to grant listed building consent for the duration of the Agreement for specified works of alteration or extension (but not demolition) of those listed buildings covered by the Agreement and removes the need for repetitive applications for listed building consent for works covered by an Agreement to be made. Any Listed Building Heritage Partnership Agreement will be based on the principles set out in Policy HE1. Non-designated heritage assets that contribute to local distinctiveness will be identified by the council through engagement with key stakeholders and local communities.

Structures within the curtilage of a listed building may be included within the listing but certain objects or structures may not necessarily be protected in this way. In accordance with Policy HE2, applicants will need to demonstrate that any free-standing objects or structures do not form an integral or historic part of the main listed building, in order for those to be excluded from any listed building control. Early engagement with the council, prior to the submission of a listed building consent application, is therefore strongly encouraged as this will provide an opportunity for any supporting evidence to be requested and considered in respect of separate objects and structures.

## Policy HE2 – Listed buildings and their setting



Proposals which would materially harm the setting or endanger the fabric of a listed building will not be permitted.

Alterations or extensions that would be detrimental to the special architectural or historic character of the interior or exterior of a listed building or its setting will not be permitted.

Structures within the curtilage of a listed building, including those which are free-standing, will be treated as part of the listing unless it can be clearly demonstrated that they:

- i. do not form an integral part or historic feature of the main building(s); and
- ii. do not constitute a building in their own right.

### Conservation Areas

The council keeps the boundaries of Conservation Areas and management policies relating to their character under review (see Table 23 below). Conservation Areas Appraisals will continue to provide additional guidance for decisions on development proposals and/or enhancement projects.

Table 23: Conservation Areas

Conservation Area	Designation	Last Review
South Mimms	24.03.1969	2020 (currently in draft)
Shenley	24.03.1969	2012
Letchmore Heath	06.10.1969	1978
Aldenham	22.01.1973	n/a
Bushey High Street	22.01.1973	2009
Elstree	04.08.1976	2014
Ridge	28.06.1978	n/a
Roundbush	28.06.1978	n/a
Radlett North	20.04.1988	2010
Radlett South	20.04.1988	2012
Bushey Heath High Road	28.03.1990	2013
Bushey Heath The Lake	23.10.1998	n/a
Patchetts Green & Delrow	23.10.1998	n/a
Potters Bar, The Royds	20.05.2000	2014
Melbourne Road, Bushey	11.12.2009	n/a
Potters Bar Darkes Lane	19.06.2012	n/a

Conservation Area Appraisal documents form an important part of the management of heritage assets in the borough. They provide an indication of the condition of the Conservation Areas which have been reviewed. Evidence from the appraisals and from local groups indicates that a number of Conservation Areas have been affected by the gradual erosion of features of heritage value in both the public and private realm, undermining the special interest of those areas. This includes gradual, unsympathetic and piecemeal changes made to building features, materials and details.

A proactive approach will continue to be taken to address this and where possible, reinstate these features as part of works to preserve and enhance the character and appearance of Conservation Areas. Where appropriate, further Article 4 directions will be made that bring specific permitted development rights within the planning system. These will be used to prevent the further loss of significant historic features and to seek to secure the restoration of features already lost, helping to preserve and enhance the features that give the Conservation Area its special interest, character and appearance.

Many buildings in Conservation Area appraisals have been neither identified as making a positive or negative contribution to the character of the area. However, in accordance with Policy HE3, there will be a presumption against allowing the demolition of an existing building within a Conservation Area unless it has specifically been identified as having a negative impact on the area.

## Policy HE3 – Conservation Areas and their setting



Development will be permitted where it preserves or enhances the special interest, character or appearance of a Conservation Area. This includes extensions and alterations to existing buildings, as well as proposals outside of the Conservation Area which would affect its setting.

Development is expected to:

- i.** be of a scale, proportion, form, height, design and overall character that accords with and complements the surrounding area;
- ii.** respect established building lines, layouts and important views;
- iii.** use materials and adopt design details which reinforce local character and are traditional to the area;
- iv.** have regard to any Conservation Area Appraisals prepared by the council; and
- v.** Safeguard all aspects of the area that contribute to its special interest and significance, including important views and green spaces.

Proposals involving the demolition of buildings or structures in Conservation Areas will only be permitted where:

- i.** they are beyond economic repair; or
- ii.** they have been identified within a Conservation Area Appraisal as having a negative impact on the character or appearance of the area; or
- iii.** in the case of other buildings, it has been demonstrated that they do not make a positive contribution to the significance, character or appearance of the area; and
- iv.** any replacement building is of high quality design and satisfies other requirements of this policy.

### Archaeology

Whereas listed buildings and conservation areas can and often need to adapt in order to survive, the borough's Archaeological remains are a finite resource for the whole community. The borough's four Scheduled Ancient Monuments are critical local assets, which are statutorily required to be conserved in situ:

- A moated site at Bushey Hall Farm, Bushey;
- A moated site at Penne's Place, off Butterfly Lane, Aldenham;
- A motte and bailey castle at South Mimms; and
- Roman remains on Netherwylde Farm, Aldenham.

Development proposals that would be likely to harm heritage assets with archaeological interest, will be required to undertake appropriate archaeological investigation and reporting as part of any permission. Appropriate recording of heritage assets that would be lost (whether archaeological or otherwise) will also be sought as appropriate.

Areas of Archaeological Significance (AAS) are places within the borough that are deemed to be of moderate or high archaeological potential, based on evidence from known heritage assets (buildings, sites, features and finds). Alterations to existing AAS or identification of new AAS may be required based on new data or understanding of significance.

The Hertfordshire Historic Environment Record (HER) is a record of Hertfordshire's historic environment. It contains information on historic buildings, archaeological remains, historic sites and military remains. The HER can be used to identify significant historic remains and finds. It also contains information on surveys and archaeological excavations undertaken in Hertfordshire.

## Policy HE4 – Archaeology



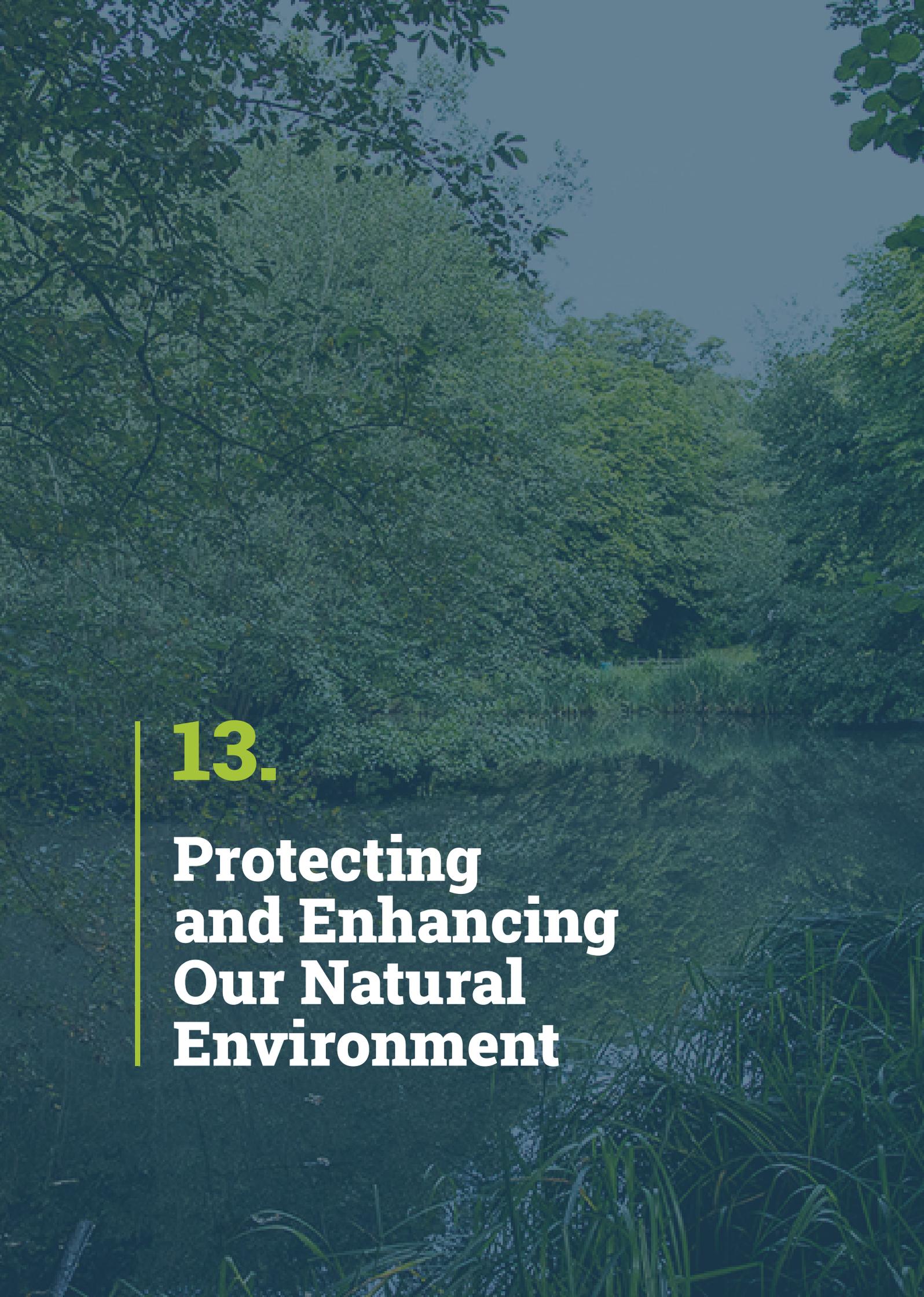
Where a site includes or has the potential to include heritage assets with archaeological interest, it must be accompanied by an appropriate desk-based assessment and, where necessary to properly assess the archaeological interest, a field evaluation.

Planning permission will only be granted for development proposals affecting heritage assets with archaeological interest where it is demonstrated that any harm is

minimised, clearly justified and necessary to achieve substantial public benefits which outweigh loss or harm, taking into account the significance of the asset.

Planning permission relating to sites of archaeological interest will be subject to conditions and/or legal agreements requiring appropriate excavation and recording in advance of development and the subsequent storage and display of material.





**13.**

**Protecting  
and Enhancing  
Our Natural  
Environment**

# 13. Protecting and Enhancing Our Natural Environment

The NPPF requires policies and decisions to contribute and enhance the natural environment. This positive approach is reinforced through the principle of Biodiversity Net Gain, which provides a basis for developments to provide additional or improved habitat compared to the previous site use. A number of regulatory requirements with land use planning implications are expected to arise from the Environment Bill and subsequent Act around waste and resource efficiency, air quality, water and biodiversity. For biodiversity, this is likely to provide a statutory mandate for Biodiversity Net Gain and the legal framework for enforcement of non-compliance if necessary. This positive approach to the environment runs as a thread through the Local Plan policies relating to the protection and enhancement of the natural environment.

## Environmental impact of development

Hertsmere is a relatively densely populated borough (1,030 people per square metre compared to the median average of 723)<sup>29</sup> which is likely to contribute directly to greater challenges from all types of pollution, aside from land contamination. There are a number of receptors associated with new and existing development that can be harmful to our or the health of the natural environment including air quality, water quality, land contamination, excessive noise/vibration, light pollution and odour. Policy ENV1 seeks to minimise and reduce risks associated with new development and create healthier living environments. The aims of this policy meet the requirements of the NPPF paragraphs 170 and 178 to 183. The council will continue to take a robust approach, reflecting recent appeal decisions locally and nationally, to reject proposals which would result in a sub-standard environment for residents and/or would impact on the operational needs of nearby businesses.

## Air quality

Air quality is a material planning consideration which can contribute to poor health in general. Hertsmere currently has 6 AQMAs, all due to excessive levels of nitrogen dioxide. It is therefore imperative that measures are put in place to reduce the levels of nitrogen dioxide and the number of AQMAs and alongside Policy ENV1, the plan seeks to reduce emissions through increased electric vehicle charging provision within new development.

## Land contamination

The role of the planning system from a land contamination perspective, as stated in Paragraph 170 (f) and 178 of the NPPF, is to ensure a site is suitable for its intended use and to prevent unacceptable risk from pollution to the natural

environment or intended user, including land instability caused, for example, by mining. In this borough, in particular, there are sites which may be affected by land instability issues caused by chalk mining or dissolution of the chalk rock, a gradual process that occurs with mildly acidic rainfall over a period of time and can lead to the appearance of sinkholes, which have also been recorded in the area.

Significant contamination from the redevelopment of current sites will not be a frequent occurrence in Hertsmere, but due to the sensitive underlying geology and hydrogeology in some areas, detailed preliminary risk assessments will be necessary when redeveloping existing brownfield sites. It may also be necessary to establish whether there is any risk from unexploded ordnance on or affecting a site and if so identify and implement appropriate mitigation.

## Water

The water environment faces huge pressure from increased drought, over abstraction, pollution and flooding events caused by a combination of increasing urbanisation and climate change, which is reflected by an increased focus on climate change mitigation in the NPPF. The policies in this section of the Local Plan seek to mitigate these effects on a site by site basis and improve the overall water environment in the borough.

Pollution and over abstraction and general low flows are a major problem locally, affecting the Water Framework Directive status of its waterbodies. Chalk streams are one of the rarest habitats in the world and suffer particularly from low flows and pollution in the Colne catchment. Most of the chalk streams in Hertfordshire are to the north and west of Hertsmere borough boundary but the River Colne runs in and out of the north and west part of the borough, often forming the boundary of Hertsmere, most visibly between Bushey and Watford. For these reasons, additional detail can be required from a developer as part of any planning application that borders a chalk watercourse, due to the sensitivity and associated risks of pollution. This may involve Sustainable Urban Drainage (SuDS) measures that specifically clean the water and enhanced use of oil traps and gullies on parking areas for example. Affinity Water are actively involved in a strategy to reduce their abstraction to improve flows in all at risk chalk catchments by 2024. Any private borehole proposals require a licence from the Environment Agency.

<sup>29</sup>ONS data [ons.gov.uk/](https://ons.gov.uk/)

## Noise

In recent years, there have been instances where noise complaints from new developments have been responsible for closures of venues or curbs on their licenses, often to the detriment of the vitality of the town centre night-time economy and important community hubs. The NPPF places the onus on the developer to provide mitigation against potential sources of disturbance where directed, through the 'agent of change' principle, which is reflected in Policy ENV1. Similarly, there is now a requirement to mitigate against any significant adverse effects and the council will seek to apply this approach in a proportionate way, to ensure that the right balance is maintained between the needs of existing businesses and residents and those of new developments, particularly residential schemes, which are sited nearby.

## Light

Light pollution is an issue across more densely populated parts of the country, including much of the South East of England. Three receptors are of particular importance when addressing light pollution: amenity, nature conservation and intrinsically dark skies. Hertsmere is too densely populated and too close to London to benefit from truly 'dark skies' worthy of specific protection, but there still needs to be consideration of increasing light pollution which can impact on health and wellbeing, in relation to sleep patterns, as well as impacting on nocturnal animals and animals in flight such as bats.

## Odour

An assessment of odour will also be important when considering the effects of pollution on health, the natural environment and general amenity to be taken into account. The council will have regard to the latest guidance on the assessment of odour for planning issued by the Institute of Air Quality Management in 2018<sup>30</sup>. The agent of change principle applies equally to odour as well as noise with regard to the siting of new development near to known sources of odour. These can take a number of forms, but the most common are anaerobic digestion facilities, composting sites, sewage treatment works and intensive animal rearing.

At the time of writing, the GPDO requires applications for Prior Approval for a number of different types of residential development. This includes the conversion of offices and certain other commercial buildings to residential use under Class O and for the redevelopment of such buildings for residential under Class ZA, subject to assessment against a number of environmental and other criteria. To avoid sub-standard and unsatisfactory accommodation, as well as preventing new residential accommodation having an unacceptable impact on the ability of nearby businesses to continue operating, the provisions of this plan will be a material consideration in the determination of such Prior Approval applications, subject to those particular requirements remaining in the GPDO.

<sup>30</sup><https://iaqm.co.uk/update-to-guidance-on-the-assessment-of-odour-for-planning/>

## Policy ENV1 – Environmental impact of development



The council will identify and support proposals which protect and enhance the environment, working with statutory bodies and other relevant organisations to ensure that development proposals do not create an unacceptable level of risk to occupiers of a site, the local community and the wider environment.

Development should not result in any adverse impact to public health or wellbeing, or significantly add to contamination or pollution, taking account of any mitigation and remediation measures. Development proposals will be judged against the principles below and any future Contaminated Land, Air Quality or Noise and Vibration SPD.

New development, including new homes, should not be sited near to existing significant sources of noise, light, odour or other pollution, unless it can be shown that mitigation measures would be successful in reducing impacts to an acceptable level.

Proposals will be required to incorporate sustainability principles, mitigating impacts of climate change, minimising their impact on the environment and will be assessed against the principles below:

### Air

- i. Development which would exacerbate poor air quality in Air Quality Management Areas will not be permitted.
- ii. Sensitive development that is proposed to be located in or adjacent to Air Quality Management Areas will be permitted provided:
  - a. the impacts of poor air quality will not result in an undue impact on health; and
  - b. satisfactory mitigation measures are included alongside the application.

- iii. New development shall not lead to an increase in designated AQMAs or lead to an increased frequency of failure against the National air quality objectives outside existing AQMAs.

### Land

- i. Development on land that is known to be or suspected to be contaminated (or polluted) will only be permitted where a contaminated land assessment (and where necessary, surveys and investigations to establish whether there is unexploded ordnance affecting the site) shows that the proposed development would not be likely to result in a threat to the health or safety of the future users or occupiers of the site after any remediation measures are taken into account.
- ii. The use of the site must be considered compatible with the level of pollution or contamination that is present or would be present after remediation measures are taken into account.
- iii. Remediation measures should, where necessary, identify provision for the Environmental Health Department to monitor the site.

### Water

- i. Development that would be likely to pollute an aquifer or unduly affect the water table will not be granted permission.
- ii. Where there may be a risk to local surface water or to groundwater, the criteria applied will be as described in the Environment Agency's publication 'Groundwater protection: Principles and practice (GP3)' (as amended).

### Noise and vibration

- i. Development which would create increases in background noise levels should be sited away from noise-sensitive development as far as possible: in addition, noise mitigation measures should be taken to ensure there is no increase in background noise levels beyond the site boundary.
- ii. The council will use the more detailed criteria and guidance in the National Noise Exposure Hierarchy<sup>31</sup> to interpret these principles.

### Light

- i. Lighting installations should be appropriate for the area in which they are situated and not harm the amenity of residents or the natural environment.

- ii. Well-designed lighting installations are considered to be those that use the minimum lighting intensity and hours of operation for security purposes, minimise light spillage and glare and do not cause harm to local ecology or dazzle drivers.

### Odour

- i. Development which potentially could create polluting odours should be designed with appropriate controls to ensure that there would be no odour detectable beyond the site boundary.
- ii. In larger mixed use developments, existing or proposed odour emitting uses such as anaerobic digestion or energy from waste facilities shall not be sited in close proximity unless a suitable separation can be provided from residential areas.

### Hazardous substance safety

Hazardous substances consent is required for the storage of certain controlled substances above a specific quantity threshold, in accordance with the Planning (Hazardous Substances) Regulations 2015. The Health and Safety Executive (HSE) is the statutory consultee in this process, and it is the local authority's responsibility as the Hazardous Substances Authority (HSA) to consult it on these applications. Further to this, the HSE can request a consultation for any

new applications for development within a specified distance of the hazardous substance consent site, which is defined at the time of the consent being granted by the local authority. This is because new development can materially alter the risk the hazardous substance poses under the consent.

In Hertsmere, there are two Hazardous Substance Zones around existing consents, with one having being revoked during the previous plan period.

## Policy ENV2 - Hazardous substances



In determining applications under the Planning (Hazardous Substances) Act 1990 and associated regulations particular regard will be paid to the following:

- i. the means of transporting any hazardous material to and from the application site;
- ii. the level and type of any pollution likely to be caused;
- iii. the impact on adjoining occupiers and other land uses in the vicinity;

- iv. the need to ensure that no long term land contamination takes place which could prevent an acceptable after use of the site; and
- v. the relationship of the site to existing undertakings in the vicinity where the storage of hazardous materials takes place or is permitted, or where hazardous industrial processes are undertaken.

<sup>31</sup>NPPG para 005 30-005-20190722

## Biodiversity

Biodiversity is the variety of life on earth in all its forms and interactions and is commonly used as a measure of species and health of an ecosystem. The sustained loss of green infrastructure and the breaking up of its networks has a damaging effect on ecosystems with inappropriate development threatening the future of different species through habitat fragmentation and loss. Given the level of growth envisioned in the Local Plan, it will be important to ensure that Hertsmere's biodiversity is protected and enhanced.

Development proposals should contribute positively to ecosystems in Hertsmere through the delivery of net gains in biodiversity. The council supports and will seek out habitat conservation, improvement and extension, and where necessary mitigation measures, as part of its consideration of planning applications. Early engagement through the pre-application process will enable potential issues to be identified and addressed including the need for any ecological appraisals and site surveys.

National planning policy already seeks to achieve net gains for biodiversity and establishing ecological networks to enable resilience to climate change and other pressures. The inclusion of mandatory targets for developments within the Environment Bill 2020 is expected to result in a number of new regulatory requirements. Biodiversity Net Gain (BNG) takes account of features and habitats which may not previously have been considered significant or afforded protection in their own right, although designated sites and protected species are still important. The use of a biodiversity metric, such as the Natural England's Biodiversity Metric 3.0 or Biodiversity Impact Assessment Calculator (BIAC), is encouraged where appropriate, whether or not a site contains designated species or habitats, to calculate the current value of the site for biodiversity and to compare this with the proposals. The council will only agree to off-site provision of Biodiversity Net Gain where it can be demonstrated that net gain cannot be achieved on site. Further details will be set out in the Biodiversity Net Gain SPD.

The NPPF draws attention to the difference between international, national and locally defined sites. Sites that are protected by statutory and non-statutory designations are regularly reviewed by other organisations such as the Wildlife Trust, Natural England, and Hertfordshire Ecology. Sites identified in the Plan are based upon the latest available information but local wildlife sites are reviewed on a regular basis through the Hertfordshire Local Nature Partnership. Should new sites be identified or existing sites amended or de-designated designations, the council's GIS data will be updated to ensure that applications are determined using the correct ecological designations. As part of the pre-application process, applicants should seek clarification over the extent of any designations close to the site.

In Hertsmere, there are presently no internationally designated sites (Special Protection Areas, SPA, or Special Areas of Conservation, SAC). In terms of statutory designated sites, the borough contains two Sites of Special Scientific Interest (SSSI) and two Local Nature Reserves (LNR). There are also a large number of locally-designated sites in the borough, including three Regionally Important Geological Sites (RIGS), around 130 Local Wildlife Sites (LWS) designated for their significance for local biodiversity, and a number of small pockets of Ancient Woodland. The development of land to the south east of Radlett, allocated in this plan as site R3, will occur over one of the existing RIGS, an area of largely covered puddingstone. It will be important for development to retain areas or outcrops of exposed puddingstone as well as increasing access to and an awareness of the remaining RIGS to the east.

Many designated sites will be home to protected species or important habitats such as ancient woodland or grassland. The Hertsmere Biodiversity, Trees and Landscape SPD also applies to all sites and not just those which have designations or special protection.

Where it has been identified that a habitat or species protected in legislation could be affected by a proposed development, the council will require sufficient survey information and mitigation or compensation proposals at the time the application is submitted. This is to ensure that an assessment is undertaken of the possible impacts, any appropriate mitigation or compensatory measures, including planning obligations, and future management of the site and any protected species. The precautionary principle applies to European Sites; cumulative and in-combination effects should be considered for proposals judged to be potentially detrimental to their integrity<sup>32</sup>.

New development should support the creation of new wildlife habitats, including through biodiversity net gain, which can be integrated into the layout and design of sites, as well as offsite where this cannot otherwise be achieved. Traditionally, this would include habitats incorporated as part of open space, such as water courses, vegetation and planting. However, some contemporary schemes have evolved to include green/brown roofs, living walls and roof and rain gardens, which support biodiversity, amongst other benefits. Where appropriate, smaller alterations can include providing integrated bat or bird boxes within the fabric of new buildings, or hedgehog highways to make gardens more permeable.

The council will take a hierarchical approach to assessing proposals, as set out in national guidance. Compensatory measures will only be considered when no other measures are demonstrated to be feasible as set out in the mitigation hierarchy below. In such instances the requirement for biodiversity gain plans or Biodiversity Offset Agreements will need to be secured through Section 106 Agreements. The process for this will be set out in a Supplementary Planning Document which will reflect any regulatory changes arising from the Environment Bill.

<sup>32</sup>[Magic.defra.gov.uk](https://www.magic.defra.gov.uk)

### Biodiversity Net Gain (BNG)

Not only should development proposals in Hertsmere maintain and protect biodiversity, they will be expected to result in a measurable net gain in biodiversity of at least 10%. Where net gains are required, developers will need to clearly demonstrate how they will be secured when a planning application is submitted. Developers will need to submit a well thought through biodiversity gain plan – which is incorporated into the planning application and the subsequent delivery of the approved scheme.

Before Biodiversity Net Gain or compensation can be considered, the value of the habitat lost must be calculated. A survey needs to be undertaken using a recognised habitat classification system (to be used consistently throughout the design / application process), in order to apply the metric. The biodiversity value of a site is calculated based on its size, location, its distinctiveness and its relative quality or condition; a score is applied to each of the key elements based on the assessment. A calculation uses these scores and the area of the habitat to give 'biodiversity units' that reflect the biodiversity value of the site which is sometimes also referred to as the 'current habitat value' of a site. This process for an initial calculation of biodiversity for the site at the pre-intervention or baseline stage is then repeated

for the post intervention scenario. The post intervention value is deducted from the baseline to review the extent of change in biodiversity. The calculation will provide an overall biodiversity impact score, with the expectation that not only any losses would need to be accounted for, but a net gain of 10% achieved. The use of Natural England's Biodiversity Metric 3.0 is recommended.<sup>33</sup>

Once a scheme has received planning permission, the council will consider the need for a BNG management and monitoring plan usually covering a 30 year period to be prepared and submitted as a planning condition and / or a Section 106 planning legal agreement.

**Figure 6: Biodiversity mitigation hierarchy**



## Policy ENV3 – Biodiversity strategy



The conservation of nationally and locally designated or identified sites and networks of biodiversity interest will be promoted through engagement with developers and relevant agencies to secure net gains for biodiversity. New development will be assessed against the following principles:

- i. new build development proposals for 5 or more residential units (gross) or 1,000m<sup>2</sup> of other floorspace will be expected to apply the mitigation hierarchy of avoidance, mitigation and compensation.
- ii. development proposals should result in net gains to biodiversity wherever possible and unless this does not enable the optimum outcome to be achieved, in accordance with the following locational hierarchy:
  - 1. within the site; or
  - 2. adjacent to, or in close proximity to the development site; or
  - 3. next to, or in close proximity to the settlement or locality accommodating the development; or
  - 4. in an area identified for environmental improvements by the council or other statutory body.
- iii. new networks of biodiversity, as well as the extension, enhancement and active management of existing sites, should be achieved through development in the borough.
- iv. opportunities to connect habitat fragments through the creation of stepping stones, using built form, vegetation or green areas will be assessed as part of all relevant applications.
- v. when granting permission for any proposals that include measures to improve biodiversity or deliver Biodiversity Net Gain, the council will impose conditions or seek planning obligations that secure appropriate management regimes to deliver biodiversity gain for at least 30 years after the completion of works.

<sup>33</sup><http://publications.naturalengland.org.uk/publication/6049804846366720>

## Policy ENV4 – Sites of biodiversity value



Development proposals should identify opportunities to protect and enhance nearby sites of biodiversity value.

### **Nationally designated sites**

Development which would harm the nature conservation interest of a nationally important wildlife site, as shown on the Policies Map, will not be permitted unless:

- i.** It is required in connection with the management or conservation of the site; or
- ii.** The development provides appropriate avoidance or mitigation, including compensation measures, to offset any detriment to the nature conservation interest on the site; and
- iii.** There is no alternative to the development.

### **Locally and regionally designated site**

Development on, or which negatively affects, the nature conservation or geological interest of a Local Wildlife Site, Local Nature Reserve or Regional Geological Site, as shown on the Policies Map, will not be permitted unless:

- i.** There is up to date evidence demonstrating that the local designation is no longer warranted; or
- ii.** Local development needs significantly outweigh the nature conservation value of the site; and
- iii.** The development cannot be located elsewhere; and
- iv.** The development provides appropriate avoidance or mitigation, including compensation measures, to offset any detriment to the nature conservation interest on the site.

## Landscape

Hertsmere’s rural landscapes have a distinctive character and are a valuable resource for the borough. The NPPF is explicit in requiring Local Plan policies to protect and where appropriate, enhance the landscape. The Hertfordshire Landscape Character Assessments (LCA), prepared by the County Council, provides an important overview of the character of much of the countryside covering physical influences, such as geology and topography, vegetation and wildlife, as well as historical and cultural influences such as the field pattern and development form. The character of some areas includes their relative tranquillity and for each character area management guidelines have been drawn up based on a condition and sensitivity analysis. Development proposals will be expected to adhere to the guidelines, conserving, restoring or improving the landscape as appropriate, in

accordance with Policy ENV5. This action will support the prudent management of land and water resources, and benefit ecology. A similar approach will be taken towards any areas of the countryside which are not covered by the Hertfordshire Landscape Character Assessments.

Alongside the Hertfordshire LCA, the council has commissioned its own Landscape Sensitivity Assessment of the borough<sup>34</sup>, which will be used to support the application of Policy ENV5. This study focuses on the relative landscape sensitivity of different areas of the borough to residential and employment development, making a distinction between the fringes of the settlements and the wider landscape. It also includes guidance which provides information about mitigation measures to reduce adverse effects on landscape and views and to maximise benefits arising from development.

### Policy ENV5 - Landscape character



Development will be managed to help conserve, enhance and/or restore the character of the wider landscape across the borough.

Individual proposals will be assessed for their impact on landscape features to ensure that they conserve or improve the prevailing landscape quality, character and condition, including as described in the Hertfordshire

Landscape Character Assessments and Hertsmere Landscape Sensitive and Visual Impact Assessment. The location and design of development and its landscaping will respect local features and take opportunities to enhance habitats and green infrastructure links. Landscaping schemes should use native species which are appropriate to the area.

## Protection of agricultural land

Agricultural land is an important natural resource which supports the local economy and has a key part to play in the delivery of sustainable development. The NPPF requires that planning policies recognise the wider benefits from natural capital and ecosystem services, including the economic and other benefits of the best and most versatile agricultural land. Agricultural land is classified into five grades according

to a system determined by Natural England<sup>35</sup> with Grade 1 being the highest quality. Most of the land within Hertsmere is classified as Grade 3 with some small areas of Grade 2. Applications should demonstrate how the requirements of Policy ENV6 are being addressed including where strategic allocations in this plan would result in proposals for the development of agricultural land.

### Policy ENV6 – Development on agricultural land



Development of the best and most versatile agricultural land shall be avoided, unless it is demonstrated to be the most sustainable choice from reasonable alternatives.

Where it cannot be avoided, standing advice from Natural England shall be applied.

<sup>34</sup><https://www.hertsmere.gov.uk/Planning--Building-Control/Planning-Policy/Local-Plan/New-Local-Plan/Supporting-Studies.aspx>

<sup>35</sup>Natural England Agricultural Land Classification (ALC) Grades - Post 1988 (England): <https://naturalengland-defra.opendata.arcgis.com/datasets/agricultural-land-classification-alc-grades-post-1988-england>

## Trees and landscaping

Trees are an integral part of the local environment which in addition to their contribution to local amenity perform multiple roles including:

- improving air quality;
- providing habitat for wildlife;
- providing shelter;
- reducing storm water run-off;
- reducing energy use in buildings;
- screening;
- historical and cultural values; and
- improving health and wellbeing.

Trees subject to particular protection will normally be retained, although replacement planting may be necessary on occasion, typically following storm damage or as a result of disease. The council also will use its powers under the Hedgerow Regulations 1997 (and any successive legislation) to protect hedgerows.

It is expected that any healthy, high quality trees on a development site will be retained. High quality trees are those which are assessed as being Category A or Category B as defined in British Standard BS 5837:2012 (or successor document); an arboricultural assessment is required wherever these trees are present on a development site in line with

the guidance in the Biodiversity, Trees and Landscaping SPD Part C.

The only circumstances under which the loss of protected trees and those assessed as being Category A or Category B may be justified is where exceptionally, the loss of the tree(s) cannot be avoided and the loss would be significantly outweighed by the local benefits of the scheme.

If a loss of trees is proposed, the council expects a landscaping scheme to be prepared, either as part of an application, or as the subject of a condition when an application is granted planning permission. The scheme should have regard to the requirements in the Biodiversity, Trees and Landscaping SPD Part C and be sufficiently detailed to identify particular species within the proposed layout. Development proposals should provide sufficient space between buildings and hardstanding areas to enable trees to mature and the development to take place without adversely affecting either the trees or the buildings. New streets created as part of a proposed development should be tree-lined with appropriate arrangements put in place to secure their long term maintenance.

The council may impose conditions relating to the storage of construction materials, protective fencing, and the location of utility services to protect existing trees. The canopies of important trees may also need protection from constructors' vehicles. These requirements are explained in detail in the Biodiversity, Trees and Landscaping SPD.

## Policy ENV7 - Trees, landscape and development



Development proposals should protect existing landscape features and identify opportunities to create new areas of landscape interest. Planning permission will be refused for development which would result in the unjustified loss, or likely loss, of:

- i. healthy, high quality trees subject to a Tree Preservation Order; or
- ii. any healthy, high quality trees and/or hedgerows that make a valuable contribution to the amenity or environment of the area in which they are located.

If development is approved which would result in the removal of trees and/or hedgerows, equivalent and appropriate replacement planting will be required.

New streets should be tree-lined unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate.

All development affecting trees, hedgerows and other

plants or landscaping should be consistent with the Biodiversity, Trees and Landscape SPD and BS5837 (or any subsequent guidance). This includes the requirement for appropriate landscaping schemes and, if necessary, replacement trees. New developments will be required to plant two or more trees for every home; this should be provided on-site, unless it can be demonstrated that this would not be feasible in which case, they should be planted off-site within the borough.

Where possible, the council will make additional Tree Preservation Orders to ensure that existing trees, or groups of trees, which are healthy and contribute to the amenity of the area, are retained and protected.

On strategic allocations in this plan and other significant application sites, the council will seek the provision of urban gardening projects and allotments through planning applications for educational purposes, personal consumption and community development, subject to safety and feasibility.

## Green and blue corridors

The restoration and creation of new green and blue networks are becoming increasingly important as development fragments green and blue corridors. The NPPF sets out provision for ecological networks to be identified, mapped and safeguarded and that they should be conserved, restored and enhanced.

Green and blue network are important for habitats for wildlife and migration, including migration associated with climate change, as species look to adapt and move as the country warms. The south east is particularly densely populated causing significant habitat fragmentation and is beginning to suffer from water shortages and drought conditions, which can affect both types of habitat. Whilst blue corridors are not physically fragmented by development in the same way as green corridors, culverted and canalised watercourses, weirs, dams and watercourses with narrow or no easements either side of the watercourse, severely compromise the ability of blue corridors to function properly.

Policy ENV8 seeks to halt and reverse this pattern by creating new links through development areas and at a strategic level, link previously existing green infrastructure corridors, footpaths and access to canal networks, so they are not just beneficial for wildlife, but also for our health and recreational benefit. This includes improvements to the Greenways network in the borough, a network of largely car-free off-road routes which was significantly expanded in the first decade of this century. Such improvements also provide the opportunity to form a part of the compensatory green belt improvements required in Policy GB2.

The Watling Chase Community Forest covers 73 square miles and includes areas in St. Albans, Welwyn, Hatfield and Barnet. It is a long term initiative that was started by the Countryside Agency and the Forestry Commission. The NPPF advocates Community Forests as they provide opportunities for improving the environment around towns and cities and the council will support initiatives, associated with the development of strategic sites, which upgrade the landscape and secure additional tree planting.

## Policy ENV8 – Green and blue infrastructure



Development proposals, including strategic allocations in this plan, will contribute to a diverse, linked network of multi-functional green and blue infrastructure including linear routes. The network will be protected and enhanced for its biodiversity, recreational, accessibility, health benefits and landscape value, and for the contribution it makes towards combating climate change. Any ancillary development should be clearly justified and where exceptionally, enabling development is demonstrated to be necessary, it should be limited in scale and consistent with other policies in this plan.

Development proposals should:

- i. avoid the loss, fragmentation or functionality of any component of the green or blue infrastructure network, including within the built environment, such as access to urban waterways;

- ii. maximise opportunities for extensions, additions and improvements to the network;
- iii. maximise opportunities for urban greening through landscaping, the planting of street trees and restoration of canalised or culverted watercourses where possible; and
- iv. consider opportunities to enhance connections and extensions to footpaths, bridleways or rights of way where appropriate opportunities exist.

Where providing green and blue infrastructure as part of a development contribution, applicants should detail how it will be managed and maintained in the long term. Site-specific contributions towards the management of on or off-site local green infrastructure projects will be sought where appropriate.

**The water environment –  
Protection of groundwater**

A significant proportion of Hertfordshire and parts of Hertsme are particularly vulnerable to groundwater contamination due to the underlying chalk geology and subsequent drinking water supply and associated Source Protection Zones (SPZs). The main area of the most sensitively classified SPZ1, is west of Potters Bar, with smaller areas along the line of the River Colne on the west and north west boundaries.

The bromate and bromide groundwater pollution incident in a former chemical works in neighbouring St Albans and stretching across Welwyn Hatfield Borough, has resulted in 50km<sup>2</sup> of aquifer formerly used as a drinking water supply becoming unusable, instigating the closure of a public supply borehole and restrictions on the use of others.

This highlights the sensitivity of aquifers in this area and the importance of protecting them. Subsequently, this policy seeks to ensure that further potentially polluting uses are not introduced into these sensitive areas without detailed information on their potential impact and any mitigation measures that may be required. It should be noted that development involving some of the land uses which are subject to Policy ENV9 may be the responsibility of Hertfordshire County Council, as the waste planning authority, and subject to its Waste Local Plan.

The Environment Agency’s approach to groundwater protection is set out in guidance issued in 2018<sup>36</sup> and will be a material consideration in the determination of planning applications.

## Policy ENV9 – Groundwater Source Protection Zones










In Source Protection Zones (SPZs), development proposals will be assessed in relation to their impact on groundwater, in accordance with Environment Agency guidance. An assessment of potential impacts and any mitigation measures required should be submitted where certain uses are proposed including:

- vehicle dismantlers
- metal recycling
- cemeteries
- discharge of foul sewage to ground
- cess pools
- underground storage of hazardous substances (i.e. petrol stations)
- new trade effluent discharges or stores
- storage of manure, slurry, sewage sludge and other farm waste
- other facilities handling or processing commercial, domestic or agricultural waste on-site.

A map of Source Protection Zones is available on the Environment Agency website [here](#).

<sup>36</sup>[The Environment Agency’s approach to groundwater protection \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/721212/2018-06-20-Environment-Agency-Guidance-to-Protect-Drinking-Water-From-Pollution.pdf)

## Reducing flood risk

The NPPF advocates the use of the sequential and exception test to direct appropriate development to the areas of least risk, to not increase flood risk and reduce it where possible. A Flood Risk Assessment (FRA) will be required where the site is over 1ha in size or within Flood Zones 2 and 3. If areas of the site are within Flood Zone 1, the Flood Risk Assessment should adopt the sequential approach to site layout, to position the most vulnerable uses in areas of lowest risk, utilising Flood Zone 2 after Flood Zone 1, and only then Flood Zone 3, if compatible, as set out in Flood Risk and Flood Zone Tables in the PPG. The approach required in Policy ENV10 (point v) for safe access and egress does not preclude access to sites in floodplains but analysis and typically modelling of water depths and velocities will be needed to demonstrate that the access and egress routes are safe in the 1 in 100 year plus climate change 'design' flood event.

Hertsmere's most significant main rivers are the River Colne and Mimmshall Brook. The Mimmshall Brook flows through a largely rural landscape within the borough and is subsequently not a major flood risk to people and property. The River Colne has the widest flood plain, with the watercourse forming the boundary between Watford and Bushey in the east.

Other watercourses of note include the Radlett Brook, otherwise known as Tykes Water, which runs through the centre of Radlett, but is largely protected by a flood storage area at the upstream end of the village. However, the SFRA produced in 2018 identifies land drainage (small watercourses and ditches) and surface water as having flooded the largest number of properties within the last 20 years.

Subsequently, specific measures within this policy will be sought such as maintaining flood flow routes, incorporating flood resilient or resistant measures as necessary, reducing the footprint of buildings rebuilt in flood zones and maximising attenuation in green infrastructure alongside providing additional storage in larger sites. Opportunities to mitigate sources of off-site flooding nearby will be sought where development has the potential to impact on and/or mitigate against such risks.

Redevelopment of existing buildings in the floodplain should use the sequential approach within the site to identify the scope to build in the lowest risk parts of the site. If redevelopment is proposed within a small site, betterment should be sought where possible to reduce the existing footprint, consistent with Policy ENV10 (point vii). Redevelopment in Flood Zone 3b should be avoided entirely.

## Policy ENV10 - Flood risk and drainage



Development proposals should identify opportunities to reduce any existing flood risk on and within the vicinity of the site. New built development will normally be directed to Flood Zone 1, in preference to Flood Zones 2, 3a and 3b shown on the Policies Map. New development will not be permitted in Flood Zone 3b, as defined by the Strategic Flood Risk Assessment, and redevelopment of previously developed land in Zone 3b will only be permitted if the proposals are for a water compatible use.

Reservoirs and water attenuation areas which help reduce flood risk downstream will be retained. Development will support the effective use of sewerage infrastructure and water supply in accordance with Policy SG5.

The risk of flooding will be avoided and reduced by:

- i.** locating development within areas of lower flood risk through the application of the sequential test and then applying an exception test in line with the National Planning Policy Framework (NPPF); and
- ii.** ensuring that development proposals in flood risk areas actively manage and reduce flood risk by applying the sequential approach.

Where new development is proposed in a flood risk area, a site specific Flood Risk Assessment will be required. This must take into account the risk associated with all types of flooding.

Development must satisfy the following principles:

- i.** it must not increase the risk of flooding elsewhere.
- ii.** it must take account of the most up to date climate change allowances for fluvial flooding through appropriate modelling.
- iii.** within sites at risk of flooding, the most vulnerable parts of the proposed development should be located in areas of lowest flood risk, unless there are overriding reasons to prefer different locations.

- iv.** floor levels of development in flood zones 2 and 3 should be situated 300mm above the 1% (1 in 100 years) plus climate change predicted maximum water level, plus a minimum watertight depth of 300mm above the normal water level.
- v.** development at risk from any form of flooding should be flood resilient and resistant, with safe access and escape routes: it should also be demonstrated that residual risks can be safely managed.
- vi.** development should incorporate appropriate flood resilient features and flood mitigation measures.
- vii.** where possible the footprint of existing buildings should be reduced.
- viii.** flood warning and evacuations plans should be produced for any development planned within flood zones 2 or 3.
- ix.** any necessary flood protection or mitigation measure should not have an undue impact on nature conservation, landscape character, recreation or other important matter.
- x.** there should be no net loss in flood storage on site.
- xi.** flood flow routes should be preserved.
- xii.** where possible, flood storage should be maximised through the use of green infrastructure and additional attenuation areas on large sites that could reduce flood risk downstream.
- xiii.** the risk from all types of flooding should be reduced as a consequence of development, wherever possible.

Where necessary, planning permission will be conditional upon flood protection and/or runoff control measures being operative before other site works.

## Implementing sustainable drainage

Sustainable drainage is required by the NPPF in all new developments requiring a Flood Risk Assessment. Surface water flooding is an issue in parts of Hertsmere, concentrated in parts of the urban areas of Bushey, Borehamwood and Potters Bar in terms of number of properties flooded since 2000. There are very few incidences of surface water flooding in Radlett or Shenley.

The Hertfordshire Water Study outlines the pressure on Water Treatment Works, with upgrades and other works being needed after 2031. The Environment Agency catchment summaries for the district highlight the level of pollution incidents leading to negative effects on water quality that can be associated with capacity issues, mainly during heavy rainfall events. Sustainable drainage helps to alleviate this pressure and improves water quality across throughout the cycle.

Well-designed sustainable drainage systems (SuDS) on new developments should drastically reduce the chance of properties being flooded in new developments, but in urban areas in particular, reducing the runoff rate on redevelopment sites to as near greenfield as possible, will have wider benefits to surrounding areas in terms of reducing surface water flooding. Different SuDS perform a number of tasks as set out in Policy ENV11.

It will not be possible to provide infiltration SuDS to all areas of Hertsmere primarily due to the slowly infiltrating clay layer across a significant proportion of the borough; figure 14 of the SFRA provides a map indicating infiltration SuDS suitability across the borough. This does not however, preclude development from providing sustainable drainage features such as lined permeable paving, swales and detention basins with outlets to control the rate of discharge into the system. These are examples of methods that will often be acceptable both in areas with poor permeability and locations where contamination remains in situ (provided those features are all lined).

Under the terms of the Flood and Water Management Act 2010, which followed the Pitt Review into the widespread 2007 floods across England, the Lead Local Flood Authority is a statutory consultee on local flood risk issues and the suitability of drainage schemes, including SuDS strategies on all major developments. Hertfordshire County Council is the LLFA for the Hertsmere area with its role under the Act to provide policies and guidance which has resulted in the production of its Local Flood Risk Management Strategy (LFRMS) and Guidance for SuDS in Hertfordshire.

The LFRMS draws together several years of flood risk analysis in Hertfordshire, including district wide surface water flooding assessments, identification of at risk areas and subsequent monitoring, along with better recording and understanding of flooding events to produce a flood risk management strategy. It sets out policies including a sustainable drainage hierarchy, appropriate run off rates and the approach to overland surface water flow and development. Developers should refer to the SuDS guidance for Hertfordshire when implementing a SuDS scheme in line with Policy ENV11.

In relation to point iii) of Policy ENV11, it is advisable for developers and their consultants to give early consideration to the maintenance requirements for their SuDS scheme and potential routes for adoption. Early engagement with both the council (in its dual role as local planning and land drainage authorities) and the LLFA to explore mechanisms for adoption is strongly encouraged. Recent Sewerage Sector Guidance, adopted in April 2020, has made it easier for water companies to adopt some types of SuDS. However other mechanisms may be sought by way of Section 106 for a private company to carry out maintenance and adopt SuDS schemes.

All new major development is required to include sustainable drainage measures. The provision of appropriate sustainable drainage measures on other development is also strongly recommended.

## Grey water recycling

Grey water recycling is most beneficial for businesses that require large amounts of potable water and has an important part to play in securing water neutral development. As Hertsmere is located in an area of such significant water stress, greywater recycling will help the environment as well as cut down on costs in the long term and is therefore sought through Policy ENV11 on new employment and business developments.

## Water management

Hertsmere lies in an identified area of serious water stress. Coupled with this, Hertsmere is home to internationally important chalk streams that are very sensitive to changes in levels and where a continuous resource is vital to their survival. Government guidance recommends that areas under serious water stress adopt the optional technical guidance figure of 110 litres per person per day.

The concept of Water Neutrality, where new development does not increase the overall water demand should be actively explored for new developments.

## Policy ENV11 - Sustainable drainage systems, grey water recycling and water management



The design of new development should include sustainable drainage measures. In particular, the introduction of sustainable drainage (SuDS) on all developments of 10 (gross) residential units or 1,000m<sup>2</sup> of floorspace (or more) will be required. The drainage scheme should provide the most sustainable options from the SuDS hierarchy (including management of flood risk and surface water pollution, amenity and biodiversity) and a minimum of two types of treatment should be utilised, unless proven to be unfeasible and/or space constraints prevent their provision. Multi-functional solutions providing the most benefits will be prioritised including wetland areas which attenuate and clean the water as well as providing biodiversity benefits, or amenity open space that doubles as a temporary flood storage area. Measures should attenuate water runoff at source, primarily through attenuation ponds, filter strips and swales.

Drainage schemes should:

- i. achieve the greenfield runoff rate, or as close to it as practicable on previously developed sites;
- ii. provide a 1 in 100 year attenuation taking into account climate change;
- iii. provide arrangements for future maintenance and management; and
- iv. be incorporated into the development at the earliest stage of scheme design

Major proposals should also comply with the principles and standards set out by the Lead Local Flood Authority for SuDS. New employment and business developments must be designed such that grey water can be recycled and used on-site.

To minimise the impact on the water environment, all new development should comply with the optional technical housing standard for water efficiency of no more than 110 litres per person per day.

### Protection and enhancement of watercourses

Hertsmere has a number of watercourses, including several smaller urbanised watercourses which are heavily engineered, having being straightened, canalized and/or culverted. The vast majority of the borough, aside from the eastern side of Potters Bar, falls within the Colne catchment.

All waterbodies failed to meet the target of 'good' status within the authority during the most recent assessment under WFD regulations, ranging broadly from 'moderate' in the central area around Radlett and Borehamwood, 'poor' in the west around Bushey and 'bad' in the east, around Potters Bar.<sup>37</sup> This is down to a number of reasons, including pollution from various sources (including water companies, agriculture and urban runoff) and physical modification of the channels. More detailed information can be found in the link in the footnote.

The measures within Policy ENV12 are designed to address these issues and improve the overall quality of the waterbodies in the area. Improvements to watercourses can have a huge variety of benefits; sustainable drainage will help urban runoff and water quality and restoration whilst de-culverting and generally improving the water environment will increase biodiversity, improve amenity and reduce flood risk. Following the withdrawal of the United Kingdom from the EU, it is not known what will replace the Water Framework Directive but Policy ENV12 achieves the aims of NPPF paragraphs 20, 170 and 180, regardless of any changes to the way waterbodies are assessed in the future.

<sup>37</sup>Environment Agency Catchment Data Explorer <https://environment.data.gov.uk/catchment-planning/OperationalCatchment/3096>

## Policy ENV12 - Watercourses and infrastructure



Development on sites that contain a watercourse or are situated next to a watercourse will comply with the following principles:

- i.** development will not culvert a watercourse nor build over a culverted watercourse.
- ii.** any culvert crossing a site should be opened up where feasible.
- iii.** the natural environment of the watercourse and areas of water will be conserved or improved.
- iv.** a minimum 9m wide undeveloped buffer zone will be provided from the top of the bank of any watercourse.
- v.** opportunities should be provided to support river restoration and enhancement within the catchment of the watercourse.

- vi.** the opportunity to refurbish and/or renew existing assets (e.g. bridges, culverts and river walls) should be provided to ensure their lifetime is commensurate with the lifetime of the development (an assessment of the condition of the assets will be required).

A Water Framework Directive (WFD) assessment (or equivalent replacement statutory requirement), will be required for proposals involving works which would have a direct impact on a river, including re-alignment of a river or work to bridges).

### Protection of mineral resources

Planning for minerals underlies the prudent use of natural resources in the borough. The county council is responsible for Minerals Planning and sets out policies for future mineral extraction and associated development through its Minerals Local Plan.

Tyttenhanger Quarry at Colney Heath is identified as a major source of sand and gravel up to 2032; the site is being progressively extracted and infilled with inert waste as the landscape is restored. Mineral reserves, particularly sand and gravel, will be safeguarded from the sterilising effect of new development (i.e. new building, engineering works and land cover). Minerals Policy 5: Mineral Sterilisation in the Hertfordshire Minerals Local Plan encourages the extraction

of minerals in circumstances where any significant mineral resource would be sterilised by any other development. The county council has defined Mineral Consultation Areas (MCAs) within its Mineral Consultation Areas Supplementary Planning Document (MCASPD). A significant proportion of the borough is identified in the MCASPD as a MCA for sand and gravel; Harper Lane Rail Depot MCA which extends into Hertsmere, is covered by Minerals Policy 10. Both are indicated on the Policies Map.

Councils and developers are expected to consider the effect of prospective development on mineral resources in these areas at an early stage. This excludes the small-scale developments, including householder applications, listed in the county council's MCASPD, which would have little effect.

## Policy ENV13 - Mineral Consultation Area



Within the Mineral Consultation Area shown on the Policies Map, building or other development will not be permitted to sterilise or prevent the future extraction of the mineral resource. The council will seek the advice of

Hertfordshire County Council as the Mineral Planning Authority on any significant proposal which may affect the resource.

A woman with long hair, wearing sunglasses, a dark long-sleeved top, and a patterned skirt, is walking on a paved path. In the background, the entrance to the SUSHEY MEDICAL CENTRE is visible, featuring large glass windows and doors. The text 'SUSHEY MEDICAL CENTRE' is mounted on the building's facade above the entrance. The scene is outdoors with some greenery and a clear sky.

SUSHEY MEDICAL CENTRE

**14.**

**Local  
Facilities**

## 14. Local Facilities

The NPPF requires that local planning authorities should plan positively for the provision of social, recreational and cultural facilities and continue to guard against their unnecessary loss.

Although the local planning authority is not directly responsible for delivering and running the facilities, the council works closely with service providers to identify current and future infrastructure needs. An Infrastructure Delivery Plan has been prepared to identify the needs arising from growth in the area so that new facilities, or improvements to existing provision, can be delivered. In relation to community facilities, the priorities within the Local Plan are to:

- Protect key community facilities
- Enhance social and community facilities provision
- Deliver social and community facilities to meet the demand of strategic allocations

### Key community facilities

The term “community facilities” covers a wide range of facilities and services required by any community. Key community facilities are recognised to be those facilities, which are available for use by or serve the local community. This can include privately owned buildings or land where there is a known local shortfall of such facilities and which can be accessed (or their services accessed) by the general public. Key community facilities are considered to include the following, although this list not intended to be exhaustive:

- Schools and colleges
- Hospitals, doctors surgeries and dentists surgeries
- Other emergency services’ accommodation
- Extended residential care and supported accommodation
- Community, youth and children’s centres
- Early Years and Nursery provision in areas of acute, unmet need
- Public halls and libraries, museums and community arts venues, theatres
- Places of worship and cemeteries
- Allotments and other urban open land including woodland, green infrastructure and town or village greens
- Parks and sports clubs, facilities and pitches
- Public leisure centres
- Public houses and post offices in rural villages.

Although they may be of particular value to an area, private sports clubs and businesses will not be regarded as a key community facility and are also unlikely to meet the definition of an Asset of Community Value (ACV) as prescribed through the Localism Act and ACV Regulations. The Community Right to Bid procedure does, however, provide an opportunity for the local community to acquire sites for alternative community uses should they first be nominated and added to Assets of Community Value; this is separate to the planning application process but remains an option for groups wishing to retain (and potentially operate) a community facility which is at risk of relocation and/or closure.

Key community facilities, including shared or dual use sites, rarely become permanently surplus to local requirements. There will be an onus on applicants - and where necessary, service providers - to demonstrate that a particular building or site is no longer required or could not be reasonably used for an alternative community facility within their remit. Notwithstanding this, the council recognises that requirements can change over time, facilities can be co-located and that new, more flexible patterns of use and / or working practices can emerge. Where this is the case, developers would be expected to provide robust evidence detailing the impact that these changes have had on the need for a given type and scale of facility.

## Policy LF1 - Protecting key community facilities



Development proposals that result in the loss of key community facilities will not be permitted unless:

- i. an assessment has been undertaken which clearly demonstrates that the facility and site are surplus to the needs of the local community for that use; and
- ii. where there remains a need for the facility or site for that use, the loss will be replaced by suitable, enhanced provision, of at least equivalent floorspace, in an appropriate location.

Any replacement provision, whether provided on or off-site, should be suitable for, and accessible to, all existing and potential future users.

### New and enhanced facilities

The provision of new and/or enhanced community facilities, including areas of new public open space, will be supported. This should, in particular, be delivered through the development of strategic sites identified in Policy H10 and will ensure that new and existing communities have access to high quality, local services. Facilities should be brought forward in accordance with the strategic plans and estate strategies of service providers and these may be material considerations in the determination of planning applications when new proposals are brought forward.

The need for a new secondary school in both Borehamwood and Bushey has been identified by Hertfordshire County Council which, as the Education Authority, identifies the need for additional secondary school capacity across different school planning areas. Land south of Barnet Lane, Borehamwood, on land owned by the County Council, is considered to be the most appropriate location for a new secondary school to serve the Borehamwood and Elstree school planning area. The location of a new secondary school in Bushey, to serve the Bushey, Radlett and Watford school planning area, is still to be determined with two potential sites identified by the county council at land east of Little Bushey Lane (site B1) or at Compass Park (Site B2); further technical work will need to be undertaken before any appropriate site can be chosen.

Community facilities, including places of worship, contribute to health and well-being. A number of the facilities needed in the area are likely to be brought forward by individual faith groups and the council recognises that these premises are often used for more than regular acts of worship alone. They can also be used for educational, training, accommodation and social welfare purposes as well as providing facilities for the wider community; such an approach will be sought when significant new proposals are brought forward by particular groups, including new schools and retirement communities, in accordance with Policies LF2 and LF5.

The council supports the protection and provision of places of worship, and appropriate structures and symbols, to meet the worshipping and wider needs of local communities where they are appropriately located and designed and they can function without there being a negative impact on nearby residents.

## Policy LF2 – New or enhanced social and community facilities



Development proposals for the provision or enhancement of social and community facilities, including faith groups, will be permitted where they:

- i. are of an inclusive design that principally addresses the local community and/or an identified wider strategic need (including any unmet need which cannot be accommodated elsewhere). Where appropriate this may include cross-borough collaboration; and
- ii. can be made easily accessible by public transport, walking and cycling; and

- iii. make efficient use of the site and are designed to be able to accommodate a range of community uses and users.

Applications for the erection of structures and symbols related to or required for religious practices will be permitted provided they do not have an unacceptable impact on amenity or any impact on highway safety. The potential loss, reduction or displacement of any facility for faith communities will be considered under Policy LF1.

Requirements for the provision of specific new facilities are set out in Table 24.

**Table 24: Proposed infrastructure and community facilities**

Location / Facility	Site	
Education	Primary School	Secondary School
<b>Bushey</b>	<ul style="list-style-type: none"> <li>• B1 Land at Little Bushey Lane</li> <li>• B2 Compass Park</li> </ul>	<ul style="list-style-type: none"> <li>• Location to be determined</li> </ul>
<b>Borehamwood and Elstree</b>	<ul style="list-style-type: none"> <li>• BE3 Land off Cowley Hill</li> </ul>	<ul style="list-style-type: none"> <li>• Land South of Barnet Lane (HEL800)</li> </ul>
<b>Potters Bar</b>	<ul style="list-style-type: none"> <li>• PB2 former Potters Bar Golf Course</li> <li>• PB3 Land West of Barnet Road</li> </ul>	
<b>Radlett</b>	<ul style="list-style-type: none"> <li>• R1 Land north of Watford Road</li> <li>• Land south east of Shenley Hill (school expansion)</li> </ul>	
<b>South Mimms</b>	<ul style="list-style-type: none"> <li>• SM1 Land to north of B556 and west of Blanche Lane (school expansion)</li> </ul>	
<b>Bowmans Cross new settlement</b>	<ul style="list-style-type: none"> <li>• NS1 Bowmans Cross, Tyttenhanger Estate</li> </ul>	<ul style="list-style-type: none"> <li>• NS1 Bowmans Cross, Tyttenhanger Estate</li> </ul>

**Table 24: Proposed infrastructure and community facilities**

Location / Facility	Site
<b>Healthcare (NHS)</b>	
<b>Bushey</b>	<ul style="list-style-type: none"> <li>B1 Land at Little Bushey Lane or B4 Heathbourne Green</li> </ul>
<b>Borehamwood and Elstree</b>	<ul style="list-style-type: none"> <li>Land South of Allum Lane, east of Elstree Household Waste Recycling Centre (subject to a future relocation of Elstree Schopwick Surgery)</li> <li>BE5 site within Elstree Way Corridor</li> </ul>
<b>Radlett</b>	<ul style="list-style-type: none"> <li>R3 Land south east of Shenley Hill - Site reserved (subject to a future relocation of Red House GP surgery) if no other suitable site within Radlett centre identified</li> </ul>
<b>New Settlement</b>	<ul style="list-style-type: none"> <li>NS1 Bowmans Cross, Tyttenhanger Estate</li> </ul>
<b>Waste management</b>	
<b>Potters Bar</b>	<ul style="list-style-type: none"> <li>HEL394 Cranbourne Road</li> </ul>
<b>Parks and Civic Spaces (in addition to smaller open spaces provided on residential development sites)</b>	
<b>Bushey</b>	<ul style="list-style-type: none"> <li>B2 Compass Park</li> </ul>
<b>Potters Bar</b>	<ul style="list-style-type: none"> <li>PB2 former Potters Bar Golf Course</li> </ul>
<b>Borehamwood</b>	<ul style="list-style-type: none"> <li>Media Quarter</li> </ul>
<b>New Settlement</b>	<ul style="list-style-type: none"> <li>NS1 Bowmans Cross, Tyttenhanger Estate</li> </ul>
<b>Cemetery Extension</b>	
<b>Borehamwood and Elstree</b>	<ul style="list-style-type: none"> <li>Land East of Elle Dani Farm (HEL341)</li> </ul>

## Open space, sport and recreation

The council is committed to protecting and enhancing existing open spaces in the borough including parks, gardens, sports pitches, children's play areas and leisure facilities. The availability of and access to appropriately designed and located open space makes an important contribution to people's health and well-being. Although it is recognised that income streams can contribute towards the cost of operating and maintain open space, any development should be ancillary and limited in scale, in accordance with Policy LF3. Designated areas of open space are identified on the Policies Map and shown in Appendix 3.

Private sports clubs, grounds and outdoor facilities including golf courses, sports pitches and equestrian centres can also make an important contribution to the overall character and amenity of an area. Where proposals are brought forward to redevelop outdoor facilities containing large areas of open space which presently have no access for the general public, new development should provide public access to a substantial part of the site. This should be retained as publicly accessible open space in perpetuity.

## Policy LF3 - Protecting open space, sport and recreation facilities



New development, including strategic allocations in this plan, should identify opportunities to improve the provision of open space, sport and other recreational facilities. Development proposals which adversely affect the quality, quantity, and/or accessibility of designated open space, or indoor and outdoor sport, recreation and leisure facilities will only be permitted where:

- i.** The development proposal is a small scale ancillary use which supports or enhances the quality and/or accessibility of the provision; or
- ii.** There is substantiated evidence of a significant surplus of open space or recreation and leisure provision within the catchment of the existing space/facility; or
- iii.** Equivalent or improved provision can be created in an appropriate and equally accessible location; or

- iv.** In relation to an existing space or outdoor facility to which the general public currently has no or limited access, the proposed development will provide a new or improved publically accessible space or facility on a significant proportion of the site. A viability assessment may be required in order to demonstrate that the open space/recreation offer is the best that can viably be achieved on the site.

Any development on a designated open space/facility should not cause significant harm to the character, appearance and visual amenity of the local area. Development will not be supported where it would cause significant harm to the integrity of the green infrastructure network.

### Defining open space, local green space and minor amenity land

As Hertsmere's communities grow and change, there will be a greater emphasis on ensuring that suitable outdoor space is made available for local communities to enjoy and appreciate. These predominately undeveloped areas vary in size and can take many forms, ranging from formal sports pitches to open areas within a development through to linear corridors and country parks. They are a vital component in achieving sustainable communities and can:

- provide health and recreation benefits to people living and working nearby;
- have an ecological value and contribute to green infrastructure; and
- be an important part of the landscape and setting of built development.

Table 25 identifies and categorises the main different types of outdoor space within Hertsmere. This table is not intended to be exhaustive and there will be locations where an area could meet the criteria of multiple definitions:

**Table 25: Outdoor space definitions**

Category	Definition	Examples
<b>Open Space</b>	Predominately undeveloped areas of public value (including both land and water) which can offer opportunities for sports, recreation and leisure, and/or act as an important visual amenity or community asset	<ul style="list-style-type: none"> <li>• Allotments</li> <li>• Public cemeteries</li> <li>• Parklands (including country parks)</li> <li>• Lakes and reservoirs</li> <li>• Green corridors</li> <li>• Recreation grounds</li> <li>• Public sport pitches</li> <li>• Publically accessible nature areas</li> <li>• Formal children's play areas (predominately NEAPs, LEAPS and MUGAs)</li> <li>• School playing fields</li> <li>• Other areas of open space with significant community and/or amenity value*</li> </ul>
<b>Local Green Space</b>	Green areas which have been demonstrated to be of particular public importance to local communities including those identified within neighbourhood plans	<ul style="list-style-type: none"> <li>• Churchyards</li> <li>• Public gardens</li> <li>• War memorials</li> <li>• Protected spinneys</li> <li>• Designated Village Green</li> </ul>
<b>Minor amenity land</b>	Smaller areas of land of visual and community benefit which provide local residents with space for informal recreation	<ul style="list-style-type: none"> <li>• Small open areas within a development or along a residential street</li> <li>• Small children's play areas (predominately LAPs)</li> <li>• Landscape buffers</li> </ul>

\* May be in private ownership. Does not include residential gardens

## Open space and play requirements

The Covid-19 pandemic has highlighted the importance of open space and recreational facilities to local communities and the provision of high quality open space, play areas and other green infrastructure remains an essential part of planned growth in the borough. An independent study commissioned by the council has evaluated the quantity and accessibility of open space, sports and other recreational land in the borough with known shortfalls in provision identified.

Provision will be sought as part of strategic allocations in this plan to meet the needs arising from new development and where appropriate, to address existing deficits. In areas of deprivation as defined by the Index of Multiple Deprivation published by MHCLG, opportunities to improve open space provision and where possible exceed usual standards should be identified and implemented. In those parts of the borough where shortfalls have been identified, required levels of open space should be provided on-site where new developments are projected to generate population levels close to the thresholds indicated in Table 26. However, it is recognised that elsewhere, including on smaller sites, provision may be best secured through improvements to existing facilities. CIL funding will be used to deliver improvements arising from such developments but where open space and play requirements are triggered, applicants will be expected to consult the council's Parks department to identify local priorities and agree the most appropriate type of provision. Section 106 agreements will be used to secure arrangements for the ongoing management and maintenance of facilities provided and to ensure that, where appropriate, public access is secured in perpetuity.

On larger sites, where population triggers for on-site play provision are exceeded, the council's preference will be for the provision of a larger play area(s) over a greater number of smaller play areas. In particular, the provision of small Local Areas for Play (LAPs) will not be sought as an alternative to a larger Local Equipped Area for Play (LEAP) and/or at the largest scale, a Neighbourhood Equipped Area for Play (NEAP), unless they are wholly delivered, operated and maintained by the developer and/or a management company, secured through a legal agreement.

When calculating the required provision, numbers should be rounded upwards, reflecting the population ranges set out for play areas in Table 26. In all instances, the council's Parks department should be consulted on the type and combination of play area(s) proposed for a new development.

NEAPs should have a buffer zone of at least 30m in depth between the activity zone and the boundary of the nearest dwelling. LEAPs should have a buffer zone of at least 10m in depth between the activity zone and the boundary of the nearest dwelling and a minimum of 20m to the nearest habitable room. The buffers zones should include planting to enable children to experience natural scent, colour and texture. LEAPs, in particular, tend to be sited closer to housing

and to avoid noise and anti-social behaviour, it is vital that they are of an appropriate design; residents should be kept apprised of proposals and where new housing is proposed, the LEAP should be installed prior to residents moving into the new development.

The following worked examples are intended to assist in calculation play area requirements within new developments.

### Example 1: 1,250 pop equivalent

- **Calculate required number of NEAPS** –  $1,250/400 = 3.125$ , round to the nearest whole number = 3
- **Calculate required number of LEAPS from remaining total** –  $1,250 - 3 \times 400 = 50$ ,  $50/130 = 0.38$ , round to nearest whole number = 0
- **Calculate required number of LAPS from remaining total** –  $1,250 - (3 \times 400 + 0 \times 130) = 50$ ,  $50/40 = 1.25$ , round to nearest whole number = 1
- **Total requirement** = 3 NEAPs, 1 LAP

### Example 2: 550 pop equivalent

- **Calculate required number of NEAPS** –  $550/400 = 1.38$ , round to the nearest whole number = 1
- **Calculate required number of LEAPS from remaining total** –  $550 - 1 \times 400 = 150$ ,  $150/130 = 1.15$ , round to nearest whole number = 1
- **Calculate required number of LAPS from remaining total** –  $550 - (1 \times 400 + 1 \times 130) = 20$ ,  $20/40 = 0.5$ , round to nearest whole number = 1
- **Total requirement** = 1 NEAP, 1 LEAP, 1 LAP

### Example 3: 35 pop equivalent

- **Calculate required number of NEAPS** –  $35/400 = 0.09$ , round to the nearest whole number = 0
- **Calculate required number of LEAPS from remaining total** –  $35 - 0 \times 400 = 35$ ,  $35/130 = 0.27$ , round to nearest whole number = 0
- **Calculate required number of LAPS from remaining total** –  $35 - (0 \times 400 + 0 \times 130) = 35$ ,  $35/40 = 0.88$ , round to nearest whole number = 1
- **Total requirement** = 1 LAP

## Policy LF4 - Open space and recreation facilities standards for new development



Proposals for new residential development (use class C2, C3 or C4) are expected to meet the provision and quality standards for outdoor open space and recreation facilities, as indicated in Table 26, through a range of formal and informal outdoor facilities.

This shall be provided in addition to private amenity space and landscaping and be fully accessible to the wider public with arrangements agreed with the council to secure ongoing management of the open space or facilities and public access in perpetuity. Where a new community or country park is delivered as part of strategic housing allocations, the council will seek the creation of a Trust or similar body to take on the ownership, management and maintenance of the new open space. Opportunities to incorporate green infrastructure including linear spaces and provide biodiversity networks should be identified as part of any new or enhanced open space provision.

The standards set out in Table 26 will be considered within the context of existing provision in the general vicinity of development sites. In particular, in localities with known deficiencies of open space and/or any areas of deprivation, new development which is typically expected to generate a population at or close to the levels set out in Table 26, should seek to meet or exceed the provision standards set out in this policy on-site or nearby. In other locations, the type of provision should be agreed in consultation with the council's Parks department and relevant parish council, having regard to Table 26.

Where exceptionally, it can be demonstrated that the required provision standards cannot be provided on site, contributions to off-site provision or improvements will be required.

**Table 26: Open spaces and play standards**

Classification	Minimum site size	Equivalent population and/or population range to 'trigger' onsite provision	Average occupancy level for identifying projected population
<b>Allotments</b>	0.4 ha	1,600	<b>1 bedroom:</b> 1.4 persons per dwelling
<b>Amenity greenspace</b>	0.4 ha	670	
<b>Natural and semi natural</b>	0.4 ha	220	
<b>Parks and gardens</b>	2 ha	2,500	
<b>Hierarchy of play areas</b>	<b>Informal / casual (i.e. NEAP or other outdoor provision)</b>	0.10 ha	<b>2 bedrooms:</b> 2.0 persons per dwelling
	<b>Equipped (i.e. LEAP)</b>	0.04 ha	<b>3 bedrooms:</b> 2.7 persons per dwelling
	<b>Equipped (i.e. LAP)</b>	0.01 ha	<b>4 bedrooms:</b> 3.2 persons per dwelling
			<b>5 bedrooms and over:</b> 3.6 persons per dwelling

## Community Use Agreements

The costs associated with delivering new and improved facilities and the need to maximise public access to them means that Community Use Agreements have an integral part in the roll out of new facilities. The council strongly encourages the availability of sporting and other facilities to the wider community when they are not being utilised by the main user and will look to ensure that access, during available times, is made affordable and convenient, as well as self-financing for the operator. Where necessary, a Management Committee should be established with responsibility for setting a policy of affordable pricing to assist in delivering the aims of the Agreement; typically prices should be no greater than similar local authority run facilities.

Opportunities to introduce or increase community use will be sought in respect of both new development sites and where existing facilities are upgraded including at both state-funded and independent schools. Such agreements may also be required to overcome any concerns raised by statutory consultees such as Sport England and the Theatres Trust. Developers and/or site operators will also be required to submit an annual report setting out how shared facilities have been accessed by the community over the previous year including details of the number of individuals and/or groups using the facilities.

## Policy LF5 - Community access to recreation and leisure facilities



The council will work with developers and key partners to secure accessible and affordable community use to new and/or enhanced indoor and outdoor recreation

and leisure facilities. This may include community use arrangements which will be secured and monitored through a Section 106 legal agreement.



### Designated areas of open space

Designated Open Spaces and Local Green Spaces are shown on the Policies Map and in Appendix 3. The NPPG sets out that Local Green Space should only apply to green areas of particular importance to the local community with the approach to managing development on such sites being consistent with that taken for land within the green belt. As such, development of a Local Green Space will not be supported unless very special circumstances have been demonstrated.

Minor Amenity Land is land within the urban area, such as road side grass verges and small amenity greens, which

contributes to character and visual amenity but does not serve the functions of a designated Open Space or have the local significance of a Local Green Space. A lower level of protection is afforded to this category of space and proposals to develop part of Minor Amenity Land to facilitate off street parking or to provide access to driveways will be considered on their individual merits. Parts of Borehamwood and Potters Bar, in particular, contain large areas of Minor Amenity Land: where a small amount of hardstanding is needed for parking, proposals are likely to be viewed favourably provided they do not undermine the setting of nearby housing. In assessing such proposals, it is important to avoid leaving small pieces of soft landscaping with little amenity value that are difficult to maintain efficiently

## Policy LF6 - Local Green Space



Development proposals, which would result in the loss of a Local Green Space defined on the Policies Map or would have a negative impact on the features which make it locally significant, will not be permitted unless very special circumstances can be demonstrated. Development proposals will be considered appropriate within Local Green Space if they:

- i.** Are ancillary to the use of the space or to any buildings on that land; and
- ii.** Will enhance activities associated with the use of the space; and
- iii.** Are appropriate in scale; and
- iv.** Will contribute positively to the setting and quality of the space.

## Policy LF7 – Minor Amenity Land



Development proposals which would result in the loss of minor amenity land that contributes to the character and visual amenity of an area will not be permitted unless it

can be demonstrated that the benefits of development to the area clearly outweigh the loss.



Elstree & Borehamwood

**15.**

**Sustainable  
Travel**

## 15. Sustainable Travel

Hertfordshire County Council (HCC) is the local highway authority in Hertsmere. In accordance with the Transport Act (as amended 2008) HCC developed and approved the Hertfordshire Local Transport Plan, LTP4 (2018). This provides the strategic context for future transport investment by focusing on people, place and prosperity. The plan seeks an integrated approach to transport and land-use planning by moving away from car dependency to more sustainable transport options including walking and cycling and improving connectivity between neighbouring towns to secure significant improvements in modal shift. To support the LTP4 strategy, a set of lower level documents are being produced including the South-West Herts and South-Central Growth and Transport Plan Prospectuses (2019) which identify a number of sustainable transport interventions and packages in and around Hertsmere.

In accordance with the NPPF and the Local Transport Plan all development proposals will be required to demonstrate that their land-use allocations are capable of being well-served by sustainable transport modes. The council will expect for significant levels of sustainable transport provisions to be made on all development sites, which relates to the scale, location and make-up of the proposal.

### Hertsmere's Sustainable Transport Strategy

A sustainable transport strategy<sup>38</sup> will support the levels of growth proposed and achieve a low carbon and less-car dominated future, within Hertsmere and the wider area. This will address the cumulative requirements arising from growth in different areas, identifying specific interventions and improvements to public transport, pedestrian and cycle routes and the road network itself.

In accordance with national and local guidelines, development will be required to consider:

- The implications on the wider transport network, including suitable mitigation measures for reducing any impacts on congestion;
- The management and maintenance procedures for all transport improvements throughout the lifetime of the project;
- The location of proposed uses within the site and any potential movement corridors;
- The health and well-being benefits of transport proposals, including the safety and affordability of any transport system and transport's role in place-making
- The site's accessibility and transport connectivity including potential opportunities for enhancement; and
- The potential biodiversity, ecological, and climate change benefits of the scheme.

### The local transport network and addressing travel demand

Transport has a key role to play in facilitating economic growth and delivering sustainable housing development. The significant level of growth proposed with the Local Plan is going to increase travel demand, however a transport strategy that seeks to cater for future increases in travel demand with significant increases in highway capacity will at best be very expensive, difficult to deliver, environmentally damaging and result in congestion being displaced elsewhere on the network. To preserve and maintain an efficient local transport network new sustainable transport options will be required. The council in accordance with the local highway authority (Hertfordshire County Council) will resist development where:

- The residual cumulative impact of development is considered to be severe;
- There is no real choice for travel other than by private car;
- There is minimal local amenity and there is a lack of suitable measures to encourage a reduction in the need to travel; or
- The proposed transport improvements would fail to fully address the impact that additional travel demand would have on the local transport network.

Proposals which include the provision of new sustainable transport options, to mitigate the impact of increased travel demand, must demonstrate their deliverability and benefit to the wider transport network to the satisfaction of the council, the local highway authority and any relevant organisations/stakeholders (e.g. Highways England and Environmental Health).

### Transport User Hierarchy

The council will encourage proposals to adopt the Local Transport Plan, Transport User Hierarchy, which outlines (in order) the priorities for designing and developing a suitable transport strategy:

1. Opportunities to reduce travel demand and the need to travel
2. Vulnerable road user needs (such as pedestrians and cyclists)
3. Passenger transport user needs
4. Powered two wheeler (mopeds and motorbikes) user needs
5. Other motor vehicle user needs.

<sup>38</sup>The strategy will form part of the package of technical reports to be submitted as part of the Local Plan examination in 2022.

## Policy ST1 - Strategic approach to transport



To ensure that growth can be safely and sustainably accommodated across the local transport network, proposals for development must:

- i. make the most effective use of land, reflecting a site's existing and/or future connectivity and accessibility by public transport, walking and cycling;
- ii. ensure that impacts on the local transport network and associated infrastructure are mitigated;
- iii. reduce the need for travel and facilitate shorter more regular trips by walking and cycling including through the provision of cycle lanes and routes;
- iv. provide appropriate means of access for all users of the highway network; and
- v. be consistent with and contribute to the implementation of the Hertfordshire Local Transport Plan (2018 or amended) and Local Growth and Transport Plans, in securing a modal shift and reflecting the Transport User Hierarchy set out in the Local Transport Plan.

### Hertsmere's transport network and support infrastructure

National policy acknowledges the importance of transport policies in facilitating sustainable development and places a greater emphasis on sustainable travel modes and providing a greater range of choice. A key part of Hertsmere's transport strategy is ensuring that suitable procedures are put in place to ensure that all new development is sustainably located.

All proposals will be required to demonstrate the sustainable transport credentials of the site and where necessary provide information on how this will be achieved. Larger strategic allocations will also be expected to contribute to the wider transport strategy and facilitate in the delivery of local and strategic transport schemes.

### A real choice of sustainable travel options

Through well-designed and laid-out schemes which promote the development of a car-free network and prioritise walking/cycling, the council aims to provide residents with a real choice of sustainable travel options. Proposals will be required to support the council in achieving this ambition through good design and suitable contributions.

All strategic allocations will be encouraged to consider ways that they can support and facilitate in the delivery of local and strategic transport schemes, through:

- improvements to public rights of way and greenways including upgrading current routes and providing new ones where suitable;
- creating legible, well-designed, and attractive routes which encourage the uptake of walking and cycling;
- providing facilities for shared vehicle infrastructure including car clubs, and considering opportunities for new and alternative forms of travel; and
- locating any new on-site services in locations which are easily accessible for both new and existing residents.

### Greenways and health and wellbeing benefits

Greenways play an important role in encouraging the uptake of walking and cycling, for commuting, recreational and leisure purposes, and reducing the borough's emissions. These routes for pedestrians, cyclists and horse riders are intended to run across the borough linking up the existing urban environment with the wider countryside. The council will seek to ensure that all new site allocations provide suitable greenways which can be linked into the overall network.

Greenway routes will be properly safeguarded, thus preventing development from occurring which could hinder or prevent routes from being enhanced or extended in the future. The financing of improvements and development of routes will be achieved through Section 106 agreements and the use of the Community Infrastructure Levy.

## Policy ST2 - Hertsmere's transport network and supporting infrastructure



Developers should work closely with the council, highway authorities and other key partners to support the implementation of transport schemes which improve connectivity and increase sustainable travel patterns between and beyond the key centres of Borehamwood, Radlett, Bushey and Potters Bar.

Strategic allocations in the plan should support the delivery of local and strategic transport schemes, subject to effective local consultation on those measures, to deliver:

- i.** enhanced levels of public transport use, walking and cycling;
- ii.** new or improved bus services to be subsidised for an initial period as agreed with the local planning authority;

- iii.** car clubs and other shared vehicle infrastructure;
- iv.** improved accessibility to local services and open space;
- v.** pedestrian and cycle priority within and between town and district centres, incorporating public realm and cycle parking improvements;
- vi.** opportunities for new and alternative transport networks; and
- vii.** biodiversity enhancements and greenway improvements, which help to protect or establish ecological networks.

Proposals should demonstrate the deliverability of the above schemes within a suitable timeframe through engagement with relevant stakeholders including the local highway authority and transport operators.

### Promoting sustainability and tackling climate change

A principal aim of the Local Plan is to promote, secure and encourage sustainable development and sustainable modes of travel. Transport policies and strategies will seek to achieve this through:

- i.** reducing the need for Hertsmere residents to travel; and
- ii.** providing a real choice of transport modes where significant travel is required.

The council is aware that there are many existing shortcomings and challenges but providing this choice will be a priority and should be considered by all new development from the outset. All proposals will need to ensure that the wider economic, social and environmental benefits of trip reduction and transport strategies are fully considered. New and visionary options are welcomed if it enables a move to a more sustainable transport system in the borough.

### Providing sustainable alternatives to the private car

To achieve sustainable growth, and control road congestion, appropriate measures need to be taken to reduce car dependency and manage traffic levels. The council will adopt a cohesive approach to transport planning through the implementation of policies which both incentivise users to adopt more sustainable transport behaviours, as well as discourage individual car use. To achieve this, a rebalancing of the transport system towards walking, cycling is required. This will ensure that alternative methods are accessible, affordable and appealing.

### Promoting healthy streets and active travel

To contribute to the achievement of the priorities set out in Hertsmere's Health and Wellbeing Strategy (2018-2022), Policy SG7 supports development that enables people of all ages to choose healthier behaviours and live more healthy, active and fulfilling lifestyles. The development of sustainable transport methods and provision of better access and connectivity to the countryside and key services through high quality walking and cycling routes can help to:

- promote healthy weight and increase physical activity;
- improve mental health and emotional wellbeing;
- enhance environments and increase use of green space;
- promote inclusiveness and independence; and
- reduce deprivation.

Transport can play an important role in tackling some of the issues arising within the most deprived areas of the borough including locations within the wards of Cowley Hill, Borehamwood and Parkfield, Potters Bar. All transport strategies must look to improve the access to and from these communities by affordable, safe and sustainable methods.

Any potential adverse impacts on surrounding area from transport related activities such as noise, odour, light, vibration must be mitigated through good design to the satisfaction of Environmental Health and the local highway authority.

### Walkable neighbourhoods and trip internalisation

The walkable neighbourhood concept, whereby people have access to a range of key services within a 15 minute walking time, has been shown as a positive way to encourage modal shift including to more active means of travel i.e. cycling and walking, provide convenience and create a sense of community thereby boosting health and wellbeing. The council will encourage promoters to incorporate walkable neighbourhood principles, and measures to encourage trip internalisation, into the design and layout of their proposals.

All development will need to demonstrate suitable provision of accessible local facilities. Priority should first be given to improving linkages to existing town centres and local stores. In case where no local facilities exist within close proximity to the site (maximum 1 mile) the council will expect that suitable facilities are provided on-site, or an appropriate location. Where this is not possible development will be required to make suitable contributions to the improvement of local services elsewhere and/or the quality of sustainable transport facilities to these locations so that better access can be achieved.

## Policy ST3 - Reducing emissions and promoting health and wellbeing



New proposals will be required to demonstrate that:

- i.** a clear choice of sustainable transport modes will serve the site;
- ii.** suitable measures have been taken to reduce and/or mitigate the environmental impacts of safe travel including carbon emissions and noise and air pollution;
- iii.** consideration has been given to future proofing mechanisms (as far as practical) to accommodate potential new trends or technologies;
- iv.** access to and from the site has been improved for cyclists and pedestrians, including the provision of links to existing footpaths and cycle lanes or new safe provision where none exists;
- v.** new facilities can be safely and affordably accessed from any locations with recorded levels of deprivation;
- vi.** steps have been taken to create walkable developments, with a range of services and facilities within a 15 minute walk; and
- vii.** the development will help to promote other health and wellbeing initiatives, reduce social isolation and increase the possibilities for social interaction.

Where necessary, Section 106 planning obligations and/or planning conditions will be used to secure appropriate financial contributions or site-specific mitigation to offset transport impacts and deliver sustainable travel interventions.

### The highway network and vehicular parking

The council will continue to support development which is consistent with the key transport objectives of the Hertfordshire Local Transport Plan including:

- delivering the best use of the existing highway network;
- addressing air quality and safety impacts; and
- managing the growth of transport and travel volumes.

All proposals should integrate with the existing highways network without inhibiting potential future transport arrangements. Major trip generating development will be prioritised in areas which have high level of accessibility, including town centres and locations with good public transport connectivity. Where other locations are being proposed the onus will be on the developer to demonstrate that a suitable level of accessibility can be achieved. Proposals which incorporate new transport schemes and/or network improvements (including cycling and walking routes) will be required to demonstrate their compliance with local highway authority guidance.

### Major trip generating development

Proposals which will result in a significant increase in local and regional traffic will be classed as major trip generating development, this will include both:

- **Destinations:** a location or place which attracts visitors, due to the services and facilities on offer. In principle this will include the majority of commercial, business and service (Class E) uses, along with other key local services that relate to healthcare, education, transport and leisure.
- **Sources:** proposals which significantly increase travel demand within the local area, either through the provision of residential accommodation or upgraded transport facilities.

### Road and highways improvements

The council will support proposals for new roads and parking facilities provided that priority is first given to the sustainable transport modes. Where highways improvements are likely to result in an increase in vehicular traffic, the promoter will be required to demonstrate that:

- all roads and parking facilities are of good design and to an adoptable standard;
- suitable management and maintenance procedures are in place; and
- the proposal does not result in an increase in travel demand and reliance on the private car.

## Sustainable transport solutions

All proposals should maximise opportunities for sustainable travel, through:

- supporting and promoting early up take of sustainable transport initiatives;
- incorporating public transport, walking and cycling solutions;
- influencing travel behaviours, encouraging modal shift and supporting active travel; and
- increasing the potential for walking and cycling through suitable design and master planning.

Higher density development will be actively encouraged in areas where higher levels of sustainable mobility exist; lower density development will be confined to areas that are less accessible or have limited opportunities for significant sustainable travel improvements.

## Highways capacity and travel plans

In accordance with national and local guidance, a Transport Assessments or Statement should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local and strategic level, are fully assessed. Any potential adverse impacts on the wider transport network must be mitigated through good design to the satisfaction of local highway authority.

Travel plans will be required for all development generating significant movement, and should include:

- a clear layout and design statement showing how the proposal will integrate into the wider transport network;
- a long-term management and maintenance strategy for the organisation, including any site specific requirements based on use or location;
- a list of the proposal's sustainable transport objectives with suitable review mechanisms;
- an assessment of the sites accessibility, and the local transport network including public transport connections and walking/cycling routes; and
- an assessment of the impacts of the proposal of traffic flows and highway safety for all road users.

## Parking provision

The council will take necessary steps to promote alternative modes of travel to the car, by first seeking improvements to quality of the cycling, pedestrian and public transport facilities, before assessing the need for car parking. Where suitable, the council will encourage promoters to consider opportunities for significantly reduced levels of off-street parking. This will be based on multiple factors including:

- accessibility and availability of public transport;
- development scale and proposed uses;
- on-street parking conditions and controls;
- potential for active travel, new vehicular technologies and shared mobility initiatives; and
- connectivity to the footpath and cycle networks.

Consideration will also be given to how the proposed parking strategy can support the delivery of any local or strategic transport schemes, and how these transport schemes may affect future demand and provision.

Table 27 shows the indicative parameters for residential parking before discounts are applied. The Parking SPD provides more detail on how to calculate the level of parking provision required for all types of development, including the requirements for cycle and disability parking.

**Table 27: Indicative parameters for residential car parking requirements (prior to any agreed discount being applied)**

Number of Bedrooms (flats, bungalows and houses)	Required number of car parking spaces
1	1
2	1.5*
3	2
4	2
5+	To be confirmed on a case by case basis

\*When calculating parking requirements, decimal places will be rounded up to the nearest number

Parking provision both, for new development and where changes to provision for existing development requiring consent are proposed, should be made in accordance with the Parking Standards SPD or successor document.

### Accessibility Zones

In accordance with the NPPF maximum parking standards will be applied for all development (including residential and employment uses) located within the Accessibility Zones and town centres in order to encourage the use of other modes of transport, manage the local road network and optimise the density of development in district and town centre locations. Accessibility Zones are set out in the Parking Standards SPD. Proposals within a Zone which seek a discount on parking levels on sites which are either located immediately adjacent to a lower Accessibility Zone must also be accompanied by a parking stress survey, having regard to the advice set out in the latest Parking Standards SPD. Where a site covers more than one Accessibility Zone, the council will apply any discount based on an average of the overall discount per residential unit or (for non-residential schemes) floorspace across each zone.

**Table 28: Indicative parameters for Accessibility Zone parking provisions**

Accessibility Zone	Level of maximum car parking provision [1]	
	Residential (C3)	Non-Residential
Town centre	0 to 40% (of general parking req.)	0 to 40% (of general parking req.)
Level 1	40 to 60% (of general parking req.)	40 to 60% (of general parking req.)
Level 2	60 to 80% (of general parking req.)	60 to 80% (of general parking req.)
Level 3	80 to 100% (of general parking req.)	80 to 100% (of general parking req.)

[1] Weight may be given to further reductions if sustainable transport initiatives are being provided.

### Disabled car parking provision

Whilst the council will be looking to encourage the reduction in the use of the private car, there is an acceptance that for some residents this still provides the most practical and suitable mode of transport. The council will actively encourage all transport improvements to consider methods of improving disability access and the Local Plan wishes to ensure that suitable transport arrangements are made for all residents.

## Policy ST4 – The highway network and vehicular parking



To obtain the best use of the existing highway network and facilitate access to services and employment, major trip generating development should be focused on town centres and other areas of greater public transport accessibility. Such development will only be permitted where:

- i.** all opportunities have been taken to increase sustainable travel opportunities to and from the site;
  - ii.** the density of the development reflects the site's current or achievable levels of accessibility;
  - iii.** initiatives to promote sustainable transport modes are implemented at the earliest opportunity;
  - iv.** proposals are supported by a robust Travel Plan according to the requirements of Hertfordshire's Travel Plan Guidance (as amended);
  - v.** traffic generated can be accommodated through current or upgraded road layouts and will not cause undue harm to the safety of pedestrians, other road users or the flow of vehicles;
  - vi.** effectively mitigation has been agreed with the local highway authority where significant impacts to the transport network or highway safety are predicted;
  - vii.** off-street vehicular parking is provided in accordance with the Parking Standards SPD or successor document and Table 27, taking into consideration the need to facilitate sustainable access to local services. The level of parking provision on a scheme will be based on an assessment of:
    - a.** a site's location and the proposed land use having regard for the most recent Parking Standards SPD and Accessibility Zones, discounted, where appropriate, in accordance with Table 27;
    - b.** housing mix and tenure;
    - c.** the potential for shared parking arrangements and/or car clubs;
    - d.** incentives to reduce dependency on the car (including the possibility of provisions from a submitted Travel Plan);
    - e.** local on-street parking conditions and controls,
- including those likely to be available within the new development;
- f.** the extent to which permeable and semi-permeable surfaces are incorporated into the area of off-street parking to be provided;
  - g.** the level of on-site cycle parking provision and quality of cycle routes; and
  - h.** the need to reduce travel and provide residents with suitable travel alternatives to the car;
- viii.** suitable provision for disabled parking (over and above the general parking requirements) is provided including:
- a.** at least one designated disabled persons parking bay for every wheelchair accessible home;
  - b.** at least one disabled parking space on schemes of under 10 homes and a minimum of one designated disabled parking space (exclusively for disabled use) per 15 communal parking spaces;
- ix.** the proposal delivers any new roads and internal layouts to an adoptable standard and in accordance with Roads in Hertfordshire and The Manual for Streets 1 and 2 (including any future revisions), unless otherwise agreed with the council and the local highway authority;
  - x.** it can be demonstrated that suitable private parking and traffic management arrangements will be in place on sites where internal roads are not adopted; and
  - xi.** a Transport Statement or Transport Assessment is provided enabling the likely impacts of the proposal to be assessed.

In the case of advertisements, proposals will only be permitted where it can be demonstrated that they will not prejudice highway safety and will comply with Policy DL2.

### **Electric vehicles and mobility initiatives**

The council will support a wide range of measures to provide safer and more reliable alternatives to the private car for new and existing development. Whilst secondary to trip reduction methods and the provision of car free alternatives, developments should promote shared mobility initiatives (such as car clubs, car sharing and bike sharing) and the use of electronic vehicles. These initiatives can help to support the overall transport strategy by:

- reducing the number of unnecessary car trips;
- reducing vehicle pollution;
- reducing car parking requirements;
- improving the quality of the local environment;
- supporting the use and viability of more sustainable modes of transport; and
- facilitating social inclusion.

### **Electric charging points**

Future technology will be promoted to deliver and support low-carbon transport and meet national government targets including those stated within the Energy White Paper - Powering our net zero future (Dec 2020). Electric vehicles (EVs) of all types (including electric bicycles) will feature strongly in this, and necessary infrastructure will be provided to ensure the usability of such vehicles. The council will expect to see a suitable provision of electric charging points on all major trip generating development. Details about the quantity, type and location of electric vehicle charging facilities must be included with any transport assessment, transport statement or travel plan. As a minimum the council will expect there to be sufficient EV charging infrastructure:

- for 50% of all car-parking spaces, on commercial and retail development, to have active provision by 2036; and
- to support the roll out of electric cars and meet the UK targets of no new diesel or petrol cars post 2030.

All new homes will be required to include electric vehicle charging point provision, as the majority of demand for electric vehicle charging is likely to be concentrated in residential areas (where vehicles are parked the majority of the time). Where communal car parking is being proposed the development must ensure that:

- at least 20% of spaces have active provision; and
- all other spaces have passive provision to facilitate the growth of electric vehicles in the future.

Where active electric vehicle charging infrastructure is being provided this should be installed at the earliest opportunity, and come forward prior to any standard car parking facilities. In the case of passive infrastructure the promoter will be required to demonstrate that suitable measures have been put in place to support the installation of additional charging points when required, including the provision of physical conduits and the reservation of electrical capacity. All long-term management and maintenance strategies must monitor the uptake of electric vehicles, and have suitable procedures in place to cope with any increased demand in the future.

The level of electric charging provision proposed will be assessed on a case by case basis, with consideration given to the site's accessibility, the proposed sustainable transport solutions, the demand for electric vehicles, and the provision of car parking facilities. The updated Parking Standards SPD provides further details on how development should make suitable provision for evolving transport technologies, such as electric vehicle charging infrastructure and shared mobility initiatives.

### **Shared mobility**

Shared mobility solutions provide an alternative method of managing the demand on the local transport network. There are presently several shared mobility initiatives present within Hertfordshire, including both car clubs and bicycle hire schemes. The council is currently investigating starting its own scheme in the near future, and will be seeking support from all large developments in facilitating the growth and development of these schemes. All major trip generating development will be required to assess the potential for delivering shared mobility schemes (including car clubs and bicycle hire) to the satisfaction of the council. Where shared mobility facilities are being provided (including parking facilities, storage, and charging points) these will need to be agreed with the council and a registered car club operator. The indicative requirements for the provision of car club provision on major development are set out within the Parking Standards SPD.

## Policy ST5 – Electric vehicles and mobility initiatives



The use of new vehicular technologies and shared mobility initiatives will be supported through a requirement for:

- i.** all new homes with their own curtilage parking to include individual provision for electric vehicle charging points;
- ii.** communal residential parking layouts to include electric vehicle charging points and passive provision;
- iii.** requiring all major retail and other commercial developments, as defined by the NPPF, to include provision for least 10% of dedicated car parking spaces to have electric vehicle charging points and a reasonable proportion of other spaces with passive provision; and
- iv.** all major trip generating proposals to demonstrate that:
  - a.** where car clubs schemes are already in operation locally at least 5% of car parking spaces are dedicated for car club use only, specifically in conjunction with a provider;
  - b.** where a car club is not already in operation, establish or make a significant contribution towards the establishment of a new car club, with the scope for sufficient dedicated car parking to be provided in the future; and
  - c.** opportunities to extend or introduce local bicycle /scooter hire schemes into or near the site have been explored.

### Aviation safeguarding

The NPPF requires local planning authorities to recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time. In accordance with Central Government guidance the Elstree Aerodrome Operator has provided the council with safeguarding information in the form of a safeguarding chart indicating areas within which they wish to be consulted on specific types of proposals.

New permitted development legislation has reduced the requirements on airspace development for new flats and upwards extensions, and the demolition and construction of new buildings. To avoid impacting on the operational integrity of the Elstree Aerodrome, any airspace development and the demolition and construction of buildings to be replaced by new homes within 3km of Elstree Aerodrome, will require planning permission.

## Policy ST6 - Aviation safeguarding



The council will consult with the Elstree Airport Licensee on relevant proposals for development. It will only permit development proposals which:

- i.** will not compromise the aerodrome's operational integrity and general safety; and
- ii.** are compatible with the continued use of the site as an aerodrome.

In accordance with Part 20 Class A of The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus)

Regulations 2020, and Part 20 Schedule 2 Class ZA of The Town and Country Planning (General Permitted Development) (England) (Amendment) (No. 3) Order 2020, planning permission will be required for all development within 3km of the Elstree Aerodrome perimeter which would result in the creation of an additional storey/s to an existing building and/or demolition of buildings and construction of new homes in their place.

The council will consult the Heathrow Airport Operator on proposals for wind turbine development within the safeguarding zone around Heathrow Airport shown on the official safeguarding map.



16.

# Vibrant Town Centres

# 16. Vibrant Town Centres

## Retail and Town Centre Strategy

It is important to ensure that all existing centres continue to be prosperous, competitive and attractive locations, with a range of services that reflect the size and function of that centre. The promotion and protection of town centres and local parades remains a priority for the council as they play an important role in any community. They are more than just a physical hub for retail; they serve as an important space which connects residents, businesses and visitors. The continued vitality of town and local centres can:

- reduce the need for travel;
- establish a sense of place and reinforce the identity of an area;
- ensure a range of high quality facilities are maintained and customer choice is preserved;
- provide local jobs and employment;
- ensure the provision of key goods and services for residents in accessible locations;
- provide focal points and meeting places; and
- enhance the sense of community and character of an area.

## Permitted development

Additional permitted development rights have allowed for additional flexibility, so that centres can change to meet market demands. However, proposals under permitted development to convert existing retail units are considered to be unsuitable if they detract from the identity and function of the town centre, create dead frontages, or have a detrimental impact on the health of the town centre and the customer experience. The South West Hertfordshire Retail and Leisure Study provides a basis for assessing the health and current performance of Hertsme's town centres. The council will monitor the types and number of units within town centres to ensure local facilities are protected and attractive and viable town centres can prosper.

The council will therefore look to introduce Article 4 directions to protect the essential Core Frontages of each Primary Shopping Area. These frontages perform a key role in Hertsme's local communities and the loss of these facilities would likely undermine the areas vitality, viability and attractiveness.

## The Use Class Order

The creation of the new E class provides additional flexibility, allowing businesses to adapt and change between certain uses (including retail, offices, restaurants, leisure, etc.) Where proposals have been permitted based on meeting an identified need, including through the use of the sequential and/or impact tests, consideration will be given to whether conditions are required to restrict the uses on site.

Whilst changes have been made to the Use Classes Order, these revisions are yet to be fully reflected within the GDPO. As such, proposals may still need to make reference to the previously adopted use classes (Class A, B and D) and the relevant legislation until such time that this is no longer required.

## Maintaining a sustainable balance of uses

Whilst flexibility and adaptability are important, a sustainable balance of complementary uses is required. To achieve this suitable consideration needs to be given to:

- ensuring future development does not undermine the established character, sustainability and vision for the area; and
- allowing an area to evolve and adapt to future demands, technological advances and changing consumer behaviours.

Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of the proposed development. Where conflicts between proposed and existing uses may arise, the operational needs of existing uses must be considered to take precedence over new development (particularly where there may be conflict between existing businesses and proposed residential uses). Any potential adverse impacts on the proposal from neighbouring sites such as noise, odour, light, vibration must be mitigated through good design to the satisfaction of Environmental Health.

Consideration will be given to the potential implications that the development may have on the objectives and performance of the area, now and in the future. Where necessary, conditions will be attached to planning permissions to mitigate the impact on neighbouring sites and/or ensure that a suitable balance of complimentary uses is preserved.

## Policy VTC1 – Retail and Town Centre Strategy



Development within the designated town or district centres of Borehamwood, Potters Bar, Bushey and Radlett will be supported where it maintains their primary function and wider role as a focus for business, leisure, cultural and other main town centre uses (as defined within the NPPF). The boundaries of the following town and district centres are shown on the Policies Map:

- Borehamwood Major Town Centre
- Potters Bar Darkes Lane Town Centre
- Potters Bar High Street District Centre
- Radlett Watling Street District Centre
- Bushey High Street District Centre
- Bushey Heath High Road District Centre

New centres delivered as part of strategic sites allocations, including within the proposed new settlement of Bowmans Cross, should be of a type and scale to support those developments, avoiding a detrimental impact on the role and function of existing town and district centres.

Proposals should seek out opportunities for bringing forward urban regeneration projects and schemes which direct investment towards Hertsmere's town, district and local centres. All town centre and retail development should deliver high quality design and secure significant enhancements to the function and character of the area. New shop fronts and advertisements should follow the guidance set out in the Planning and Design Guide SPD or successor document.

Proposals that optimise the use of land and floor space within existing centres through mixed-use development, including new or re-used space above shops and commercial premises, will be supported providing they are compatible with existing surrounding uses, can be integrated effectively without unreasonable restrictions, and do not have a detrimental impact on the primary role and/or operational needs of the area.

In accordance with the NPPF, new retail and leisure proposals which meet any of thresholds stated below will require the submission of an impact assessment:

- 2,500m<sup>2</sup> on the edge of Borehamwood Major Town Centre
- 1,000m<sup>2</sup> elsewhere in Borehamwood and on the edge of Potters Bar Darkes Lane Town Centre
- 500m<sup>2</sup> on the edge of District Centres or anywhere else within the borough

The council will look to introduce of Article 4 Directions within designated Core Frontages, to prevent the introduction of permitted development rights from undermining the proper planning of an area and in particular, economic performance and recovery, local health and wellbeing or the objectives of this plan.

## Retail and Local Centre Hierarchy

By having a defined hierarchy of centres, the council can ensure that all retail and local centres are allowed to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, without having a detrimental impact on the function of the existing town and district centres.

In accordance with the NPPF, the council will keep under review what is necessary for each town centre to ensure that:

- retail and local centres are clearly defined;
- suitable sites are identified to meet the anticipate needs from retail, leisure and other main town centre uses;
- sufficient flexibility is given to allow for areas to adapt to change; and
- a suitable mix of uses (including housing) that reflects the distinctive character of the area and the needs of the local population is retained.

The regeneration of individual sites or areas, parking, and environmental management schemes may be appropriate and should be commensurate with the size and function of a particular centre. A number of potential regeneration sites have been identified in this plan within Borehamwood and Potters Bar (see Table 30). Where new retail centres are provided as part of proposal they will be incorporated into the retail hierarchy as described in the relevant strategic site policy.

The Leeming Road Local Centre provides important community and retail services for residents in the Cowley Hill area, a part of which has been identified as the most deprived in Hertfordshire. A survey of residents in the Cowley Hill ward was previously undertaken by the council to gain a greater insight and understanding about the issues in the area and to establish how local partners and the community can work together to effectively respond to them. Improving facilities and the local environment, and supporting local businesses, such as the shops on Leeming Road, were identified as priorities for the area.



## Policy VTC2 - Retail and Local Centre Hierarchy



Proposals for main town centre uses will be supported in accordance with the NPPF, including the application of the sequential test and impact assessment as appropriate.

In doing so, the council will support retail, business and service uses which aligns with the defined Retail and Local Centre Hierarchy (Table 29). New retail activity should, in particular, be focused in the larger centres of Borehamwood, Potters Bar, Bushey and Radlett, and concentrated within the Primary Shopping Area as shown on the Policies Map.

Outside of the larger centres, the council will seek to retain a core of local shopping facilities, predominantly within local and neighbourhood centres, commensurate to their location within the Retail and Local Centre Hierarchy.

In particular measures to protect and enhance the retail provision at Leeming Road Local Centre will be supported.

Proposals for rural diversification will be supported where they do not conflict with other policies and/or detrimentally impact upon the role of existing Primary Shopping Areas. Further retail development at Battlers Green Farm or further afield at the Willows Farm, will not be sought.

In supporting the key role which town centres play at the heart of local communities, the council will consider where appropriate the need for additional controls over new floorspace to be applied to Class E developments in both town centre and out of centre locations to support the vitality and viability of particular centres.

**Table 29: Retail and Local Centre Hierarchy**

Classification	Location	Comprises or contains a	
		Primary Shopping Area	Core Frontage
<b>Major Town Centre</b>	Borehamwood Town Centre (Shenley Road)	✓	✓
<b>Town Centre</b>	Potters Bar (Darkes Lane)	✓	✓
<b>District Centre</b>	Radlett (Watling Street)	✓	✓
	Potters Bar (High Street)	✓	✓
	Bushey Village (High Street)	✓	✓
<b>Local Centre</b>	Bushey Heath (High Road)	✓	✓
	Borehamwood (Leeming Road)	✓	✓
<b>Neighbourhood Centre</b>	Borehamwood (Manor Way)	✓	✓
	Shenley (Andrew Close)	✓	✓
	Elstree Village Centre	✓	✓
	Bushey (Harcourt Road & Bushey Hall Road)	✓	✓
	Potters Bar (Cranbourne Parade)	✓	✓
	Borehamwood (Croxdale Road, Hartforde Road Howard Drive & Rossington Avenue)	x	x
	Bushey (Aldenham Road & Bournehall Avenue)	x	x
	North Bushey (Bushey Mill Lane & Park Ave)	x	x
Potters Bar (High Street North 1 & 2)	x	x	
Radlett (Battlers Green Drive)	x	x	
<b>Individual shop</b>	Borehamwood (Organ Hall Road, Shenley Road - North, Studio Way & Thirsk Road)	x	x
	Bushey (Sparrows Herne 1 & 2)	x	x
	Bushey Heath (High Road 1 & 2)	x	x
	Potters Bar (Church Road & Wayside)	x	x
	Radlett (Aldenham Road)	x	x
	Shenley (London Road)	x	x
	South Mimms (St Albans Road)	x	x

## Town centre regeneration and Opportunity Areas

The scale of growth proposed, within the Local Plan, provides a great opportunity to invigorate Hertsmere's urban areas, high streets and town centres. The council will continue to promote regeneration proposals which make efficient use of land and

increases the vitality of the area. Policy VTC3 lists the key Opportunity Areas and Sites in Hertsmere; these areas and sites have been identified as locations which can significantly contribute to the transformation and regeneration of Hertsmere's town centres.

## Policy VTC3 – Town centre regeneration and Opportunity Areas



Hertsmere's Key Opportunity Areas and Sites are identified on the Policies Map. Applications within these areas will be need to demonstrate that suitable consideration has been given to:

- i.** the local community's needs, the protection of existing facilities and any site specific requirements within the plan;
  - ii.** the vitality of the town centre, the immediate and future impact on the existing uses within the town centre, any Covid-19 recovery plans and the compatibility of the proposed uses;
  - iii.** future proofing the high street and local centres as visitor destinations by adapting to new technologies and consumer behaviours; and
  - iv.** creating a safe environment for all users with more space, less traffic, and enhanced access to public transport.
- Proposals within the Borehamwood and Potters Bar Opportunity Areas will be required to demonstrate how they incorporate and/or support the objectives for these areas, which are to:
- ### Borehamwood Opportunity Area
- i.** improve transport and pedestrian movement along both Elstree Way and Shenley Road, including the connectivity and integration between different transport modes;
  - ii.** improve the legibility and accessibility of the public realm for pedestrians and cyclists, around Borehamwood and Elstree Station, along Shenley Road, the Shopping Park and to other key destinations nearby;
  - iii.** provide opportunities for more efficient and shared use of off-street parking across the town centre facilitating the use of more sustainable modes of travel (including electric vehicles);
  - iv.** delivery of a mixed use redevelopment of The Point incorporating residential, leisure and improved car parking facilities together with enhancements to the public realm, in accordance with the requirements set out in Policy H10;
  - v.** ensure development is compatible with the surrounding land uses;
  - vi.** improve the street scene and town centre environment by improving air quality and providing an active and vibrant frontage along Shenley Road;
  - vii.** improve the layout and operation of the Shopping Park, including exploring the scope to utilise the access onto Clarendon Road, to secure the most efficient and sustainable use of the site;
  - viii.** improve the quality and accessibility of public open space, including improved linkages to Clarendon Park;
  - ix.** enhance the leisure, social and entertainment offer through improvements to the daytime and evening economy, and public realm;
  - x.** create a clear identity for Borehamwood town centre by working with the creative sector and local community groups to reinforce links to the film heritage of the town;
  - xi.** identify options for delivering further town centre improvements through investment arising from the development of the Media Quarter;
  - xii.** explore options for further investment through the creation of a Business Improvement District; and
  - xiii.** protect the essential retail core along Shenley Road and within Borehamwood Shopping Park.

### **Darkes Lane Opportunity Area**

- i.** improve transport and pedestrian movement along Darkes Lane, including connectivity and integration between different transport modes;
- ii.** improve the legibility and accessibility of the public realm for pedestrians and cyclists, including around Potters Bar station, the railway bridge and at the junction of Darkes Lane, Mutton Lane and Baker Street;
- iii.** provide opportunities for more efficient and shared use of off-street parking between sites and facilitate the use of more sustainable modes of travel (including electric vehicles);
- iv.** ensure development is compatible with the surrounding land uses;
- v.** secure a mixed use redevelopment of part of the car park to the west of Potters Bar station on Darkes Lane with the potential to accommodate up to 40 new homes in accordance with policy H10.
- vi.** secure a mixed use redevelopment on the former Ford Garage site including residential uses, with an active frontage at street level.
- vii.** improve the street scene and town centre environment by providing an active and vibrant frontage along Darkes Lane;
- viii.** improve the quality and accessibility of public open space, including green linkages to Parkfield and the former Potters Bar Golf Club
- ix.** enhance the leisure, social and entertainment offer through improvements to the daytime and evening economy, and public realm;
- x.** create a clear identity for Darkes Lane and improve the linkages and connectivity between Darkes Lane and the High Street;
- xi.** explore options for further investment through the creation of a Business Improvement District; and
- xii.** protect the essential retail core along Darkes Lane.

Other locations within Hertsmere have also been identified as Key Opportunity Sites, as set out in Table 30 (on the following page), with the potential to contribute towards the transformation of Hertsmere's town centres. Development proposals will need to demonstrate that they meet the site specific requirements identified and all other relevant policies.

**Table 30: Other Key Opportunity Sites**

Site	Site Specific Requirements
<b>Potters Bar Bus Depot and Hollies Way, Potters Bar</b>	<ul style="list-style-type: none"> <li>• mixed use redevelopment incorporating residential and commercial, business and service uses;</li> <li>• provide an active frontage facing the High Street;</li> <li>• contribute towards improving the sustainability, connectivity and vitality of Potters Bar (High Street);</li> <li>• relocation of existing Bus Garage and B class employment facilities (approx. 3,000sqm, in particular small scale industrial units for local businesses, to an appropriate location within or close to Potters Bar;</li> <li>• vehicular access to the site will be from the High Street with connections to/from the site enhanced for sustainable modes of transport; and</li> <li>• off-site improvements which improve the legibility and accessibility of the public realm for pedestrians and cyclists along the High Street, including at its junction with South Road and Barnet Road.</li> </ul>
<b>Radlett key locations</b>	<p><b>Red House Surgery and Post Office:</b></p> <ul style="list-style-type: none"> <li>• the retention of the existing use of the Post Office site;</li> <li>• the future relocation of the Red House Surgery to a more suitable site, so as to meet the needs arising from growth and provide an improved facility serving the community; and</li> <li>• development which should enhance the character and appearance of the Radlett (North) and Radlett (South) Conservation Areas and respect the appearance of the existing Post Office building.</li> </ul> <p><b>Radlett Village Institute:</b></p> <ul style="list-style-type: none"> <li>• an extension to the existing building that would respect its appearance; and</li> <li>• continued and enhanced use of the site as a social, community and/or health facility.</li> </ul> <p><b>Newberries Car Park:</b></p> <ul style="list-style-type: none"> <li>• Development comprising town centre and/or other community uses, subject to the outcome of discussions with the Environment Agency in relation to flood risk and mitigation;</li> <li>• The retention of existing car parking provision, which serves Radlett District Centre; and</li> <li>• A temporary use, such as a local farmers' market, for a limited number of days throughout the year.</li> </ul>

## Non-commercial, business and service uses

Town centres are multi-functional by nature and need to be able to adapt and transform in order to survive. By defining the primary functions of the town centre one can better understand the role it plays within the local community and how best to support it.

Within Hertsmere the primary functions of town centres are related to the provision of goods and services. Applications for E class uses (commercial, business and services), within town centres, will therefore be encouraged provided that they support this primary function. Proposals for non-commercial, business and service uses will be assessed on a case by case basis but will need to demonstrate how they can enhance the role of the town centre and support its main functions.

## Main town centre uses

Whilst ensuring that suitable space is provided to support the provision of goods and services this is not the sole function of town centres. Instead centres play a vital and diverse role in shaping the local community through a variety of main town centre uses which include:

- Retail
- Food and drink establishments including restaurants and cafes
- Leisure and entertainment
- Public community facilities including libraries, public halls and religious buildings
- Education and day care facilities including training centres, nurseries and crèches
- Clinics and healthcare facilities
- Sport and recreation facilities including gyms
- Offices and business related activities
- Culture and tourism.

Amendments to the Town and Country Planning (Use Classes) Order 1987 (as amended) (“the Use Classes Order”) were made on 1 September 2020. These amendments revoked the previously existing Use Classes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafés), B1 (business), D1 (non-residential institutions) and D2 (assembly and leisure), and replaced them (either partially or wholly) with a new Class E (commercial, business and service). There is overlap between uses in Class E and main town centre uses. The following uses within Class E are considered to constitute main town centre uses: E(a), E(b), E(e) and E(g)(i). The following uses within Class E may be considered main town centre uses depending on the specifics of the use: E(c)(iii) and E(d). Uses that fall within E(c)(i), E(c)(ii), E(f), E(g)(ii) and E(g)(iii) are not considered main town centre uses.

Proposals for main town centre uses will be prioritised within town centres provided that it is in accordance with local policy, does not result in an overconcentration of such use, and/or have a detrimental impact on the functioning of the centre. Applications for main town centres uses outside of designated town centres will need to apply the sequential test.

Where new main town centre uses have been provided the council will consider whether planning conditions may be applied to manage land use change. The council will also continue to explore suitable measures for protecting main town centre uses, including through Article 4 legislation.

## Multifaceted stores and diversification of use

The council will support proposals for multifaceted stores and the diversification of use within town centres and local parades provided that all of the proposed uses of the site meet the policy requirements for the designated area. In particular, flexibility within E-class uses (Commercial, Business and Service) will be encouraged as it allows for stores and businesses to respond to customer behaviours and market trends whilst retaining their core function.

A unit or proposal will be defined as multifaceted if:

- the site caters for more than one type of main town centre use (e.g. Gym and day-care facility), or includes a mix of town centre and non-town centre uses (e.g. Hotel and Restaurant); and/or
- part of the business can be defined as a separate use under The Town and Country Planning Use Classes Order 2020 (or as amended) (e.g. Hot food takeaway and restaurant).

Proposals for the creation of multifaceted stores which include the addition of non-E class uses will require permission and applicants will need to demonstrate that consideration has been given to:

- town and district centre policies and designations including Primary Shopping Areas and Core Frontages;
- the potential impact on the daytime and evening economy;
- health, safety and wellbeing of local residents and visitors;
- noise, odour and light pollution; and
- shop front design.

## Policy VTC4 - Non-commercial, business and service uses



Applications for non-E class uses, at ground floor level, within the borough's Primary Shopping Areas<sup>39</sup> (defined in Policy VTC2, Table 29) will be assessed against Policies VTC5, VTC7, VTC8 and VTC9 and will be supported where it can be demonstrated that:

- i.** the nature of the use would not have a significant detrimental impact on the functioning of the centre or frontage and the character and sustainability of the local area generally;
- ii.** the concentration or clustering of such uses would not have a significant detrimental impact on the functioning of the centre or frontage and the local area generally;
- iii.** the proposal would not result in unacceptable levels of noise, odours, traffic, parking demand, general disturbance or disorder and nuisance;
- iv.** the proposal would not have an unacceptable negative impact on the retail image of the area in which it is located; and

- v.** adequate provision of commercial, retail and local services is retained.

Outside of Primary Shopping Areas, applications for other non-E class uses will be permitted provided that the proposal would not have a detrimental impact on the character and sustainability of the local area, or result in unacceptable levels of noise, odour, traffic, parking demand, general disturbance or nuisance and subject to other policies in this Plan.

Where the proposal is for a hot food takeaway, and the premises would be clearly visible from any entrance or access point to a secondary school, it must be demonstrated that the proposed use would not undermine any existing or proposed healthy eating policy at that school.

### Residential development in town centres

The promotion and protection of town centres and local parades will remain a priority, with the focus on the retail function of the Primary Shopping Areas. Nevertheless, a flexible approach to planning policy is required in order to ensure that town/district centres can evolve to reflect changes in consumer behaviours and the demands of the local area.

The government has introduced permitted development rights to allow for the change of use from the Commercial, Business and Service use class (Class E) to residential uses (Class C3). Consideration will need to be given the potential implications that these rights would have on local centres to ensure that a positive strategy for the future of each centre can be strategically planned.

This will enable the potential impacts from high street fragmentation and commercial losses in residential areas, including where they have already been affected by the Covid-19 pandemic, can be suitably negated.

Primary Shopping Areas will continue to have an important role to play in allowing communities to meet their day-to-day needs locally, removing the requirement to travel greater distances. Through the implementation of Article 4 directions within Core Frontages, the council will restrict the conversion of previous A class units (shops, financial and professional services, and takeaways) to residential, at ground floor level. This will prevent any unacceptable adverse impacts on the sustainability and vitality of the Primary Shopping Areas from the creation of dead frontages within Core Frontages.

<sup>39</sup>See Glossary of Terms

## Redevelopment of main town centre uses

High streets and town centres need to adapt and transform in order to survive. Changing market conditions may result in units becoming unoccupied because of changing consumer behaviours, business requirements or technological advancements. The council will support proposals for the redevelopment of sites provided that the community benefits can be clearly demonstrated and the resulting use is compatible with the existing main town centre uses.

Where proposals are for non-commercial, business and service uses (E Class), within designated retail and local centres, the onus will be on the applicant to demonstrate that:

- the site is surplus to requirements and that sufficient space is available within the town centre to meet current and future demand for commercial, business and service uses;
- the proposed use is suitably located within a town centre and the community benefits of the proposal can be justified;
- where Prior Approval is required, the entire building has been vacant for a minimum of 3 months prior to the application;
- where planning permission is required the site has been unoccupied for a minimum of 12 months and extensive efforts have been made to market the building at a value that is considered reasonable for the building's particular use and location. The building will not be considered unoccupied if it has been used for any temporary use including storage during this period of vacancy;

- the building is not covered by an extant or recently expired planning permission for E class development;
- the proposal will not have a detrimental impact on the primary functions of a town centre in enhancing the sense of community, reducing the need to travel, providing local jobs and employment, and providing key goods and services for residents;
- the proposal will not have a detrimental impact on the character and/or, social, economic or environmental sustainability of the area. Consideration will need to be given to the social and economic implications of development, including the economic development strategic for the area; and
- the proposal will not have detrimental impact on the existing transport network and safe access can be provided to and from the site for all road users.

Where suitable the council will also explore opportunities for adopting additional controls, measures and incentives to further promote housing delivery outside of town centres and reduce the pressure on redeveloping main town centre uses



## Policy VTC5 - Residential development in Town Centres



Where permission is required, the provision of residential accommodation above ground floor premises within town centres will be supported. At ground floor level, the conversion of existing premises to residential use will only be permitted if:

- i.** the unit is located outside of an identified Core Frontage;
- ii.** the unit has been unoccupied for a sufficient period of time;
- iii.** there is clear evidence to demonstrate that there is no demand for continued retail or commercial use and the unit has been marketed effectively for such use;
- iv.** the site is outside any of the designated Primary Shopping Areas as shown on the Policies Map and as identified in Table 29;
- v.** local residents would retain access to a range of essential shops and services within reasonable walking distance;
- vi.** safe site access is provided and existing transport arrangements are not negatively impacted, in accordance with Policy ST2;
- vii.** in the case of neighbourhood centres and shops, it is not the last remaining retail unit;
- viii.** the change of use is consistent with the function, character, and/or sustainability of the area;
- ix.** the design of the new frontage is in accordance with Part F of the Planning and Design Guide (and any subsequent guidance), meeting the needs of future occupiers and remaining sensitive to the appearance of nearby shop fronts; and
- x.** the development delivers high quality self-contained residential accommodation, including adequate natural light to all habitable rooms, in accordance with Policy DL3.

Where the application is for the demolition of existing buildings and/or construction of new homes within town centres, proposals will need to demonstrate that suitable consideration has been given to the following:

- i.** the immediate and future impact on the existing main town centre uses and compatibility of the proposed use;
- ii.** the character and appearance of the town centre; and
- iii.** the noise, transport and highways impact.

### Creating new retail and local centres

To promote walkable neighbourhoods, encourage place making, and ensure a suitable level of services and facilities in relative proximity to all existing and new residents, new local and neighbourhood centres will be required within large strategic developments.

To safeguard against any potential detrimental impact on existing services and facilities, proposals will need to:

- clearly identify their position within an updated Retail and Local Centre Hierarchy, and the proposed catchment area for the new development;
- demonstrate that the proposal meets the requirements of both the impact and sequential test, including a thorough assessment of existing and potential future demand; and
- provide a phased programme of works for the site, detailing the intended uses within the new retail and local centre and when it will come forward.

## Policy VTC6 - Creating new retail centres in strategic housing allocations



The provision of new local and neighbourhood centres, as well as individual shops, will be encouraged and supported as part of strategic housing allocations.

Proposals for new centres within large residential allocations will be supported provided that:

- i. a suitable level of need/demand exists which cannot be served by enhancing/ improving existing facilities;
- ii. they are of an appropriate scale to serve the development and do not adversely impact on existing retail and local centres;
- iii. they are made accessible through a variety transport modes including public transport, walking and cycling; and

- iv. they would not have a negative impact on local transport networks.

In accordance with Policy VTC1 and VTC2, the provision of new local and neighbourhood centres will require a retail impact assessment, demonstrating how the proposed offer aligns with the Retail and Local Centre Hierarchy.

Where a town, district, or local centre is being provided proposals must show a clear Primary Shopping Area and Core Frontage in accordance with VTC7 and VTC8. Planning conditions may be applied to manage land use change within Class E within newly created centres.

### Strengthening Town and District Centres

#### Primary Shopping Areas

The council accepts that town/district centres should not be solely retail focused but it is important to recognise that the borough's centres play a vital role in providing goods and services to meet local resident's needs. To support this role it is important that the majority of main town centre uses are located within town centres, and that sufficient protection is given to ensure that retail, leisure and office uses are not compromised by limited site availability. By adopting a positive strategy, which looks to build on the strengths of Hertsmere's town centres, through designated Primary Shopping Areas (PSAs), the council aim to provide a clear focal point for retail development; whilst balancing the needs of other town centres uses through reduced restrictions across the rest of the town centre.

The purpose of Primary Shopping Areas is to define where retail and associated services are concentrated, and to retain and enhance the existing markets within the borough. Planning policies will look to take a positive approach to the growth, management and adaptation of these areas by:

- restricting the conversion of shops, financial and professional services, and takeaways to residential, through permitted development legislation;
- identifying and protecting Core Frontages;
- recognising the importance of other uses in generating footfall and promoting the retail experience; and

- encouraging flexibility and diversification of use within commercial units.

Core Frontages have been identified within each of the Primary Shopping Areas. These frontages represent the focal points for retail activity within the area and are essential to the vitality and vibrancy of the area and the local community. In accordance with the NPPF Article 4 Directions will be introduced to control the conversion of E-class uses.

#### Town centre first approach

A town centre first approach will be adapted to all proposals for main town centre uses with priority given to locations within the Primary Shopping Areas for all retail development. Where it can be clearly demonstrated that no suitable site are available within any of the locations stated within the Retail and Local Centre Hierarchy then consideration should be given to edge of centre development.

#### Edge of centre development

Edge of centre development will be defined on a site's accessibility and proximity to local services (town and district) and public transport connections (railway stations and bus terminals). Consideration will not be given to a site's proximity to local centres, neighbourhood centres and individual shops as locations surrounding these areas are not considered to be sufficiently well connected to fall within the category of edge of centre development.

## Policy VTC7 – Primary Shopping Areas and edge or out of centre development



Proposals which increase the Class E offer across Primary Shopping Areas will be supported.

The council will promote flexibility of use within the Primary Shopping Area including temporary permissions, multifaceted stores, and mixed use units provided that they do not have a detrimental impact on the character and function of the area and comply with relevant policies in the plan. Proposals for multifaceted stores or mixed use units should clearly demonstrate the breakdown of intended uses on the site, including the amount of Class E floorspace at ground level.

New development within the Primary Shopping Area should enhance the vitality and/or viability of the centre and retain an active frontage, in accordance with Part F of the Planning and Design Guide (and any subsequent guidance).

Where new retail activities are proposed, consideration should be given to the following locational hierarchy:

1. Core Frontages
2. Primary Shopping Area
3. Town and District Centre
4. Edge of centre

Outside of the Core Frontages, as identified in Policy VTC8, shops and/or units in Class E use at ground floor level should comprise at least 70% of the total number of units across the designated Primary Shopping Area. Class F1 and F2 uses (Local Community and Learning) and other main town centre uses, as defined in the NPPF, will be encouraged provided that they avoid leading to an over-concentration of non E-class units.

In the event that Class E premises remain unoccupied at ground floor level, consideration will be given to how long the premises have been unused and the proposal will need to provide evidence of active marketing<sup>40</sup> for Class E uses over a sufficient period of time.

Proposals for edge of centre development will require suitable justification including the application of the sequential test and impact assessment as appropriate. Edge of centre development is defined as follows:

- Main town centre uses (except retail and office development) – proposals located up to 300m of the town centre boundary.
- Retail development – proposals located up to 300m from a town or district centre Primary Shopping Area.
- Office development – proposals located up to 300m from a town or district centre boundary or 500m from a railway or bus terminal.

New retail development which is located over 300m away from a town or district centre Primary Shopping Area will only be supported, if it is:

- i. provided as part of a strategic housing allocation; or
- ii. located within another Primary Shopping Area (Table 29); or
- iii. not located on land designated for B2, B8 or other employment development as defined in Policies E1 and E2; and
- iv. sufficient evidence can be provided to demonstrate the need for a new retail establishment(s) and that it will not have a detrimental impact on existing centres.

<sup>40</sup>See Glossary of Terms

## Retaining a suitable range of town centre uses

The success of a town centre is built on the customer experience, the portfolio of stores and services, and consumer choice. When considering the future of the high street, a balance needs to be maintained between preserving and enhancing existing markets and allowing for new markets to emerge as a result of consumer and societal demand. By clearly defining the range of uses permitted within Core Frontages, the council aim to protect the character and commerciality of the area for both existing and potential emerging markets. To that end, the following uses have been restricted within Core Frontages:

- **Pubs and other drinking establishments** – businesses which primarily serve alcoholic beverages for the consumption on premises. Some establishments may also serve food, or have entertainment, but their main purpose is to serve alcoholic beverages.
- **Hot food takeaways** – stores which primarily sell hot food for the consumption off the premises. Some establishments may also have dining facilities, but the majority of their income comes from takeaway and delivery services.
- **Betting or pay day loan shops, amusement arcades** – an establishment that is licensed to handle bets on races or other events, provides high cost short term credit, and/or contains coin operated game machines.

Whilst a change of use within a single use class is not considered to be development and therefore does not require planning permission, planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

## Core Frontages

All Primary Shopping Areas have clearly defined Core Frontages (see Policy Map). These are the essential shopping areas within the borough and contribute significantly to the overall level of vitality and provide local communities with access to vital shops and services. Within these areas the majority of land uses at ground floor level comprise retail and community focused activities. They tend to have the highest footfall, including the majority of national multiples and comparison shopping.

Article 4 directions will be introduced to protect these essential facilities and services, and ensure that the vitality and viability of these areas, and the communities and/or neighbourhoods which they serve, are not undermined.

## Policy VTC8 – Core Frontages



To support the commercial function of the Primary Shopping Area, proposals which retain Class E-uses at ground floor level will be encouraged in all Core Frontages (see Policies Map) i.e:

- Borehamwood (Town Centre, Leeming Road & Manor Way)
- Potters Bar (Darkes Lane, Cranbourne Parade)
- Radlett (Watling Street)
- Bushey (High Street, High Road, Harcourt Road & Bushey Hall Road)
- Shenley (Andrew Close)
- Elstree Village Centre.

The introduction of non-Class E uses will only be considered appropriate where the proposal:

- does not lead to a loss and/or reduction of an existing Class E unit at ground floor level, including multifaceted stores or mixed use units which include non-Class E uses;
- where there is no loss of Class E accommodation, does not lead to an over-concentration and/or the creation of consecutive non Class E uses at ground floor level. Where consecutive non Class E uses already exist within the primary frontage, proposals which extend the run of Class E uses will not be supported; and
- preserves the vitality and/or viability of the Primary Shopping Area and meets the criteria set out in Policy VTC7; and
- does not result in the creation of residential accommodation at ground floor level.

In determining whether an over-concentration of non-Class E uses would arise, the following proportion and location of other uses should not be exceeded at ground floor level within primary frontages:

Land use (all Sui Generis)	Units within the Core Frontage
<b>Pubs and other drinking establishments</b>	5% No more than two consecutive pubs/drinking establishments
<b>Hot food takeaways</b>	10% No more than two consecutive hot food takeaway units
<b>Betting or pay day loan shops, amusement arcades</b>	5% No more than two units in close proximity to each other

Class F1 and F2 uses (Local Community and Learning) and other main town centre uses, as defined in the NPPF, will be permitted where they do not lead to the loss of existing Class E floorspace within Core Frontages, subject to other policies in the plan.

In the event that Class E premises remain unoccupied at ground floor level and there is a need for some flexibility in the application of this policy, consideration will be given to how long the premises have been unused and the proposal will need to provide evidence of active marketing<sup>41</sup> for Class E uses over a sufficient period of time.

<sup>41</sup>See Glossary of Terms

### **Supporting Local Centres and smaller shopping areas**

The primary objective for the borough's smaller centres, parades and individual shops is to ensure that they can continue to provide essential services for their local catchment, including meeting local peoples' day-to-day needs.

#### **Local centres**

These are Primary Shopping Areas within the Retail and Local Centre Hierarchy, and the larger of the borough's smaller centres. They have a clearly defined form and meet the basic convenience needs of relatively large catchments. They tend to contain a small supermarket or neighbourhood convenience shop, along with some food and drink establishments and limited community services. Proposals will need to ensure that a core of local shopping facilities and services are retained.

#### **Neighbourhood centres**

Neighbourhood centres generally provides a range of small shops and services of a particularly localised nature that meet residents' day-to-day needs. Neighbourhood centres serve an area more geographically contained than a local centre, but in some instances comprise the main local retail offer for the community. In these instances a Primary Shopping Area has been defined to ensure suitable retail and community facilities are retained within these communities. Proposals involving the loss of a shop in these locations will be need to be assessed in relation to whether there would remain a sufficient range and choice of essential stores for local residents.

### **Individual shops**

Individual shops are those which are not part of a defined centre or parade. They are often a considerable distance away from the nearest alternative shopping facilities and rarely present as a coherent or defined frontage. Where appropriate local community development as defined by Class F.2 will be categorised as an individual shop within the Retail and Local Centre Hierarchy.

## Policy VTC9 – Local and neighbourhood centres and individual stores



Where permission is required, proposals which would result in the loss of a shop or other local service will only be permitted where the following requirements have been addressed:

### i. Local centre

At least 70% of shops and/or units at ground floor level are in retail or other Class E use, with the scale of new development aligning with the Retail and Local Centre Hierarchy.

### ii. Neighbourhood centre

There remains at least one unit in retail use at ground floor level unless there is clear evidence to demonstrate that there is no demand for the continued retail use and the unit has been marketed effectively for such use.

### iii. Individual shop

Proposals which would result in the loss of the shop will need to provide clear evidence to demonstrate that there is no demand for the continued retail use and the unit has been marketed effectively for such use.

Proposals resulting in the loss of small retail stores will not be supported if they are:

- i. Less than 280m<sup>2</sup> (net sales area), which mostly sell essential goods, including food; and
- ii. Over 1km on foot from another shop.

### Promoting a safe and attractive daytime and evening economy

In promoting the vitality and viability of the various town centres, a balanced approach must be taken with regard to the daytime, evening and night-time economies. The council will support proposals which provide facilities for younger people in the evening, including the accommodation of the appropriate numbers of eating, drinking and entertainment premises within frontages. However, at the same time, there is a need to plan for the whole community that ensures that central areas remain attractive to all ages and users at all times.

All proposals will need to align with the Hertsmere Community Safety Partnership (CSP) and the most recent partnership plan. As it is vitally important that Hertsmere's town centres continue to be safe environments, and that all development helps in building community confidence and increasing feelings of safety. Taking into account Environmental Health and the Police advice, proposals will be required to demonstrate compliance with the CSP plan through good design and appropriate mitigation measures.

## Policy VTC10 - Promoting a safe and attractive daytime and evening economy



To promote both the daytime and evening economy, proposals including entertainment and leisure facilities, late night retailing and eating and drinking establishments will be supported where:

- i.** the proposal supports the creation of a balanced evening economy;
- ii.** the likely effects of the proposal, whether individually or cumulatively, would not result in unacceptable impacts in terms of noise, traffic, parking, signage and lighting, general disturbance or problems of disorder and nuisance;
- iii.** arrangements are agreed for mitigating pollution, including noise, odours and emissions;
- iv.** the proposal incorporates access arrangements for people of all ages and abilities;
- v.** adequate levels of parking and public transport would be available during the hours of operation;
- vi.** the day-time and/or evening use would not detract from the character and amenity of the surrounding shops and services (i.e. by providing a blank frontage due to closure during the day rather than maintaining an active street frontage); and
- vii.** the proposals comply with other relevant policies in the plan and promote a safer and healthier environment by:
  - a.** tackling crime and anti-social behaviour;
  - b.** reducing harm caused by drugs and alcohol;
  - c.** avoiding new hot food takeaway uses near schools, in accordance with Policy VTC4; and
  - d.** building community confidence and increasing feelings of safety.

In relation to locations where an over-concentration of drinking establishments and/or night clubs has created anti-social problems, there will be a presumption against allowing similar and the council will support other suitable daytime and evening uses.

Where new restaurant, pub/drinking establishments and takeaway consents are permitted, funding may be required (through a site specific planning obligation), in consultation with Hertfordshire Constabulary and Hertsmere Community Safety Partnership for improved use of CCTV, improved lighting and improved signage for CCTV and Alcohol Free Zones.

## Appendix 1 Small and medium sites (< 1ha) with planning permission at 01.04.2021<sup>42</sup>

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
13/2017/FUL	37 Newlands Avenue, Radlett, WD7 8EJ	0.2	1	0	1	Full
14/0721/FUL	Bayshill Cottage, Barnet Lane, Elstree, WD6 3QU	0.5	1	0	1	Full
14/0964/FUL	Adj, 2 Turner Road, Bushey, WD23 3PJ	0.0	0	1	1	Full
14/1456/FUL	The Fortune, Fortune Lane, Elstree, WD6 3RY	0.3	1	0	1	Full
14/1775/PD56	5 Theobald Court, Theobald Street, Borehamwood, WD6 4RN	0.1	0	3	3	Prior Approval
15/0883/FUL	Cedar Chalet, Kendal Hall Farm, Watling Street, Radlett, WD7 7LH	0.1	0	1	0	Full
15/1399/PD56	Unit 4 The Lodge, Hollies Way, High Street, Potters Bar, EN6 5BH	0.3	0	3	3	Prior Approval
16/1030/VOC	Hillside, Heathbourne Road, Bushey Heath, WD23 1PD	0.3	1	0	1	Variation of Condition
16/1469/CLE	Land At Caldecote Hill, Heathbourne Road, Bushey Heath	0.1	1	0	1	Certificate of Lawful Use
16/1553/FUL	2 Gills Hill Lane, Radlett, WD7 8DD	0.1	1	0	1	Full
16/2099/FUL	Land Rear Of 32, Grantham Green, Borehamwood, WD6 2JJ	0.4	4	0	4	Full
16/2481/FUL	5 Stamford Close, Potters Bar, EN6 5NW	0.0	0	1	1	Full
17/0245/FUL	19, Chiltern Avenue, Bushey, WD23 4PX	0.2	0	2	1	Full
17/0410/FUL	82 Balmoral Drive, Borehamwood, WD6 2RB	0.0	0	2	1	Full
17/0556/FUL	Preston Grange Home, Barnet Road, Potters Bar, EN6 2SJ	0.7	11	0	11	Full
17/1042/FUL	Land Between, 82 And 84, Stanborough Avenue, Borehamwood	0.1	1	0	1	Full

<sup>42</sup>All outstanding net commitments relate to permissions that are in-date, commenced in previous years, or extant due to a material start on site (eg demolition, laying a trench) having been made

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
17/1088/FUL	Land At Rear Of, 73 And 75, Rushfield, Potters Bar	0.2	0	3	3	Full
17/1103/FUL	183 Balmoral Drive, Borehamwood, WD6 2QP	0.0	0	2	1	Full
17/1110/FUL	8 Hamilton Close, South Mimms, EN6 3PG	0.3	0	4	4	Full
17/1257/FUL	Land Rear Of Grove House, High Street, Bushey, WD23 1BB	0.4	0	4	4	Full
17/1268/PD56	1 Walton Road, Bushey, WD23 2HR	0.0	0	1	1	Prior Approval
17/1352/FUL	6 Hatfield Road, Potters Bar, EN6 1HP	0.0	0	2	2	Full
17/1382/FUL	Kendal Hall Farm, Watling Street, Radlett, WD7 7LH	0.6	0	3	3	Full
17/1624/FUL	17 Williams Way, Radlett, WD7 7EZ	0.1	1	0	1	Full
17/1665/FUL	Wilton End Cottage, Radlett Lane, Shenley, WD7 9AJ	0.1	0	1	1	Full
17/2364/FUL	The Meadows, Castleford Close, Borehamwood, WD6 4AL	0.4	0	44	44	Full
17/2445/PD56R	137-139 Sparrows Herne, Bushey, WD23 1AQ	0.0	1	0	1	Prior Approval
17/2477/FUL	Villa Scalabrini, Green Street, Shenley, WD7 9BB	0.8	0	2	2	Full
17/2495/FUL	Car Park Rear Of 91-125, Shenley Road, Borehamwood	0.6	0	4	4	Full
18/0114/FUL	Orchard View, Theobald Street, Radlett, WD7 7LT	0.8	1	0	1	Full
18/0592/FUL	Ganwick Corner Yard, Barnet Road, Barnet, EN5 4SG	0.1	0	1	1	Full
18/0843/FUL	1 - 1A Furzehill Road, Borehamwood, WD6 2DG	0.0	0	1	0	Full
18/0964/VOC	6 - 8A Shenley Road, Borehamwood, WD6 1DL	0.1	0	4	4	Variation of Condition
18/1006/FUL	Land Adjacent To The Wellington PH, Theobald Street, Borehamwood, WD6 4SE	0.5	9	0	9	Full
18/1268/FUL	90 Rossington Avenue, Borehamwood, WD6 4LD	0.0	1	0	1	Full
18/1381/FUL	24 St Francis Close, Potters Bar, EN6 2RH	0.1	0	2	1	Full

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
18/1409/FUL	Willow Tree Cottage, Hartspring Lane, Watford, WD25 8AD	0.6	0	1	0	Full
18/1446/FUL	Land To The Rear Of, 21 Neville Close, Potters Bar, EN6 2AG	0.0	1	0	1	Full
18/1490/FUL	34A Shenley Road, Borehamwood, WD6 1DR	0.2	0	2	2	Full
18/1543/FUL	Land adj, 5 Winstre Road, Borehamwood, WD6 5DR	0.0	0	1	1	Full
18/1569/PD56	1st & 2nd floors, 221 Watling Street, Radlett, WD7 7AJ	0.1	0	3	3	Prior Approval
18/1634/FUL	27 High Street, Elstree, WD6 3EZ	0.1	0	2	2	Full
18/1654/FUL	7 Hartsbourne Avenue, Bushey Heath, WD23 1JP	0.1	0	1	0	Full
18/1795/FUL	10 Strafford Gate, Potters Bar, EN6 1PN	0.1	0	2	1	Full
18/1848/FUL	140, Shenley Road, Borehamwood, WD6 1EQ	0.0	0	1	1	Full
18/1875/VOC	44 Loom Lane, Radlett, WD7 8NZ	0.3	0	2	1	Variation of Condition
18/2007/FUL	Jasmin House, 160 - 162 High Street, Bushey, WD23 3HF	0.1	4	0	4	Full
18/2068/VOC	Land South Of Geddes Road And Adjacent To 7 Sutcliffe Close, Bushey	0.0	0	1	1	Variation of Condition
18/2082/FUL	The Radley Care Home, Gregson Close, Borehamwood, WD6 5RG	0.5	0	18	18	Full
18/2157/FUL	Land Rear Of 46-48, High Street, Bushey	0.0	0	1	1	Full
18/2172/FUL	45, Homefield Road, Radlett, WD7 8PX	0.2	1	0	1	Full
18/2220/PD56	Jasmin House 160 - 162, High Street, Bushey, WD23 3HF	0.2	9	0	9	Prior Approval
18/2368/FUL	Buckettsland Farm, Buckettsland Lane, Borehamwood, WD6 5PN	0.1	0	1	0	Full
18/2389/FUL	Buckettsland Farm, Buckettsland Lane, Borehamwood, WD6 5PN	0.0	1	0	1	Full
18/2390/FUL	18 Magnaville Road, Bushey, WD23 1PP	0.1	1	0	1	Full

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
19/0001/PD56	22A - 22B The Broadway Mutton Lane, Potters Bar, EN6 2HT	0.0	0	4	4	Prior Approval
19/0048/FUL	6 Richfield Road, Bushey, WD23 4LQ	0.1	0	1	0	Full
19/0108/FUL	Beech Tree House, The Pathway, Radlett, WD7 8JB	0.2	1	0	1	Full
19/0165/FUL	20 Goodyers Avenue, Radlett, WD7 8BA	0.1	1	0	1	Full
19/0173/FUL	Old Barn House, St Marys Terrace, High Street, Elstree, WD6 3HA	0.0	0	1	1	Full
19/0212/FUL	Garages And Adjacent Land At, Orchard Close, Radlett	0.6	0	7	7	Full
19/0216/FUL	The Coach House, Barnet Lane, Elstree, WD6 3RA	0.5	0	3	2	Full
19/0247/FUL	32 Silverdale Road, Bushey, WD23 2LZ	0.2	0	3	2	Full
19/0254/VOC	Land adj, Fir Spring Cottage, The Pathway, Radlett, WD7 8JB	0.1	1	0	1	Full
19/0273/FUL	Haydon Ridge, Merry Hill Road, Bushey, WD23 1DP	0.6	1	0	1	Full
19/0341/FUL	15 Oddesey Road, Borehamwood, WD6 5HZ	0.1	0	3	2	Full
19/0371/FUL	50 Newlands Avenue, Radlett, WD7 8EL	0.1	0	1	0	Full
19/0482/FUL	Land To The Rear Of 30 & 32 Caishowe Road, Borehamwood	0.3	0	3	3	Full
19/0517/PD56	2 Station Road, Radlett, WD7 8JX	0.0	0	2	2	Prior Approval
19/0536/FUL	Woodhall Farm Office, Woodhall Lane, Shenley, WD7 9AA	0.1	2	0	2	Full
19/0549/FUL	land adj, County End, Magpie Hall Road, Bushey Heath, WD23 1NY	0.3	0	1	1	Full
19/0570/FUL	2 King George Avenue, Bushey, WD23 4NT	0.0	0	1	0	Full
19/0582/FUL	Land Adjacent To, 21 Pinewood Drive, Potters Bar	0.0	0	1	1	Full
19/0583/FUL	23 Kimble Crescent, Bushey, WD23 4SR	0.8	0	2	2	Full
19/0614/FUL	62 Cross Road, Watford, WD19 4DQ	0.0	0	1	1	Full

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
19/0648/FUL	First Place Nursery Falconer Road, Bushey, WD23 3AQ	0.9	0	9	9	Full
19/0738/FUL	Thatched Cottage (now Known As Darrach Cottage), Silver Hill, Borehamwood, WD6 5PW	0.3	1	0	1	Full
19/0744/FUL	111 Strafford Gate, Potters Bar, EN6 1PR	0.1	2	0	1	Full
19/0770/FUL	Watt Cottage And Wick Lodge, Catsey Lane, Bushey	0.8	0	8	7	Full
19/0771/FUL	17 Prowse Avenue, Bushey Heath, WD23 1JS	0.2	1	0	1	Full
19/0805/FUL	Land At Oak House, Wagon Road, Barnet	0.3	0	1	1	Full
19/0806/FUL	Abbey Lodge, 3 Finch Lane, Bushey, WD23 3AH	0.1	0	3	3	Full
19/0849/FUL	44 Avenue Rise, Bushey, WD23 3AS	0.1	0	1	0	Full
19/0878/FUL	Old Barn House St Marys Terrace, High Street, Elstree, WD6 3HA	0.1	0	2	1	Full
19/0906/FUL	56 Shillitoe Avenue, Potters Bar, EN6 3HG	0.0	1	0	1	Full
19/0921/FUL	Land adj, 132 Ashwood Road, Potters Bar, EN6 2PW	0.0	1	0	1	Full
19/0967/FUL	40 Links Drive, Radlett, WD7 8BE	0.1	0	1	0	Full
19/1010/FUL	147 - 151 The Walk, Potters Bar, EN6 1QD	0.0	0	2	2	Full
19/1042/FUL	St Margarets School, Merry Hill Road, Bushey, WD23 1DA	0.7	6	0	6	Full
19/1058/FUL	North Medburn Farm, Watling Street, Elstree, WD6 3AA	0.5	2	0	2	Full
19/1122/OUT	Kendal Hall Farm, Watling Street, Radlett, WD7 7LH	0.7	0	2	2	Outline
19/1135/FUL	3 Stangate Crescent, Borehamwood, WD6 2PZ	0.1	2	0	1	Full
19/1146/FUL	25A Cranborne Parade, Mutton Lane, Potters Bar, EN6 3BA	0.0	2	0	1	Full
19/1278/FUL	The White House, Loom Lane, Radlett, WD7 8BP	0.2	1	0	1	Full
19/1287/FUL	136 Shenley Road, Borehamwood, WD6 1EF	0.0	0	3	2	Full

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
19/1300/FUL	The Lodge, California Lane, Bushey Heath, WD23 1ES	0.2	1	0	1	Full
19/1341/FUL	Kumud Darshan, Barham Avenue, Elstree, WD6 3PW	0.2	0	1	0	Full
19/1389/FUL	Jokela, Barham Avenue, Elstree, WD6 3PW	0.1	0	1	0	Full
19/1408/FUL	2A Goodyers Avenue, Radlett, WD7 8BA	0.1	0	1	0	Full
19/1436/FUL	Glebe Cottage, Watling Street, Elstree, WD6 3AA	0.3	0	1	1	Full
19/1455/FUL	Former Bushey Medical Centre London Road, Bushey	0.3	0	40	40	Full
19/1468/FUL	270 Park Avenue, Bushey, WD23 2BH	0.1	2	0	1	Full
19/1592/FUL	114 The Walk, Potters Bar, EN6 1QF	0.0	0	1	1	Full
19/1685/FUL	185 Park Avenue, Bushey, WD23 2DQ	0.1	0	3	2	Full
19/1701/HCC	Valentines Farm, Galley Lane, Barnet, EN5 4RA	0.2	0	1	1	Full
19/1705/FUL	Clonevin Little Bushey Lane, Bushey, WD23 3RY	0.1	0	2	1	Full
19/1739/FUL	1 - 3 Newlands Avenue, Radlett, WD7 8EH	0.2	2	0	2	Full
19/1786/FUL	3 Shady Bush Close, Bushey, WD23 4LD	0.1	2	0	2	Full
19/1804/FUL	26 Woodhall Lane, Shenley, WD7 9AT	0.5	1	0	1	Full
19/1805/FUL	Land Rear Of 2-16 The Grove, Potters Bar, EN6 5LJ	0.1	2	0	2	Full
19/1806/FUL	393 Bushey Mill Lane, Bushey, WD23 2AH	0.0	0	1	1	Full
19/1826/FUL	36 The Ridgeway, Radlett, WD7 8PS	0.1	1	0	1	Full
19/1867/FUL	12, Homefield Road, Radlett, WD7 8PY	0.1	0	1	0	Full
19/1879/FUL	138 Darkes Lane, Potters Bar, EN6 1AF	0.0	0	1	1	Full
19/1887/FUL	2 Cranborne Road, Potters Bar, EN6 3AH	0.1	0	2	2	Full
19/1959/FUL	3A Walton Road (Formerly Courtyard Between 3-5 Walton Road), Bushey	0.0	0	1	1	Full
19/1971/PD56R	136 Shenley Road Borehamwood WD6 1EF	0.0	0	1	1	Prior Approval

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
19/1972/FUL	Prestige House, Station Road, Borehamwood, WD6 1DF	0.3	0	9	9	Full
19/1994/FUL	4 Hilfield Lane, Aldenham, WD25 8AJ	0.2	0	2	2	Full
19/2017/FUL	Gasworks Cottage, 2 Station Road, Borehamwood, WD6 1DF	0.3	0	9	8	Full
19/2030/FUL	Clare Hall Manor, Blanche Lane, South Mimms, EN6 3LD	0.7	0	10	10	Full
19/2038/FUL	Jasmin House, 160 - 162 High Street, Bushey, WD23 3HF	0.1	0	3	3	Full
20/0029/FUL	123 Little Bushey Lane, Bushey, WD23 4SB	0.0	1	0	1	Full
20/0045/FUL	Majestic House, 16 - 18 Shenley Road, Borehamwood, WD6 1DL	0.6	0	14	14	Full
20/0109/FUL	Elm Lodge, 4 Lands End, Elstree, WD6 3DL	0.2	0	1	0	Full
20/0115/FUL	The Royal Oak, 42 Sparrows Herne, Bushey, WD23 1FU	0.6	0	6	6	Full
20/0151/FUL	139 Auckland Road, Potters Bar, EN6 3HF	0.2	0	3	2	Full
20/0214/FUL	36 The Avenue, Radlett, WD7 7DW	0.1	1	0	1	Full
20/0227/FUL	130 Little Bushey Lane, Bushey, WD23 4SA	0.2	0	2	1	Full
20/0262/FUL	25 Bishops Avenue, Elstree, WD6 3LZ	0.1	1	0	1	Full
20/0305/FUL	44 Barnet Road, Potters Bar, EN6 2QU	0.3	0	6	4	Full
20/0331/FUL	5 Badminton Close, Borehamwood, WD6 1UL	0.0	0	1	0	Full
20/0341/FUL	Fenny Cottage, The Ridgeway, Potters Bar, EN6 5QS	0.7	0	2	2	Full
20/0384/FUL	38 - 40 Watling Street, Radlett	0.8	0	7	7	Full
20/0417/FUL	90 Aldenham Road, Bushey, WD23 2EX	0.2	0	4	3	Full
20/0443/FUL	14 Letchmore Road, Radlett, WD7 8HT	0.1	0	1	0	Full
20/0457/FUL	The Old Engine Shed, Brickfields, Watling Stree, Radlett, WD7 8BS	0.1	0	1	1	Full

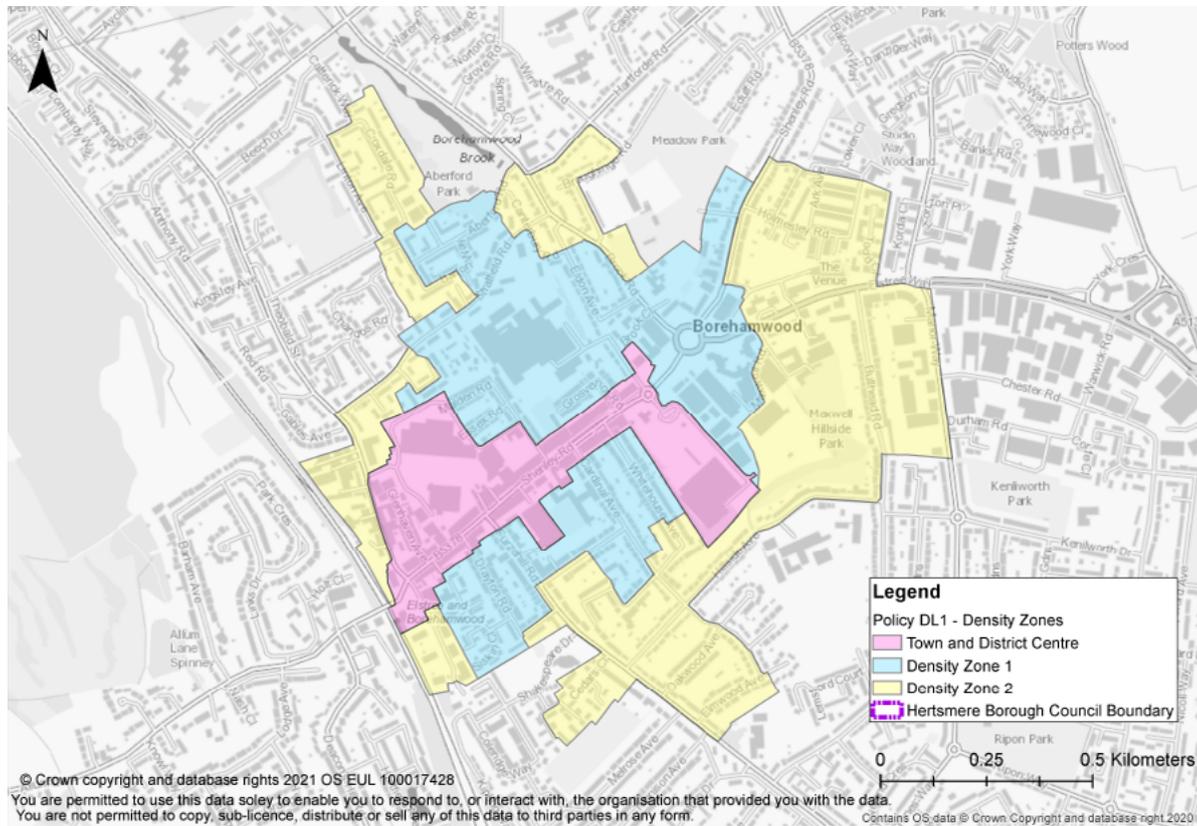
TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
20/0464/FUL	Land At Pinks Cottage, Rectory Lane, Shenley, WD7 9AW	0.4	0	4	4	Full
20/0515/FUL	6 - 8A Shenley Road, Borehamwood	0.1	0	6	6	Full
20/0548/FUL	29B Loom Lane, Radlett, WD7 8AB	0.1	0	1	1	Full
20/0589/FUL	65 High Street, Potters Bar, EN6 5AS	0.0	0	1	1	Full
20/0600/FUL	Land R/O, 68 Harcourt Road, Bushey, WD23 3PG	0.1	0	1	1	Full
20/0610/FUL	7 Milton Drive, Borehamwood, WD6 2BA	0.0	0	1	1	Full
20/0632/PD56	57 Bushey Grove Road, Bushey, WD23 2JW	0.1	0	5	5	Prior Approval
20/0684/PD56	Jasmin House, 160 - 162 High Street, Bushey, WD23 3HF	0.1	0	3	3	Prior Approval
20/0737/FUL	Land Rear Of, 77 Strafford Gate, Potters Bar	0.0	1	0	1	Full
20/0900/FUL	The White Cottage, Mimms Lane, Shenley, Radlett, WD7 9AP	0.1	0	1	0	Full
20/0975/FUL	36 Shenley Hill, Radlett, WD7 7BD	0.1	0	1	0	Full
20/0979/FUL	4 Graveley Avenue, Borehamwood, WD6 2NH	0.1	0	2	2	Full
20/0980/FUL	24 Newlands Avenue, Radlett, WD7 8EL	0.2	1	0	1	Full
20/0992/FUL	Land adj, 33 Kenilworth Drive, Borehamwood, WD6 1QL	0.0	0	1	1	Full
20/1124/PD56	Unit 6 57, Bushey Grove Road, Bushey, WD23 2JW	0.3	0	3	3	Prior Approval
20/1125/PD56O	Unit 5, 57 Bushey Grove Road, Bushey, WD23 2JW	0.0	0	2	2	Prior Approval
20/1129/FUL	31A, The Broadway Darkes Lane, Potters Bar, EN6 2HX	0.0	2	0	1	Full
20/1173/FUL	10 Aldenham Avenue, Radlett, WD7 8HX	0.5	0	3	2	Full
20/1265/FUL	Spylaw House, Newlands Avenue, Radlett, WD7 8EL	0.1	0	1	0	Full
20/1276/FUL	28, New Road, Radlett, WD7 8LZ	0.3	0	3	2	Full
20/1281/FUL	31, Beech Avenue, Radlett, WD7 7DD	0.2	0	2	1	Full

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
20/1295/FUL	14, Links Drive, Radlett, WD7 8BE	0.1	0	1	0	Full
20/1393/FUL	84, Watling Street, Radlett, WD7 7AB	0.1	0	4	4	Full
20/1406/FUL	12, Newlands Avenue, Radlett, WD7 8EL	0.2	1	0	1	Full
20/1450/FUL	Land And Buildings Adjacent To Pinks Cottage, Rectory Lane, Shenley, WD7 9AW	0.2	0	1	1	Full
20/1464/FUL	2, Christchurch Crescent, Radlett, WD7 8AH	0.1	0	1	-1	Full
20/1517/PD56	16-18, Theobald Street, Borehamwood, WD6 4SE	0.1	0	6	6	Prior Approval
20/1549/VOC	126A, Watling Street, Radlett, WD7 7JH	0.1	0	1	1	Variation of Condition
20/1625/VOC	6, Loom Lane, Radlett, WD7 8AD	0.3	0	1	1	Variation of Condition
20/1651/FUL	16, Allum Lane, Elstree, WD6 3NS	0.9	0	2	1	Full
20/1661/FUL	18 The Warren, Radlett, WD7 7DX	0.3	0	1	0	Full
20/1670/FUL	111 Rossington Avenue, Borehamwood, WD6 4LB	0.0	0	1	1	Full
20/1671/FUL	Elangeni, Loom Lane, Radlett, WD7 8AB	0.3	0	1	0	Full
20/1726/FUL	38, Mount Grace Road, Potters Bar, EN6 1RD	0.2	1	0	1	Full
20/1735/PD56R	58, High Road Bushey Heath, WD23 1SF	0.0	0	2	2	Prior Approval
20/1754/FUL	Land Rear Of 89, Herkomer Road, Bushey	0.0	0	1	1	Full
20/1810/FUL	42, The Ridgeway, Radlett, WD7 8PS	0.1	0	1	1	Full
20/1826/FUL	31 The Avenue, Radlett, WD7 7DQ	0.1	0	1	0	Full
20/1831/FUL	11 The Rose Walk, Radlett, WD7 7JS	0.1	0	1	0	Full
20/1860/FUL	Land Adjacent To 1Black Lion Hill, Shenley, WD7 9DE	0.1	0	1	1	Full
20/1866/FUL	Land adj, 119 Cranborne Road, Potters Bar, EN6 3AQ	0.0	0	1	1	Full
20/1932/FUL	1st floor, 61 High Road, Bushey Heath, WD23 1EE	0.0	0	1	1	Full

TP Ref	Address	Site Area (ha)	Outstanding Commitments			Application Type
			Under construction	Not started	Net Commitment	
20/1979/FUL	land adj, 3 Tavistock Close, Potters Bar, EN6 5HP	0.0	0	1	1	Full
20/2007/FUL	R/O 23 Oakmere Avenue, Potters Bar, EN6 5EE	0.0	0	1	1	Full
20/2010/FUL	Barn On Land Surrounding Kemprow Farm, Kemprow Aldenham, WD25 8NR	0.0	0	1	1	Full
20/2014/FUL	63 Goodyers Avenue, Radlett, WD7 8AZ	0.1	0	1	0	Full
20/2029/FUL	104 Little Bushey Lane, Bushey, WD23 4RE	0.1	0	1	0	Full
20/2042/FUL	LAND ADJ, 10 Park Avenue, Potters Bar, EN6 5EJ	0.0	0	1	1	Full
20/2069/FUL	46 Newberries Avenue, Radlett, WD7 7EP	0.1	0	1	0	Full
20/2099/OUT	22 - 24 Wayside Avenue, Bushey, WD23 4SQ	0.2	0	4	2	Outline
20/2102/PD56O	North Block Parkside, High Street, Potters Bar, EN6 5AU	0.9	0	4	4	Prior Approval
20/2111/OUT	72 Newberries Avenue, Radlett, WD7 7EP	0.1	0	1	0	Outline
21/0039/FUL	Keepers Lodge, Rectory Lane, Shenley, WD7 9BE	0.2	0	1	0	Full
21/0041/FUL	31 Avenue Rise, Bushey, WD23 3AS	0.0	0	1	1	Full
21/0058/FUL	Greenhill Residential Care Home, Wagon Road, Barnet, EN4 0PH	0.1	0	3	3	Full
21/0098/FUL	30 Bushey Hall Road, Bushey, WD23 2ED	0.0	0	1	1	Full
21/0239/PD56	Prestige House 16, Melbourne Road, Bushey, WD23 3LN	0.8	20	0	20	Prior Approval
TP/04/0510	Garden Cottage Farmyard, Dancers Hill Road, Potters Bar	0.2	2	0	2	Full
TP/09/2048	Caradene, Gills Hill Lane, Radlett	0.1	2	0	1	Full
17/2389/FUL	Instalcom House, Manor Way, Borehamwood	0.35	0	29	29	Full
<b>Hertsmere Totals:</b>		37.95	121	453	510	

# Appendix 2 Density Zones

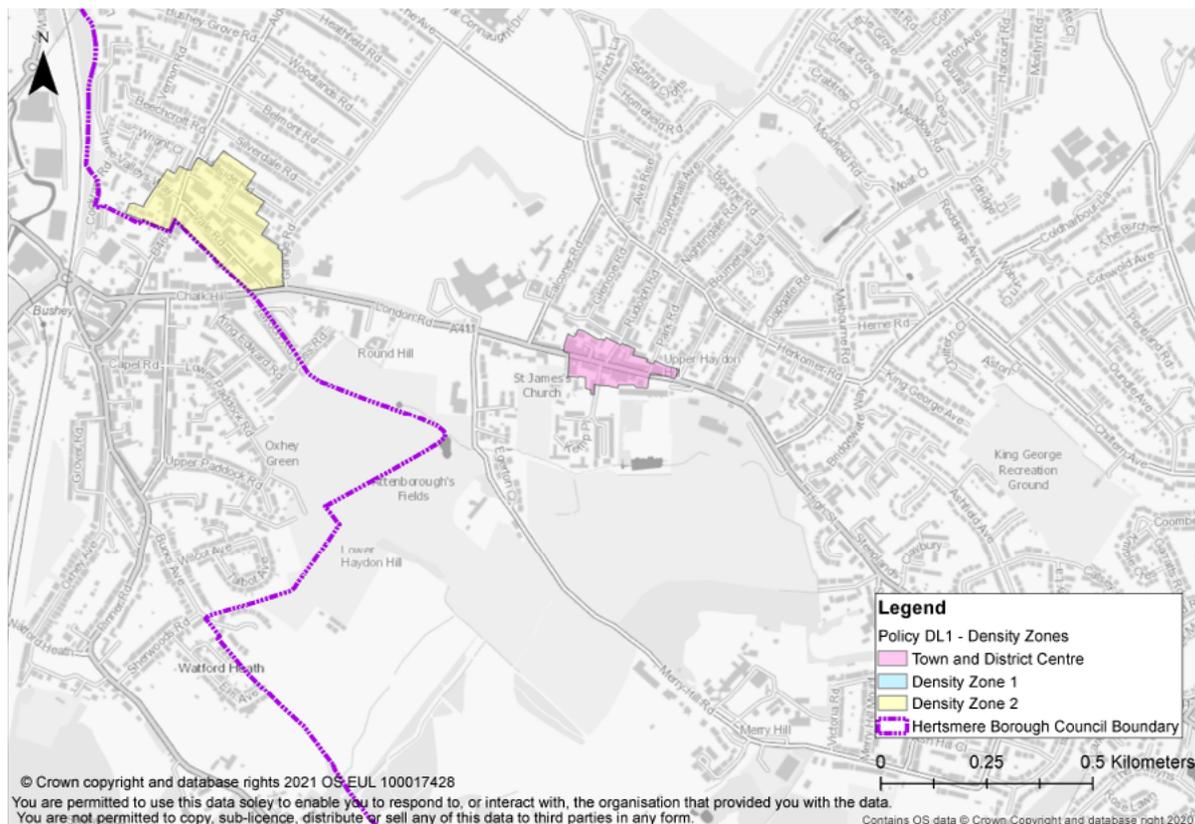
## Borehamwood



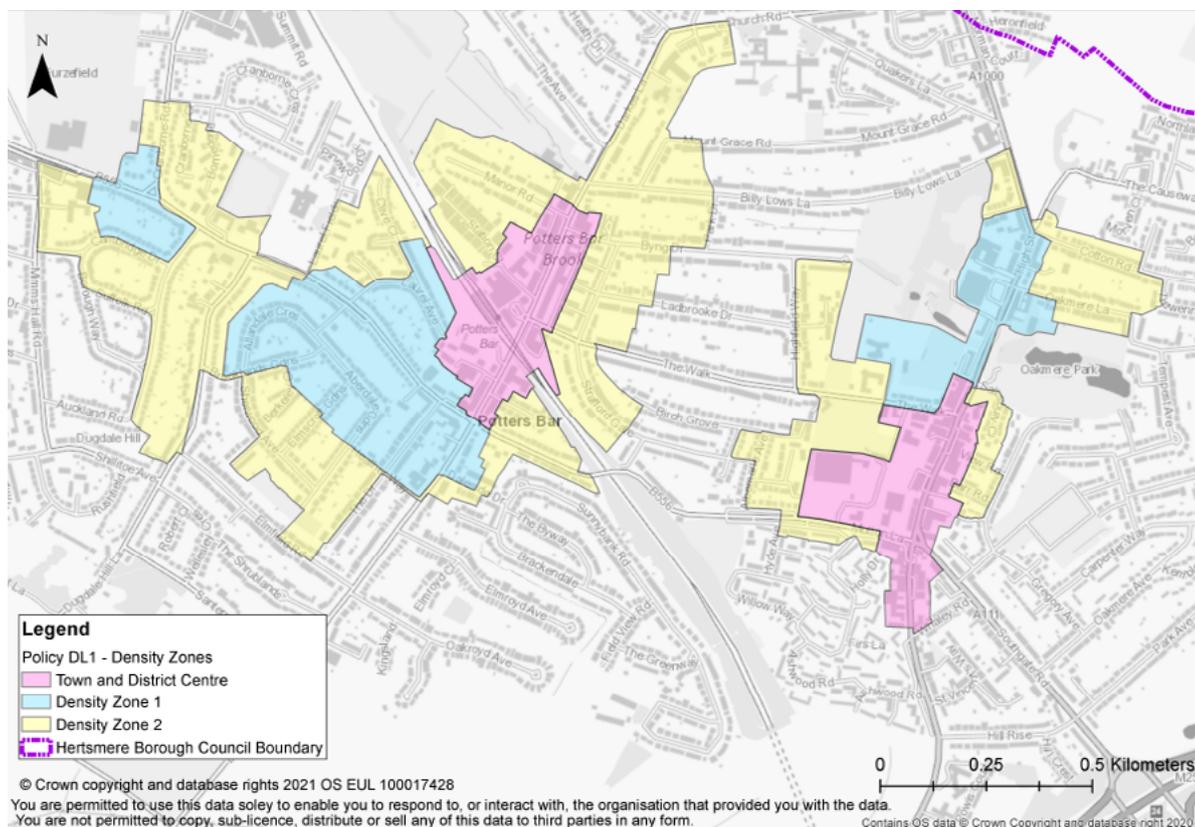
## Bushey Heath



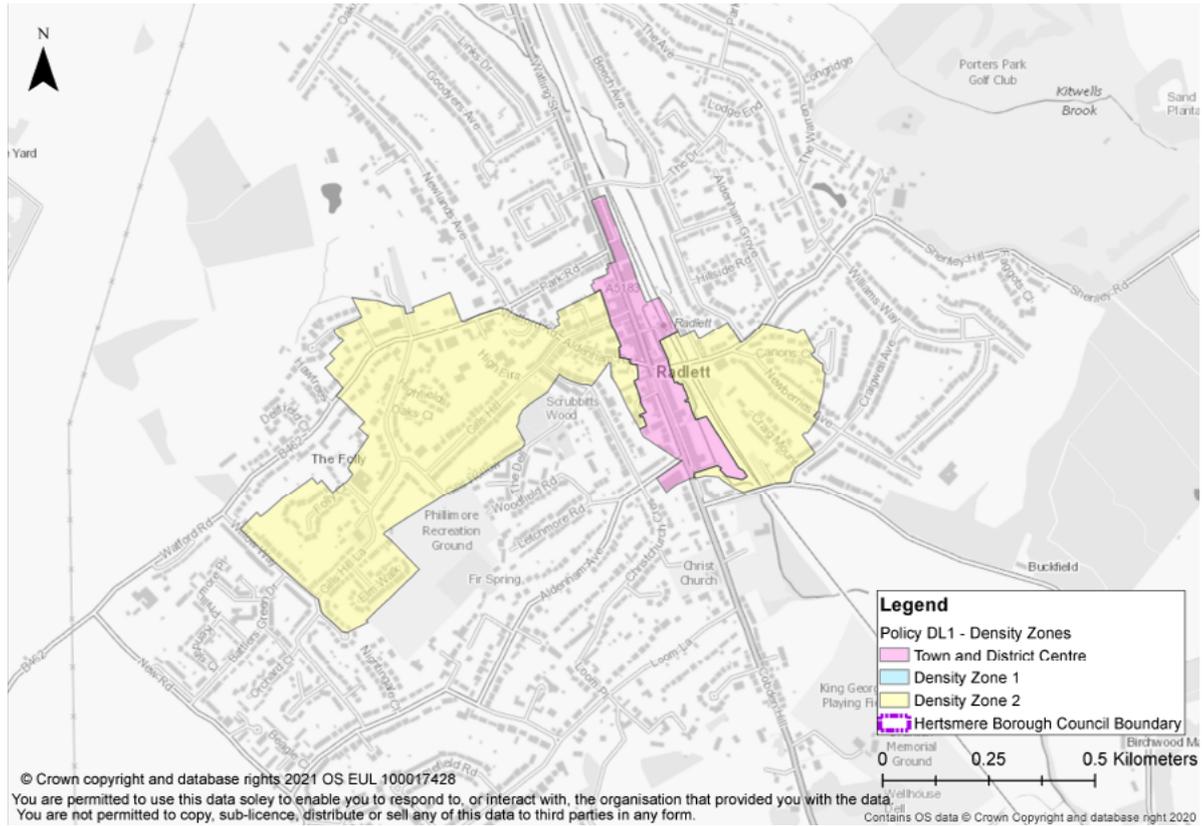
### Bushey Village



### Potters Bar

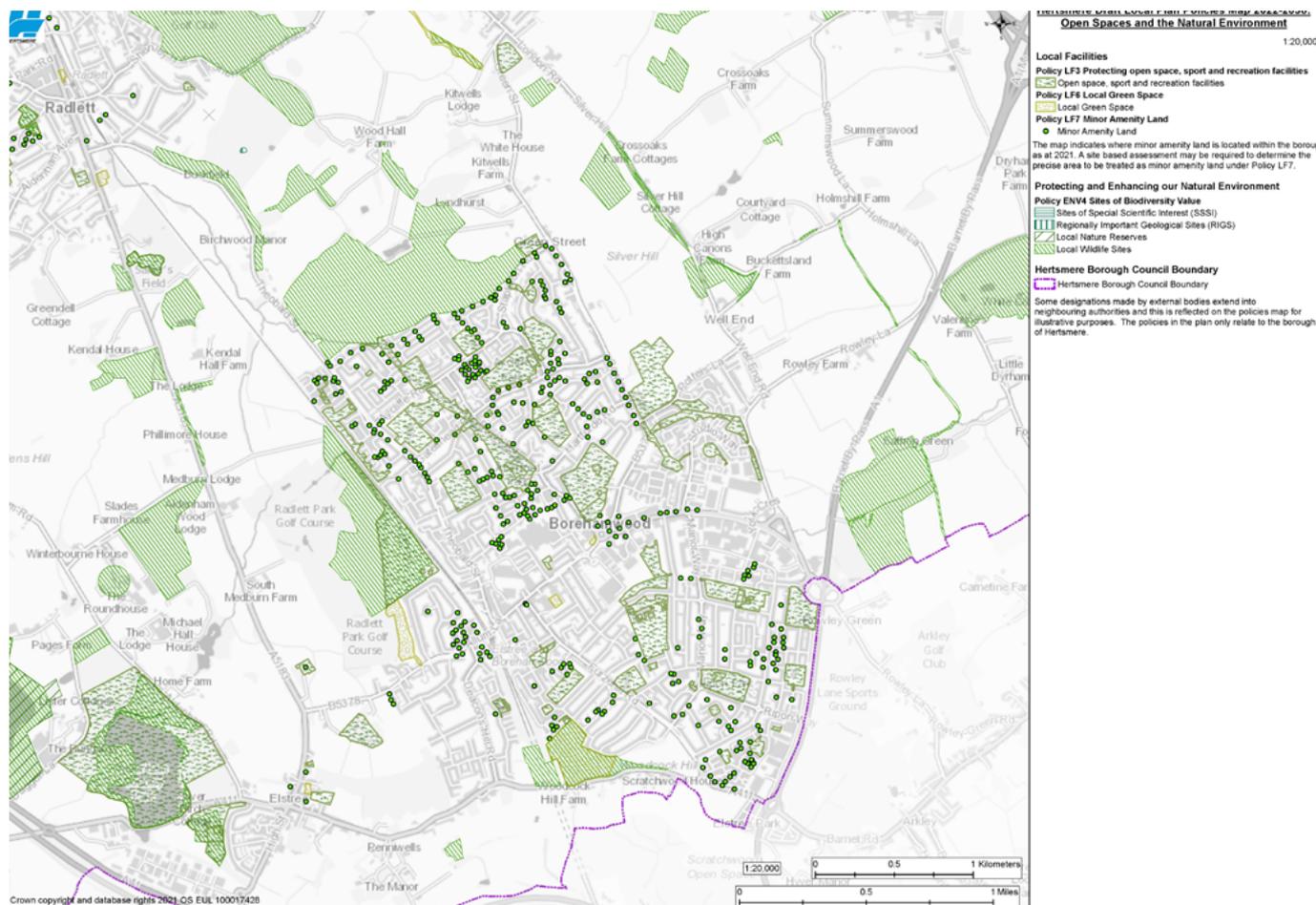


**Radlett**

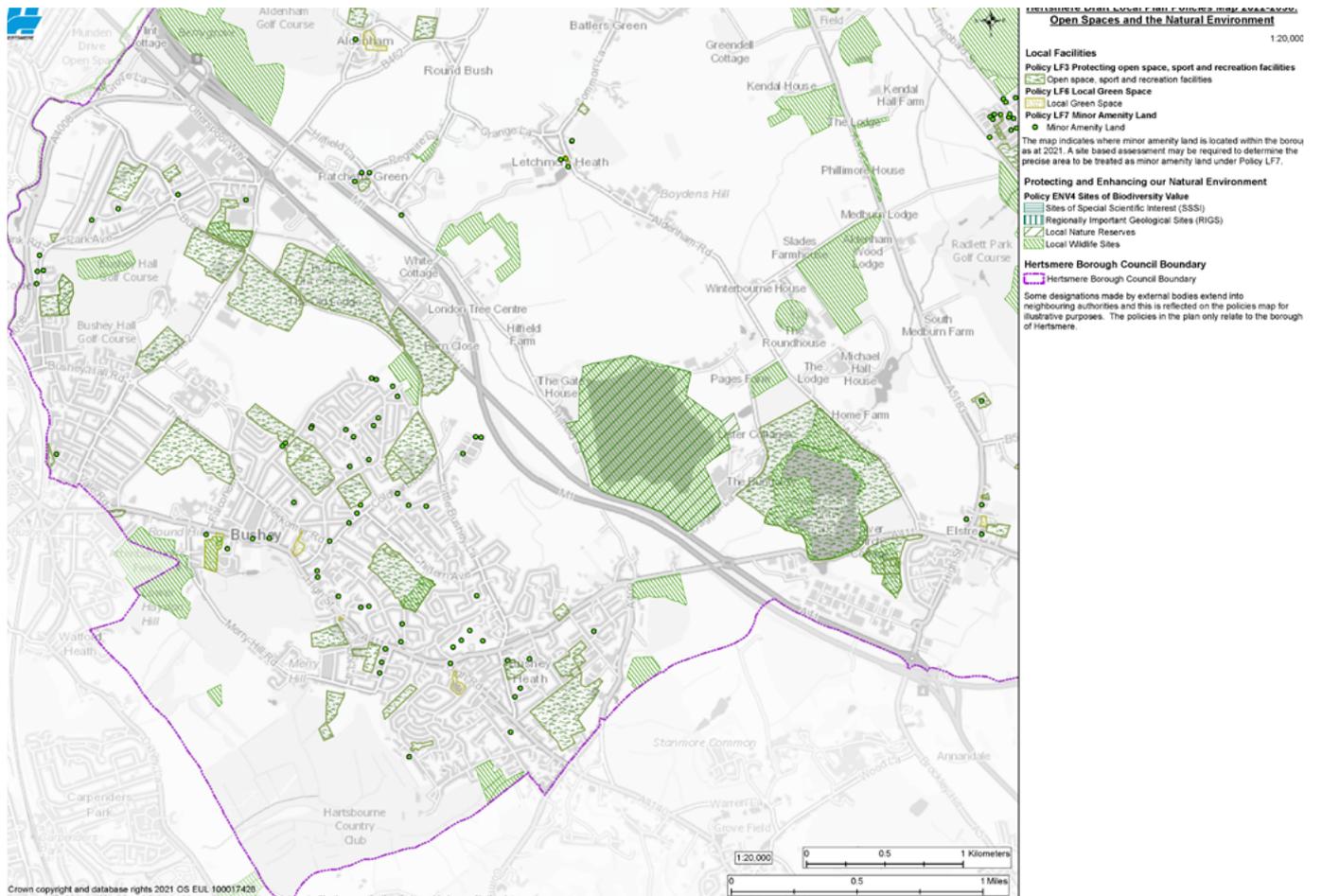


# Appendix 3 Designated Open Spaces, Local Green Spaces and Minor Amenity Land

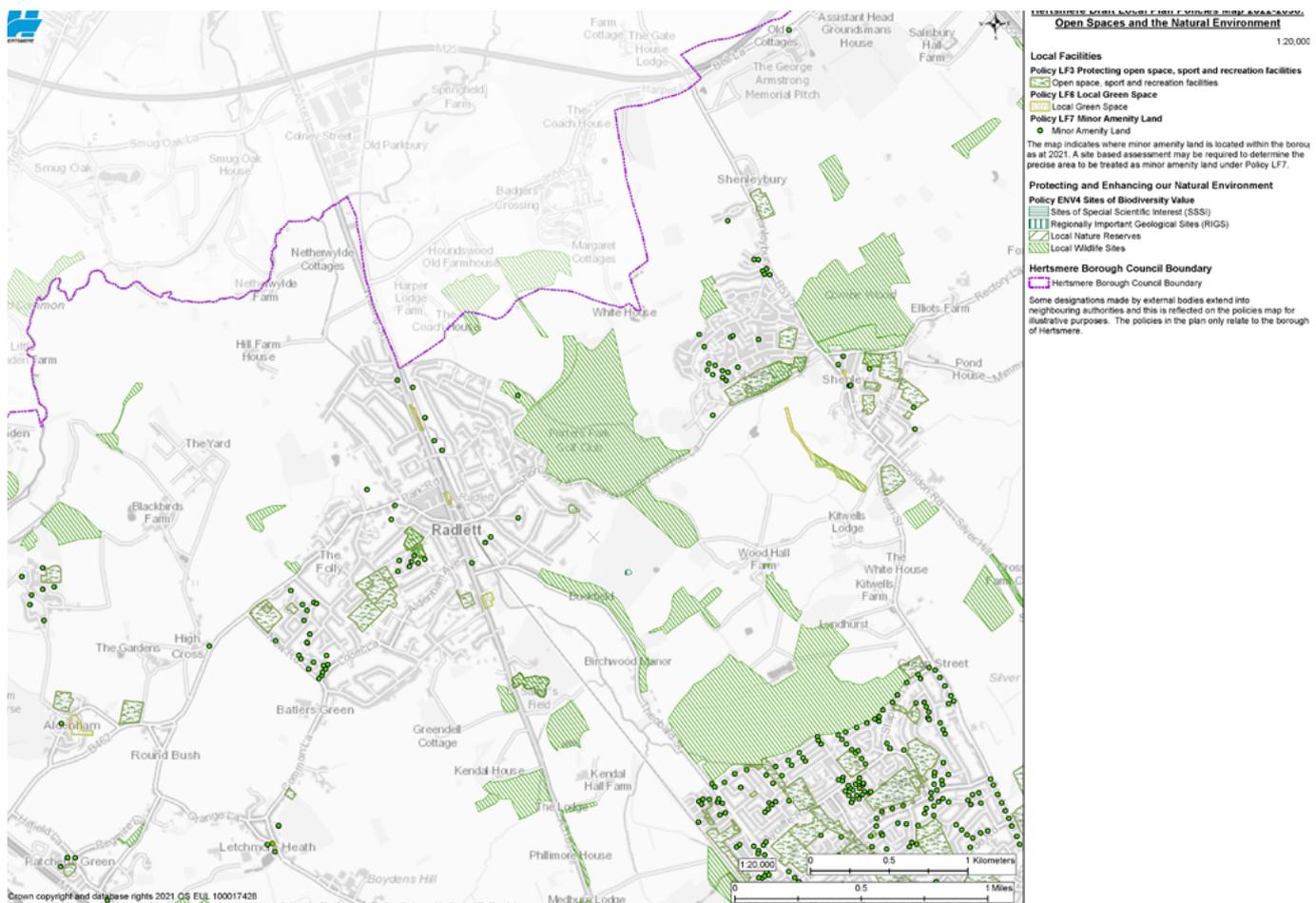
## Borehamwood and Elstree



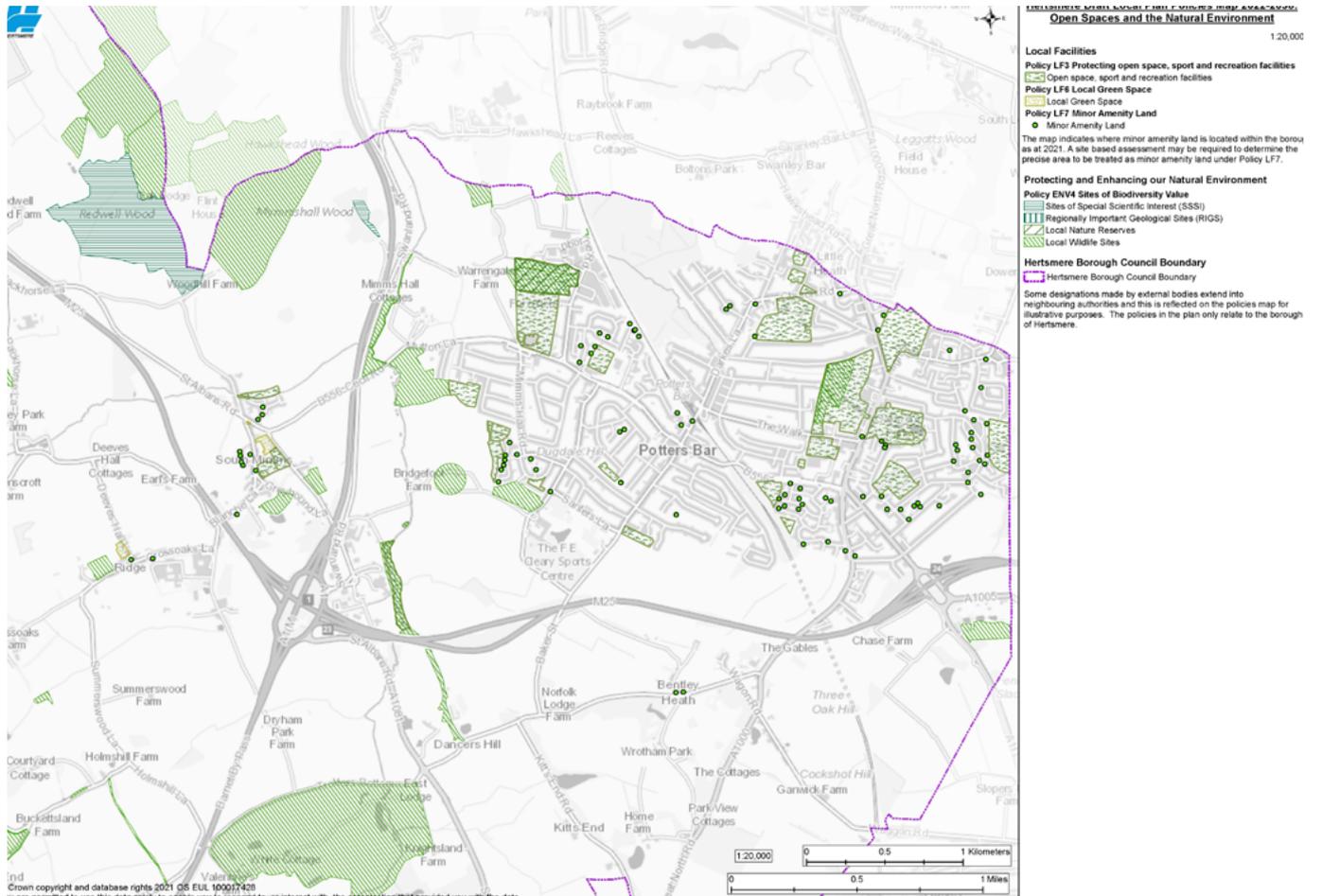
## Bushey



### Radlett and Shenley



### South Mimms and Potters Bar



# Glossary

<b>Active Frontage</b>	Ground floors where display windows and doors face onto the street, avoiding blank walls and which enable people to see into and out of buildings.
<b>Active Marketing</b>	Conscious and planned engagement in opportunities to market property as opposed to passive marketing.
<b>Active Travel</b>	Non-motorised travel, such as walking and cycling. Active travel is promoted by Public Health England and the government through the effective use of design to enhance health and well-being and to move towards a low carbon economy.
<b>Adaptation (Climate Change)</b>	Modifications necessary to maintain life in response to climate change effects and expected negative impacts.
<b>Adaptations (Housing)</b>	Changes made to a home allowing safer, easier access, particularly for those with disabilities.
<b>Affordable Housing</b>	Housing for sale or for rent for those whose needs are not being met by the open market. This includes social rented housing, affordable rented housing and discounted starter homes for purchase. The full definition is given in the Annex to the National Planning Policy Framework (NPPF).
<b>Air Quality Management Areas (AQMAs)</b>	Identified areas where air quality objectives are not being met.
<b>Agent of Change Principle</b>	The new land use is responsible for mitigating any future impacts on existing surrounding uses, including established businesses. Seeks to prevent development creating a negative impact on the local area (for example noise pollution).
<b>Appropriate Assessment</b>	Analysis of the impact of plans and strategies on areas of designated European environmental importance such as Special Protection Areas, Special Areas of Conservation and Ramsar sites.
<b>Authority or Annual Monitoring Report (AMR)</b>	A report that summarises how effectively the policies in the Local Plan are being implemented.
<b>Biodiversity</b>	The amount of variety in plants, animals and insects within a specific area. Higher amounts of biodiversity are important for sustaining ecosystems and habitats.
<b>Biodiversity Net Gain</b>	Where development has a positive impact on biodiversity, leaving it in a better state than before development occurred.
<b>Blue Infrastructure</b>	Networks of water including (but not limited to) rivers, ponds, lakes and canals.
<b>BREEAM (Building Research Establishment Environmental Assessment Method)</b>	An assessment that measures the sustainability of a new building including issues related to energy, health and wellbeing, innovation, land use, materials, management, pollution, transport, waste and water.
<b>Brownfield land or site</b>	Land or site that was previously developed. Brownfield sites can be located in cities, towns, villages and other rural locations.
<b>Building Regulations</b>	Government standards set for design and construction which apply to most new buildings and alterations to existing buildings in England and Wales.
<b>Built environment</b>	The man-made surroundings that provide the setting for human activity, ranging in scale from personal shelter to neighbourhoods to large-scale civic surroundings.
<b>Business Use</b>	A specific land use classification covering light industry, offices, research and development.
<b>Carbon Neutral</b>	A combination of reducing and offsetting emissions of the greenhouse gas, carbon, resulting in no net release.
<b>Carbon Offset</b>	A method to reduce emissions by compensating elsewhere. These offsets are measured in tonnes of carbon dioxide equivalent.
<b>Commitments</b>	Development proposals which already have planning permission or are allocated in an adopted Local Plan.

<b>Community Infrastructure Levy (CIL)</b>	A charge levied on new developments to support infrastructure delivery, introduced in Hertsmere in 2014.
<b>Conservation Area</b>	A heritage asset and an area designated as being of special historic or architectural interest whose character should be preserved and enhanced when development takes place.
<b>Construction Management Plan</b>	A plan to address procedures and methods of construction prior to commencement of development.
<b>Controlled Parking Zones</b>	An area where all on street parking is controlled and restricted by the local council through a Traffic Regulation Order.
<b>Combined Heat and Power</b>	A power system that generates both heat and electricity.
<b>Local Wildlife Site (LWS)</b>	Wildlife habitat identified and designated as being of local interest or importance but which is not of enough national merit to be declared as a Site of Special Scientific Interest. A LWS does not benefit from statutory protection but does have some protection in the planning system.
<b>Curtilage</b>	The boundary of a house or other building and forming an enclosure with it. The curtilage may be smaller than the overall site ownership.
<b>Density</b>	The amount of development in any given area. Housing is usually expressed as the number of homes per hectare.
<b>Design and Access Statement</b>	A report statement submitted as part of a planning application which should explain how a proposed development responds to the setting of a site and how it will be accessed by future users.
<b>Development</b>	Construction or other engineering operation on a site, or alternatively the material change of use of a site or building.
<b>Development Plan</b>	The statutory planning document guiding future development in the area. The development plan consists of the locally prepared Local Plan and may also include any Neighbourhood Plans.
<b>Development Plan Document (DPD)</b>	The term used in planning legislation to describe the Local Plan. It may cover a whole borough or can cover a specific location and needs to have been subject to independent examination. Also known as a DPD.
<b>Development Contributions</b>	Contribution in the form of money, land or other means collected from developers to deliver infrastructure. This could be through the Community Infrastructure Levy (CIL) or a Section 106 Agreement as well as onsite contributions.
<b>Employment use</b>	Land use or activity primarily for industrial, warehousing, office or other business purposes, typically falling within classes B2, B8 or Class E of the use classes order.
<b>Evidence Base</b>	Data collected by a local authority to support and justify policies and proposals in its Local Plan.
<b>Exception Test (flooding)</b>	A test applied to sites with flood risk, when there are not enough suitable sites with lower or no risk of flooding available for use. The test is required to show that the sites with flood risk will be safe to develop and that any sustainability benefits of developing the site will outweigh the risk of flooding.
<b>Five year housing land supply</b>	A requirement by Government for councils to ensure that there is enough land available that is suitable, available and deliverable for housing development. The amount of land available should be enough to fulfil the agreed housing target for the next five years.
<b>Flexible Workspace</b>	Shared working space in new developments, used by residents to work from home.
<b>Flood Risk Assessment</b>	A way to determine the likelihood of flooding in specific areas.
<b>Flood Zones</b>	Areas of land which are mapped by the Environment Agency into flood zones. Flood Zone 1 is least likely to experience a flooding event and Flood Zone 3 has the highest risk.
<b>Geodiversity</b>	The variety of different types of geology, landforms, soils and physical processes across the plan area.
<b>Green Belt</b>	A statutory designation around London and other cities which exists to restrict urban sprawl, protect the countryside from encroachment, stop the merging of towns and encourage the recycling of brownfield land.
<b>Greenfield site</b>	Land which has not previously been built on. It may include land in use for agriculture or forestry. Greenfield land does not include residential garden land.
<b>Green Infrastructure</b>	Networks of green and blue space which are multifunctional and offer environmental and social benefits for the surrounding area. This can include parks and gardens, green corridors, natural areas, amenity spaces and allotments.

<b>Greenhouse Gases</b>	Gases which occur naturally but due to human activity are intensifying climate change effects.
<b>Habitable Rooms</b>	Any room which is used (or intended to be used) for sleeping, eating or living. Rooms which are not included would be hallways, service rooms, kitchens, laundry rooms and WCs/bathrooms.
<b>Habitat Regulation Assessment (HRA)</b>	An HRA identifies any aspect of the emerging Local Plan that would have the potential to cause a likely significant effect on certain environmentally protected sites including Natura 2000 sites and Special Areas of Conservation. The assessment may identify effects in isolation or cumulatively and should identify appropriate mitigation strategies where impacts are identified.
<b>Health Impact Assessment</b>	An assessment of how a proposal may potentially affect health and wellbeing of a population.
<b>Hectare (ha)</b>	A unit of measurement commonly used to measure land. 1 hectare = 10,000 square metres or 2.5 acres.
<b>Heritage asset</b>	A building, monument, site, place, area or landscape with historic interest that provides a material record of history or meaning for a community. Heritage assets may be either 'designated' or 'non-designated' and have a degree of significance that merits consideration in planning decisions.
<b>Housing mix</b>	The range of housing unit sizes (e.g. 1-bed, 2-bed, 3-bed units), tenures (e.g. for sale, social rent, affordable rent) and different types of homes (e.g. traditional houses, apartments).
<b>Index of Multiple Deprivation</b>	An index produced by the government at the neighbourhood level and made up from six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services).
<b>Infill Development</b>	When small areas of vacant land in urban or rural areas are developed.
<b>Infrastructure</b>	The network of services to which most buildings or activities are connected. Infrastructure includes physical services serving the development (e.g. gas, electricity and water supply; telephones, sewerage) and includes networks of roads, public transport routes, footpaths etc. as well as community facilities and green infrastructure.
<b>Intensification</b>	Further development within the existing urban area often at an increased density.
<b>Land Assembly</b>	The activity of a public body with the legal powers to buy property at a fair price to combine land parcels from different ownerships.
<b>Local Centres</b>	An area including shops and other facilities for local people.
<b>Local Housing Need</b>	An assessment of the need for housing at a local level over a period of time using the standard methodology set out by the Government.
<b>Locally Listed Building</b>	Buildings and structures of local interest that contribute to the heritage, identity and streetscape of an area. Locally listed buildings do not merit statutory listing (i.e. Grade 1, 2 or 2*) but are considered to be of local architectural or historic value.
<b>Main Town Centre Uses</b>	Activities which are appropriate for town centres including retail eating and drinking, leisure, entertainment, offices, cultural and tourism development.
<b>Market housing</b>	Housing that is for sale on the open market without restrictions on pricing or tenure.
<b>Major Development</b>	In terms of residential development, greater than 10 dwellings or 0.5 hectares. In terms of other development, a floorspace increase of greater than 1000 square meters is considered to be major development.
<b>Mass Rapid Transit (MRT)</b>	Urban transport system capable of carrying large numbers of passengers quickly. Encompasses transport modes that run on roads, rails or a combination of these.
<b>Masterplan</b>	A long-term planning document that provides a conceptual framework to guide future growth and development, usually on large sites.
<b>Ministry of Housing, Communities and Local Government (MHCLG)</b>	The government department responsible for planning and local government.
<b>Minor Development</b>	In terms of residential development, less than 10 dwellings or 0.5 hectares. In terms of other development, a floorspace lower than 1,000 square meters would be considered to be minor development.
<b>Mixed-use Development</b>	A development that is comprised of different land uses, such as employment and residential uses.

<b>Modal shift</b>	Reducing the number of private motorised trips in favour of more public transport, walking, and biking trips.
<b>National Planning Policy Framework (NPPF)</b>	The national policy document which provides the framework to government policies to guide Councils when preparing a Local Plan or determining planning applications. The Local Plan is based upon the version issued in July 2021.
<b>National Planning Practice Guidance (NPPG)</b>	A web-based resource which brings together planning guidance on various topics into one easily accessible place. The guidance supports the NPPF but is not Government policy.
<b>Neighbourhood Plan</b>	A plan prepared by a parish/town council or neighbourhood forum for a designated neighbourhood area. Once made by the local planning authority it becomes part of the statutory development plan for the area.
<b>Objectively Assessed Need (OAN)</b>	Using a standardised methodology, the number of new homes required to meet the future needs of the population.
<b>Permeability</b>	A measure of the number of alternative routes for people to move through an area; areas with a high number of choices are considered to have good permeability.
<b>Place Making</b>	The process of creating high quality accessible places that people want to live, work, play and learn in.
<b>Planning condition</b>	A condition imposed on a planning permission which can either require additional details to be agreed or restrict the use of the site.
<b>Planning obligation</b>	Legal agreements between a Council and a developer, or undertakings offered unilaterally by a developer to ensure that specific works are carried out, payments made, or other actions undertaken which would otherwise be outside the scope of the planning permission. Often called Section 106 obligations.
<b>Plot Ratio</b>	The ratio of the floor area of a building to the land on which it sits. It is often used to measure how intensively land is being used.
<b>Policies Map</b>	Areas covered or designated by Local Plan Policies and proposals identified on an Ordnance Survey Map.
<b>Primary shopping area</b>	A defined area in which retail development is concentrated.
<b>Protected species</b>	Any species which, because of its rarity or threatened status, is protected by statutory legislation.
<b>Public Realm</b>	Parts of the built environment that are available for everyone to use, including streets, public squares and open spaces.
<b>Ramsar site</b>	A European designation that protects areas of wetland.
<b>Renewable Energy</b>	Energy from renewable sources such as sunlight, wind, rain and geothermal heat rather than from fossil fuels such as gas or coal.
<b>Retail Hierarchy</b>	Classifies and ranks town centres and other shopping areas, based upon the size and popularity of a destination, range of goods and services and the distance people will travel to reach it.
<b>Retail impact assessment</b>	An assessment undertaken for a large retail proposal, typically over 2,500 square metres gross floorspace, which considers its likely impact on the vitality and viability of existing shopping areas.
<b>Self-Build and Custom Build Housing</b>	Housing built or commissioned by an individual to be occupied by that individual and their family. Such housing can be either market or affordable housing.
<b>Sequential Test (town centres)</b>	A test that aims to steer main town centre uses towards town centre locations first. If no town centre locations are available, the test steers the uses towards edge of centre locations next, then out of centre locations
<b>Sequential Test (flooding)</b>	A test that aims to steer new development to the areas with the lowest probability of flooding.
<b>Single and Dual Aspect</b>	A single aspect dwelling only has windows and openings to one side of the building and a dual aspect dwelling has openings and windows to at least two sides.
<b>Sui Generis</b>	A term given to the uses of land or buildings, not falling into any of the use classes identified by the Use Classes Order e.g. theatres and petrol filling stations.
<b>Supplementary Planning Document</b>	A document which supports the Local Plan by providing more detail and guidance on a topic or an area. They are agreed following public consultation but are non-statutory documents.

<b>Surface Water Flooding</b>	Flooding caused by rainwater that cannot be absorbed into the ground or is caused by poor drainage systems.
<b>Sustainable Development</b>	Defined by the United Nations General Assembly as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. In terms of planning, the National Planning Policy Framework states that sustainable development should be viewed in a social, economic and environmental context.
<b>Sustainable Drainage Systems (SuDS)</b>	An approach to drainage to control the flow of water and reduce the risk of sewer discharge and/or surface water or other forms of flooding.
<b>Target Emission Rate (TER)</b>	A standard for energy efficiency of a building expressed as kilograms of CO2 per square metre.
<b>Tenure</b>	The type of ownership or rental of a property.
<b>Tenure Blind</b>	Homes designed to make tenures of housing indistinguishable from each other.
<b>Transport Assessment</b>	A comprehensive review of transport issues and proposed mitigations relating to a proposed development and typically submitted as part of a planning application.
<b>Travel Plan</b>	A long-term management strategy for a site to encourage sustainable travel following the grant of planning permission.
<b>Unoccupied</b>	Empty property where the space is capable of better use.
<b>Use Classes</b>	A statutory document, the Town and Country Planning (Use Classes) Order 1987 was first introduced in 1987 and places different land uses into categories and classification. Most changes between use classes are likely to require planning permission.
<b>Viability</b>	The determination of whether a development is economically worthwhile, where developer costs and policy requirements do not compromise the ability of a development to deliver a fair profit. Land values should be based on the existing value of the land plus a premium for the landowner which reflects the minimum return at which it is considered a reasonable landowner would be willing to sell their land.
<b>Water Stress</b>	When the amount of water being consumed exceeds the amount that is readily available for use it leads to water stress. Areas of water stress are determined by the Environment Agency.
<b>Windfall Development</b>	Development sites that are not specifically identified in the Local Plan.