

Hertsmere Borough Council Draft Local Plan: Planning for Growth

Statement of Common Ground as agreed between Hertfordshire County Council (HCC) and Hertsmere Borough Council (HBC) (December 2021)

Purpose of this statement

1. The purpose of this statement of common ground is to set out, and agree, the main topics in the emerging Hertsmere Local Plan ('the Plan') that need to be resolved between HCC and HBC as the Plan develops. There has been significant collaborative working between the authorities to date in relation to the emerging plan. This agreement reinforces the commitment between both authorities to continue working together to find solutions to the outstanding matters outlined within this document.
2. The authorities recognise the importance of continuing co-operation and collaboration to ensure the effective development of the Plan and the subsequent provision and delivery of supporting infrastructure and services by a range of organisations which are essential for successful sustainable communities.
3. Hertsmere Borough Council are consulting on a Regulation 18 draft of the Plan from October 2021. The document that is being consulted upon contains a proposed growth scenario as well as draft strategic and development management policies. HCC will be making representations to the Plan through that consultation process. These representations will outline more comprehensively HCC's position on the issues set out below.
4. It should be noted that this statement of common ground is an agreement to work collaboratively to overcome outstanding matters. There are numerous points in the plan which are already agreed between HCC and HBC.

Education

5. School provision, particularly secondary school provision, is a strategic matter which often extends beyond the boundaries of individual sites. Primary school provision within the emerging local plan is agreed. In planning for secondary school places, the County Council assesses zones of influence that can regularly include multiple settlements and Local Planning Authorities (LPAs). As the local authority with statutory responsibility for education, the County Council must undertake an assessment and where appropriate, make spatial judgements in terms of securing land allocations for school provision in emerging plans to meet the future needs of the relevant area/settlement.
6. The County Council's approach is to work with LPAs to identify suitable sites for schools so that they can be allocated as education sites in the emerging local Plan. This process also may lead to the identification of suitable land to provide education sites to meet a strategic education need. Any site identified to support education provision and agreed by the County Council as an appropriate education solution, may need to mitigate the impact of cumulative development of a collection of sites in one or more settlements.
7. The Regulation 18 consultation plan includes policies that identify the need for secondary school sites at Bowmans Cross (land for one 10FE secondary school allocated in this plan, with land reserved for an 8FE secondary school beyond the plan period) and at Land South of Barnet Lane, Borehamwood (an 8FE secondary school).
8. In addition to the agreed secondary school provision at Bowmans Cross and Borehamwood, it is agreed between HCC and HBC that there is a requirement to work together to identify an additional site prior to the next stage of the plan for a secondary school of up to 10FE. This would need to be located in the west of the district in a sustainable location (in

education and transport terms) and one that can meet the strategic education needs of the area.

9. As per para. 7 above, it is agreed between HCC and HBC that there is a requirement to deliver an 8FE secondary school in Borehamwood to facilitate planned growth. The location of the school has been agreed, in principle, between the authorities as Land South of Barnet Lane and if required, the future support of LB Barnet will be sought given that the site could potentially extend into the neighbouring authority. The Plan identifies the delivery mechanism for this site as a *Key Green Belt Site*. Further work is required between the authorities to understand how a site would come forward in relation to the proposed allocation for the school site prior to the next stage of the plan.
10. HCC's preferred site sizes for mainstream schools are derived from Department for Education (DfE) guidance 'Area guidelines for mainstream schools: Building Bulletin 103'. HCC expects all new primary schools to include nursery classes and for new secondary schools to have 6th forms, as this is how the majority of nursery and post-16 education is delivered in Hertfordshire. Using this document as a guide, optimum use of sites delivering schools will be secured.

The need for a plan-wide transport strategy

11. The draft Plan is not currently supported by a transport strategy that would provide evidence supporting the deliverability of the proposed growth in Hertsmere. It is important for any transport strategy to clearly identify and understand the deliverability of transport measures are required both within and beyond the plan period.
12. The transport work that is being undertaken to support the local plan remains ongoing, with the preparation of a transport strategy which has been scoped jointly by HBC and HCC and is currently being progressed. This strategy will be developed in accordance with HCC's Local Transport Plan (LTP4). LTP4 requires local plans take 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.
13. HCC, in its role as the Highways Authority, is committed to working with HBC as they develop their transport strategy in support of the borough's emerging local plan.
14. This work will identify the required infrastructure to mitigate the growth, providing the evidence base upon which the highway authority can have confidence in the plan's ability to mitigate, to an acceptable level, its own impacts by the delivery of its own infrastructure. This will include the infrastructure identified being contained within the IDP and site-specific policy mitigations where required. This work will be proportionate to the planning stage and further detail in terms of specific sites will need to be provided by developers to accompany planning applications.
15. By having this evidence base, HCC will be able to support the position that sites are sound and appropriate allocations in transport terms, both individually and cumulatively, and that the plan is sound.

Transport work in relation to Bowmans Cross

16. Bowmans Cross is a planned new settlement that is proposed to be allocated in the Plan. The new settlement is proposed to accommodate up to 6,000 units (with associated infrastructure) once the site is fully developed. 2,400 units are proposed within the plan period.

17. Whilst HCC as the Local Highway Authority do not yet support the allocation of Bowmans Cross from a transport perspective, the Local Highways Authority believe that the site has the potential of being made sustainable in transport terms. For the site of a new town such as this HCC would expect substantial proposals for new sustainable transport connections to be proposed in order that the transport movements can be properly understood and appropriately assessed.
18. Therefore, both HCC and HBC, in conjunction with the site promoter, remain committed to working to overcome the issues and address these matters prior to the Regulation 19 stage of the Hertsmere Local Plan
19. Further evidence will need to be provided to demonstrate how this location can be made sustainable by provision of active and sustainable travel options such that the transport impacts of the site can be successfully mitigated and those mitigations delivered, in accordance with the National Planning Policy Framework (NPPF) and HCC's adopted LPT4.
20. The evidence base to support the allocation of a new settlement will need to set out the deliverability of all transport measures (as identified as being required by that evidence), to mitigate the site's impact and deliver a policy compliant settlement.
21. Any potential impacts from the scheme to the M25 will also need to be agreed with National Highways as acceptable.

Summary

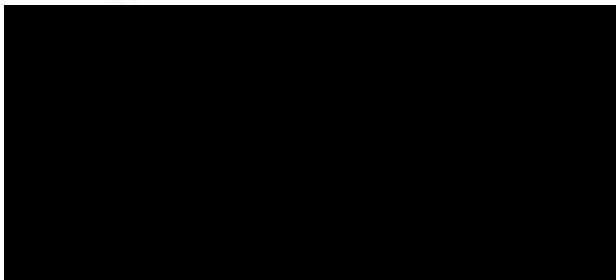
22. It is common ground between Hertfordshire County Council and Hertsmere Borough Council that, to provide sufficient time to review and agree matters in advance of the next stage of the local plan, the authorities will:
 1. Identify an appropriate secondary school site to serve the west of the district in a sustainable location (in education and transport terms).
 2. Ensure that the identified school site in Borehamwood is deliverable in the proposed policy framework.
 3. Identify and set out a borough wide transport strategy required to help mitigate the transport impacts of local plan development on the transport network across the Borough.
 4. Identify and set out a site-specific transport measures to mitigate the highway impacts of the development at Bowmans Cross.
 5. Maintain ongoing and collaborative working to resolve the above matters in a timely manner.

Signed on behalf of Hertfordshire County Council



Date	02 December 2021
Name	[Redacted]
Position	Head of the Growth and Infrastructure Unit

Signed on behalf of Hertsmere Borough Council



Date	06 December 2021
Name	[Redacted]
Position	Head of Planning and Economic Development