



Hertsmere Vision Documents

Borehamwood - Baseline Analysis

October 2026

Control Sheet

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1.0 Introduction

Fig 1. Star Wars at Elstree (the first shot of the film was recorded in Studio 8. Source: Darkest London <https://darkestlondon.com/>)

1.1 Study Background

Study Context

1.1.1. Hertsmere Borough Council (HBC) is currently progressing its revised Local Plan (LP), following previous stages of consultation. The LP seeks to meet housing and employment needs in full and position the Borough on a solid growth trajectory, while protecting and enhancing local assets. The LP is seeking to maximise brownfield development opportunities as well as sensitively release grey / green belt land in appropriately sustainable locations.

1.1.2. The emerging spatial direction for the LP includes a focus upon the most sustainable settlement locations within the Borough:

- Borehamwood;
- Potters Bar;
- Bushey; and
- Radlett.

1.1.3. HBC is looking to underpin the LP’s spatial directions with a clear focus upon regeneration and physical enhancement of these settlements to support the provision of new homes and jobs, appropriate to their context, as well as improving the urban environment of each.

Purpose and Scope of This Study

1.1.4. The Vision Documents (VDs) study focuses on place-shaping regeneration – combining physical, spatial, economic, social, and cultural considerations to support vibrant, sustainable communities. The aim of the VDs is to establish a clear vision and spatial strategy for each of the four settlements, which will support and feed into the Borough-wide spatial vision, and align with the LP’s objectives. The settlements’ visions and strategies must be place-based, relating to the individual character and context of each.

1.1.5. The VDs will become material considerations when:

- the revised Local Plan reaches an advanced stage;
- any evidence in these documents addresses issues directly relevant in a planning application;
- potentially after Local Government Reorganisation and the replacement of HBC.

1.1.6. The study builds on and relates to existing and ongoing work. This includes engagement work and studies undertaken as part of the previous rounds of LP drafting, and other current / planned technical studies commissioned by HBC to support the LP development.

1.1.7. The focus of the VDs study is on the built up area of each settlement.

1.1.8. The project objectives for the VDs are to:

- Align with the LP’s objectives;
- Develop a proactive approach to brownfield physical transformation and place-shaping regeneration within the four settlements;

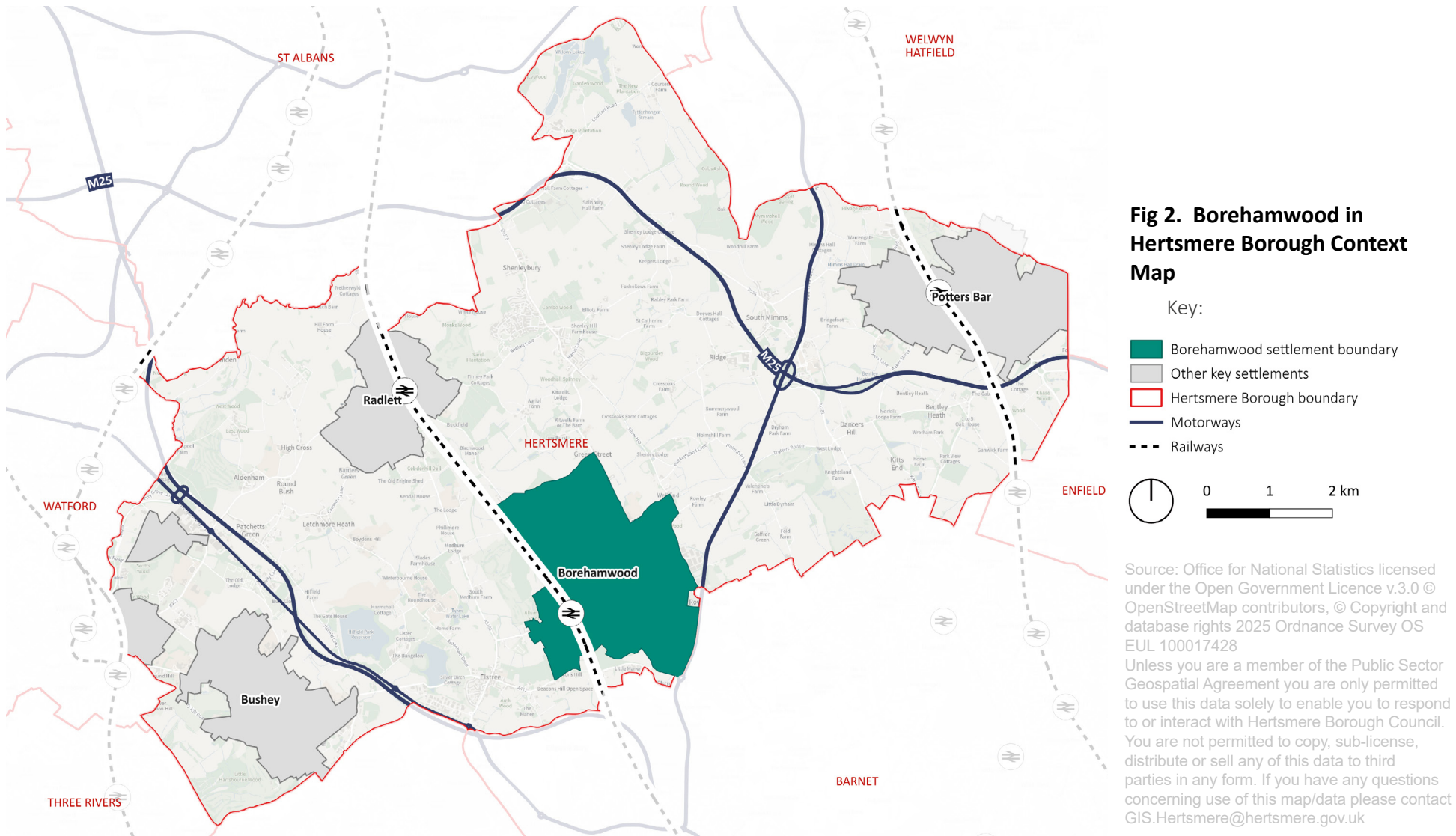


Fig 2. Borehamwood in Hertsmere Borough Context Map

Key:

- Borehamwood settlement boundary
- Other key settlements
- Hertsmere Borough boundary
- Motorways
- Railways

0 1 2 km

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- Provide clear and coordinated visions and area-wide spatial frameworks for the four settlements, which support the emerging borough-wide spatial vision and LP’s objectives;
- Be sensitive to the individual character and context of each settlement;
- Be shaped by local engagement with communities and stakeholders;
- Apply a brownfield-first approach to site identification for development;
- Provide spatial frameworks and area-wide design codes expressing the visions, with supporting delivery strategies for development opportunities;
- Develop place branding strategies for each settlement, linked to the spatial strategies;
- Inform the Regulation 18 and Regulation 19 drafts of the revised LP.

1.1.9. The outputs of the VDs will include the following for each settlement:

- A **Spatial Strategy / Framework**, which provide a settlement specific visions, with supporting illustrative masterplans and visuals;
- A **Design Code** setting out principles to guide future development;
- A **Delivery Strategy** that outlines high level phasing and delivery mechanisms and which can be used to secure investment and funding.
- A **Place Branding Strategy** to be used to support the above.

1.1.10. The study timetable is aligned with the production of the revised LP, with deliverables scheduled to be produced by Q1 2026.

This Report

1.1.11. This report is the working draft output of Stage 2, Baseline and Contextual Analysis of the VDs study. It is intended to be read as a work-in-progress document, to be updated following receipt of additional data and information.

1.1.12. Following this introduction section the report is structured as follows:

- **Chapter 1** sets the scene for the analysis, with a brief overview of the settlement and geographical coverage of the study.
- **Chapter 2** explains the process and findings of consultation and engagement activities undertaken for this study.
- **Chapter 3** provides the planning context for the study, extant and emerging policies at strategic and local levels.
- **Chapter 4** details the baseline analysis work by key topics, including: the settlement’s past, socio-economics, community and culture, movement, townscape, heritage, environment and sustainability, land ownership, housing market, and land uses.
- **Chapter 5** concludes the analysis with a summary of strengths, weaknesses, opportunities and threats (SWOT) identified.

1.2 Setting the Scene

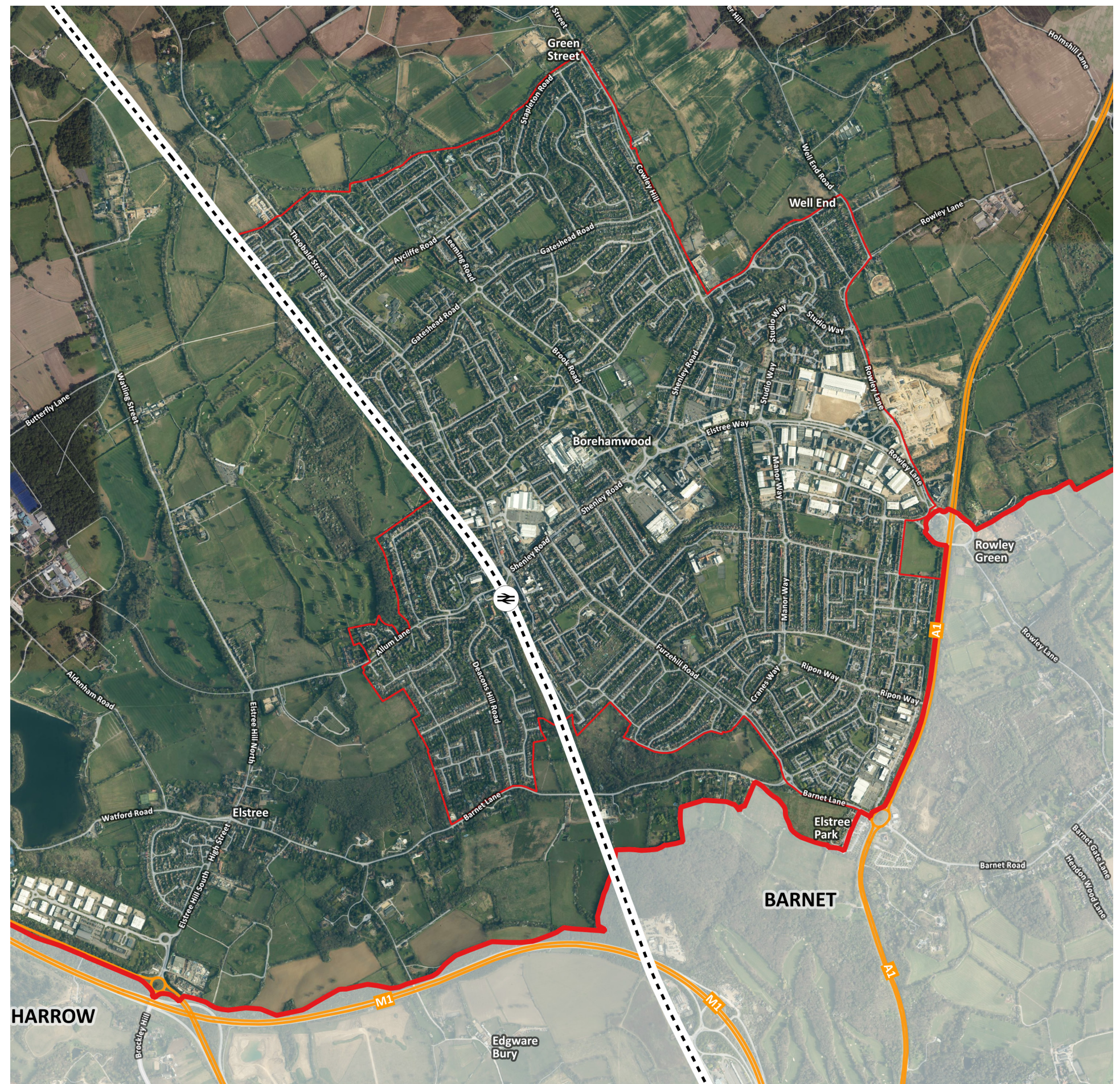
Borehamwood

- Elstree and Borehamwood Neighbourhood Area is a parish in Hertsmere district, southern Hertfordshire
- Approximately 19km northwest of central London just outside of the Greater London Boundary.
- The areas are well connected through road network to other settlements within Hertsmere and to Greater London. The A1 runs along the east of Borehamwood connecting the area to the north of England and to London, towards the south, whilst the M1, which is located to the west of the settlement, connects to other towns such as Bushey, Watford and St Albans as well as London and the north.
- The area is a small town and predominantly a residential settlement surrounded by metropolitan green belt.
- Borehamwood is a separate settlement within the Parish towards the east of the railway line.
- The railway station is the furthestmost Zone 6 Thameslink station, directly connecting to central London, this makes it a popular station to travel from for surrounding areas due to the reduced fares.
- The railway also serves St Albans, Bedford and Peterborough towards the north and all the way to Brighton in the south.

Fig 3. Aerial image

Key:

-  Hertsmere Borough boundary
-  Borehamwood settlement boundaries
-  Other local authority boundaries
-  Motorways
-  Railway



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1.3 Geographical Coverage

Settlement

- The area is most well known for the town’s film and TV studios, known as one of the main centres for film and tv production in the UK. However, the area also offers a range of retail, cultural offers, leisure, hotels, restaurants, offices and light industry.
- Despite the built-up nature, the area has retained a great number of parks and open spaces, forming green corridors through the settlements.

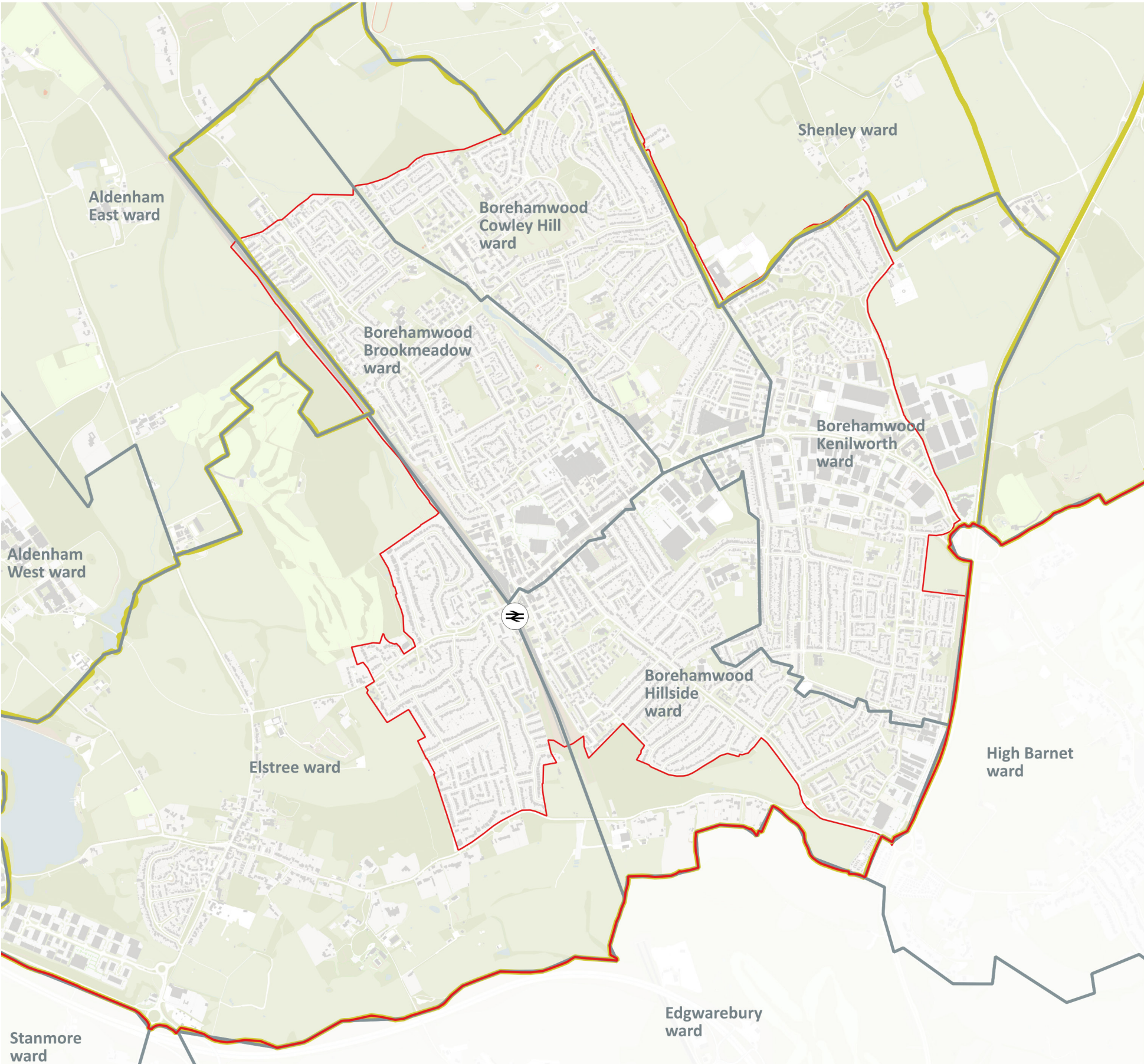


Fig 4. Statutory boundaries map

- Key:
- Hertsmere Borough boundary
 - Borehamwood settlement boundary
 - Wards
 - Parish

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2.0 Engagement Process

2.1 Engagement Overview

Introduction

2.1.1. The approach to engagement centres community voices in the process of developing a place vision and place principles for Borehamwood. A phased approach will:

- ensure consistent and multiple opportunities for local people to shape priorities for change.
- ensure the design guidance is truly reflective of local needs and
- allow Borehamwood to continue to be a great place to live and work with a creative and distinct local town centre.

2.1.2. The process will layer engagement activities to refine ideas, beginning with targeted stakeholder activity and broadening to full public consultation. This will allow both depth and breadth to community input:

2.1.3. Baseline research has focused on building a strong foundation for future engagement, through analysis of existing neighbourhood dynamics and exploration of local priorities.

2.1.4. It has focused on getting to know local groups through comprehensive stakeholder mapping, analysis of previous response to Local Plan consultations and initial conversations with stakeholders.

Stakeholder Mapping

2.1.5. A community stakeholder map allows deeper understanding of existing community leaders and local networks to involve in all subsequent engagement activities. Mapping considers community and resident groups, special interest groups such as green space and wildlife preservation groups, places of worship, places of education, youth groups, sport and leisure, arts and learning.

2.1.6. Please note, local business and industrial use does not form part of the engagement strategy.

Stakeholder 121s

2.1.7. 121 conversations with previously involved stakeholders allow an opportunity to introduce the project team and scope of work. They provides an opportunity to learn from previous rounds of engagement and understand local priorities. These conversations are used to help support the development of the workshops, ensuring productive conversations and widening participation.

2.1.8. Conversations centre on community priorities and needs, introduce the concept and process of developing a place vision and identify most appropriate channels of communication and engagement methods to reach each community organisation’s network.

Preparation stage (October-November 2025)	Engagement Window 1 (December 2025)	Engagement Window 2 (February 2026)
Aim: introduce project and team and organise the engagement activities Format: • Comprehensive stakeholder mapping • Cabinet briefing • Stakeholder 121s • Workshops Preparation	Aim: Defining a Place Vision and Principles Format: • Stakeholders Workshop How design is informed by the engagement: • Drafting the Vision • Community influence: • Local ambitions identified to inform vision • Priorities for each principle	Aim: Refine the Spatial Framework Format: • Comprehensive communications campaign using council channels and in person sites promoting engagement window • Young people design workshop • Public Exhibition and survey • Online Exhibition and survey How design is informed by the engagement: • Finalised Spatial Framework and project sites identified • Community influence: • Detailed framework principles • Local priorities for short/ medium/ long term projects

Stakeholder 121s	Meeting
Save Hertsmere	30th October
Elstree and Borehamwood Green Belt Society	6th November
Radlett Society and Green Belt Association	14th November
Potters Bar Society	14th November
Little Bushey Community	17th November

Stakeholders Workshop

2.1.9. An interactive workshop will allow community stakeholders to identify their priorities for Borehamwood and contribute to the place vision. This will be a tightly facilitated session, with a series of 'place exploration' activities that respond to the themes of:

- Place and Identity
- Quality of life
- Prosperity and Growth
- Green space and Climate Resilience

Local Plan Response

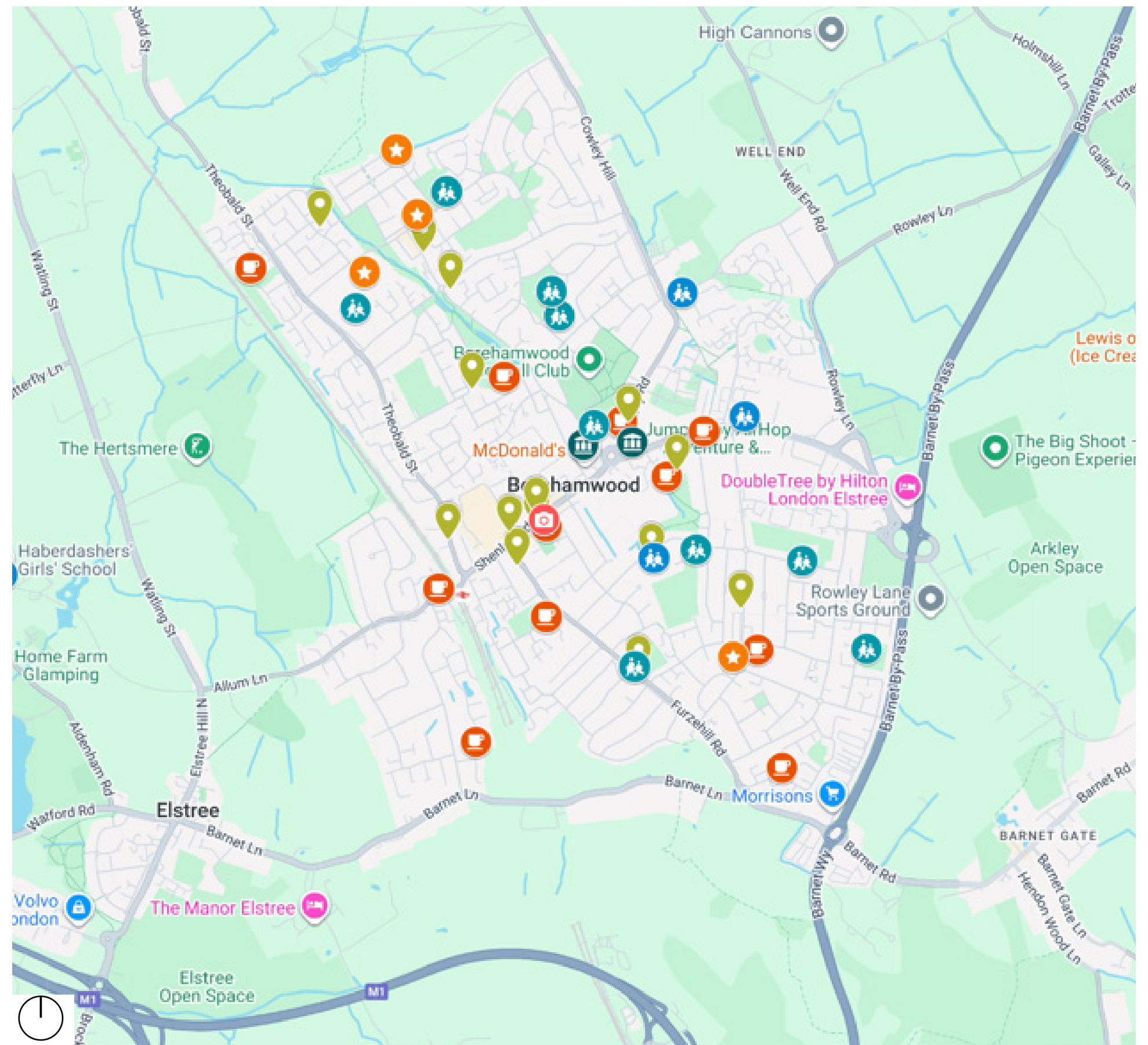
2.1.10. Key findings from previous activities carried out in preparation for the Local Plan:

- Responses from Borehamwood were weighted towards the template response generated by an online campaign with less uptake on the council's survey.
- The Borehamwood area reported the highest proportion of those agreeing that there was a need for more affordable homes.
- Almost 50% of responses from Borehamwood considered local infrastructure and services to be highly important.
- The area with the highest proportion regarding industry as important was in Borehamwood and Elstree.
- By area, the highest proportion of those agreeing with support for apprenticeships in creative industries were from the Borehamwood and Elstree area, reflecting the locality's continued links with the film and television industry.
- 76% consider maintaining look and feel to be important
- Concerns over development were raised around strain on infrastructure and services, Green Belt loss and traffic congestion.

Fig 5. Stakeholder Map

Key:

- The diagram illustrates the relationship between the Local Authority and various community groups. At the top, a box labeled 'Local Authority' is connected by arrows to a central box labeled 'Community'. Below 'Community', there are five boxes: 'Council', 'Faith', 'Heritage and Culture', 'Primary Schools', and 'Secondary Schools'. Below 'Primary Schools' and 'Secondary Schools', there is a box labeled 'Young People'. The arrows indicate a flow from the Local Authority to the Community, and then to the various groups, with additional connections between the groups themselves.



Source: Map data @2025 Google



3.0 Planning Context

3.1 Hertsmere Local Plan

3.1.1. This chapter provides an overview of the baseline planning position for Hertsmere Borough Council ('HBC') in support of the emerging Hertsmere Local Plan. It is intended to inform stakeholders, developers, and decision-makers of the current planning framework, policy context, and evidence base that underpin future development proposals within the borough.

3.1.2. The report is structured to cover the following key areas:

- **Local Governance:** An outline of Hertsmere's two-tier governance structure and the implications of the 2024 English Devolution White Paper, including potential reorganisation into unitary authorities.
- **Adopted Planning Policy:** A summary of the current statutory development plan, supplementary planning documents (SPDs), and other relevant guidance documents that shape planning decisions in Hertsmere.
- **Emerging Planning Policy:** Details of the potential preparation process, including Regulation 18 consultations, key themes in the Regulation 18 document, the Local Development Scheme (LDS) timeline, and recent calls for sites.
- **Evidence Base Summary:** A summary of technical studies and assessments that support the emerging Local Plan, including housing needs, sustainability appraisals, Green Belt assessments, and infrastructure planning.
- **National Housing Targets and Policy Context:** An explanation of the National Planning Policy Framework requirements, the Housing Delivery Test, and the implications of the presumption in favour of sustainable development.
- **Housing Delivery Position:** Analysis of both current and projected housing delivery figures, including potential yields from HELAA sites and the impact of policy changes on land availability.
- **Brownfield Development:** A summary of recent government policy prioritising development on brownfield sites.
- **Greybelt Legislation:** A summary of recent national guidance on Grey Belt land, its definition, and its relevance to site selection in the Local Plan process.
- **Recent Major Planning Applications:** A review of significant planning decisions within the borough over the past five years, highlighting key issues and outcomes relevant to future development.
- **Issues and Opportunities**

3.2 Local Governance

Two Tier System

3.2.1. Hertfordshire County Council is the Ceremonial County Council, responsible for education, highways and social services.

3.2.2. Hertsmere Borough Council ('HBC') is the Local Planning Authority ('LPA'), which functions as a non-metropolitan district council.

2024 English Devolution White Paper

3.2.3. There are plans under consideration that could significantly affect Hertsmere Borough Council as part of the UK government's broader initiative to simplify local governance through the creation of unitary authorities as proposed by the December 2024 English Devolution White Paper.

3.2.4. Hertsmere Borough Council, along with the other 10 district and borough councils and Hertfordshire County Council, submitted a joint interim plan in March 2025. The councils ruled out the option of a single countywide unitary authority, citing concerns about remoteness from local communities and loss of local accountability. Instead, they are exploring multiple unitary authority options, potentially two, three, or four authorities within Hertfordshire.

3.2.5. Full Local Government Reorganisation proposals are due by 28th November 2025 and the official start date for new unitary councils is April 2028. The final decision will rest with central government if local consensus isn't reached.

3.3 Adopted Planning Policy

Development Plan Documents

3.3.1. The adopted development plan for HBC is Hertsmere Local Plan (2012-2027), which is made up of four parts:

- Core Strategy (January 2013);
- Elstree Way Corridor Area Action Plan (July 2015);
- Site Allocations and Development Management (SADM) Policies Plan (November 2016);
- Local Plan 2012-2027 Policies Map.

Supplementary Planning Documents

3.3.2. HBC have adopted the following Supplementary Planning Documents ('SPD'):

- Affordable Housing SPD (October 2015);
- Bhaktivedanta Manor Planning Brief SPD (December 2012);
- Biodiversity and Trees SPD (December 2010);
- Biodiversity Net Gain SPD (January 2024);
- Parking Standards SPD (July 2014);
- Planning and Design SPD (November 2006);
- Developer Contributions Framework (Various).

3.3.3. Two draft SPDs were approved as interim guidance in the determination of planning applications on or after 15 September 2022.

- Draft Carbon Offsetting SPD (September 2022);
- Sustainable Transport and Parking Standards SPD Draft (September 2022).

Other Guidance Documents

3.3.4. The following documents also represent material considerations for development in the Borough:

- Interim Planning Policy Statement (November 2020);
- Waste Storage Provision Requirements (no date);
- Joseph Rowntree Foundation Lifetime Home Standards (no date);
- Warren Estate (Busy Heath) Design Guide (September 2003);
- Watling Chase Community Forest (no date);
- Streetscape Manual (July 2012);
- Hertsmere Standard Conditions (January 2010).

Neighbourhood Plans

3.3.5. The following neighbourhood plans are adopted or in preparation within the Hertsmere local authority area:

- Shenley Neighbourhood Plan (Adopted May 2021);
- Elstree and Borehamwood Neighbourhood Plan (Designated Neighbourhood Area- Plan in preparation).

3.3.6. The latter is directly relevant to the emerging work in Borehamwood.

3.3.7. The plan has not yet been adopted, but the April 2025 Regulation 14 pre-submission plan sets out a spatial and policy framework for guiding development in Elstree and Borehamwood Parish until 2040. The spatial strategy requires development to be focused within existing settlement boundaries, with strong protection for the Metropolitan Green Belt. There is an emphasis on brownfield redevelopment and avoiding flood-prone areas.

3.3.8. No site allocations are made since these are outlined in the Regulation 18 Local Plan, but the plan supports Hertsmere's proposed delivery of c.1,915 homes in the parish (1,655 in Borehamwood, 260 in Elstree Village).

3.3.9. Housing mix should reflect local needs: prioritising 3- 4 bedroom homes, affordable tenures (70% social/affordable rent, 30% ownership), and specialist housing for older people. Building heights are capped at 6 storeys outside the Elstree Corridor.

Transport Policy

3.3.10. The transport policies for Hertfordshire and Hertsmere highlight a strong and consistent emphasis on sustainable development, accessibility, and the integration of transport and land use planning across local policy documents. Key themes include the prioritisation of active and sustainable travel modes, such as walking, cycling, and public transport, over private car use.

3.3.11. This review identifies ongoing challenges around congestion, capacity constraints on rail and bus networks, and gaps in east-west connectivity. Policy responses focus on infrastructure investment, behaviour change initiatives, and the delivery of high-quality environments that support economic growth, health, and inclusivity.

3.3.12. Overall, the policy landscape is evolving to address the needs of a growing population while seeking to reduce car dependency and promote more sustainable, accessible, and healthy travel choices. A summary of the policy documents and relevant policies and themes are provided below.

Parking Standards SPD (July 2014) and Sustainable Transport and Parking Standards SPD Draft (September 2022)

3.3.13. See also a table provided below. The adopted Parking Standards SPD sets out levels of car parking, cycle parking, motorcycle parking, electric car parking and disabled parking that should be provided at new developments. For residential developments these are based on a parking space per room basis.

C3 - Residential Units*				
	Car parking spaces		Cycle Storage Spaces	Charging Plug in Points
General Needs Housing (Including flats and bungalows)	Curtilage	Communal		
Studio	0.5 Per Unit		1 per bedroom long term	1 socket/charging point per house with private parking
1 Bedroom	0.75 Per Unit			
2 Bedroom	1 per unit	1.5 per unit		
3 Bedroom (Flat)	1.5 Per Unit			communal parking - 1 active charging point per dwelling unit
3 Bedroom (House)	2 per unit	1.5 per unit		
4 Bedroom	2 per unit			
5 Bedroom	To be determined on a case by case basis			
6 + Bedroom				

Table 1. Residential Parking Standards

3.3.14. The September 2022 draft Sustainable Transport and Parking Standards SPD seeks to achieve a balance between the potentially conflicting demands created by the demand for sufficient parking space within settlements. This includes reduced standards in Tabe below, which are based on a parking space per room ratio, but allow less parking than the 2014 SPD required This is not an adopted standard; we understand that there is resistance from Councillors apposing the replacement of the 20144 standards with the draft 2022 standards.

Core Strategy (Jan 2013)

3.3.15. Vision for high-quality, accessible, safe, and economically viable environment. Focus on sustainable development, improved public transport, and accessible locations. Relevant policies:

- CS15 (recreational access)
- CS18 (access to services)
- CS22 (quality environment)
- CS24 (development/accessibility)
- CS25 (parking/accessibility)

Local Transport Plan 4 (May 2018)

3.3.16. Supports economic growth, housing, health, and environment in Hertfordshire up to 2031. Key relevant policies include:

- Policy 1 (Transport User Hierarchy): Prioritises reducing travel demand, then walking, cycling, and public transport, with car use considered last. All new schemes and developments should reflect this hierarchy.
- Policy 3 (Travel Plans and Behaviour Change): Initiatives to encourage residents and businesses to shift to sustainable travel, including travel planning, marketing, and incentives.
- Policy 4 (Demand Management): Policies encourage demand management through parking restrictions and charges, especially in urban areas, to reduce car dependency and fund sustainable transport improvements.
- Policy 5 (Development Management): New developments must be accessible by sustainable modes, provide for electric vehicle charging, and support shared mobility (e.g. car clubs).
- Policy 6 (Accessibility): Focus on ensuring all residents, especially disadvantaged groups, can access key services (employment, health, education) by sustainable modes. Community transport and demand-responsive services are supported for rural and less accessible areas.
- Policy 7 (Active Travel – Walking) and Policy 8 (Active Travel – Cycling): to increase walking and cycling, especially in town centres and for short journeys.
- Policy 9 (Buses) and Policy 10 (Rail): Support for bus priority measures, improved bus stops, and integration with rail. Rail policy aims to improve capacity, frequency, and station access, especially for commuting into London.

Infrastructure Delivery Plan Baseline Study (2018)

3.3.17. Identifies infrastructure needs for growth to 2036. Aligns with NPPF. Funding via CIL and Section 106. Challenges and opportunities include:

- Congestion: Particularly at key junctions and on major roads.
- Capacity: Rail and bus services face pressure from rising demand.
- East-West Connectivity: Poor public transport options for east-west journeys; most cross-borough travel requires going via London.
- Sustainable Transport: Need to encourage walking, cycling, and public transport to reduce reliance on cars.

3.3.18. Future provision and priorities include:

- Highways projects: Elstree Way Corridor, the Station Road / Allum Lane / Theobald Street / Shenley Road junction, and access to Hertswood School
- Rail Capacity Increases: Priorities include addressing constraints, increasing frequencies, and supporting employment growth areas.
- Thameslink Programme: Aims to increase train frequency and capacity through central London.
- Bus Strategy Update: HCC is developing a revised bus strategy to support mode shift and partnership working.
- Bus Priority: Proposals for enhanced bus routes, especially in southern Watford and Bushey.
- Active Travel Strategy: Focus on improving infrastructure in towns identified as having high cycling potential.
- Greenways: Continued development of car-free routes for walking, cycling, and horse riding.

South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

3.3.19. Addresses housing/employment growth, congestion, and sustainable transport.

3.3.20. Objectives: improve town links, journey reliability, sustainable transport choices, public spaces, modal shift, technology integration, active travel, air quality, safety. Challenges in Hertsmere:

- Borehamwood and Radlett have some of the highest shortfalls in connectivity, reliability, accessibility, and safety, especially for trips to Harrow, Watford, and Barnet.
- Potters Bar faces challenges in local accessibility, active travel infrastructure, and public transport connections.
- Radlett has issues with station accessibility and active travel links.

Hertfordshire Active Travel Strategy (2024)

3.3.21. County-wide vision for walking, cycling, wheeling as natural choices for short journeys. Supports growth, congestion reduction, air quality, health.

3.3.22. LCWIPs for all districts, including Hertsmere, to prioritise network improvements. Focus on Quiet Lanes (rural), road space reallocation (urban), and integration with public transport.

3.4 Emerging Planning Policy

Historical Consultations

3.4.1. The Council has been working on the preparation of a revised Local Plan, with the following consultation and engagement undertaken to date under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012:

- Late 2016 – early 2017: Local Plan launch and ‘call for sites’;
- October – November 2017: Issues and Options consultation;
- October- December 2018 – ‘Potential sites for housing and employment’;
- March 2021 – additional employment ‘call for sites’;
- November- December 2021 – draft Regulation 18 Local Plan consultation.

Regulation 18 Consultation April/May 24

3.4.2. HBC held a public consultation in May 2024 under Regulation 18 off the Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2012.

Overview

3.4.3. The consultation document sets out a revised vision and strategic objectives for the Borough’s development up to 2040. The overarching vision is to create a sustainable, healthy, connected, and economically viable environment that meets the needs of all communities.

3.4.4. This is supported by 20 strategic objectives across themes such as housing, employment, climate action, infrastructure, and heritage. Key goals include delivering 9,400 new homes (including affordable and specialist housing), supporting the creative industries (especially film and TV), protecting the Green Belt, enhancing biodiversity, and promoting sustainable transport and digital connectivity. The plan also aims to ensure development is well-designed, inclusive, and located where infrastructure can support it.

3.4.5. Beyond strategic objectives, the document outlines a spatial strategy proposing significantly fewer Green Belt releases than the 2021 draft, responding to public feedback. A new settlement at Bowmans Cross is central to the strategy, with 2,400 homes planned during the plan period and a total of 5,000 over time.

3.4.6. The plan also includes detailed housing allocations for towns and villages including Borehamwood, Bushey, Potters Bar, Radlett, Shenley, and South Mimms, and employment allocations to support economic growth. Site allocation details are identified with red lines on the interactive plan map and details for each allocation, including description, site area, indicative capacity etc.

3.4.7. Infrastructure needs such as schools, healthcare, transport, and green spaces are identified for each area to ensure sustainable development.

The draft plan is supported by Strategic Objectives identifying how the main issues faced by the borough and its communities will be addressed. These principles should be reflected in the emerging spatial strategy:

- 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.
- 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.
- Enable the delivery of a minimum of 9,400 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.
- Secure the maximum viable provision of affordable and social homes, including those for rent, for those who are unable to access housing on the open market.
- 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.
- Deliver the first phase of a sustainable new settlement at Bowmans Cross.
- 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.
- 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.
- Ensure that an expanding film and television industry delivers social, environmental and economic benefits for local communities.
- Ensure that people can live and work within easy reach of accessible attractive open space.
- 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.
- 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.
- Protect and enhance biodiversity and encourage the provision of an expanded green and blue infrastructure network.
- Facilitate improvements in the physical and mental health of our communities and contribute to the reduction of health inequalities across the borough.
- 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.
- Ensure the provision of infrastructure for increasing use of electric and other less-polluting forms of private transport.
- Support the improvement and expansion of electronic infrastructure including high speed broadband.
- Protect the Green Belt against inappropriate or unplanned development.
- 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.

- Conserve and enhance historic and culturally important heritage, including locally and nationally listed buildings and structures.

Page 11 also includes the following statement relating to the density of development:

3.4.8. ‘It is important to make efficient use of land which is allocated for development and there may be scope in some locations to significantly increase densities, potentially beyond those envisaged for the sites included in this document. This would enable more homes to be delivered overall or require the use of less Green Belt land – or a combination of both’.

Elstree & Borehamwood

3.4.9. Elstree & Borehamwood is the largest settlement in Hertsmere and a key focus for housing and employment growth. The spatial strategy proposes 1,655 new homes, a reduction from the 2,155 proposed in the 2021 draft. Development is concentrated in both brownfield regeneration and strategic Green Belt release, with a strong emphasis on sustainability and infrastructure provision.

3.4.10. The following key challenges were identified for the settlements, which will need to be reflected by the emerging spatial strategy:

- 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.
- Delivery of new medical facilities/GP surgery
- There are 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 will need to be addressed through both the Local Plan and the council’s Economic Development Strategy.

New Call for Sites – March 2025

3.4.11. A call for sites ran between March and April 2025. The survey allows for the submission of both new sites and updates to previously submitted sites.

Hertsmere Local Development Scheme (2025)

3.4.12. The LDS sets out the following programme through to adoption:

- Consultation of the proposed submission plan for representations (Reg. 18): Jan – Feb 2026;
- Review of Reg. 18 comments and amendments to Local Plan: March 2026;
- Publication of the proposed submission (Pre-Submission) plan for representations (Reg 19): April – May 2026;
- Submission of Plan for examination (Reg 22): June- July 2026;
- Examination period: August 2026 – July 2027;
- Consultation on main modifications: May – June 2027;
- Adoption of Plan: September 2027.

3.5 Evidence Base Summary

3.5.1. The emerging Local Plan evidence base includes the following documents that are publicly available. Some of these documents will be superseded by the emerging Lot 1 studies:

Key Housing and Sustainability Evidence

Local Plan Interim Sustainability Appraisal (2024)

3.5.2. Provides an appraisal of a newly identified development approach and a number of new and amended site options that have been identified since the last iteration of the SA.

Assessment and Comparison of Green Belt Housing and Employment Sites (March 2024)

3.5.3. Compares potential development sites using a matrix score based on Green Belt and environmental factors to inform site selection for the Regulation 18 consultation.

South West Hertfordshire Local Housing Needs Assessment (2024)

3.5.4. Jointly commissioned with neighbouring councils, this report assesses housing needs across the sub-region, including market and affordable housing requirements.

Draft Housing and Economic Land Availability Assessment (HELAA) (2024)

3.5.5. Identifies potential sites for housing and employment development. It is a technical study and does not allocate land or influence planning decisions directly.

South West Hertfordshire Strategic Housing Market Assessment (SHMA) (2016)

3.5.6. Assesses future housing needs across the sub-region for the period 2013–2036, including needs for different housing types and groups.

South West Hertfordshire Retail and Leisure Study (2018)

3.5.7. Evaluates retail and leisure needs and capacity across the sub-region to inform planning policies and site allocations.

South West Hertfordshire Economic Study (2024, 2019, 2016)

3.5.8. Provides economic baseline data and growth scenarios, assessing employment land needs and supply across the sub-region.

Green Belt Assessment – Stage 1, 2, 3 and 4 (Various Dates)

3.5.9. Independent assessment by Arup of all Green Belt land in Hertsmere, evaluating how each parcel meets national Green Belt purposes.

Housing and Economic Land Availability Assessment (HELAA) Draft 2018 Maps

Sustainability Appraisal and Habitats Regulation Assessment (various dates)

3.5.10. These reports serve as live documents and will continue to be updated to accurately reflect Hertsmere’s Local Plan. An initial draft version of both documents has been published to correspond with the Regulation 18 public engagement. However, an updated version of both these documents will be made available shortly.

Other Reports

- Gypsy and Traveller Accommodation Needs Study (2017);
- Infrastructure Delivery Plan (various dates);
- Comet Transport Model (2020);
- Planning for Growth Settlement Hierarchy and Accessibility Mapping technical study (no date);
- High Level Transport Assessment (2018);
- Level 1 Strategic Flood Risk Assessment (2023);
- Level 2 Strategic Flood Risk Assessment (2025);
- Open Space, Sport and Recreation Study (2019);
- Landscape and Visual Sensitivity Assessment (2020);
- Secondary School site search report (2021);
- Hertfordshire Water Study (2017);
- Sustainable Transport Appraisal (2023);
- Implications of 2021 Census on Hertsmere’s Housing Need (Draft, 2023);
- Hertsmere Film and Television Study (2024).

3.6 National Housing Targets and Policy Context

3.6.1. The NPPF sets out (within the presumption in favour of sustainable development policy in Paragraph 11) that local policies should be considered out of date when the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

3.6.2. Whilst the tilted balance is a policy approach in footnote 8 of the NPPF, there is no specific reference to the term within it. Rather, it is shorthand for the presumption in favour of sustainable development contained within Paragraph 11(d) of the NPPF, which states that this means planning permission should be granted unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

3.6.3. The term ‘tilted balance’ is used in reference to NPPF Paragraph 11(d) because, when engaged, the tilted balance should change the ‘balancing exercise’ which the decision-maker uses when deciding whether or not to grant planning permission. The balance is whether the harms ‘significantly and demonstrably’ outweigh the benefits of granting permission. The tilted balance ‘tilts’ the balance in favour of approving an application.

3.6.4. When the tilted balance is engaged, it is necessary to conduct a planning balance in determining applications and appeals. This is where the decision-making will afford varying degrees of weight to the harms and benefits associated with a proposed development. It is a nuanced and subjective process, and not as clear-cut as one benefit outweighs one harm.

3.6.5. The Housing Delivery Test (‘HDT’) 2023 measurement is an annual measurement of housing delivery in the area of relevant plan-making authorities (non-metropolitan districts, metropolitan boroughs, London boroughs and development corporations with plan-making and decision-making powers), looking back over the financial years- 2020/21, 2021/22 and 2022/23.

3.6.6. Net unmet need is calculated for each authority using the standard method, which is then added to local housing need. For Hertsmere the total number of homes required for 2020/21 to 2022/23 was 1,922, or 641 homes per anum. Over the same period the number of homes delivered was 882, or 46% of the total. This means that HBC is subject to a presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF.

3.6.7. This means that current local policies relating to housing should be considered out of date and forthcoming developments within the Borough should be assessed against their compliance with the NPPF only until the housing delivery position is remedied.

3.7 Housing Delivery Position

Current Housing Delivery Position

3.7.1. The most recent housing delivery figures published by HBC are in the Hertsmere Five Year Housing Land Supply Assessment 2022/23. As of the 31st March 2023, a net total of 4,234 dwellings had been completed in Hertsmere since the start of the current plan period, an average of 385 dwellings per annum against the baseline Core Strategy requirement of 2,926 dwellings for the same period derived from an annualised target of 266 homes.

3.7.2. The housing target in the borough has increased from to 1,034 new homes per annum based on the December 2025 new standard method. This is an increase of 43 per cent.

Emerging Housing Delivery Position

3.7.3. The 2024 Draft Housing and Economic Land Availability Assessment (HELAA) potential residential yield (comprising HELAA sites and other sources) for the five-year period beginning 1 April 2023 is estimated to be 4,022 units, at

a baseline density of 30dph1 and 4,909 units at a baseline of density of 40pdh. This includes a limited number of sites promoted since 1st April 2023. This is the equivalent of 804 homes per annum.

3.7.4. Were changes to the policy context to result in green belt sites being released for development, the total potential residential yield for the 15-year period beginning 1 April 2023 would be an estimated 25,475 units at 30dph and 32,447 at 40dph. Other policy changes, such as de-designating some existing employment areas, would increase this figure further.

3.7.5. The April 24 Reg 18 Local Plan consultation report sets out an aspiration to deliver 9,400 new homes over the plan period, or 627 homes per anum assuming a 15-year plan period. This falls slightly short of the government target of 1,034 homes per annum. This is set out in the ‘new homes (revised strategy)’ column of the Regulation 18 Local Plan.

3.7.6. The ‘new homes (previous strategy)’ column represents the housing figures set out in the 2021 Regulation 18 draft Local Plan. Following feedback far fewer sites have been allocated in order to protect more of the borough’s Green Belt.

	New Homes (Revised strategy)	New Homes (Previous strategy)
Borehamwood and Elstree	1,655	2155
Elstree Village	260	190
Potters Bar	1,070	2340
Bushey	375	1750
Radlett	250	760
Shenley	180	290
South Mimms	85	225
Aldenham Parish Villages	90	90
Bowmans Cross	2,400	2,400 ²
Windfall	1,542 ³	960
Existing planning permissions	1,489	1,000
Total	9,396	12,160

Table 2. Regulation 18 proposed housing delivery across the plan period

3.8 Brownfield Development

3.8.1. All levels of planning policy seek to ensure the effective use of land in order to meet the urgent need for new homes and other uses. Policy places a priority on making as much use as possible of previously developed or brownfield land.

3.8.2. The Government has been clear in its objective to deliver 1.5 million new homes over the next 5 years as part of its Plan for Change. National, strategic and local levels of planning policy are all clear in their support for the redevelopment of brownfield sites. This was echoed by the Deputy Prime Minister and Secretary of State for Housing, Communities and Local Government in her first Ministerial Statement on 30th July 2024 which stated:

3.8.3. *“The first port of call for development should be brownfield land, and we are proposing some changes today to support more brownfield development: being explicit in policy that the default answer to brownfield development should be yes...”*

3.8.4. This strong support for the redevelopment of brownfield sites was enshrined in the December 2024 revisions to the NPPF. Paragraph 125c states planning policies and decisions should:

3.8.5. *“...give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land”*

3.9 Grey Belt Legislation

3.9.1. The current government have introduced a new definition of Grey Belt Land, which is a subset of Green belt Land and is important to understand when identifying new sites in an emerging Local Plan.

3.9.2. Annex 2 of the NPPF) defines Grey Belt Land as land in the Green Belt comprising previously developed land and/or any other land that does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143 of the NPPF:

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.9.3. This also excludes land where the application of the policies relating habitats sites, Sites of Special Scientific Interest, Local Green Space, National Landscape, National Park, designated heritage assets, which would provide a strong reason for refusing or restricting development. This is set out in footnote 7 of the NPPF.

3.9.4. For plan-making purposes, 148 of the NPPF sets out the following hierarchy for land release:

3.9.5. *‘Where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site’s location is appropriate with particular reference to paragraphs 110 and 115 of this Framework. Strategic policy-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary’.*

3.9.6. Any proposals for Green Belt release will need to demonstrate that this hierarchy of brownfield > Grey Belt > Green Belt has been followed in order to demonstrate that Green Belt release is necessary and done in a sustainable way that complies with NPPF requirements in order to meet housing targets.

3.9.7. On 27 February 2025 the Government published an update to its national planning guidance on Green Belt Land to now include guidance on how to identify Grey Belt Land and to apply the planning policies set out in the NPPF relating to this Land. The Guidance sets out the following requirements for LPAs when identifying Grey Belt Land and these factors need to be taken into consideration when identifying potential new sites for development through the Local Plan process:

- In order to identify Grey Belt Land, LPAs should produce a Green Belt assessment, either as part of the review of Green Belt boundaries or during the preparation or updating of a local plan. This has been completed in the form of the Green Belt Assessment stages 1, 2, 3 and 4 listed above, which form part of the emerging Local Plan evidence base. This evidence will be superseded by the emerging Lot 1 work.
- When making judgements as to whether land is Grey Belt, LPAs should consider the strength of the contribution that the site makes to Green Belt purposes (a), (b) and (d) as set out above.
- The Guidance makes it clear that the above purposes do not apply to villages
- The Guidance provides that a site that is not judged to strongly contribute to any one of purposes (a), (b), or (d) can be identified as Grey Belt Land, subject to the exclusion of land where the application of the policies relating to the areas or assets in footnote 7 to the NPPF would provide a strong reason for refusing or restricting development.
- The Guidance also requires LPAs to consider whether development of the site would fundamentally undermine the purposes of the remaining Green Belt across the plan area.

Planning Context – Key Findings

- The planning context in Hertsmere is characterized by extreme tension between the high housing target (1,034 homes per annum) and the strong policy to protect the Metropolitan Green Belt. As the Council is currently under the presumption in favour of sustainable development (having delivered only 46% of its target), its existing local policies are considered out-of-date. This mandate for urgent housing delivery, combined with strong national and local support for brownfield redevelopment, means the future growth of Borehamwood must prioritise significant densification of previously developed land. The success of the Local Plan hinges on maximising yield in the built-up area—potentially increasing densities beyond previous assumptions—before considering any Grey Belt release.
- The emerging Local Plan (Reg 18) identifies several strategic challenges for Borehamwood’s growth, including existing pressure on local services (especially education and health provision) and poor east/west road links. Despite the aspiration to deliver 627 homes per annum, the overall target is higher, placing considerable cumulative demand on infrastructure.
- The introduction of Grey Belt legislation provides a defined pathway for identifying and prioritizing low-quality Green Belt land that is suitable for development. This creates an opportunity to channel expansion into the least sensitive areas, mitigating the political threat posed by strong local opposition to Green Belt release.





4.0 Baseline Analysis

4.1 Historical Development

Origin

- 4.1.1. Elstree is an ancient parish east of Roman Watling Street that included the hamlet of Boreham or Bareham Wood. The latter was almost entirely agricultural (more pasture than arable) to the end of the 19th century, more than a century after the 1776 Act for the enclosure of the Boreham Wood common and the appointment of commissioners in 1781 to carry this out.
- 4.1.2. On the map of 1868, the Midland Railway has arrived – the stimulus for growth – which very gradually spread north-eastwards either side of Shenley Road which now forms its linear high street. The 1868 map depicts the hamlet’s previous high street (now Theobald Street) which ran north-south just east of where the railway is now, with the Crown Inn on the south end and Tilehouse Farm at the north. Outlying farms are still in place. The railway separated Borehamwood from Elstree village and from the local manor house with Borehamwood built on its lands post-Dissolution.
- 4.1.3. By the end of the 19th century, industry had also arrived, including an engineering works.
- 4.1.4. Little survives from the 19th century beyond the manor house (now a community centre) and its gate lodge west of the line, a few buildings on Theobald Street and some limited housing on linear streets that sprang up at right angles to Shenley Road. The 18th century Old Crown Inn in Theobald Street survives as a residence with a new building built in its stead, the New Crown in 1906 at the corner of Shenley Road (it is now a Sainsbury’s).
- 4.1.5. The larger houses, including The Firs, The Oaks and Glenhaven House, were already gone by the end of the 19th century. There were some limited Arts & Crafts-style buildings, including some locally listed houses (see below), on the streets south of Shenley Road. Gone too is a ‘photographic paper manufacturer’ shown on the 1898 OS, a precursor to the later film studios (more on which below). Even by 1898, there were only two partially built-out residential side streets south of Shenley Road and a memorial chapel by the station. There are less than a dozen buildings along Shenley Road itself at this time.
- 4.1.6. All Saints church was built in 1909, a late Arts & Crafts building by Francis Minty. There was a corrugated iron church hall to its east, built in 1926 and another brick hall behind it ten years later. Both were demolished and replaced by the library building in the last decade.
- 4.1.7. The Ordnance Survey map of 1920 shows All Saints as the furthest point east of Borehamwood’s development at that point. An undated coloured photographic postcard (taken before the church tower was completed) shows hedges and trees beyond the church. There is housing on more side streets plus a bleach works. However, by 1935, development had extended along Shenley Road and new roads laid out including Elstree Way.



Fig 6. Rocque's 1754 map of Middlesex shows 'Baram Wood', east of Elstree as uninhabited. However, some farms certainly existed by this date.



Fig 7. First edition Ordnance Survey (1868). The railway station has arrived and buildings are shown to the east of the line at the beginning of Shenley Road and Theobald Street.



Fig 8. All Saints in the early 20th century before the completion of its tower. Note that the countryside character begins almost immediately to the east with hedges and verges. The church itself is bounded by an informal picket fence.

Elstree Studios

4.1.8. Commuting and the then novel film industry saw the town transformed in the interwar Metroland period. Elstree is the collective name given to the film infrastructure, although most studios were located in Borehamwood. The Neptune Film Company opened its Eldon Avenue Studios in 1914. After various incarnations, this eventually became TV studios used by the BBC. There was also Whitehall Films' single stage on Station Road after 1928 (This survived into the 1920s manufacturing cinema screens but the buildings were demolished c.2006 and replaced with residential).

4.1.9. Further studios were built along Shenley Road. British National Pictures bought 16 ha of land on the south side and started building sound stages in 1925. Alfred Hitchcock made Blackmail (1929), the first British talkie, at these studios in 1929. Later, six new sound stages were built. Three of these were sold to the British & Dominions Film Corporation. Under subsequent ownerships the BNP flourished, but the studios were sold c.1985 and much of the site demolished, and the large Tesco built at the newly created roundabout. The remaining site at the southeast corner of the roundabout was acquired by Hertsmere Borough Council in 1996 and new stages were built for film and TV.

4.1.10. British & Dominions Film Corporation's Imperial Studios was just to the east (the site is now an office building, Imperial Place). The Amalgamated Studios/MGM British facility was also redeveloped into housing from the 1970s. More recently, further studios have been proposed to the north with a mooted expansion of the Sky Studios complex on land between Rowley Lane and the A1 Barnet Bypass.

4.1.11. The whole constitutes a considerable heritage for the British film and TV history, although much of this is now intangible given the many studio demolitions.

Metroland

4.1.12. Borehamwood's Metroland is unusual in that it was not led by swathes of residential suburbs but by movie lots and industry that fanned out eastwards with more limited housing following. In the 1930s, Elstree Way and Stirling Way were laid out for factories with Moderne Deco office wings built (the local list entry for two says Modern Movement but they are not quite.) These joined other new developments such as the film studios on Clarendon Avenue – also locally listed and with a Certificate of Immunity from statutory listing.

4.1.13. Also built at this time were shopping parades and pubs along Shenley Road such as the former Red Lion at 213 Shenley Road (now a McDonald's). This is where there was a longstanding dog-leg in the road with some buildings existing here at least as far back as the 19th century. The Red Lion was built c.1936 as a confident roadhouse in a Queen Anne revival style. It also has film industry associations.



Fig 9. Borehamwood in 1920 before the film studios arrived in force. All Saints was at the edge of the very limited built-up area.



Fig 10. Borehamwood in 1935. Shenley Road is built out as far as the film studios on Shenley Road. Residential development is still limited and largely south of the high street with clusters of Arts & Crafts villas and later Metroland suburbia.



Fig 11. The beginning of Elstree Way in 1960 with film studios in the distance. Even at this point there is far more soft landscaping and an informality to the edges of roads and boundaries. Source: Francis Frith <https://www.francisfrith.com/uk/>

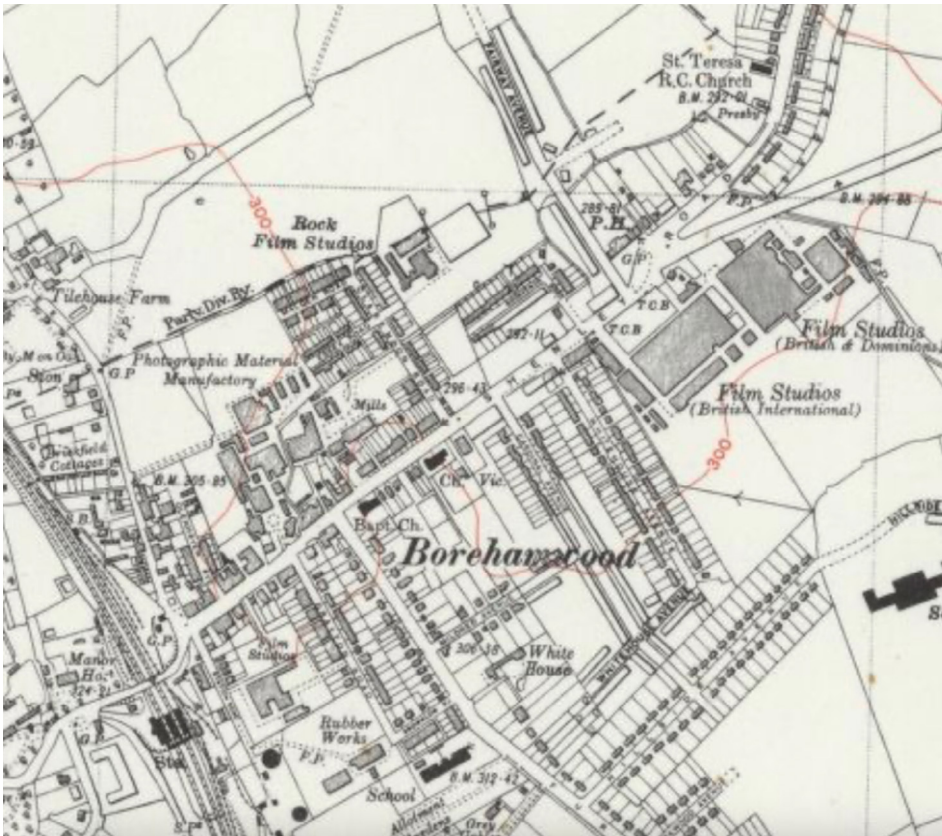


Fig 12. The morphology of Borehamwood in 1946. The area has been increasingly industrialised with, in addition to the various film studios, other installations such as a rubber works and new industrial zones being laid out east of the settlement. The imbalance between a small residential community and large commercial installations is unusual. There are still many fields either side of the frontage and older agricultural remnants such as Tilehouse Farm and the White House.

Post-War Growth

4.1.14. Borehamwood's confidence in the immediate post-war period is evident in the shopping parades with residential above built along Shenley Road which today are a large factor in its urban character. These replaced the smaller plots and buildings that survived until at least 1938. Some of the newcomers have massive steeply pitched roofs, drawing on their Arts & Crafts predecessors; others have Neoclassical and Modernist models. Even so, there are few with notable architectural ambitions. An exception is Nos 101-109 with what appear to be sculptural ceramic spandrels and have a certain 50s/60s Festival of Britain joie de vivre with their colour and striped awnings, as seen in an updated image.

4.1.15. St Michael and All Angels Church and St Teresa's RC Church are prominent post-war assets (both locally listed).

Historic Development – Key Findings

- The historical development of Borehamwood reveals a townscape with a degree of architectural coherence along its main thoroughfare, Shenley Road, and a significant legacy from the film and TV industry.
- However, the area suffers from weaknesses such as having few, scattered heritage assets, which have been incrementally degraded over time. The public realm is often characterised by hard often tired landscaping.
- Opportunities exist to improve the town's appearance by introducing more soft landscaping, particularly along Shenley Road, to enhance the area around All Saints tower. There is also potential to create a more defined urban focal point at the eastern end of the shopping street, near the Tesco roundabout, by better integrating the war memorial, the former Red Lion pub, and the remaining film studios.
- The primary threats to Borehamwood's historical character include the ongoing loss of original architectural features, unsympathetic extensions, the potential loss of remaining film heritage, and a general lack of recognition for its positive interwar qualities.



Fig 13. One can see from this image that Borehamwood still largely ended in the vicinity of Red Lion but for the string of film studios to the south along Shenley Road and Elstree Way. Fields and trees can be seen, receded in the distance.

4.2 Socio-Economics

Population Growth

Hertsmere is a growing borough, attractive for transport links into London and home to a large and growing number of families. Hertsmere’s population has grown in line with the national average – with Borehamwood and Bushey driving this growth

4.2.1. Since 2011, Hertsmere’s population growth has exceeded the national average and has increased by around 7,000 residents.

4.2.2. Bushey and Borehamwood have been the biggest drivers of growth, with their populations increasing by 14% and 12% respectively. The largest growth has been to the North of Borehamwood town centre.

4.2.3. Additionally, the area is also becoming more ethnically diverse, with a notable increase the Southeast Asian community in Hertsmere compared to 2011. The area is also home to significant Jewish communities; Jewish residents represent large proportions of the populations of Radlett (31.5%), Bushey (25.1%) and Borehamwood (19.7%), compared to just 0.5% of the population of England overall.

Fig 14. Indexed population change, 2011-2022, 2011=100

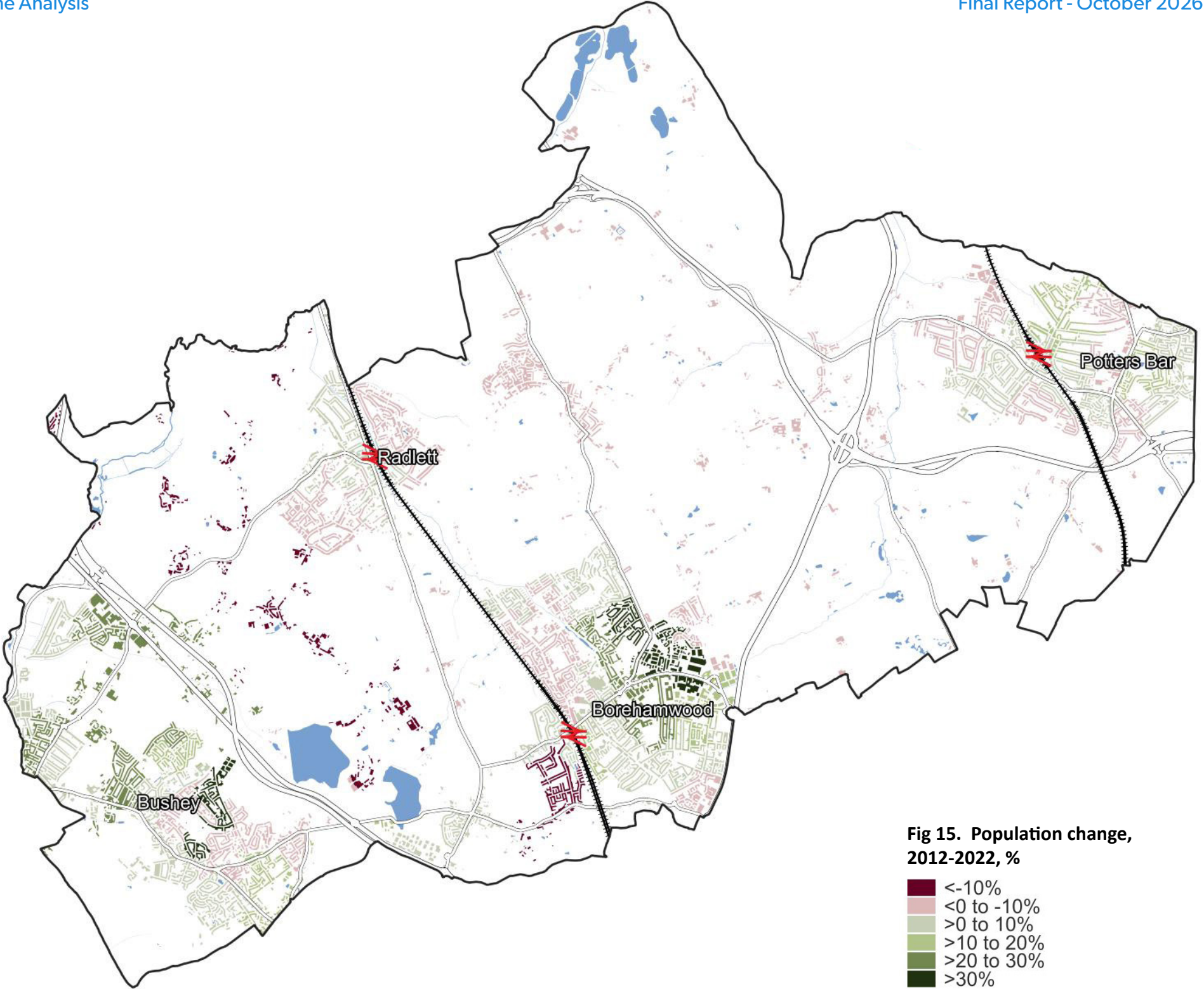
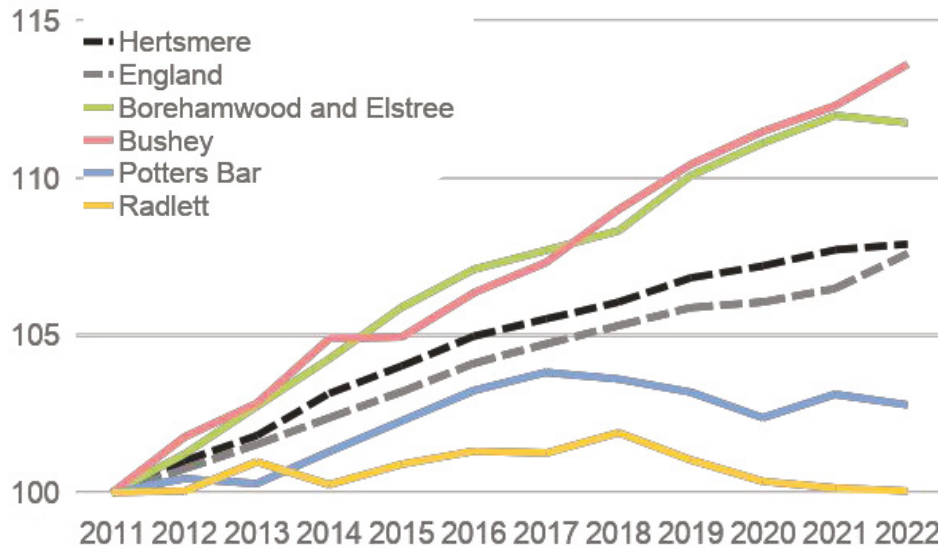
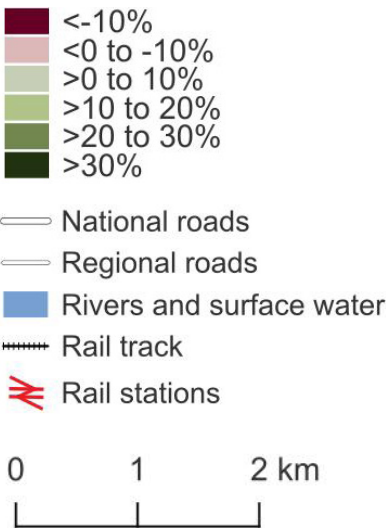


Fig 15. Population change, 2012-2022, %



Source: ONS Mid-Year Population Estimates
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Migration into Hertsmere

Many people are coming from north and west London Boroughs

4.2.4. The map below shows net internal migration to and from Hertsmere and other local authorities in England in 2023. This shows that Hertsmere has seen large net inflows from nearby London boroughs such as Barnet (627 net inflows), likely in search of more affordable property or lifestyle offered by areas outside of London.

4.2.5. Conversely, Hertsmere has seen large net outflows to places such as Welwyn Hatfield and St Albans, suggesting a pattern of migration from northern boroughs in London to Hertsmere, and from Hertsmere to nearby more rural areas further from London.

4.2.6. It is interesting that younger adults (25-49) are net inflows, whilst older adults (50-74) are typically net outflows, suggesting an interesting migration story of moving into Hertsmere to work/raise a family, and then moving further afield later in adulthood, once work and family commitments are less of a constraint.

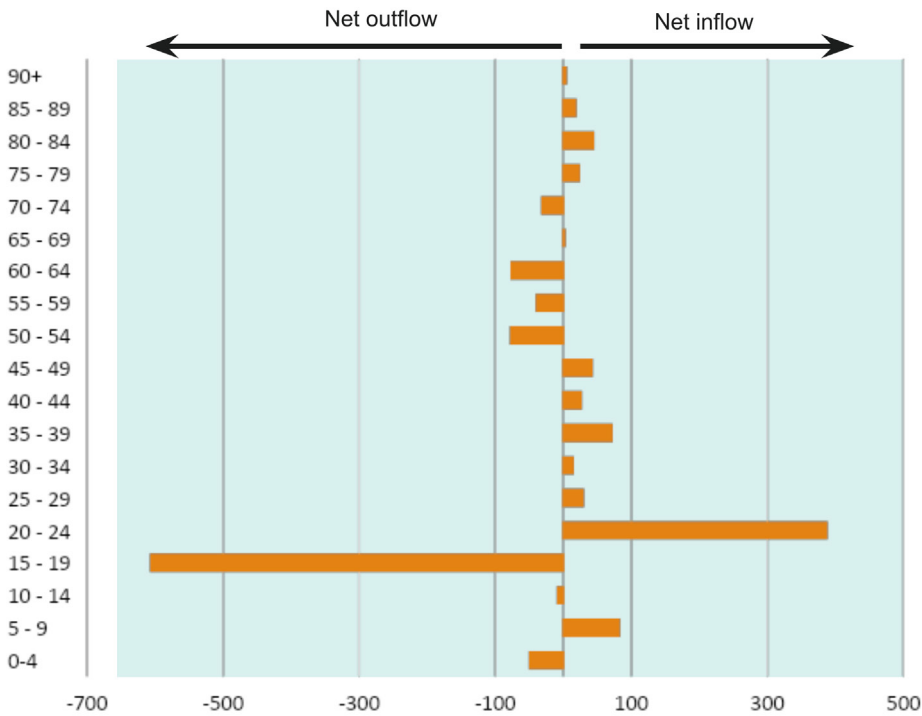
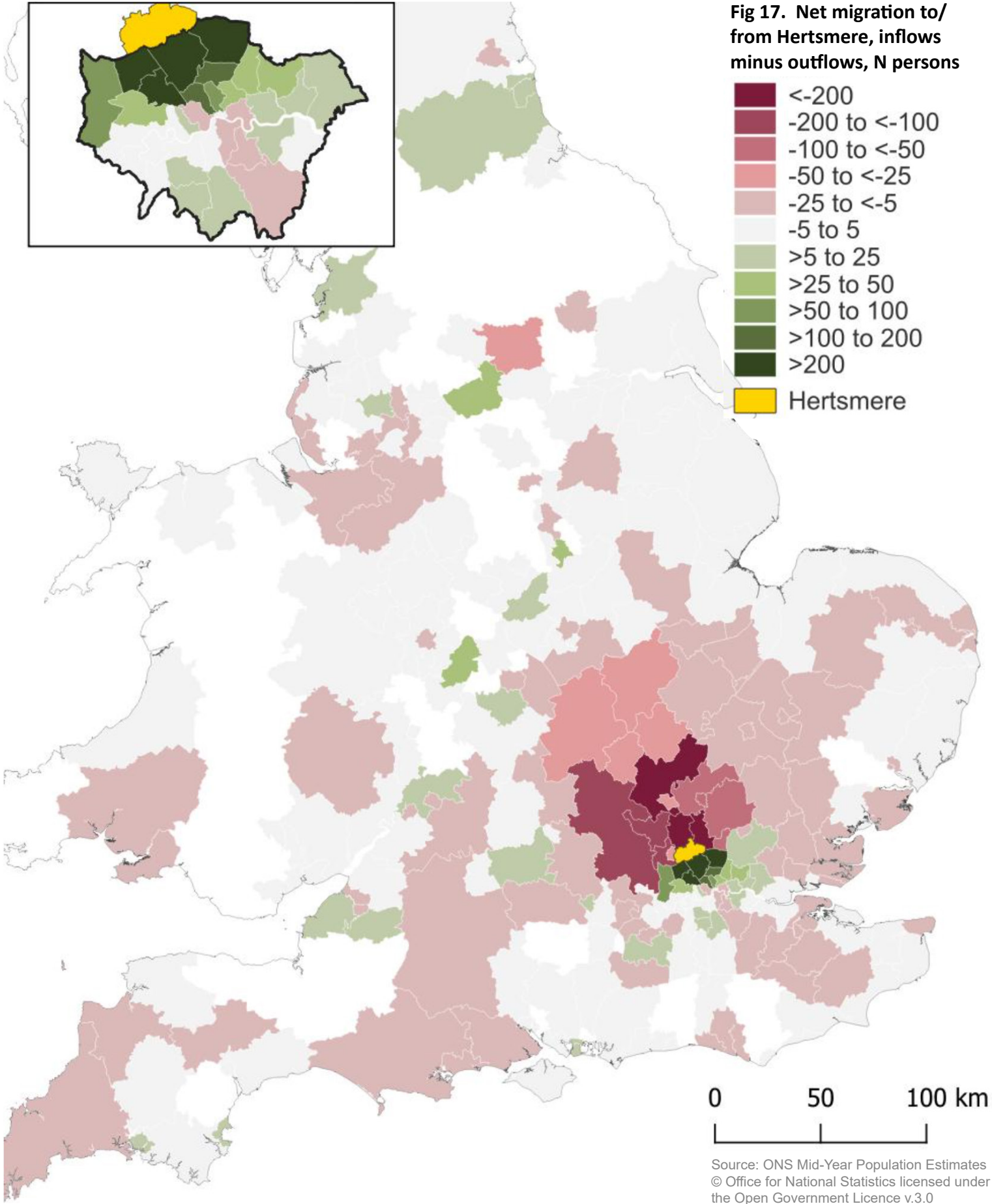


Fig 16. Internal migration inflows and outflows to/from Hertsmere by age, 2024



Occupation

Residents are increasingly working in higher level occupations, potentially reflecting the ‘pull’ of Hertsmere.

4.2.7. Over the last ten years there has been a big shift in the types of occupation residents, with big declines in typically lower value manufacturing, retail, and customer service-based employment.

4.2.8. Conversely, there has been a notable increase in higher skill professional-based employment. Borehamwood and Bushey have seen the biggest increases in higher value occupations in the last decade.

4.2.9. This suggests that the nature of the workforce in Hertsmere is being affected, potentially by its proximity to London, as more residents from typically office-based professions now live in the district.

Occupation	Hertsmere	Hertsmere Change (2011-21)	Borehamwood	Bushey	Potters Bar	Radlett
Managers, directors and senior officials	17%	+7%	15%	21%	16%	26%
Professional	23%	+35%	21%	25%	23%	30%
Associate professional and technical	14%	+27%	14%	14%	14%	14%
Administrative and secretarial	11%	+4%	11%	11%	12%	10%
Skilled trades	9%	-15%	10%	7%	10%	4%
Caring, leisure and other services	8%	-3%	9%	8%	8%	6%
Sales and customer service	6%	-4%	6%	5%	6%	4%
Process, plant and machine operatives	5%	-14%	6%	4%	5%	3%
Elementary occupations	7%	-2%	9%	5%	7%	4%

Table 3. Proportion of residents by occupation, 2021 and change across borough, 2011 – 2021
Source: 2021 Census © Office for National Statistics licensed under the Open Government Licence v.3.0

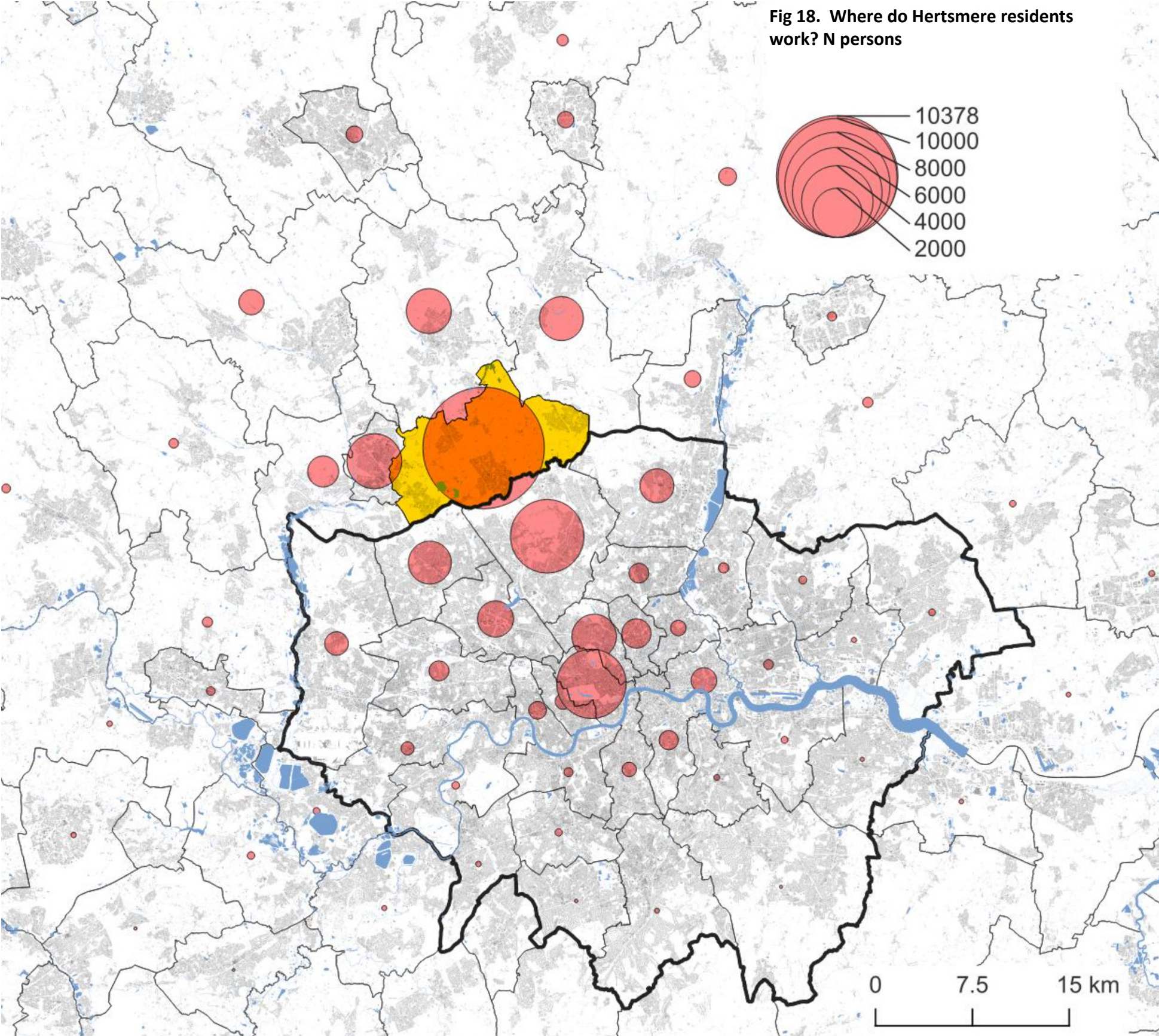
Work Location

A large proportion of Hertsmere residents work outside of the borough, with relatively high earnings to reflect this.

4.2.10. In the 2011 Census, 73.1% of Hertsmere’s working residents were employed outside the borough, with 45% of these working in London. This is consistent with Hertsmere’s reputation as a commuter borough.

4.2.11. Many of the London jobs are located in northern and central London boroughs, with residents undoubtedly attracted to good transport links with central London and surrounding boroughs.

4.2.12. This high propensity to work in London is reflected in high incomes; gross median weekly earnings in Hertsmere are £818.70, compared to £763.50 regionally and £732 in England. This is enough to outstrip 7 outer London boroughs.



Source: 2011 Census © Office for National Statistics licensed under the Open Government Licence v.3.0

Age Structure

The towns of Hertsmere have divergent demographic compositions.

4.2.13. As a borough, Hertsmere has fewer retirement-age residents than the England average, but this differs across the different settlements.

4.2.14. Borehamwood appears to be home to many younger families, with Radlett home to older families. This may be reflective of the different profiles of the town. Similarly, Potters Bar has a significant share of retirement-age population, potentially indicating the presence of retirement communities.

Fig 19. Borehamwood age distribution

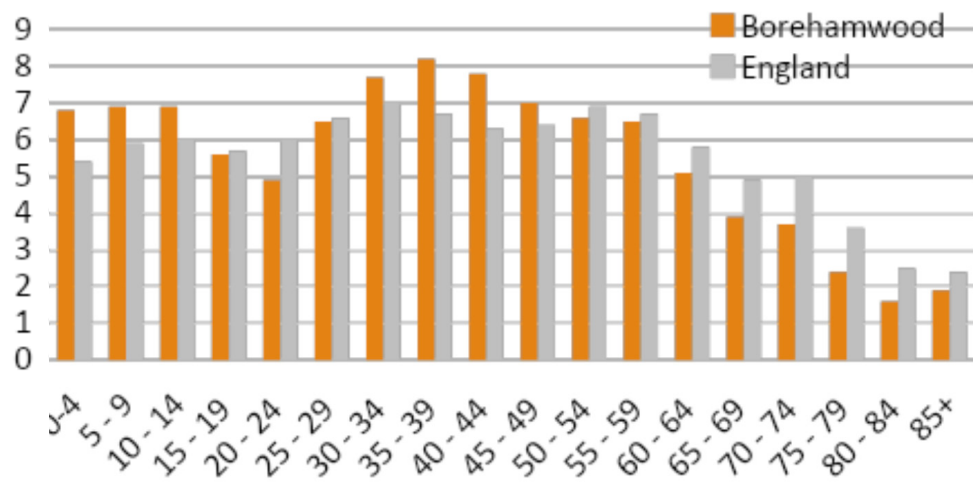


Fig 20. Potters Bar age distribution

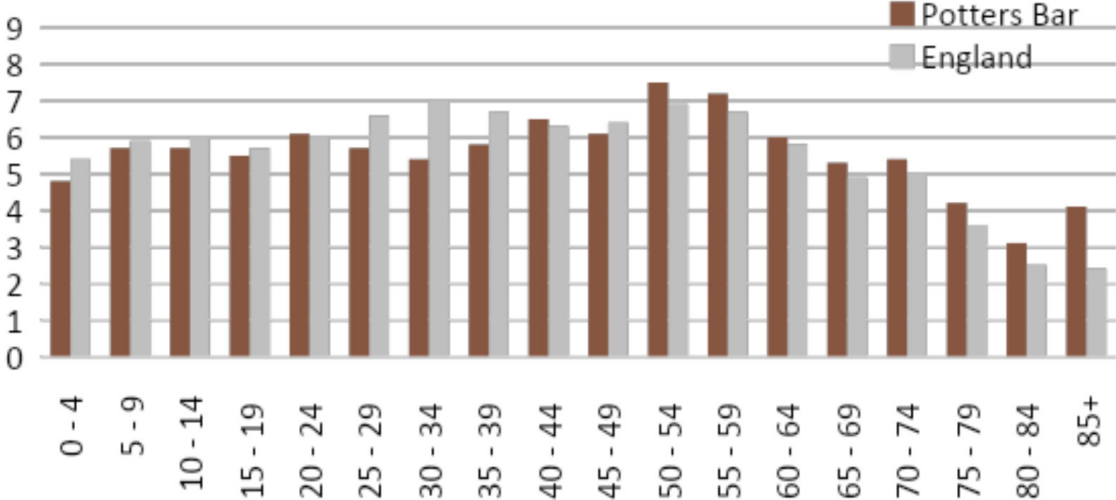


Fig 21. Bushey age distribution

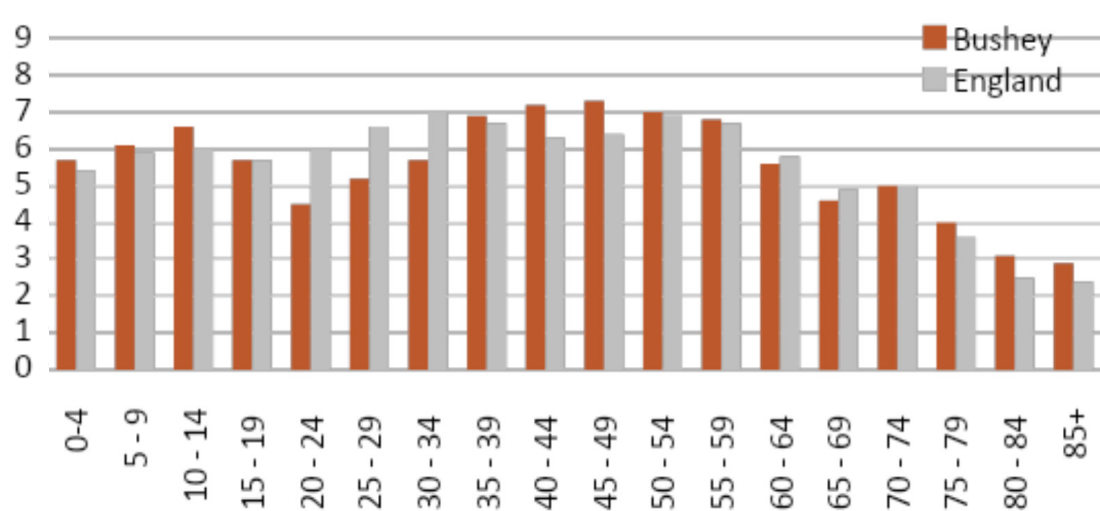
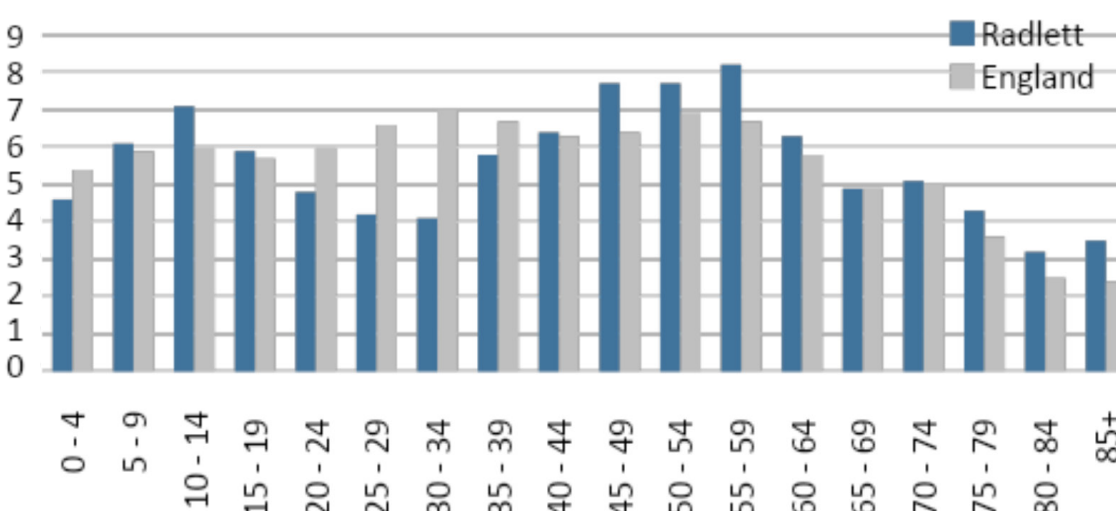


Fig 22. Radlett age distribution



Source: ONS Mid-Year Population Estimates © Office for National Statistics licensed under the Open Government Licence v.3.0

Families

Hertsmere appears to have attracted a growing number of families in the last decade.

4.2.15. There are over 1,000 new families with dependent children in Hertsmere since 2011, with over 60% of these choosing to live in Borehamwood, reflecting the lower house prices in this area compared to other towns such as Radlett.

4.2.16. A third of Hertsmere’s households have dependent children – significantly above the England (28%) and regional (29%) averages. This may speak to the character of Hertsmere as an attractive proposition for London-working professionals looking for space and affordability but with a shorter commute to effectively balance work-life commitments.

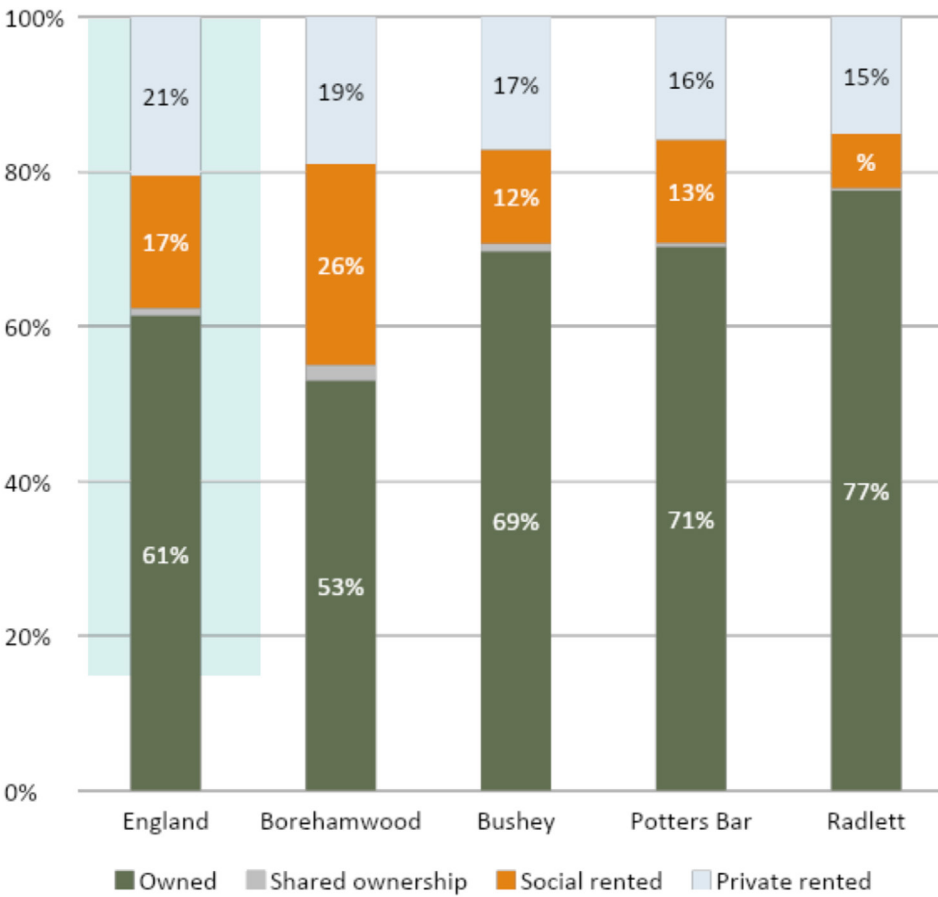
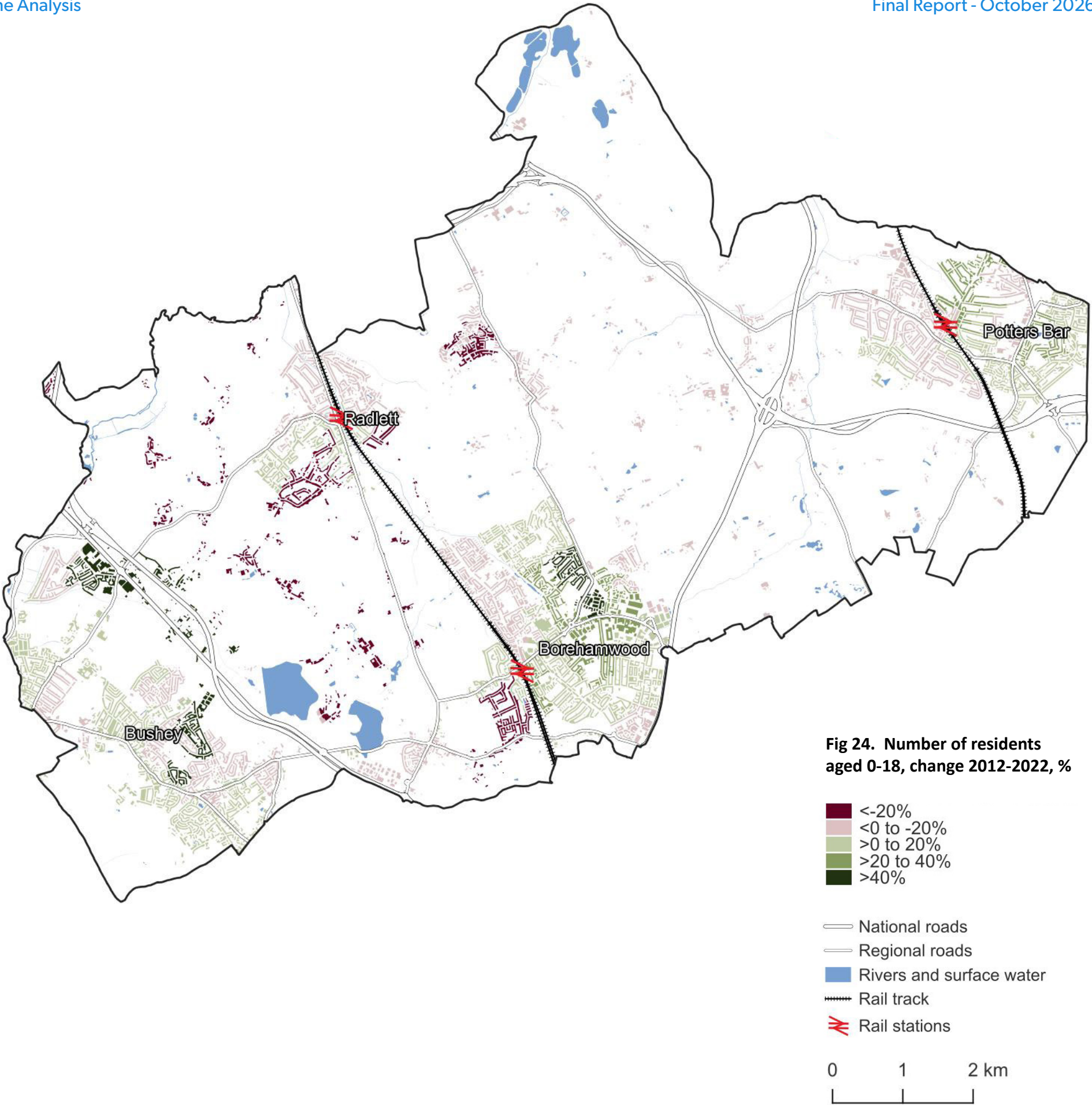


Fig 23. Tenure profile of the four towns, 2021



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Retired Population

Bushey, Potters Bar and Radlett are all home to an above average retired population

4.2.17. Like the national and regional averages, Hertsmere has an ageing population. All towns except for Borehamwood experienced growth in their over 65 population above national and regional averages.

4.2.18. As a result, in Bushey, Potters Bar and Radlett, over 1 in 5 residents are of retirement age. Conversely, Borehamwood is home to a considerably younger population, where the average age is 3.7 years younger than the Hertsmere average.

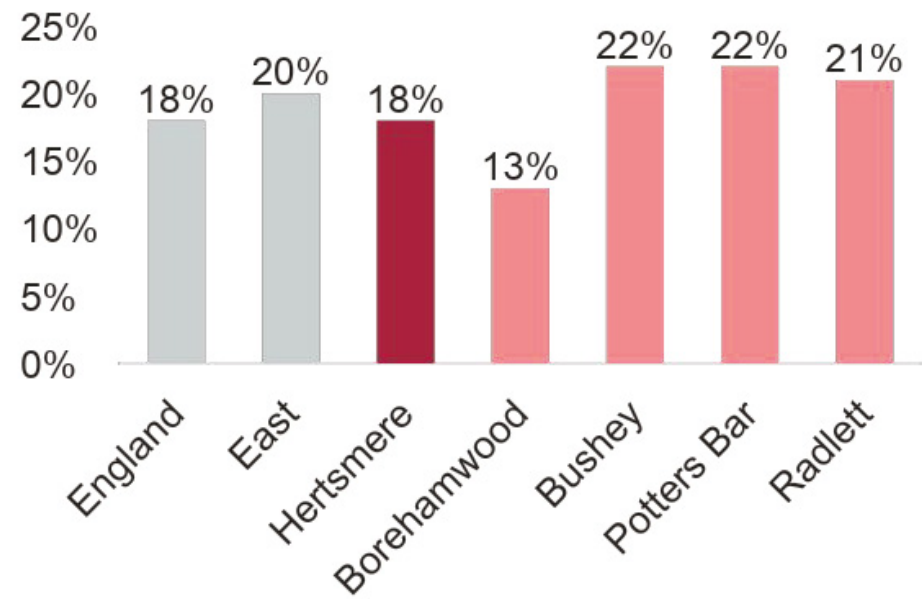


Fig 26. Proportion of residents aged 65+, 2021

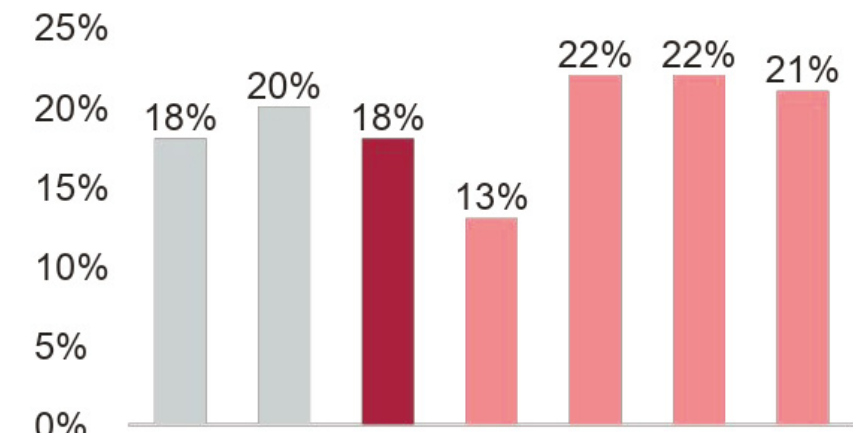


Fig 27. Percentage change in 65+ residents between 2011-2021

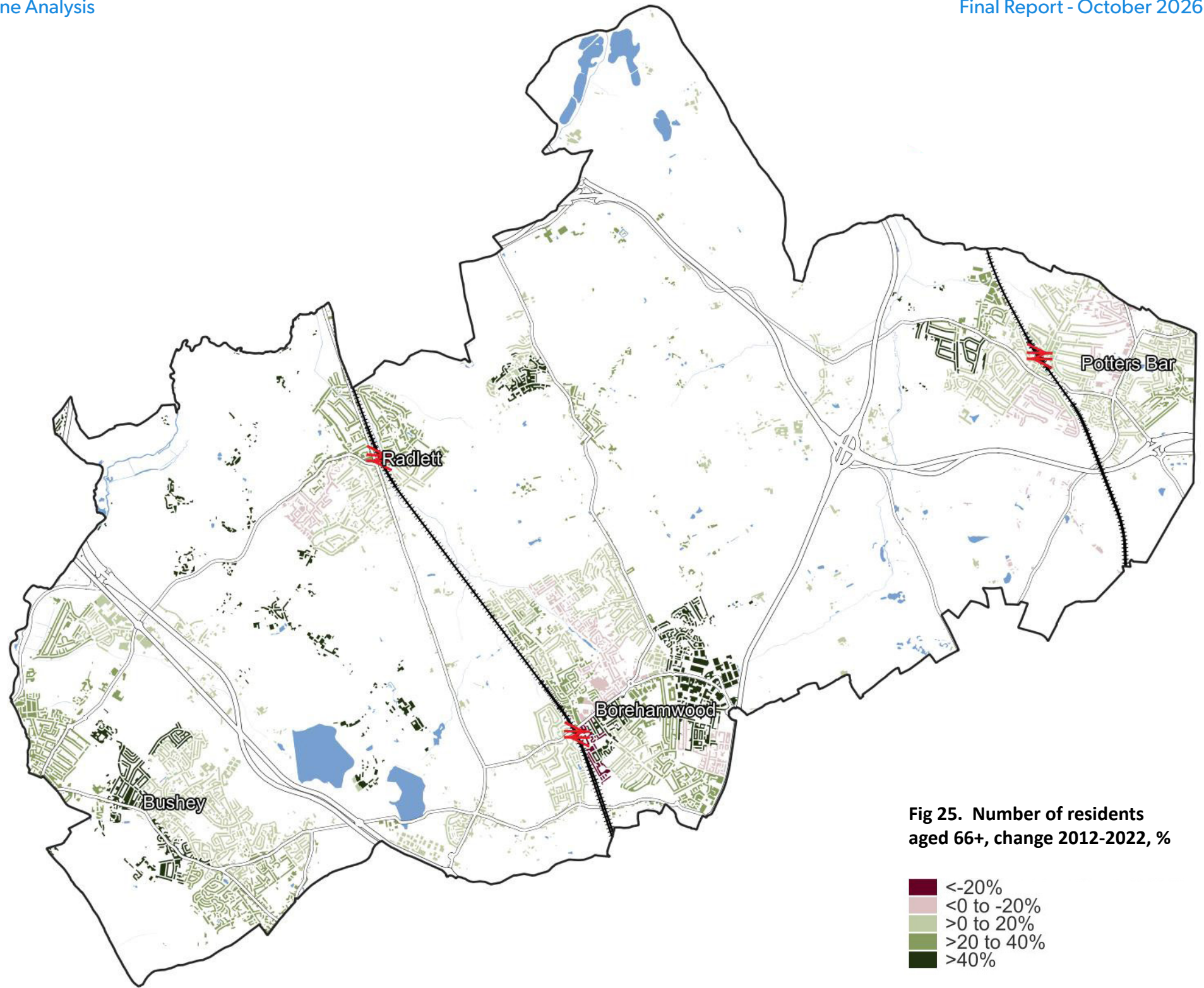
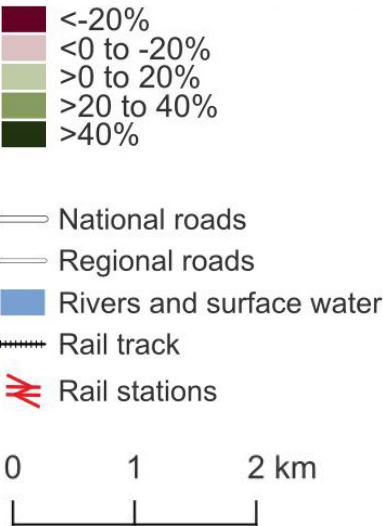


Fig 25. Number of residents aged 66+, change 2012-2022, %



Source: 2021 Census © Office for National Statistics licensed under the Open Government Licence v.3.0

Home Ownership

The towns’ ageing population is mirrored by high rates of home ownership

4.2.19. These demographic trends are contributing to significant variation in tenure patterns. While the vast majority of residents in Bushey, Potters Bar and Radlett are owner occupiers, just over half (53%) of residents in Borehamwood own their own home.

4.2.20. Across all towns, rates of homeownership have fallen in the last ten years. Like many urban centres nationally, there has been a big increase in the number of people who are renting from a private landlord. Borehamwood has seen the biggest increase in private renters. Just under 1 in 5 (19%) rent privately, up by 6% on 2011 levels.

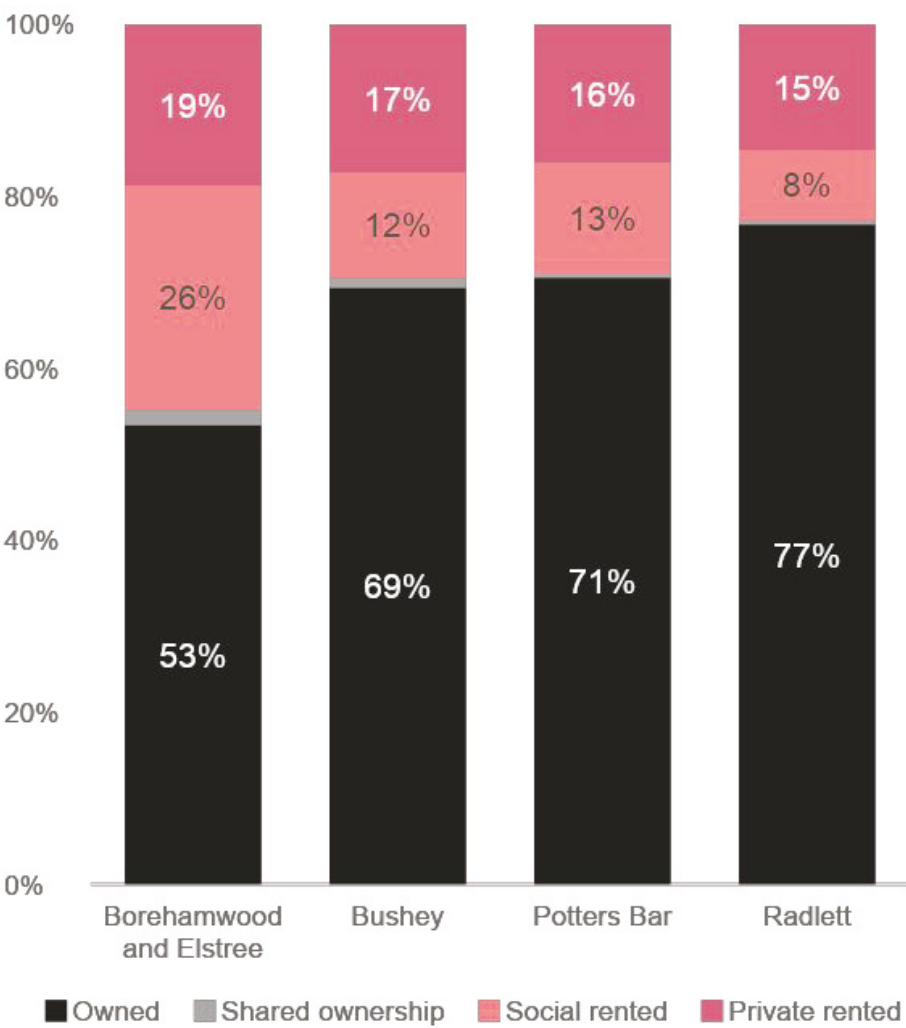
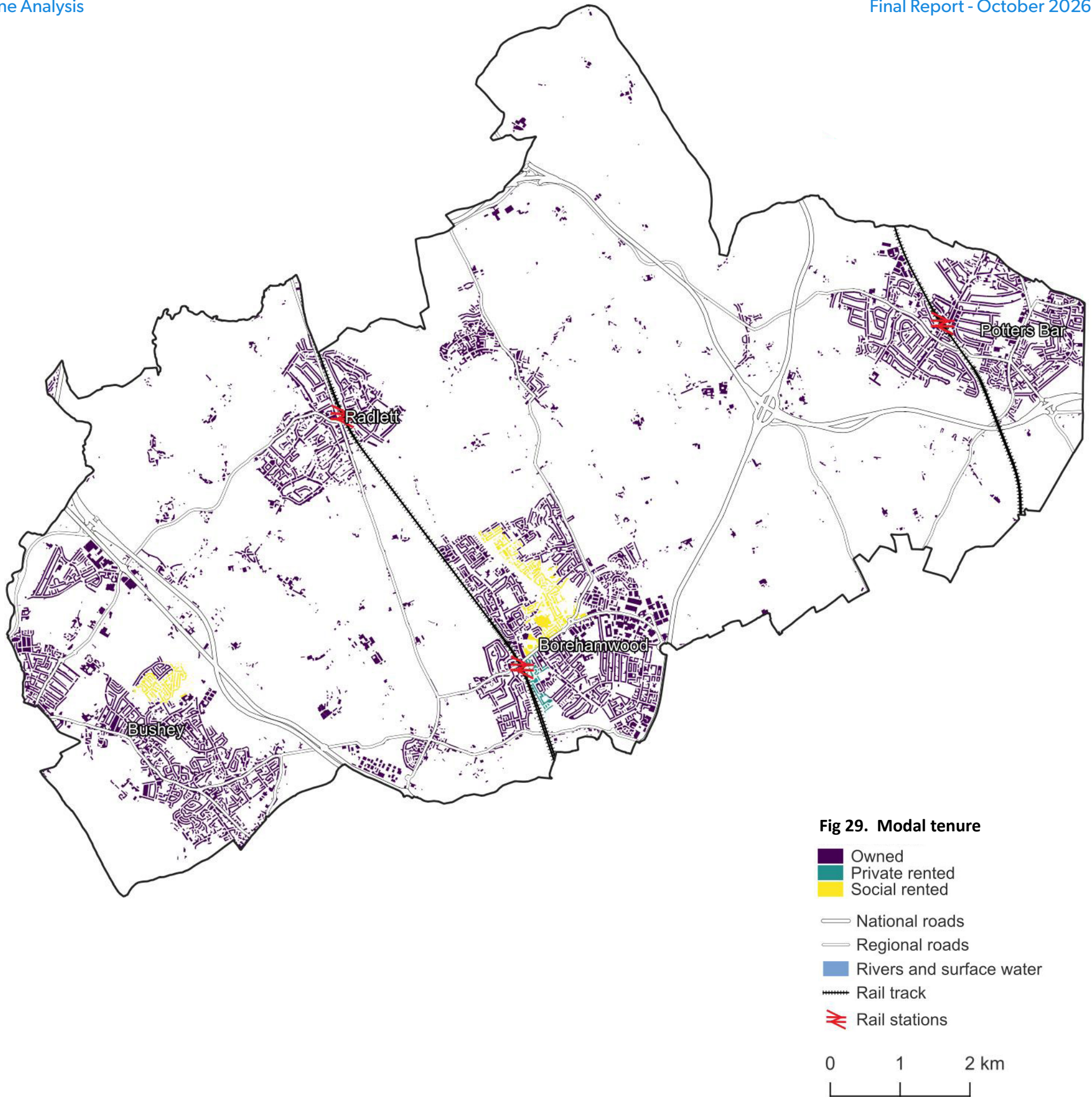


Fig 28. Tenure profile of the four towns, 2021



Source: 2021 Census © Office for National Statistics licensed under the Open Government Licence v.3.0

Economic Inactivity

Hertsmere has high economic activity rates, but these have dropped in recent years due to a growing retired population

4.2.21. Hertsmere has high rates of economic activity compared to the national and East of England average, suggesting a high proportion of working age population and relatively lower long-term health issues.

4.2.22. However, across all towns, the proportion of people who are economically inactive has increased. In Potters Bar, the proportion of economically active residents fell by 12% in the last ten years, likely related to an aging population that isn't necessarily unique to Hertsmere.

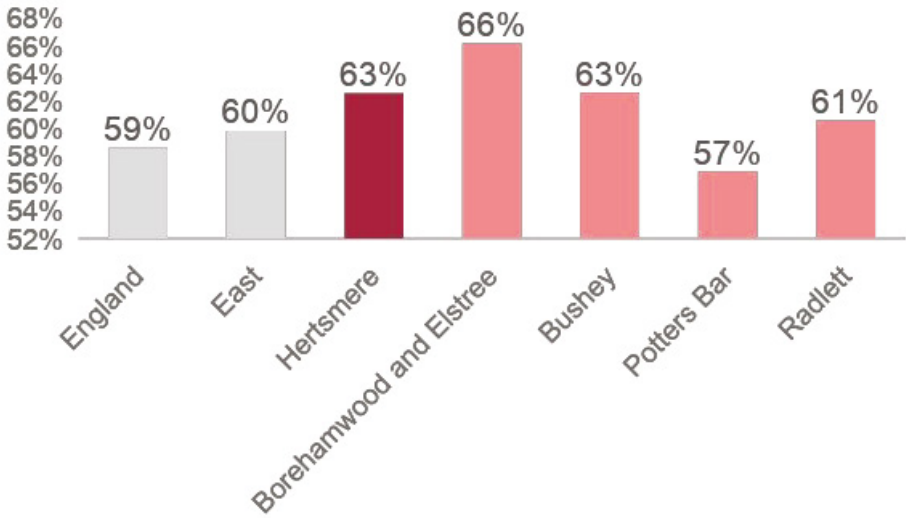
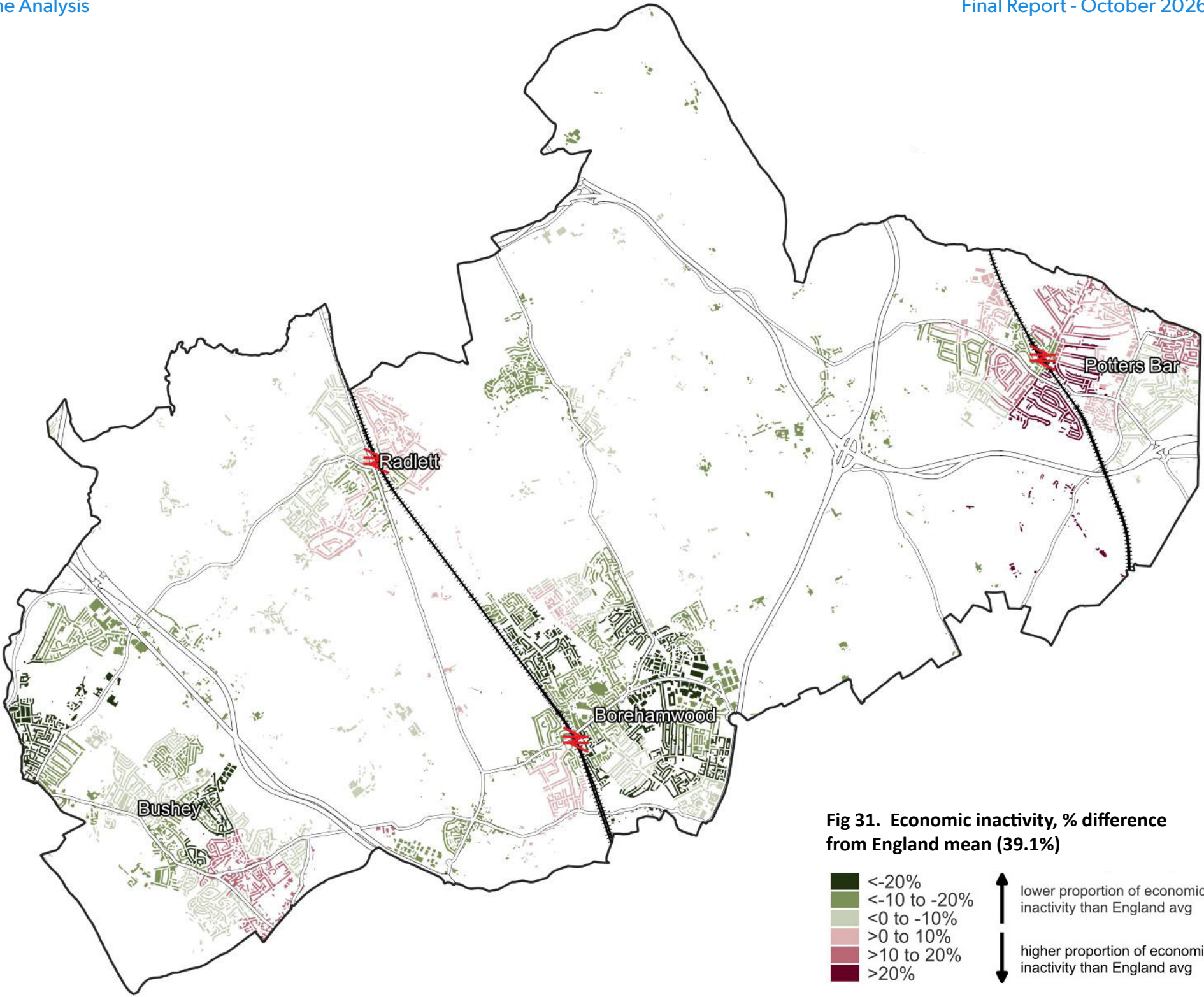


Fig 30. % of residents who are economically active, 2021

Reasons	Hertsmere	Borehamwood	Bushey	Potters Bar	Radlett
Retired	54%	45%	59%	60%	59%
Student	15%	16%	14%	16%	15%
Looking after family home	13%	16%	13%	10%	16%
Long-term sick	8%	12%	7%	7%	4%
Other	8%	11%	8%	7%	7%

Table 4. Reasons for economic inactivity, 2021



Source: 2011, 2021 Census © Office for National Statistics licensed under the Open Government Licence v.3.0

Index of Multiple Deprivation

Pockets of deprivation suggest a role for targeted support in the areas most at need.

4.2.23. Generally, Hertsmere is a relatively affluent area, with many neighbourhoods belonging to the least deprived deciles in the country, although there is meaningful disparity between and within different towns and settlements in the district.

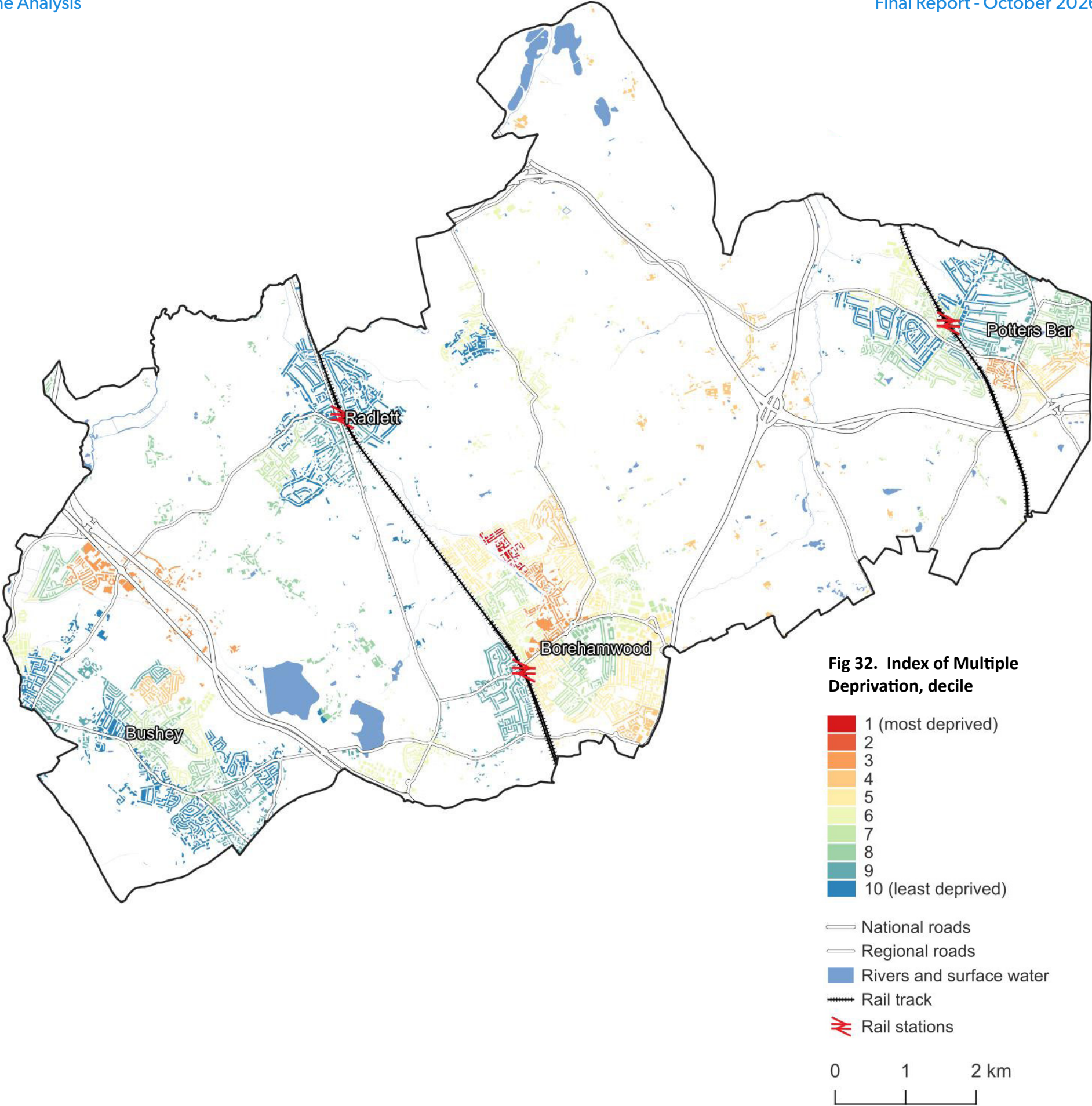
4.2.24. Most neighbourhoods in Radlett belong to deciles 9 and 10, with low deprivation and likely affluence, which could be tied to its reputation as a desirable residential area with good access to amenities and transport links.

4.2.25. The picture in Borehamwood is more mixed, as it features neighbourhoods exhibiting varied deprivation, reflecting diverse socioeconomic conditions.

4.2.26. Bushey spans mid to high deciles, suggesting a generally well-off area with minimal severe deprivation, particularly in the southern and western sections of the town, with some more deprived areas in the north.

4.2.27. Potters Bar contains less deprived neighbourhoods, centred around the train station with more deprived neighbourhoods in the suburbs.

4.2.28. This is related to specific components including health, crime and access to skills, offering a chance for future development and the placement of social infrastructure to be targeted to address the areas where deprivation is highest in the borough.



Source: ONS, IMD (2019) © Office for National Statistics licensed under the Open Government Licence v.3.0

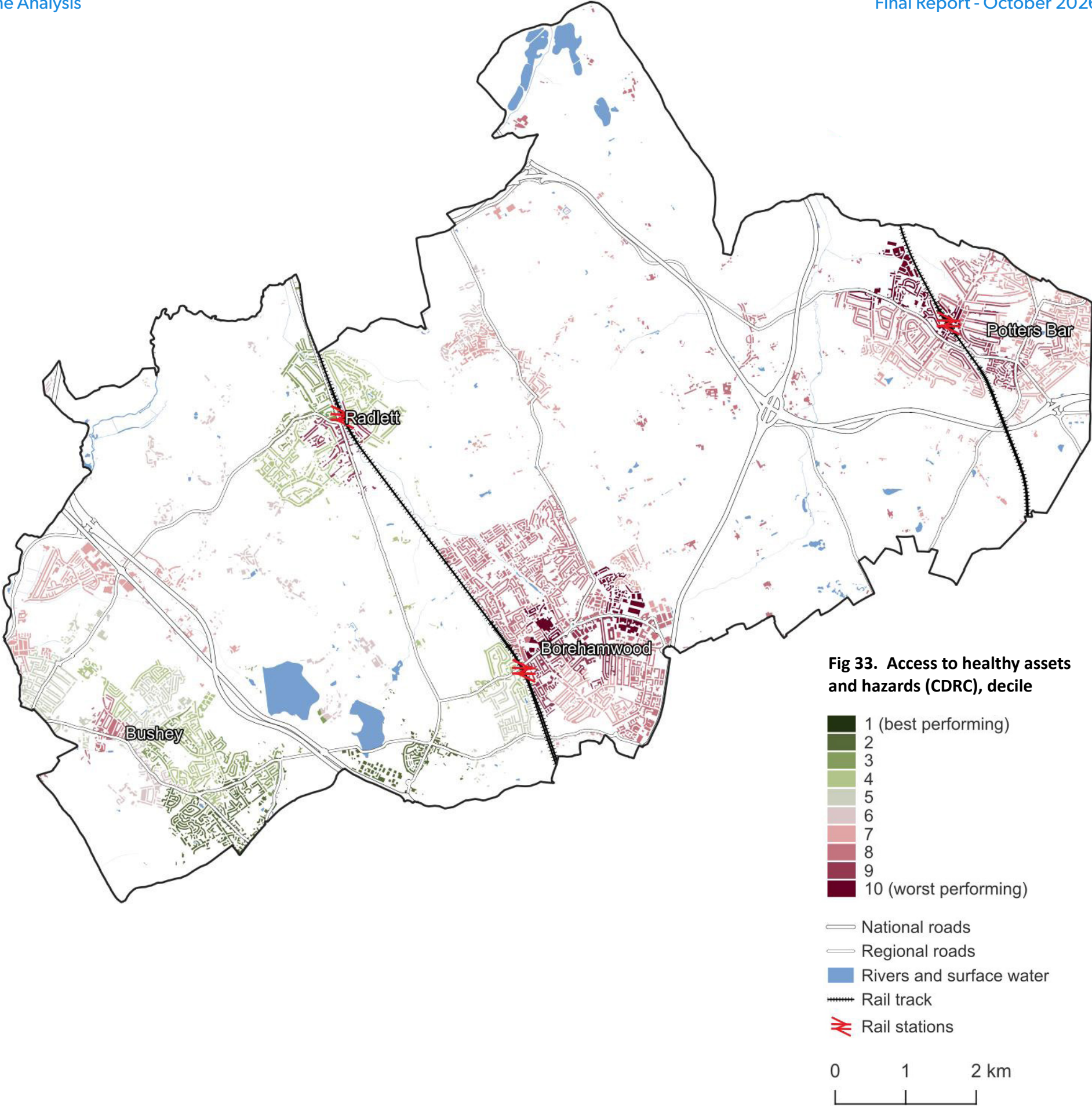
Health

Health challenges in Borehamwood could be being exacerbated by the local built environment

4.2.29. The previous section showed how Borehamwood has a relatively high proportion of residents who are economically inactive due to long-term sickness and disability. There is evidence to suggest that the built environment is not supporting healthy lifestyles in all of Hertsmere’s towns.

4.2.30. The AHAH (Access to Healthy Assets and Hazards) score is a measure designed to assess the health impact of an area’s environment by evaluating access to health-promoting assets (e.g. healthcare facilities, parks, and green spaces) and exposure to health hazards (e.g., air pollution or poor housing conditions). It combines various indicators, such as drive-time to health services, air quality levels, and green space availability, to provide a comprehensive index of how these factors influence public health across different geographic areas.

4.2.31. This appears to be more settlement-dependent in the case of Hertsmere. Borehamwood and Potters Bar appear overall in worse performing deciles compared the national average, while most of Bushey and Radlett appear to score well.



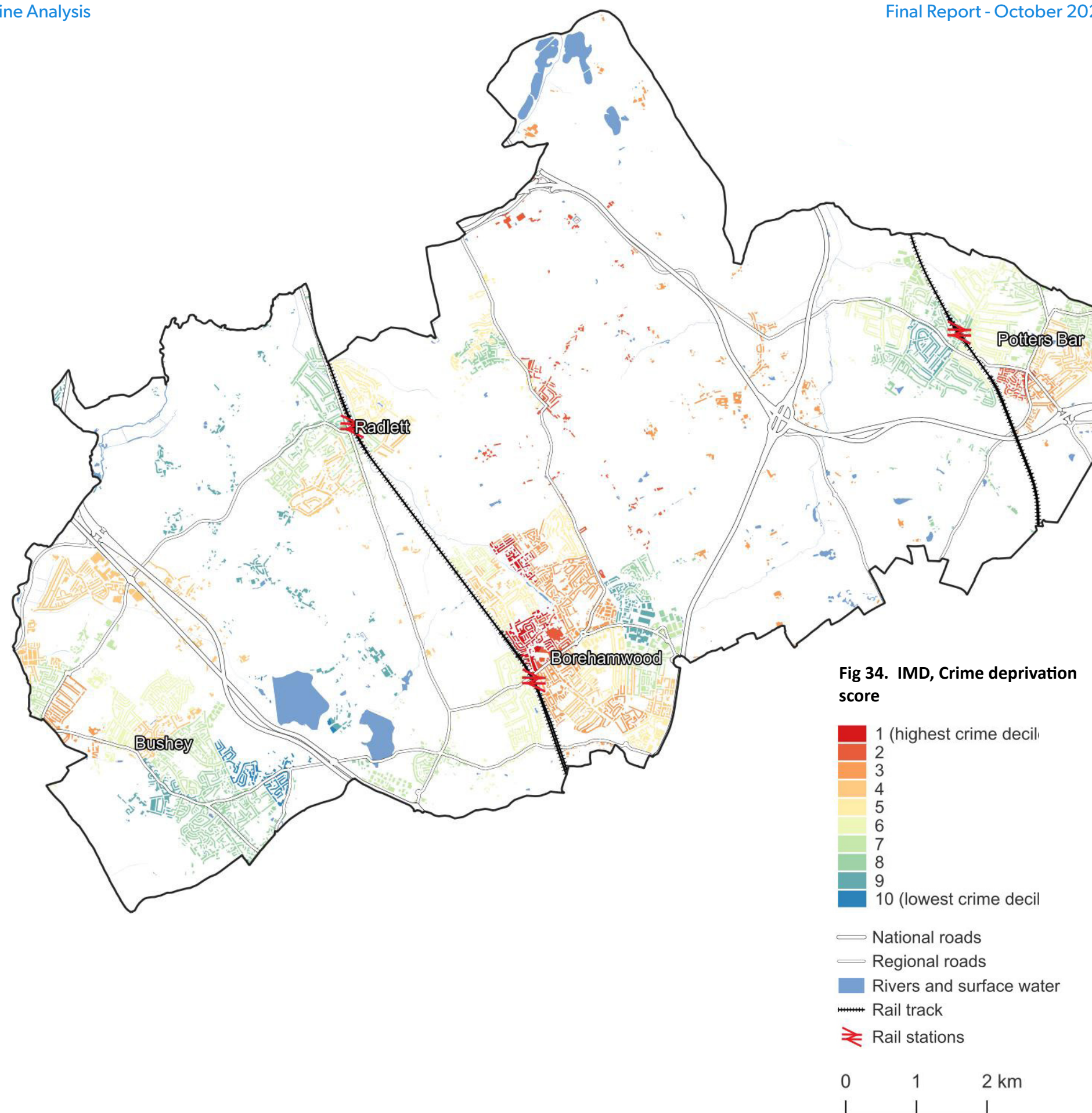
Source: AHAH, GeoDS © The data for this research have been provided by the Geographic Data Service (geods.ac.uk), a Smart Data Research UK Investment: ES/Z504464/1.

Crime

Pockets of crime deprivation in Borehamwood and Potters Bar

4.2.32. While overall deprivation is low across the borough, several neighbourhoods experience high levels of crime deprivation.

4.2.33. Neighbourhoods including the south of Potters Bar and adjacent to Borehamwood station are amongst the most deprived in the country for the crime domain of the IMD.



Source: ONS, IMD (2019) © Office for National Statistics licensed under the Open Government Licence v.3.0

Local Crime

Overview

4.2.34. The study area within the Borehamwood settlement boundary is comprised of the areas with both highest and lowest crime depriation areas, as seen on the previous page. In the last year, there were 80 reported crimes per 1000 persons (including incidents in Elstree), which is 31% higher than Hertfordshire average, and 10% higher than England average.

4.2.35. The quarterly crime counts are stable, despite the growing population (based on the small area mid-year population estimates). At the same time, the composition of the crime types is evolving: according to the independent crime analytics, the area shows increase in robbery, public order, violence and sexual offences trends over the last three years, withdecreasing shoplifting and vehicle crime.

Local Crime Patterns

4.2.36. We then perform further analysis to identify which streets are most affected by crime, using the data from Jan 2024 to Jan 2025. “Hot” streets were mapped: street segments showing higher relative concentrations of criminal offences (darker colours on the map). Neighbouring street sections’ concentrations were taken into account when identifying the crime concentration.

4.2.37. The analysis output provided crime density per street segment, and the results were normalised from 0-1 within the settlement boundary, i.e. applied a score, where 0 is the street segment with the lowest crime density, and 1 is the one with the highest. This way, the concentration level shown is relative and comparable to the other areas in the same settlement. We have identified four distinct types of streets: streets with minimal crime concentration (“safe” streets), and those with low, medium and high relative crime concentrations.

4.2.38. The labels on the map relate to the locations with higher crime concentrations.

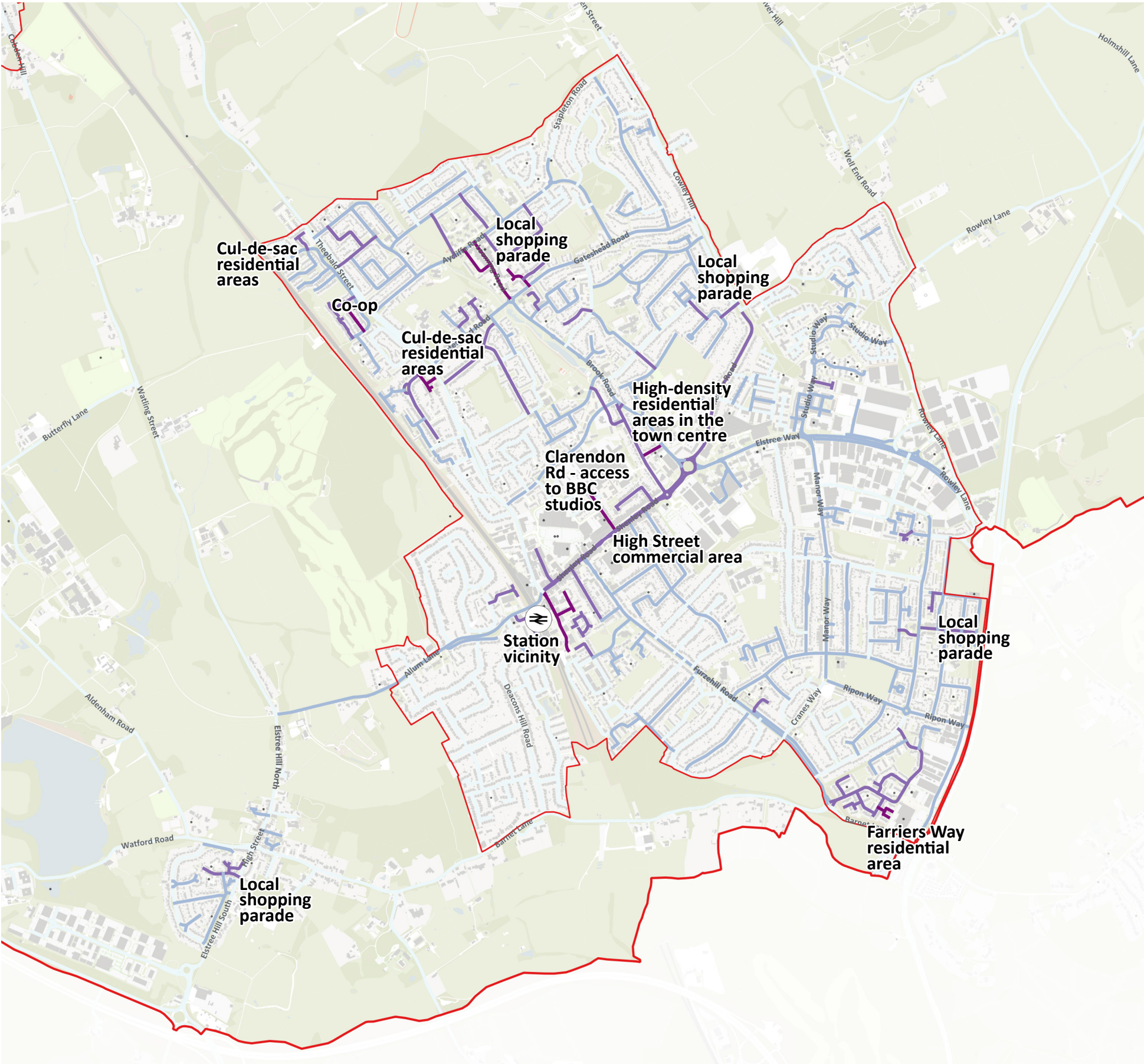
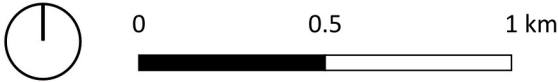
Method is based on:

- Wu, Y., & Li, Y. (2022). “Hot street” of crime detection in London borough and lockdown impacts. Geo-Spatial Information Science, 26(4), 716–732. <https://doi.org/10.1080/10095020.2022.2088302>
- Tompson, Lisa & Partridge, H & Shepherd, N. (2009). Hot Routes: Developing a New Technique for the Spatial Analysis of Crime. Crime Mapping: A Journal of Research and Practice. 1. 2009.

Fig 35. Crime “Hot Streets” map, showing concentration of criminal offences along the street network

Key:

Crime concentration (euclidian KDE normalised 0-1)	Reported crime locations (Jan 2024-Jan 2025)
Safe streets	Hertsmere Boundary boundary
Low crime concentration	Borehamwood settlement bounda
Medium crime concentration	
High crime concentration	



Crime data January 2024 – January 2025 © National Policing Digital Services (via data.police.uk), licensed under OGL v3.0. Some data has been adapted. © Copyright and database rights 2025 Ordnance Survey OS EUL 100017428. Unless you are a member of the Public Sector Geospatial Agreement you are only permitted to use this data solely to enable you to respond to or interact with Hertsmere Borough Council. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. If you have any questions concerning use of this map/data please contact GIS. Hertsmere@hertsmere.gov.uk

4.2.39. The crime concentration is higher on the streets with retail and commercial uses of Borehamwood. Of interest is Shenley Road. These areas typically exhibit higher concentrations of property crimes (theft, shoplifting); however, as seen from the offence types' patterns on the right, Shenley Road has a moderate concentration of all types of offences. Cumulatively they create a higher-crime street environment. It is interesting to notice that the concentrations of all crimes are higher on the side streets along Shenley Road rather than on the High Street itself.

4.2.40. Those streets leading to or around BBC studios feature higher crime concentrations of all types of offences.

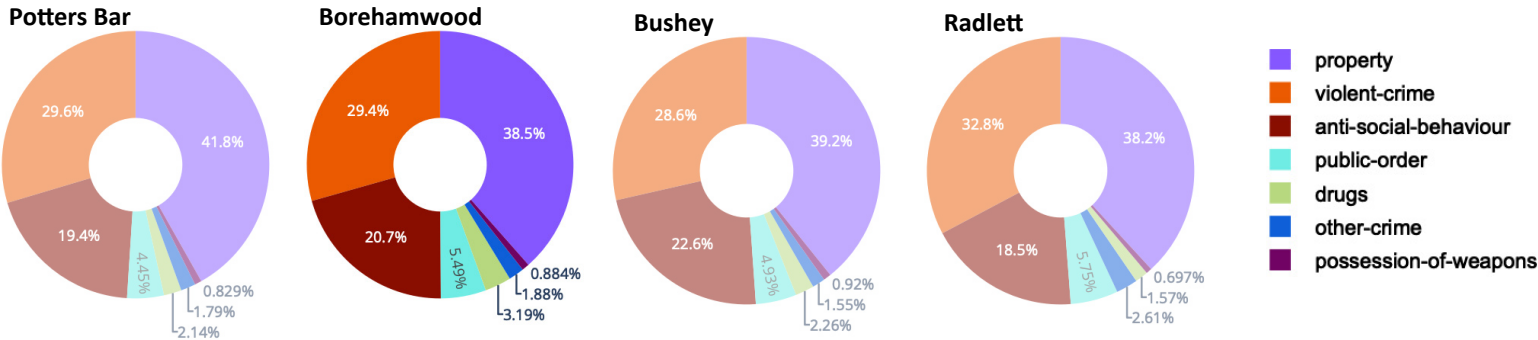
4.2.41. Compared to the other settlements in Hertsmere, Borehamwood has a similar breakdown of the most prevalent crime types (see the chart below), with the exception of the drug-related offences. Borehamwood has the highest percentage of these crimes among all settlements in this study.

4.2.42. Crime in residential areas follows the pattern of the more deprived areas (see the IMD map on the previous pages), with the most concentrated crime along the Brook Road/Eldon Avenue corridor. It features mostly violent crimes, ASB, public orders, possession of weapons and drug offences.

4.2.43. Property-related crimes are more concentrated in residential areas further away from the town centre.



Fig 42. Prevalent types of criminal offences in Potters Bar, compared to other key settlements



Crime data January 2024 – January 2025 © National Policing Digital Services (via data.police.uk), licensed under OGL v3.0. Some data has been adapted. © Copyright and database rights 2025 Ordnance Survey OS EUL 100017428. Unless you are a member of the Public Sector Geospatial Agreement you are only permitted to use this data solely to enable you to respond to or interact with Hertsmere Borough Council. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. If you have any questions concerning use of this map/data please contact GIS. Hertsmere@hertsmere.gov.uk

Education and Skills

Some concentrated challenges around access to education, skills and training

4.2.44. Many areas in Hertsmere perform strongly in the education, skills, and training deprivation domain, with most neighbourhoods falling into the higher deciles, indicating lower deprivation. However, again, Borehamwood stands out with several neighbourhoods in the lower deciles (1-4), particularly in its central and eastern areas, reflecting higher education and skills deprivation.

4.2.45. Similarly, some neighbourhoods to the north of Bushey and parts of Potters Bar also show moderate deprivation, contrasting with the overall district trend.

4.2.46. While education deprivation is not a pervasive issue across the entire district, the variation between towns potentially highlights a need for targeted educational support

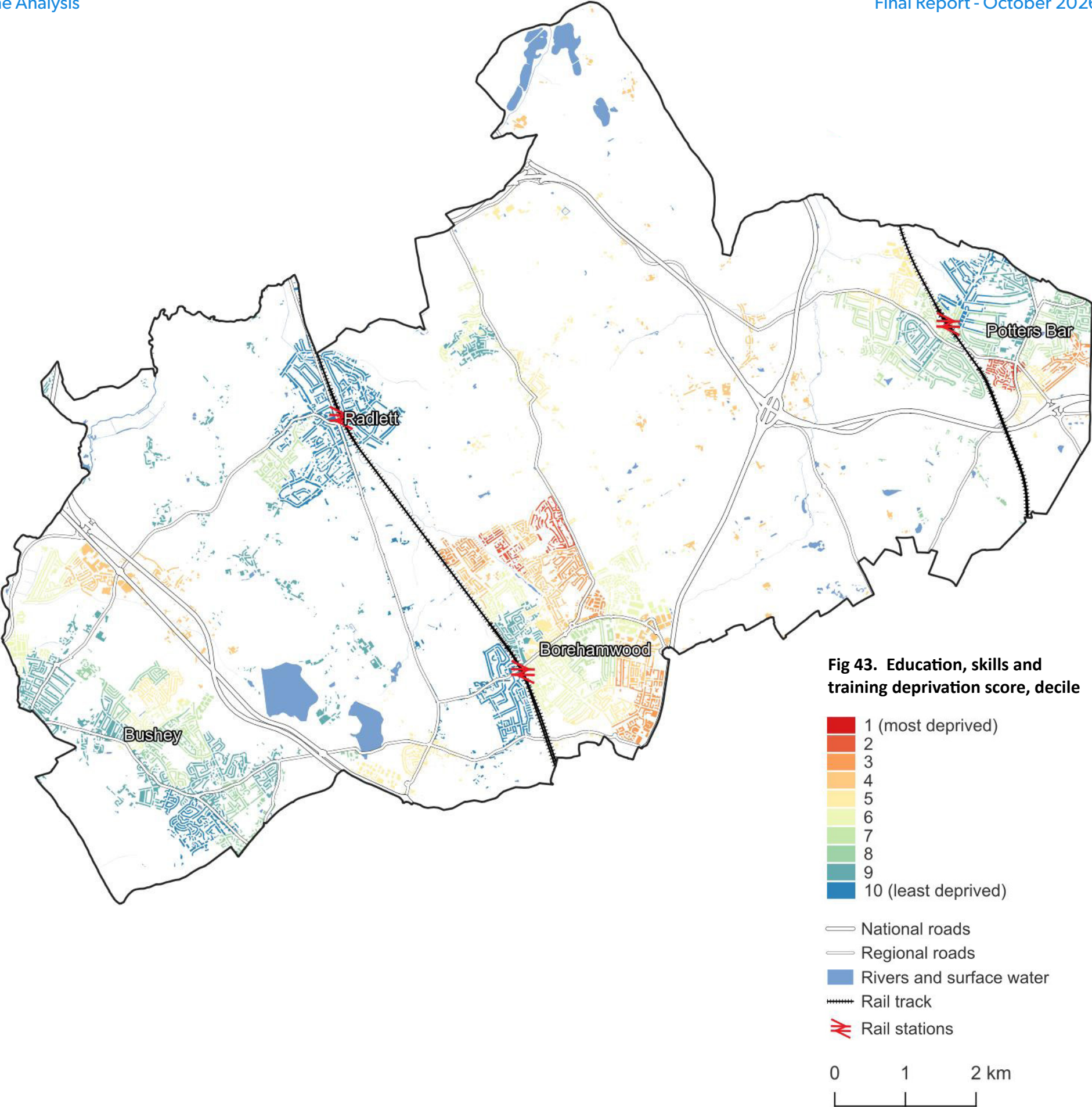


Fig 43. Education, skills and training deprivation score, decile

- 1 (most deprived)
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10 (least deprived)

- National roads
- Regional roads
- Rivers and surface water
- Rail track
- Rail stations

0 1 2 km

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Economy

Hertsmere is home to growing sector specialisms

4.2.47. Since 2015, Hertsmere’s economy has changed significantly. There has been strong growth in desk-based industries such as financial, insurance and property services, while foundational sectors such as retail and wholesale have declined.

4.2.48. Notably, there has been a significant increase in the number of professional, scientific and technical jobs in the borough, doubling in size between 2015 and 2023.

To understand local specialisms, we have assigned each sector a Location Quotient (LQ). A LQ measures how concentrated an industry is in a region compared to a broader benchmark, revealing local strengths. Local employment specialisms for Hertsmere include construction; motor trades; financial, insurance and property; and professional, scientific, and technical sectors.

Broad sector	N of businesses in 2024	Change	Location Quotient 2024	% change 2011-2024
Professional, scientific, technical	1,350	+465	1.11	53%
Construction	1,265	+655	1.18	107%
Retail	435	+45	0.72	12%
Business admin & support services	690	+290	1.05	73%
Food accommodation services	345	+160	0.74	86%
Information & comms	780	+270	1.39	53%
Financial, insurance & property	775	+355	1.51	80%
Health	345	+195	1.07	130%
Manufacturing	255	+60	0.70	31%
Motor trades	140	+15	0.62	12%
Arts, entertainment & recreation	500	+120	0.95	32%
Wholesale	365	-40	1.25	-10%
Transport & storage (incl. postal)	225	+95	0.67	73%
Education	115	+40	0.82	53%
Agriculture & Mining	75	+20	0.22	36%
Public administration	5	0	0.23	0%
Total	7,660	+2,745		56%

Table 5. Hertsmere business profile, 2024. Red shading denotes sector specialism

Broad sector	N of jobs in 2023	Change	Location Quotient 2023	% change 2015-2023
Professional, scientific, technical	9,000	+4,500	1.63	100%
Construction	6,000	0	2.22	0%
Retail	3,500	-1,000	0.74	-22%
Business admin & support services	3,500	-1,000	0.69	-22%
Food accommodation services	5,000	+1,500	1.11	43%
Information & comms	3,000	0	1.10	0%
Financial, insurance & property	4,500	+1,450	1.46	48%
Health	5,000	+500	0.65	11%
Manufacturing	2,500	+250	0.59	11%
Motor trades	1,250	0	1.27	0%
Arts, entertainment & recreation	3,000	-500	1.16	-14%
Wholesale	3,000	-1,500	1.37	-33%
Transport & storage (incl. postal)	2,000	+250	0.69	14%
Education	5,000	0	1.02	0%
Agriculture & Mining	600	-125	0.65	-17%
Public administration & defence	500	+50	0.20	+11%
Total	57,350	+4,375		+8%

Table 6. Hertsmere business profile, 2023. Red shading denotes sector specialism

Source: ONS BRES, UK Business Counts © Office for National Statistics licensed under the Open Government Licence v.3.0

Business Growth

Business growth has outpaced the national average, but the business base is dominated by micro businesses

- 4.2.49. 80% of Hertsmere’s businesses are located across the four towns.
- 4.2.50. Since 2016, the number of businesses has grown by 14% – around double the rate of the England average. This has been underpinned by significant business growth in Borehamwood (+30%) and Potters Bar (+20%).
- 4.2.51. The vast majority of this business growth has been in micro businesses (employing less than 9 people). 91% of Hertsmere’s businesses are micro compared to 89% nationally. In Bushey, this is even higher where 94% of businesses employ less than 4 people.
- 4.2.52. Borehamwood is home to most of Hertsmere’s large employers. There are 15 businesses in Borehamwood which employ more than 250 people.

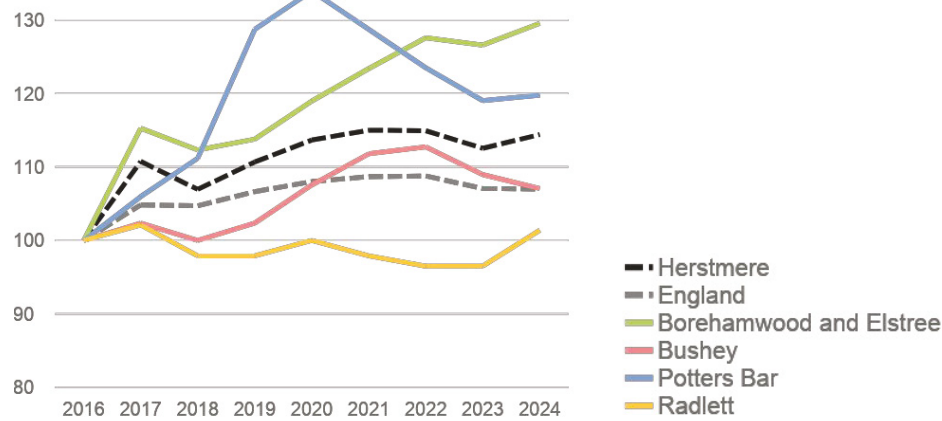


Fig 44. Indexed business change, 2015, 2016=100

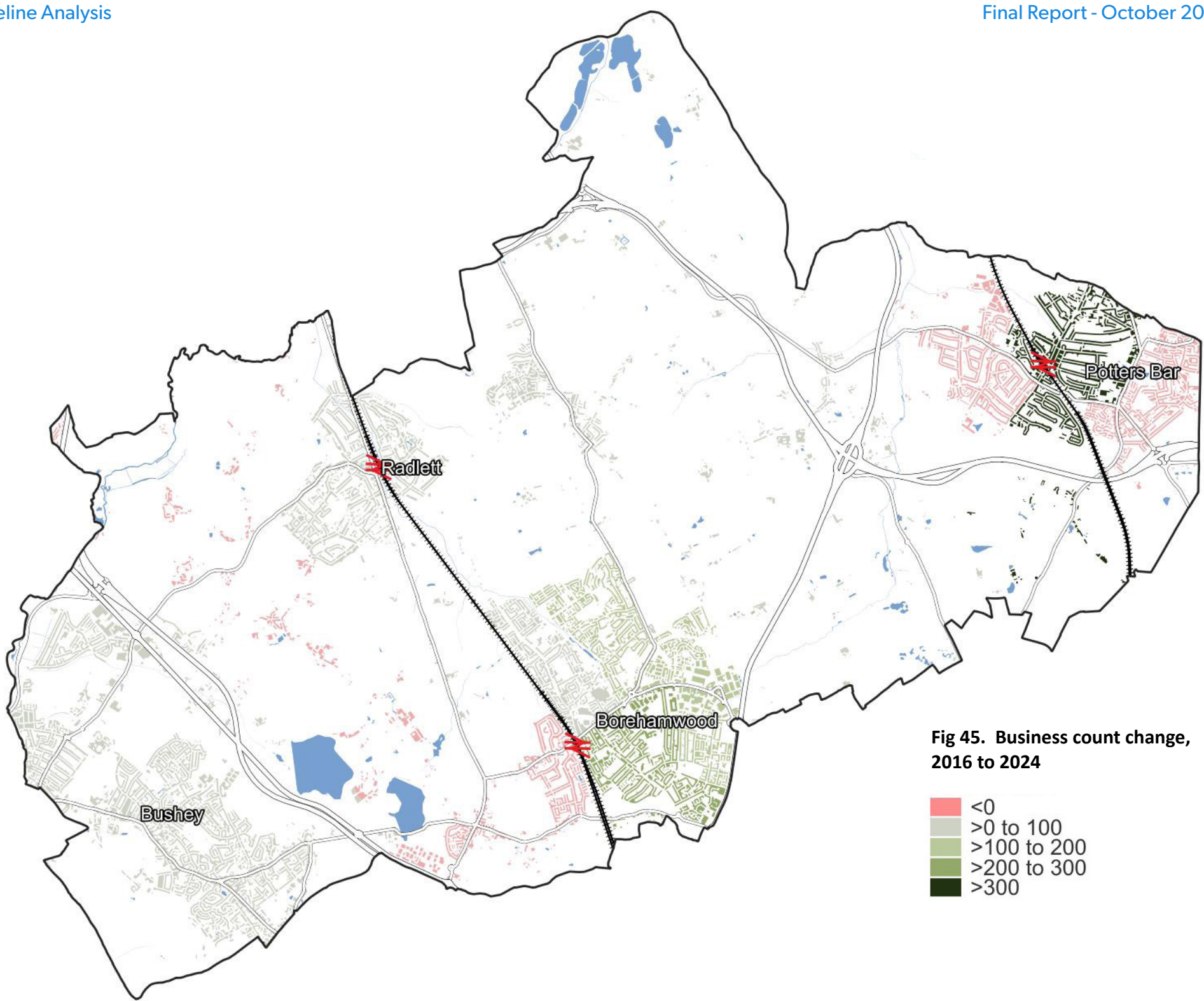
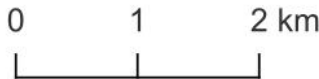


Fig 45. Business count change, 2016 to 2024



Source: UK Business Counts © Office for National Statistics licensed under the Open Government Licence v.3.0

Job Growth

Despite this, Borehamwood and Potters Bar have also driven jobs growth

4.2.53. Borehamwood and Potters Bar accommodate 60% of Hertsmere’s jobs – up from 56% in 2015.

4.2.54. While Potters Bar has seen the largest proportionate growth, Borehamwood has seen the largest absolute increase since 2015, adding 2,000 net jobs. Most of these jobs have been added in industrial estates to the north of the town.

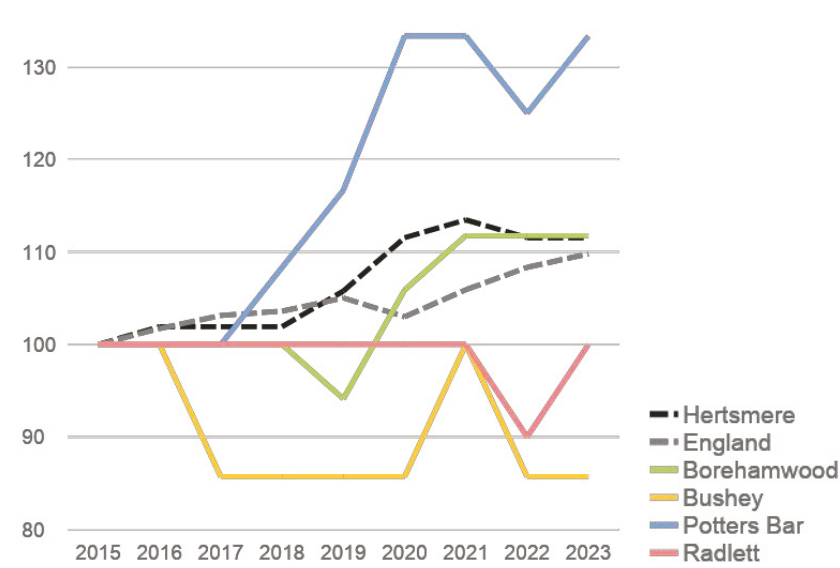


Fig 46. Indexed employment change, 2015-2023, 2015=100

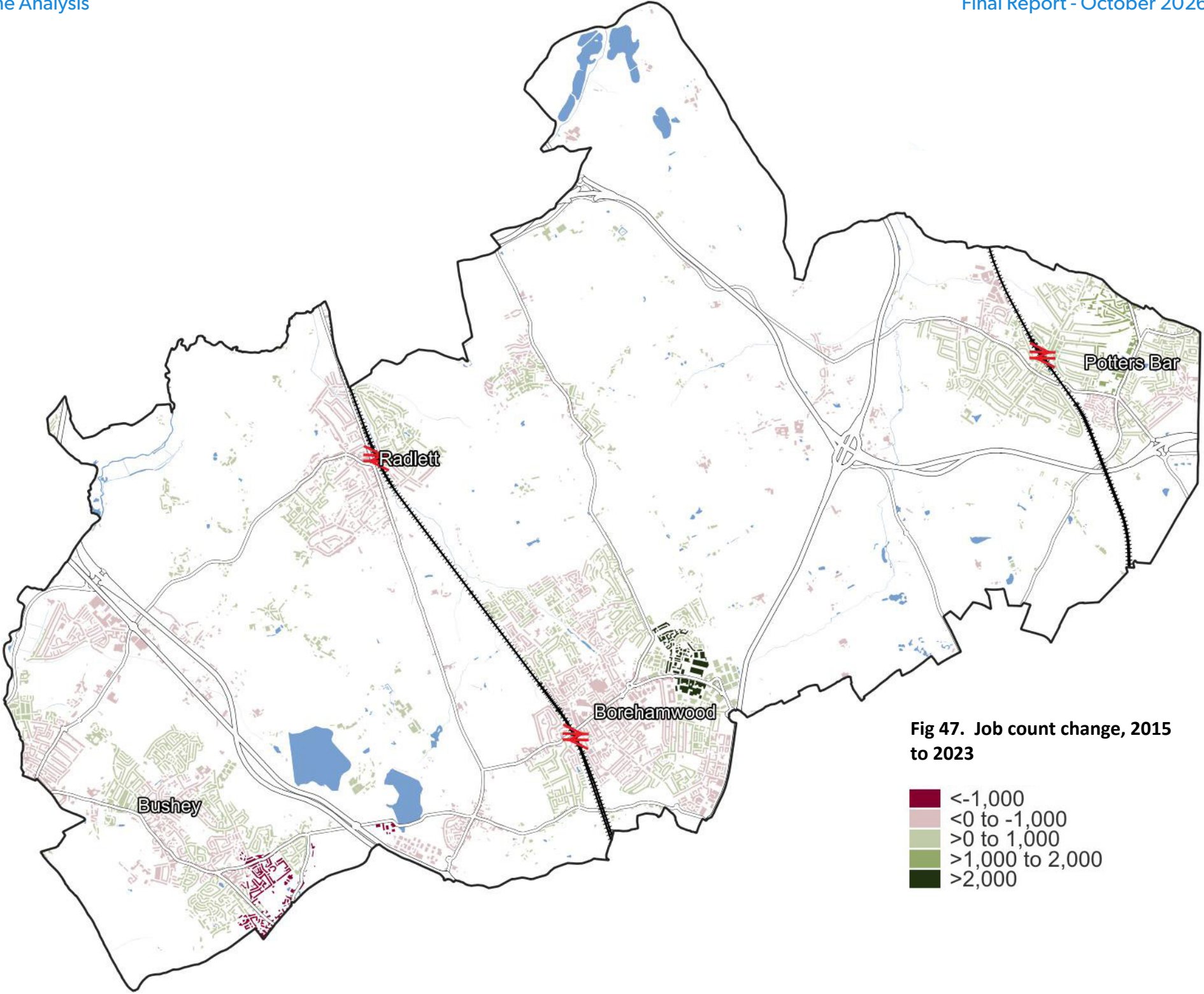
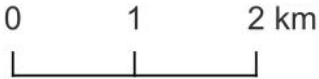
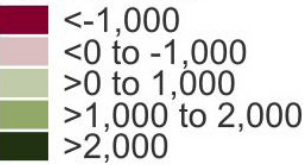


Fig 47. Job count change, 2015 to 2023



Source: ONS BRES © Office for National Statistics licensed under the Open Government Licence v.3.0

Economic Sectors

Employment growth has been underpinned by a broad range of sectors

4.2.55. All towns except for Bushey have experienced employment growth since 2015. Growth has been underpinned by a broad range of sectors (see tables on previous pages), with key employment drivers shown below.

4.2.56. Potters Bar leads with a 36% growth surge, driven by an surge in professional services, as well as increase in manufacturing. Some of this may be attributed to 2,850 new bookkeeping jobs, marking it as an emerging admin hub.

4.2.57. Bushey struggles with a 15% job loss, with some of this being potentially accounted for by a 11% drop in professional services and 25% in education, though primary education adds 350 jobs and hospitals contribute 200 more.

4.2.58. Hospitality and construction grow steadily, with 725 restaurant jobs in Borehamwood and 925 building finishing jobs in Potters Bar.

Towns	Borehamwood	Licensed restaurants (+725 jobs)	Activities of insurance agents and brokers (+425 jobs)	Construction of other civil engineering projects (+370 jobs)
	Bushey	Primary education (+350 jobs)	Hospital activities (+200 jobs)	Other human resources provision (+150 jobs)
	Potters Bar	Bookkeeping activities (+2,850 jobs)	Activities of Head Offices (+960 jobs)	Other building completion and finishing (+925 jobs)
	Radlett	Real estate agencies (+85 jobs)	Management consultancy activities (+75 jobs)	Letting and operating of own or leased real estate (+50 jobs)

Fig 48. Top 3 absolute drivers of employment growth by 5-digit SIC in each town, 2025

Towns	Borehamwood	Construction of domestic buildings (+55 businesses)	Development of building projects (+40 businesses)	Letting and operating of own or leased real estate (+40 businesses)
	Bushey	Hairdressing and other beauty treatment (+15 businesses)	Construction of domestic buildings (+10 businesses)	General medical practice activities (+10 businesses)
	Potters Bar	Other information technology and computer service activities (+20 businesses)	Computer consultancy activities (+20 businesses)	Construction of domestic buildings (+15 businesses)
	Radlett	Construction of domestic buildings (+10 businesses)	Management of real estate on a fee or contract basis (+10 businesses)	Real estate agencies (+10 businesses)

Fig 49. Biggest absolute driver of business growth by 5-digit SIC in each town, 2025

Business growth

4.2.59. Overall, Borehamwood and Bushey have been particularly active in terms of business numbers growth since 2016, with 30% and 20% increases, respectively in these two towns. Bushey (7%) has grown more modestly, while Radlett (~1%) has seen very low change in business numbers over this time period.

4.2.60. The key drivers in terms of absolute growth has been notably construction-related sectors in Borehamwood. For Potters Bar, it has seen a number of businesses open in professional services sectors.

% change in number of jobs 2015-2023				
Broad Sector	Boreham Wood	Bushey	Potters Bar	Radlett
Professional, scientific & technical	+29%	-11%	+462%	+33%
Construction	+50%	-78%	+80%	-29%
Retail-	22%	0%	-20%	-33.33%
Business admin& support svcs	-17%	+71%	-44%	+17%
Food and accommodation svcs	+125%	0%	+33%	-20%
Information and comms	0%	-30%	+50%	0%
Financial, insurance and property	+33%	+23%	+51%	+185%
Health	0%	+25%	+40%	0%
Manufacturing	+56%	+43%	-36%	-56%
Motor trades	-33%	0%	0%	-33%
Arts, entertainment and rec	+14%	-25%	-10%	-17%
Wholesale-	20%	+17%	-70%	+50%
Transport & storage	+14%	0%	0%	+11%
Education-	10%	+25%	0%	0%
Agriculture and Mining	+2,300%	+100%	-75%	-100%
Public admin	0%	0%	+50%	0%
Total	+14%	-15%	+36%	+1%

Fig 50. Employment change by town, 2015-2023

% change in number of businesses 2016-2024				
Broad Sector	Borehamwood	Bushey	Potters Bar	Radlett
Professional, scientific & technical	+16%	-12%	+9%	-3%
Construction	+80%	+29%	+38%	+31%
Retail	-40%	+17%	+5%	11%
Business admin& support svcs	+26%	+30%	0%	-21%
Food and accommodation svcs	+158%	+71%	+30%	+25%
Information and comms	+7%	-10%	+32%	-7%
Financial, insurance and property	+51%	+14%	+37%	+40%
Health	+100%	+38%	-8%	+40%
Manufacturing	+13%	-17%	+20%	-33%
Motor trades	0%	-20%	+14%	-50%
Arts, entertainment and rec	+64%	-8%	+47%	0%
Wholesale-	17%	-7%	7%	-27%
Transport & storage	+19%	+25%	+14%	+50%
Education	+20%	+100%	+20%	0%
Agriculture and Mining	+200%	-100%	+50%	0%
Public admin	0%	0%	0%	0%
Total	+30%	+7%	+20%	+1%

Fig 51. Business change by town, 2016-2023

With the potential to capture more of the region’s growth sectors

4.2.61. Several of the employment specialisms that are growing in Hertsmere are also growing across the East of England – suggesting potential to capture further growth.

4.2.62. There are several sectors which are growing regionally which are currently relatively nascent in Hertsmere. This includes key public sector employment such as health which do not have a big presence in Hertsmere but are growing regionally.

4.2.63. What this chart also shows is the long-term threat to key foundational sectors such as retail which are in decline in Hertsmere and across the East of England.

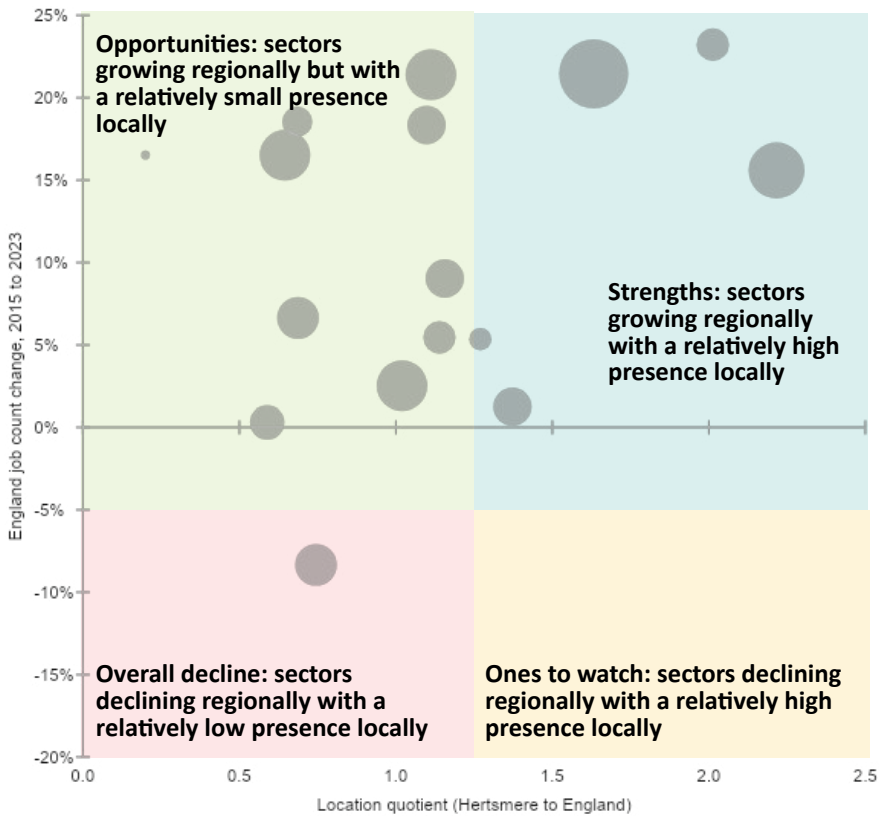


Fig 52. Local sectors compared to the region. Circle size represents the overall number of jobs in Hertsmere in the sector as of 2023. Location Quotient (on horizontal scale) measures how concentrated an industry is in a region compared to a broader benchmark, revealing local strengths. Local employment specialisms for Hertsmere include construction; motor trades; financial, insurance and property; and professional, scientific, and technical sectors.

Desk-based subsectors dominate the employment growth in Hertsmere

4.2.64. Generally, the majority of businesses in these high-job-growth industries in Hertsmere are spread across micro businesses. However, there is some emerging evidence that Hertsmere is beginning to foster a number of small-to-medium sized businesses in these sectors, with those belonging to professional, scientific and technical sectors in particular growing.

4.2.65. The specific subsectors driving the employment growth in these industries tend to be predominantly office-based employment, such as accounting/bookkeeping/auditing (+2,500) jobs and activities of head offices (+750).

4.2.66. It could be that employers are attracted to skill level in the workforce, as well as potential cheaper office rent prices in the borough, leading to an increase in economic activity in the borough across these subsectors.

	N of businesses in 2024			Change since 2015		
Size (N of employees)	Financial & insurance	Property	Professional scientific & technical	Financial & insurance	Property	Professional scientific & technical
Micro (0 to 9)	160	570	1,280	+15	+215	+85
Small (10 to 49)	10	30	55	-5	+10	+15
Medium-sized (50 to 249)	0	0	10	0	0	+5
Large (250+)	0	0	0	0	0	0

Fig 53. Business change since 2015, by size of business (number of employees). Modest growth in number of small-to-medium sized businesses since 2015, but generally growth driven by micro business growth

Socio-Economics – Key Findings

People: Demographic shifts define the role and function of Hertsmere’s four towns

- Bushey and Borehamwood have underpinned Hertsmere’s strong population growth.
- Hertsmere has a large and growing number of families – potentially attracted to the short commute, house prices or lifestyle offered by moving outside London.
- A large and possibly growing share of Hertsmere’s residents work outside the borough, with many working in London.
- Health is a key challenge in Borehamwood with evidence to suggest that this is being exacerbated by the built environment
- Other drivers of deprivation include crime, education, and training which are most concentrated in Borehamwood

Economics: Borehamwood and Potters Bar are the borough’s key economic drivers, accommodating several sector specialisms and smaller companies

- Borehamwood and Potters Bar have seen strong business and employment growth since 2015.
- Hertsmere has growing employment specialisms in desk-based activities, with a reduction in retail and more physically-orientated work.
- Key employment sectors include professional services, and financial, insurance and property services.
- This shift could be driven by the changing face of Hertsmere’s workforce – a workforce skilled in office-based roles may attract businesses into the area from the London pool.

	2015 Job count	2023 Job Count	Change
Accounting, bookkeeping and auditing activities; tax consultancy	1,000	3,500	+2,500
Activities of head offices	1,000	1,750	+750
Real estate activities on a fee or contract basis	400	1,000	+600
Renting and operating of own or leased real estate	400	900	+500
Architectural and engineering activities and related technical consultancy	300	700	+400
Insurance	700	1,000	+300
Legal activities	150	400	+250
Management consultancy activities	1,000	1,250	+250
Buying and selling of own real estate	25	175	+150
Specialised design activities	75	225	+150
Activities auxiliary to insurance and pension funding	600	700	+100
Other professional, scientific and technical activities	200	300	+100
Research and experimental development on natural sciences and engineering	450	350	-100
Activities auxiliary to financial services, except insurance and pension funding	350	225	-125

Fig 54. Business change since 2015, by size of business (number of employees)

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4.3 Movement and Parking

4.3.1. Movement has been considered across both a strategic (borough level) and local aspect, focussing on the connections from Borehamwood to other locations in Hertsmere and the wider area firstly, before considering the detail within each settlement.

Public Transport Services in Hertsmere

Rail

4.3.2. The borough is served by the Midland Main Line and the East Coast Main Line in a north – south direction. Most regional and national rail services pass through without stopping, with stations served by local and regional commuter traffic, providing high frequency services to London.

4.3.3. The Midlands Railway Line serves Elstree & Borehamwood station, and operates Thameslink services towards St Albans, Luton and London.

4.3.4. There are no rail services operating across the borough in an east-west direction.

Bus Services

4.3.5. Bus routes from Borehamwood connect the town with adjacent major towns, with the highest frequency corridors towards Elstree and Edgware, New Barnet and north towards Radlett and St Albans. Additional services route north-east to Potters Bar, though this service is less than hourly. While Borehamwood is well connected to the south and east, infrequent services make travelling west to Watford and east to Potters Bar unattractive.

Active Travel in Hertsmere

4.3.6. Fig 56 illustrates the active travel connections in Hertsmere.

4.3.7. Hertsmere’s active travel infrastructure network is limited to a number of poor quality shared-use footways and advisory cycle lanes, with limited off highway provision and no high-quality routes segregated from general traffic. A number of quiet country lanes are suggested as suitable for cycling, however, the limited nature of strategic east to west routes means these roads are often used as rat runs and are heavily trafficked and not suitable for all cyclists.

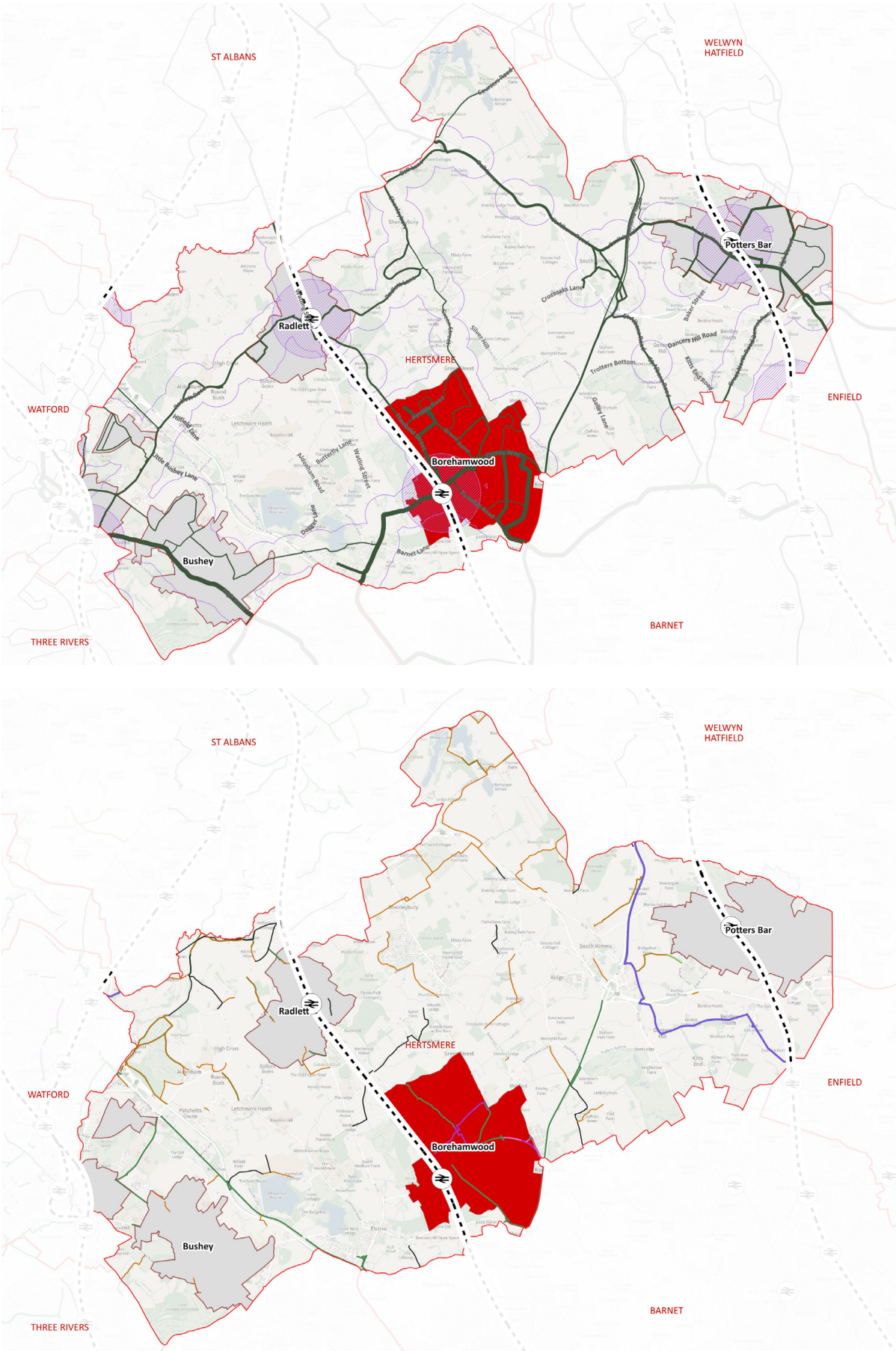


Fig 55. Bus services in Hertsmere Borough

Key:

- Borough boundaries
- Borehamwood settlement boundary
- Railway

Bus Routes Frequency at AM peak

- 0- 1
- 1- 2
- 2- 3
- 3- 4
- 4- 5

Catchments

- 800m from railway station
- 400m from bus stop



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Fig 56. Active travel network in Hertsmere Borough

Key:

- Existing cycling facilities
- Advisory cycle lane
- Mandatory cycle lane
- Shared non-motorised route
- Shared use footway
- National Cycle Network

Public Right of Way

- Bridleway
- Byway open to all traffic
- Restricted byway
- Railway

- Borough boundaries
- Borehamwood settlement boundary



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Road Networks in Hertsmere

4.3.8. Borehamwood’s road network is dominated by Elstree Way and its connection to the A1, forming a strategic distributor for the town. Connections to the West of the town utilise Allum Way or the A411 Barnet Lane, with connections to the M1 and beyond passing through the congested Elstree crossroads.

Strategic Connections

4.3.9. It is clear from the existing transport provision across all modes that Hertsmere straddles several radial corridors running out of London. This is reflected by the provision off high-frequency commuter rail to London and settlements to the north of Hertsmere, and bus routes emerging from Greater London. As a result, road, rail and bus connections across the borough from east to west are limited in frequency, may require multiple changes, and are dominated by private vehicles, especially utilising the M25.

Fig 57. Borehamwood in the context of Hertsmere Borough

Key:

—

Motorway

—

Primary Street (A-Road)

—

Secondary Street (B-Road)

—

Secondary Local Distributor

—

Residential Street

—

Private Street

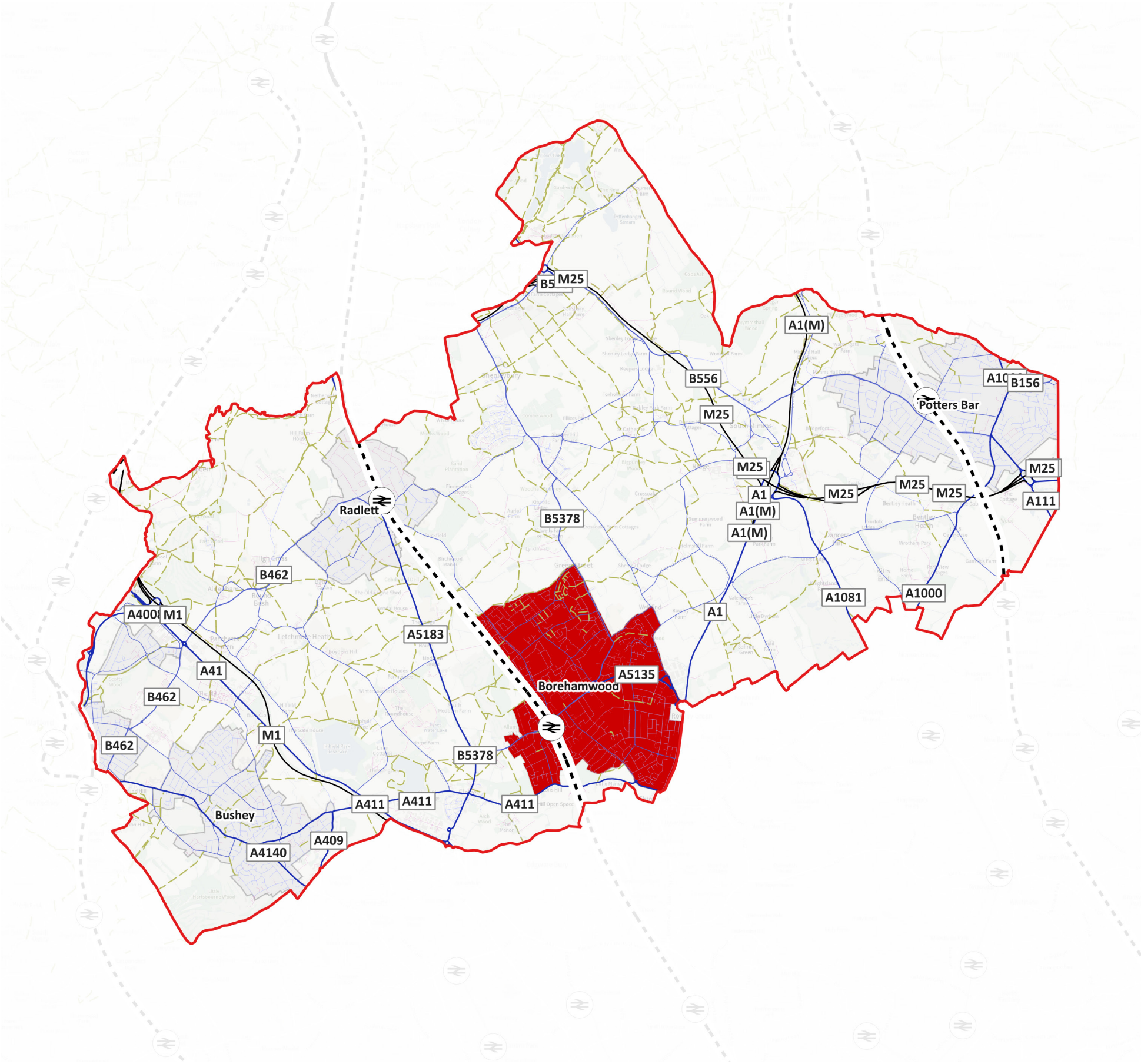
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Right of way

Railway

—

Hertsmere Borough boundary



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Borehamwood – Existing Baseline

4.3.10. This section provides commentary on the existing public transport and active travel opportunities within Borehamwood. It also sets out the existing travel to work patterns, local car ownership data, parking availability and local highway conditions.

Street Hierarchy

4.3.11. There are primary streets located to the east (A1 and A5135), south (A411) and west (A5183) of Borehamwood, which are connected into the town centre by secondary streets and secondary local distributor roads. Two of these roads form the main east-west connections through the town, including the A411 to the south and the A5135 in the centre, which becomes the B5378 Shenley Road in the centre. The latter presents a significant barrier to movement east of the town centre.

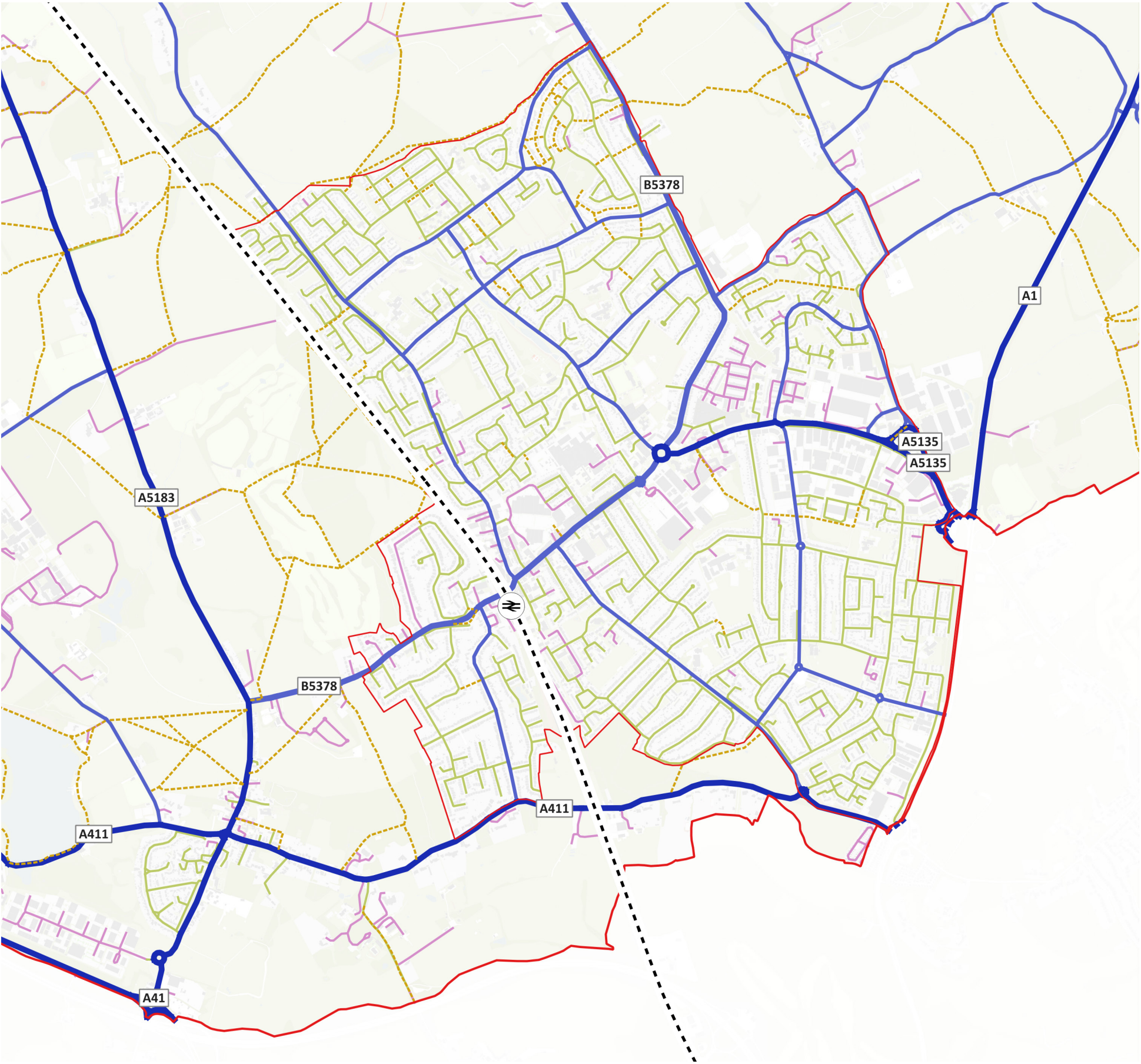
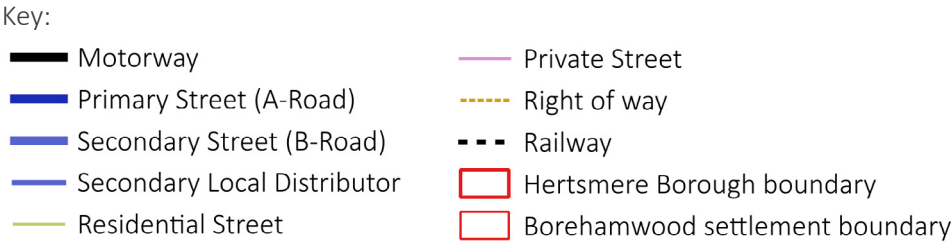
4.3.12. The B5378 Shenley Road acts as a distributary route for vehicles and bus routes accessing the town centre and Elstree & Borehamwood station, as well as accommodating commercial frontages and shops.

4.3.13. Secondary local distributor roads, illustrated as dark blue on the map, distribute traffic within neighbourhoods and link residential streets to higher-order roads. These roads are frequently wide and traffic calmed with verges and frequent roundabouts and mini-roundabouts. Furzehill Road features a separated footway accommodating cycles and pedestrians for much of its length.

4.3.14. Residential Streets make up the majority of the roads within Borehamwood, and are characterised by low traffic speeds and flows. These form the fine-grained network of local access roads, including cul-de-sacs and residential loops. Public Rights of Way, paths and alleyways provide pedestrian connectivity and permeability between a number of the residential streets and private streets. These routes are often narrow, emerge in areas of garages or are between high fences and offer poor passive surveillance limiting their attractiveness.

4.3.15. There is a mix of old and new residential estates within the town. In the newer estates, the pattern of local distributor and access roads / culdesacs is more pronounced.

Fig 58. Street hierarchy map



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Public Transport

Rail

4.3.16. Elstree & Borehamwood station is located to the west of Borehamwood, and is on the Midland Main Line. The trains through Elstree & Borehamwood are operated by Thameslink. The typical frequencies of peak and off-peak services are provided in Table 7.

4.3.17. Elstree & Borehamwood station is a DfT category E station and a category A for accessibility, therefore there is step-free access to all platforms. There are 200 car parking spaces available, including 11 accessible parking spaces, four EV charging spaces, and 120 cycle parking spaces, which are sheltered and have CCTV. The station forecourt features bus stops, a taxi rank and seven pick- up/drop-off parking bays, limited to 20 minutes waiting time.

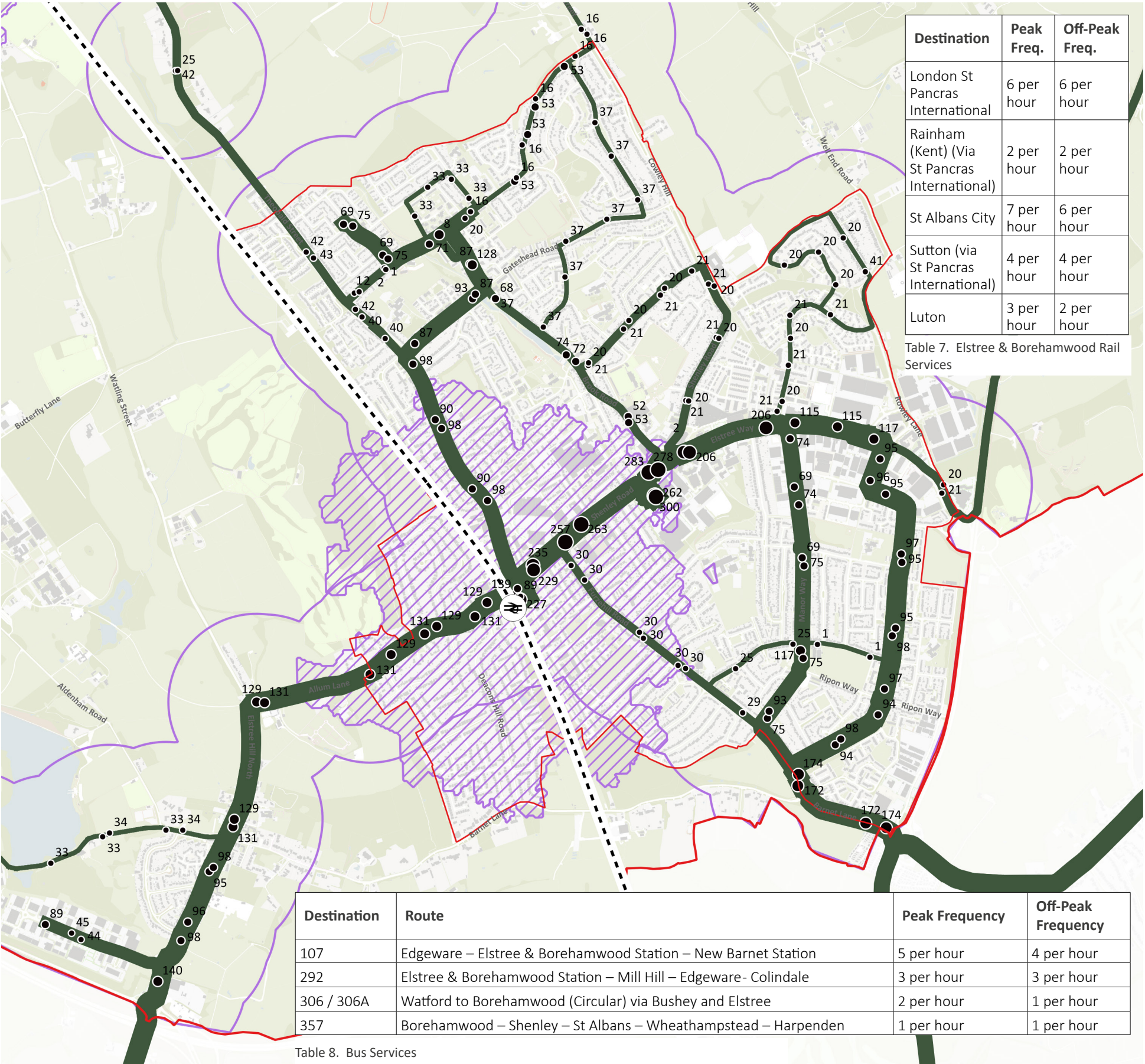
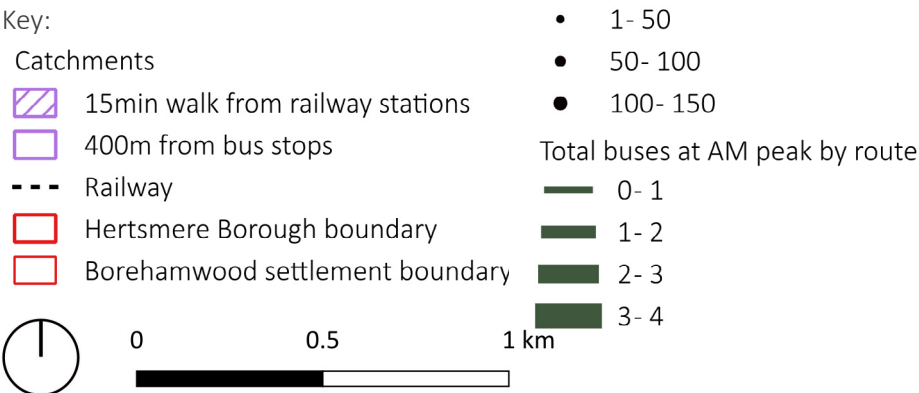
Bus

4.3.18. There are a number of frequent bus services in Borehamwood. A summary of the available bus routes and destinations is provided in Table 8. The public transport opportunities, including station access, bus stops, and bus routes by frequency are illustrated on the righty.

4.3.19. The majority of residents within Borehamwood are within the recommended 400m catchment of a bus stop. There is a small residential parcel to the south of Elstree & Borehamwood station, which is outside of the 400m bus catchment, but the majority of this falls within the 800m station catchment.

4.3.20. The most frequent bus routes (2-5 services within the morning peak hour) route along the B5378 Shenley Road / Allum Lane, north along Theobald Street, and southeast along Manor Way and Balmoral Drive. There are a number of less frequent routes which connect the town centre to residential areas to the northeast, providing 0.5 – 2 services per hour during the morning peak hour.

Fig 59. Public transport services map



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Active Travel

4.3.21. The existing walking and cycling routes in Borehamwood are illustrated on the right. The cycle infrastructure in Borehamwood predominantly comprises advisory cycle lanes, mandatory cycle lanes and shared-use footways. Shared use footways are located from the south of Borehamwood to the centre along Furzehill Road, and from the north of Borehamwood into the town centre through Aberford Park, between Aberford Road and Haggerston Road.

4.3.22. While the network provides connections on some highly trafficked roads, no infrastructure meets the current standards of design set out in LTN 1/20, with cycle lanes insufficient for cycling adjacent to high-volume motor traffic, and shared footways problematic for both cyclists and pedestrians.

4.3.23. A number of the residential areas experience low traffic flows and speeds, and are therefore conducive to on-carriageway cycling without intervention. The network is piecemeal and poorly connected, with barriers to movement including Shenley Road, Elstree Way and Theobald Road and large roundabouts with limited facilities for cycles and pedestrians.

4.3.24. The Public Rights of Way (PROW) network within Borehamwood is limited, however footways are typically provided along most residential streets.

Beryl Bikes

4.3.25. Beryl bikes operate a bike share scheme in Borehamwood. There are a total of 45 Beryl Bikes and 25 Beryl e-Bikes in Borehamwood, provided across 27 Beryl Bays. Bike hire schemes make cycling more convenient by providing bikes without personal maintenance or ownership worries, offering a gateway to new cyclists and encouraging people to travel by bicycle for shorter journeys, as opposed to a private car.

4.3.26. The locations of the Beryl Bays are shown below.

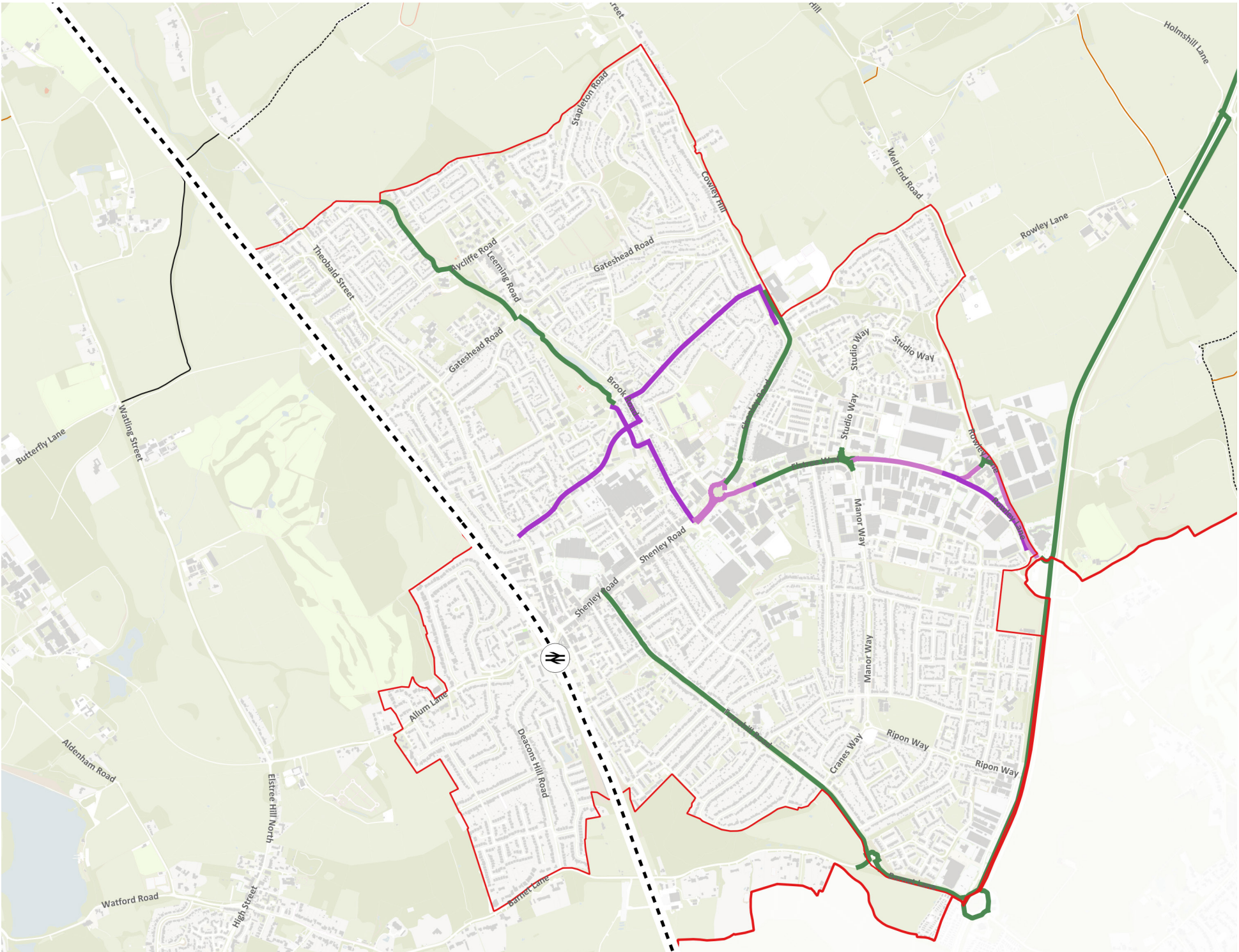
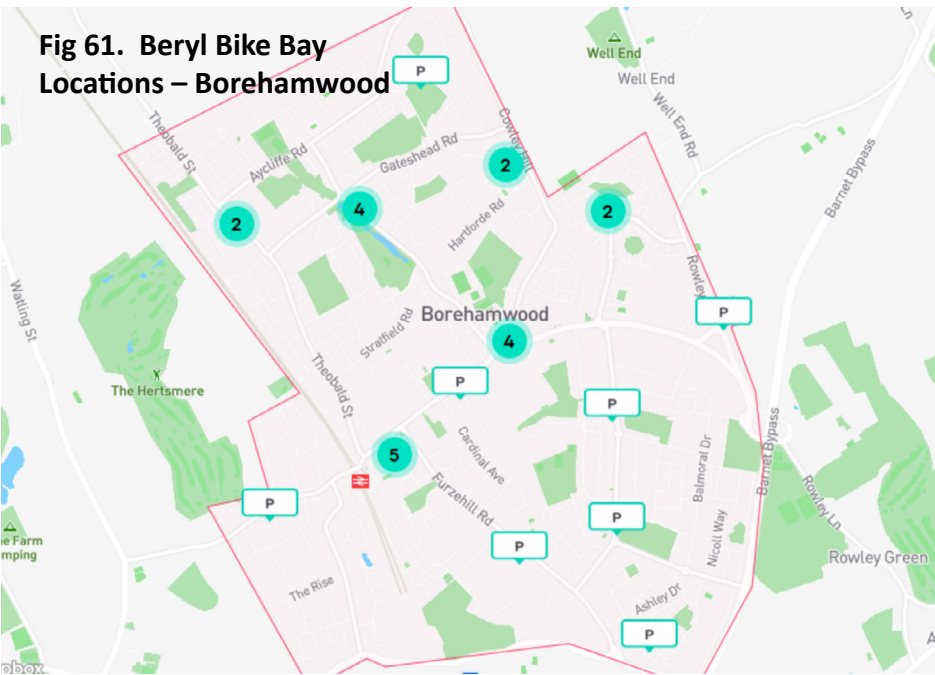
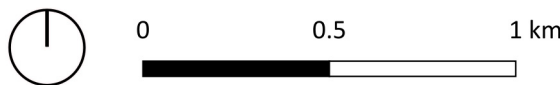


Fig 60. Map of walking and cycling routes

- Key:
- | | |
|-----------------------------|---------------------------------|
| Existing cycling facilities | Public Right of Way |
| Advisory cycle lane | Bridleway |
| Mandatory cycle lane | Byway open to all traffic |
| Shared non-motorised route | Restricted byway |
| Shared use footway | Railway |
| National Cycle Network | Hertsmeres Borough boundary |
| | Borehamwood settlement boundary |



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Travel to Work Trends

4.3.27. Travel-to-work mode data has been obtained from the 2011 Census. Census 2011 remains the best source of journey to work data, given that the 2021 census data was undertaken during the Covid-19 pandemic, and therefore a significant proportion of the workforce did not travel on the 2021 Census Day.

4.3.28. Fig 63 illustrates the proportion of residents using public transport (bus and rail), and Fig 62 illustrates the proportion of residents using active travel (walking and cycling).

4.3.29. Fig 63 demonstrates that circa 30 – 60% of residents within Borehamwood town centre travel to work by public transport, with one area adjacent to Elstree & Borehamwood station demonstrating 50 – 60% public transport travel. This aligns with the accessibility to frequent bus services and Elstree & Borehamwood station, with areas further away from these key transport nodes presenting a lower proportion of public transport uptake.

4.3.30. Fig 62 demonstrates that circa 5 – 30% of residents within Borehamwood town centre travel to work by active travel modes, with one area of the high street demonstrating 25 – 30% active travel.

4.3.31. It is evident that the railway line presents a hindrance to sustainable travel in areas to the west of the railway line, in an area of low-density housing and high availability of parking.

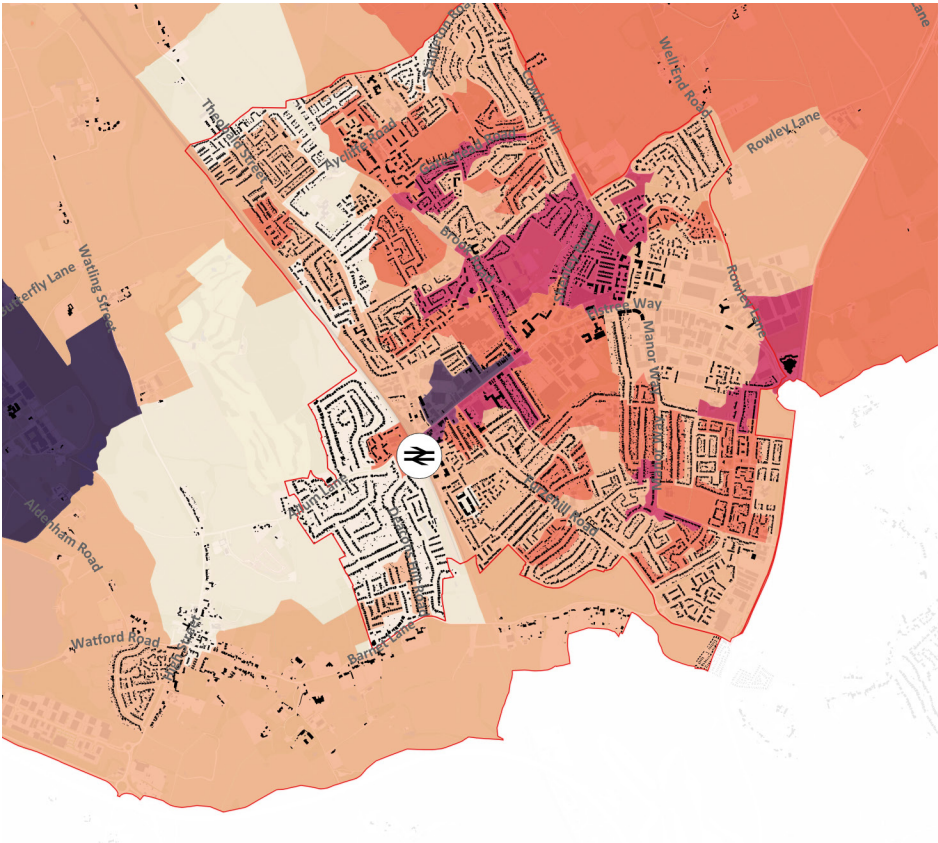


Fig 62. % travelling to work walking or cycling

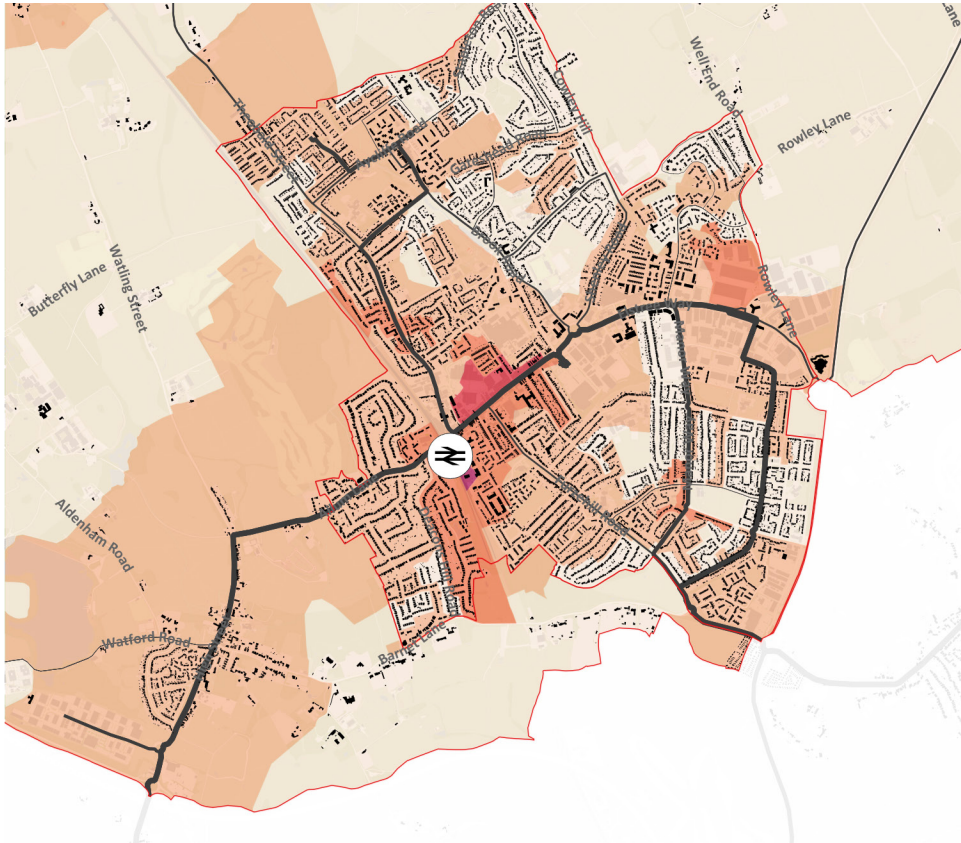
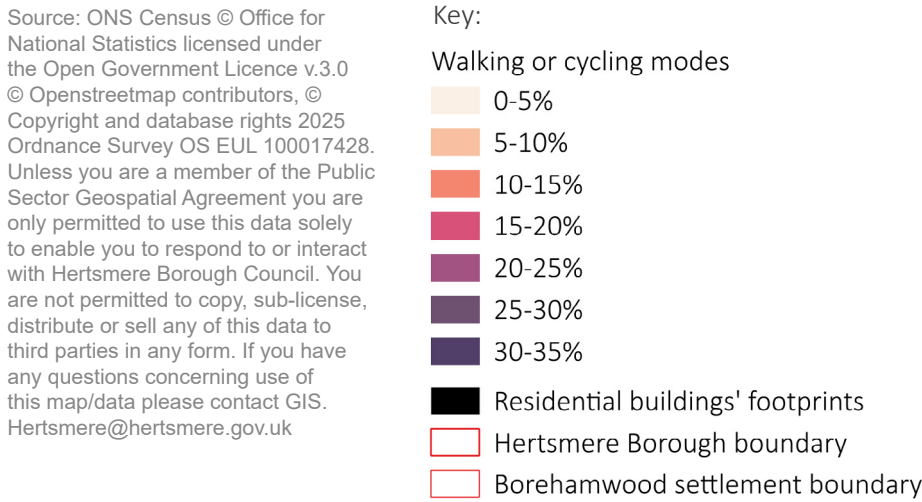
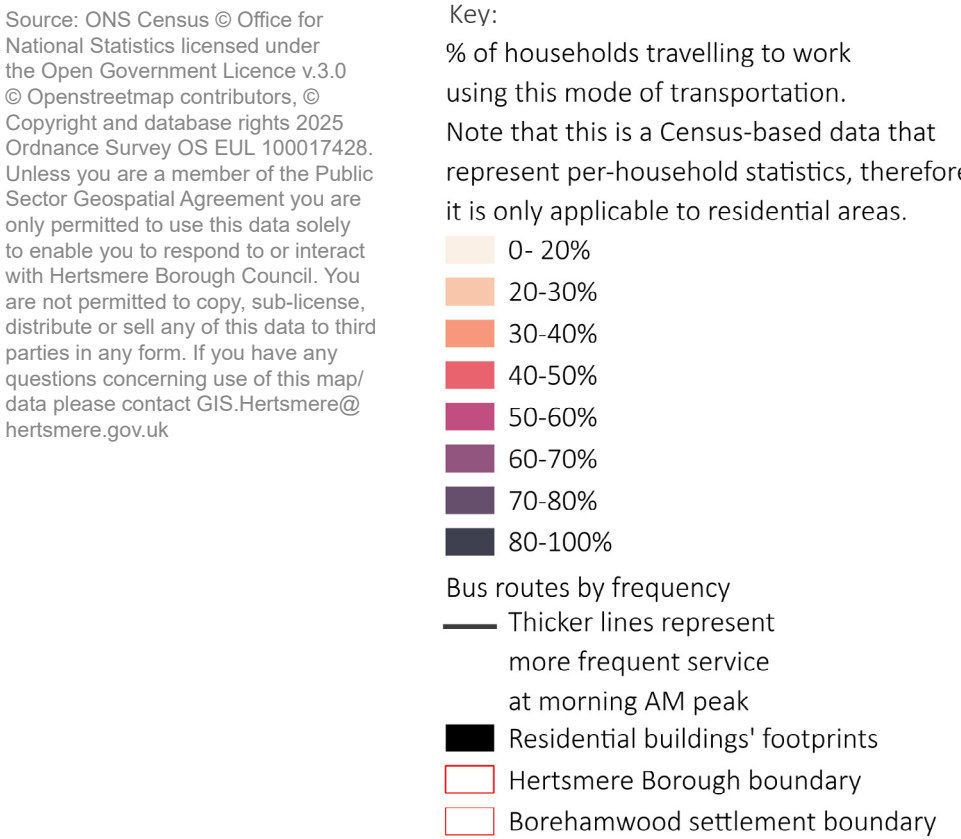


Fig 63. % travelling to work by public transport



Car Ownership

4.3.32. The car ownership levels in Borehamwood are illustrated on the right.

4.3.33. The map demonstrates that there are pockets of low car ownership levels (0.5-1 car per household) nearby key transport nodes and within Borehamwood town centre, aligning with journey to work data. Areas away from the town centre which have low car ownership levels primarily feature areas of flats (e.g. around Leeming Road, Manor Way and Oak Farm), which have low levels of parking availability.

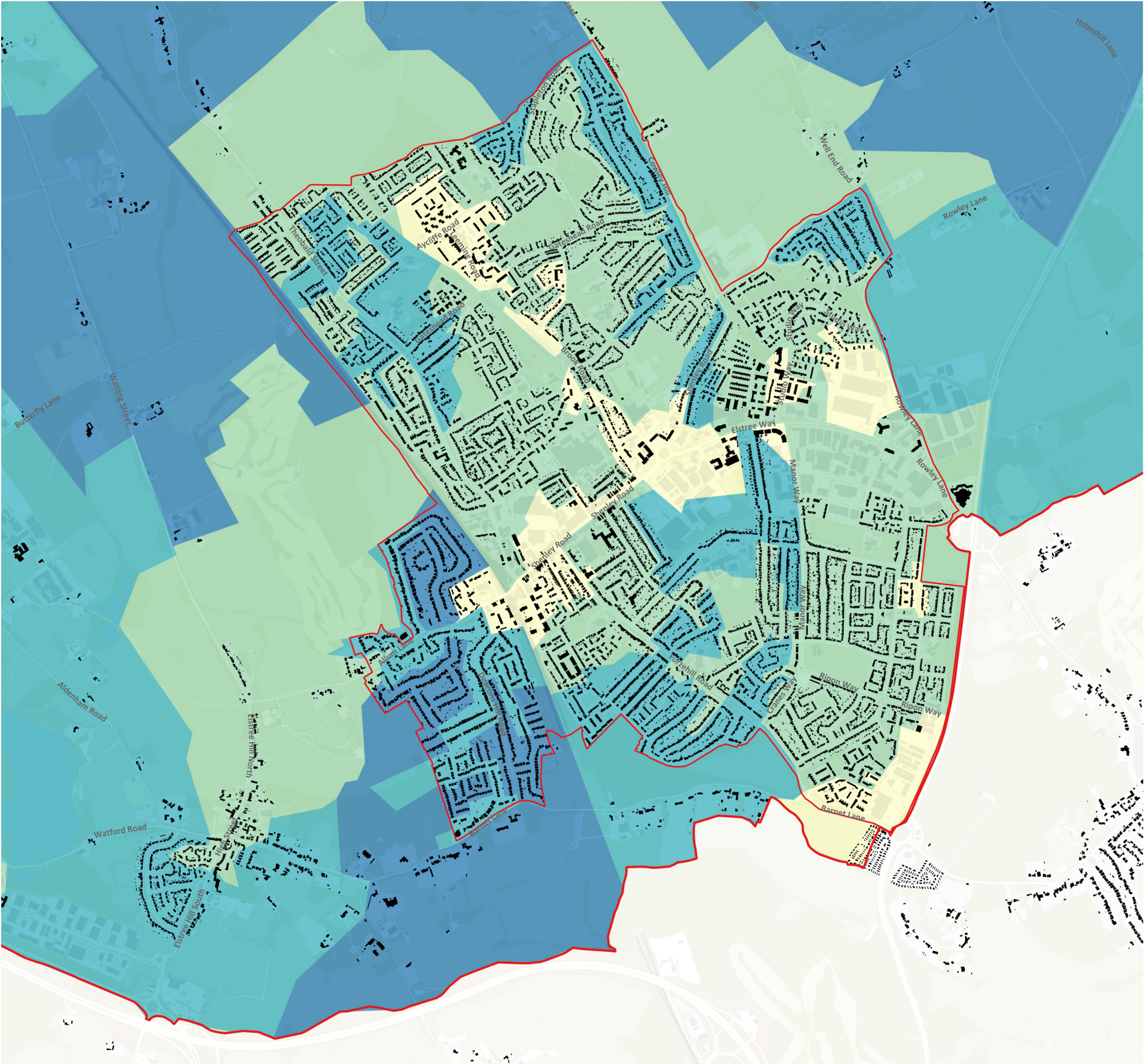
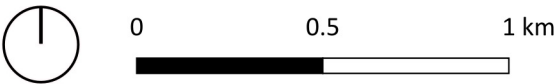
4.3.34. These patterns are reflected across figures on the previous page, which demonstrate that the areas concentrated around the rail station and bus stops with frequent services, are more likely to travel to work by sustainable modes.

Fig 64. Car ownership

Key:

Note that this is a Census-based data that represent per-household statistics, therefore it is only applicable to residential areas.

- 0.5- 1
- 1- 1.5
- 1.5- 2
- 2- 2.5
- 2.5- 3
- Residential buildings' footprints
- Hertsmere Borough boundary
- Borehamwood settlement boundary



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Car Parking

Car Parks

4.3.35. The car parks in Borehamwood, including the number of parking spaces, EV charging bays and disabled parking spaces are shown on the right.

4.3.36. There are four public car parks in Borehamwood, which are located east of the town centre. The car parks cumulatively provide 773 parking spaces, 32 disabled parking spaces and four EV parking spaces, with all public (HBC) car parks offering long stay parking. In addition to public car parks, Borehamwood Shopping Park (508 spaces) and Tesco Extra (607 spaces) offer parking within the town centre for a maximum of 3 hours, and Borehamwood & Elstree station offers 200 parking spaces.

Car Park Occupancy Data

4.3.37. Car Park occupancy data has been obtained from HBC for the car parks shown in Figure 65 for September 2025 and October 2025. Table 9 summarises each car park with regard to: number of spaces, proportion of transactions for short stays (0-3 hours) and long stay (3+ hours), and intensity of use of each of the short stay parking spaces (calculated by dividing the number of short stay parking events in the month by the number of spaces).

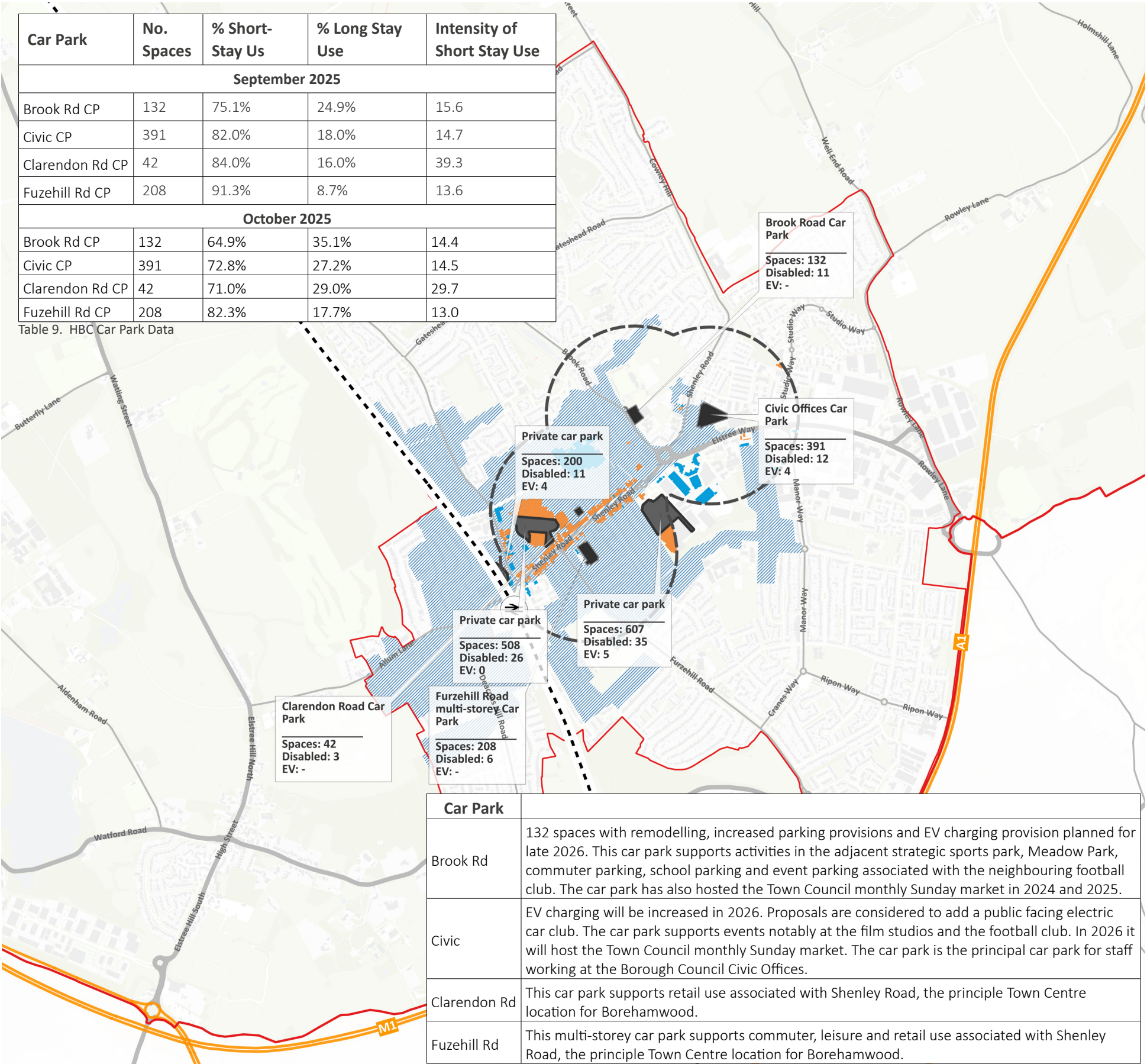
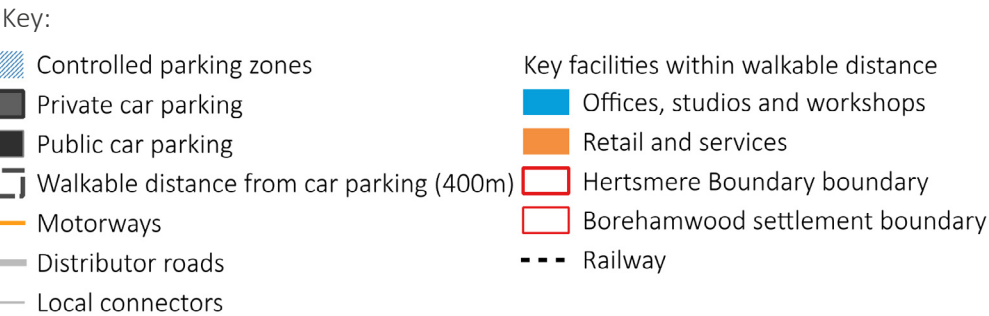
4.3.38. Table 9 demonstrates that the majority of car parks in Borehamwood are used for short-stay (0-3 hours), with short-stay making up around 75% of car park use. The car parks in September attracted more short-stay use than in October 2025.

4.3.39. The parking spaces within the Fuzehill Road car park experienced the least number of parking events per space (13.0 – 13.6), and the Clarendon Road car park experienced the most parking events per space (29.7 – 39.3).

On-Street Parking

4.3.40. Controlled Parking Zones (CPZs) operate across Borehamwood. The hours of operation vary by zone, however they are generally between 8am to 6:30pm Monday to Saturday.

Fig 65. Borehamwood Public Car Parks



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Traffic Flows – Residential Roads

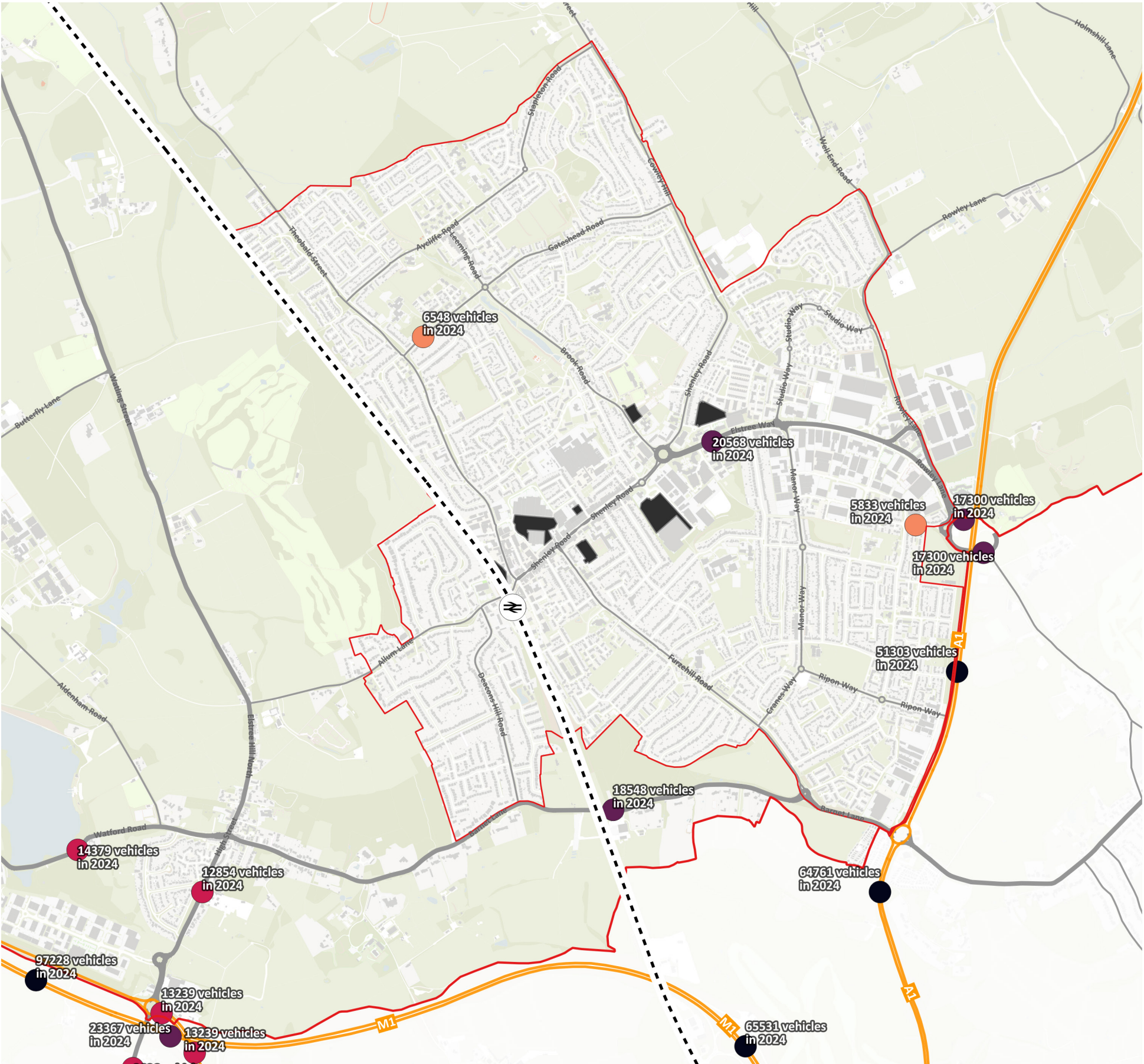
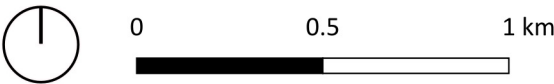
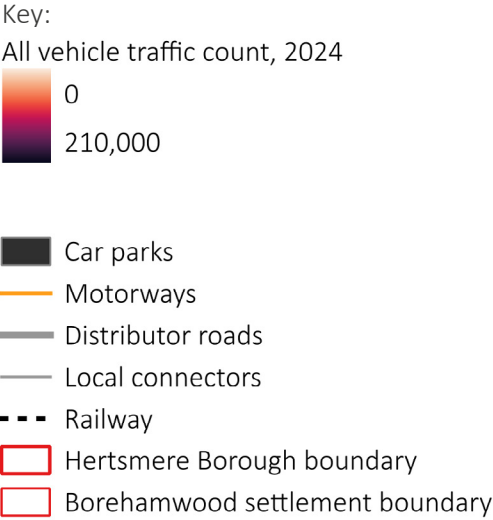
4.3.41. Traffic flow data has been obtained from DfT’s AADF Traffic Count 2024 database. The traffic flow counts within Borehamwood are shown on the right.

4.3.42. The map shows that there are four 2024 traffic counts within the Borehamwood area.

4.3.43. There are two traffic counts located within residential areas, on Gateshead Road and Newark Garden, each of which experience 5,000 – 10,000 vehicles per day.

4.3.44. The traffic counts on the A411 and the A5135 each experience 15,000 – 30,000 vehicles per day.

Fig 66. Borehamwood Traffic Flows



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Collision Data

- 4.3.45. Collision data has been obtained for the latest five-years of data (2020-2024). The collision data in Borehamwood is shown on the right.
- 4.3.46. There are dense clusters of collisions around Elstree & Borehamwood Station and the adjacent Shenley Road. A mix of pedestrian, cyclist and vehicle casualties occurred along this corridor, which are mostly slight, indicating high footfall and multimodal conflict.
- 4.3.47. There is a continuous string of incidents recorded along the A5183, particularly at junctions.
- 4.3.48. Some casualties occurred in the residential areas of Borehamwood, which may be due to high frequency of manoeuvres, side roads and crossings.

Fig 67. Borehamwood Collision Data

Key:

Collision severity

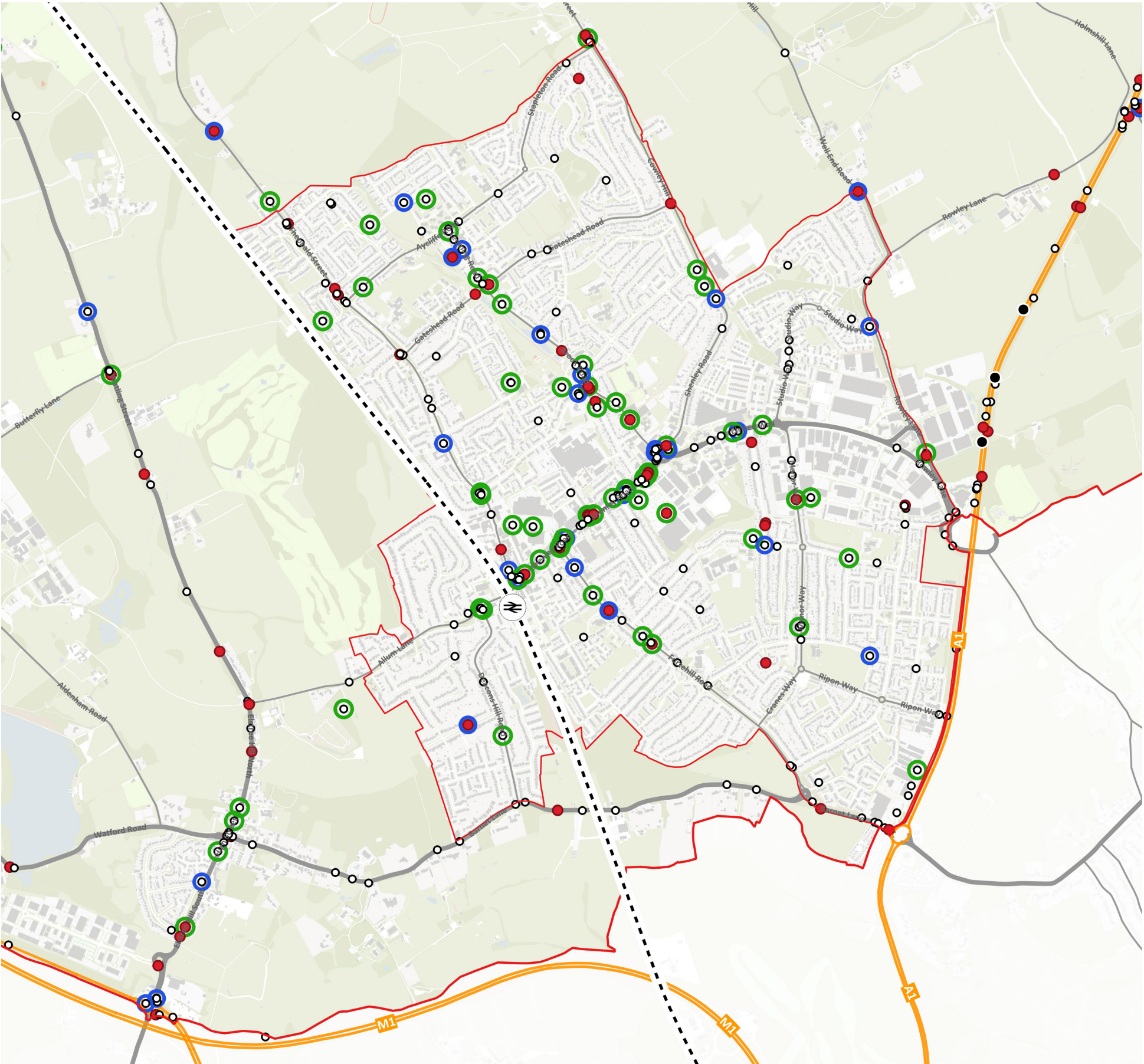
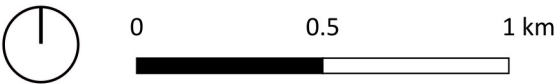
- Fatal
- Serious
- Slight

Casualty type

- Pedestrian Casualty
- Cyclist Casualty

Motorways

- Distributor roads
- Local connectors
- - - Railway
- ▭ Hertsmere Borough boundary
- ▭ Borehamwood settlement boundary



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Movement and Parking – Key Findings

- Borehamwood is well-served by its public transport network, which is primarily oriented along a north-south axis. Elstree & Borehamwood station provides frequent and valuable Thameslink services to major destinations including London, St Albans, and Luton. The majority of residents live within 400m walking distance of a bus stop, with frequent services connecting the town to locations like Edgware and New Barnet. The Beryl bike-sharing scheme forms a useful basis for shared mobility.
- A significant weakness is the lack of frequent east-west public transport connections, which limits travel options and discourages sustainable journeys across the town. The existing infrastructure for walking and cycling is incomplete and fails to meet current safety and design standards. This issue is made worse by major roads and roundabouts that act as barriers, making active travel difficult.
- There is a clear correlation between distance from transport hubs and travel behaviour. Areas further from the town centre and key transport nodes exhibit higher car ownership and a continued reliance on private vehicles for journeys. This car dependency is reinforced by low-density housing layouts with ample parking, which fail to capitalise on the proximity to the station and limit the uptake of sustainable travel.
- The higher use of sustainable transport in areas close to the station and main bus routes demonstrates the opportunity to encourage these behaviours further. The town's relatively modern highway design presents fewer physical constraints than older settlements, offering a good foundation for upgrading and expanding the cycling and walking network to a higher quality.
- Congestion on key routes like Elstree Way and at town centre junctions remains a major threat to pedestrian and cycle movement. The physical barrier of the railway line and major roads continues to hinder connectivity in general, but particularly for active travel.



Fig 68. All Saints Church, Shenely Road.

4.4 Townscape

4.3.49. Borehamwood is the main town in Hertsmere and an important local centre in southern Hertfordshire. It is located approximately 12 miles (19 km) northwest of central London and is adjacent to the Greater London boundary. The area is predominantly residential, with some light industry, the cinema and tv studios and open land within the Metropolitan Green Belt. Elstree & Borehamwood are well-connected through the road network to other settlements within Hertfordshire and Greater London, with the A1 bordering the east and the M1 to the west.

4.3.50. Elstree Village is considered a distinct settlement and is not included in this analysis due to its unique identity, historic origins, location within the Metropolitan Green Belt, and notable visual and physical separation.

Urban Grain

4.3.51. Borehamwood developed from a village nucleus extending outwards, largely towards the north and south, over the years. The railway line in the east and the A1 in the south-west provide barriers constraining development and preventing too much sprawl beyond these lines. Access roads spur off Shenley Road, the town's high street, with further routes and cul-de-sacs extending from these.

4.3.52. The urban fabric is primarily residential, and the urban grain is relatively tight with a high degree of permeability within the two main residential areas, particularly with pedestrian paths through green spaces. Elstree in the east has larger urban blocks and less permeability through its residential blocks.

4.3.53. The figure-ground plan, delineated by the red settlement boundary, clearly illustrates the urban fabric of the area. The figure, representing built form, reveals a predominantly low-to-medium density suburban pattern in the residential areas.

4.3.54. The high street is immediately identifiable in the middle of the picture, running from the southwest to the northeast. This traditional fine-grain spine abruptly transitions into larger building footprints as it arcs into Elstree Way, bending to the south-west and indicating a shift from traditional retail to larger-format developments and the employment cluster to the west.



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4.3.55. The surrounding houses largely follow a loose suburban grid pattern, providing a coherent low-to-medium density urban armature. This urban structure is a moderately consistent grid across much of the area, with various exceptions of less regular and less permeable layouts, for instance to the east, accessed off Potters Lane and the whole of Elstree. Amenities such as schools and sports hubs appear as larger isolated footprints and are normal ancillary uses to be found in most residential areas.

4.3.56. The town centre itself is an unusual mix of traditionally tight-grain areas, with frequent side streets giving access to the residential areas behind, along with several significant large-grain intrusions (the Shopping Park, Reel Cinema, Tesco Supermarket and the nearby BBC Studios) which disrupt permeability to a considerable degree and restrict pedestrian movement north and south, creating some very large urban blocks and very likely triggering local short-journey car use. For instance, the urban block north of Shenley Road up to Stratfield Road and bounded by Theobald Street and Eldon Ave is approximately 660m x 400m with no continuous east-west or north-south route through, as it contains both the BBC studios and the Shopping Park. It is possible to walk through the Shopping Park giving a diagonal link across one corner, but this is an exceptionally large scale of block-level urban grain for a small town.

4.3.57. The larger studio sites also sit on large urban blocks, however they are generally smaller than the one above, and as they are not in the town centre, the need for greater permeability (access to the High Street) is less – although better connectivity throughout Borehamwood would be advantageous for a range of reasons.

- There is a limited range of footprint sizes of buildings found within Borehamwood, most of which are house-sized or terrace/apartment block-sized at the small end of the range. Medium-sized footprint buildings, which are mostly gathered along the High Street and close to it, are larger apartment blocks and small office/workshop/mixed-use buildings, with the lower number but highly impactful large footprint blocks being newer studios, supermarkets, leisure facilities and the shopping park structures.
- The larger-scale footprints are focused around the east-west axis through the centre of the town, with a mixture of commercial and industrial uses, including the BBC Elstree Centre and Sky Studios. The retail uses (Shopping Park and supermarkets) generate a high level of traffic movement but are likely to also support access to and use of the High Street shops because of their proximity. The studio buildings are employment-focused and mostly clustered to the east – with the exception of the BBC and Elstree Studios.
- Outside the town centre, there is a reasonable amount of open space within the settlement; much of this consists of public parks, woodland areas or open green spaces, along with car parking/paved areas and school grounds.



Fig 70. Tissue study.



Fig 71. Permeable blocks featuring apartment blocks.



Fig 72. Residential areas with cluster of terraced houses and semidetached.



Fig 73. Typical High Street configuration. To note the presence of larger impermeable blocks (retail and studios) off the main street

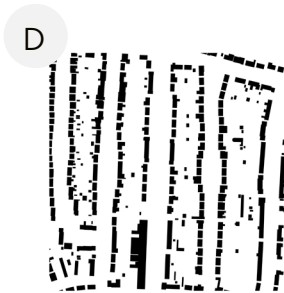


Fig 74. Regular grid residential area with terraced houses. To note the long blocks and limited east-west permeability.

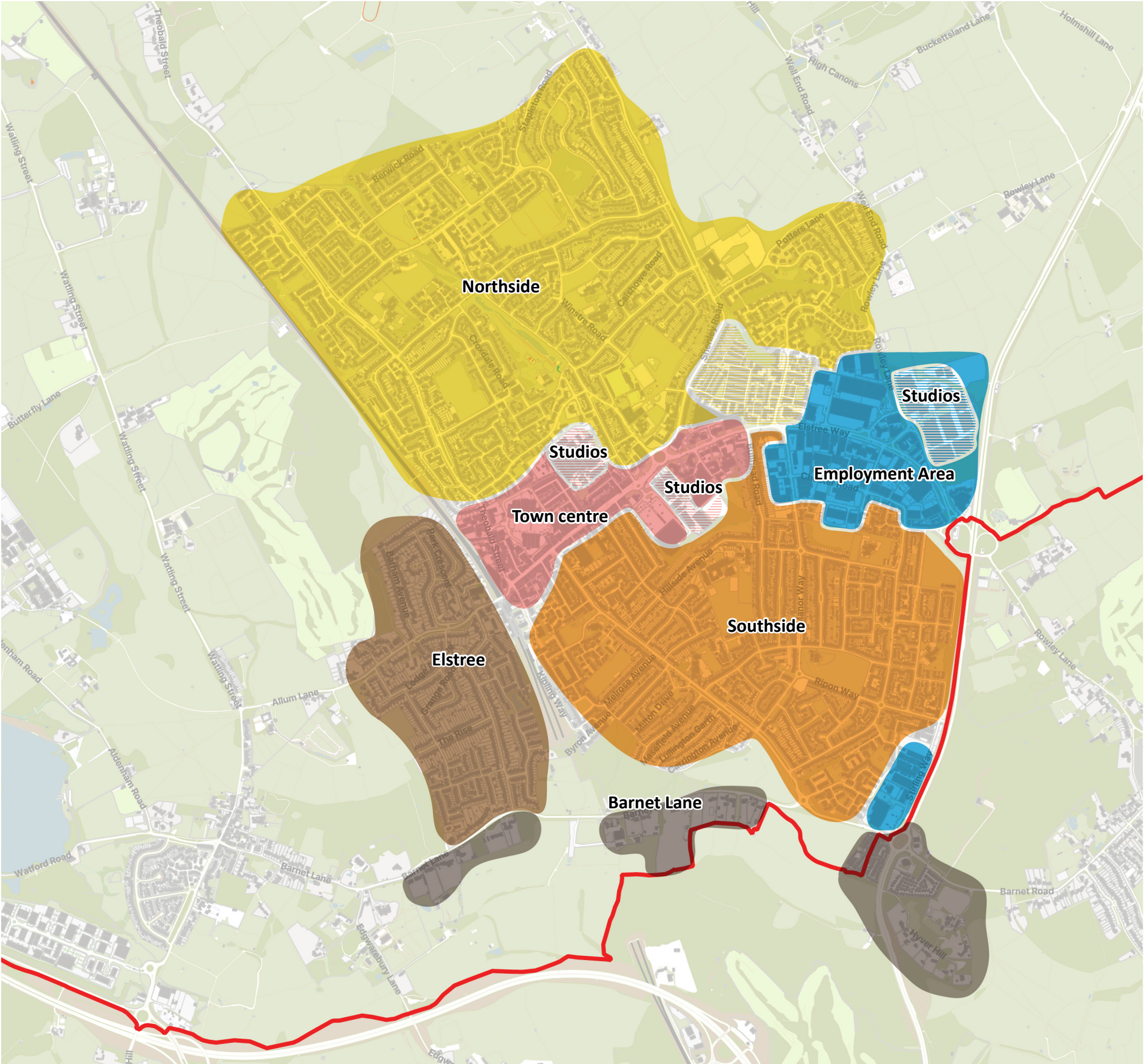


Fig 75. Large-scale footprints in the employment area.

Character Areas

- 4.4.1. Borehamwood is a bustling town with a strong urban centre and highly active film/TV studios, among other industries. The town centre is flanked by residential areas to the north, south and west, which accommodate a wide range of housing types, varying in age, scale and style.
- 4.4.2. There is a small historic residential area towards the south-west of the high street along Drayton Road, Furzehill Road and Mildred Avenue. The houses in this area are predominantly Edwardian and early 20th century, typically two-storey with either gabled or hipped roofs. The footprints of these houses are not significantly different from those that followed; however, these were supplemented by blocks of flats that started to change the character of the streets.
- 4.4.3. There are extensive areas of post-war semi-detached and terraced council housing with an open and green streetscape; the streets are lined with trees with front gardens and generous back gardens. These properties are typically two-storey, with brick elevations and tiled roofs. Later developments of varying density and scale punctuate these areas, adding a wider range of housing types to the various neighbourhoods.
- 4.4.4. The eastern part of the town is characterised by the predominant presence of employment uses (with notable exceptions relating to housing) and more recent buildings (from the 1980s onwards).
- 4.4.5. Borehamwood is composed of five main character areas, with three main functions – mixed-use town centre, residential and employment. Each of these areas possesses specific characteristics derived from their geographical location, historical development, predominant building typologies, and spatial organisation.

Fig 76. Character areas plan



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The Town Centre

4.4.6. Shenley Road, Borehamwood’s bustling main high street, stretches from south to west. It is a linear commercial strip interspersed with residential units over the shops and constantly busy with vehicular through traffic, which makes it less friendly for pedestrians. The buildings lining the road are predominantly three storeys high (with a few two- and four-storey ones), with shops and service uses occupying the ground floors and generally homes above. Parking is available on the street in some areas and in some rear courtyards, although this is unlikely to be for public use.

4.4.7. The High Street presents a functional appearance, although the traffic has been tamed to some extent, with constrained carriageways and speed controls. However, it largely lacks greenery, with only a few scattered trees or planters, leaving much of the public realm noticeably hard in nature. The hard character of the High Street is in stark contrast with the verdant residential areas elsewhere in the town and shows little connection to the residential areas or the surrounding rural landscape.

4.4.8. Despite its linear form, the town centre extends to the north and south of the High Street, encompassing a shopping park, part of Theobald Road, and the Reel Cinema (a potential development site). Pedestrian links to these facilities and the overall public realm could be improved, but the proximity of the retail park to the High street is undoubtedly a reason for the High Street to be thriving as it is.

4.4.9. The high street offers a diverse array of services, including retailers, restaurants, food markets, pharmacies, and childcare services. It also has a community-oriented feel, with local shops noticeably also catering to the Jewish and Turkish communities.

4.4.10. At the western end of Shenley Road, near the junction with Theobald Street, Borehamwood station offers direct transport links to central London. However, the station is poorly integrated with the high street, suffering from poor visibility and a hostile, traffic-dominated environment. Access to the station for buses, taxis and other vehicles is via the busy roundabout at the junction of Shenley, Theobald, Station and Allum Roads, and while the station forecourt serves the main pedestrian desire line towards the high street, it is highly utilitarian, with most space allocated for taxis and buses to manoeuvre or for parking rather than creating an attractive area of public realm with dwell space and soft landscaping.

4.4.11. Despite its length, the High Street is consistently active and bustling, characterised by low vacancy rates; however, it lacks significant public spaces, save for a small pocket park at the junction with Furzehill Road. A number of the buildings have been updated recently, while others really need attention, and a handful of plots are ripe for redevelopment, which could also create more public space (for instance, at the entrance to the Reel Cinema site), significantly improving the street’s public realm and attractiveness.



Fig 79. Retail frontage along the eastern end of the High Street (Shenley Road)



Fig 78. Western end of the High Street looking east.



Fig 77. Civic offices frontage on the junction between Shenley Road, Elstree Way, and Brook Road

4.4.12. The BBC studios are located off Eldon Ave, a residential road to the north of the High street but separated from this by a cul-de-sac with housing and with another residential enclave to its west. This significant facility and cultural landmark has grown in isolation from the surrounding uses. The site comprises large-scale sheds, structures, and buildings of various ages, dimensions, and sizes, along with courtyards. Its access, security, and functional requirements make it an unusual presence within the surrounding built fabric and despite its economic and cultural importance and scale, the facility remains somewhat concealed. However, this may suit the users and operators of the site, and the adjacent housing seems to have adjusted to this presence.

4.4.13. There are a number of other key landmark buildings in the town centre, especially along Shenley Road include Regent House, number 63, All Saints Church, number 96 (Library), and 213 (McDonald's).

4.4.14. Currently one kilometre long, the High Street section of Shenley Road abruptly stops at the Tesco Roundabout with a clear morphological change: the building lines get more fragmented, and the massing experiences a dramatic change, with larger building footprints and tall buildings.

4.4.15. However, the section beyond Tesco features further civic uses, including the Council offices, the Leisure Centre, and its car park (used for monthly farmer's markets). The two roundabouts along this corridor create a separation and change of character from the High Street to Elstree Way/Shenley Road, however, the functional integration between the two areas remains strong, evidenced by the level of pedestrian movement between them.

4.4.16. The part of the Town Centre character area serves as a key gateway to Borehamwood's town centre when approaching from the east (A1).

4.4.17. Tesco and Elstree Studios occupy key plots on the south side and influence significantly the character of the area. Tesco, a large-format supermarket frontage, is set back over 200 metres from Elstree Way with a vast car park. It abruptly interrupts the building frontage established by the high street to the west. In combination with the vehicular access (including a busy roundabout), it compromises both the local character and pedestrian comfort. To the immediate east of Tesco, Elstree Studios in combination with Imperial Place creates an impermeable block. The historical studios do not provide a visible presence on Elstree Way and remain hidden behind a thin green buffer, a functional front yard. The pavement here is also not generous, and a modest small green space with informative panels about the studios is the main reference to this important facility. The boundary of the studios consists of metal fences along the whole perimeter, accentuating the feeling of separation from the context.

4.4.18. Imperial Place, an office block dating from the 1980s, currently struggles to integrate with its surroundings. This is largely due to its public realm, characterised by dense vegetation, brick walls, and a main entrance that, despite



Fig 80. View of the High Street from the council Offices



Fig 81. BBC Studios from Eldon Avenue



Fig 82. Franklin Court

being clearly defined and open, involves a change of level from Elstree Way, leading to steps and a ramp. Further east, the street frontage remains fragmented by a series of low buildings set back 15-20 metres. These are interspersed with more prominent recent blocks, such as Affinity Place and Liberibey House, which successfully re-establish a positive relationship with the street.

4.4.19. The area's western end is marked by McDonald's and Franklin Court, which serve as key local landmarks alongside the Council Office building. Although these three developments create a notable presence, their location on a large roundabout, dominated by vehicular infrastructure, creates an environment incongruous with a town centre. The significant distance between buildings (75-125 metres), including green verges and buffers, prevents any sense of enclosure and creates a distinct discontinuity with the rest of the town centre.

4.4.20. East of the Council offices, the buildings extending to the Venue (leisure centre) are set back from Elstree Way. Although separated from the road by linear green landscaping, their character is more akin to a suburban setting or business park.

4.4.21. Pedestrian experience, already compromised by the dominance of cars, is further threatened by the lack of a high-quality, consistent public realm.

Northside

4.4.22. The Northside character area is the largest of the predominantly residential areas and it is relatively homogeneous with a range of suburban housing types, ancillary buildings (churches, schools etc) and a couple of local neighbourhood centres (at Bracken Close to the west and Leeming Road and Rossington Avenue to the north). The houses are generally low-rise, with much of the stock built in the 1950s and 1960s, with additional neighbourhoods following these periods into this century. There are clusters of apartment blocks in various locations throughout the area, also of varying ages and styles and with no particular location focus.

4.4.23. The structuring elements of this area are the three important north-south corridors – Theobald Road leading to Radlett, Cowley Hill Road leading to Shenley and the more or less central linear park along Tyke’s Water, which unfortunately does not extend south as far as the High Street. Eight major open green spaces are well distributed across the area, some connected by the linear park, contributing to the green character of the area and offering leisure opportunities. Primary schools and nurseries are also distributed across the area, with the presence of the Academy on the western boundary.

4.4.24. The residential areas to the east of Shenley Road have different characteristics, which create two distinct sub-areas: the recent developments between Shenley Road and Studio Way and the development along Studio Way towards Rowley Road. The first is a series of dense developments from the late 1990s to the 2020s featuring a variety of housing typologies and narrow streets with lower parking provision. The second sub-area is a lower-density 1970-1980s development. Both these sub-areas distinctively lack permeability, the first ones having been developed as independent clusters and the second being organised with a typical series of cul-de-sacs.

4.4.25. At Watersplash Mews (north-west) and Bridle Close (east), two recent developments extend into the open green, beyond the otherwise clearly defined area boundary.



Fig 83. Parade of shops at Rossington Avenue



Fig 84. Allerton Road



Fig 85. View of Aberford Park from the north



Fig 86. Green off Holmesly Road



Fig 87. Canterbury House view from across Meadow Park



Fig 88. BBC Studios



Fig 89. Cluster of shops at Leeming Road



Fig 90. Stanborough Avenue

Southside

4.4.26. The southside area tends to be more homogeneous than the north, with inter-war terraced housing closer to the High Street, followed by a predominance of post-1960s residential neighbourhoods, mostly with detached and semidetached houses. A particular example of a coherent estate is the 1970s Farriers Way estate, adjacent to an industrial area off the A1 to the south. This is mostly 2-3 storey terraced houses with one block of flats in the north corner. While this estate has more space dedicated to parking and vehicle circulation than the traditional streets, it still incorporates and is surrounded by a lot of green space and tree planting.

4.4.27. There is also a group of apartment blocks dating from the 1990s/2000s which extend southwards from the railway station into the area, which also includes some new semi-detached houses among the apartments further south alongside the railway line.

4.4.28. The main structuring elements of the area are Furzehill Road and the three streets (Cranes Way, Manor Way, and Ripon Way) meeting at Ripon Park, while primary schools and nurseries are distributed throughout, with several on the periphery of the area.

4.4.29. Similarly to the Northside, the area is gifted with an excellent provision of parks, which are well-distributed and accessible, including Ripon Park, Woodcock Hill Village Green, Maxwell Park, King George Playing Fields, and Tempsford Green, as well as a series of small green spaces and allotments.

4.4.30. Barnet Lane, to the south of the built-up part of this area, is a historical connection running east-west and connecting with the A1, Furzehill Road to the east and Elstree Village to the west. This link has changed its character from a quiet rural lane to a key local connector, and it also edges Woodcock Hill, a key green space, defining the town built up area to the south. This link includes access to the various groups of rural housing, which is located outside the main town area.

4.4.31. There are two typologies of rural housing, both in this area. These are either 1) 'park home' estates made up of small mobile homes, grouped together on previous fields, or 2) much larger single houses on often very large sites. Some of the latter are previous farmhouses, but most seem to have been built specifically, and many are contemporary. Both types of rural housing are located within the green belt to the south of Barnet Land and to the east of the A1 by the roundabout.

4.4.32. Local neighbourhood hubs, including small parades of shops, are present at Manor Way and Howard Drive, but there are none in the western part of the area, which is generally closer to the High Street.



Fig 91. Rippon Park



Fig 92. Furzehill Road



Fig 93. Ashley Drive



Fig 94. Shop parade at Howard Drive



Fig 95. Bullhead Road



Fig 96. Hillside Avenue



Fig 97. Ferriers Estate



Fig 98. Mildred Avenue

Employment Area

4.4.33. This character area stretches both sides of Elstree Way and is defined to the east by the A1; however, there are also other employment sites/groupings located close to/within the town centre and on the southern edge of the town. The main area's character is primarily defined by its functional aspects, particularly access, vehicular circulation, and car parks. Buildings are often centrally located within their plots, with parking areas at the periphery. There is significant variation in building heights, massing, age, and quality throughout the area.

4.4.34. South of Elstree Way the area is characterised by well-utilised business parks. Chester Road forms a central, internal service road, running east-west, parallel to Elstree Way. The plots vary in size and uses, with some featuring light industrial buildings arranged around internal courtyards, while others more commonly consist of sheds surrounded by car parking.

4.4.35. Armstrong Close and Kensington Way are two residential enclaves that extend into the employment area. While some of the houses in these locations have their backs to their industrial neighbours, both uses share access streets, and where there are newer industrial developments, there are also green edges and no service yards onto the street, although the older sites do not meet this standard so well.

4.4.36. North of Elstree Way is a Lidl supermarket and several large-format logistics facilities. These facilities are set a long way back from the main road, with an access slip road (York Way) and/or areas of parking and service yards facing the streets, showing a lack of integration with the surrounding plots or street greening initiatives.

4.4.37. A group of office buildings are located around the eastern end of Elstree Way (Elstree House, Elstree Tower and car park, Premiere House and the Travel Lodge), and along with the Premier Inn on the south side, these create a cluster of taller late 20th-century buildings, with the surrounding public realm designed around car access. The Hilton Hotel on the south-eastern side of the area functions as a landmark and a gateway to the character area and to the town itself from the A1.

4.4.38. In this same area, off Rowley Lane, Sky Studios have a new campus composed of nine 4-5 storey large footprint studio buildings and a car park structure. Similar to other studios, this area is separated from its surroundings, both urban and rural, but does create a useful buffer to the adjacent A1 for the rest of the area. The street edge has been extensively planted, supplementing the remnant hedgerow trees.



Fig 99. Industrial blocks of different ages.



Fig 100. Office blocks including Elstree House



Fig 101. Sky Studios

Elstree

4.4.39. The structuring elements of the area are Allum Lane connecting to Borehamwood's High Street and Deacon's Hill Road running north-south and connecting to Barnet Lane. The area lacks local neighbourhood hubs, apart from a small number of non-residential buildings facing Allum lane close to the station, including a petrol station, office building and community centre.

4.4.40. This character area is part of Borehamwood, but it feels distinct from the rest of the settlement, with the railway line providing a clear separation, yet it is also clearly separated from Elstree Village further to the west by fields, woodland and the cemetery despite being only 400 metres away.

4.4.41. The bulk of the settlement is located to the south of Allum Lane, with a smaller area located to its north. The area is largely residential, with a slightly different character from the residential areas to the east of the railway line due to generally larger houses and a more spacious block layout and larger private gardens.

4.4.42. The houses vary in size and scale, but they are all consistently 2 or 2.5 storeys high. There are also several groups of 3-storey apartment blocks of various ages, mostly along Allum Lane and close to the railway station. Notable among these is Hollywood Court on Deacon's Hill Road, built in the 1930s to house American film stars who came to work in the local film studios. Marilyn Monroe is supposed to have stayed here.

4.4.43. More recently a development of 3- and 4-storey apartment blocks was built between Hollywood Court and the railway line, increasing the local housing density a small amount. This height matches the 4-storey blocks across the railway line in the Southside area of the town and does not interrupt the overall rhythm of building heights.

4.4.44. Elstree does not feature any public green space within its built-up area; however, it faces onto Parkfields to the north and is surrounded by green open land to the east and the south.



Fig 102. Borehamwood Manor



Fig 103. Links Drive



Fig 104. Grade Close



Fig 105. Links Drive



Fig 106. Park Crescent

Building Heights

4.4.45. Borehamwood is characterised by a large area of similar-height buildings – its traditional housing stock is largely within the range of 2-4 storeys, with the town centre and employment cores exhibiting a wider range of building heights and massing, reflecting its historical evolution. There are also some interesting anomalies in height terms, with an 8-storey residential block on Aycliffe Road and an 18-storey tower (Canterbury House) set among 5-storey blocks on Canterbury Road. Neither of these are recent structures, but the 18 storey block remains the tallest building in Borehamwood.

4.4.46. Within Borehamwood’s town centre along the High street, building heights vary but typically do not exceed 4 storeys. However, taller buildings are now becoming the norm within areas of new housing, and along the east-west corridor, most of the new apartment blocks are 5-7 storeys, with a recent block on the corner of Shenley Road and Brook Road stretching from 7 to 11 storeys.

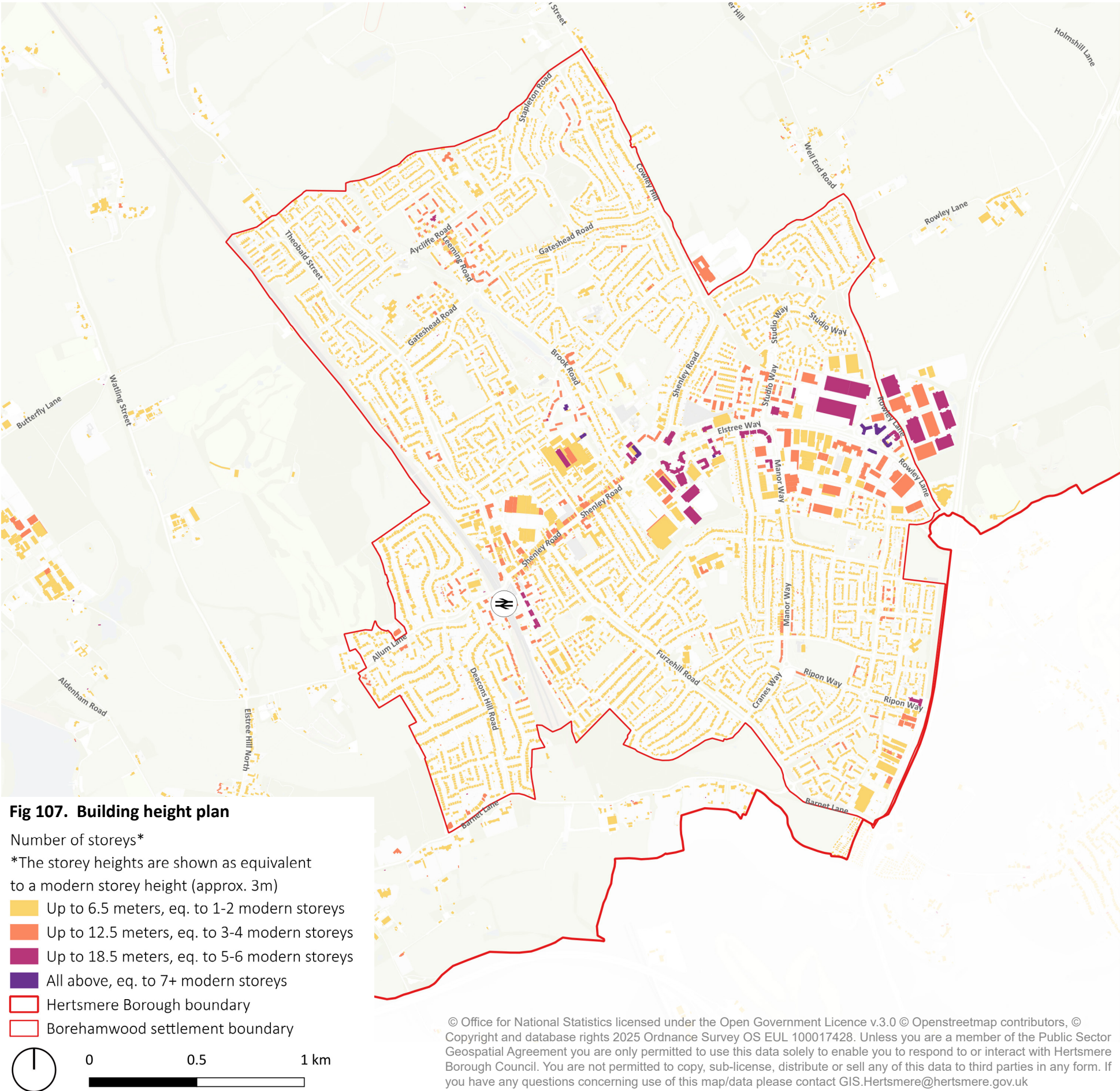
4.4.47. There is a cluster of contemporary 4-6 storey residential developments to the east and west of the railway line near the station. In the industrial area, some buildings, for instance with hotel or office uses, reach 7 storeys, while industrial-use buildings within this area tend to have fewer floors but significantly higher floor-to-ceiling heights. Along the High Street, the tallest structure is the All Saints Church Tower, probably the equivalent of 5 residential storeys; however, it is not particularly impressive, as it does not include a spire.

4.4.48. Commercial and industrial buildings vary from low-rise (equivalent to 2-3-storey residential buildings) industrial or retail sheds to office blocks of 5-8 storeys to hotels of 6 or 7 storeys to monolithic large-format logistics buildings equivalent to 4-storey residential structures.

4.4.49. Studio buildings have similar massing to industrial buildings and can be the equivalent of 3- to 5-storey residential buildings. In the case of the BBC Studios, it is worth noting the presence of a 7-storey office building set within the overall studio site.

4.4.50. Larger buildings are concentrated particularly along the Elstree Way corridor and include civic and leisure facilities, including the Council offices (equivalent to 6 storeys) and the Venue (equivalent to 3 storeys).

4.4.51. Schools and leisure facilities are also typically low-rise with large footprints, though some newer facilities, like the Academy on the eastern fringe, have more prominent massing up to 3 storeys.



Building Typologies

4.4.52. Borehamwood’s residential landscape is characterised by a high concentration of semi-detached and terraced houses in short terraces, with fewer detached properties compared to the wider district. Elstree in the east has a higher proportion of detached houses. Small blocks of flats are spread throughout all residential areas and exhibit a range of ages, sizes and types. Contemporary residential development is introducing further variations in height, footprint and style of building, although they may all follow a similar typology – ‘high-density apartment blocks’.

4.4.53. Despite variations in housing typologies, a common characteristic is the generous space dedicated to car parking, which often features prominently in front of residential units. More recent, higher-density developments, such as those at Holmsley Road and Horizon Place (low-medium rise) and Franklin Court (high rise), depart from these previous patterns by experimenting with different typologies and lower parking provision, which better integrates the building into the urban landscape.

4.4.54. Due to the town’s relatively late settlement, there is a limited presence of heritage buildings, little or no Victorian structures, some late-Edwardian housing, with major house-building starting in the inter-war period. Most housing typologies following this are represented, with extensive examples of Council housing from the 1950s and 60s, along with private development examples from the 1970s to the present day. Please refer to the heritage section.

4.4.55. Shenley Road buildings are generally consistent in terms of building lines, with active commercial frontages at ground level and residential uses above. Despite this, some variations exist, such as the nursery to the west and buildings at the retail park gateway, which deviate from the predominant typology.

4.4.56. Medium-sized footprint buildings can include mixed-use (flats over retail, for example), office buildings, civic buildings (Council offices) and community/leisure/school/sports buildings. Mixed-use and office buildings range in height from 3 to 5 storeys (like the Council offices) with one narrow dimension, while community and leisure buildings are generally lower-rise at 1 or 2 storeys but with squarer dimensions in both directions.

4.4.57. In Borehamwood, there are generally the following types of large footprint building typologies:

- Retail uses: found in the town centre retail park just off the High Street and in the supermarkets in the town centre, the employment area and on the settlement fringe. The retail structures come with public access and large areas of parking around or on one side of the building, while the studios are within enclosed sites, also with various amounts of ancillary open space; however, parking can also be in multi-storey structures, which is a more efficient use of the land.

- Industrial uses: concentrated to the east of the settlement along the Elstree Way corridor and other scattered locations – to the south;
- Office buildings clustering along Elstree Way to the east of the town;
- Studios: located in three clusters, close to the High Street (BBC); on the eastern edge (Sky) and on Shenley Road at the eastern end of the High Street (Elstree).
- Schools and leisure facilities, generally low-rise, with the exception of newer facilities like the Academy on the eastern fringe and the leisure centre on Elstree Way, which have more prominent massing.



Fig 108. Office blocks on Rowley Lane near Elstree Way



Fig 109. Elstree Studios. Source: <https://www.bbc.co.uk/news/uk-england-beds-bucks-herts-67805579>



Fig 110. Industrial Units



Fig 111. School: Hertswood Academy

Street Character & Public Realm

4.4.58. Borehamwood’s public realm, beyond its streets and footpaths, is a mix of cultural hubs and green spaces that foster community interaction. Allum Hall serves as a community centre, while parks like Meadow Park, Thyrkcliffe Nature Park, and Ripon Park provide recreational and social spaces for residents. These green spaces and cultural centres help create a dynamic community environment in Borehamwood.

4.4.59. Many residential streets, especially on the south side of the town, have a distinctly leafy green character, although there are also large areas with a lack of street trees. Street trees are frequently located in green verges along streets and at junctions, or along edges of parks facing the streets (on Theobald Road or Brook Road for instance), which intensifies the sense of green space in these areas.

4.4.60. However, despite ample corridor space, trees and greenery can be somewhat haphazard in the public realm with much of this actually located on private land in front and rear gardens. Nevertheless, green edges contribute to a generally verdant overall impression. The particular street character of the more important routes is detailed below:

4.4.61. High Street/Shenley Road: Detailed aspects of the character of the high street shifts along its length, although the entire street is dominated by its role in moving and parking traffic. While the footpaths are generally ample, the western half is somewhat narrower, restricting footpath width (while maintaining street parking) and not permitting any space for greenery. There is more variation in the aspect, quality, and age of the buildings in this area, which creates more public realm character, but the traffic dominance undermines this.

4.4.62. By contrast, the eastern section of the High Street is more coherent, featuring consistent building frontages of similar age and better quality, with more generous space across the street (approximately 30 metres front-to-front). However, the character is compromised by the road infrastructure, as the generous width is filled with slip roads and substantial amounts of parking. The more generous space does not result in any soft or green treatment to the public realm.

4.4.63. Elstree Way: This is a functional thoroughfare with a generous street width- including slip lanes and parking at some points- and setback building frontages, stretching between 20-60m at different points. While there is some expression of greenery along most of the street, this is highly inconsistent and does not present a coherent character. There are intensely planted areas (like the junction with Studio Way), although even this does not overcome the scale of tarmac which dominates, while other areas of long verges are without trees. The positive aspect is that the open space exists and this street could be a highly attractive boulevard entry route to the town from the A1.



Fig 112. Verdant residential street off Furzehill Road



Fig 114. Furzehill Road



Fig 113. Residential street with street planting compromised by on-plot parking



Fig 115. Elstree Way

4.4.64. Furzehill Road, Theobald Street and Cowley Hill: These are key connectors which enter the town through the main suburban areas. The streets all have housing along one or both edges (much of Cowley Hill overlooks the Greenbelt fields to the east) and they are generous in width with a range of features. These include slip lanes, planted verges, occasional small parks and setback housing frontages. These streets are fairly green, but considering the amount of public space available along them, they could be better planted and fulfill their potential as ‘arrival boulevards’ to a stronger degree.

4.4.65. Allum Lane: This is the main route connecting Borehamwood across the railway line into Elstree and feeding into all the smaller residential streets. It is a busy route, including buses and has no cycle lanes, although it does have green verges along most of its length, with the footpath on the north side separated from the traffic by these small green spaces. Apart from where the street meets the railway bridge, buildings are set back some way from the street edge and the overall sense of character is very ‘leafy green’ with major mature trees on both public and private space along its length.

4.4.66. Residential streets: These vary in width considerably, especially in areas with council housing apartment blocks, which can have large amounts of space between buildings, up to 35+metres. However, the pattern is mostly that of medium to large front gardens (many with cars now parked in them) and a mixture of green and formerly-green edges. This loss of green space (hence permeable ground) to private vehicle parking could be considerable, although potentially balanced by large rear gardens, and it negatively impacts the quality of the residential streets in Borehamwood.

4.4.67. Streets and shred surfaces in more recent town centre developments are generally narrower than the traditional routes, however these also tend to be higher density developments, have more controlled parking areas and smaller gardens or communal gardens.



Fig 116. Residential street with street planting compromised by on-plot parking



Fig 118. Shared surface lane at Woodhill Rise



Fig 117. Theobald Street



Fig 119. Shenley Road

Recreation and Leisure Facilities

4.4.68. The Venue Leisure Centre is a key component of the town’s leisure facilities. This comprehensive facility includes a swimming pool, a gym, fitness studios and a soft play area.

4.4.69. Aberford Park is a key recreational area, featuring a skate park and a climbing boulder. Meadow Park is another important green space, offering play areas, tennis courts, a multi-sports court, and an outdoor gym. Additionally, Ripon Park provides further opportunities for informal sports and recreation.

4.4.70. In the heart of the town, 96 Shenley Road serves as a community centre, housing a theatre and cinema that host a variety of performances and screenings.

4.4.71. Beyond these key locations, a number of sports clubs and community groups contribute to the local leisure offer in the wider Hertsmere area, with many accessible to Borehamwood residents. These cater to interests ranging from traditional sports like football and cricket to more niche activities.



Fig 120. The Venue leisure centre, completed in 2000.



Fig 121. Rippen Park

Edge Conditions

4.4.72. Borehamwood’s edges are largely defined by the Metropolitan Green Belt, which surrounds the main settlements. This Green Belt designation has served to restrict the quantity of development, safeguarding against sprawl and reducing coalescence between settlements, especially with north London, while preserving the area’s character. However, there are incursions into the Green Belt along every boundary for reasons that may be sound, but are not clear from a townscape point of view.

4.4.73. The most consistent edge condition to the western side of Borehamwood is a hedgerow-finished street, giving a public view from the street out over open fields at breaks in the hedgerow and field entrances and anchoring the town in its green context. On the eastern side of the railway line, the edge condition is largely private gardens backing onto the fields, with either hedgerows or an open view. This creates a different character to that experienced on the western side of the town which sets these character areas apart.



Fig 122. Parkfields looking towards Elstree



Fig 123. Open fields to the north



Fig 124. View to the north from Potters Lane



Fig 125. Rowley Lane looking to the south

Materiality

4.4.74. The commonest materials used on the exterior of Borehamwood’s residential buildings is red brick, followed by render (usually white) and then other brick tones, notably yellow London Stock brick, particularly for more recent developments. Interwar period rendered houses often have decorative tile hanging to bay windows, dormers and loft extensions, along with tiled roofs, which are common to most low-rise houses and smaller blocks of flats. Flat roofs are typical for larger blocks of flats and more recent development in general, as well as most of the flats-over-retail blocks along Shenley Rd.

4.4.75. Apart from residential buildings and other ancillary structures within the residential areas (schools, etc.), much of the balance of industrial, studio and large footprint retail buildings use metal cladding on both sides and the roof on most likely steel frame structures for flexibility and lightness. The retail buildings among these then put more effort into their frontages, some with large areas of glass and distinctive signage to create identity.



Fig 126. White render is a frequent feature in all residential areas.



Fig 128. Interwar period rendered houses with decorative details on the bay windows.



Fig 127. Bricks of different tones used in recent developments (Holmesley Road)



Fig 129. Modern industrial/ logistic sheds in the employment area.



Fig 130. Bricks and render semidetatch houses along Furzehill Road

Views and Structuring Elements

4.4.76. Borehamwood does not contain much in the way of major topographical change or major heritage sites, therefore there are no significant viewpoints or outlooks to be protected or formally designated ‘view corridors’.

4.4.77. However, a series of significant street-level views have been identified, all characterised by their outward perspective from the settlement towards the surrounding green landscape. These views, which hold varying degrees of importance, include: the view looking east from The Mops and Brooms public house in Well End; the southeast view from Rowley Lane; the long-distance view north/north-west from Woodcock Hill; the view south-west from Allum Lane towards Elstree; the view from Red Road looking south-west towards Park Fields; the long-distance view from Deacons Hill northwards to Green Street (Shenley); the view north-west from Haggerton Road; the view from The Rise looking west towards Elstree Village; the long-distance view west from Thirskcliffe Nature Park; and the view from Edulf Road toward Park Fields.

4.4.78. In terms of wayfinding within the settlement, there is a limited amount of landmarks. While All Saints Church provides a reference point, its visibility is limited to a short distance on the High Street. In contrast, other buildings serve as more effective wayfinding aids, such as Canterbury House and especially Franklin Court. Due to its visibility from multiple points throughout the town, from both the east and the west, Franklin Court has become a key reference point.



Fig 133. View of All Saints from the eastern section of the Shenley Road



Fig 134. Canterbury House



Fig 131. Franklin Court from Elstree Way



Fig 132. Franklin Court from the Allum Lane/Shenley Road roundabout

Townscape - Key Findings

- This analysis reveals Borehamwood as a town of distinct contrasts, defined by its post-war development, its significant role in the film and television industry, and its location adjacent to London's Green Belt. The town's character is a product of several key factors: a functional but traffic-dominated town centre, extensive and verdant suburban residential areas, and large, self-contained employment areas and the Studios. While possessing many positive attributes, including excellent green space provision, the town also faces challenges related to connectivity, public realm quality, and the integration of its diverse urban forms.
- The town's rich film and television heritage is a major asset, yet it lacks a coherent strategy to fully integrate this identity into the townscape. The fragmented nature of areas like Elstree Way further detracts from a unified visual character, highlighting the need for a more cohesive approach to celebrating and preserving the town's unique history.
- The town centre and the urban employment areas are significantly impacted by large-footprint developments such as supermarkets, retail parks, and film studios. These create large, impermeable urban blocks that disrupt pedestrian permeability and contribute to a reliance on short-distance car journeys.
- While residential streets are often green and pleasant, the public realm of the High Street and Elstree Way is compromised by heavy traffic, inconsistent streetscaping, and a lack of pedestrian-friendly spaces. There is considerable potential to enhance these key corridors into more attractive boulevards.
- The five main character areas have unique identities based on historical development, building typology, and spatial layout. The railway acts as a significant physical and perceptual divider with Elstree.
- The majority of Borehamwood consists of two to four-storey buildings. Taller structures are clustered along the Elstree Way corridor and near the railway station, with a few residential towers acting as prominent local landmarks. New developments are introducing greater height and density.
- The residential areas, particularly to the north and south, are characterised by a leafy, low-to-medium density suburban feel with abundant parks and green spaces. In contrast, the town centre along Shenley Road and the Elstree Way corridor is defined by a harder, more car-centric environment with a mix of commercial, retail, and civic functions.
- The town's boundary is strongly defined by the Metropolitan Green Belt, which has limited urban sprawl. The character of this edge varies, from publicly accessible views over open fields to private gardens backing onto surrounding open land.
- Despite its size, Borehamwood has only a few distinctive landmarks to aid in navigation. Modern residential towers like Franklin Court have become de facto reference points due to their scale and prominence.



Fig 135. Shenley Road

4.5 Heritage

Designated Assets

4.4.79. Within the study area, Borehamwood’s designated heritage assets are limited to the group of statutorily listed buildings making up Tilehurst Farm. Four are Grade II, from the 17th century (possibly earlier) barn to the early 19th century farmhouse. They are now set within suburban development on the east side of Theobald Street. The Grade II manor house survives west of the tracks outside the study area.

4.4.80. What are now the Faribanks Studio/BBC Elstree, is a locally listed complex, but it has a recent Certificate of Immunity from statutory listing which expires in May 2030.

4.4.81. The Old Crown on Theobald Street may have a much older core and is worth investigating further. However, All Saints, despite some attractive windows, is probably too old-fashioned for its date, and its tower is too compromised to be considered for statutory listing. It remains one of Borehamwood’s few important landmarks nonetheless.

4.4.82. The two post-war churches should be evaluated further. A number of other buildings by Nugent Francis Cachemaille-Day who designed St Michael and All Angels for its prominent corner site are statutorily listed.

4.4.83. There is no obvious potential for a conservation area given that the assets that do exist are scattered. However, it might be worth designating a conservation area around the Clarendon Avenue studio group in order to reinforce protections. If contiguity is not a priority (which would be unusual), a multi-site conservation area covering the historic film studios could be considered.

4.4.84. A full list of the half dozen statutorily listed buildings can be found at: <https://historicengland.org.uk/listing/the-list/map-search>



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Non-Designated Assets – the Local List

4.4.85. Hertsmere’s Local List (reviewed 2013) includes the entries below for Borehamwood, arranged roughly west to east. There are no obvious additional assets:

- Manor Lodge, Allum Lane. Former lodge /gatehouse. Part of the historic curtilage of the 17th century Manor House. The building is mid 19th century.
- 2 Theobald Street. Former two-storey Crown Inn, now a house. It is possible a timber framed building survives behind the later brick façade.
- Wellington Public House, 4 Theobald Street. Built on the site of the Jolly Steamer, which had been built after the construction of the railway in 1868. First mentioned in 1870 as a public house, it was re-built and renamed the Wellington in 1908. It is Arts & Crafts with tile-hung gables.
- Former National School, Theabold Street. Built in 1896 as the second National School in the old Borehamwood village for 66 pupils comprising an office and a single large classroom. It probably replaced the earlier National School, also on Theobald Street, which had become the ‘Mission Room’ (now Borehamwood Social Club and not included).
- Former Crown Public House and Outbuilding to the Rear, 1 Shenley Road. Constructed in 1906 by Clutterbuck &, a Stanmore brewing company with Hertfordshire links. This Edwardian public house was formerly named The New Crown serving the old village of Borehamwood replacing the former Crown Inn located at 2 Theobald Street. Later the ‘new’ Crown was named The Crown Hotel, The Crown Inn and more recently The Mouse trap (1990s) and The Enigma. Now a Sainsbury’s
- To the rear: Former stable and cart shed. Yellow brick with red brick dressings, two storeys with a gabled slate roof.
- All Saints Church, Shenley Road. Designed by the London architect Francis Minty. The chancel was built in 1900 while the nave and tower were added a few years later. The church was consecrated in 1910. There is elaborate trefoil tracery and decorative timber mullion dormer windows. The building is attractive, but its setting is compromised. It is a key local landmark.
- 23 Shenley Road, Borehamwood. Former purpose-built post office (1923), now offices. Red, brown and black brick, two-storey building with a hipped tile roof.
- Fairbanks Building, offices /dressing rooms, Studios C & D/editing suites, BBC TV Elstree, Clarendon Avenue
- Local historic interest. Group built c1935 in Art Deco style. The site is the 1914 Neptune Studios that launched film in the area. Now BBC Elstree. They form part of the early film history of Borehamwood and therefore, as a group, make a significant contribution to the local area. Certificate of Immunity from listing until 2030.
- 29 Furzhill Road. Constructed between 1890 and 1910) this is the surviving corner property of an identical pair of houses located on each side of the entrance to Mildred Avenue (the house on the north corner has been demolished). No. 29 forms part of the group of Arts & Crafts houses below.
- Arden, Mildred Avenue, Borehamwood. The building was constructed between 1910 and 1914 forming part of a small group of Arts & Crafts detached houses. Although not the first to be constructed along Mildred Avenue, it is one of a pair with Grey Cot below that have both retained most of their original features.
- Grey Cot, Mildred Avenue. With Arden above, the building was constructed between 1910 and 1914 forming part of a small group of Arts & Crafts-style houses.
- War Memorial, on junction of Shenley Road and Brook Road. Stone needle on a plinth surrounded by a low red brick wall. Constructed in c.1921-23, it was moved to its present location in 1957.
- McDonalds Restaurant, 213 Shenley Road. Built 1935 / 36 as the Red Lion Public House at the east end of the early commercial centre of Borehamwood. Confident Queen Anne Revival ‘roadhouse’. Film industry and folk music associations. Another interwar roadhouse near the studios, the Thatched Barn has been demolished.
- White House, Elstree TV & Film Studios, Elstree Way. Former studio fire station (C.1950), now a restaurant / bar. Brick, single storey building, now painted white, with a modern corrugated iron gabled roof, located in the foreground of the remaining studios.
- Power House, Elstree TV & Film Studios, Elstree Way. Built c1925 to house the electricity generators which powered the British National Studios / British International Pictures Studios. It is now used by E.F. Moy Ltd, a manufacturer and supplier of cinematography equipment.
- 4 Elstree Way. Office. Moderne/Deco. Red brick, two-storeys with flat roof. Built c,1938/by Laing. It was one of a small number of offices/factories being built along the constructed Elstree Way, which formerly included another similar pair of office / factory buildings at the east end of the road that have since been demolished.
- Millennium Studios, 5 Elstree Way. Fellow building to No 4 and of a similar date. Also built by Laing.
- Safestore, Stirling Way. Former depot with offices, now a storage facility. Rendered brick, part two-storey, part three-storey Moderne/Deco development. Built 1938 as the RNLI depot by architects Kenchington & Farms.
- St Michael and All Angels Church, Brook Road. Designed by a London architect, Nugent Francis Cachemaille-Day (1896- 1976), it was constructed in 1954/5 by Harrisons of Camberwell. Cachemaille-Day studied at the

Architectural Association and worked for Louis de Soisson (pioneer of Welwyn Garden City). The St Michael Angel Window was designed by Mary Adshead (1904- 1995), a painter and muralist who trained at the Slade School of Art and it was installed when the church was built. Ten of Cachemaille-Day’s buildings are statutory listed.

- St Teresa’s RC Church, Presbytery and Church Hall. The church was designed in 1962-3 by architects J. Velarde & Partners. Julian Velarde is the son of F. X. Velarde, a Liverpool base architect who designed prominent catholic churches in northwest England. Three of his father’s churches are statutory listed buildings. Presbytery 1932 Church Hall Also 1932 and used first as the church.
- Hollywood Court, Deacons Hill Road. Three blocks of red brick, three storey flats with rendered balconies and projecting bay windows, hipped pantile roofs, and rendered chimney stacks forming a U shape set within a grassed landscape on the outskirts of Borehamwood. The block was built in 1935 by architects Marshall and Tweedy on the site of the Elstree Club.

Heritage – Key Findings

- The town’s primary heritage strength is its legacy in the film and TV industry.
- Borehamwood’s physical heritage is weak due to having few and scattered assets, which are suffering from the incremental degradation of their original architectural features.
- There are clear opportunities to improve the townscape’s connection to its heritage.
- The town’s historical character is under threat from the ongoing loss of original features due to unsympathetic extensions and a lack of recognition for its positive interwar qualities.

4.6 Landscape

Landscape Typology

4.6.1. The landscape in Borehamwood showcases a diverse range of green spaces and natural features that significantly influence the town’s development and ecological balance. The town is home to several open green spaces like Brook Meadow Park, Aycliffe Park, and Maxwell Park, which provide recreational opportunities and contribute to the town’s overall liveability. These spaces are easily accessible and serve as hubs for community activities. In addition to these, there are natural areas such as Shakespeare Park and Woodlands Primary School, which maintain a more untouched environment and support local wildlife.

4.6.2. Surrounding these areas is the Green Belt, an essential zone that includes agricultural land, golf courses, and sports fields. This Green Belt helps preserve the rural character of the town and restricts urban sprawl, preventing excessive development on the town’s outskirts.

4.6.3. Borehamwood also hosts several Local Wildlife Sites and Local Nature Reserves, which are crucial for maintaining biodiversity and supporting the habitats of various species.

4.6.4. Notably, the Elstree Ridge, a significant topographical feature, plays a role in shaping the town’s development by acting as a natural barrier and influencing how infrastructure can be built around it. This ridge, along with the Borehamwood Plateau, impacts drainage and accessibility of the settlement.

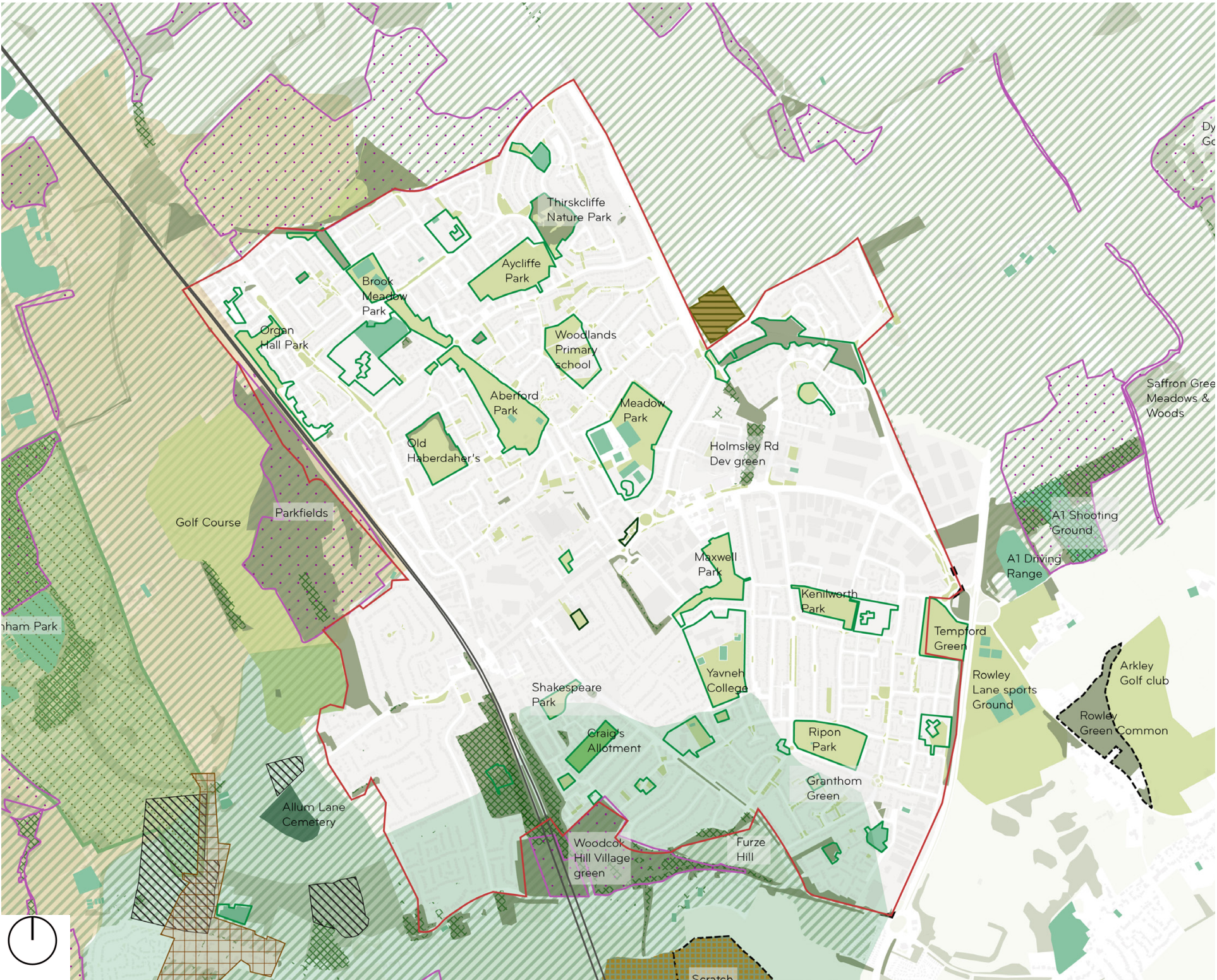
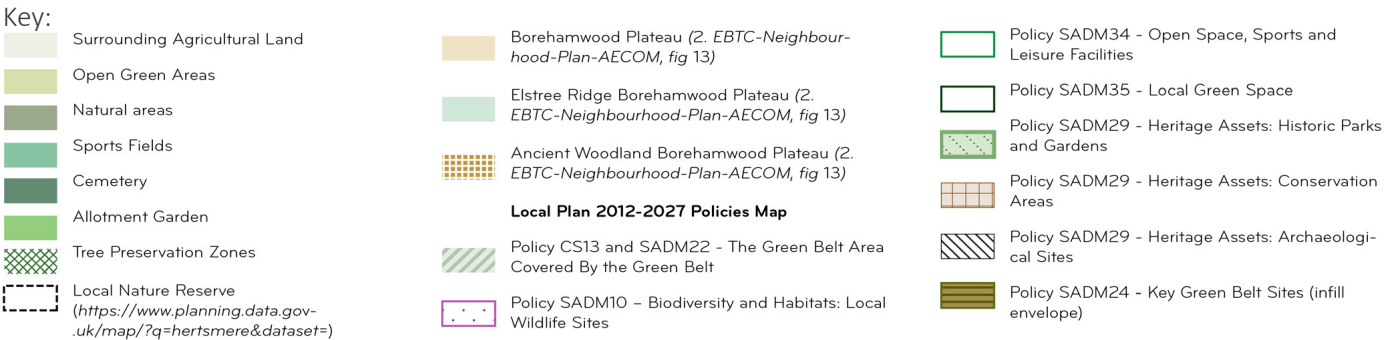


Fig 140. Landscape map



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Blue-Green Infrastructure

4.6.5. Borehamwood’s Blue-Green Infrastructure is shaped by its network of watercourses, including Tykes Water and several other brooks, which form key components of the town’s hydrological system. These water channels manage surface water runoff and contribute to flood mitigation, particularly within the Flood Risk Zones 3a and 3b, which are primarily located along the low-lying areas and watercourses. These zones are impacted by slightly acidic loamy and clayey soils, which exhibit poor permeability, leading to water retention and waterlogging, exacerbating flood risks during heavy rainfall.

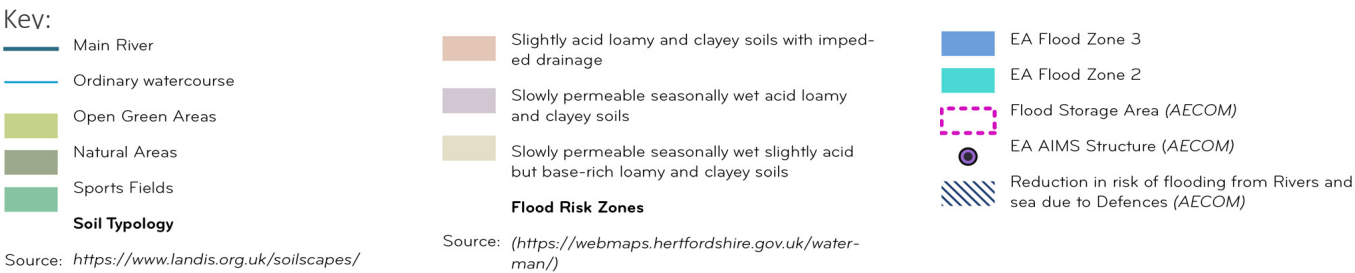
4.6.6. The town’s topography is influenced by these watercourses and soil types, creating floodplains and wetland areas, particularly in Shakespeare Park, Brook Meadow Park, and Aycliffe Park. These areas, characterised by low-lying terrain, provide essential flood attenuation and support local biodiversity. In contrast, areas with more permeable soils, such as those in Maxwell Park and Morven Park, are better drained and less prone to flooding, supporting stable, higher ground more suitable for development.

Landscape – Key Findings

- Borehamwood’s landscape is a key strength, featuring a good mix of open green spaces (like Brook Meadow and Maxwell Park) and natural areas. The presence of Local Wildlife Sites and Nature Reserves also actively supports local biodiversity.
- Within the settlement, the landscape is negatively impacted by large parking lots that fragment the public realm and an east-west divide that separates the creative industry hub from residential areas. A significant environmental weakness is the presence of flood-prone soils with poor permeability.
- There are clear opportunities to improve the landscape by enhancing flood resilience through the use of SuDS in parks and streets.
- The landscape is threatened by a continued reliance on car travel, which is sustained by the extensive provision of parking.



Fig 141. Blue – green infrastructure map



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4.7 Environment and Sustainability

4.7.1. Borehamwood lies within the larger upper Colne catchment area with Tykes Water (also stylised as Tykeswater) bisecting the northern area of the Site and secondary tributaries of Mimmshall Brook enclosing the Site in the southeast.

4.7.2. Tykes Water is currently considered to be of ‘Poor’ ecological status with a poor hydrological regime as defined by the EA in 2022. Tykes Water also is subject to phosphate pollution from poor nutrient management within the local rural and agricultural land. Mimmshall Brook and its tributaries is considered to be of ‘Bad’ ecological status with a poor hydrological regime, as defined by the EA as of 2022, given it being exposed to urban pollutants, intermittent sewage discharges and being culverted for urbanisation over parts of the tributary, such as in Borehamwood.

4.7.3. Parts of the Tykes Water are, however, open with paved walks abutting the river, such as in Gateshead Road. These areas are, however, right next to local roads and hard landscaping. Areas where the waters have been culverted, however, are disconnected from the natural landscape and feature hard landscaping such as the parking lot shown in the inset imagery.

Topography

4.7.4. The topography of Borehamwood and its surrounding area is best described as a plateau that is part of a larger, gently undulating landscape. To the south of Borehamwood is the Elstree Ridge, which is a prominent ridgeline that runs from east to west. This ridge has a higher altitude, ranging from 139 to 147 metres, and marks a significant topographical feature in the area. The M1 motorway and A41 road pass through a valley that breaks this ridge.

4.7.5. From various points around the settlement, there are long views to the surrounding hills, a result of its position on a plateau. The main part of the town sits on the plateau with minimal elevation changes. The altitude across the area ranges from approximately 75 to 111 metres above sea level. This central plateau is relatively flat compared to the surrounding areas. The settlement gently rises along Cowley Hill Road (to the northeast) and Furzehill Road (to the south towards the Elstree ridge). The oldest part of the high street (western half) gently goes down and up again, reflecting the subtle undulations of the plateau.

4.7.6. While the main part of the town is on a plateau, the land becomes more strongly undulating and has steeper slopes on the edges of the plateau. These slopes drop into minor valleys. The land near the Elstree Ridge, for example, has side slopes that can be quite steep. Areas where Tykes Water has been culverted to support urban development are shown in cyan.

Geology

4.7.7. The site is underlain by London Clay bedrock with small localised superficial deposits of Stanmore gravels and River Terrace deposits at the north-eastern and -western boundaries, respectively.

4.7.8. Whilst gravels typically have good infiltration potential, the presence of gravel in the site is significantly limited. Clays typically do not offer much infiltration potential. The site therefore has a low infiltration capacity.



Fig 142. Borehamwood topo with culverted watercourse

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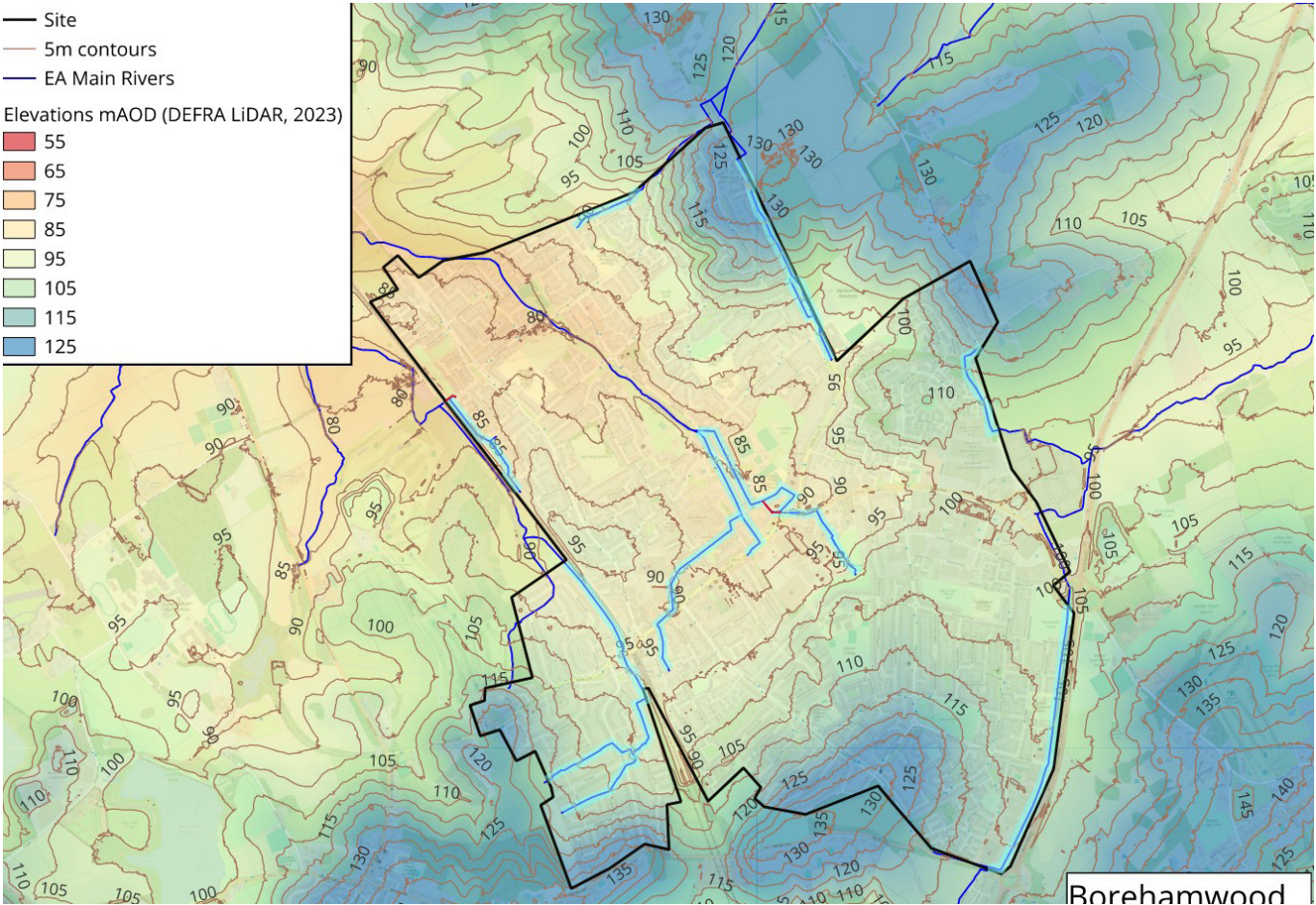
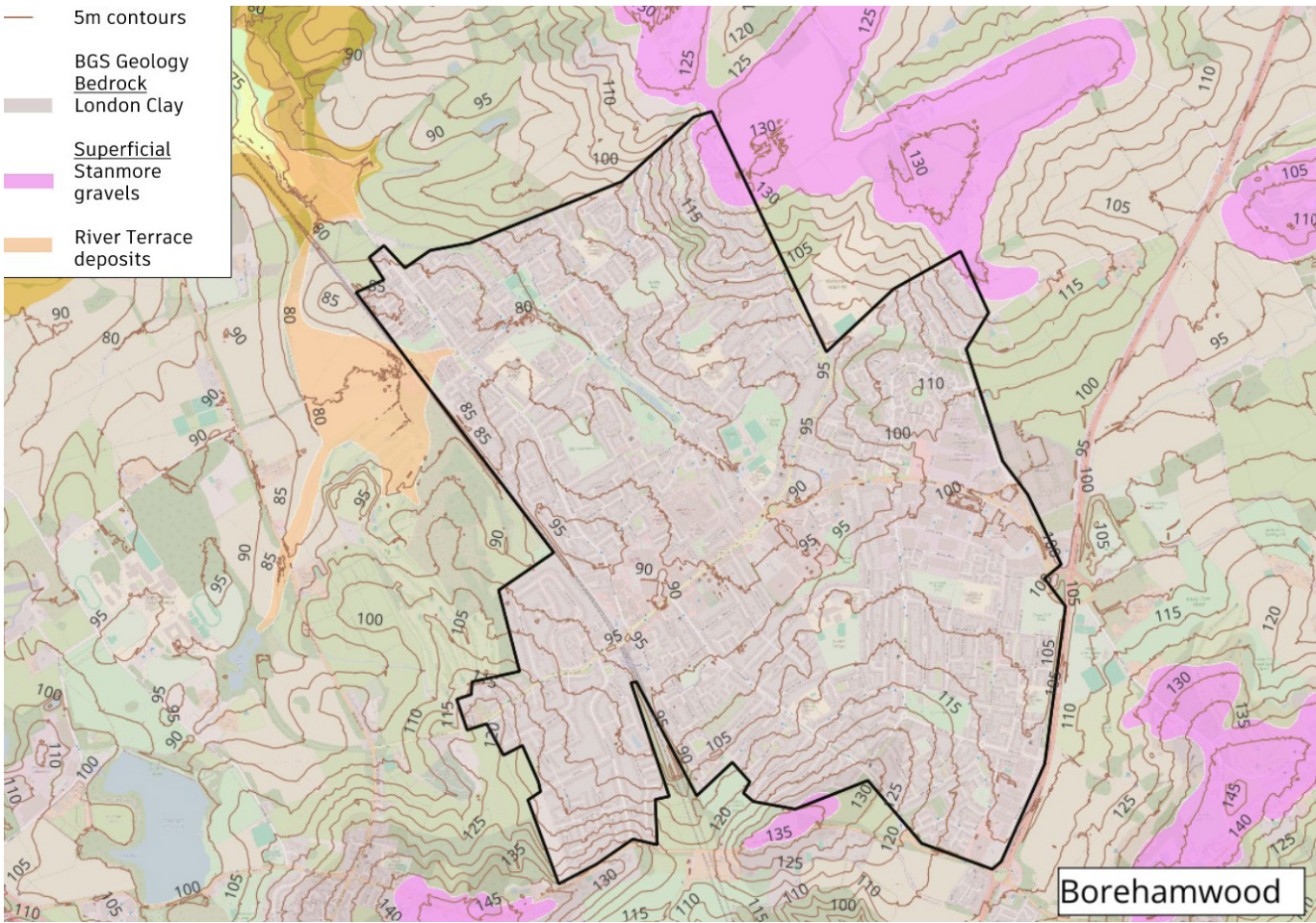


Fig 143. Borehamwood geology map

Contains British Geological Survey materials © UKRI 2025



Flood Zones and Risk

4.7.9. The site is largely in Flood Zone 1, though the low-lying valley and eastern boundary are in Flood Zones 2 and 3. This arises as these regions form the banks of Tykes Water, which flows through the site.

4.7.10. Much of the site is at risk of surface water flooding. The low-lying valleys are at high risk (> 1:30 chance per year) of surface water flooding, largely due to Tykes Water running through the site. These valleys function as overland flow paths to Tykes Water for storm runoff. The extent and risk illustrated increase when the effects of climate change are considered.

4.7.11. Given the proximity to Aldenham and Hilfield Park Reservoirs to the southwest, the site is subject to risk of flooding should these reservoirs breach.

4.7.12. Furthermore, as per the local SFRA, the site has a significant number (between 41 and 70) of recorded sewer flood events. These are largely recorded as land drainage flood events and are spread across Borehamwood though generally align with areas where the Tykes Water has been culverted through the site. This suggests that these flood events are associated with surcharge during intense storm events.

4.7.13. There are strategic opportunities to open the culverted portions of watercourses to improve flood resilience, enhance ecology and provide amenity value to the community.

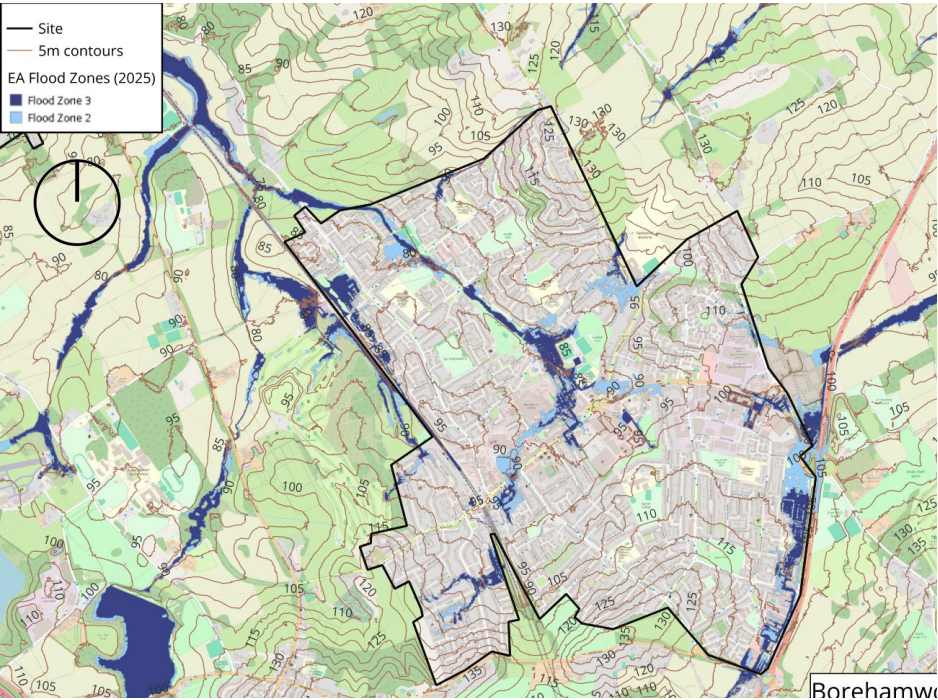


Fig 144. Borehamwood Flood Zones
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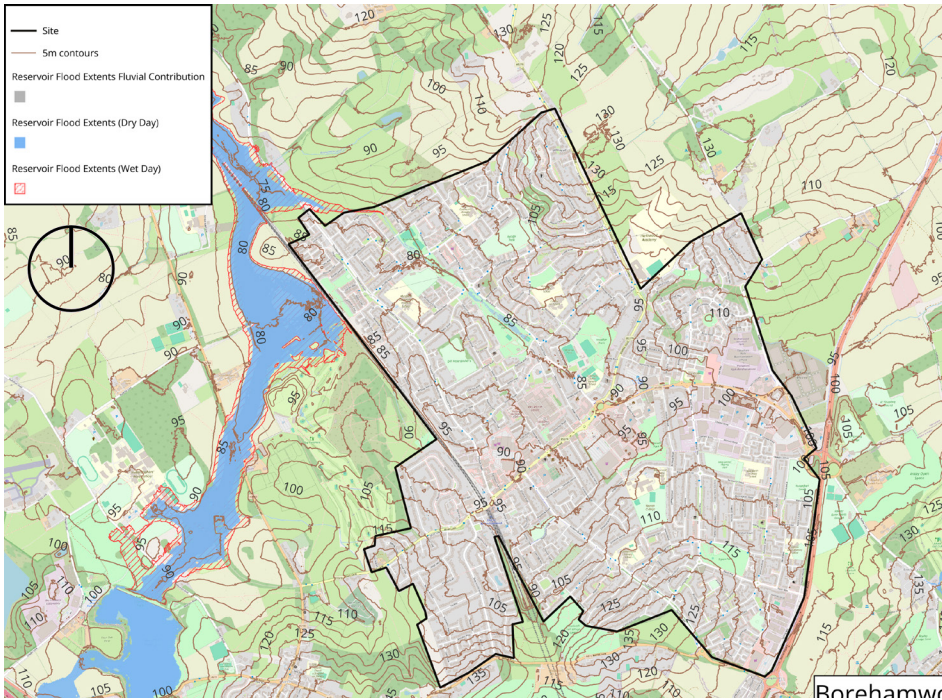


Fig 145. Borehamwood Reservoir Flood Risk
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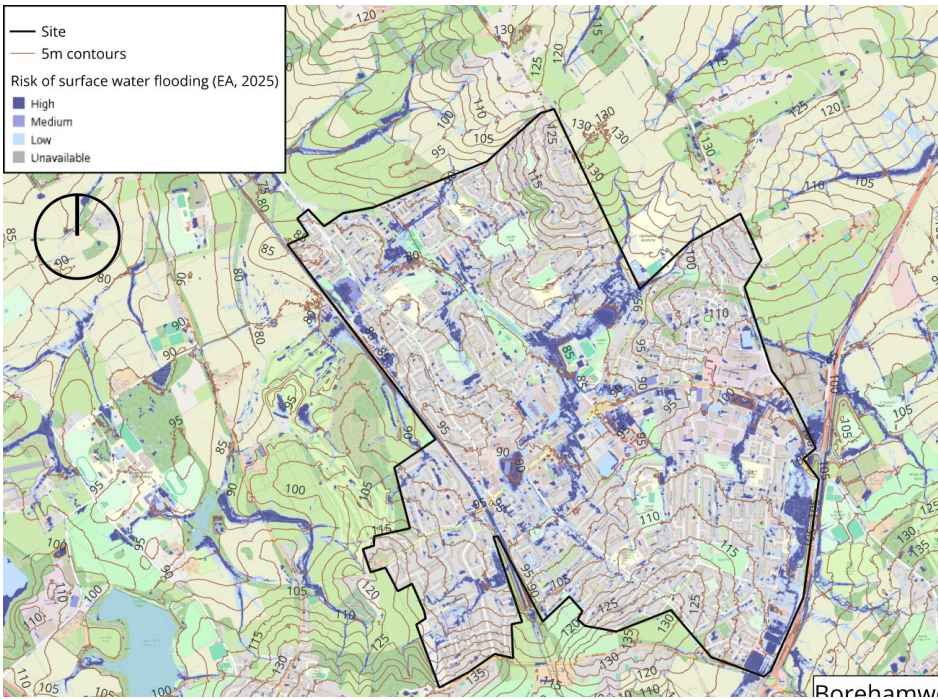


Fig 146. Borehamwood Risk of SW Flood NO CC
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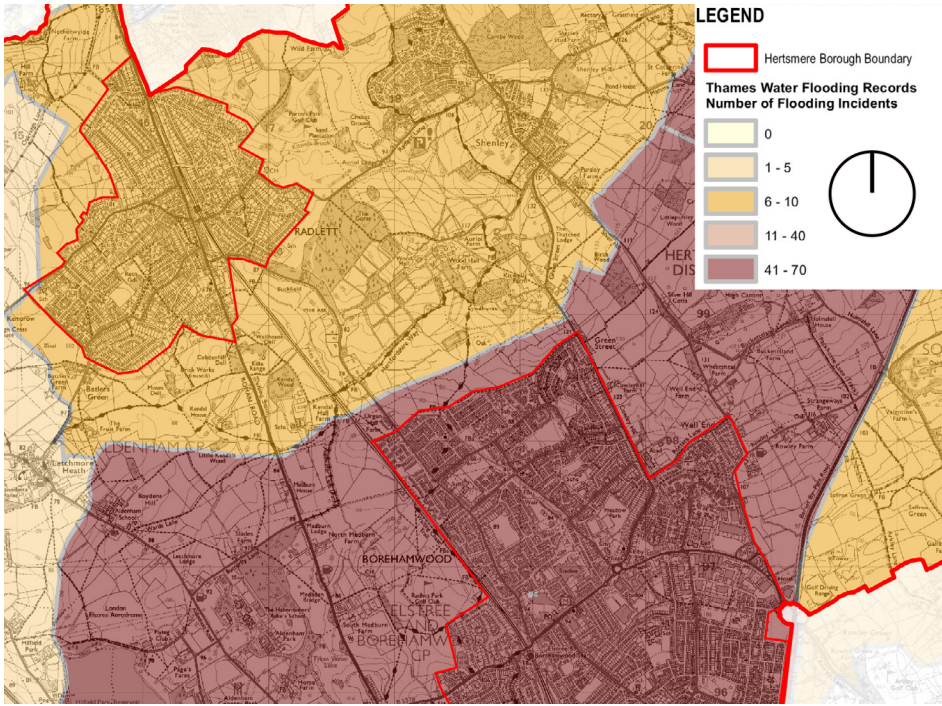


Fig 147. Recorded sewer flooding incidence, Borehamwood and Radlett
@ Hertsmere SFRA (AECOM, Sept 2023). Available from Borough Council webpage (public information)

Desk Study Method

4.7.14. The following ecological baseline forms part of the wider baseline assessment and provides an initial overview of the ecological opportunities and constraints associated with Potters bar. This overview is intended to contribute to a broader understanding of each settlement within the study area and will inform the development of spatial frameworks and area-wide design codes. A desk study was carried out to identify the ecological baseline for the settlement.

Desk Study

European designated sites

4.7.15. The Habitats Regulations Assessment (HRA) of the Hertsmere Local Plan (LUC, 2021), could not rule out adverse effects from poor air quality on the integrity of Epping Forest SAC or Wormley Hoddesdonpark Woods SAC as a result of the Local Plan. Measures to manage air pollution as a result of development within the settlement, such as a reduction in car use, would help avoid these issues.

Nationally designated sites

4.7.16. Table 10 lists the designated sites located within approximately 2 km of the settlement. No sites were identified within the settlement boundary. Opportunities to enhance and expand these habitats should be designed into the masterplan.

Priority habitat

4.7.17. The priority habitats located within 1 km of the settlement are shown in Table 11. Opportunities to enhance and expand these habitats should be designed into the masterplan. Five parcels of ancient woodland were identified within the 1km search area. Deciduous woodland represented as green polygons below is the habitat with the greatest opportunity. Where possible, other low-density priority habitats would create a more rounded settlement from an ecological and recreational prospective.

Site News	Designation
Rowley Green Common	LNR
Scratchwood and Moat mount Open Spaces	LNR
Hilofield Park Reservoir	LNR
Bentley Priory	SSSI
Harrow Weald	SSSI

Table 10. Nationally designated sites within approximately 2km. Source: The Multi-Agency Geographical Information for the Countryside (MAGIC)

Priority habitat	Count
Wood-pasture and Parkland	1
Traditional orchard	9
Deciduous woodland	142
Lowland heathlands	6

Table 11. Priority habitats within 1km. Source: The Multi-Agency Geographical Information for the Countryside (MAGIC)

Species

GCN - risk zones and opportunity areas

4.7.18. Amber zones likely have great crested newt populations, habitats and dispersal routes. Green zones are likely to have fewer areas with great crested newts. Fig 150 shows Borehamwood is mostly a ‘Green zone’ with only a small areas of ‘Amber zone’ within the settlement.

4.7.19. District level licensing is available in these zones and so these species shouldn’t represent a constraint to development in the settlement. However, where GCN are likely to be present, features to avoid trapping and killing GCN such as stepping road drains back from kerbs should be included in any future design codes.

4.7.20. Strategic Opportunity Areas for Great Crested Newts in Hertfordshire- areas where the addition of new ponds would benefit GCN populations, and are shown in Fig 148. These areas should be targeted in the emerging masterplan for provision of habitats suitable for GCN such as ponds, hedgerows and meadows.

European protected species licences

4.7.21. A search for species licences granted within the last 10 years within 2km of the settlement was conducted (Fig 151, Table 12). Species records within the settlement boundary and buffer can serve as an early warning system, helping to identify potential constraints while also highlighting opportunities for targeted habitat enhancements to support key species.

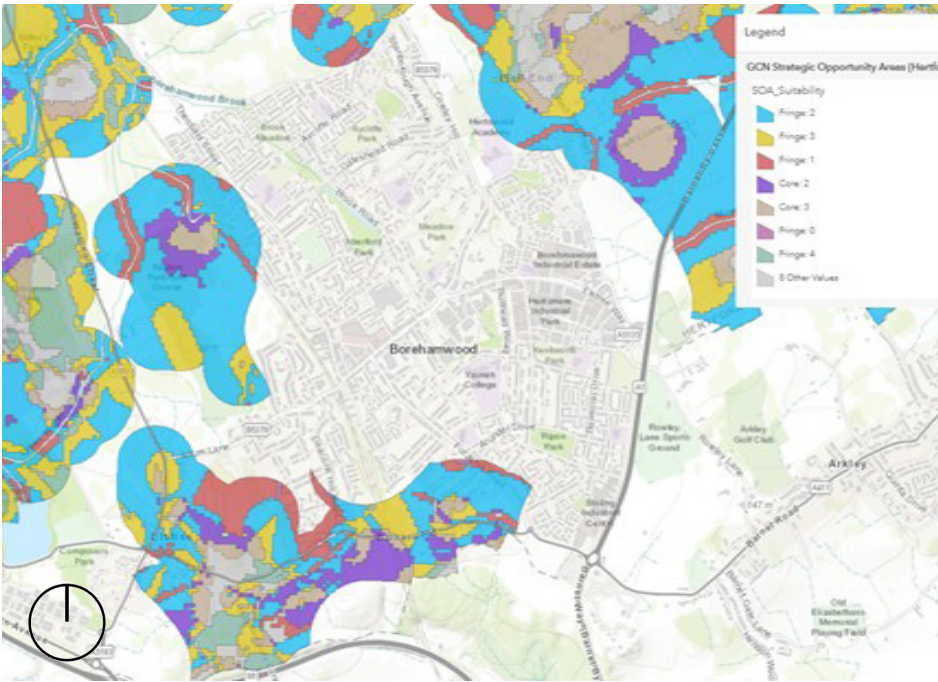


Fig 148. Natural England Open Data Geoportal search showing GCN Opportunity Areas. Higher scores are associated with darker coloration and represent a greater presence of suitable habitat features. Source: Natural England Open Data Geoportal - https://naturalengland-defra.opendata.arcgis.com/ © Crown copyright 2025

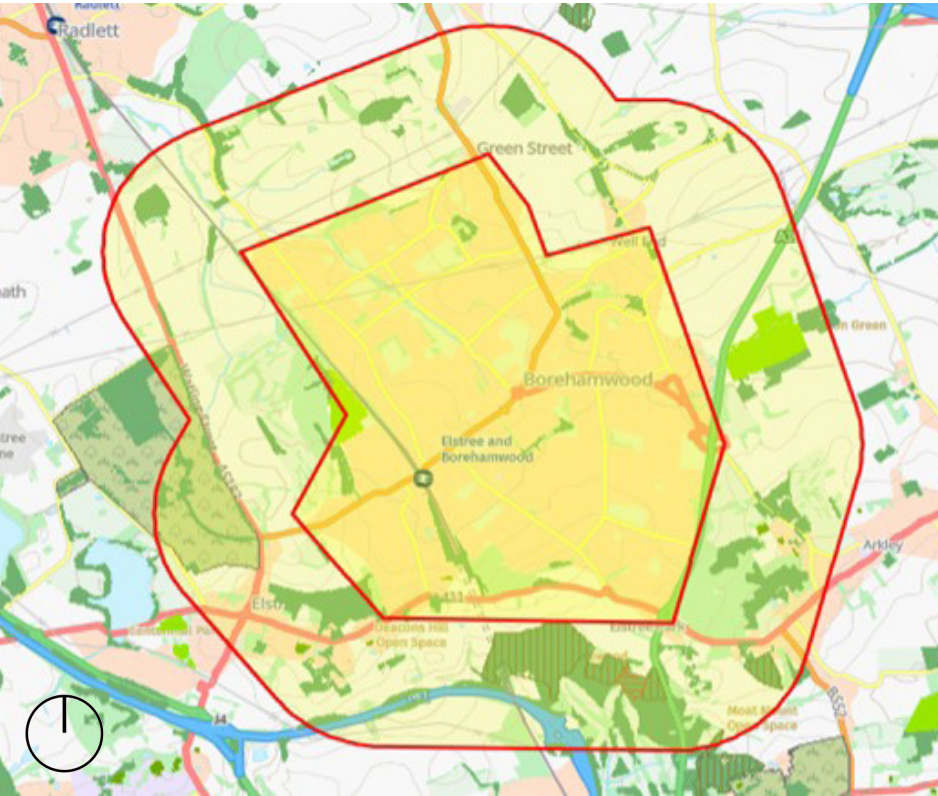


Fig 149. MAGIC search showing settlement boundary (inner) and 1km buffer (outer) showing priority habitats present. Source: The Multi-Agency Geographical Information for the Countryside (MAGIC) - https://magic.defra.gov.uk/MagicMap.html © Crown copyright 2025

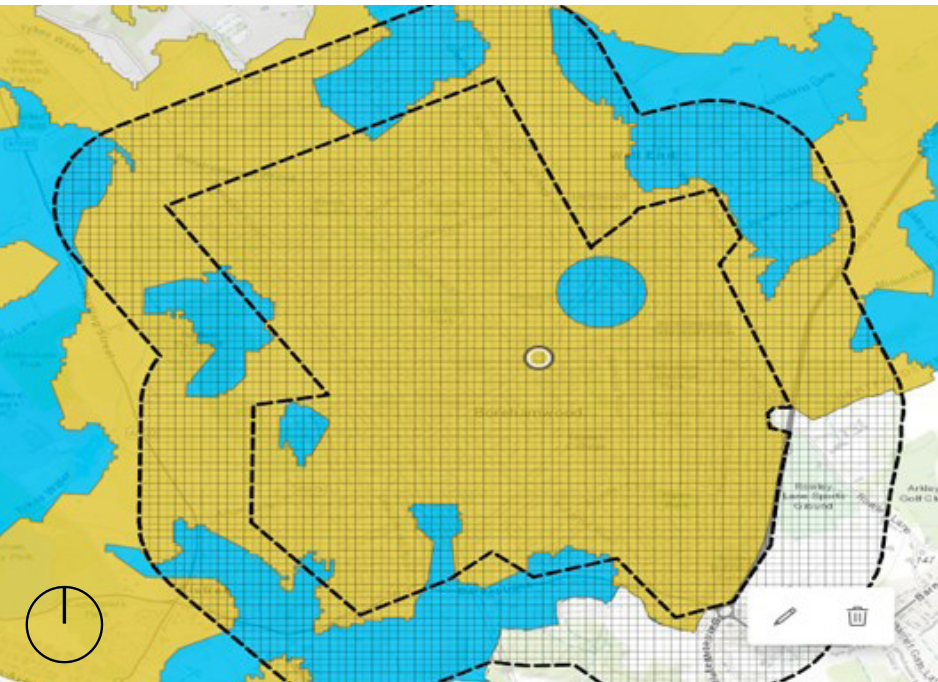


Fig 150. Natural England Open Data Geoportal search showing settlement red line boundary (inner) and 1km buffer (outer) showing the GCN risk zones. Blue = amber, yellow = green. Source: Natural England Open Data Geoportal - https://naturalengland-defra.opendata.arcgis.com/ © Crown copyright 2025

Licence/ Survey Licence Return	Count
Bats: -Common Pipistrelle -Soprano Pipistrelle -Brown long-eared Bat	4
GCN	3

Table 12. Species Licences – Species records within the settlement boundary

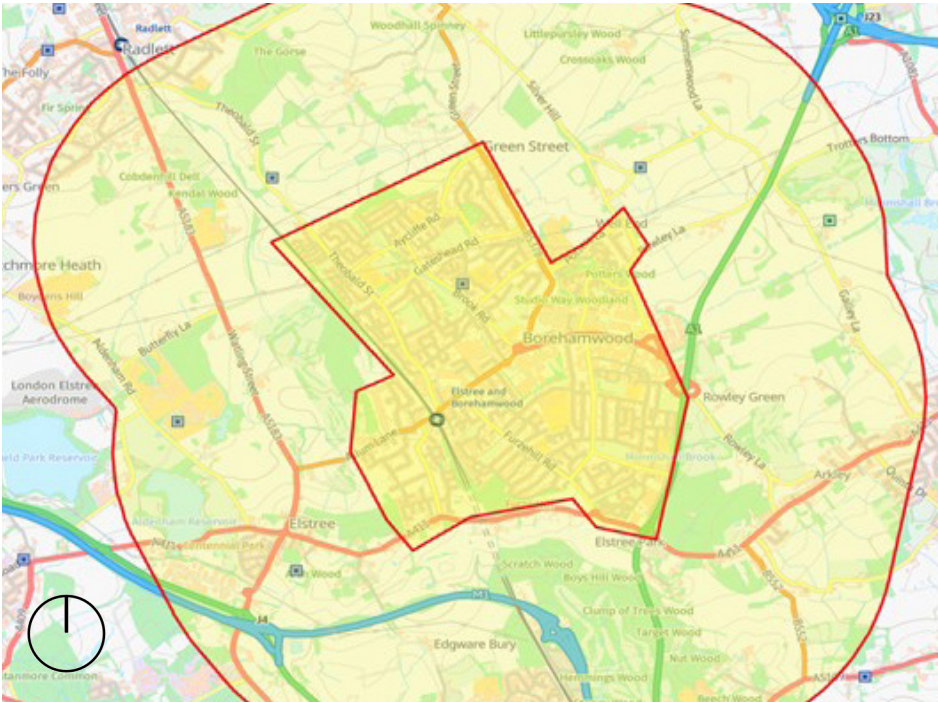


Fig 151. MAGIC search showing settlement red line boundary (inner) and 2km buffer (outer) showing European Protected Species Licensing.
Source: Draft Habitat Regulation Assessment (HRA) – LUC, October 2021. © Crown copyright 2025



Fig 152. Public greenspace
Screenshot of Hertfordshire Local Nature Recovery Strategy showing the Public Greenspace within and around Borehamwood. © Hertfordshire County Council 2025.

Public Greenspace

4.7.22. Several areas of public green space are identified in the Local Nature Recovery Strategy (LNRS). These are fragmented, and opportunities to expand and join them up would benefit both nature and people.

Areas of Particular Importance For Biodiversity

4.7.23. The areas highlighted below are identified as important for biodiversity within the LNRS. These are the areas identified for the delivery of actions outlined in the LNRS, excluding those mapped to Local Wildlife Sites or areas of irreplaceable habitat. These areas, as well as other target actions in the LNRS, should be used to inform the provision of green infrastructure to ensure multiple benefits are provided.

Local Nature Recovery Strategy

4.7.24. It is recommended that any habitat creation and enhancement within the settlement, including green infrastructure, be aligned with the actions identified in the Local Nature Recovery Strategy (LNRS), to support and complement the priority and other important habitats and ecological objectives set out in the strategy.

4.7.25. There are potential BNG as well as species-specific (flagship species) benefits to this approach on a development-by-development basis.

4.7.26. The strategy also provides many practical approaches for delivery guidance and actions within urban areas that should become part of the plan.

Limitations & Data Gaps

4.7.27. Mapping outputs

- Mapping has not been produced using GIS and so outputs should be treated as approximate. The outputs are considered appropriate to inform a settlement baseline. Buffer around the settlement boundary have been used to ensure the most important data has been captured.

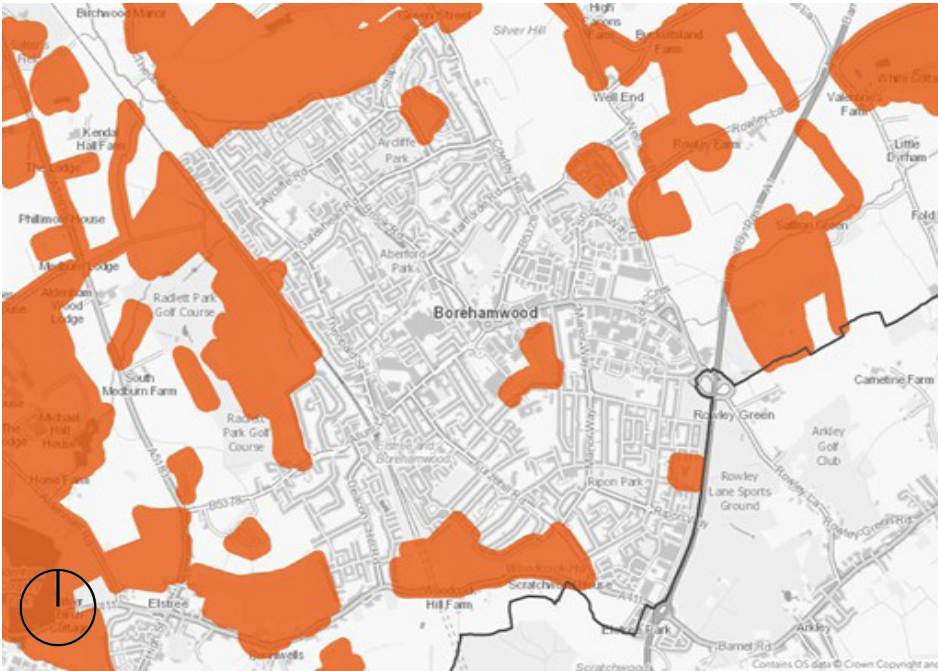


Fig 153. Areas of particular importance for biodiversity
Screenshot of Hertfordshire Local Nature Recovery Strategy showing the Areas of Particular Importance for Biodiversity within and around Borehamwood. © Hertfordshire County Council 2025

- Additional details such as specific location of habitat parcels and or species licence records is not possible at this stage. However, the information remains useful to inform a settlement baseline.

4.7.28. Data regarding Biodiversity Net Gain (BNG) planned and implemented within the settlement and surrounding areas has not been provided. This data would help to target future, strategic provision of biodiversity gain sites for the settlement.

4.7.29. Habitat data such as Phase 1 or UKHab has not been provided. This data would help inform a settlement-wide BNG baseline and identify BNG risk and opportunity areas. It would also support use of the Environmental Benefits for Nature Tool which would further support strategic targeting of green infrastructure and biodiversity gain interventions.

Environment and Sustainability – Key Findings

- The area benefits from having no statutory designated ecological sites within Borehamwood’s boundary, which may present fewer constraints on development. There is good public access to Tykes Water, and some areas, particularly to the east between the A1 and the town, appear to have no obvious constraints from protected species or habitats. The absence of “red zones” for great crested newts (GCN) means their presence can likely be managed through district-level licensing rather than halting development.
- The dense urban fabric of the settlement potentially restricts ecological connectivity. The ecological quality of local watercourses is poor, and much of the site is subject to surface water flooding. This is exacerbated by the dominance of London Clay geology, which limits natural water infiltration. Furthermore, the presence of bat and GCN licences in the surrounding area indicates that protected species are active locally.
- There are significant opportunities to enhance the local environment. Aligning with the Local Nature Recovery Strategy (LNRS), new developments could create habitats like ponds and meadows in designated GCN Strategic Opportunity Areas, providing benefits for both nature and people. Existing fragmented green spaces could be connected through strategic green infrastructure planning. A major opportunity exists to open up the culverted sections of watercourses to improve flood resilience, enhance ecology, and create valuable community amenities.
- Future development poses several environmental threats. Increased traffic could worsen air quality, potentially impacting nearby statutory designated sites as noted in the Habitats Regulations Assessment (HRA). Water scarcity is an increasing threat in the region, which could lead to a “water neutrality” situation that would halt development until a solution is found. Climate change will likely worsen existing flood risks, including the threat of flooding from breaches at the Hilfield and Aldenham Reservoirs to the west.

4.8 Public Land Ownership

- 4.8.1. Along the western section of Elstree Way, a significant concentration of publicly owned sites presents a crucial cluster of opportunity.
- 4.8.2. Beyond this corridor, the majority of other sizeable publicly owned land parcels consist of existing parks and public open spaces. Given their value as local amenities and green infrastructure, these sites are considered highly unlikely to be suitable for future development.
- 4.8.3. It is also of note that the Borough Council directly owns a series of key community buildings that accommodate the town’s neighbourhood hubs.

Fig 154. Public sector land ownership plan

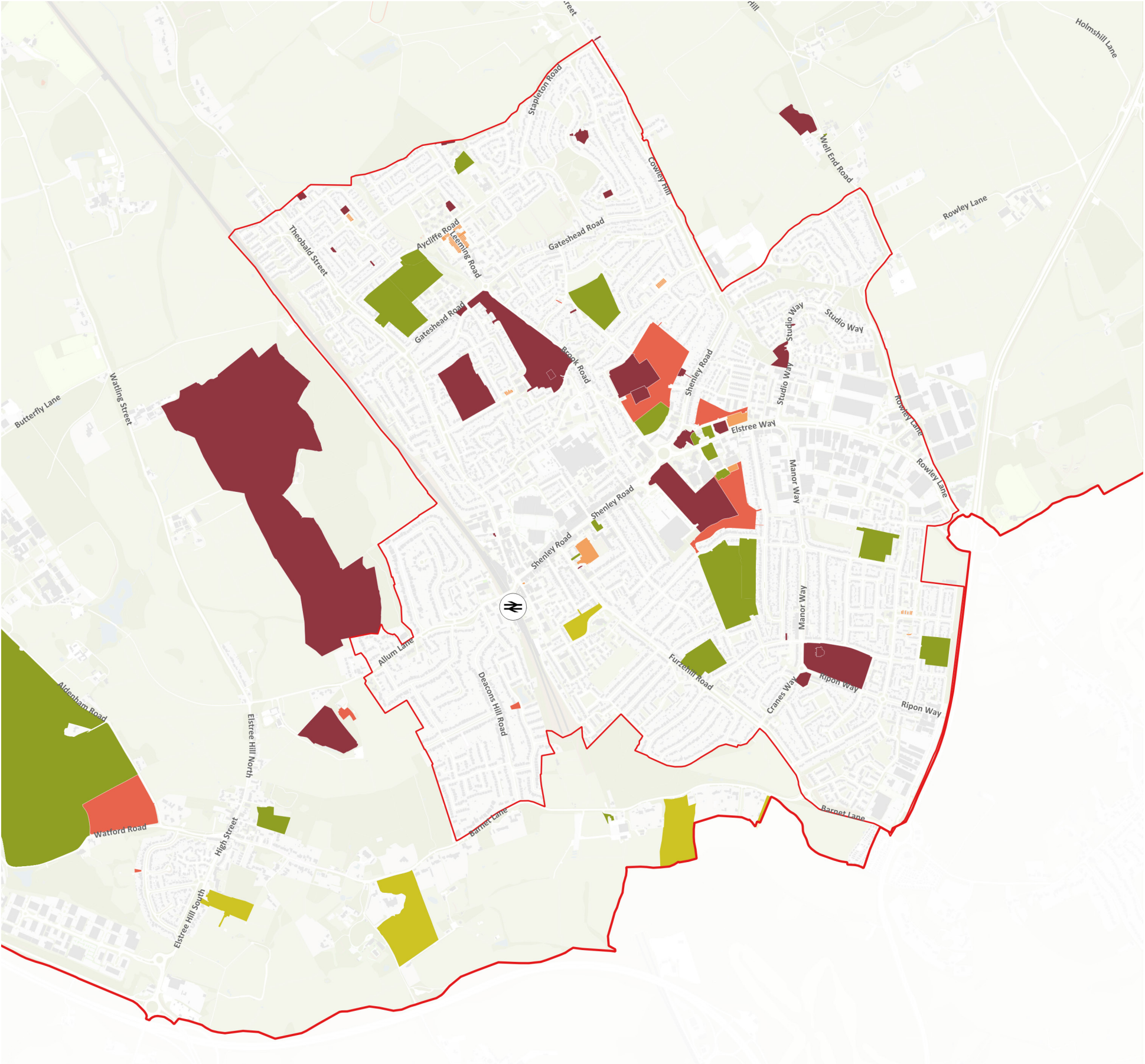
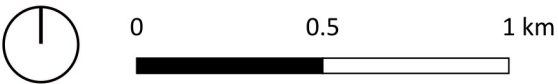
Key:

Borough council-owned assets

- Building only
- Land only
- Land with permanent building

County council-owned assets

- Land / Buildings



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4.9 Property Market

	Total Number of Homes	Number of Houses			Number of Flats		
		Owner-occupied	Private Rental	Social Rented	Owner-occupied	Private Rental	Social Rented
Borehamwood	15,379 100%	7,010 45.6%	1,216 7.9%	1,947 12.7%	1,422 9.2%	1,667 10.8%	2,058 13.4%

Fig 155. Existing Housing Stock. Figures will not total 100% as caravans, mobile homes and temporary structures have not been included.

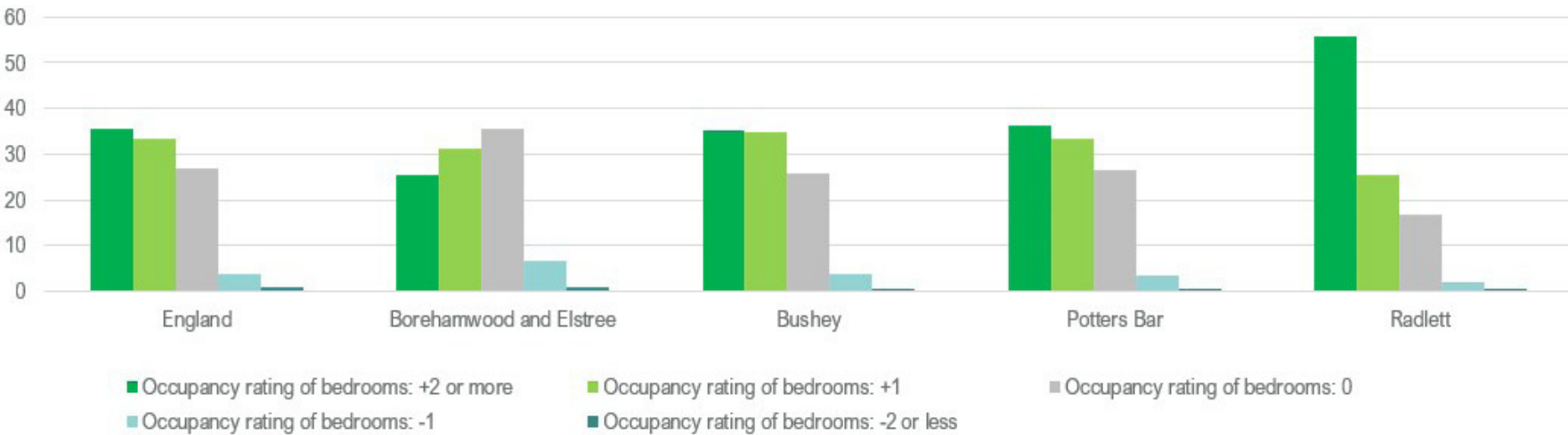


Fig 156. Hertsmere Housing profile, 2023. Borehamwood is the only settlement with majority of housing being appropriately sized for residents.

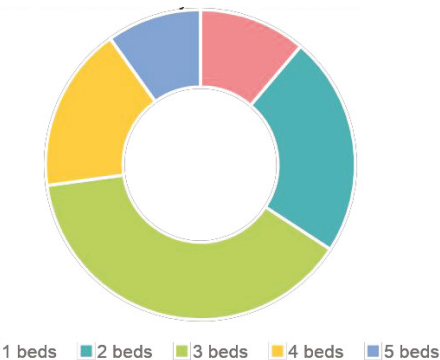
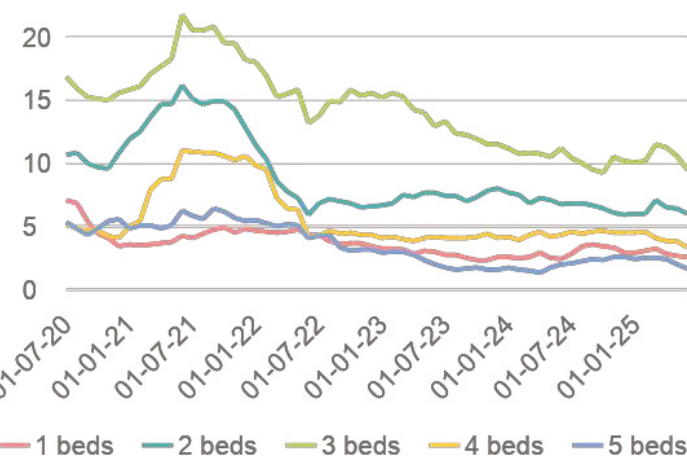
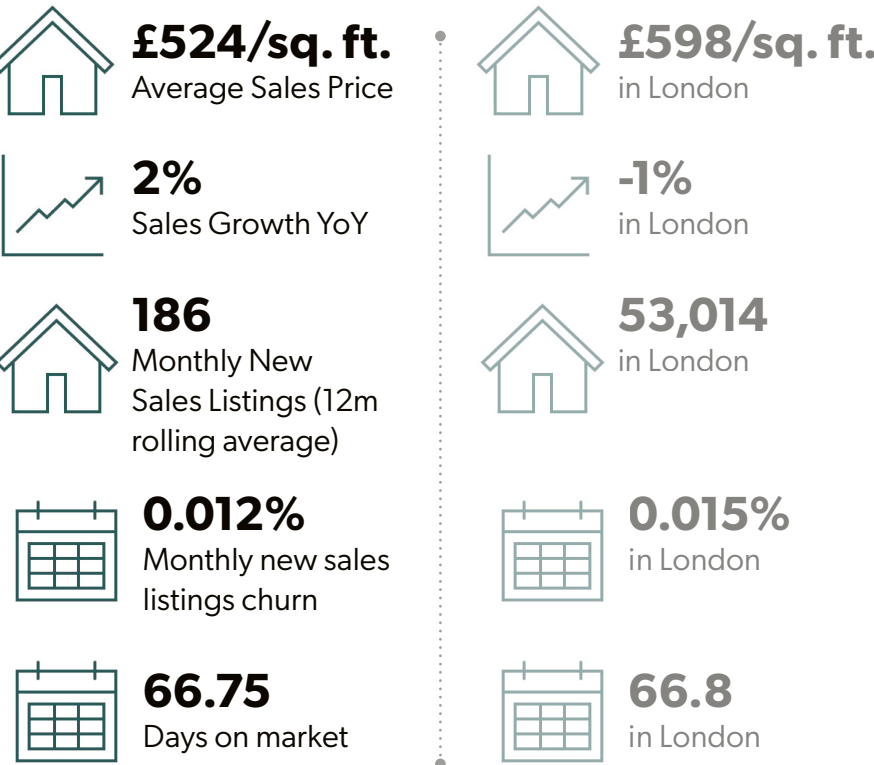
Beds	Count	%
1 bedroom	5296	12%
2 bedrooms	11400	27%
3 bedrooms	15472	36%
4 or more bedrooms	10514	25%



15,379
Number of homes

Table 13. Distribution of households by bedrooms across Hertsmere (ONS, 2021). Sales transactions in Borehamwood largely align with the wider Borough’s split of homes.

Residential Sales



Demand and pricing remain significantly higher than national and regional averages for both home sales and rentals. Borehamwood is the most accessible for home sales although still materially above national and regional averages and has a strong rental market comparable to Potter's Bar.

4.9.1. In Borehamwood, sales values average £524/sq ft, +2% Year on Year. Local house prices are above East of England and national benchmarks, broadly in line with Bushey/Potters Bar, but below Radlett. Since 2023, trends are flat-to-gently-rising.

4.9.2. Rents average around £1,623 pcm, -1.6% Year on Year. Lettings have softened from 2023 highs but remain ahead of regional/national levels. Recent falls may be cyclical rather than structural.

4.9.3. Owner-occupier demand appears steady; the rental side is cooler, likely reflecting affordability and mortgage conditions rather than a demand shock.

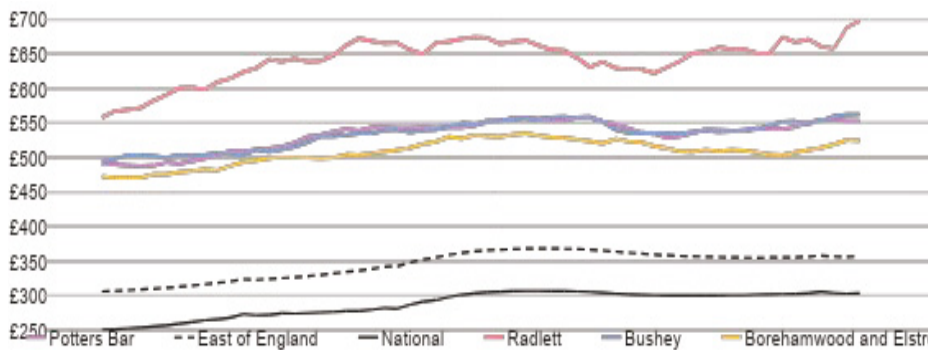


Fig 158. Average sales price, £/sq.ft.

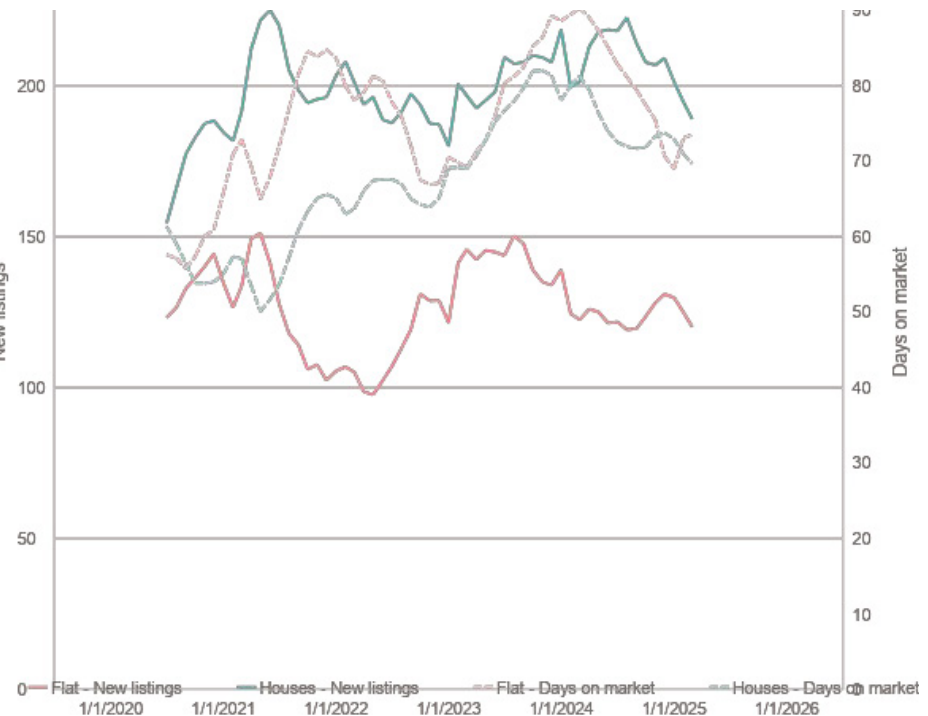


Fig 159. Homes vs Flats – New sales listings and Days on Market

Borehamwood: Inverse supply levels between homes and flats, yet demand absorption are similar

4.9.4. Similar to other towns across Hertsmere, house listings have dominated since 2020 (c. 170–220 range before easing sharply into 2025). Flat listings are consistently lower, (c. 100–150, with a noticeable rebound in late-2022/23, and a steady fade through 2024–25). The most recent step-down across both series points to tighter choice in the market, however dips in new listings may also be due to reporting lags from datasets.

4.9.5. Days on market for houses and flats typically trend similarly, albeit homes are typically on the market for marginally less time than flats. Days on market have fallen since mid 2024, indicating greater buyer confidence post-election.

4.9.6. Whilst supply is split, with an abundance of houses and fewer flats, demand is being met; market absorption is relatively aligned and performing well.

Liquid market with 3-beds leading activity

4.9.7. On supply, a yearly average of 186 new sales listings indicates a well-functioning market. Open-market listings have eased from 2023 highs; rental listings dipped through 2022–23 but rebuilt into 2024–25.

4.9.8. On absorption, average days on market, c. 67 (open market) has reduced from the 2023 peak, indicating quicker sales following the general election. Rental listings typically clear faster (c. 25–35 days).

4.9.9. In terms of market mix, 3-bed homes dominate, largest share of households (36%) and the highest transaction volumes, followed by 2-beds.

4.9.10. Borehamwood's market appears more balanced than Bushey, with 3-beds dominating. Stability post-election suggests renewed buyer confidence, but the lack of recent new-build sales is a concern, as delivery may not be meeting latent demand.



Fig 160. 1-bed vs 2-bed listings – New sales listings and Days on Market

Retirement Sales

4.9.12. The chart below shows average monthly sales of retirement units per month in each town. Noting the low quantum of retirement sales and therefore stock, one can conclude the lack of retirement properties available or transacting presents an opportunity for that kind of housing to be provided in these Hertsmere towns.

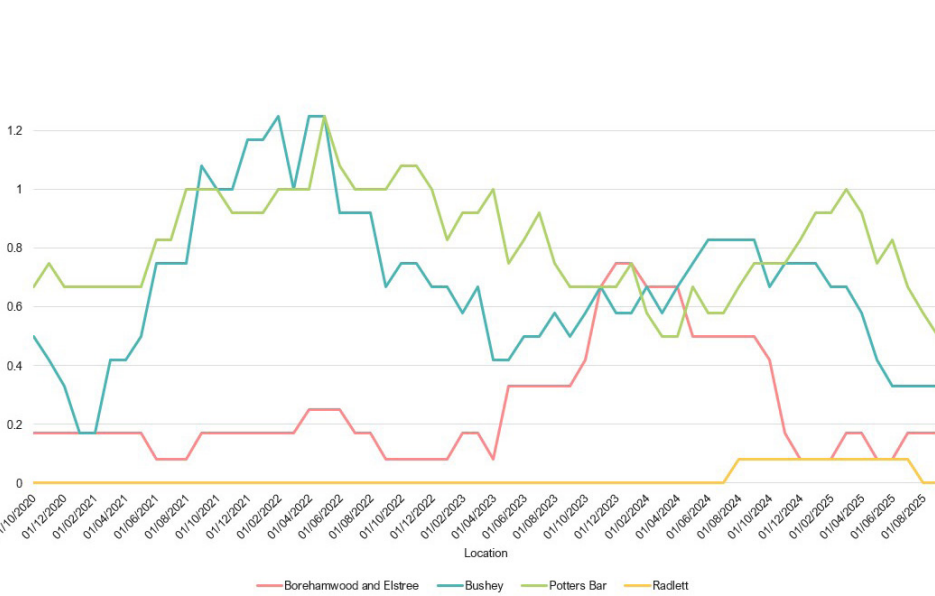


Fig 162. 12 month moving average of sales transactions of retirement properties

Residential Rentals

4.9.11. Strong rental market comparable to Potter’s Bar yet significantly above national and regional averages.

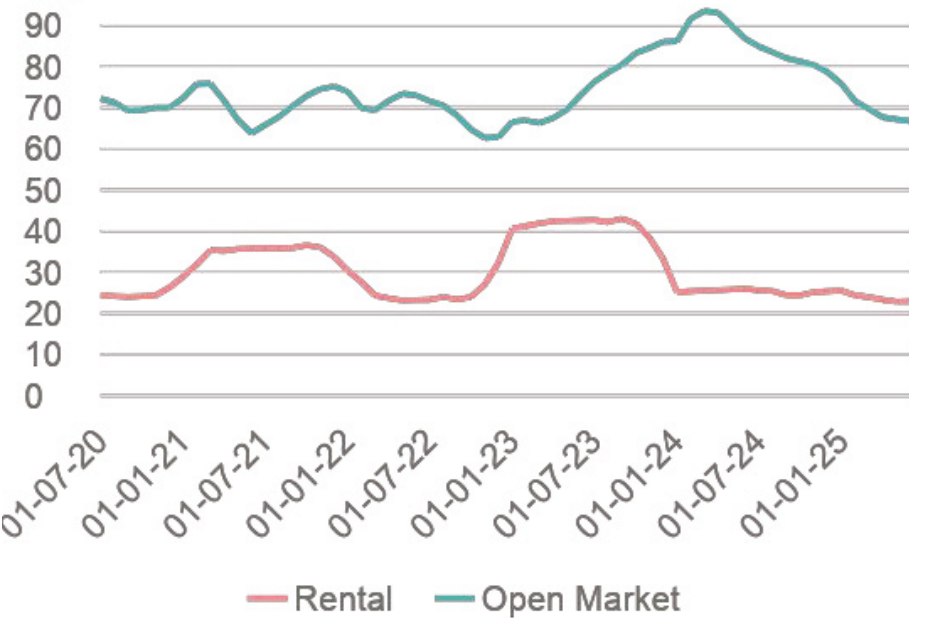


Fig 163. Residential: New rental listings

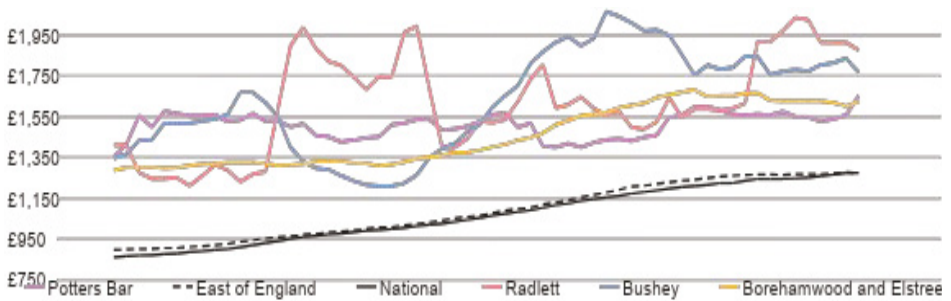


Fig 161. Average rent/month

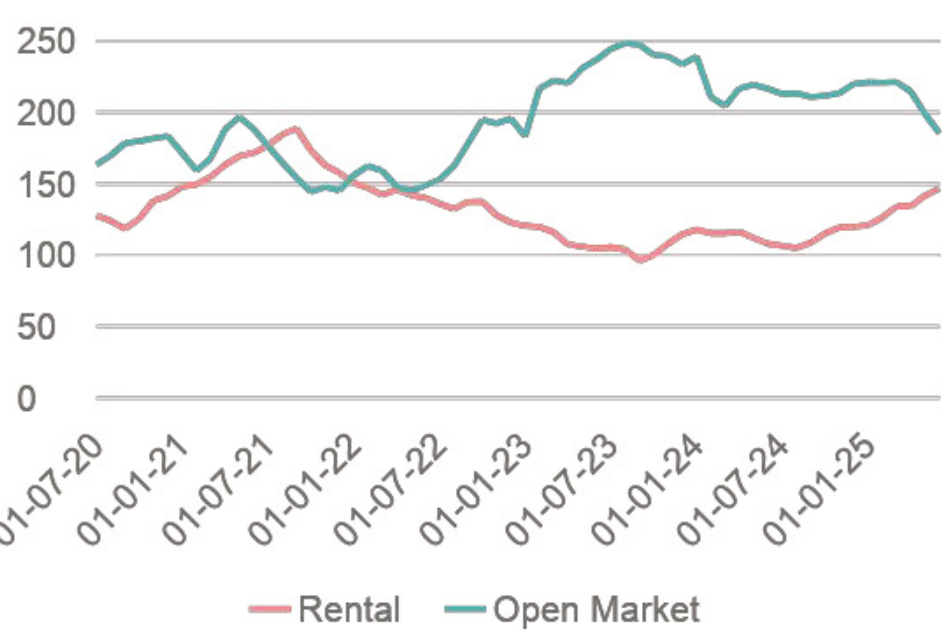


Fig 164. Residential: Number of days on market (rentals)

Residential Comparables

4.9.13. Residential comps on Realyse indicate that no new build properties were sold in the last 18-month period in Borehamwood. Notwithstanding, there are a handful of new build homes currently on the market on rightmove, details below.

4.9.14. The comps identified below highlight that flats are underperforming vs houses, found on the following page. This indicates that demand is skewed for larger properties, owing to Borehamwood being a market defined as an area with easy access to London but more affordable than the capital’s residential markets.



Fig 165. Affinity Place, Borehamwood

- Price asked/sold: £369,950/£365,000
- Size: 775 sq. ft.
- £/sq ft.: £471
- Beds: 2
- Type: First floor apartment
- Days on market: 63 days
- First floor modern two-bedroom apartment adjacent to Elstree Studio. 0.8 miles from the station.



Fig 166. Lawford Court, Borehamwood

- Price asked/sold: £330,000/£312,500
- Size: 656
- Achieved £476/sq. ft.:
- Beds: 2
- Type: Apartment
- Days on market: 50 days



Fig 167. Hepburn Court, Borehamwood

- Price asked/sold: £339,950/£337,500
- Size: 784
- Achieved £430/sq. ft.:
- Beds: 2
- Type: Apartment
- Days on market: 183 days



Fig 168. Furzehill Road, Borehamwood

- Price asked/sold: £615,000/£611,000
- Size: 978 sq. ft.
- Achieved £/sq ft.: £625
- Beds: 3
- Type: Semi detached
- Days on market: 121
- Semidetached family home with off –street parking for two cars. 0.3 miles to Elstree and Borehamwood station



Fig 169. Winstre Road, Borehamwood

- Price asked/sold: £565,000/£565,000
- Size: 1022 sq. ft.
- Achieved £/sq. ft: £553
- Beds: 3
- Type: Semi detached
- Days on market: 235 days
- End of terrace three bed family home with large garden. 1.0 miles from Elstree and Borehamwood station.



Fig 170. Milton Drive, Borehamwood

- Price asked/sold: £475,000/£460,000
- Size: 871 sq. ft.
- Achieved £/sq. ft.: £553
- Beds: 3
- Type: Terrace
- Days on market: 71 days
- Mid-terrace three bed, 0.7 miles from Elstree and Borehamwood station.

Office

Rents remain stable but rise in vacancy highlights structural oversupply. With the exception of a handful of large, corporate regional offices, the area’s office stock is primarily located in Borehamwood.

4.9.15. Market rent has grown modestly in the last year, indicating a more static market albeit with a more significant inventory of 1.4m sq. ft.. Market yield is stronger than the smaller towns of Radlett and Bushey, indicating a relatively stronger office market.

Fig 173. Office: Market Rent £ per sq. ft.



Fig 174. Office: Vacancy Rate →

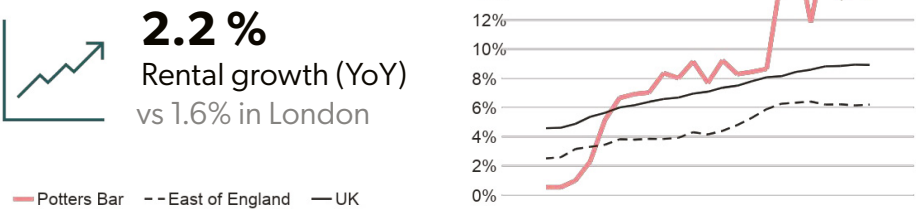
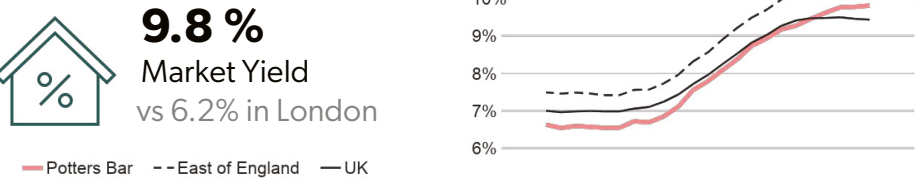


Fig 175. Office: Market Yield →



4.9.16. Data on CoStar indicates that there are 62 office buildings in Borehamwood. The data indicates a median floorspace of 10,900 sq. ft. One of the largest spaces is Imperial Place, an office park with multiple tenancies. These include occupiers across health care, construction, wholesaler and retailer sectors.

4.9.17. Borehamwood’s 1.4m sq ft office stock positions it as a sub-regional hub. Links to Elstree Studios and media/creative industries are important differentiators from Potters Bar and Bushey. However, rising vacancy suggests oversupply in secondary space; focus may need to be on repositioning older blocks.



Fig 171. Elstree Way – Limelight

4.9.18. Building information:

- NIA: 77,592 sq. ft.
- Year built: 1989
- Parking ratio: 3.98/100 sq. ft.
- Spaces: 309

4.9.19. Sales information:

- Sold price: £12,700,000 (£163.68/sq ft)
- Sold date: July 2022

4.9.20. Lease information:

- Rent: £32.50/sf (p.a) (asking)
- Area leased: 6,894 and 2,342
- Date leased: April 2025



Fig 172. 17-21 Shenley Road

4.9.21. Building information:

- NIA: 8,506 sq. ft. (Office: 5748; Retail: 2835 sq. ft.)
- Year built: 1978
- Parking ratio: 0.35/1000 sq. ft.
- Spaces: 3

4.9.22. Sales information:

- Sold price: Undisclosed,
- £2,400,000 asking price (£282.15/sq ft)
- Sold date: March 2025

4.9.23. Lease information:

- Rent: N/A
- Area leased: N/A
- Date leased: N/A



Fig 176. 2 Theobald Street – Swaker Yard

4.9.25. Building information:

- NIA: 8,506 sq. ft. (Office: 5748; Retail: 2835 sq. ft.)
- Year built: 2020
- Parking ratio:
- Spaces:

4.9.26. Sales information:

- Sold price: £1,200,000 (235.99/sq. ft.)
- Sold date: Oct 2019

4.9.27. Lease information:

- Rent: £25.90/sf (pa)
- Area leased: 1,100 sq ft
- Date leased: Sep 2024

Office Comparables

4.9.24. Office comps in Borehamwood over the past twelve months indicate a mix of purpose built and converted office stock of varying age and condition. In terms of lease and sale activity, there have been five recorded leases and one sale.

Retail

Rents high for the region, though growth and yield changes reflect structural risks

4.9.28. The retail sector records prime rents at £26.76 per sq ft, materially above East of England and UK averages. Reflecting its role as a place for convenience shopping with strong commuter links.

4.9.29. Notwithstanding, rent is showing strain: annual growth slipped (–1.0%), reflecting headwinds in consumer spending habits. Yields have moved to 6.7%, above their 2020 levels, highlighting a recalibration in pricing and risk perception.

Fig 177. Retail: Market Rent £ per sq. ft.



Fig 178. Retail: Vacancy Rate →

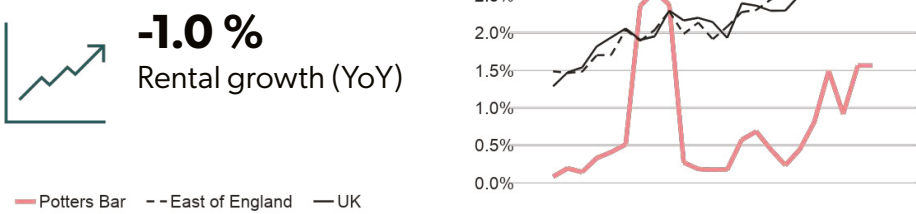
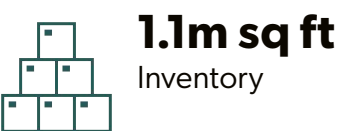
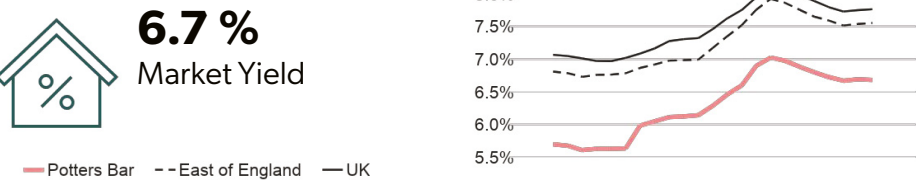


Fig 179. Retail: Market Yield →



4.9.30. Vacancy rates tell a different story, significantly below national and regional benchmarks – suggesting occupier demand has been resilient and units are trading well.

4.9.31. Overall, the market is defined by strong rents but limited growth aspects. Its offer remains robust but sustaining vitality will rely on tenant mix and leisure integration.



Fig 180. 137-141 Shenley Road

4.9.33. Unit information:

- NIA: 5,683 sq. ft.
 - Year built: 1951
 - Frontage: 36' on Shenley Road
- 4.9.34. Sales information:
- Sold price: N/A
 - Sold date: N/A

4.9.35. Lease information:

- Rent: £120k/year (£21.12/sf) (achieved)
- Area leased: 5683 sq. ft.
- Date leased: February 2025
- Lease term: 15 years
- Rent free: 3 months



Fig 181. 108-112a Shenley Road

4.9.36. Unit information:

- NIA: 116 sq. ft.
 - Year built: 1966
 - Frontage: 62' on Shenley Road
- 4.9.37. Sales information:
- Sold price: N/A
 - Sold date: Sept 2016

4.9.38. Lease information:

- Rent: £7.501k/year (£64.66/sf) (asking)
- Area leased: 116 sq. ft.
- Date leased: June 2025



Fig 182. Leeming Road

4.9.39. Building information:

- NIA: 702 sq. ft.
- Year built: 1980
- Frontage: N/A

4.9.40. Sales information:

- Sold price: N/A
- Sold date: N/A

4.9.41. Lease information:

- Rent: £19k/year (£27.07/sq. ft.)
- Area leased: 702 sq. ft.
- Date leased: Jan 2025

Retail Comparables

4.9.32. Borehamwood's retail stock comps reflect a typical outer-London high street, with smaller units dating from mid-late twentieth century. Shenley Road is the main retail spine of the town, with high visibility and pedestrian flow from the station. Lease evidence indicates a broad rental range, the higher limit likely being driven by the small unit area (116 sq. ft.).

Industrial

Rents are strong however a sharp vacancy rate increase signals changing occupier demand. Borehamwood and Potters Bar are significant sources for industrial needs. Heathy industrial markets here align with the role of manufacturing and construction in the area.

4.9.42. The industrial market shows headline rents of £16.20 per sq ft, comfortably ahead of both East of England and UK benchmarks. Rental growth of 2.9% year-on-year demonstrates that occupier appetite persists. Yet vacancy rates tell a different story as voids have climbed to c.24%, a sharp divergence from the sub-5% regional and national picture. This reflects a localised mismatch, with a wave of new or repositioned space struggling to attract sufficient take-up.

Fig 183. Industrial: Market Rent £ per sq. ft. ➔



Fig 184. Industrial: Vacancy Rate ➔

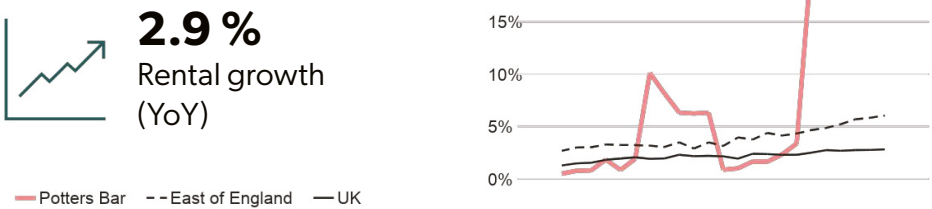
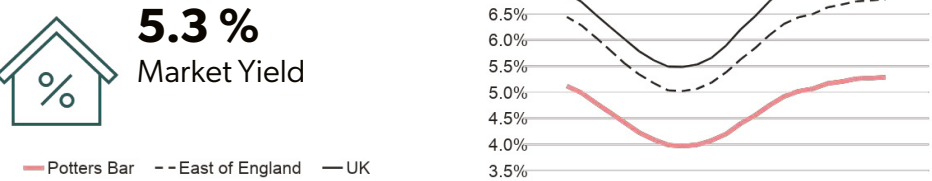


Fig 185. Industrial: Market Yield ➔



4.9.43. At the same time, market yields at 5.3% remain sharper than national levels, underlining continued confidence in the location’s fundamentals, particularly given its proximity to London. However, elevated vacancy is likely to temper sentiment unless absorption improves. The market is characterised by a tension between strong rental tone and weak occupancy, highlighting the importance of strategic asset management and careful phasing of new supply.

Industrial Comparables

4.9.44. Industrial comps in Borehamwood over the past twelve months indicate a mix of industrial stock of varying age and condition. In terms of lease

and sale activity, there have been two recorded leases and no sale.

4.9.45. More recent and better condition stock is available at Elstree Way, Unit E, and is commanding a premium rental value greater than older stock that has recently been leased. Notwithstanding, the comps indicate that Unit E at Elstree Way has been available for lease for over 2 years, indicating a pricing mismatch or a cooling in demand for modern industrial units with good connections to arterial routes. Strategy for industrial development should be anchored in market engagement, whilst also exploring appetite for selective redevelopment of existing assets for flexible/last-mile uses.



Fig 186. Theobald Street - let

- | | |
|------------------------------------|------------------------------|
| 4.9.46. Unit information: | 4.9.47. Sales information: |
| • NIA: 4,748 sq. ft. | • Sold price: N/A |
| • Year built: 1990 | • Sold date: N/A |
| • Parking ratio: 1.05/1,000 sq. ft | 4.9.48. Lease information: |
| • Parking spaces: 5 | • Rent: £14.32/sq. ft. |
| | • Area leased: 4,748 sq. ft. |
| | • Date leased: April 2025 |
| | • Lease term: N/A |



Fig 187. 9-10 Warwick Road - let

- | | |
|------------------------------------|-------------------------------|
| 4.9.49. Unit information: | 4.9.50. Sales information: |
| • NIA: 11,920 sq. ft. | • Sold price: N/A |
| • Year built: 1965 | • Sold date: June 2016 |
| • Parking ratio: 1.05/1,000 sq. ft | 4.9.51. Lease information: |
| • Parking spaces: 5 | • Rent: £15.50/sq. ft. |
| | • Area leased: 11,920 sq. ft. |
| | • Date leased: March 2025 |
| | • Lease term: N/A |



Fig 188. Elstree Way, Unit E - available

- | | |
|---------------------------|--|
| 4.9.52. Unit information: | 4.9.53. Sales information: |
| • NIA: 12,118 sq. ft. | • Sold price: £2.55m (£192.09/sq. ft.) |
| • Year built: 2013 | • Sold date: Dec 2016 |
| • Parking ratio: N/A | 4.9.54. Lease information: |
| • Parking spaces: 10 | • Rent: £25.00/sq. ft. |
| | • Area available: 12,118 and 1,156 sq. ft. |
| | • Lease status: under offer |
| | • Time on market: 2 years 1 month |

Property Market – Key Findings

- Borehamwood presents the most affordable property market of the four settlements in Hertsmere, with sales values around £524 per square foot. The market demonstrates stability with a modest 2% sales growth, underpinned by its strong commuter access and proximity to London.
- The market shows signs of weakness, particularly in the rental sector, where growth has declined by 1.6%. A significant issue is the lack of major new-build development, suggesting housing supply is not keeping pace with potential demand.
- A growing influx of professionals is increasing housing demand, especially for larger homes for new or growing families. This is in contrast with Hertsmere which has a older population, which tends to live in large family homes.
- As Borehamwood is the most dense and urban of the settlements, with development restricted by the Green Belt, a key opportunity exists to convert brownfield/grey belt sites and car parks into new homes.
- The market faces major threats that restrict both development and affordability. The demand from professionals is driving up prices and increasing scarcity. Development is further hampered by high, London-level construction costs without the equivalent property values to offset them. The cost of living crisis and rising interest rates are reducing affordability, while local opposition to developing on Green Belt or brownfield sites constrains the creation of new housing supply.
- There are clear opportunities to relating to improved affordability, potentially also responding to downsizing.



Fig 189. Glimpses of Elstree Studios from Maxwell Park

4.10 Town Centre / High Streets

Hertsmere Baseline - Retail and Town Centres

4.10.1. Retail and town centre land uses across the borough were last considered as part of the sub-regional South-West Hertfordshire Retail and Leisure Study, published in September 2018 ('the joint Study'). Commissioned by Dacorum Borough Council, Hertsmere Borough Council, Three Rivers District Council and Watford Borough Council, the joint Study provided the Councils with an objective assessment of retail and leisure development needs, together with a clear understanding of retail and leisure provision, the vitality and viability of each respective town centre, and possible strategic responses.

4.10.2. The Hertsmere town centre hierarchy relevant to this masterplan shown in Table 15.

4.10.3. The joint Study followed a period of particularly strong growth in online spending and changing consumer patterns, with the retail and leisure sector undergoing a period of unprecedented change. Recognising the need for a refreshed planning approach, the relaxation of permitted development had already

commenced, but this evolution gathered pace following publication of the joint Study in the aftermath of the Covid-19 pandemic, which led to further planning reform, including amendments to the Use Classes Order and introduction of Use Class E. Out of necessity, planning reform has enabled town centres to become more than simply a place to shop, evolving into multi-purpose destinations.

4.10.4. The joint Study recognised that Hertsmere Borough Council lies in close proximity to a number of large, strategic retail destinations, including Watford Town Centre, Brent Cross in North London, Colney Fields, Hatfield Galleria and St Albans City Centre (Fig 190). Within the catchment area of these larger shopping destinations, the scale, breadth and depth of offer in the network of Hertsmere town centres is more limited, reflected in the market share outputs from shopper survey results (detailed in Table 14). Watford, Hemel Hempstead, St Albans, Milton Keynes and Harrow have the greatest influence on the catchment area in terms of comparison goods.

4.10.5. The Hertsmere town centres do, however, perform important functions at the more local level within this wider network of higher order town centres. A number of key conclusions were drawn in the joint Study, based on the evidence presented. Borehamwood Town Centre is ranked alongside Berkhamsted, Harpenden and Rickmansworth in terms of role and scale, being the largest in the borough and offering a range of convenience, service uses and also comparison goods.

4.10.6. When considering geography and composition, the centres of Bushey and Bushey Heath were concluded to have a complementary relationship. Located only a mile apart, Bushey was found to have an oversupply of retail, leisure and financial and business services, whilst Bushey Heath provided much more in the way of convenience and comparison goods retailing. While on their own, the joint Study concluded that neither centre would be considered particularly viable, but that together they provide a healthy composition.

Borehamwood	Town Centre	54,620 sqm
Potters Bar (Darkes Lane)	Local Town Centre	11,650 sqm
Potters Bar (High Street)	District Centre	5,500 sqm
Bushey	District Centre	5,800 sqm
Bushey Heath	District Centre	6,050 sqm
Radlett	District Centre	11,900 sqm

Table 15. Total Town Centre Floorspace sq m gross, Source: Core Strategy 2018

Town Centre/Shopping Destination	Comparison Goods Market Share (%)
Watford	21.1%
Hemel Hempstead	6.0%
St Albans	5.6%
Milton Keynes	4.8%
Harrow	4.3%
Colney Fields	2.7%
Brent Cross Shopping Park	1.9%
Borehamwood	1.7%
Potters Bar	0.5%
Bushey	0.2%
Radlett	0.1%

Table 14. Comparison Goods Market Shares from Survey Area (%)

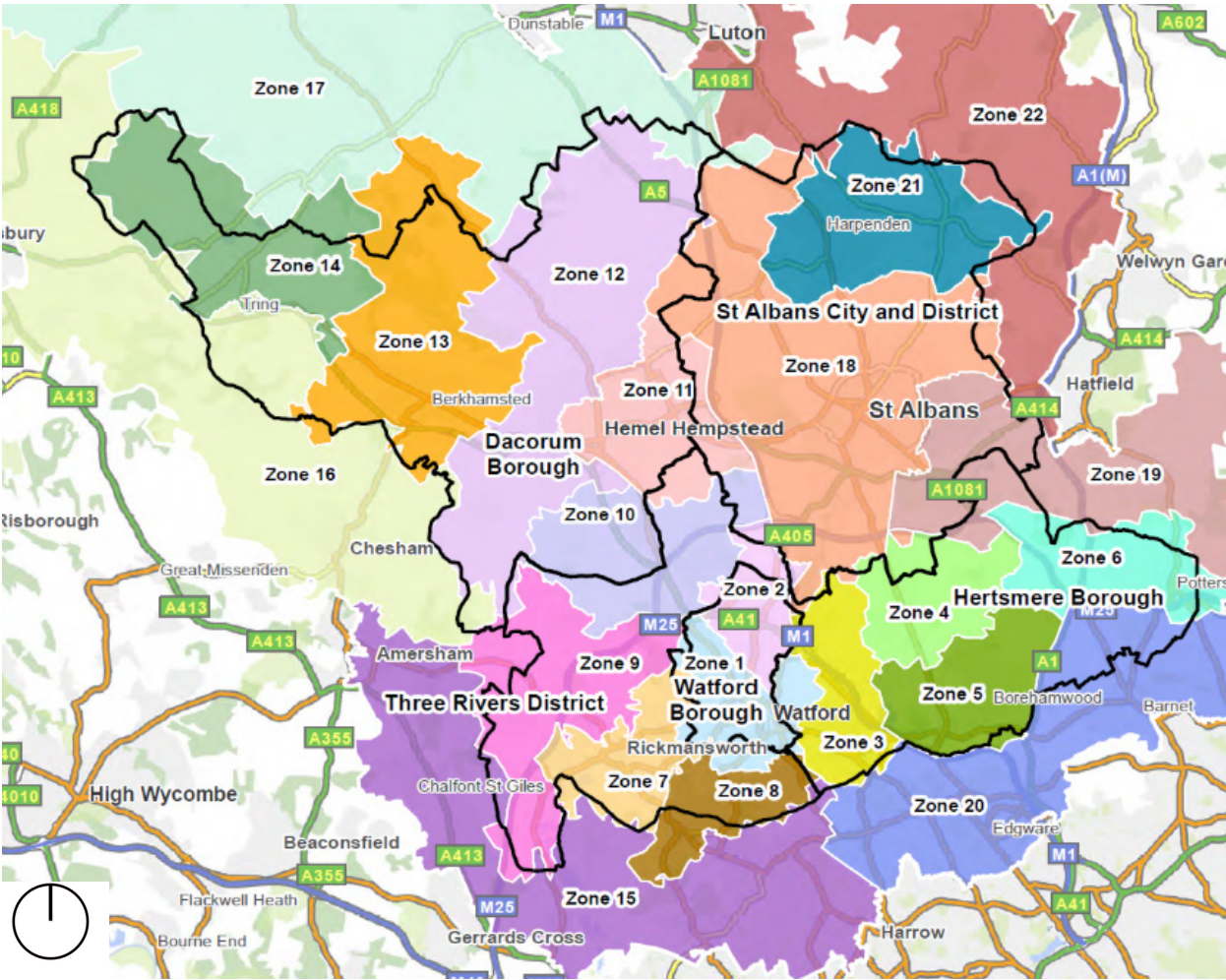


Fig 190. Survey Area Plan, South West Hertfordshire Retail and Leisure Study

4.10.7. Similar to Bushey and Bushey Heath, the two Potters Bar centres were found to complement each other with their centre composition. Potters Bar High Street had a particularly high proportion of retail and leisure services, whilst Potters Bar Darkes Lane had a significant comparison goods offer and financial and business services.

4.10.8. Overall, the joint Study concluded there was no need for additional convenience or comparison goods shopping floorspace over the plan period, pointing to a strategy of consolidation and enhancement. As a consequence, no changes were recommended in respect of town centre boundaries.

Borehamwood

4.10.9. Borehamwood is the largest town in Hertsmere, defined as the only higher- order ‘Town Centre’ in the borough’s town centre hierarchy. Located in the southern part of the borough, close to the boarder with the London Borough of Barnet, the town is home to the main Council Offices, the Reel Cinema, and the Venue Leisure Centre. It is renowned for its film and television industry, with Elstree Studios and Sky Studios Elstree remaining key employers across the wider region.

4.10.10. The centre is comprised mainly of the High Street, Shenley Road and the Borehamwood Shopping Park. Figure on the right illustrates the development plan policy designations including the Town Centre Boundary, and Primary and Secondary Shopping Frontages. Borehamwood Shopping Park is a key attractor in the town centre and is well integrated with Shenley Road and the main High Street with strong pedestrian footfall observed. The town centre stretches from the train station and Shenley Road in the west to the Elstree Way Corridor to the north-east—a key focus for residential, industrial, and commercial developments.

4.10.11. Borehamwood Town Centre benefits from excellent accessibility with Elstree and Borehamwood Railway Station located to the south-west of the centre, offering Thameslink services south towards London and routes on the Midland Mainline northbound to Luton and St Albans. Borehamwood Shopping Park provides a strong anchor and 580 free parking spaces for customers and visitors to the town, and the Tesco Extra store – located within the town centre boundary – offers 670 charged parking spaces.

Elstree and Borehamwood Studios

4.10.12. Borehamwood is home to three major production studio venues, all just outside the town centre boundary. Combined, they employ around 2,500 people. Elstree Studios is located at the eastern end of the town centre, south of Shenley Road and adjacent to the Tesco Extra foodstore. The studios have been the venue for filmmaking and television since 2025, currently offering 90,000 sq ft of filming space. Productions include The Crown, Strictly Come Dancing, Star Wars, The King’s Speech and Paddington.

4.10.13. The BBC Elstree Centre is located on the northern side of Shenley Road and is one of the main production bases for BBC Television.

4.10.14. Sky Studios Elstree is located further from the town centre on Rowley Lane close to the A1 road junction. Offering a new state-of-the-art film and TV studio, the facility offers 12 stages ranging from 10,000 to 40,000 sq ft, with expansion plans approved in September 2025 to deliver a further 10 stages creating over 2,000 new jobs.

4.10.15. The three studios are critically important to Borehamwood town centre, driving economic growth, footfall and regeneration, although little physical and cultural connectivity is observed between the destinations and the high street/town centre. When visiting Borehamwood town centre, it is not evident that the studios are nearby. There is opportunity to develop this unique identity and character moving forwards, to the benefit of the town centre.

Borehamwood: Local Issues Identified, 2018

- Furzehill Road car park is in need of refurbishment
- High Street public realm
- Lack of independent stores
- Traffic congestion on Shenley Road and The Boulevard
- More parking spaces
- Limited evening economy
- Desirability of further enhancing links between the shopping park and Shenley Road
- Opportunity to raise the profile of the market

4.10.16. The key issues in Borehamwood were concluded to be related to car parking. It was recommended that a comprehensive review of the centre should be undertaken in conjunction with key private sector stakeholders. The joint Study recommended that investment should aim to enhance links between the shopping park and Shenley Road, improve and support the market, encourage the evening economy, and explore public realm improvements.

Diversity of Uses / Retailer Representation

4.10.17. Borehamwood Town Centre comprises 60,710 sq m gross of retail, leisure and service floorspace across 196 units. Table 16 and 17 below set out the diversity of uses in Borehamwood compared to the national average in respect of town centre composition. The data demonstrates the strong role of the convenience goods sector, both by number of units and floorspace, the leisure service and retail service category, and also the low vacancy rate.

4.10.18. The proportion of leisure services (33.2%) is above the national average of 26.5%, comprising 65 businesses. Within this category, there are 21 restaurants, 17 fast food take-aways, 11 café/coffee shops, 4 betting shops, 4 pubs and 2 health clubs. Restaurant operators represent a range of international cuisine, including Chinese, Middle Eastern, Greek, Portuguese, Thai, Italian and Japanese. The only national multiple retailer is Nandos, and the quality of offer is mixed across the town centre.

4.10.19. In the café sector, Costa, Starbucks, Mooboo and Creams national multiples are all represented, but the selection of small independents is limited to a handful of quality business including the Borehamwood Café, Ben & Ollies, The Pink Café and the Shenley Sandwich Bar.

4.10.20. A number of other leisure services are represented in Borehamwood. The independent Reel Cinema is located in the heart of the town centre just behind Shenley Road and accessed via Centenary Place. It is a small community-focused cinema with four screens offering mainstream and independent films and a variety of event cinema experiences including National Theatre Live, Opera and Ballet screenings, and concert films. The cinema benefits from direct access to the Council owned Furzehill Road car park.

4.10.21. The Theatre at 96 is located centrally in Borehamwood Town Centre, occupying a prominent position on Shenley Road. The community hub is also home to the Borehamwood Library, 96 Café, Borehamwood & Elstree Museum and youth services. The theatre seats up to 150 people and offers live performances, cinema screenings and event space for local groups and productions; flexible screens allow the main hall to be divided and available as a whole or in smaller sections. Car parking is located nearby in the Furzehill Road and Clarendon Road car parks, a 4-6 minute walk-time.

	No. of units	% of Total	UK Average (%)	Variance
Convenience	30	15.3	9.3	6.0
Comparison	38	19.4	26.1	-6.7
Retail Services	65	33.2	26.5	6.6
Leisure Services	38	19.4	15.8	3.6
Financial and Business	17	8.7	7.9	0.7
Vacant	8	4.1	14.1	-10.1
Total	196	100	100	-

Table 16. Borehamwood Town Centre Composition of Uses (Units)

	Floorspace	% of Total	UK Average (%)	Variance
Convenience	21,220	35.0	15.3	19.7
Comparison	13,600	22.4	28.7	-6.3
Retail Services	15,940	26.3	27.7	-1.4
Leisure Services	5,280	8.7	7.2	1.5
Financial and Business	2,410	4.0	6.1	-2.1
Vacant	2,260	3.7	14.5	-10.7
Total	60,710	100	100	-

Table 17. Borehamwood Town Centre Composition of Uses (Floorspace sq m gross)

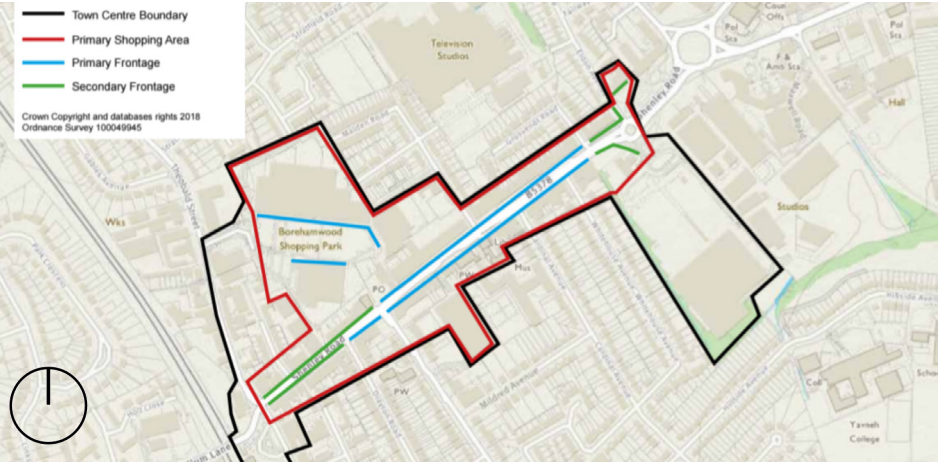


Fig 191. Borehamwood Town Centre, Policy Frontages and Boundaries

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Source: South-West Hertfordshire Retail and Leisure Study, September 2018

4.10.22. Borehamwood town centre offers two centrally located health clubs. Anytime Fitness is located on the Borehamwood Shopping Park, benefitting from 3-hours free parking and 24 hour access. Pure Gym is located on the south side of Shenley Road, adjacent to the Reel Cinema, relying on nearby paid car parks and offering budget-friendly gym and fitness classes. Both gyms are focused on strength training and gym equipment and neither offer a swimming pool, the nearest facility being the Council run Venue Leisure Centre on Elstree Way – a 5-minute drive from the town centre.

4.10.23. The town centre has 17 fast food take-aways including the major national multiples KFC, Wimpy, McDonald’s, Domino’s Pizza, Papa John’s and Subway, but also a relatively small range of independent kebab and chicken shops. The food and drink offer extends to the four pubs distributed throughout the town centre; and all four major betting shops are represented, including Paddy Power, Ladbrokes, Bet Fred and Coral.

4.10.24. The retail service category comprises 38 businesses (19.4% of total), which is 3.6% above the national average. The offer is dominated by beauty salons and hairdressers, but there is also a relatively good mix of other services, including four dry cleaners, petrol filling stations, opticians, undertakers, photographic film developing, the Post Office, clothing alterations, travel agents and vehicular tyre servicing. The town centre has a strong mix of retail services serving the catchment area.

4.10.25. The comparison goods category also comprises 38 businesses (19.4% of total), which is 6.7% below the national average. The town centre has a good mix of product, but a limited range of national multiple retailers and clothing operators; there are just three clothing shops, including Peacocks, Next and Mistr – a popular retailer offering men’s hairdressing and designer clothes. Most national multiples are located on the Borehamwood Shopping Park, including Boots, Cards Direct, B&M Home Stores, Next, Pets at Home, Sports Direct, JD Sports, Vodafone and Game.

4.10.26. Elsewhere in the town centre there are a number of popular charity shops, mobile phone shops, chemists, a florist, health and beauty products, a pet shop, computer games, and hardware and general household goods.

4.10.27. The convenience goods sector in Borehamwood town centre is strong, comprising 30 businesses (15.3%), which is 6% above the national average. The scale of floorspace is almost 20% above the national average given the representation of large floorplate operators. Main town centre foodstore operators include Tesco Extra, M&S Simply Food, Lidl, Aldi, Nisa, Iceland and Sainsbury’s Local, supplemented with a good selection of small convenience stores including bakers, greengrocers, deli’s, health food and off licences.

4.10.28. The Tesco Extra store is located at the eastern end of Borehamwood town centre, measuring around 11,000 sq m gross and trading from 6am to midnight. The store has 670 car parking spaces offering visitors to the store and wider town centre 3 hours free parking; there is also a pharmacy, petrol filling

station, travel money, Costa Coffee, Timpson shoe repairs, and a wide range of food and non-food items. M&S Simply Food, Lidl and Aldi are all located on the Borehamwood Shopping Park.

4.10.29. The financial and business sector is broadly in line with the national average but largely comprises estate agents. Metro Bank, Nationwide and Yorkshire Building Society continue to operate, but Barclays and Santander have recently closed their Borehamwood branches. No other major bank operates from the town centre.

4.10.30. There are 8 recorded vacant units (4.1%) in Borehamwood Town Centre, which is substantially below national average of 14.1%. These generally comprise small units scattered throughout the main high street. The Borehamwood Shopping Park has had a small turnover of some operators, but leasing teams have successfully re-let in recent months, and key anchors such as M&S, Sports Direct, B&M Home Stores continue to trade. The low vacancy rate is a particularly strong vitality indicator, suggesting that Borehamwood Town Centre is trading well and able to retain existing and attract new businesses.

Diversity of Uses: Town Centre Change 2012-2025

Table 18 below compares the town centre composition by number of units since 2012. The figures and analysis highlight the significant fall in comparison goods businesses – a drop of 12.7% since 2012, and the rise in convenience goods, retail service and leisure service businesses. The local trends are, however, reflective of wider national trends and the data does not suggest any localised problems in terms of the diversity of uses.

4.10.31. The vacancy rate remains particularly low, highlighting business commitment and interest in the town centre. The main weakness is highlighted as being the limited range of clothing and footwear operators, albeit this is a trend in most town centres and Borehamwood has in response successfully attracted new and varied businesses.

	% of Total Units 2012	% of Total Units 2017	% of Total Units 2025	% Change 2012-2025
Convenience	11.1%	12.2%	15.3%	+4.2%
Comparison	32.1%	28.2%	19.4%	-12.7%
Retail Services	13.7%	15.4%	19.4%	+5.7%
Leisure Services	19.5%	27.7%	33.2%	+13.7%
Financial and Business	10.5%	12.2%	8.7%	-1.8%
Vacant	13.2%	4.3%	4.1%	-9.1%
Total	100.0%	100.0%	100%	-

Table 18. Composition of Borehamwood Town Centre by Unit Number, 2012-25

Source: South-West Hertfordshire Retail and Leisure Study, September 2018, and Experian Goad October 2025

Town Centre / Retail – Key Findings

- Borehamwood benefits from generous car parking provision (including free 3-hour parking at the Shopping Park and Tesco Extra), a strong retail mix with an above-national-average presence of convenience goods, and a good balance of national multiples and independent retailers.
- Leisure assets include a 4-screen independent Reel Cinema, the 96 Community Hub (theatre, museum, youth services), a diverse range of restaurants, and two town centre gyms. The town centre’s vacancy rate is low, indicating strong vitality and adaptability.
- However, the town centre has also experienced recent bank closures, resulting in limited face-to-face banking. There is a weak offer in clothing and footwear, a limited number of smaller independent cafés, and a mixed quality to the evening economy.
- Critically, the town centre does not sufficiently reflect or connect with the internationally recognised film and TV Studios.

4.11 Land Uses & Activities

Land Uses

4.11.1. The town’s urban fabric is clearly organised around a central commercial spine along the High Street (Shenley Road), which is dominated by retail and service uses. The presence of large-format retail assets within this core is crucial for its vitality and ability to draw visitors. However, this concentration also funnels a substantial amount of traffic onto the high street, which serves as the main point of access for these major destinations.

4.11.2. A distinct employment cluster is located on the eastern and south-eastern periphery of the town. This zone contains a mix of business parks, workshops, and light industrial units. The larger logistics facilities within this area, due to their scale and the heavy vehicle traffic they generate, tend to be less integrated with the town’s finer-grained urban fabric compared to smaller industrial units.

4.11.3. The most significant element disrupting this otherwise conventional pattern is the major presence of the film and television studios. Located centrally just off the high street and expanding into the eastern employment area, these facilities are a dominant land use that shapes the town’s economy and identity, setting it apart from typical commuter towns.

4.11.4. Surrounding the commercial and employment hubs are extensive residential areas. These are punctuated by small, convenient retail parades, especially noticeable in the neighbourhoods to the north, which cater to the daily needs of the local community and reduce the necessity for all trips to be directed to the main high street.

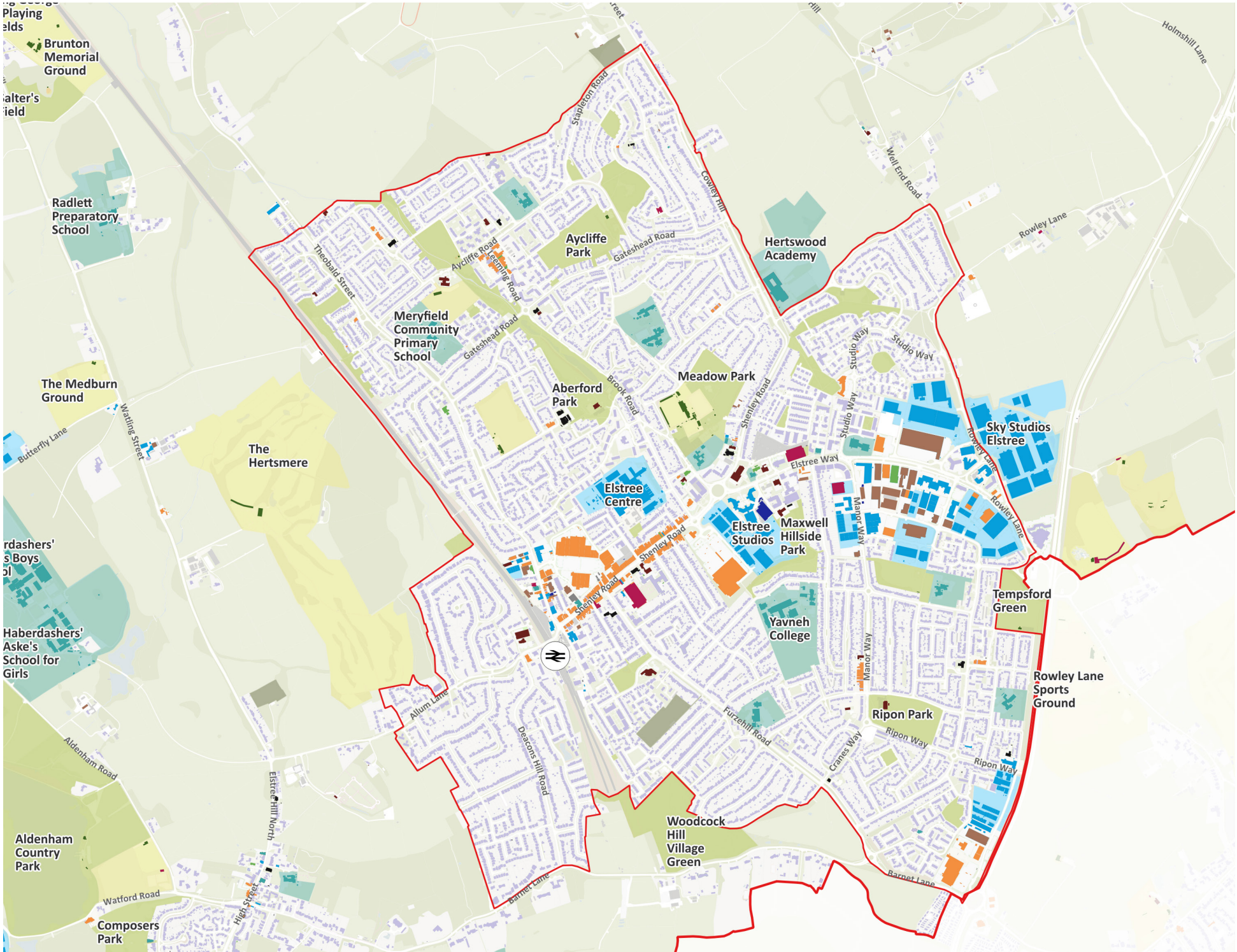
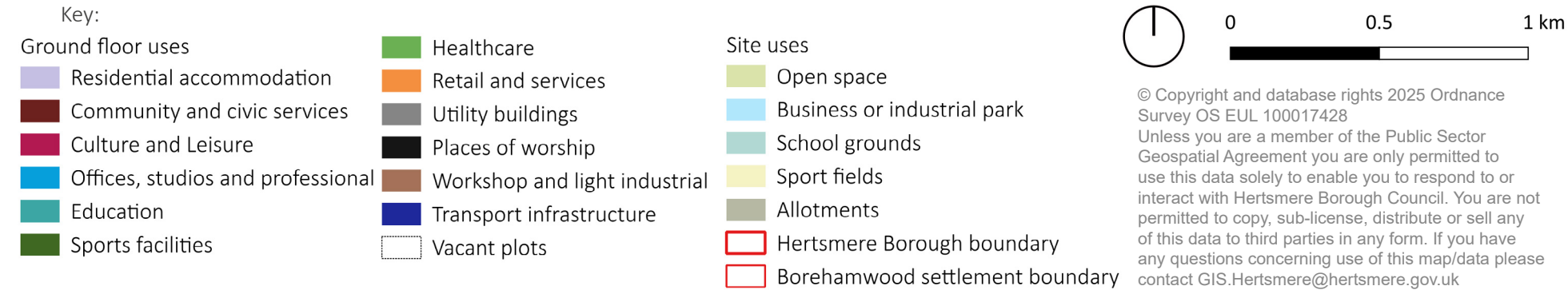


Fig 192. Land and ground floor uses map



Community and Culture

4.11.5. Borehamwood has a robust community spirit, supported by a range of facilities. These include the town centre, The Venue leisure centre (featuring a swimming pool), the 96 Shenley Road Community Centre (which also hosts the library and a small museum), a cinema, and Borehamwood Football Club.

4.11.6. The arts are strongly supported locally, with the town hosting frequent concerts by the BBC Elstree Concert Band, Borehamwood Brass, and other Brass bands at the Rotary-inspired performance arena in Meadow Park, and the Elstree Mozart Players.

4.11.7. A defining cultural characteristic of the town is its extensive film and TV legacy, originating from studios such as Elstree Film Studios, Sky Elstree Studios, and BBC Elstree. TV shows like Eastenders and Strictly Come Dancing are filmed here.

4.11.8. Despite this unique presence, the town vocation for cultural production is not fully harnessed locally, with a number of missed opportunities. For instance, a Film and Television Museum/Visitor’s Centre does not currently exist, while film and television heritage sites are poorly marked.

Land Uses & Activities – Key Findings

- Borehamwood benefits from a strong mix of land uses, including a vibrant High Street, a strong town centre, and established employment areas. It also has an active arts scene and some convenient local retail parades that reduce residents’ reliance on the main high street for daily needs.
- The town possesses a unique cultural identity and a powerful economic driver in its world-renowned film and television legacy, with major active studios like Elstree, Sky, and the BBC.
- The town’s primary cultural strength—its film and TV heritage—is still underutilised locally. The town misses a central hub, like a dedicated museum or visitor’s centre, and the heritage sites themselves have poor visibility.
- There is also potential to improve the pedestrian experience on the High Street, enhance the integration of employment areas with residential contexts, and develop vacant or underutilised plots to reinforce the town’s mix of uses.
- The town faces significant threats from traffic congestion on the High Street, which is likely to increase with future growth and densification.



Fig 195. The British International Pictures studios in 1928.



Fig 193. Strictly Come Dancing is mainly filmed at Elstree Studios in Borehamwood, Hertfordshire, since 2013 Source: The Sun <https://www.thesun.co.uk/tv/27889227/strictly-come-dancing-series-one-stars/>



Fig 194. EastEnders has been filmed at the BBC Elstree Centre in Borehamwood, Hertfordshire, since its inception, with the first episode airing on February 19, 1985. Picture source: [ps://www.radiotimes.com/tv/soaps/eastenders/eastenders-chrissie-watts-return-newsupdate](https://www.radiotimes.com/tv/soaps/eastenders/eastenders-chrissie-watts-return-newsupdate)

4.12 Development Context

Recent Major Developments

4.12.1. Below is a schedule of all major planning applications within and near Borehamwood. These will be taken into consideration when developing proposals in the next project stage.

24/0451/FUL Lyndhurst Farm Green Street WD6 5NF	186 dwellings, community building, associated parking, landscaping and open space.	Approved
20/1573/FUL Site Of Former J Sainsbury Depot York Crescent WD6 1SN	Demolition of existing structures and construction of a data centre building, generators, substation and security structures.	Approved
23/0937/OUT Land Off Barnet Lane And Furzehill Road	Erection of up to 220 dwellings, self-build/ custom-build plots, green infrastructure, ecological enhancements.	Approved at Appeal
23/0053/OUT Land to the East Of Hartfield Avenue And Fronting Onto Barnet Lane	Development of up to 74 dwellings, with landscaping, amenity space, Self-Build plots, sustainable urban drainage (SuDs), and associated works.	Approved at Appeal
25/0227/FUL Site Of Former Directors Arms And Garages To Rear Ripon Way	Demolition of 38 garages and redevelopment of the site to provide 29 dwellings and community floor space (Use Class F2).	Pending
19/0321/FUL Land At Windsor Close 1-15 Windsor Close, 80-104 Gateshead Road and 1-15 Stannington Path	Demolition of existing 39 no. dwellings. Redevelopment of site to provide 43 no. affordable residential units plus the provision of 43 no. car parking spaces.	Approved
24/0423/FUL Land Rear Of 71 To 93 Stratfield Rd	Infill residential development comprising 7 flats and 6 houses.	Refused
20/1771/FUL Majestic House 16 - 18 Shenley Road WD6 1DL	Demolition & construction of a 4 storey detached building comprising retail with residential units above comprising 14 flats and basement for commercial use.	Approved
23/1775/FUL 26 - 30 Theobald St WD6 4SG	Demolition to allow for the construction of buildings totalling 41 residential units.	Approved
20/0057/OUT Former Police Station Elstree Way WD6 1JP	Demolition of the former police station and construction of 1 seven storey and 1 eight storey building containing 96 flats	Approved
23/1034/FUL 225 Shenley Road	Refurbishment and extension providing 69 residential units (Class C3).	Pending

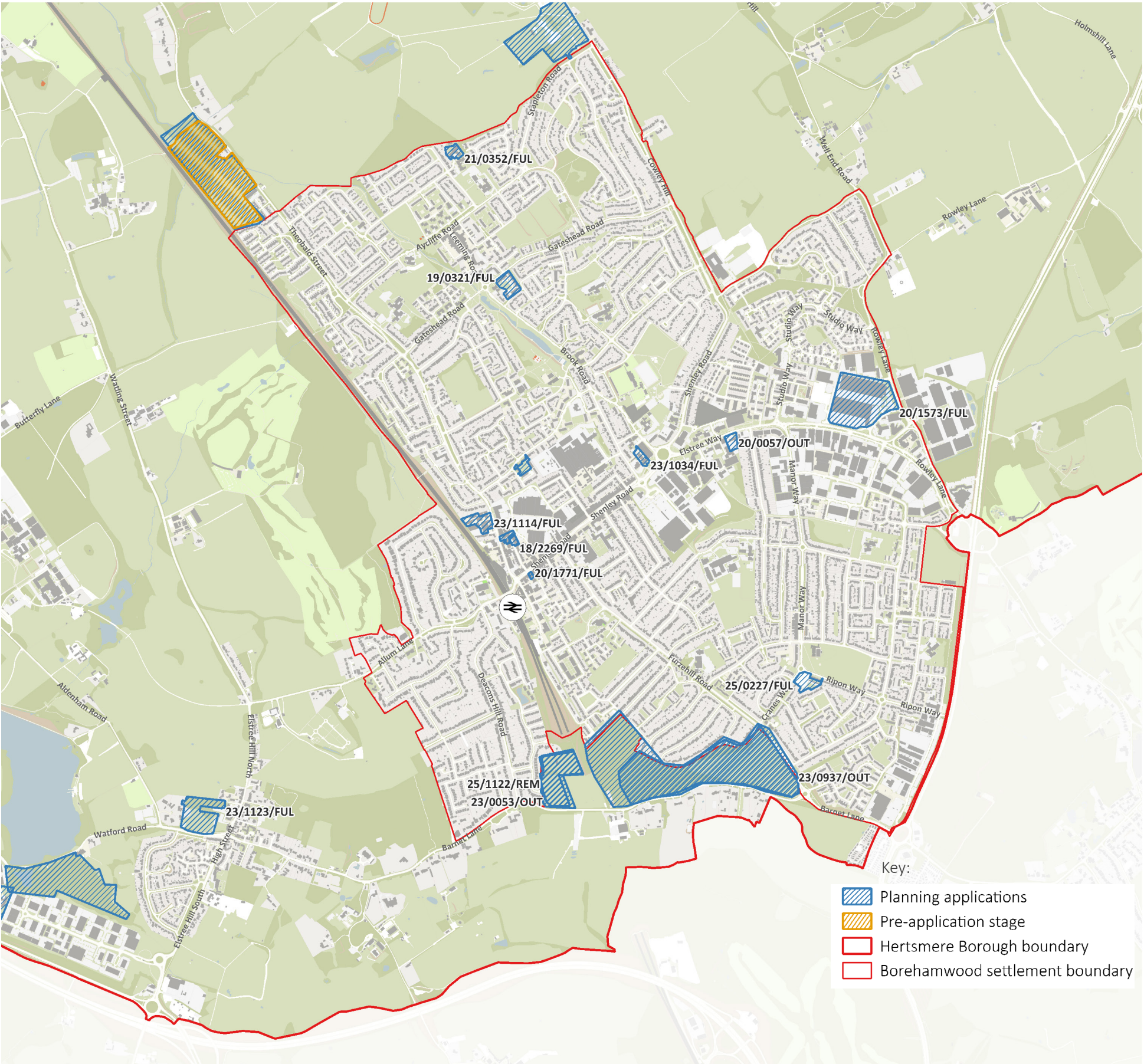


Fig 196. Recent planning applications within the last five years

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4.13 SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
Townscape			
- Cultural heritage: The film and TV heritage, and the ongoing presence of the Studios, are significant cultural and economic assets that can be built upon. - Existing neighbourhood hubs that can be reinforced and developed to create 15min neighbourhoods. - The amount of green areas well distributed across the whole town.	- he High Street is dominated by traffic, creating a hostile environment for pedestrians and lacking greenery. - Poor connectivity & permeability (High Street): Large urban blocks, created by major developments like the Shopping Park and Tesco, severely limit permeability and restrict pedestrian movement. - Fragmented townscape (Elstree Way): There are fragmented building lines and a poor public realm, which contributes to a lack of visual cohesion. - Integration of non-residential uses: Key sites, including the Studios and logistics facilities, are poorly integrated into the surrounding townscape.	- Reclaiming public space: There is a significant opportunity to enhance the pedestrian experience and public spaces along Shenley Road. - Creating focal points: The two high street roundabouts (at Tesco and the Council offices) can be redesigned or removed to create new, pedestrian-friendly focal points. - Integrating key sites: A major opportunity exists to better integrate the Studio and employment sites with the rest of the town. - Streetscape enhancement: The high street can be extended to the east with new public realm and selective redevelopment, and additional pocket parks can be created. - Leveraging Heritage: A more coherent heritage strategy, including a thematic approach to interpretation panels, can better celebrate and communicate the town’s film and TV history.	- Without intervention, the high street’s dominance by traffic will continue to hinder urban realm improvements. - Physical barriers: The large, pre-existing urban blocks and retail park layouts could prove difficult to reconfigure, limiting improvements to permeability.
Heritage			
- Architectural coherence to Shenley Road - Film and TV legacy	- Few and scattered assets - Incremental degrading of architectural features - Harsh and hard public realm	- There are opportunities to green the appearance of the townscape with soft landscaping, especially along Shenley Road, bearing in mind the landmark role of All Saints tower. - There is also an opportunity to increase a sense of urbanity at the current Tesco roundabout, taking into account the war memorial, the former Red Lion, and the remaining film studios to create a focal point at the eastern end of the shopping street.	- Ongoing loss of original features and unsympathetic extensions - Loss of remaining film heritage - Lack of recognition of positive interwar qualities
Planning			
- The April 24 Reg 18 Local Plan consultation report sets out an aspiration to deliver 627 homes per anum. This only falls slightly short of the government target of 641 homes per anum. - Strong national and local policy support for brownfield redevelopment, reducing pressure on Green Belt land.	- Limited supply of brownfield sites and many have already been identified. - Development that does not reflect the low density, two-storey large family sized homes pattern of development that is typical of the area is likely to face local opposition. - Existing services are under pressure, especially in areas like Radlett and Elstree & Borehamwood. - East/west road links with other parts of the borough are not so well developed.	The government have introduced a new definition of Grey Belt Land, which sets out a framework for identifying low-quality Green Belt land that may be suitable for development.	- There is strong local opposition to the release of Green Belt sites for development. - HBC is currently subject to a presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF. - Post-COVID impacts and competition from nearby centres (e.g., Watford) threaten town centre vitality and local employment

Strengths	Weaknesses	Opportunities	Threats
Town Centre / High Streets			
• Parking: Substantial, widespread, with some free for up to 3 hours. • Convenience Goods: Strong offer, above national average in units and floorspace, mixing national multiples and independents. • Cafés/Coffee Shops: Good selection of national chains and a few quality independents. • Entertainment: Independent 4-screen Reel Cinema, centrally located; 96 Community Hub (theatre, museum, youth services), prominently positioned. • Dining: Strong range of restaurants and international cuisine, including both national multiples and independent operators. • Health/Fitness: Two town centre gyms (higher end and budget), focused on strength/classes; no swimming pools. • Vitality: Particularly low vacancy rate, reflecting Borehamwood’s ability to evolve and strong vitality.	• Recent bank closures and limited face-to-face banking, largely the result of wider national trends. • Weak clothing and footwear offer. • Limited number of smaller independent cafés and coffee shops • Quality of evening economy mixed. • Town Centre not reflecting the internationally recognised film and TV Studios. Lacking physical and cultural connectivity.	• Borehamwood’s town centre successfully transitioned from comparison goods to convenience, leisure, and retail services, achieving a very low vacancy rate. The robust local employment, especially the Film and TV Studios, offers chances to diversify town centre uses, improve the quality of the offer, and better integrate the physical environment and visitor economy. • Continue investment in cultural and leisure facilities, focusing on buildings, public realm, safety, and accessibility. • Introduce high-quality independent café operators. • Introduce a banking hub to maintain local accessibility. • Physically and culturally integrate the film and TV studios into the town centre to boost the high street’s economy, footfall, and regeneration.	• Intense Regional Competition. Borehamwood lies in the catchment of larger, strategic retail destinations like Watford, Brent Cross, and St Albans. These higher-order centres dominate the comparison goods market (e.g., Watford captures 21.1% vs Borehamwood’s 1.7%), limiting Borehamwood’s ability to draw trade for non-essential shopping. • Traffic congestion, especially on Shenley Road, compromises town centre accessibility and environmental quality. • While the film studios are a major asset, the current lack of physical and cultural connectivity between them and the high street poses a risk. Without better integration, the town fails to capitalise on the footfall and economic growth these “critically important” destinations generate. • Despite the presence of important assets, the overall provision of culture and leisure is relatively weak and fails to create a cultural and leisure destination, further strengthening the town centre vitality.
Movement			
• Elstree & Borehamwood station provides frequent Thameslink services to London, St Albans, Luton, Rainham and Sutton. • The majority of residents within Borehamwood are within the recommended 400m catchment of a bus stop. Frequent bus services route along the B5378 and provide links to Edgware and New Barnet Station. • Shared mobility already in place through the Beryl bike scheme.	• Both rail and bus services are predominantly north-south, with infrequent east-west connections, restricting movement and discouraging public transport use for certain journeys • The cycle and walking infrastructure is piecemeal and does not meet current design standards (LTN 1/20). Major roads and roundabouts act as barriers, and shared-use footways can be problematic for both cyclists and pedestrians. • Areas further from the town centre and transport nodes show higher car ownership and lower uptake of sustainable travel modes, reflecting a continued reliance on private vehicles.	• Areas near the station and bus stops show higher uptake of public transport and active travel modes, with pockets of low car ownership suggesting scope to further encourage sustainable travel behaviours. • While currently limited, there is a foundation of advisory and mandatory cycle lanes, as well as shared-use footways. • Borehamwood’s relatively modern highways feature fewer geometric constraints than older settlements, providing opportunities for higher quality infrastructure upgrades.	• Strategic roads such as Elstree Way and the A1 dominate the network, with congestion at key town centre junctions. The railway line and major roads hinder movement, particularly for active travel. • Low-density housing areas with high parking availability reinforce car use and fail to capitalise on proximity to the station, limiting sustainable travel uptake. • While offering a frequent service, the station is located on the western edge of town, limiting the population within walking distance should the town’s footprint grow and reducing the potential for sustainable commuting from some areas.
Socio-economics			
• Large working-age population • Youngest population of the four settlements • Strong economic growth over the past 10 years (since 2015), adding 2,000 net jobs • Growing cultural and ethnic diversity	• Borehamwood has a relatively high proportion of residents who are economically inactive due to long-term sickness and disability • High crime deprivation in town centre	• Increase in professional roles • Inward migration as evidenced by 12% population growth • Attractive to families	• Health challenges in Borehamwood could be being exacerbated by the local built environment • Just over half of population are owner-occupiers (53%)- living and owning their own homes

Strengths	Weaknesses	Opportunities	Threats
Housing Market			
• Most affordable of 4 settlement areas at £524/sf sales • Modest sales growth at 2% indicates stable market • Commuter access and distance to London	• Lack of significant new build development • Rental growth down 1.6%	• Influx of professional class demand more housing • Borehamwood is most dense and urban of the four settlements, therefore due to restrictions on developing in the green belt, opportunity to convert brownfields/grey belt and car parks to housing	• Influx of professional class demanding more housing drives up prices and increases housing scarcity • London construction costs without London values to off-set • Cost of living crisis plus rising interest rates makes homes less affordable • Greenbelt NIMBY-ism and H&S concerns re: building on brownfields/gray belt restricts development
Environment and Sustainability			
• No statutory designated sites within boundary. • Some isolated areas such as to the east between A1 and Borehamwood the don't appear to have obvious constraints from protected species of habitats. • No great crested newt (GCN) red zones present – presence of GCN may be addressed through district level licensing. • Good access to Tykes Water from existing public realm	• Potentially restricted connectivity within settlement due to density of buildings. • Bat and GCN licences identified within the search area. • Absence of baseline habitat data for the settlement limits the extent to which development can be focussed to areas of low biodiversity value, and avoid areas of high biodiversity value • Poor ecological quality of watercourse • Much of the Site is subject to surface water flooding • Dominance of London Clays which limit infiltration opportunities	• The Local Nature Recovery Strategy (LNRS) GCN strategic opportunity Areas (SOAs) present opportunities to design in a range of features to achieve multiple benefits for nature and people where combined with green infrastructure provision. • Existing areas of greenspace already mapped, with opportunities to join these up through careful planning and design. • open the culverted portions of watercourses to improve flood resilience, enhance ecology and provide amenity value to the community • Enhance existing public realm associated with Tykes Water to improve ecology and amenity value to the community	• Air quality from increased traffic may impact statutory designated sites, noted in the Habitats Regulations Assessment (HRA) of the current Local Plan. • Water quantity – an increasing threat in north London and Hertfordshire and requires strategic approaches at plan level to address or risk of a 'water neutrality' situation occurring which would halt development until a solution is found. • Climate change • Flooding from breaches of Hilfield and/or Aldenham Reservoirs to the west of Borehamwood (threat to expansion in this
Landscape			
• Diverse mix of open green spaces (Brook Meadow Park, Kenilworth park, Maxwell Park) and natural areas. • Strong cultural assets such as BBC Elstree Studio, Albert Square, Allum Hall. • Presence of Local Wildlife Sites and Nature Reserves supports biodiversity.	• Large parking lots, while functional, can fragment the public realm. • East–west divide between creative industry hub and residential areas. • Flood-prone soils, poor permeability in loamy/clayey areas.	• Improve flood resilience through wetland restoration and SuDS in parks and streets. • Leverage cultural assets to create stronger identity and attract investment. • Enhance green infrastructure connectivity across railway divide.	• Reliance on car travel sustained by extensive parking provision. • Potential imbalance between cultural/creative economy and residential needs.

Appendix: Relevant Planning Application List

Development Framework Settlements

Relevant Planning Application List

BOREHAMWOOD				
Reference	Address	Description	Status	Type
23/0053/OUT 25/1122/REM	Land Lying To The East Of Hartfield Avenue And Fronting Onto Barnet Lane Elstree Hertfordshire	Residential development of up to 74 dwellings, with associated landscaping, amenity space, Self-Build plots, sustainable urban drainage (SuDs), and associated works. (Outline Application to include Access, with all other matters Reserved) (description updated 04.04.2023)	Outline Approved. REMs awaiting determination	Green belt
23/0937/OUT	Land Off Barnet Lane And Furzehill Road Borehamwood Hertfordshire	Outline planning application for the erection of up to 220 dwellings, including 50% affordable housing, self-build/custom-build plots, green infrastructure (including public open space, play area, landscape planting and sustainable drainage systems), ecological enhancements to Woodcock Hill Village Green, new multi-modal vehicular access from Furzehill Road, emergency, pedestrian and cycle access from Carrington Avenue, and associated works and development. (Outline Application to include Access, with all other matters reserved).	Approved at Appeal	Green belt
TBC	Vale Avenue	Outline application with all matters reserved, other than access, for a residential scheme of up to 120 homes	PPA	Green belt
23/1034/FUL	Former National Westminster House 225 Shenley Road Borehamwood Hertfordshire	Refurbishment and extension of the existing building comprising a part 3, part 5, part 8 storey extension providing 69 residential units (Class C3), car and cycle parking; refuse storage; hard and soft landscaping and other associated works.	Awaiting determination	Town Centre / adaptive reuse
22/2149/OUT	Organ Hall Farm And Land Theobald Street Borehamwood Hertfordshire	Erection of up to 110 dwellings, a medical centre (Use Class E(e)), associated infrastructure, parking, landscaping, open space, earthworks and access from Theobald Street and a change of use of the land edged green on Drawing no. 221.1511.103 to provide landscaping and Public open space. (Outline Application to include Access, with all other matters Reserved) (Change of description; Amended plans and documents received 10.08.2023)	Approved	Green belt
24/0423/FUL	Land Rear Of 71 To 93 Stratfield Road	Construction of new infill residential development comprising 7 flats and 6 houses with associated hard and soft landscaping, refuse stores, reconfigured car park with additional parking spaces and, cycle stores.	Refused, upheld at appeal. Officers supported the app	

	Borehamwood Hertfordshire			
23/1775/FUL	26 - 30 Theobald Street Borehamwood Hertfordshire WD6 4SG	Demolition of the existing Light Industrial unit (B1c Use Class) and vehicle garages/buildings and storages (Sui Generis) to allow for the construction of a part three; part four and part six storey building comprising of 37 residential units with a ground floor commercial unit (Use Class E) and construction of a three storey building comprising of 4 residential units with undercroft parking; hard and soft landscaping including boundary treatment; refuse/recycle and cycle provision; private amenity space with communal gardens/recreational space and vehicular parking with access from Glenhaven Avenue and pedestrian/occupier access from Theobald Street and Glenhaven Avenue	Approved	Town Centre / Urban / reduced parking / taller building
23/1114/FUL	Theobald Street Synagogue, 31-33 Theobald Street	Demolition of existing synagogue and vacant dwelling. Erection of a four storey mixed use building to the front of the site to provide commercial floor space at ground floor level (Class E) together with 11 self-contained residential units on the upper floors. Creation of a new two storey synagogue to the rear of the site. Restoration of and extension to the existing locally listed building to facilitate the use of the property as a nursery. Provision of associated off-street car parking, cycle storage, external amenity space and refuse & recycling facilities.	Awaiting determination	Town Centre / faith
24/0414/FUL	Land Between 22 Catterick Way And 158 Croxdale Road Borehamwood Hertfordshire	Redevelopment of site including erection of 3 storey detached block of flats to provide 9 x 3 bed residential units with associated parking, cycle and refuse storage.	Approved	Infill / brownfield redevelopment / garage site
25/0227/FUL	Site Of Former Directors Arms And Garages To Rear Ripon Way Borehamwood Hertfordshire	Demolition of 38 garages and redevelopment of the site to provide 29 dwellings and community floor space (Use Class F2) with associated landscaping, car and bicycle parking, access and other associated works.	Awaiting decision	Garage site
N/A	Imperial Place		Inception	Town Centre / regeneration

N/A	The Point		Inception	Town centre / regeneration
20/1771/FUL	Majestic House 16 - 18 Shenley Road Borehamwood Hertfordshire WD6 1DL	Demolition of existing building & construction of a 4 storey detached building comprising A1 retail at ground floor with residential units above comprising 11 x 1 bed and 3 x 2 bed flats and provision of a basement for commercial use. (Revision to 20/0045/FUL)	Approved	Town Centre / High Street
N/A	Roof tops	There are a number of roof top extension schemes on Shenley Road worth visual review.	Approved	Infill / small sites
20/0942/FUL	Land At 1A Shenley Road Borehamwood Hertfordshire	Part demolition with refurbishment of existing buildings on site and erection of a 4 storey building comprising one flexible commercial unit at part ground floor (A1, A2, A3, D1 and D2); provision of office floorspace (B1) at part ground, part first part second and part third floors and; 9 residential units and associated car parking, cycle parking, refuse store, hard and soft landscaping including public realm improvements to Theobald Street, a communal roof terrace and photovoltaic panels at roof level. (Amended Plans received)	Approved / completed	Town Centre
18/2269/FUL	Land Adjacent Haven Court Glenhaven Avenue Borehamwood Hertfordshire WD6 1BB	Demolition of existing buildings and erection of part 5 storey, part single storey building to provide 27 units comprising; 9 x 1-bedroom flats, 13 x 2-bedroom flats, 3 x 2-bedroom duplexes and 2 x 3-bedroom flats. Provision of 25 car parking spaces and 36 cycle spaces. Provision of refuse and recycling storage. Upgrading of existing unmade road. (AMENDED PLANS RECEIVED)	Approved / completed	Town centre / infill / regeneration
22/0751/FUL	2 Furzehill Road Borehamwood Hertfordshire WD6 2DF	Demolition of existing building and construction of a four-storey detached building to provide 6 x self-contained flats (4 x 1-bed, 2 x 2-bed) with associated off-street parking, soft landscaping, refuse storage and cycle store (Revised Application) (as amended by plans received on 20/07/2022, 12/10/2022 and 06/02/2023).	Approved	Town Centre

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