



Hertsmere Vision Documents

Bushey - Baseline Analysis

October 2026

Control Sheet

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Version control / issue number:	Date:
Draft – issue 01	22/09/2025
Draft – issue 02	22/10/2025
Final Draft - issue 3	28/11/2025
Final Report- issue 04	02/10/2026

This report has been produced on behalf of Hertsmere Borough Council by AR Urbanism in collaboration with project partners Authentic Futures, Expedition, OKRA, PRD, Rolfe Judd Planning, Steer, Thomson Environmental Consultants, Urban Shape, Something Collective in October 2026.

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1.0 Introduction

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;

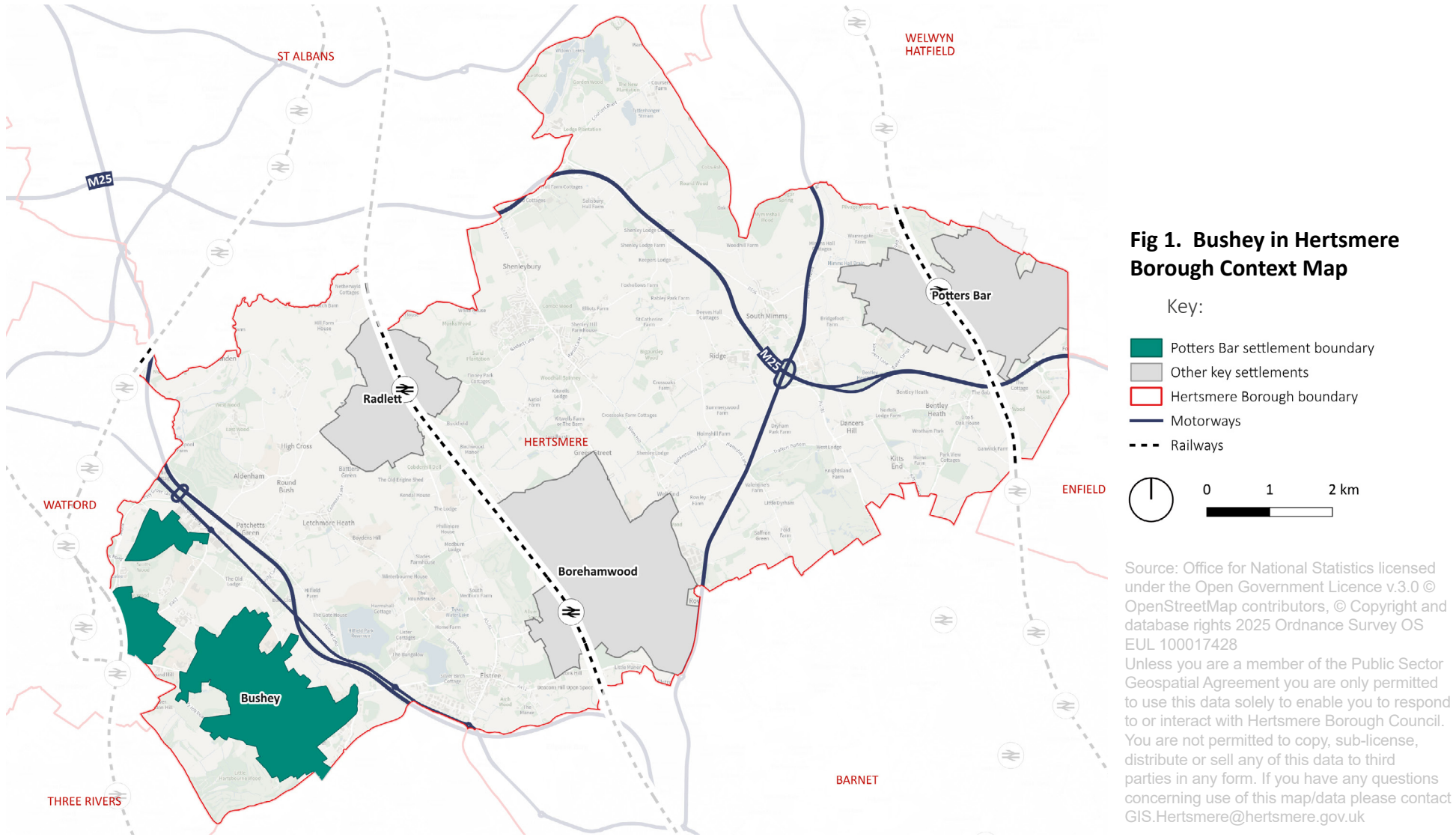


Fig 1. Bushey in Hertsmere Borough Context Map

Key:

- Potters Bar settlement boundary
- Other key settlements
- Hertsmere Borough boundary
- Motorways
- Railways



- 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

Bushey in the Wider Context

1.2.1. Bushey is recognised as an important local centre in the eastern part of Hertsmere. It is located at the west edge of the borough, with the borough boundary to the north, west, and south, and the M1 motorway to the north. Predominantly residential in character, Bushey is commonly understood to have three neighbourhoods: Bushey Heath, Bushey Village, and North Bushey.

1.2.2. To the west, it is closely linked to Watford which it abuts along the railway line and Bushey Station is located within Watford, while its southern edge approaches Stanmore and Harrow.

1.2.3. Bushey's neighbourhoods are largely surrounded by Green Belt land, which provides a buffer and separation from surrounding areas, except for the small southern end of North Bushey, which merges with Oxhey in Watford.

1.2.4. The town supports a mix of local services and community functions and benefits from good bus connections to both Watford and Stanmore, where commuters can continue their journeys by train.

1.2.5. On the northern side, separated by Green Belt land, lies a large Jewish cemetery, while closer to the M1 motorway, there are commercial services and employment areas.

Fig 2. Aerial image

Key:

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



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1.3 Geographical Coverage

Study Area

1.3.1. The study area, as seen in the plan on the right, corresponds to the built up area of Bushey.

1.3.2. There are some pre-existing built-up areas within the Green Belt that fall outside the designated settlement boundary; however, they have been considered as part of the context in this report. In addition, several sites within the Green Belt have been developed as residential in recent years or have recently received planning approval. These include over 300 homes at Royal Connaught Park, a pocket of land off Park Avenue next to Fisher’s Field, 55 dwellings at Lincolnsfield, and around 350 homes at the former Bushey Hall Golf Club. These sites are included in the study, even though the settlement boundary has not yet been formally amended to incorporate them.

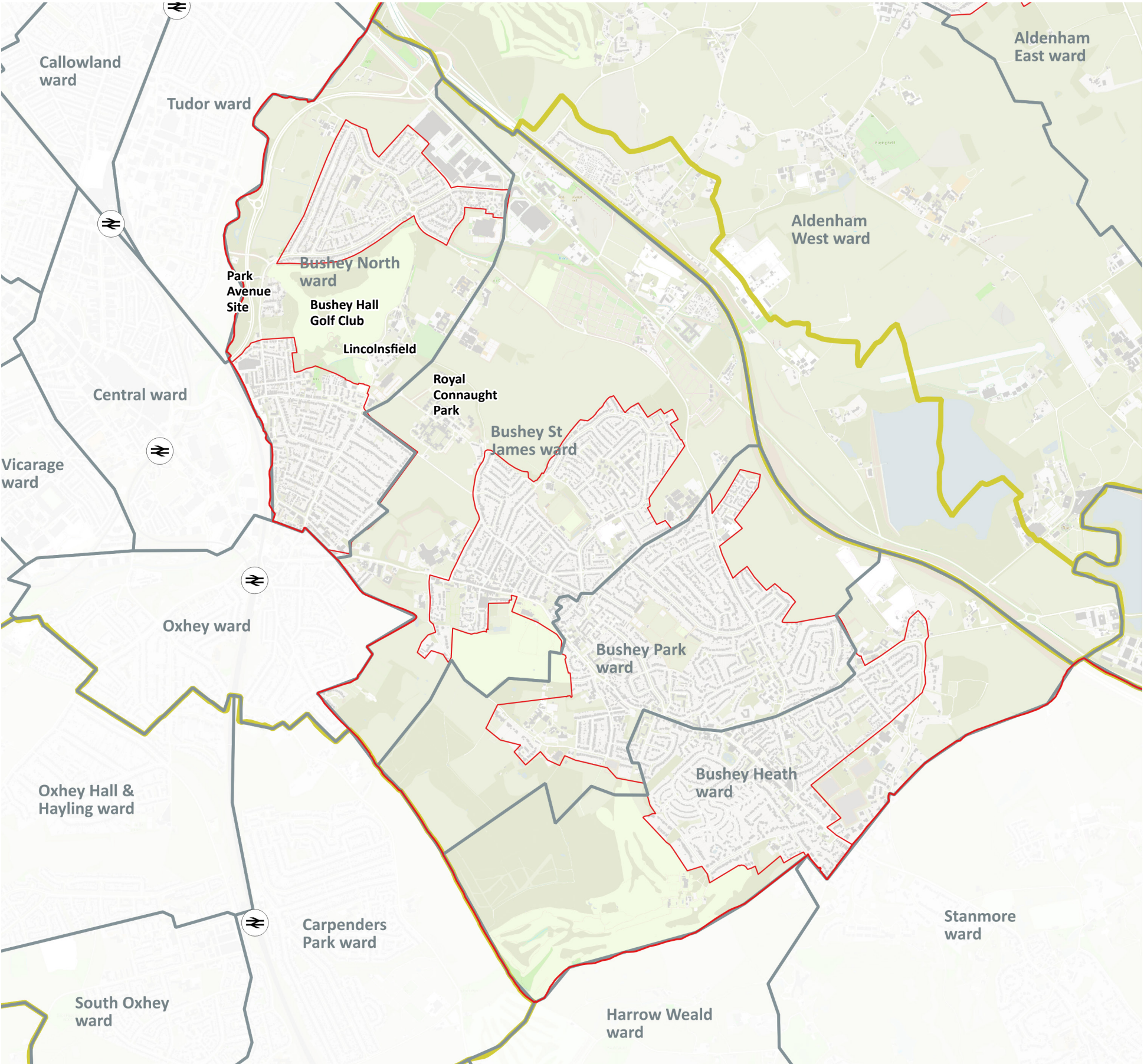


Fig 3. Statutory boundaries map

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

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2.0 Consultation 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 Bushey. 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 Bushey 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.

2.1.6. 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.

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

Stakeholder 121s

2.1.8. 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.

2.1.9. 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

2.1.10. An interactive workshop will allow community stakeholders to identify their priorities for Bushey 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:

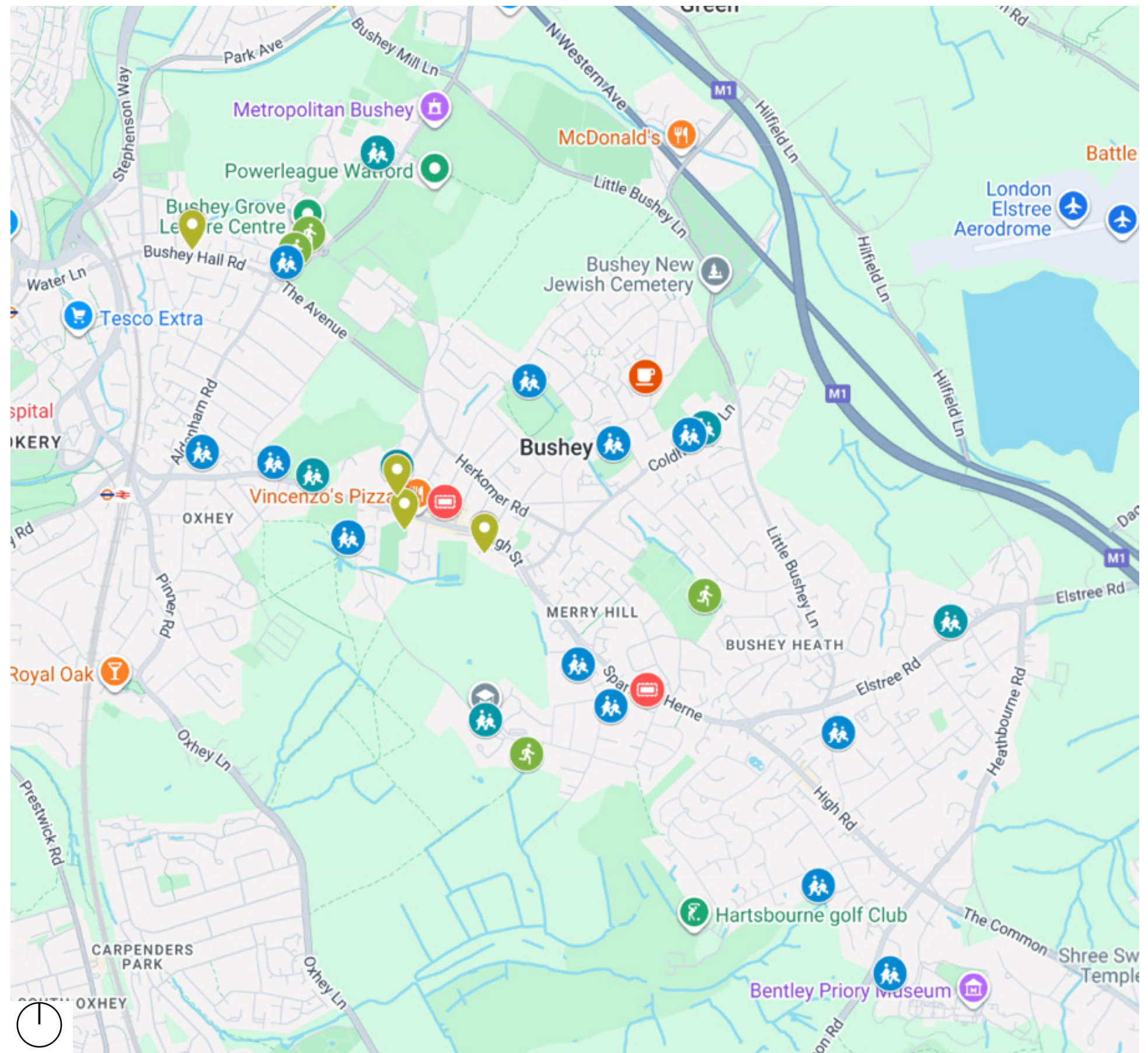
2.1.11. Key findings from previous activities carried out in preparation for the Local Plan:

- Responses from Bushey were weighted towards the council's survey
- There was strong opposition to growth in Bushey.
- The greatest proportion of those not considering new homes to be important was within Bushey and Radlett.
- Bushey was the one area where fewer than 50% of those responding considered the environmental, social and economic needs to be highly important.
- Responses from Bushey strongly disagree with the need to open up access to green space.
- Bushey had a greater proportion of people not supporting new development if new facilities accompanied it than any other settlement.

Fig 4. Stakeholder Map

Key:

-  Community
-  Heritage and Culture
-  Sports
-  Primary Schools
-  Secondary Schools
-  Faith



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 Local Plan 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)

3.3.4. In Bushey, adopted SPDs comprise the High Road (Bushey High Street and Melbourne Road) and The Lake Conservation Area Appraisals.

Other Guidance Documents

3.3.5. 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

3.3.6. There is no neighbourhood plan of Bushey are adopted or in preparation.

Transport Policy

3.3.7. 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.

3.3.8. 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.

3.3.9. 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)

3.3.10. 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.

3.3.11. 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 Tab e 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.

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			communal parking- 1 active charging point per dwelling unit
2 Bedroom	1 per unit	1.5 per unit		
3 Bedroom (Flat)	1.5 Per 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

Core Strategy (Jan 2013)

3.3.12. 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)

3.3.13. 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)

3.3.14. 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.

3.3.15. 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)

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

3.3.17. 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)

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

3.3.19. 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.

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

3.4.9. ‘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’.

Bushey

3.4.10. Bushey is allocated 375 new homes, a significant reduction from the 1,750 proposed in 2021. The strategy focuses on small-scale infill and brownfield redevelopment, preserving the town’s character and avoiding major Green Belt release.

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

- Significant eastward expansion is limited by the town’s position relative to the M1 and the A41.
- Significant amount of new housing in Bushey, primarily on smaller development sites, with almost 1,500 new homes built since 2012.
- Growth has impacted on levels of traffic and an increased demand on local services including education and health provision.
- Locating any additional required schools including demand which cannot be accommodated in Watford.
- A modest deficit across all types of open space and relative gaps in accessibility in several locations.
- Narrow green belt gaps between Bushey and Watford.
- Expansion of the retail offer and leisure activities is constrained by the proximity to Watford and the limited availability of suitable sites.

New Call for Sites – March 2025

3.4.12. 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. These submissions will be incorporated into the masterplanning exercise.

3.4.13. Hertsmere Local Development Scheme (2025)

3.4.14. 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)

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)

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)

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)

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)

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)

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)

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)

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)

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 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.

Current Planning Applications

3.7.7. A significant number of speculative applications and pre-applications have emerged in Bushey, notably Compass Park, Heathbourne Green, and proposals for the Mercure site. While these schemes have the potential to radically alter the local character and place pressure on existing infrastructure, their final determinations—expected in 2026—remain uncertain.

3.7.8. Consequently, these proposals must be monitored closely, ensuring that the evolving planning landscape informs the future strategies and that necessary design controls (including design codes), particularly regarding heritage sensitivities, are prepared accordingly.

	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	2,4002
Windfall	1,5423	960
Existing planning permissions	1,489	1,000
Total	9,396	12,160

Fig 5. 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

Issues:

- The December 2025 new standard method for calculating housing need requires 1,034 new homes per annum across the whole of Hertsmere, significantly higher than any figures previously planned for or delivered.
- There is strong local opposition to the release of Green Belt sites for development. The 2021 Regulation 18 Local Plan set out targets for housing provision that have been reduced by 23% in the 2024 Regulation 18 Local Plan in order to propose significantly fewer Green Belt releases.
- For Hertsmere the total number of homes required for 2020/21 to 2022/23 was 1,922. Over the same period the number of homes delivered was 882, or 46% of the total. This means that HBC is currently subject to a presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF. This means that planning permission should be granted unless the adverse impacts of a proposal significantly and demonstrably outweigh the benefits, or specific protected policies provide a clear reason for refusal.
- The Borough is very suburban in nature. 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.
- Although parking standards have been reduced by the September 2022 draft Sustainable Transport and Parking Standards SPD, there are still requirements to provide a high level of car parking in all new development sites.

Opportunities:

- The current 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.
- The Lot 1 Green Belt study should provide clarity on which Green Belt sites are low quality and have potential for release as Grey Belt land, which can inform the next phase of planning.
- The April 2025 call for sites will be able to provide detail on which sites in the Borough are owned by a landowner with an interest in promoting the site for development.
- Monitor current planning applications for key sites and where appropriate, integrate them into spatial strategies to ensure their benefits are captured and enhanced.



Fig 6. New development sites could provide opportunities to improve the town’s spatial quality while also addressing its challenges.



4.0 Analysis

4.1 Historical Development

Origin

4.1.1. Bushey was originally part of the parish of Watford. Its existence as a separate parish probably dates from about 1166. Historically, Bushey was a parish in the Hundred of Dacorum and was, much later, included in the Watford Poor Law Union from 1835. In 1894, Bushey parish was split in two: “Bushey Urban” for the part staying within Watford Urban District and “Bushey Rural” for the remainder. These were later renamed Oxhey and Bushey respectively – the latter now part of Hertsmere.

4.1.2. Well into the 19th century Bushey remained a village rooted in agriculture.

4.1.3. Bushey Heath was then a separate hamlet to the east separated from Bushey proper by steep Sparrows Herne. The area adjacent to the east is called Clayhill while to the west is Merry Hill. It was the highest point in the county of Middlesex and largely wooded common land.

4.1.4. The settlements are on an east-west route to the west of Watling Street. This route later became the Sparrows Herne Turnpike from London via Stanmore to Aylesbury with the road improved and straightened. A turnpike trust was set up in 1762. The turnpike depot at Sparrows Herne gave the road its name. Its incline and frequent use by heavy carts made it notorious for its poor state even as a toll road with turnpike status. Sparrows Herne, the Bushey Golf and Country Club, and other open land including some substantial gardens still visually separate Bushey village from Bushey Heath, west of the main spine road.

4.1.5. North Bushey, on the north side of the London Road to Watford developed much later, in large part at the start of the 20th century. It lies between Bushey village and the valley of the River Colne towards what was once called New Bushey or Bushey New Town around Bushey Station and a suburb of Watford.

Bushey Village

4.1.6. The village grew up from at least the 11th century around a moated manor (now gone) and the parish church of St James. The church dates in part from the early-mid 13th century but a Saxon chapel may previously have stood on the site. The church is set back from the High Street behind a green and pond (cottages were demolished here in 1913) but essentially the village is a linear settlement with long, narrow burgage plots behind the frontages.

4.1.7. There are important surviving houses on the High Street from the late 15th through the 17th century to the 19th century. There were larger properties at the eastern end of the High Street and large open spaces remain to the rear of the larger properties and towards the village’s southern boundary. Two surviving hay barns evidence of Bushey’s role in providing hay to London. The church is flint but much of the red brick for housing was made locally. A lane (now Bournehall Road) led north from the High Street. Another led from the west end of the High Street to Merry Hill. (See Fig 8 Drury and Andrews 1766.)



Fig 7. Early Map



Fig 8. Drury and Andrews 1766. Bushey Heath is still undeveloped common land but there is settlement between it and Bushey Village. The lane to Merry Hill (Marry Hill here) is already in place. Little Bushey is a separate settlement but today has lost most of its historic buildings.

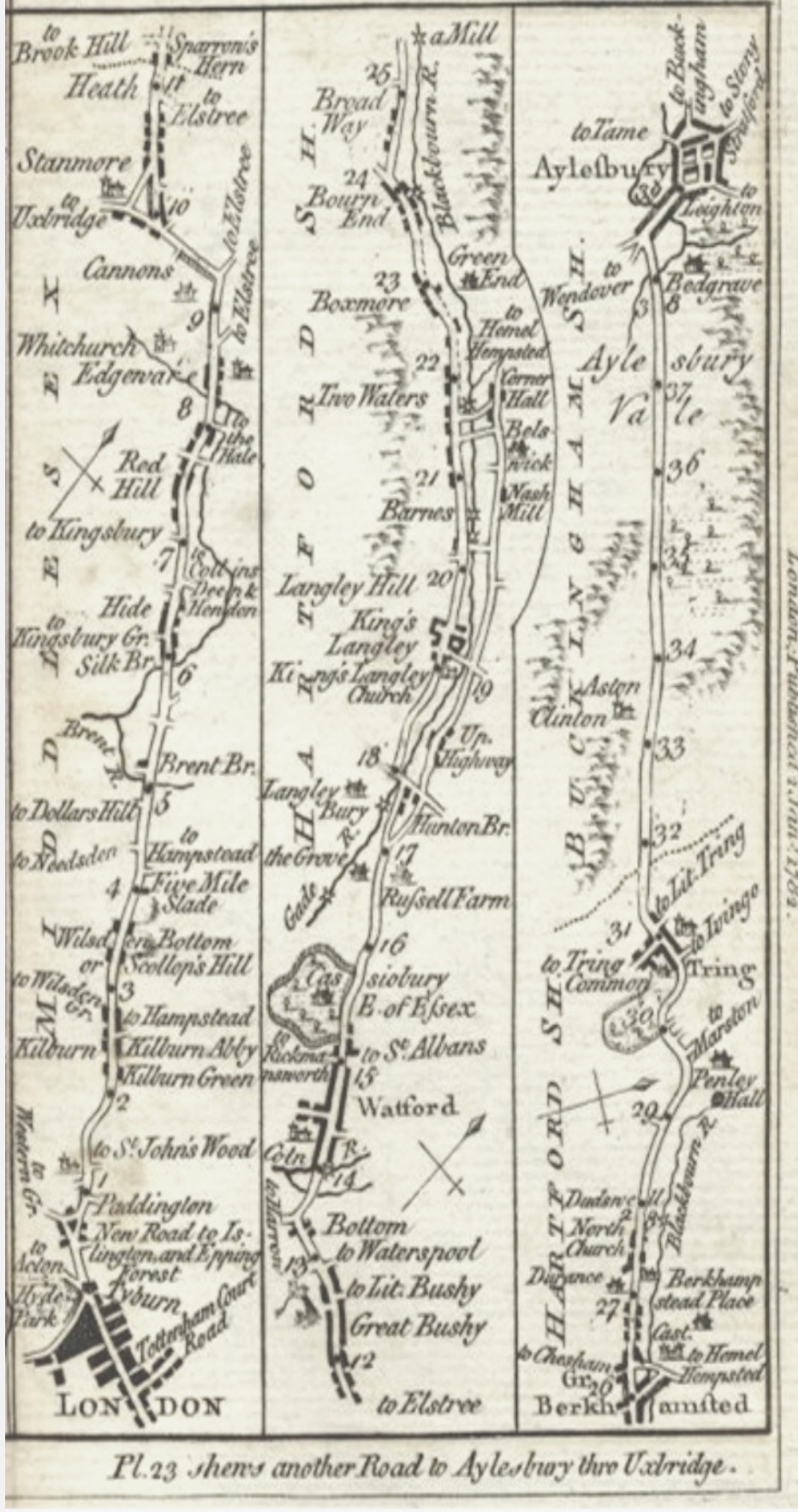


Fig 9. This strip map shows the turnpike route via Bushey. It mentions Sparrow’s Herne, Little Bushey and Great Bushey (today’s Bushey village).

Coming of the Railway

4.1.8. A major shift occurred with the London to Birmingham Railway in the 1830s and the opening of Bushey Station in 1841. The line passes to the north west of Bushey on the 1837 Bushey Arches Viaduct. Commuters became part of Bushey’s make-up, supporting more local shops and workshops. Tolls were removed from the turnpike in 1872. Rapid population growth led to large areas of Victorian and Edwardian development beyond the High Street, particularly to the north-west along the Aldenham Road around an area known as Bushey Grove in today’s North Bushey. A police station – later moved to Sparrows Herne – and four schools opened around the villages.(Fig 10 Railway Bushey)

4.1.9. Bushey gained status as a leafy artistic retreat from London with the arrival of the Bushey School of Art founded by Sir Hubert von Herkomer in 1883. The garden and ruins of the School of Art now survive as The Rose Garden which forms part of the green break between Bushey Village and Bushey Heath. A cultural legacy remains evident in the area through local museums, historical societies, preserved buildings, and an active arts community. (Fig 11 Painting by William Henry Hunt, Fig 12 & Fig 13 Herkomer Art School and Lululand)

Bushey Heath

4.1.10. Bushey Heath, the highest point in the county of Middlesex, was wooded common land (including The Warren) until the Napoleonic Wars when the land was enclosed in 1809 with the apparent aim of increasing food production. According to the Victoria County History for Hertfordshire, Bushey Heath appears to have been the name once given to a much more extensive area including Stanmore Common and Harrow Weald Common to the south. Gravel pits survive at Bushey Heath as lakes in the Mary Forsdyke Garden and Warren Lake.

4.1.11. The older cottages and houses dating from when Bushey Heath was a hamlet are along the main street, down the hill of Sparrow’s Herne and scattered further south. These were later joined by small but attractive late 19th century terraces along and off School Lane and then larger Arts & Crafts villas. Historic Landmarks include St Peter’s Church, the Three Crowns PH and the schools of School Lane.

Early 20th Century

North Bushey

4.1.12. There was an enormous amount of development around the various settlements in the late 19th century/early 20th century. At the north/west end of the village was the vast and grand neo-Jacobean Royal Masonic Schools completed 1903. The part of the extensive historic campus nearest the village were separated off as Bushey Hall School (now the Grange Academy) and Falconer School while the original Masonic School range further out has been converted to residential with additional housing built on its grounds.



Fig 10. Railway Bushey Pre 1912



Fig 11. A. Monroe’s painting ‘Clayhill’ depicting a view between Bushey and Bushey Heath.



Fig 12. A portion of the undemolished area of Lululand was converted into housing.



Fig 13. Herkomer Art School



Fig 14. North Bushey (East) 1897. There is very little development north of the village at this point with Bushey Grange isolated to the north but villas are beginning to appear on some side roads.



Fig 15. 1897 Bushey Village to Sparrows Herne. The linearity of the settlements is evident with fields either side of the main road.

4.1.13. The substantial green spaces of the school grounds provide a buffer to the housing north again around The Avenue, Grange Road and Aldenham Road etc. These and secondary streets were laid out at the turn of the century as a spacious estate of Arts & Crafts villas, some of considerable size and including Voysey's Tilehurst. All lie outside a conservation area.

4.1.14. In the interwar period, large housing estates were built further north again beyond the large villas of inner North Bushey for the Watford overspill including, in the 1920s, Bushey's first council housing in garden suburb style (now much degraded by piecemeal changed). There was also housing for service families working in the various defence establishments nearby. This expansion, which threatened to entirely merge North Bushey with Watford was curtailed by the Second World War and the Metropolitan Green Belt protections implemented post-war that were drawn around Bushey. Areas to the south and east of Bushey and around Bushey Heath also saw streets of housing built to declining densities over time. (Fig 17. 1935Map)

4.1.15. These limits on development are partly credited with the abandonment of the Northern Heights programme which would have created a branch of the Northern Line connecting to Highgate, Finsbury Park and the City.

Post-War Bushey

4.1.16. From the late 20th century onward, Bushey has maintained its identity separate from Watford as a residential suburb in a green setting and with historic Bushey village as its focus. North Bushey, separated by the Royal Masonic Schools from the village had a less firm identity between Bushey and Watford. but much low-density suburban housing and infill was still built. The Green Belt was extended in 1971, emphasising this separation. Transport links were intensified by the building of the M1 to the east.

The Area Today

4.1.17. Despite the suburban residential development including around Bushey village and Bushey Heath, often on streets grids, the sense of the countryside is present and a an often picturesque interplay between historic fabric and greenery still predominates around Bushey village and south to Bushey Heath.

4.1.18. The open land surviving between Bushey and Bushey Heath maintains an important break in the built fabric. The cluster of historic structures around Sparrow's Herne/Clayhill and nearby Merry Hill in particular sit within a semi-rural setting and there are still long views across the landscape from some hilltop vantage points.

4.1.19. Inner North Bushey is more suburban but on a grander scale with much greenery and large gardens. The extensive school grounds provide a buffer between it and Bushey Village. The area's vernacular was half timbered, rendered and red brick buildings with some weatherboard and generally red clay tile roofs, Georgian and Regency additions, while more formal, are still less urban in form than would be found in central London.

Fig 16. Bushey Heath 1914

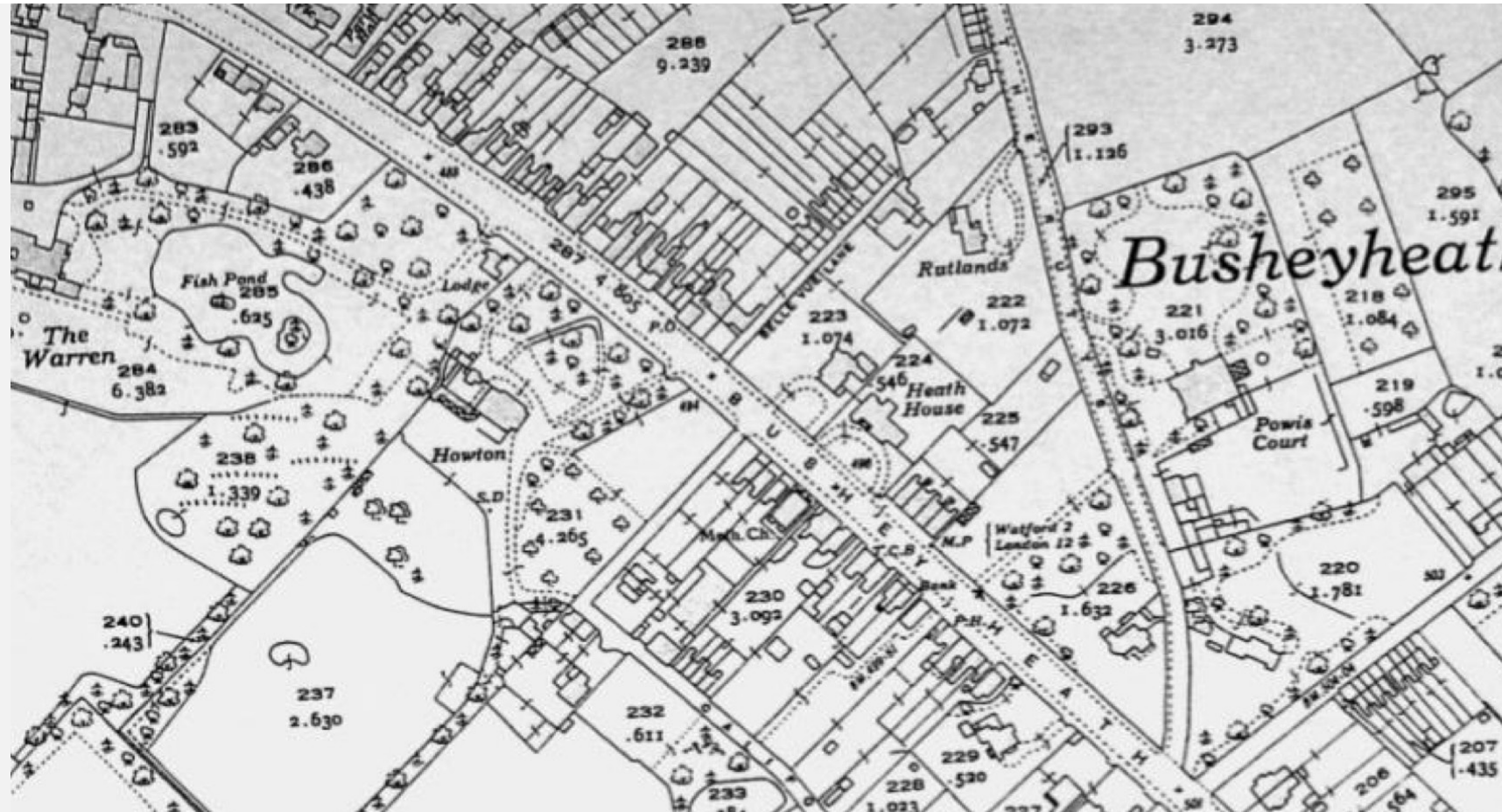


Fig 17. The Bushey area in 1935. The north side of the main road is more developed but the south remains largely open except for the streets around School Lane.



4.1.20. Hertfordshire’s strength in Arts & Crafts buildings is evident throughout the area – gable, bargeboards, tile-hanging medievalism et al. In pockets of North Bushey and around School Lane it can be the dominant language. It appears too in the more diluted Metroland form.

4.1.21. Other interwar styles are few and the post-war model is the suburbia of the mass housebuilders which is far less specific to place. Bushey Heath has a pleasant Modernist shopping precinct and apartment blocks while The Warren, an estate of Georgian-revival detached house (and a driver to the creation of the conservation area) lies behind this frontage. In general – outside the historic heart of Bushey village – frontages are eclectic with structures from many eras.

4.1.22. Two- or three-storey buildings predominate. Some post-war residential blocks of c. four storeys were built but medium-rise and tall buildings are not a feature. The morphology remains of the meandering spine of the former turnpike with later roads of housing leading off.

4.1.23. Boundary treatments tend to the informal with many hedges and picket fences, shrubby verges and wooded pockets of mature trees which all add to the semi-rural feel. The main road connecting the settlements still feels like a country lane in places, a feeling intensified by glimpses and long views to open countryside as far away as Buckinghamshire. These views are recognised with the conservation area appraisal for the Bushey High Street Conservation Area along with picturesque compositions such as the area around the church and village green. Views of landmarks such as church towers and spires are many. Long views west from the Sparrow’s Herne are particularly notable, as are the views south past Bushey House towards Bushey Golf and Country Club (although these are marred by provisional structures around the foreground car park.) This open aspect is matched in a different way by the walled Rose Garden opposite resulting in a small but important gap in the built-up frontage.

Histroical Development – Key Findings

Issue and Opportunities

- Bushey has a long history of settlement, but its most significant changes have taken place over the past 150 years, influenced by population growth, better transport links, and increasing housing demand. It still shows a clear and high-quality historic character, with many Arts and Crafts buildings that reflect its heritage.
- Surrounded by Green Belt land, the town benefits from attractive topography, pleasant views, and a close relationship between buildings and green space. The open land that once separated Bushey Village and Bushey Heath has largely been lost through historic expansion. Towards Watford and Stanmore, residential growth has weakened some of the area’s historic character along the edges.



Fig 18. Above 1932. A strong line of trees defines the main route with the Rose Garden at bottom. The built-up east side contrasts with the more open west.

- Elsewhere, new development has mostly been small and carefully fitted into the existing context, or larger schemes built on the edge of the town. As housing demand rises again today, Bushey faces both the challenge and opportunity of managing growth while keeping its distinctive character and sense of place.

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 19. Indexed population change, 2011-2022, 2011=100

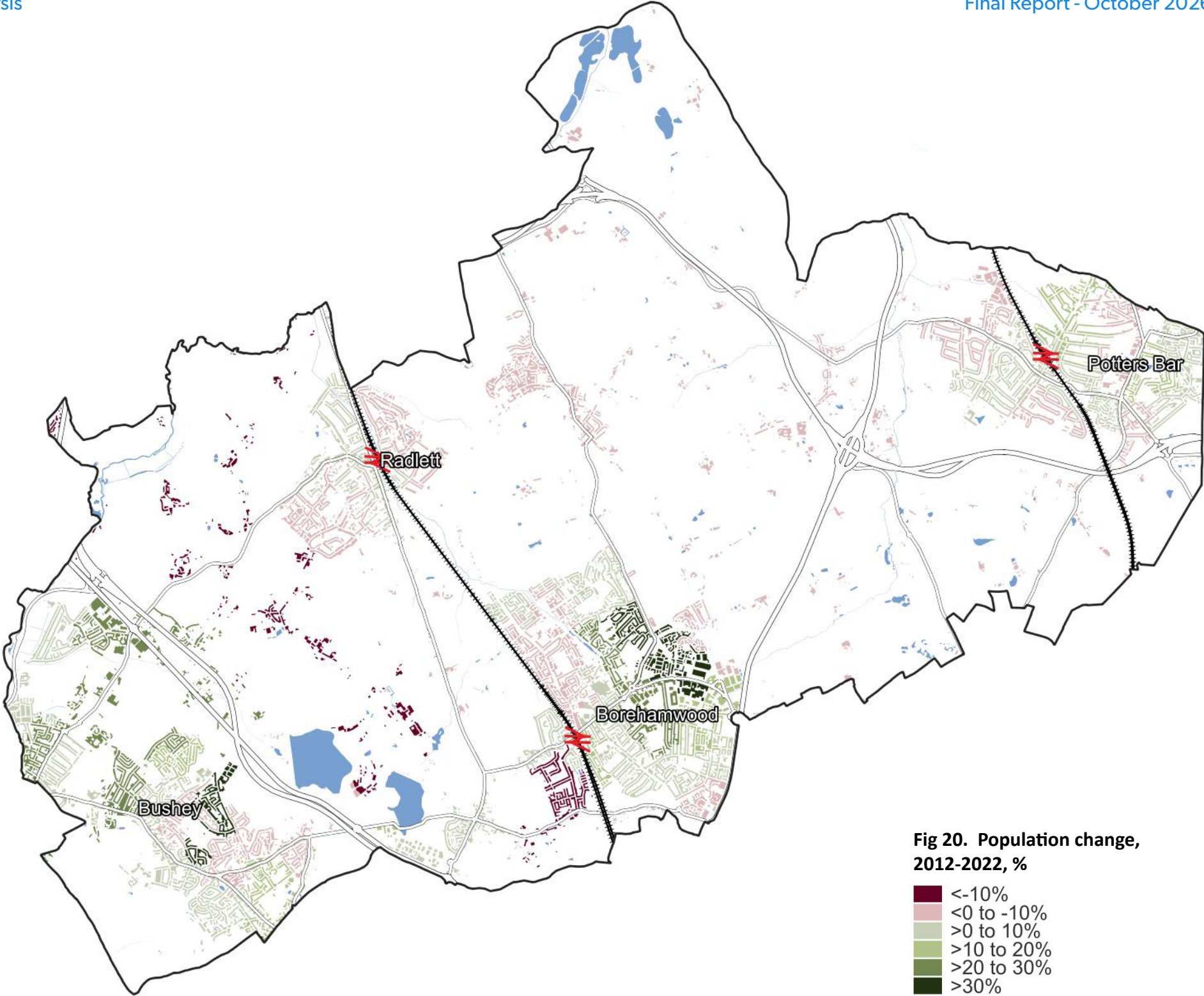
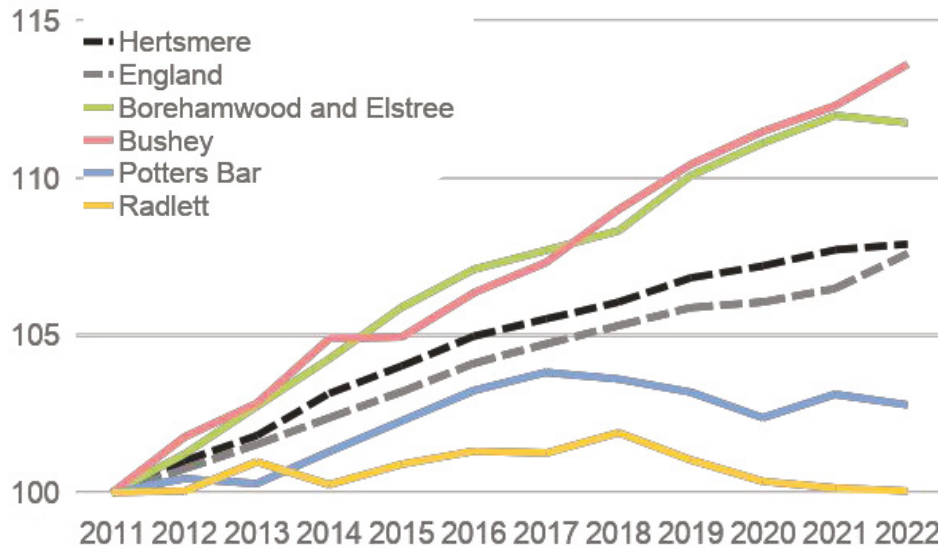
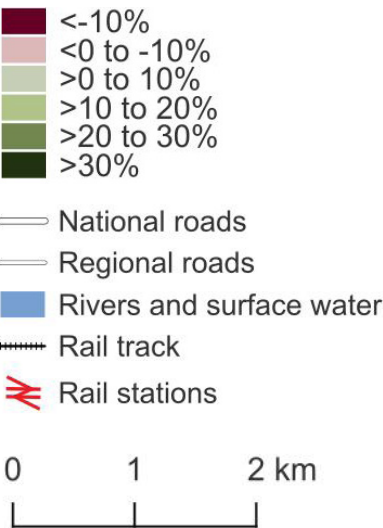


Fig 20. Population change, 2012-2022, %



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.

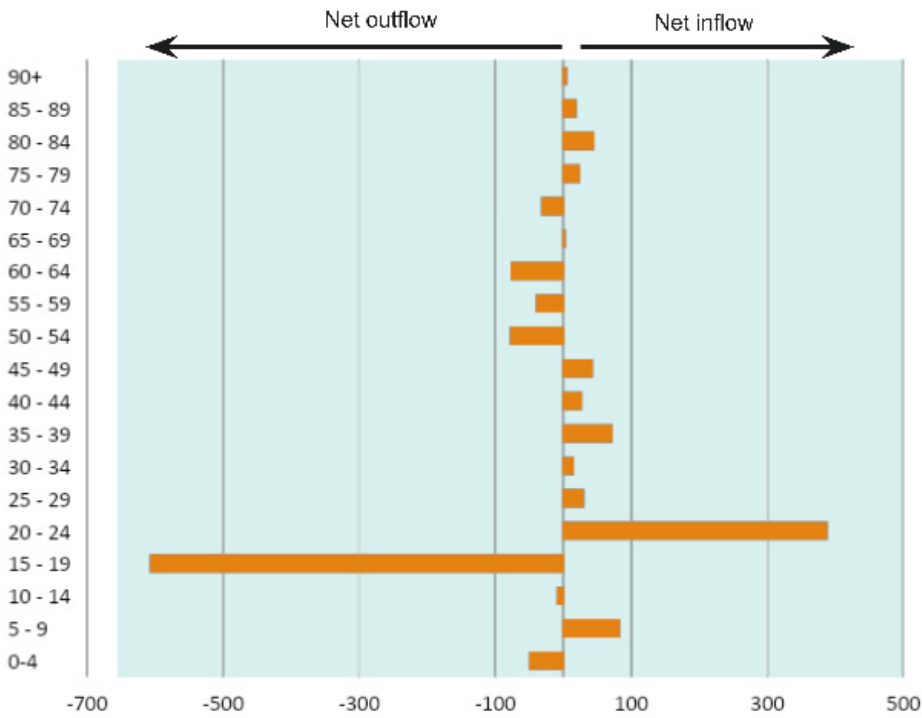
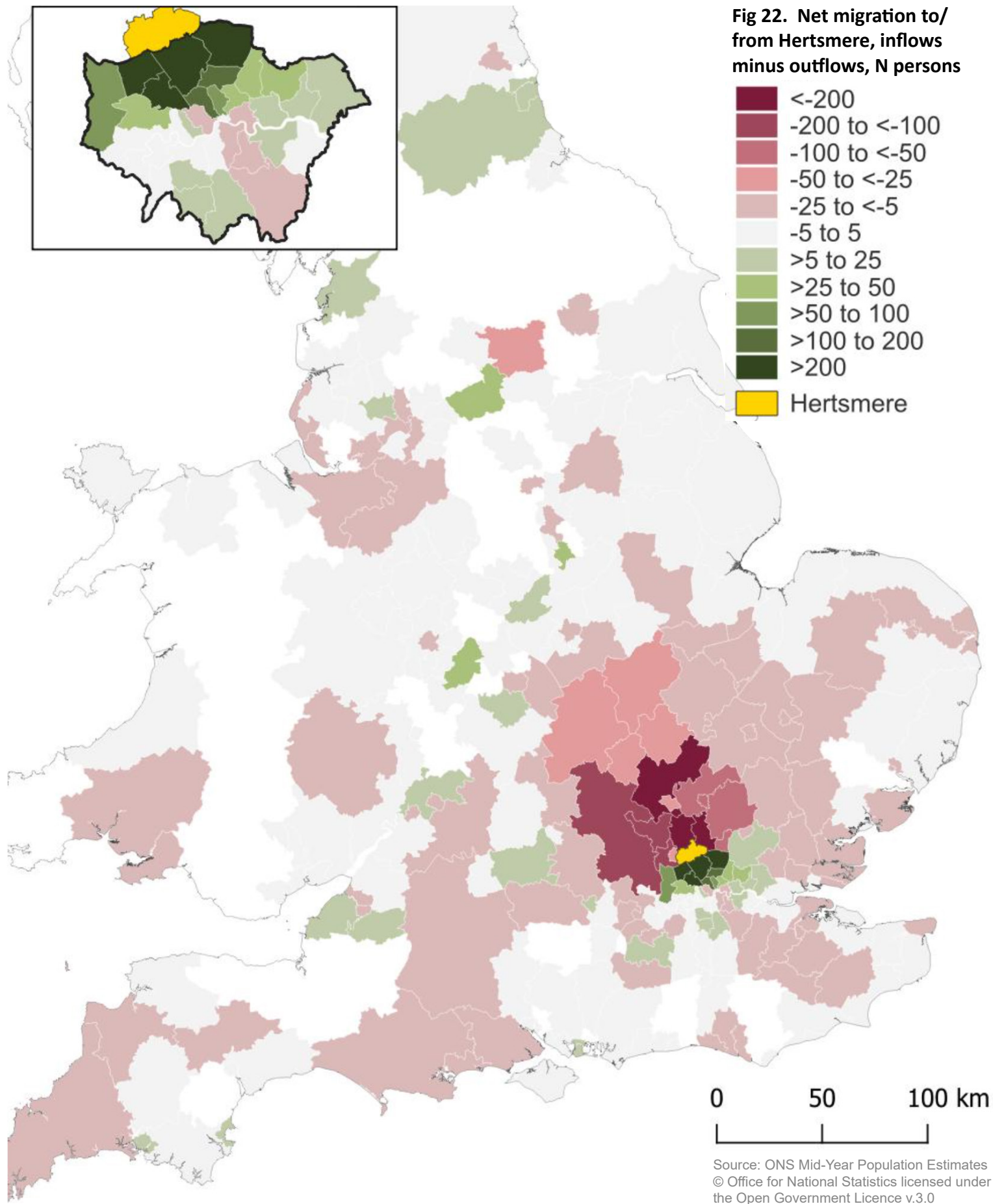


Fig 21. Internal migration inflows and outflows to/from Hertsmere by age, 2024



Source: ONS Mid-Year Population Estimates
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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 2. 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

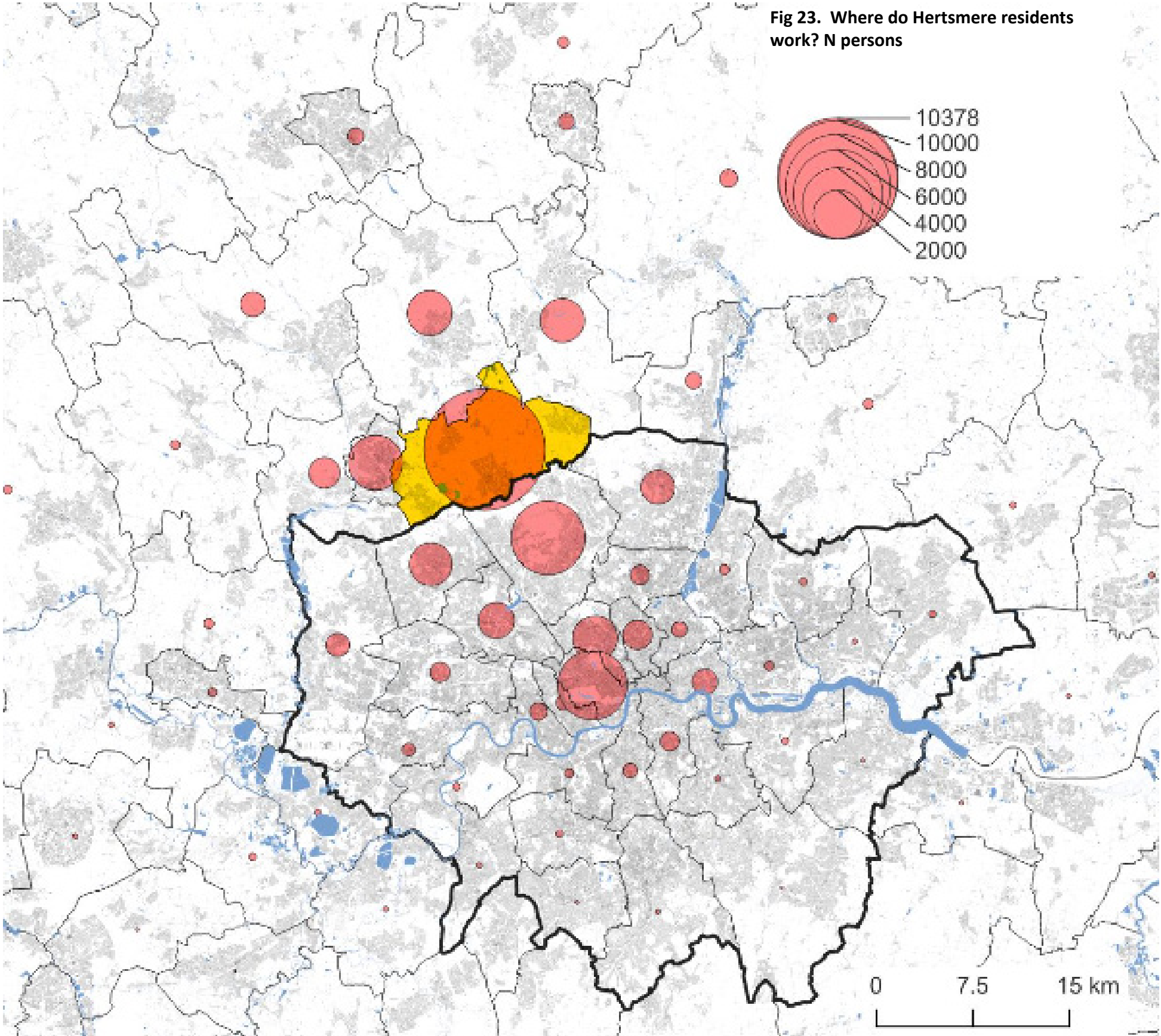
A large proportion of Hertsmere residents work outside of the borough, with relatively high earnings to reflect this.

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.

Fig 23. Where do Hertsmere residents work? N persons



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 24. Borehamwood age distribution

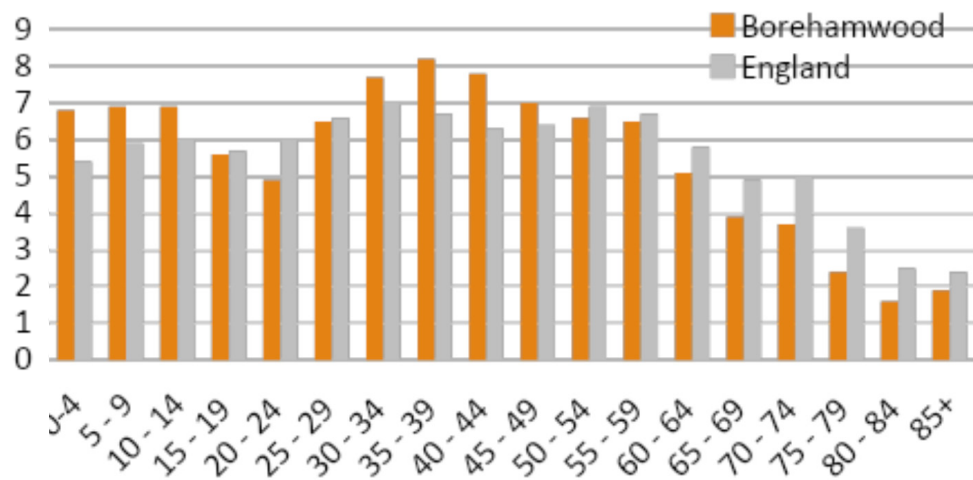


Fig 25. Potters Bar age distribution

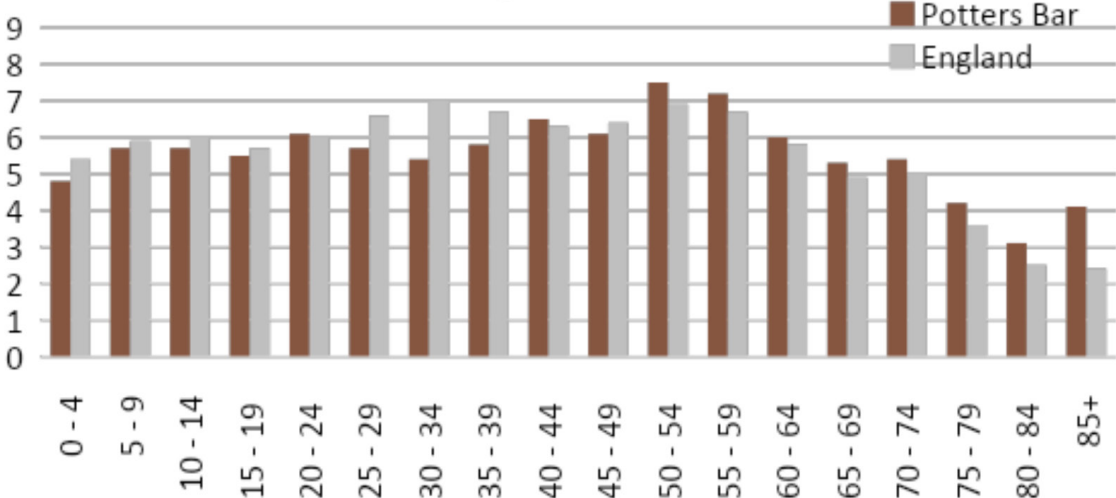


Fig 26. Bushey age distribution

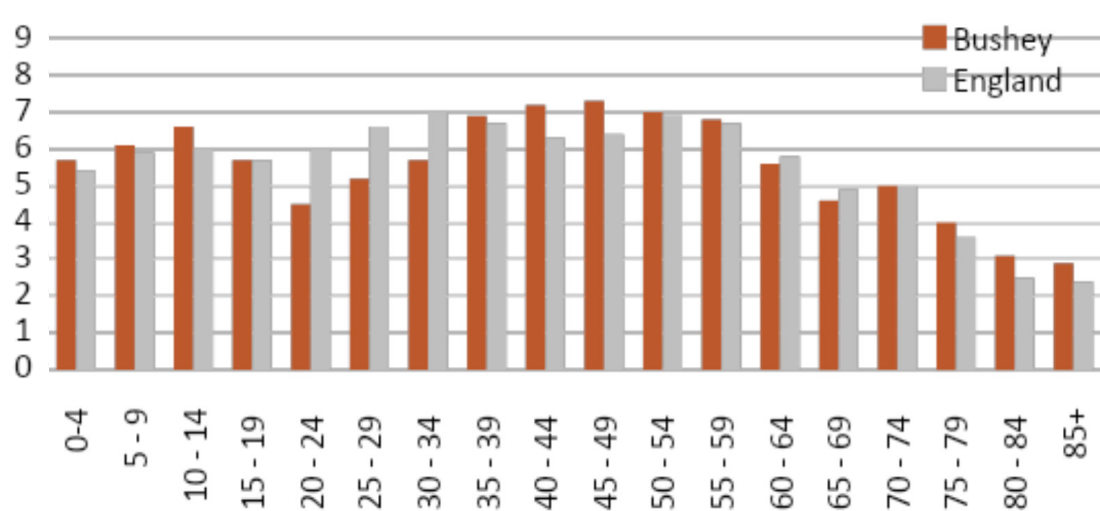
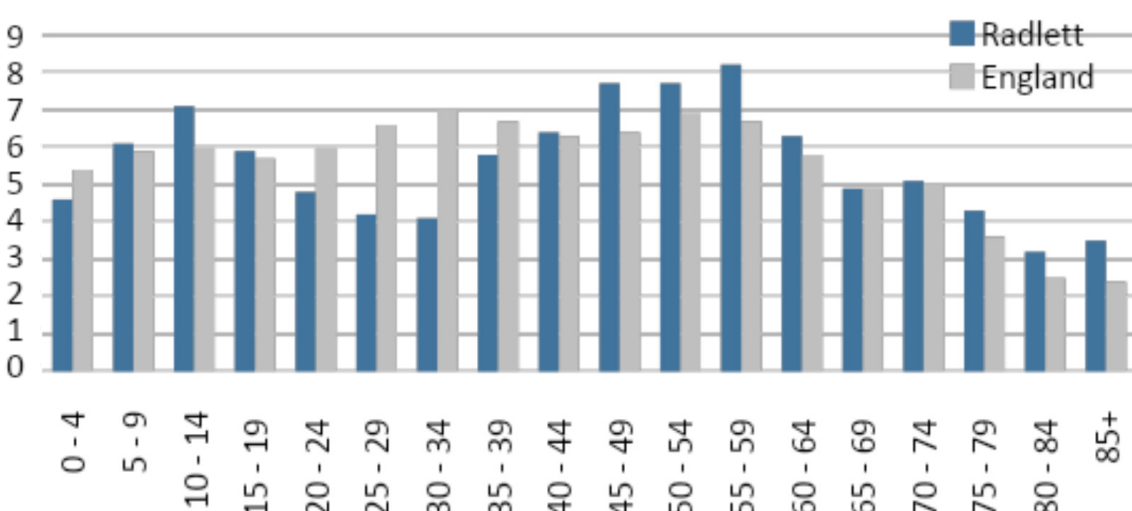


Fig 27. Radlett age distribution



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.

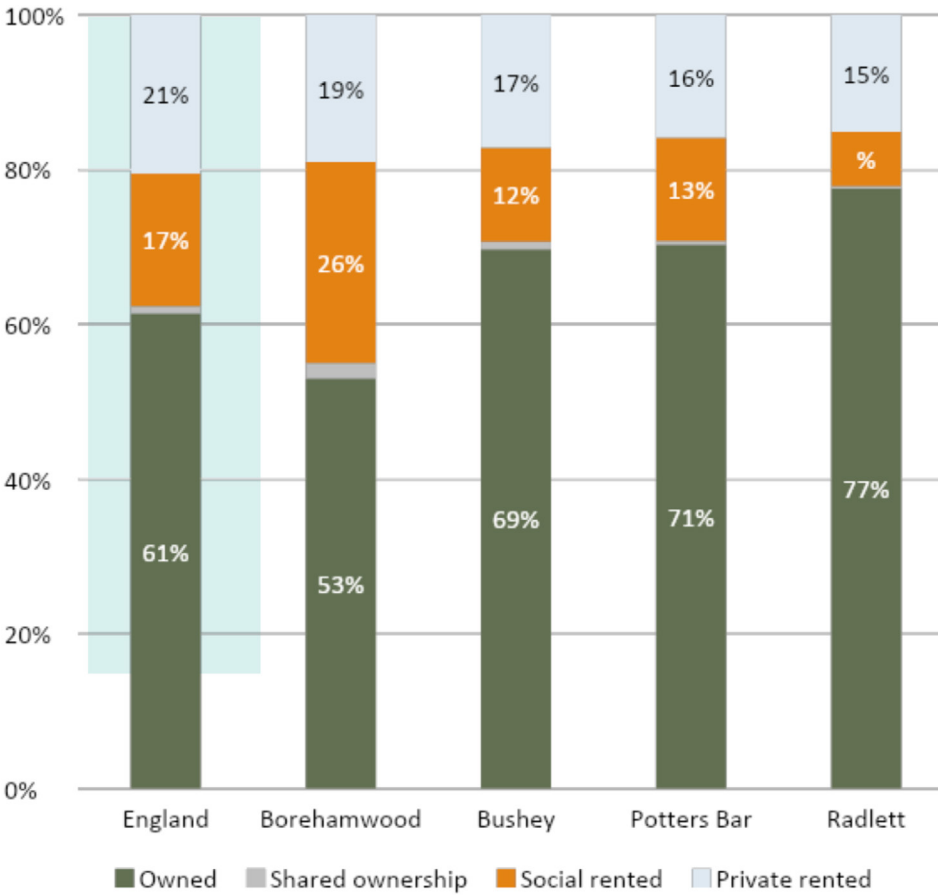
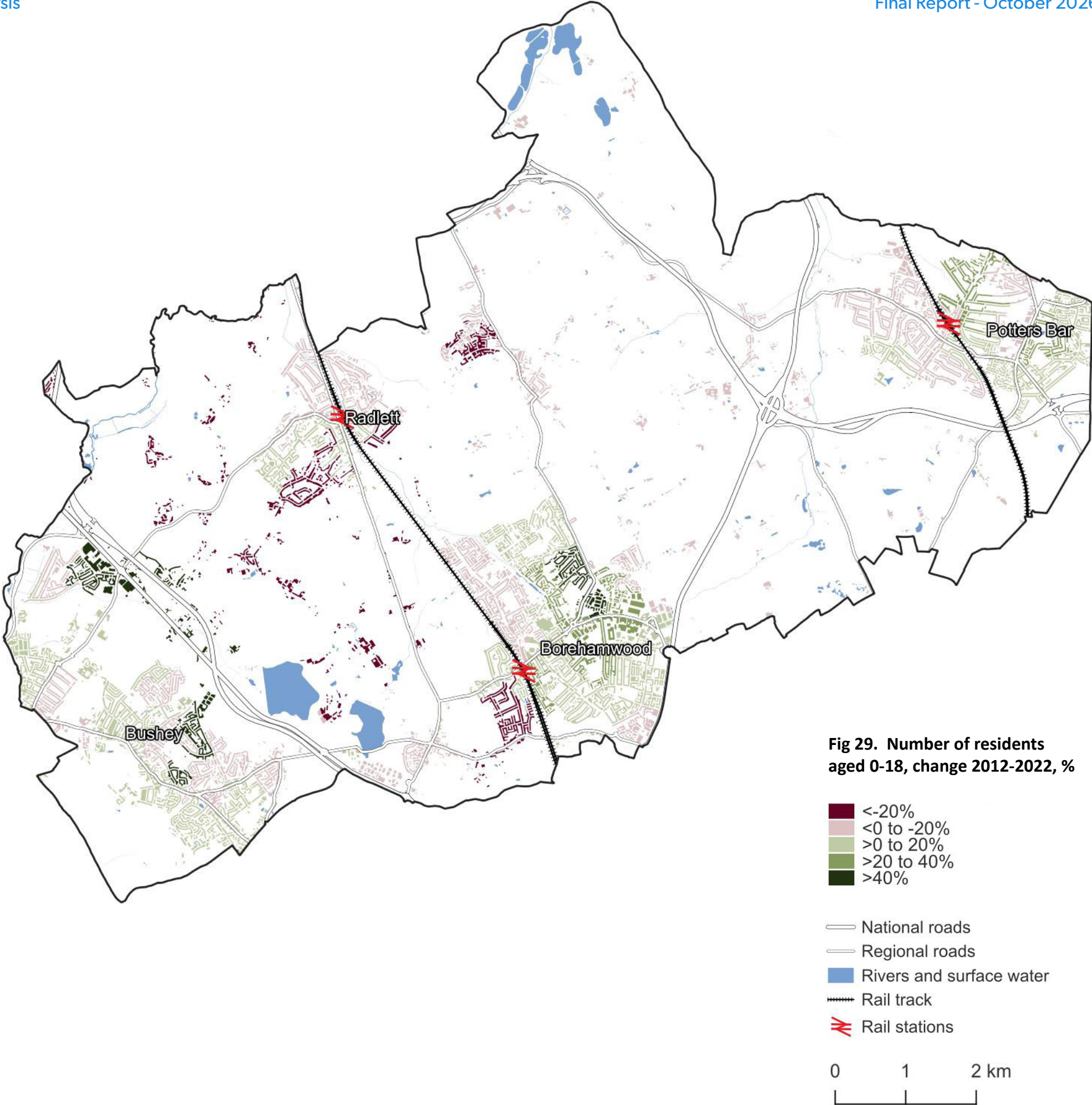


Fig 28. Tenure profile of the four towns, 2021



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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.

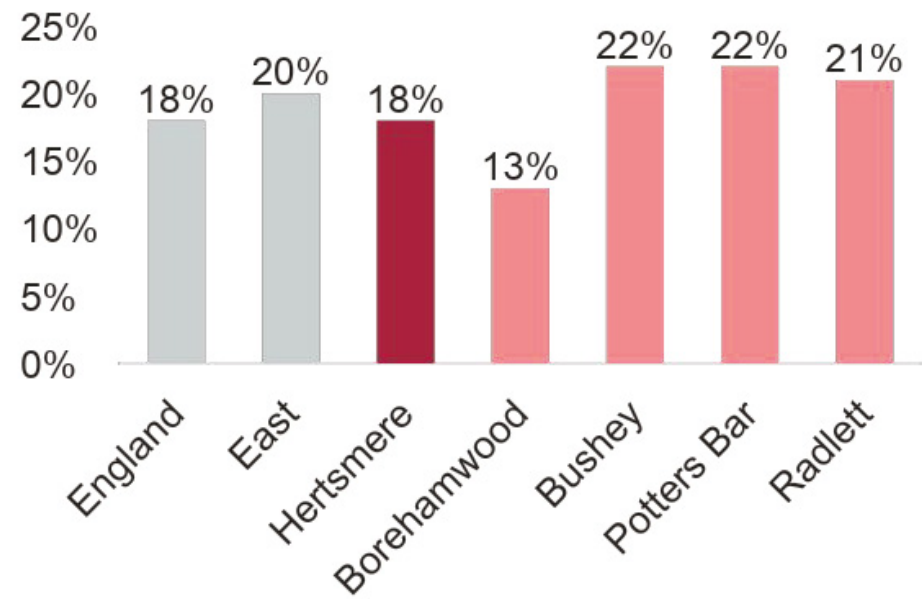


Fig 31. Proportion of residents aged 65+, 2021

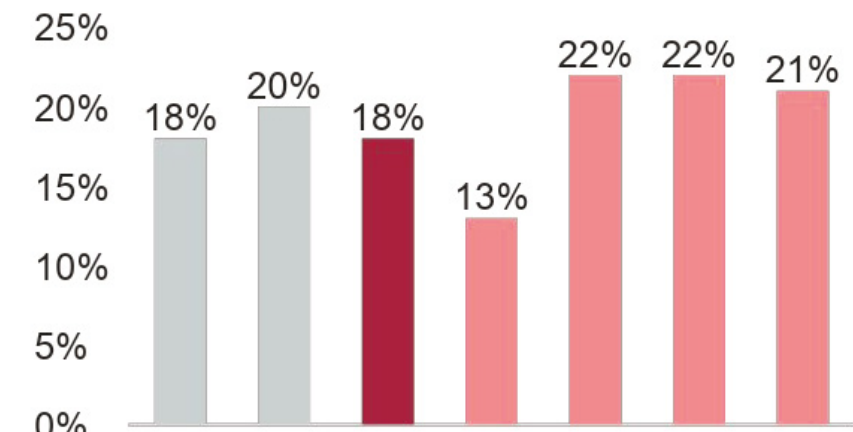


Fig 32. Percentage change in 65+ residents between 2011-2021

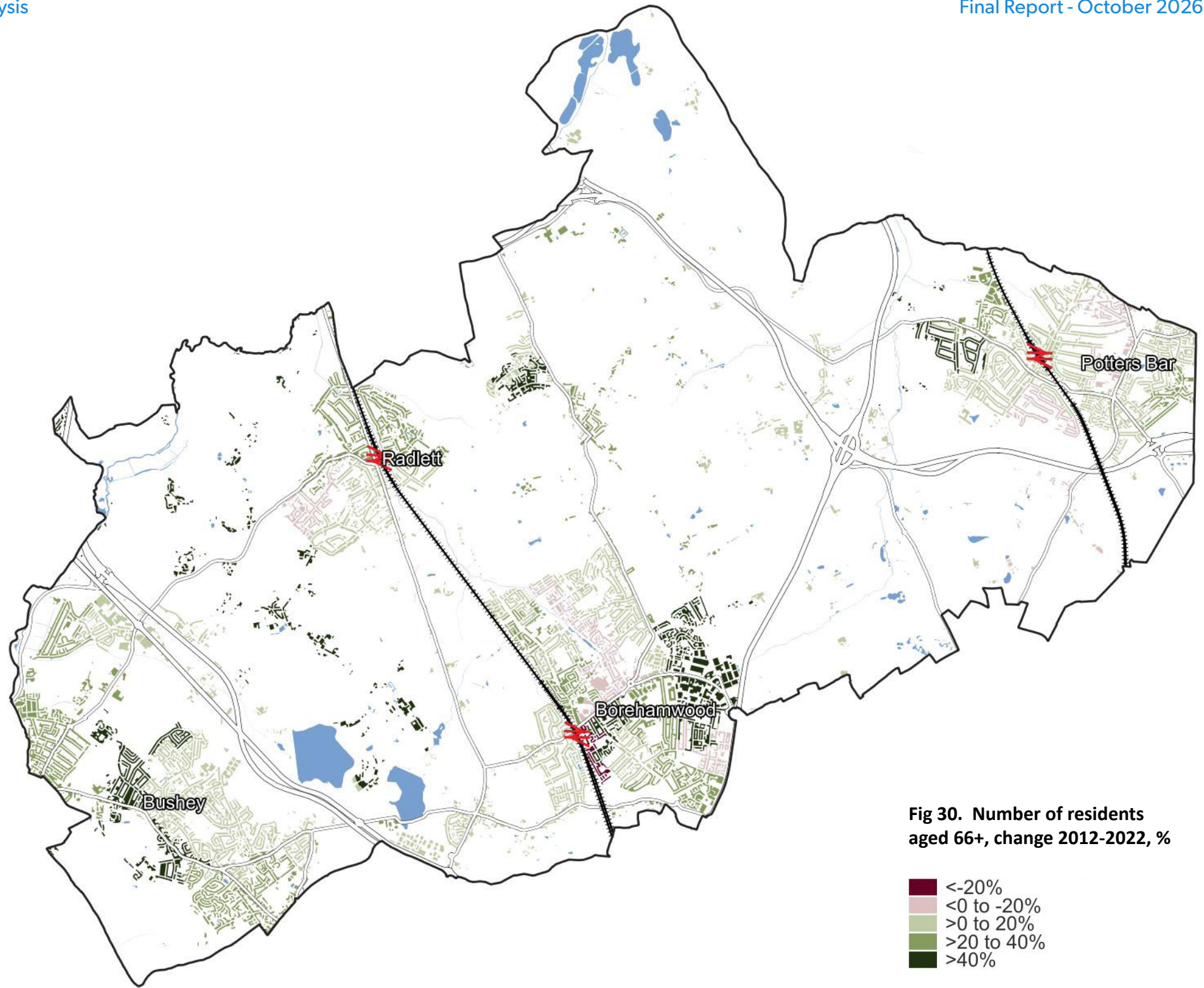
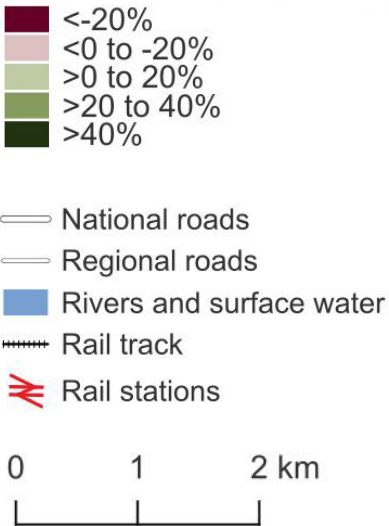


Fig 30. Number of residents aged 66+, change 2012-2022, %



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.

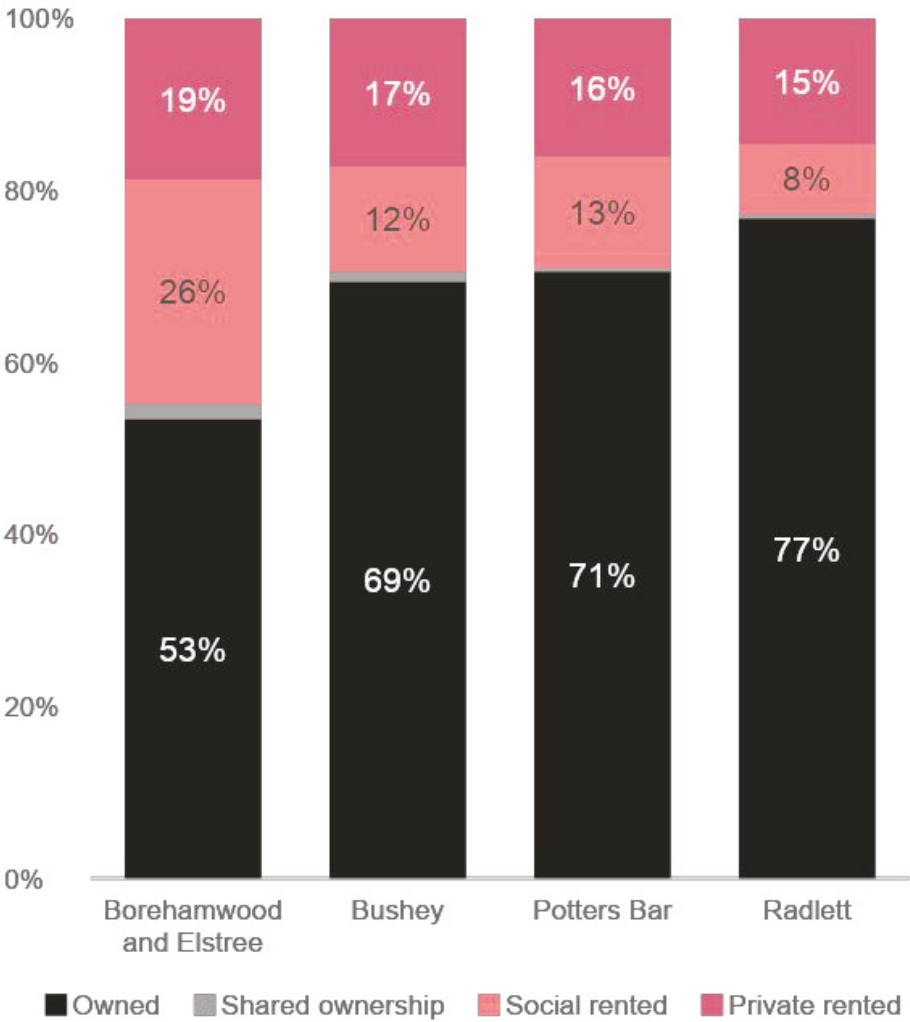


Fig 33. Tenure profile of the four towns, 2021

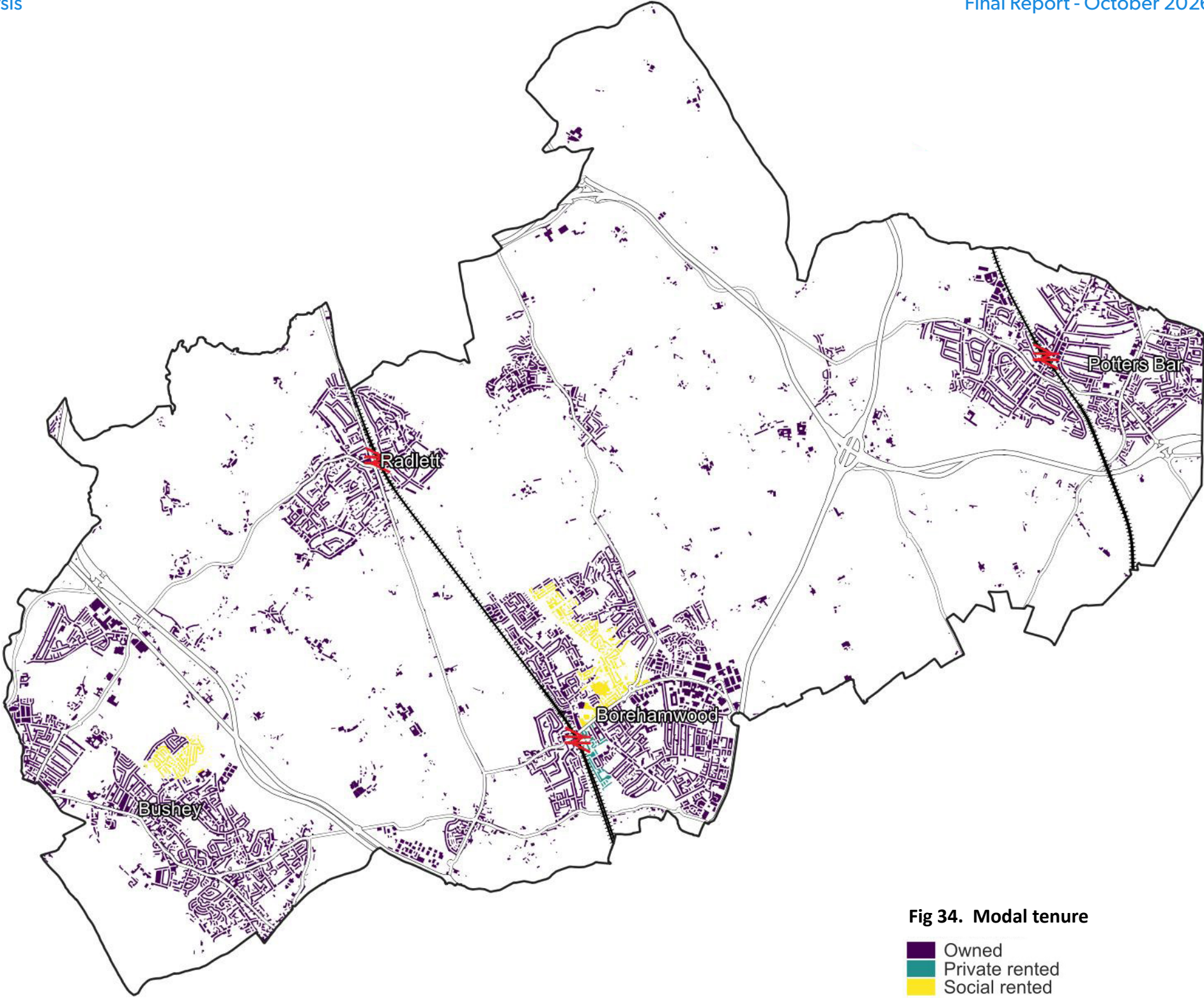
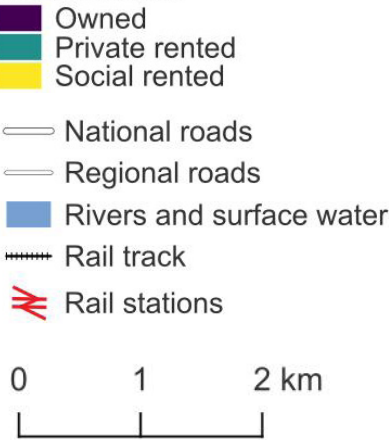


Fig 34. Modal tenure



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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.

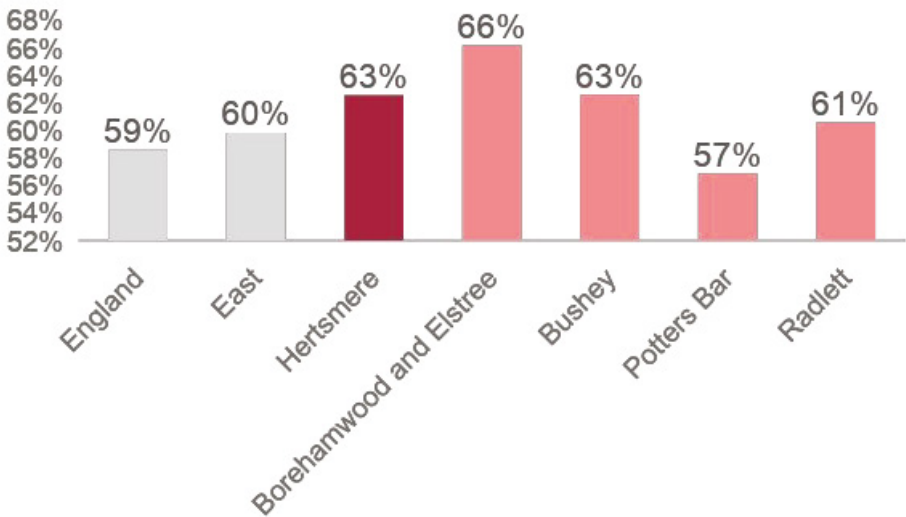
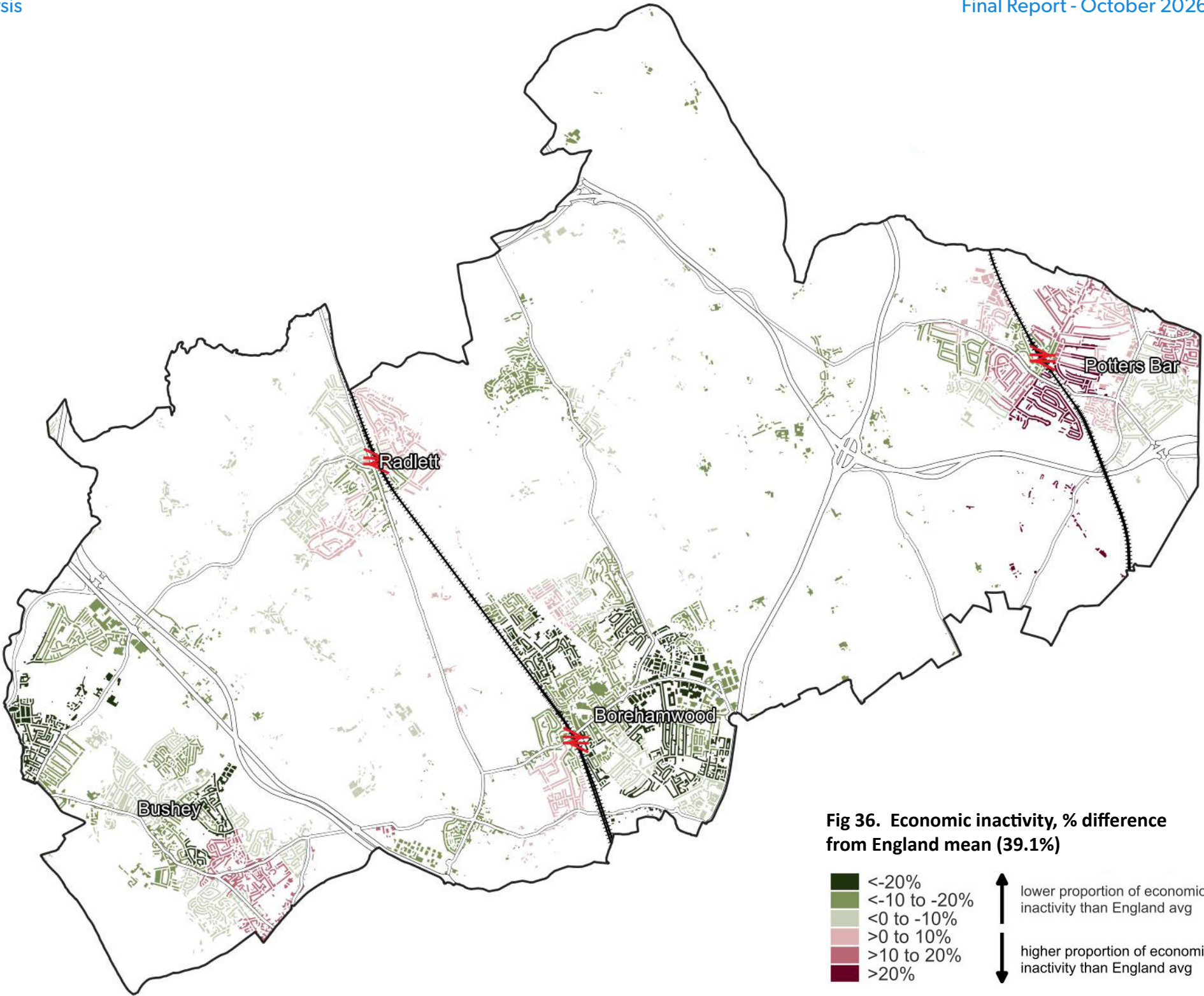


Fig 35. % of residents who are economically active, 2021

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 3. Reasons for economic inactivity, 2021



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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.

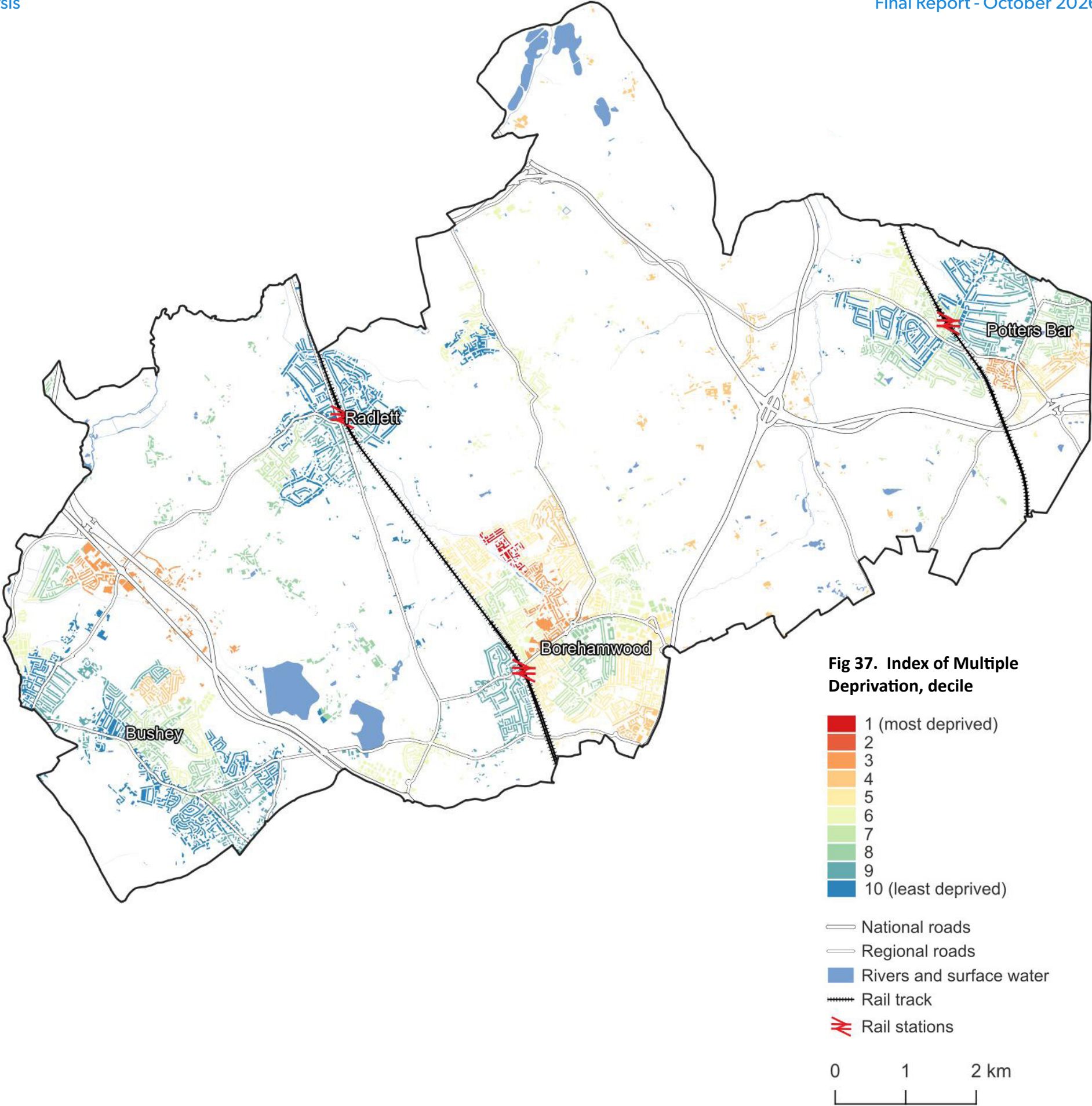


Fig 37. Index of Multiple Deprivation, decile

- 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

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.

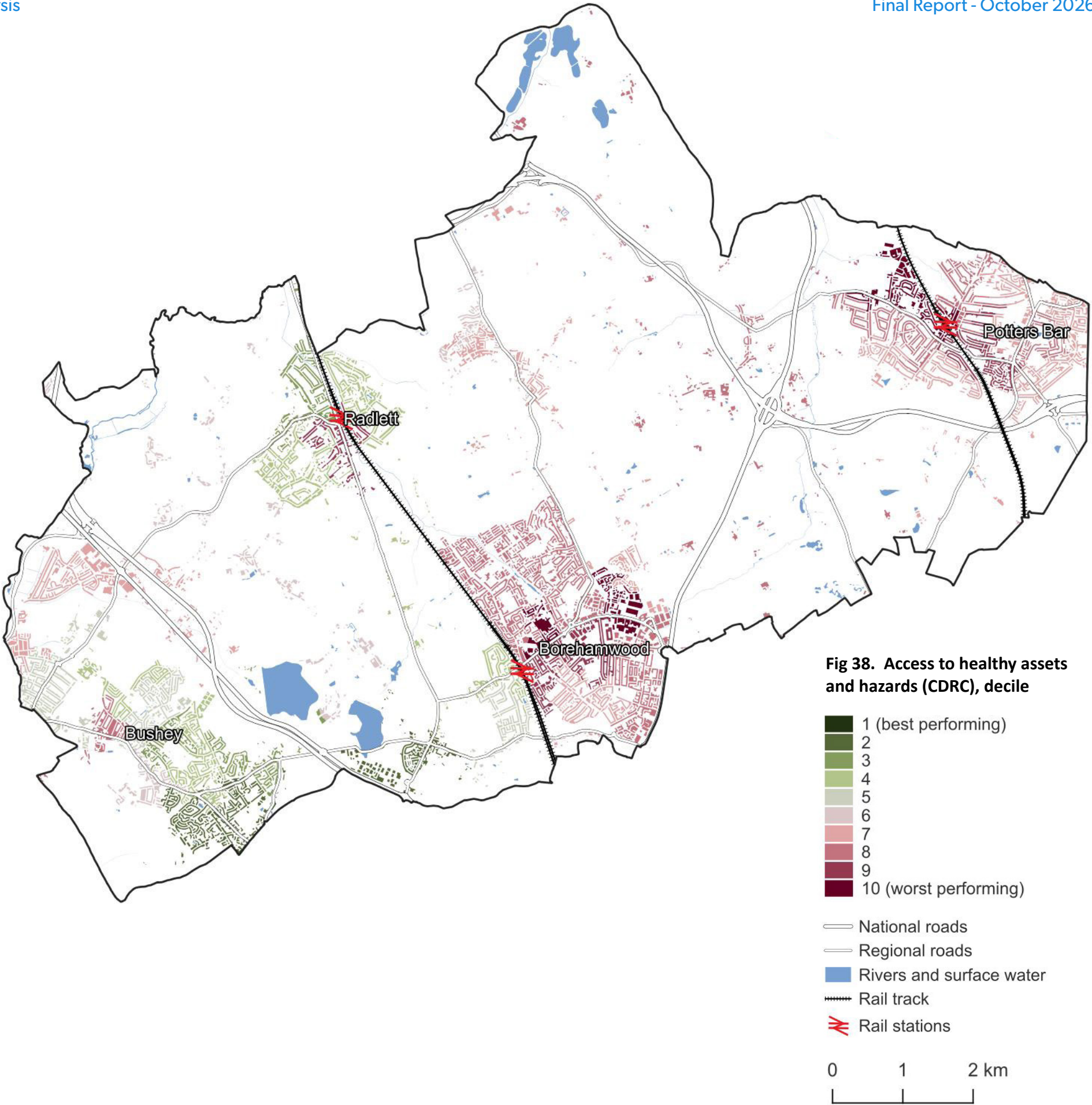


Fig 38. Access to healthy assets and hazards (CDRC), decile

- 1 (best performing)
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10 (worst performing)

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

0 1 2 km

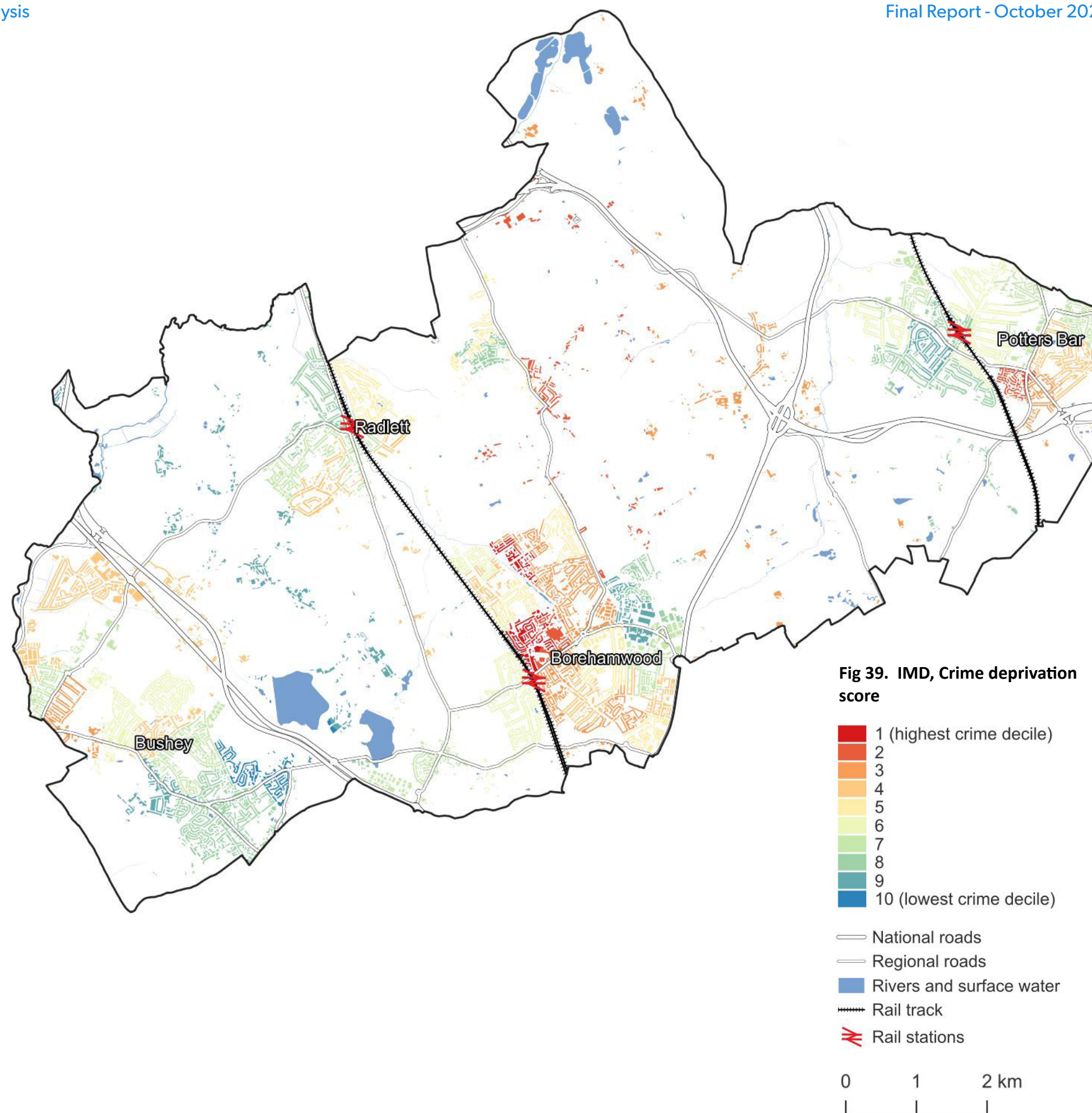
Source: AHAH, GeoDS © The data for this research have been provided by the Geographic Data Service (geods.ac.uk), a Smart Data Research UK Investment: ES/Z504464/1.

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.



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Local Crime

Overview

4.2.34. The study area within the Bushey settlement boundary is comprised of the areas with medium and low crime depriation areas, as seen on the previous page. In the last year, there [were](#) 52 reported crimes per 1000 persons, which is 14% lower than Hertfordshire average, and 28.5% higher than England average. However, the rate is not stable – both number of crimes and population are growing in the last years (based on the small area mid-year population estimates), with number of crimes growing faster.

Local Crime Patterns

4.2.35. 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.

4.2.36. 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.

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

Key:

Crime concentration
(euclidian KDE normalised 0-1)

Safe streets

Low crime concentration

Medium crime concentration

High crime concentration

Reported crime locations
(Jan 2024-Jan 2025)

Hertsmere Boundary boundary

Bushey settlement boundary

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

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4.2.37. Bushey overall has a lower crime rate compared to other settlements, it is among the top 5 safest medium-sized towns in Hertfordshire.

4.2.38. Among the overall crimes, most of the crime is related to perpertry theft (39.2%), volient crime (28.6%) and antisocial behavior (22.6%). Drug- and weapon-related crimes are rare.

4.2.39. From MapFig 40, it is evident that slightly higher crime frequencies occur at the edges of the settlement in North Bushey, at the northern tip of Bushey Village near Moatfield Recreational Ground, and at the southern end of the spine route along High Road.

4.2.40. Antisocial behaviour generally follows the same pattern as overall crime, but it is also concentrated along the spine route of the Sparrow Herne area, where there is insufficient natural neighbourhood surveillance.

4.2.41. Bushey Heath has very few crimes; however, most are related to theft and shoplifting around Bushey Heath Centre.

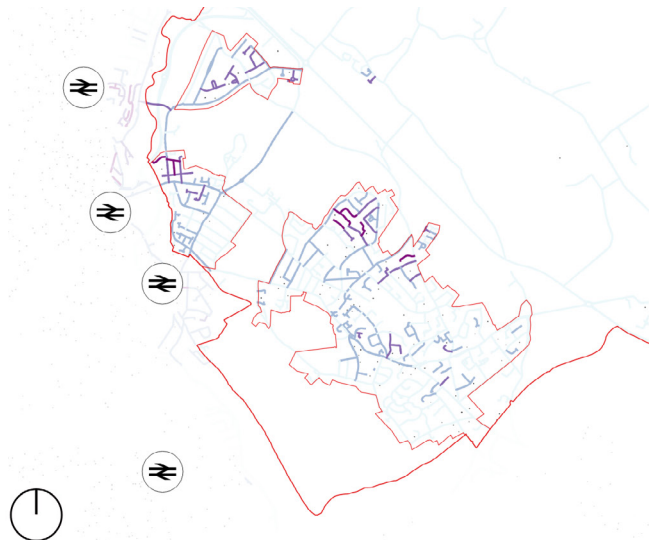


Fig 41. Offence type: violent crimes

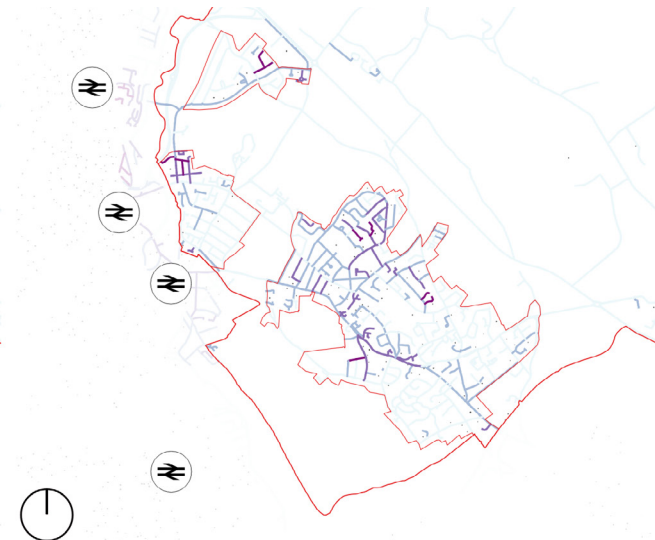


Fig 42. Offence type: anti-social behaviour

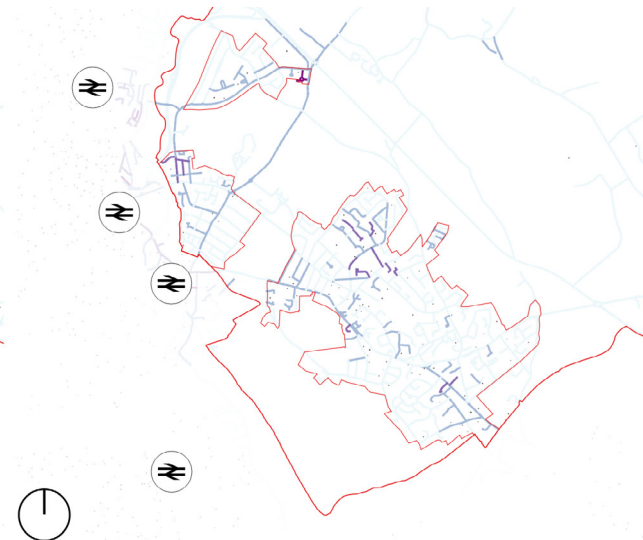


Fig 43. Offence type: public order

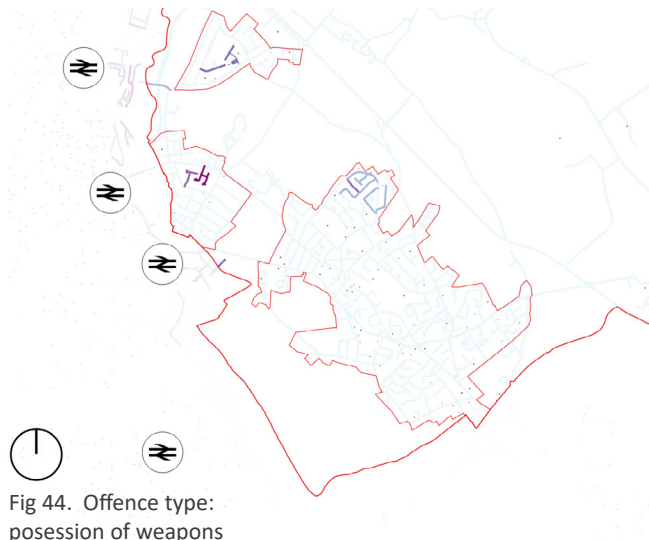


Fig 44. Offence type: possession of weapons



Fig 45. Offence type: crimes against property, including theft and damage

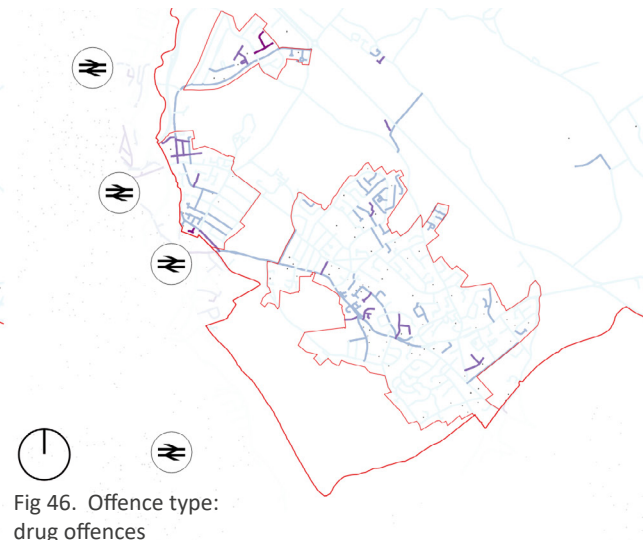
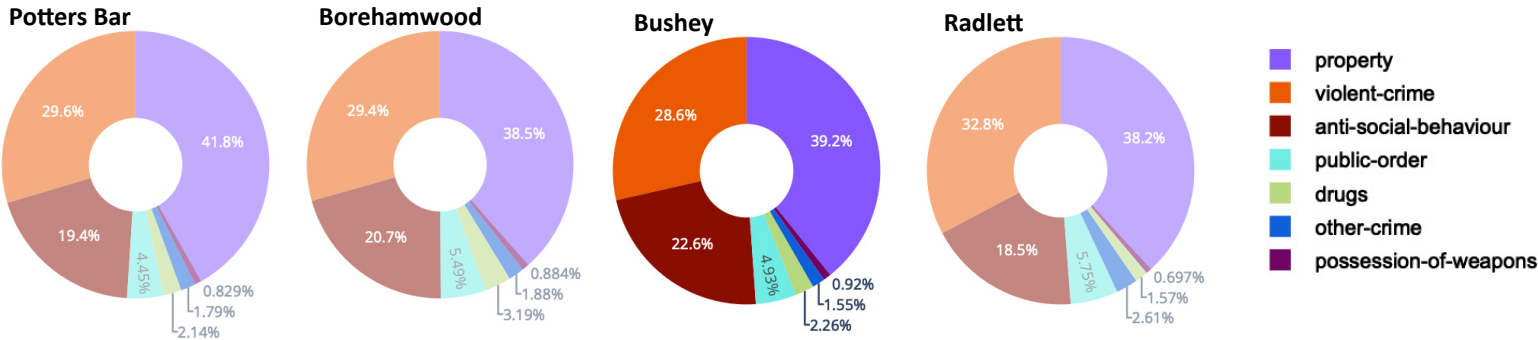


Fig 46. Offence type: drug offences

Fig 47. 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

4.2.42. 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.

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

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

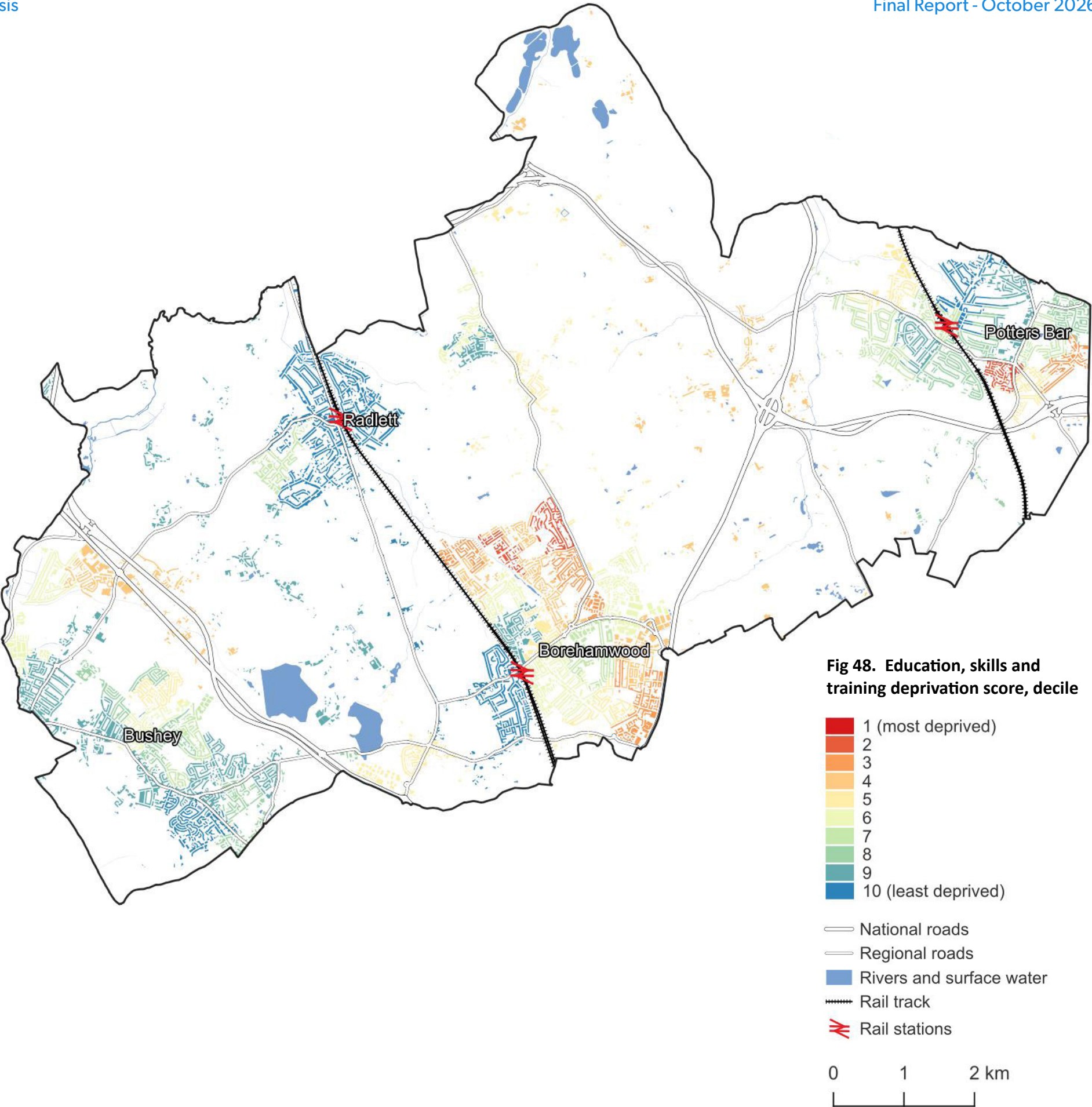
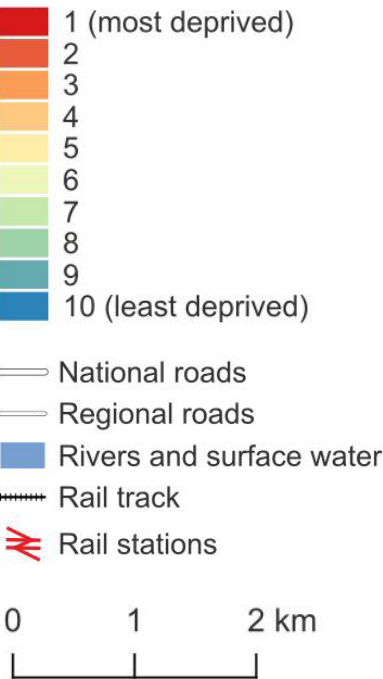


Fig 48. Education, skills and training deprivation score, decile



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Economy

Hertsmere is home to growing sector specialisms

4.2.45. 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.

4.2.46. 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 4. 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 5. 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

- 4.2.47. 80% of Hertsmere’s businesses are located across the four towns.
- 4.2.48. 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%).
- 4.2.49. 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.
- 4.2.50. Borehamwood is home to most of Hertsmere’s large employers. There are 15 businesses in Borehamwood which employ more than 250 people.

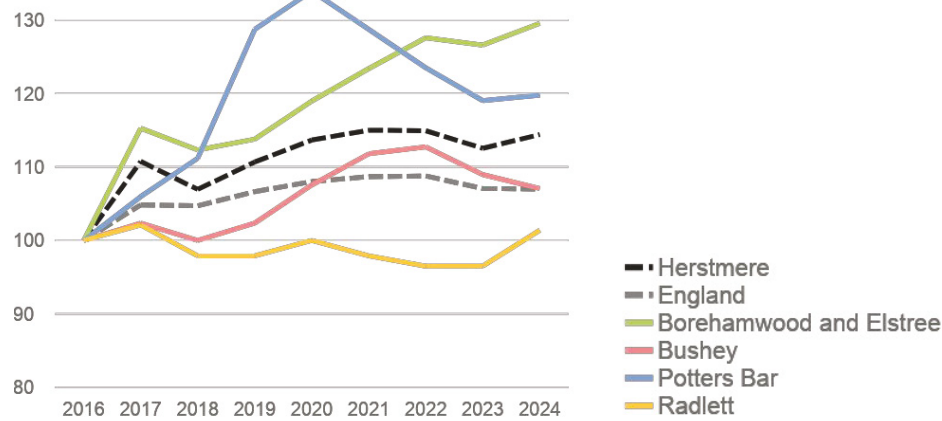


Fig 49. Indexed business change, 2015, 2016=100

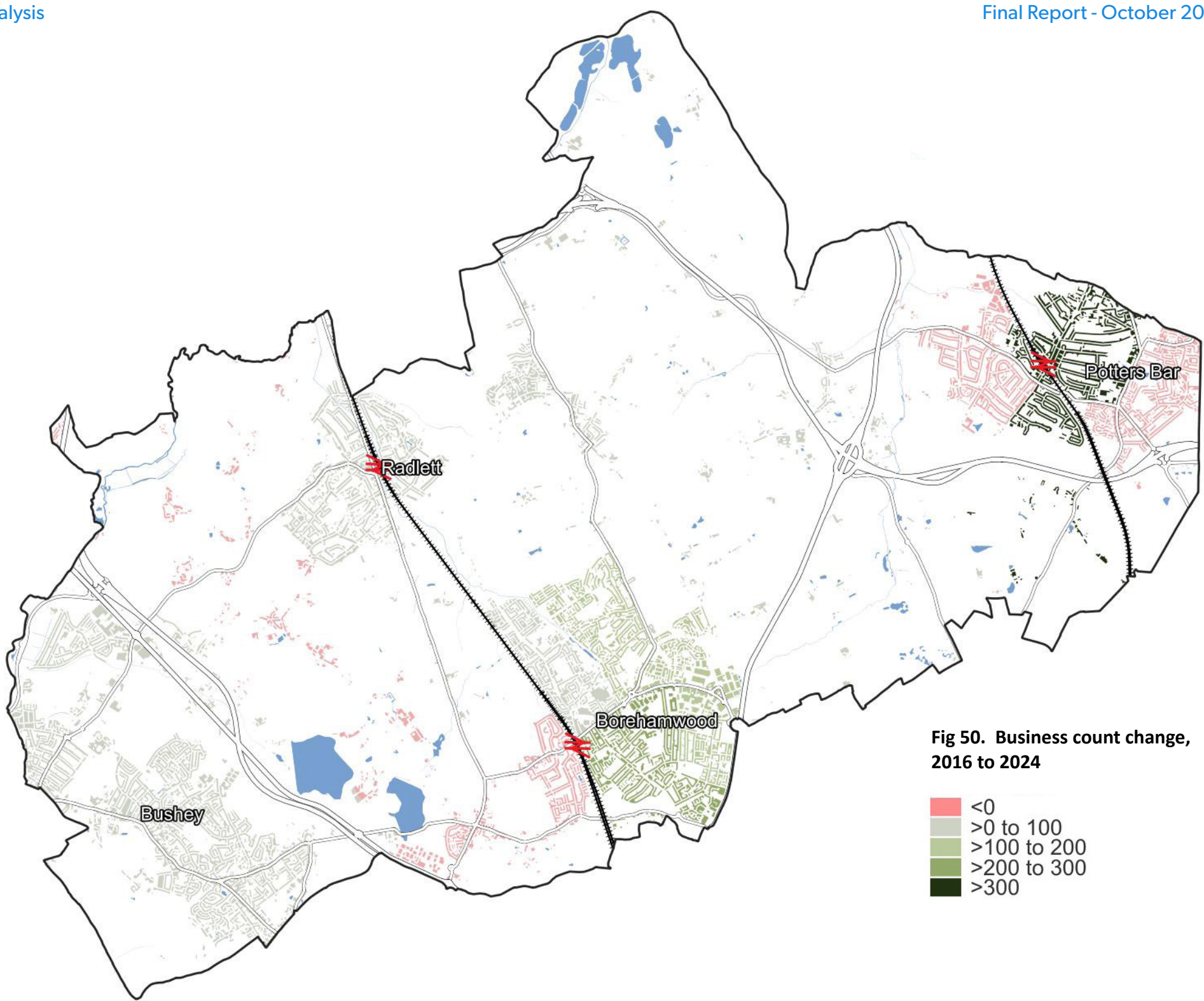
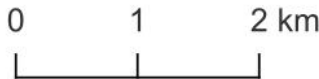


Fig 50. Business count change, 2016 to 2024



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

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

4.2.52. 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.

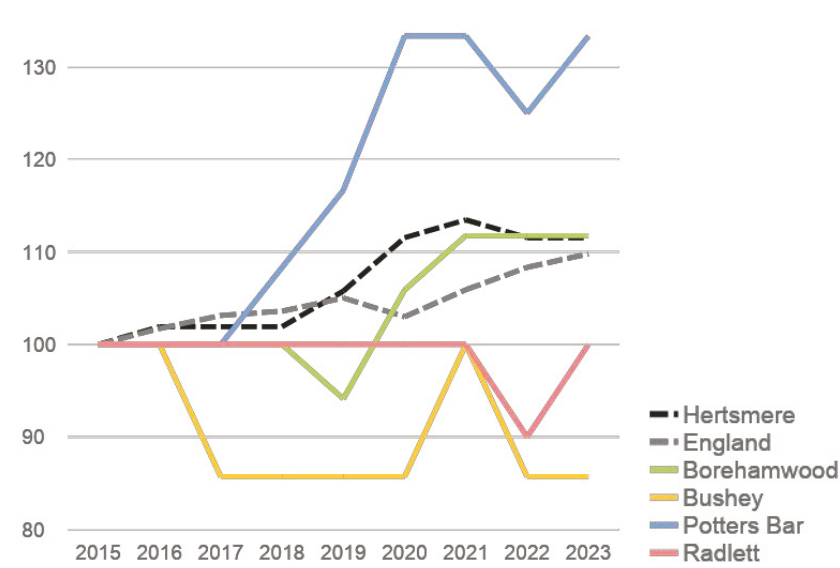


Fig 51. Indexed employment change, 2015-2023, 2015=100

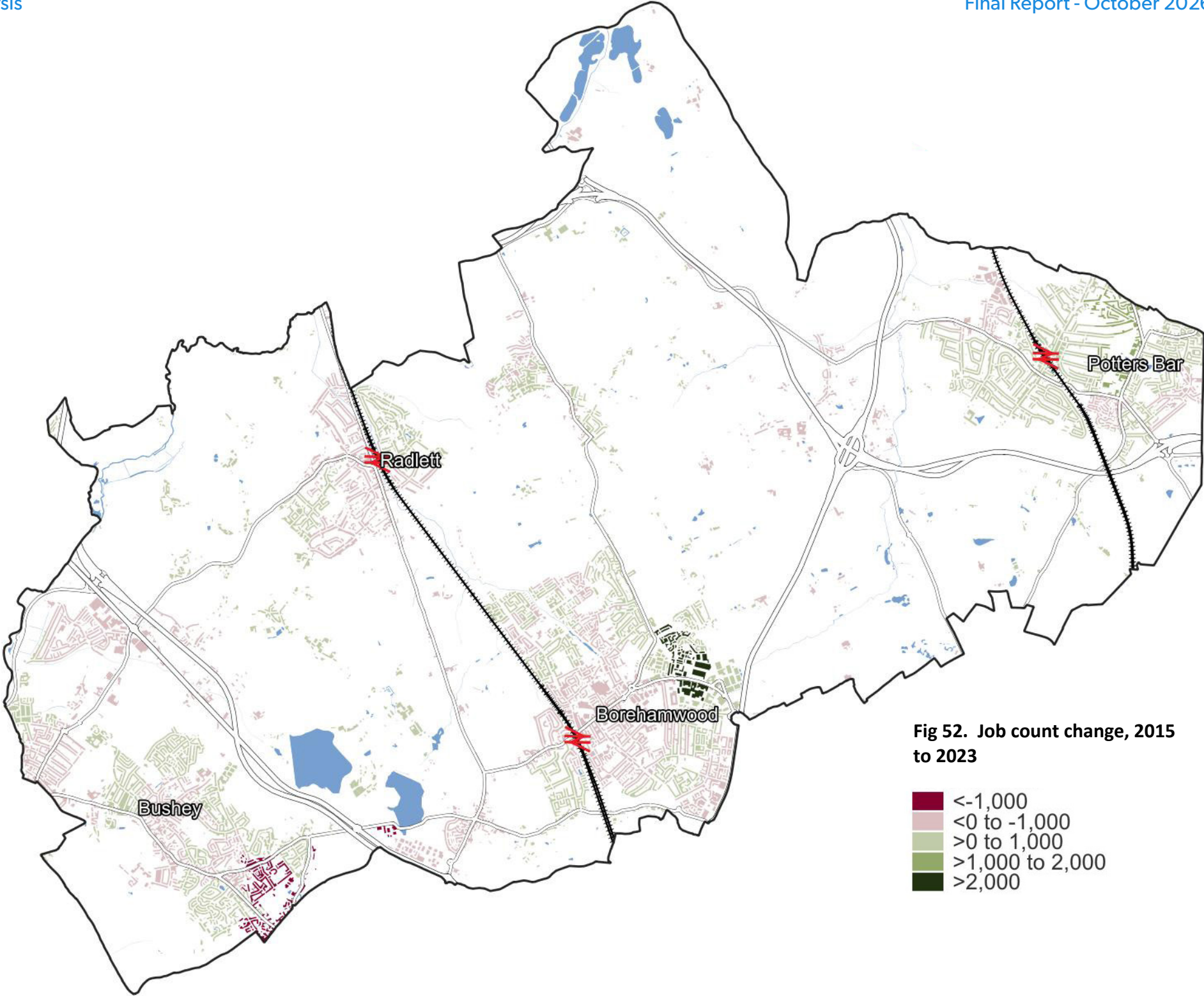
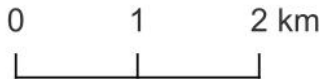


Fig 52. Job count change, 2015 to 2023

- <-1,000
- <0 to -1,000
- >0 to 1,000
- >1,000 to 2,000
- >2,000

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



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Economic Sectors

Employment growth has been underpinned by a broad range of sectors

- 4.2.53. 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.
- 4.2.54. 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.
- 4.2.55. 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.
- 4.2.56. 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 54. 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 53. Biggest absolute driver of business growth by 5-digit SIC in each town, 2025

Business growth

- 4.2.57. 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.
- 4.2.58. 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 57. 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 56. Business change by town, 2016-2023

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

- 4.2.59. Several of the employment specialisms that are growing in Hertsmere are also growing across the East of England – suggesting potential to capture further growth.
- 4.2.60. 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.
- 4.2.61. 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.

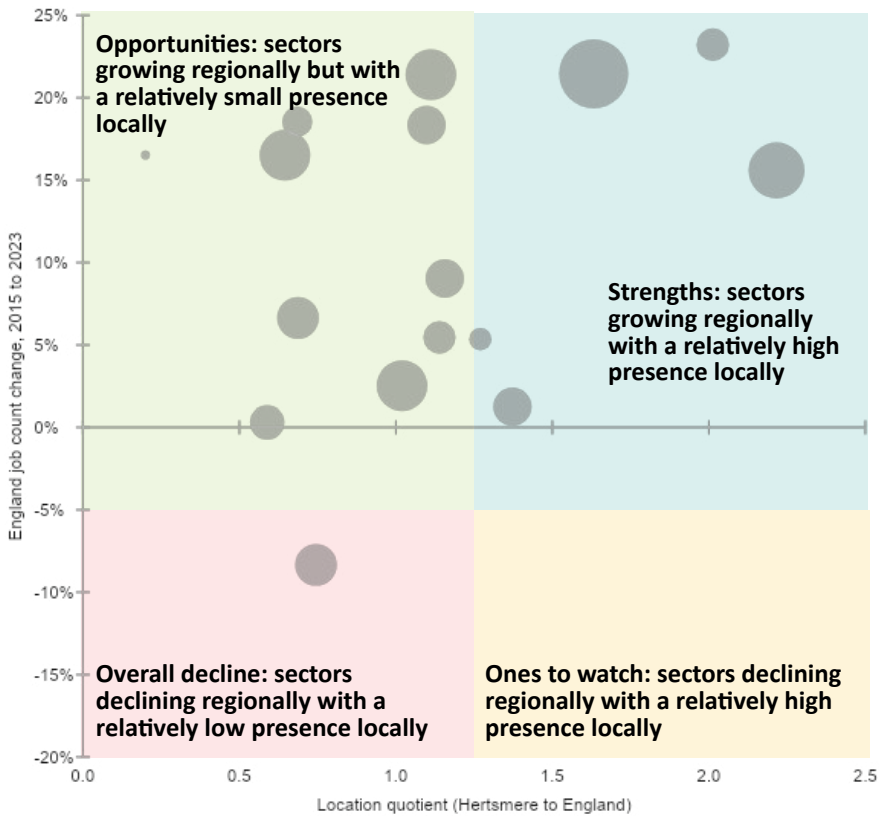


Fig 55. Local sectors compared to the region. Circle size represents the overall number of jobs in Hertsmere in the sector as of 2023. Location Quotient (on horizontal scale) measures how concentrated an industry is in a region compared to a broader benchmark, revealing local strengths. Local employment 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

4.2.62. 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.

4.2.63. 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).

4.2.64. 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.

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.

	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 58. 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

	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 59. 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 Bushey to other locations in Hertsmere and the wider area firstly, before considering the detail within each settlement.

Public Transport Services

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. Bushey National Rail and Overground stations are outside of the Hertsmere borough boundary, however these offer services to Watford, Milton Keynes and London Euston.

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

Bus Services

4.3.5. Bushey’s location between Watford and Edgware provides high frequency bus routes operated by TfL. These routes connect Bushey to Bushey London Overground station and the London Underground stations at Stanmore and Edgware. Additional lower frequency routes connect Bushey to Borehamwood and towards Radlett and St Albans from the north of the town. There is no physical bus priority infrastructure provided on the highway network in Bushey, and as such journey times are long, impacted by congestion and limit the attractiveness of bus as a mode.

Active Travel

4.3.6. 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 mean these roads are often used as rat runs and are heavily trafficked and not suitable for all cyclists.

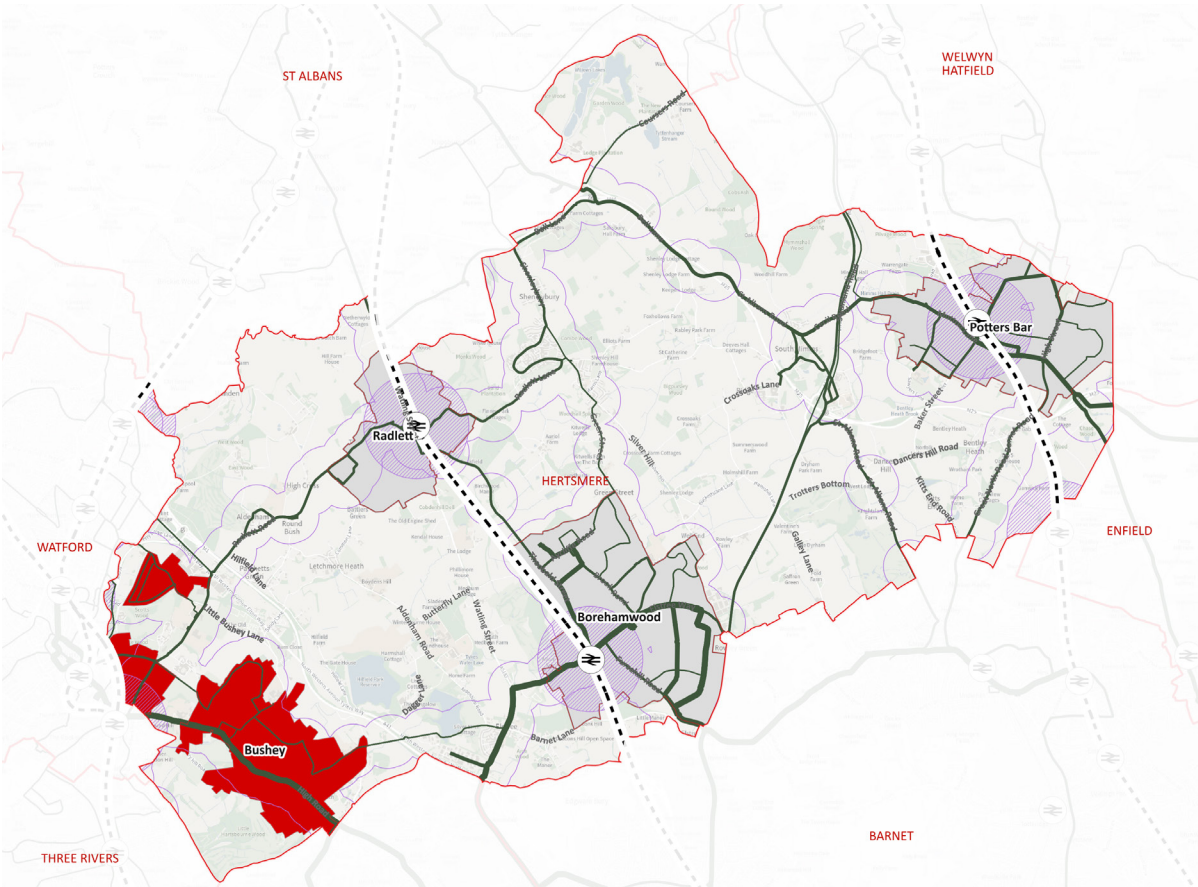
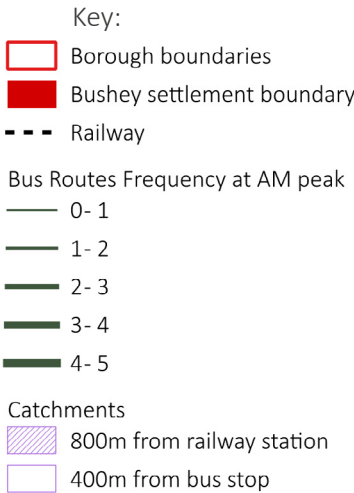


Fig 60. Bus services in Hertsmere Borough



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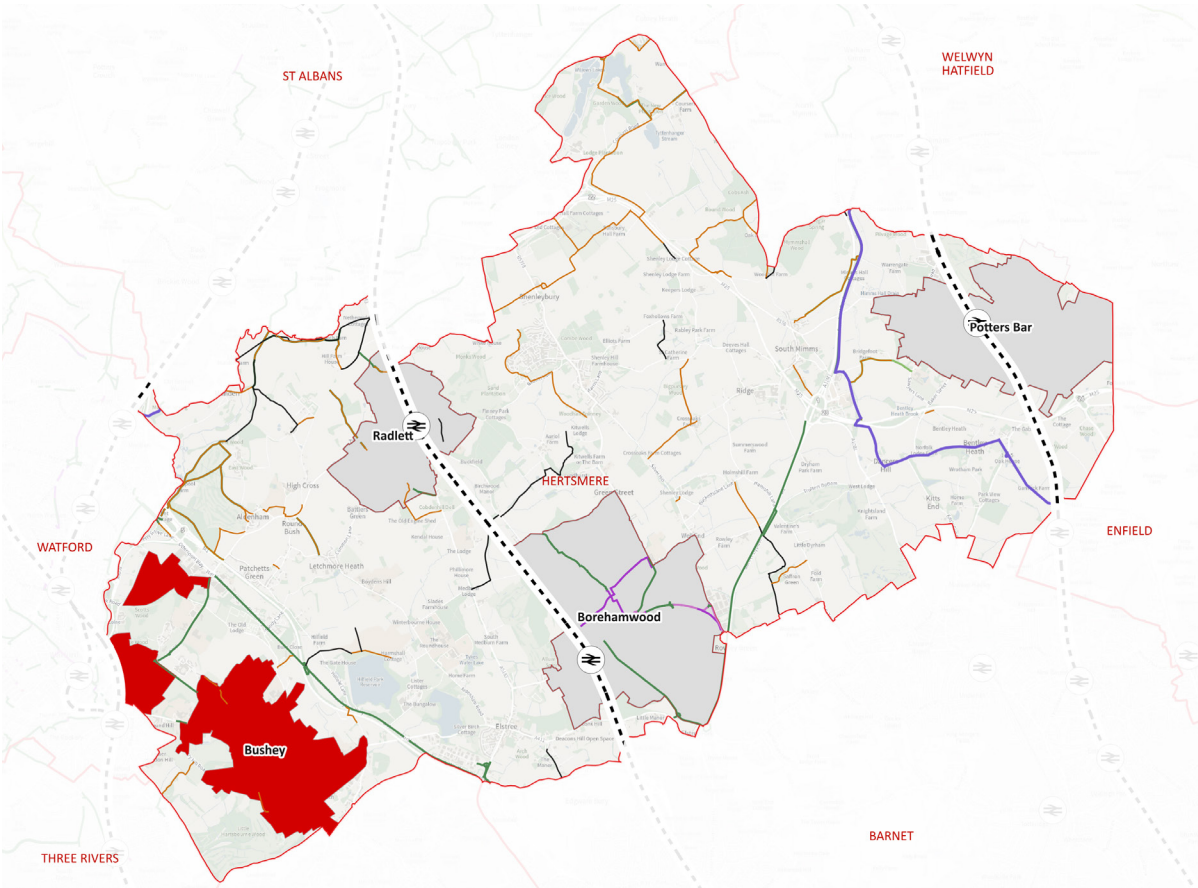
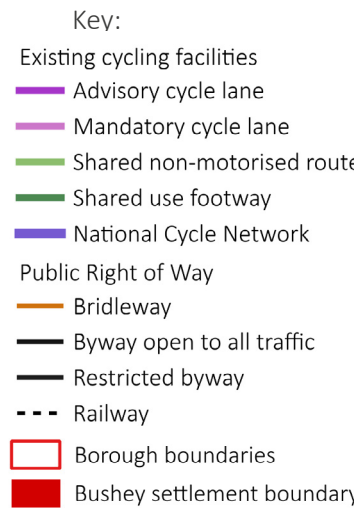


Fig 61. Active travel network



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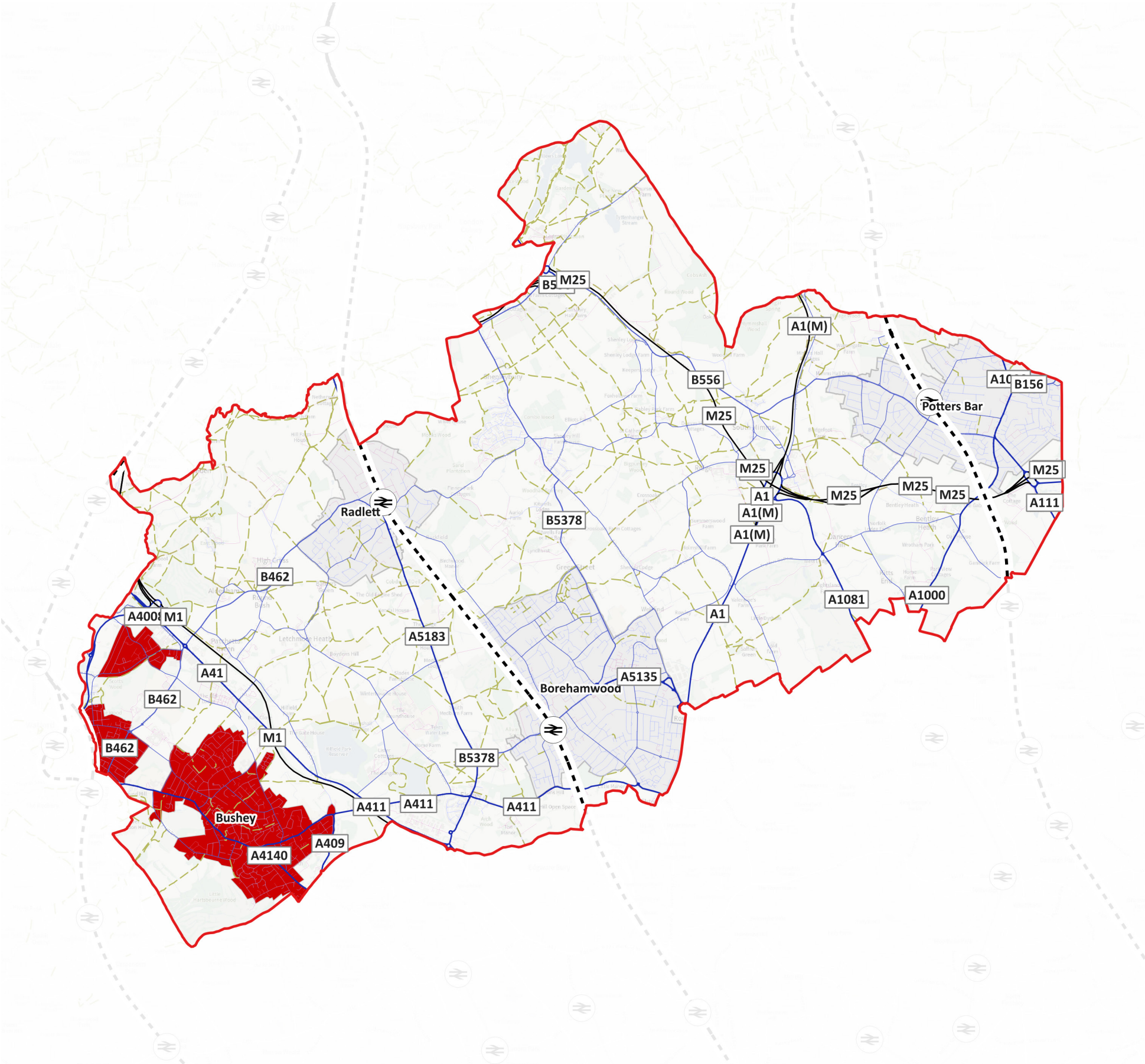
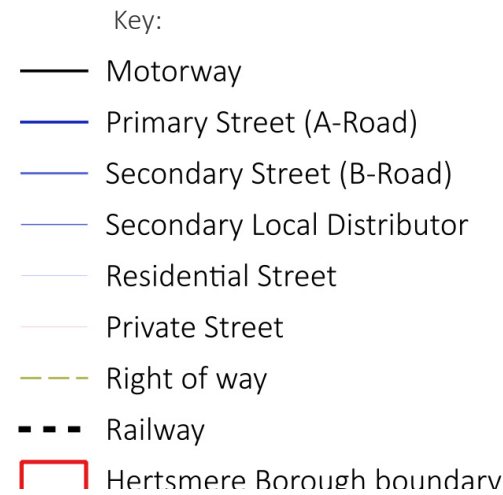
Road Networks

4.3.7. Bushey is strategically located in south-west Hertfordshire, close to the boundary with Greater London. The A411 is a key route running through Bushey, linking it directly to Stanmore, Elstree, and Borehamwood, and continuing onward to Barnet and Arkley. This road serves as a corridor between Hertfordshire and London, supporting both commuter and local traffic. While Bushey isn’t directly on a motorway, it is connected to it from nearby access to the M1, A41, and M25.

Strategic Connections

4.3.8. 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 limited in frequency, may require multiple changes, and are dominated by private vehicles, especially utilising the M25.

Fig 62. Bushey in the context of Hertsmere Borough



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Bushey – Existing Baseline

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

Street Hierarchy

- 4.3.10. To the east of Bushey lies the M1, which is illustrated on the map opposite, to northeast of the settlement. This is the highest level in the hierarchy, designed for long-distance, high-speed traffic and represents a severance to movement to the east of the settlement.
- 4.3.11. The A411 is a primary street and functions as both an arterial route through Bushey and as part of the High Street. It therefore acts as a distributary route for vehicles and bus routes making longer journeys between Watford and northwest London, as well as accommodating commercial frontages and shops.
- 4.3.12. Secondary local distributor roads, illustrated as dark blue in map on the right, distribute traffic within neighbourhoods and link residential streets to higher-order roads. These roads are often busy and used as rat runs for traffic avoiding congested areas and junctions, such as the Bushey Arches junction.
- 4.3.13. Residential streets make up the majority of roads within Bushey, and are characterised by low traffic flows and speeds, creating a network of quiet streets connecting the High Street to residential areas
- 4.3.14. Most of the private roads within Bushey are short extensions of residential streets.
- 4.3.15. The Public Rights of Way provide pedestrian connectivity between a number of the residential streets and private streets providing permeability for pedestrians, though these routes can be narrow, lack passive surveillance and unattractive for users.

Fig 63. Street hierarchy map

Key:

Motorway

Primary Street (A-Road)

Secondary Street (B-Road)

Secondary Local Distributor

Residential Street

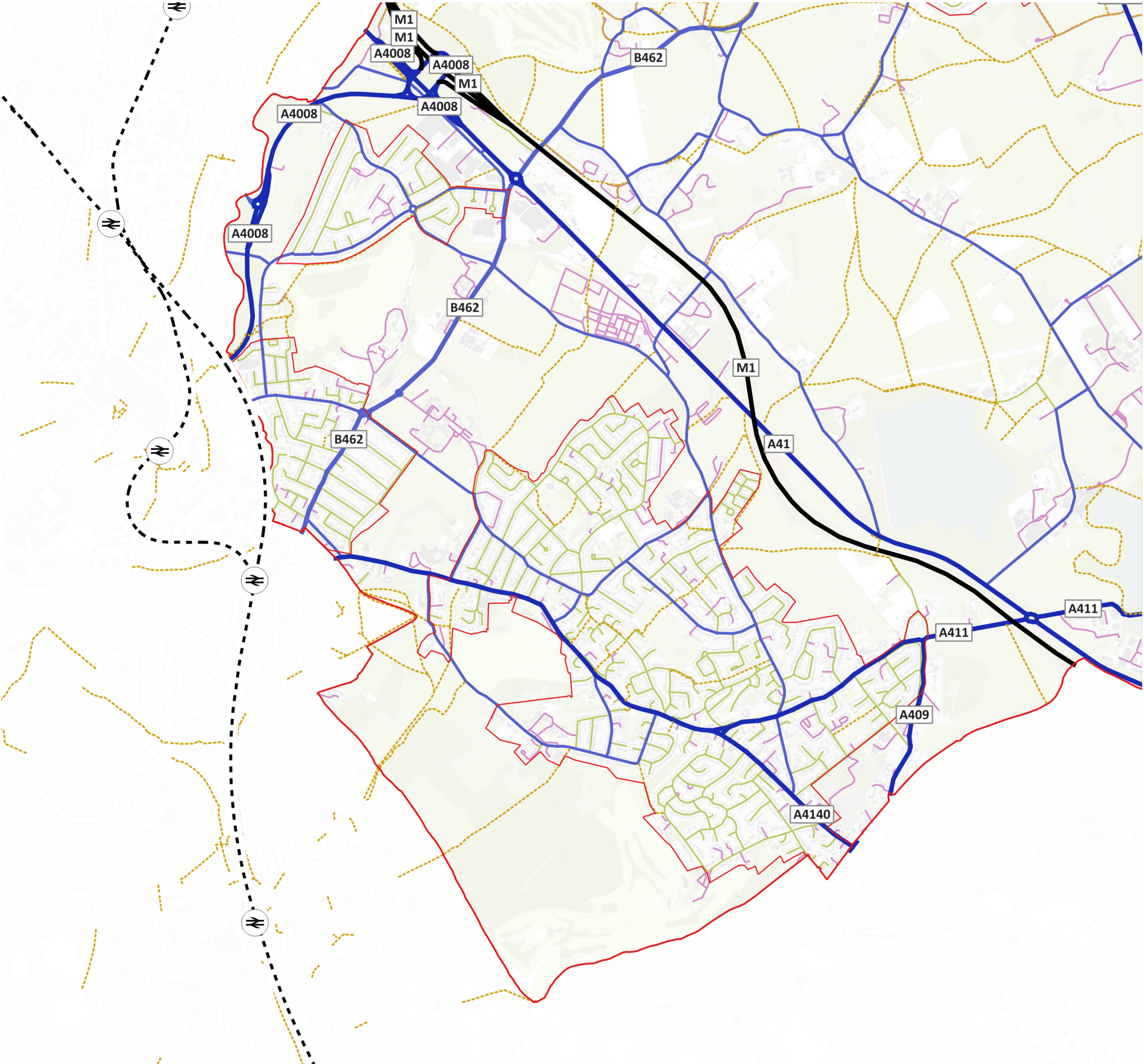
Private Street

Right of way

Railway

Hertsmere Borough boundary

Bushey settlement boundary



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Public Transport

4.3.16. The public transport opportunities in Bushey are summarised in the map to the right. A summary of the available bus routes and destinations is provided in tables on this page.

Bus

4.3.17. Frequent bus services (2 – 5 services during the morning peak hour) route along the A4140 High Road and the A411 Sparrows Herne, providing a connection to Bushey National Rail and Overground station to the west, and onward to Watford in a westbound direction, and towards Stanmore, Edgware and Harrow in the southeast. Whilst the surrounding residential areas of Bushey have bus stops, these bus stops do not provide frequent services for residents, that could realistically be relied upon for commuting trips.

Rail

4.3.18. Bushey National Rail and Overground stations are outside of the Hertsmere borough boundary. The station is circa 1.5km to the west of Bushey Town Centre, equivalent to an 18-minute walk or a 6-minute cycle.

4.3.19. Bushey is on the Lioness Overground line, which routes between London Euston and Watford Junction. The station is on the West Coast Mainline line, which serves West Midlands Railway and routes between London Euston and Milton Keynes Central.

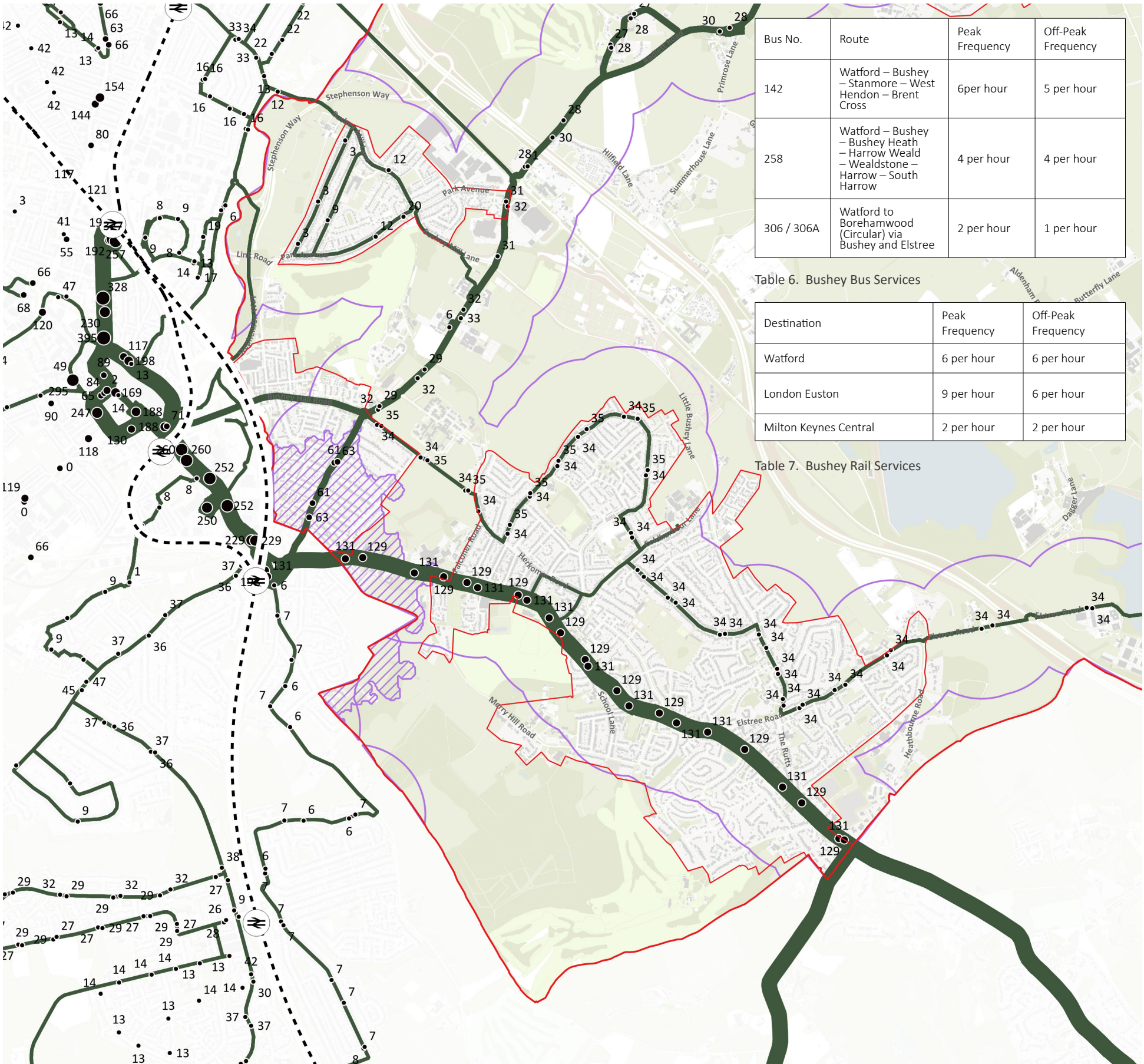


Fig 64. Public transport services map

Key:

Catchments

15min walk from railway stations

400m from bus stops

Railway

Hertsmere Borough boundary

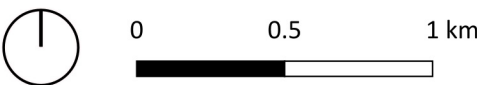
Bushey settlement boundary

Total daily buses

- 1- 50
- 50- 100
- 100- 150

Total buses at AM peak by route

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



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Active Travel

4.3.20. The walking and cycling routes in Bushey are illustrated on the map on the right.

4.3.21. The map shows that cycle infrastructure in Bushey is limited and fragmented. A shared footway cycleway is provided along the western side of A41, however the route is narrow and provides limited onward connection due to severance from Bushey by the M1 motorway. Further, it does not reflect the current design standards to segregate cycleways from volume motor traffic and pedestrians set out in LTN 1/20.

4.3.22. The primary route through Bushey along the A411 offers no formal cycle infrastructure, however a number of the residential areas experience low traffic flows and speeds and are therefore conducive to on-carriageway cycling without intervention These routes could be better connected with crossings and point interventions.

4.3.23. Shared Mobility

4.3.24. Beryl bikes operate a bike share scheme Watford, which extends into Bushey. There are a total of 150 Beryl Bikes and 100 Beryl e-Bikes in Watford, provided across 79 Beryl Bays. In Bushey, there are five Beryl Bays, provided in the following locations:

- King George Recreation Park;
- Bushey High Street;
- Moatfield Recreation Ground;
- Bushey Grove Leisure Centre; and
- Bushey Mill Lane- East

4.3.25. The locations of the Beryl Bays are shown in map below.

Fig 65. Beryl Bike Bay Locations – Bushey

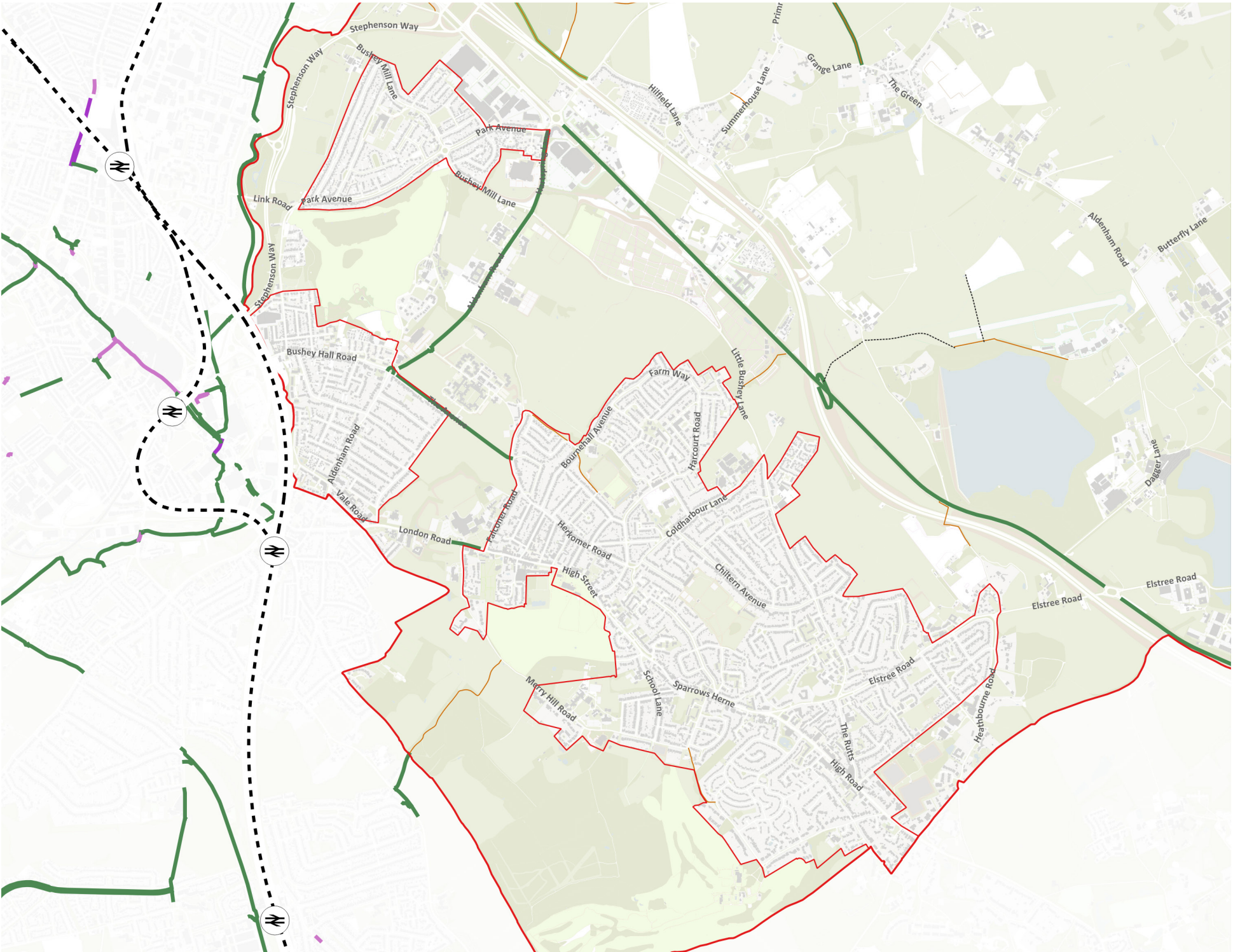
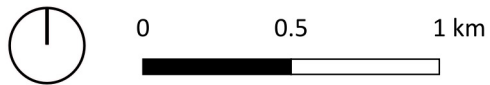


Fig 66. Map of walking and cycling routes

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



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Travel to Work

4.3.26. 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.

4.3.27. Fig 68 illustrates the proportion of residents using public transport (bus and rail), Fig 67 illustrates the proportion of residents using active travel (walking and cycling).

4.3.28. Fig 67 demonstrates that to up 30% of residents within Bushey town centre travel to work by public transport.

4.3.29. Areas to the north and the west, that are furthest from Bushey station, and the bus routes along the high street exhibit the lowest level of public transport travel to work. Proportions of public transport to work in Bushey is lower than in corresponding Hertsmere settlements due to the proximity of Bushey station to residential areas and the centre of the town.

4.3.30. Fig 67 demonstrates that circa 0 – 15% of residents within Bushey town centre travel to work by active travel modes. There are higher levels of active travel (15 – 35%) to the south and to the north of Bushey. These areas are low density, and the north parcels are in close proximity to Aldenham School, Haberdashers’ Girls’ School and Haberdashers’ Boys’ School.

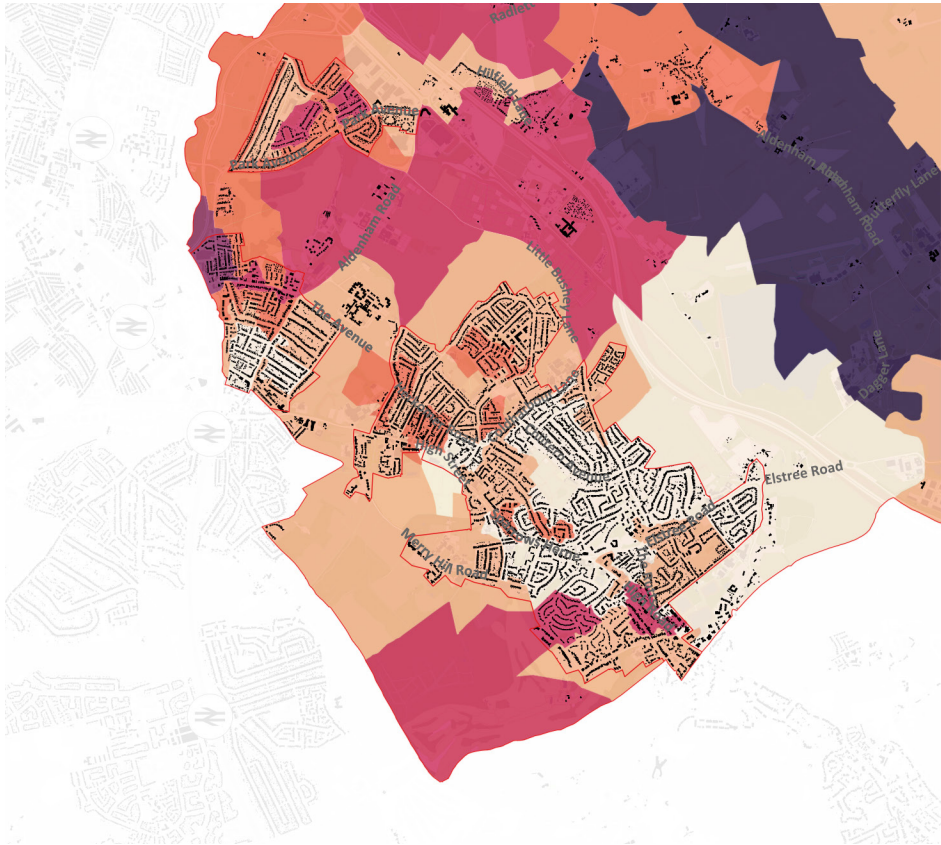


Fig 67. % travelling to work walking or cycling

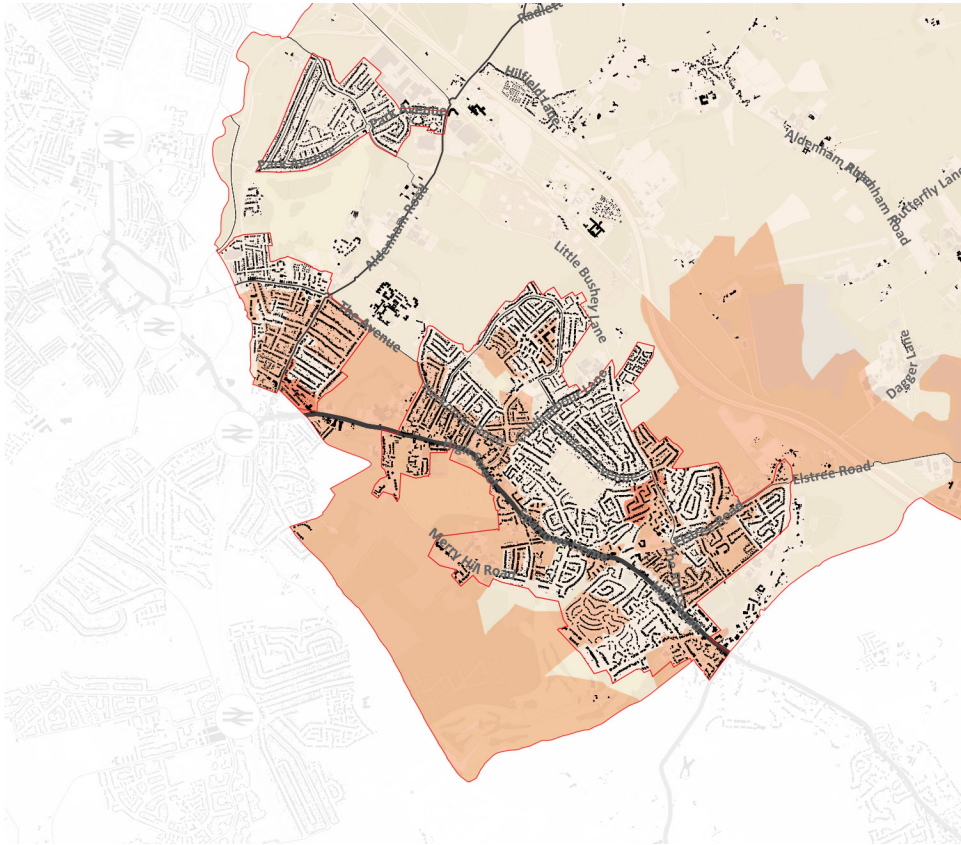
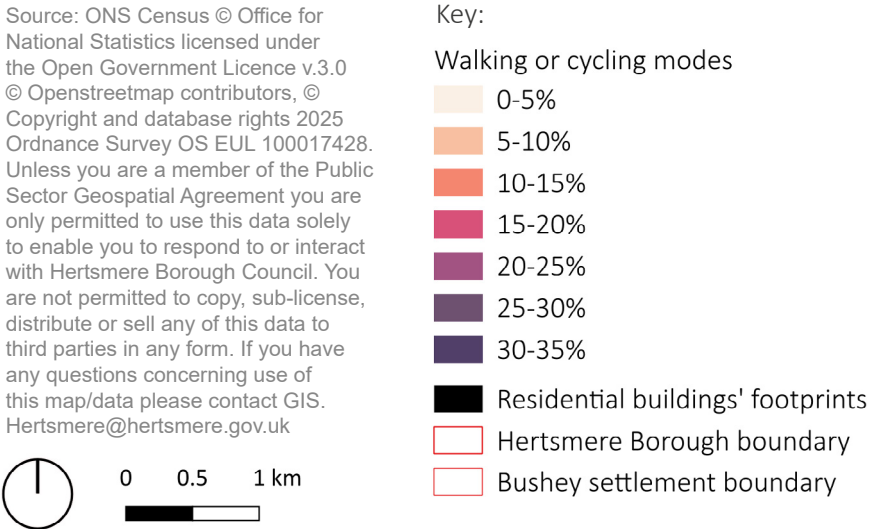
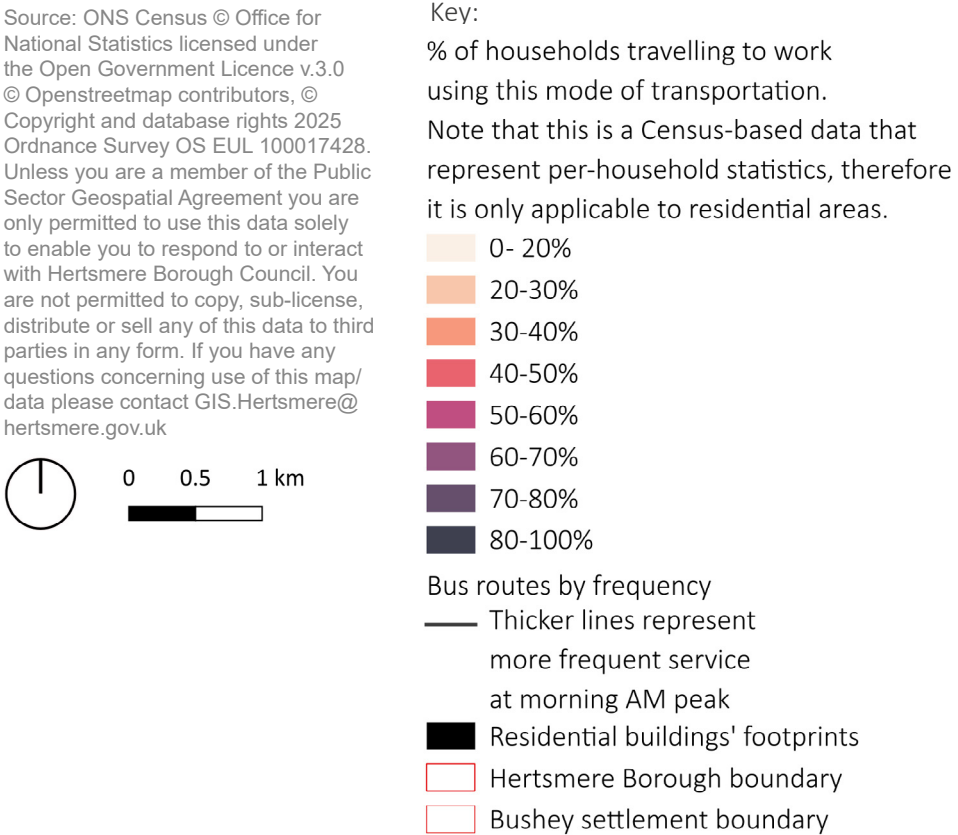


Fig 68. % travelling to work by public transport



Car Ownership

4.3.31. The car ownership levels in Bushey are illustrated at the map on the right.

4.3.32. The map demonstrates that the majority of residents in Bushey own at least one car per household, with residents in a few areas owning 1.5 – 2 cars per household. There are two small areas which have a car ownership of 0.5 – 1 car per household, corresponding with areas of flats and low residential parking provision.

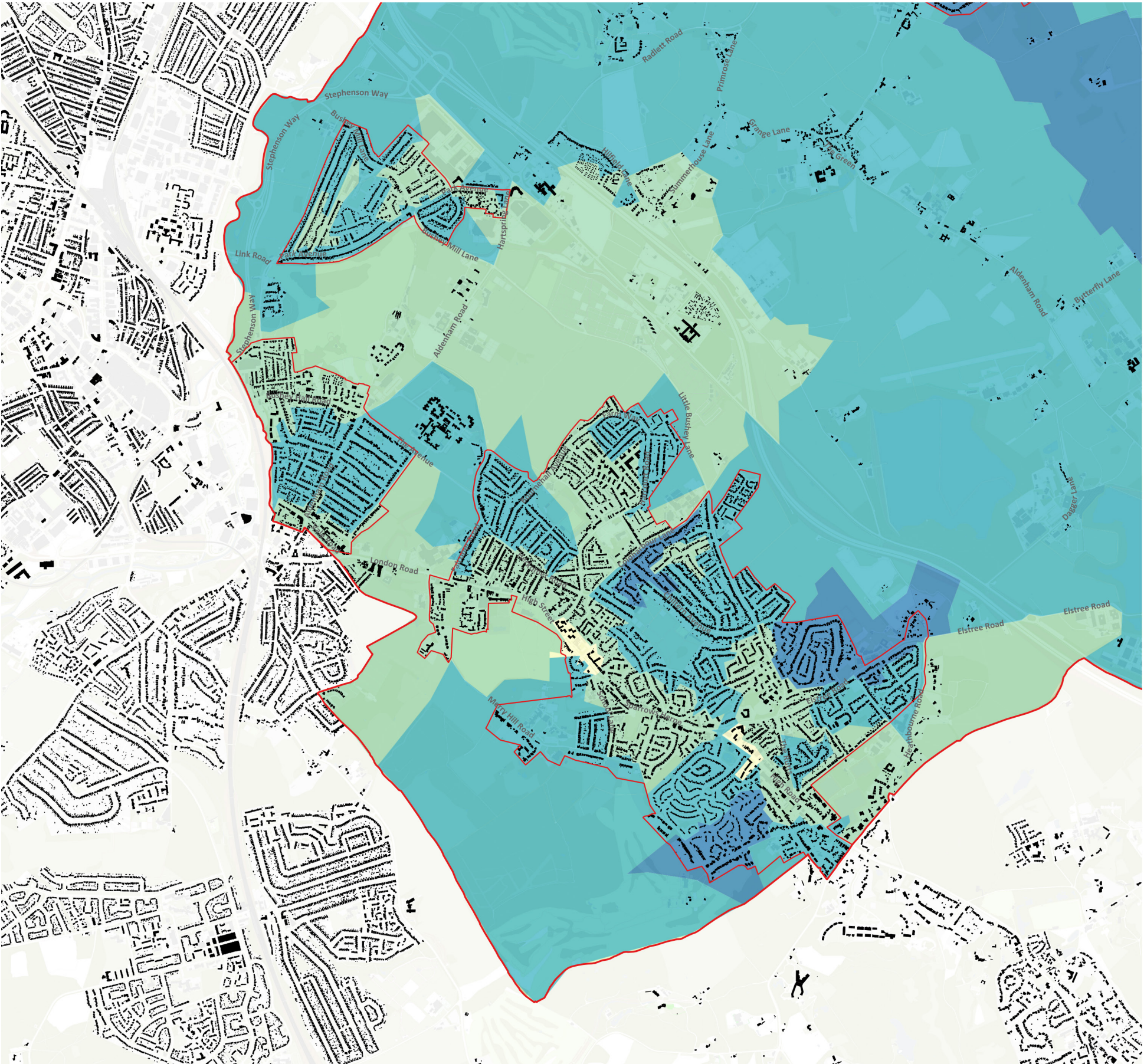
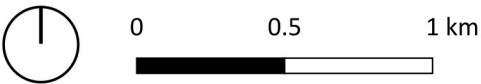
4.3.33. The relatively high car ownership across the settlement is reflected in Figures on the previous page, which demonstrate relatively low levels of sustainable transport usage.

Fig 69. 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
- Bushey settlement boundary



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Car Parking

Public Car Parks

4.3.34. The car parks in Bushey, including the number of parking spaces, EV charging bays and disabled parking spaces are shown on map to the right.

4.3.35. There are four public car parks within Bushey, which are located along the A411. Cumulatively, these car parks provide 442 parking spaces, 22 accessible parking spaces and two EV charging spaces.

On-Street Parking

4.3.36. Controlled Parking Zones (CPZs) operate across Bushey. The hours of operation vary by zone, however they are generally between 8am to 6:30pm Monday to Saturday, with all public (HBC) car parks offering long stay parking.

Car Park Occupancy Data

4.3.37. Car Park occupancy data has been obtained from HBC for the car parks shown in Fig 69 for September 2025 and October 2025. Table 8 summarises each car park with regard to: number of spaces, proportion of transactions for short stay (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 8 demonstrates that the majority of car parks in Bushey are used for short-stay (0-3 hours). The car parks in September attracted more short-stay use than in October 2025.

4.3.39. The parking spaces within the Country Club car park experienced the least number of parking events per space (10.1 – 10.7), and The Rutts car park experienced the most parking events per space (54.5 – 56.0).

Fig 70. Bushey Public Car Parks

Key:

Controlled parking zones

Private car parking

Public car parking

Walkable distance from car parking (400m)

Motorways

Distributor roads

Local connectors

Key facilities within walkable distance

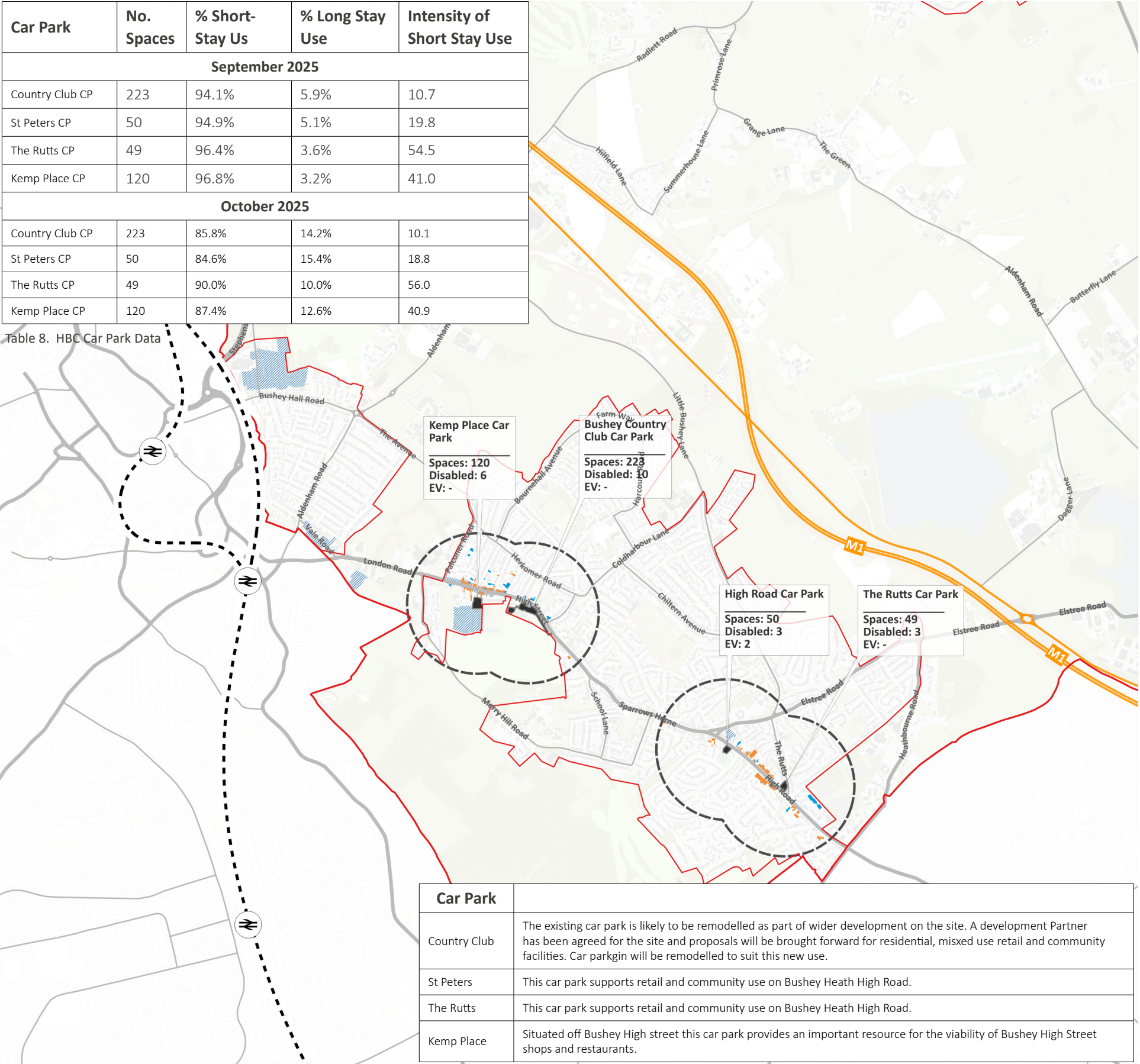
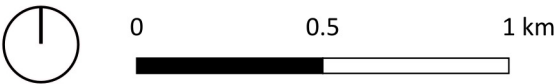
Offices, studios and workshops

Retail and services

Hertsmere Boundary boundary

Bushey settlement boundary

Railway



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Traffic Flows – Residential Roads

4.3.40. Traffic flow data has been obtained from DfT's AADF Traffic Count 2024 database. The traffic flow counts within Bushey are shown on the right. The map shows that there are a number of traffic count locations in Bushey:

- The Avenue experiences 5,000 – 10,000 vehicles per day;
- A411 High Street, A4140 High Street and A409 Heathbourne Road experience 10,000 – 15,000 vehicles per day; and
- Aldenham Road and A411 Elstree Road experience greater than 15,000 vehicles per day.

4.3.41. No traffic counts are available on the residential roads within Bushey.

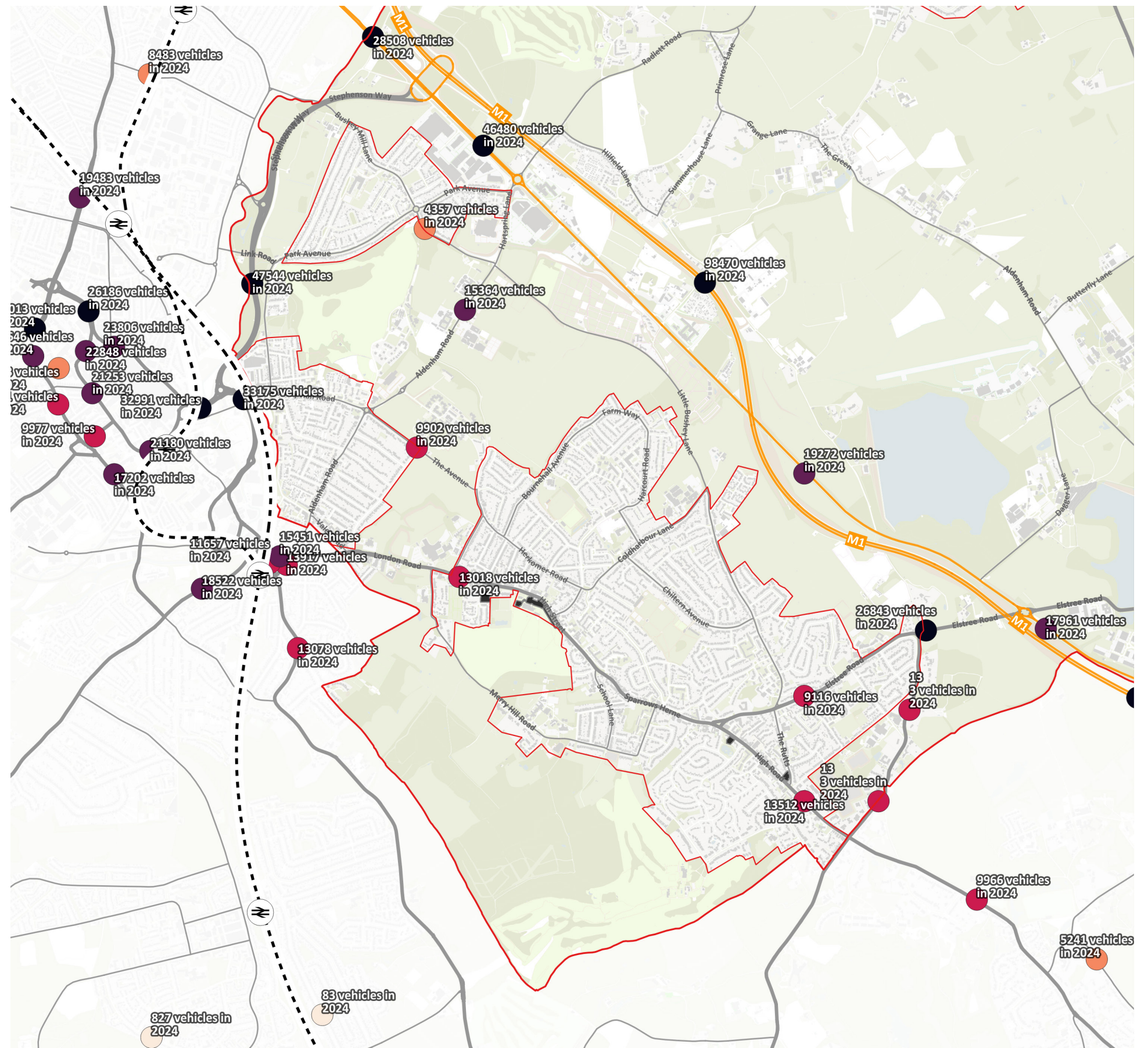
Fig 71. Potters Bar Traffic Flows

Key:

All vehicle traffic count, 2024



-  Car parks
-  Motorways
-  Distributor roads
-  Local connectors
-  Railway
-  Hertsmere Borough boundary
-  Bushey settlement boundary



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Collision Data

4.3.42. Collision data has been obtained for the latest five-years of data (2020-2024). The collision data in Bushey is shown on map to the right.

4.3.43. The main west–east route through Bushey along London Road, has experienced the majority of recorded collisions in Bushey. The casualties represent a mixture of modes, and occur predominantly at junctions and outside of retail frontages. A cluster of pedestrian collisions, including four serious collisions occurred on a stretch of London Road between Merry Hill Road and Melbourne Road.

4.3.44. Fewer accidents involving pedestrians and cyclists occurred on the residential roads, likely due to the low vehicle speeds and volumes.

Fig 72. Bushey Collision Data

Key:

Collision severity

- Fatal
- Serious
- Slight

Casualty type

- Pedestrian Casualty
- Cyclist Casualty

Motorways

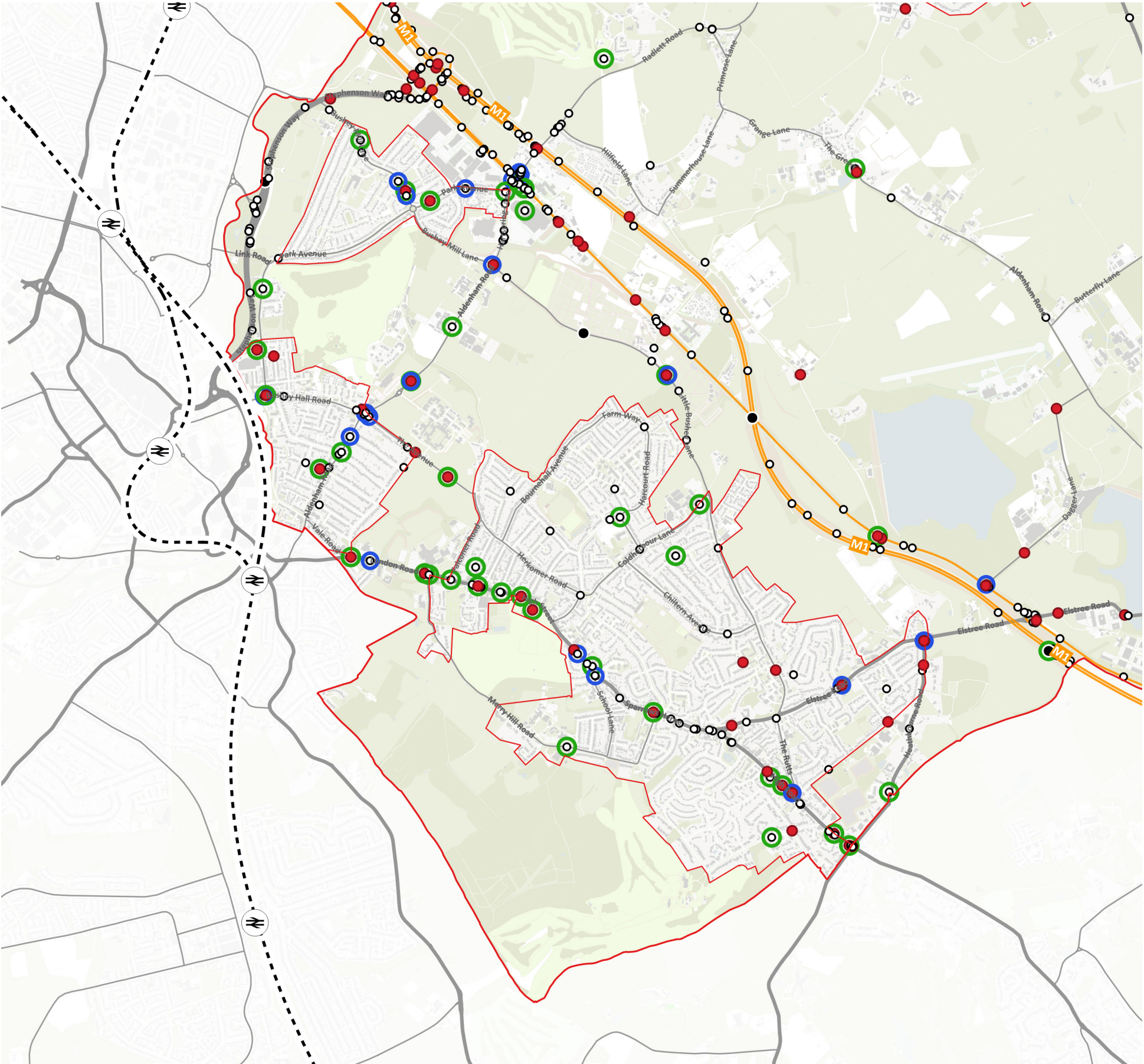
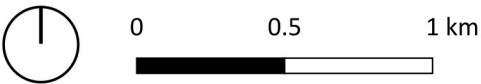
Distributor roads

Local connectors

--- Railway

Hertsmere Borough boundary

Bushey settlement boundary



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Movement – Key Findings

Issues

- Bushey station is located about 1.5 km from the town centre, making it less accessible for many residents, with most of the town more than a 15-minute walk from the station. This reduces the proportion of residents using public transport for commuting compared to other Hertsmere settlements
- Cycle infrastructure is limited, fragmented, and does not meet current design standards. The main routes through Bushey lack formal cycle lanes, and severance from the M1 and other major roads further restricts connectivity.
- Car ownership is generally high, with most households owning at least one car. This reflects a reliance on private vehicles and relatively low levels of sustainable transport usage.
- Some streets and parking courts are visually dominated by hard surfacing, creating environments that feel overly concrete and unwelcoming. There is a need to plan parking more sensitively and integrate it better into the landscape for any future development.
- Major roads such as the A411, A4140, and A409 experience high traffic volumes, which can sever neighbourhoods and limit opportunities for active travel. No traffic counts are available for residential roads, but main routes see significant daily vehicle flows.

Opportunities

- Bushey benefits from high-frequency bus routes operated by TfL, connecting the town to Watford, Stanmore, Edgware, and their London Underground and Overground stations. This provides residents with good access to wider public transport networks, especially for north–south journeys.
- Although Bushey station is technically outside the borough boundary (in Oxhey), it offers frequent National Rail and Overground services to London Euston, Watford, and Milton Keynes, supporting commuter flows. High frequency buses connect to the station, alongside Stanmore Underground station.
- Walking is supported by a network of pavements and footpaths, particularly within residential areas, which provides a foundation for further improvements to active travel infrastructure.
- There are four public car parks along the A411, providing a total of 442 spaces, including accessible and EV charging bays. Controlled Parking Zones (CPZs) help manage on-street parking.
- Some quieter residential streets are conducive to informal cycling, and there are opportunities to improve the pedestrian and cycle network, by providing connections between cycle-friendly routes and to local services and amenities.



Fig 73. The High Street has very busy through traffic.



Fig 74. The prevalence of car ownership has sometimes resulted in a concrete-dominated streetscape.

Constraints

- Bushey station is located about 1.5 km from the town centre, making it less accessible for many residents, with most of the town more than a 15-minute walk from the station. This reduces the proportion of residents using public transport for commuting compared to other Hertsmere settlements
- Cycle infrastructure is limited, fragmented, and does not meet current design standards. The main routes through Bushey lack formal cycle lanes, and severance from the M1 and other major roads further restricts connectivity.
- Car ownership is generally high, with most households owning at least one car. This reflects a reliance on private vehicles and relatively low levels of sustainable transport usage.



Fig 75. One of the car parks in Bushey.

- Some streets and parking courts are visually dominated by hard surfacing, creating environments that feel overly concrete and unwelcoming. There is a need to plan parking more sensitively and integrate it better into the landscape for any future development.
- Major roads such as the A411, A4140, and A409 experience high traffic volumes, which can sever neighbourhoods and limit opportunities for active travel. No traffic counts are available for residential roads, but main routes see significant daily vehicle flows.

4.4 Townscape

Urban Grain

4.4.1. Figure-ground illustrates the relationship between buildings and open space. It is used to analyse urban form, showing patterns of density, street structure, and spatial continuity.

4.4.2. Bushey’s figure-ground also reflects its neighbourhood structure. North Bushey, Bushey Village, and Bushey Heath. From the figure-ground, it is clear that North Bushey itself consists of two further clusters, separated by the Green Belt. However, the recently approved Bushey Hall golf club site with 350 homes is likely to bring these two clusters much closer in the near future. By contrast, Bushey Village and Bushey Heath already merge together without any strong physical boundary.

4.4.3. The figure-ground analysis reveals a clear contrast in the urban grain. Apart from the large footprints on the northern edge of the study area—primarily large footprint commercial units along the M1 bypass—the majority of the fabric is residential. A mix of semi-detached and detached houses creates a relatively loose grain, with some longer, connected, building footprints interrupting the pattern. These are generally terraced housing or blocks of flats.

4.4.4. The clustering of footprints also illustrates variation in street block sizes, with a traditional morphology: linear at the start and later expanding into a more clustered settlement. Around Bushey Manor Fields, blocks are typically medium-sized and rectangular, approximately 70 × 200 metres, supporting a walkable scale of development. This reflects the fact that much of the housing stock here dates from earlier phases of suburban growth. In contrast, towards the edges of the study area, blocks become significantly larger—sometimes extending 500–800 metres—and are clearly more car-oriented, reflecting post-war suburban development patterns.

4.4.5. Building-to-building distances along the street front vary from approximately 15 metres in the village centre to around 30 metres in later developments with front parking. In these wider streets, the very low-rise housing often lacks a sense of enclosure unless framed and softened by mature trees. Generous back gardens, often well over 20 metres in length and in some cases extending close to 50 metres, offer potential for future infill development and more efficient land use.

4.4.6. South of the High Road, the grain shifts again. Here, blocks follow more curvilinear patterns, most evident in the Warren Estate. This form responds both to the estate planning and to the local topography, with layouts adjusted to accommodate changes in terrain.

4.4.7. In the green belt, the former Royal Connaught Park school campus has been redeveloped for housing. The site retains its historic courtyard layout, with newer blocks of flats inserted, creating a blend of old and new. Elsewhere in the green belt, small clusters of historic farm buildings, along with schools and community facilities, form a scattered but legible pattern of built form within open green spaces.

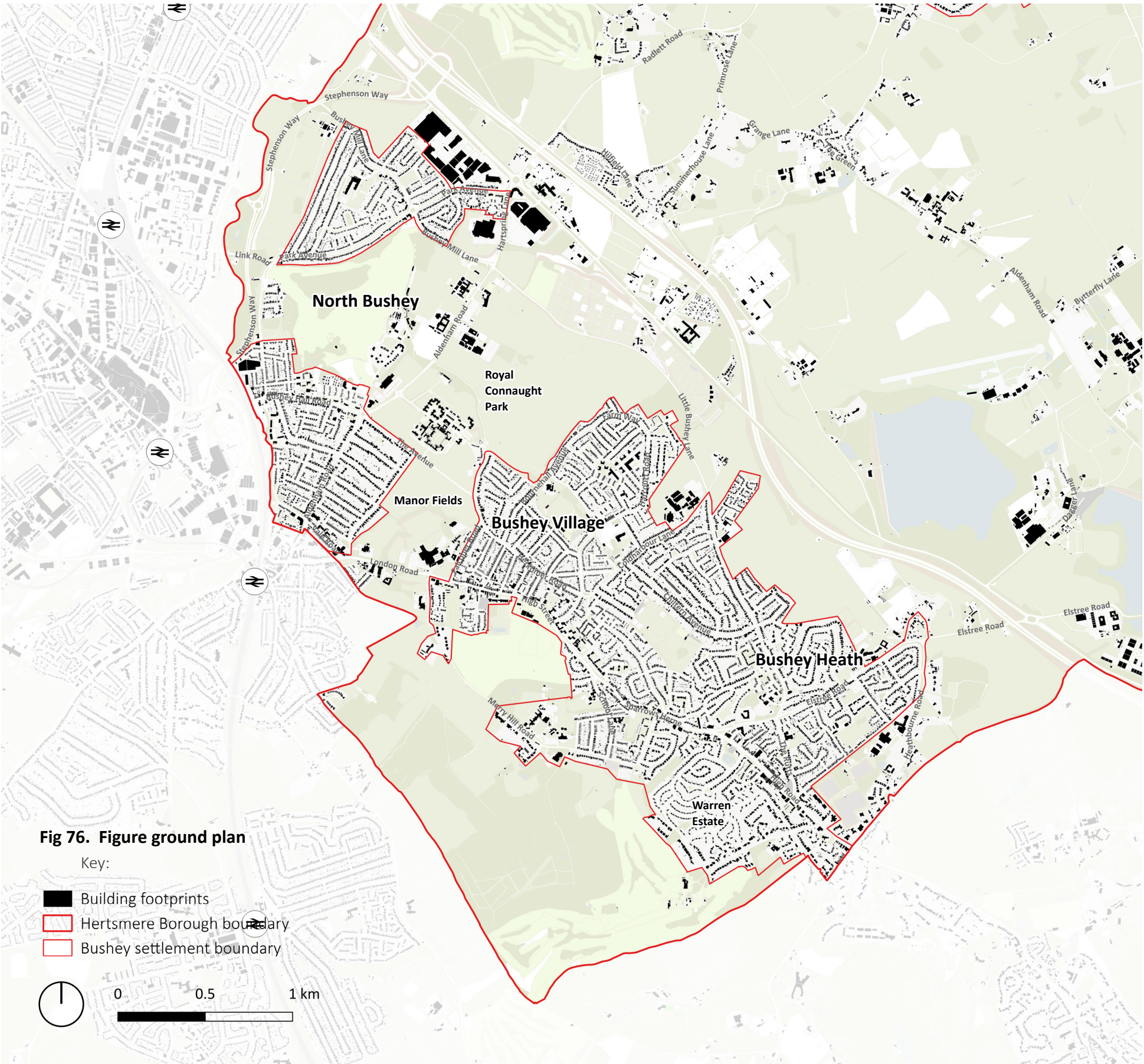


Fig 76. Figure ground plan

Key:

- Building footprints
- Hertsmere Borough boundary
- Bushey settlement boundary

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Character Areas

Overall Character

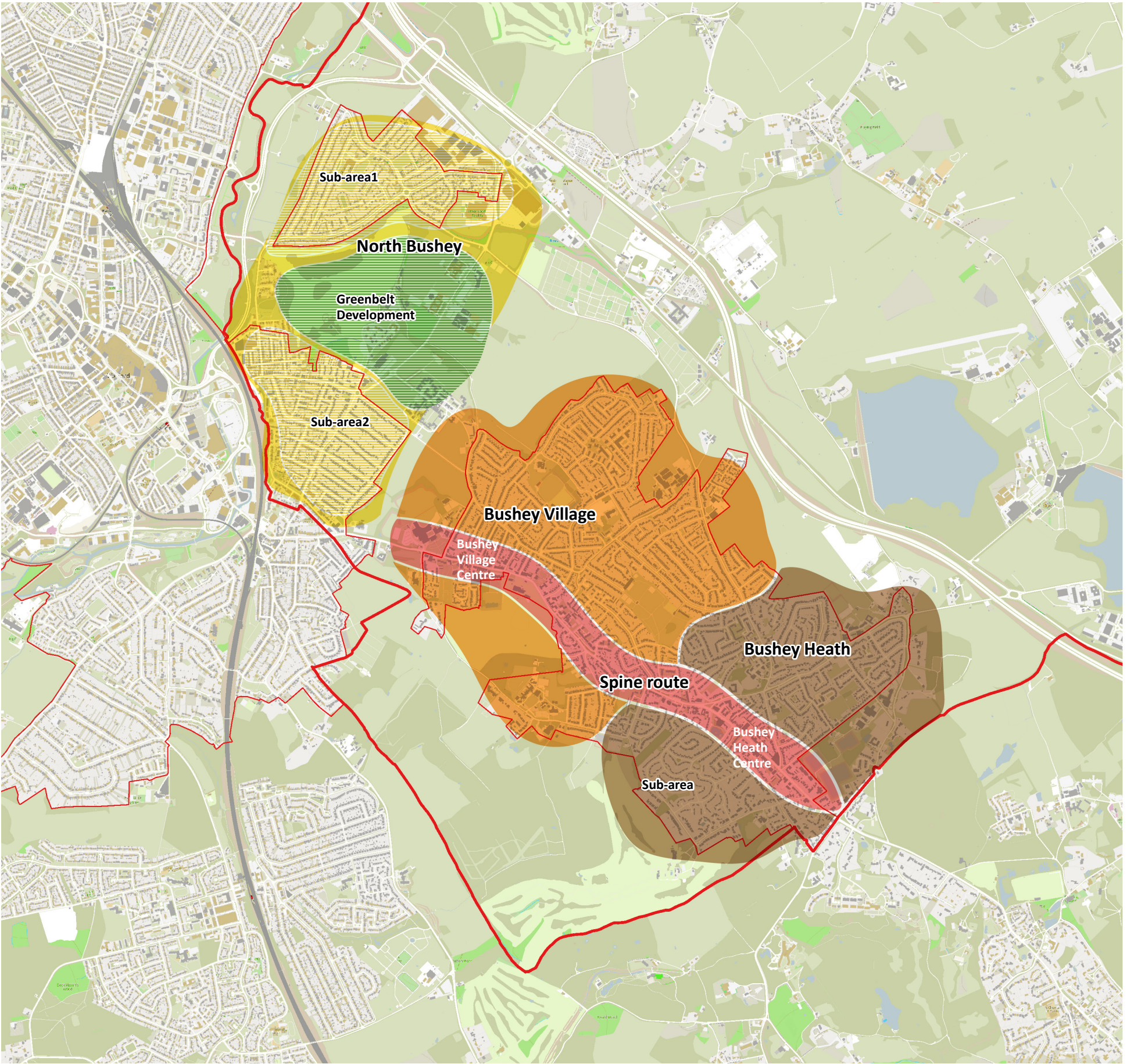
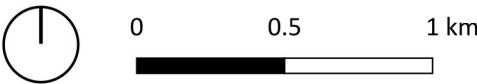
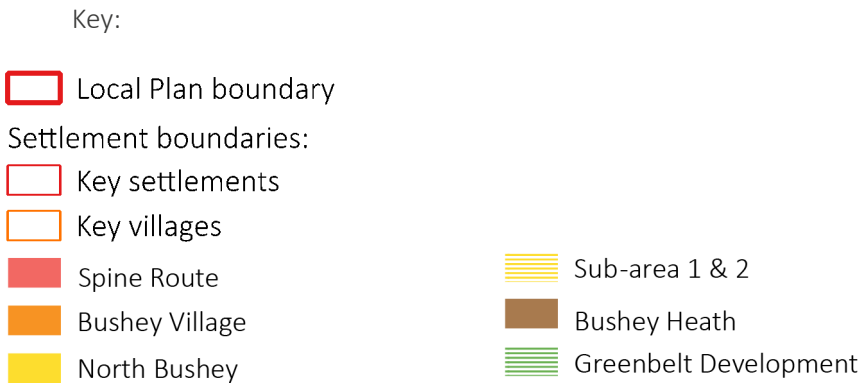
4.4.8. The built environment across Bushey is largely characterised by low-rise family housing, interspersed with local shops, schools, and community amenities. There are some light service and commercial areas, particularly towards the north and east near the M1 corridor, though Bushey itself is not heavily industrial.

4.4.9. Mostly suburban and residential in nature, Bushey’s three broadly recognized neighbourhoods — Bushey Heath, Bushey Village, and North Bushey — each have their own identity and character, although smaller variations exist within them. North Bushey can be divided into three sub-areas, while Bushey Heath and Bushey Village blend together with an unclear boundary. In Bushey Heath, the area south of the High Road also exhibits an individual character as a sub-area. Both neighbourhoods are connected by the High Street/High Road spine, which has a lively and very mixed character of its own.

4.4.10. As shown on the map , Bushey is loosely formed of several character areas:

- Spine route;
- North Bushey;
- Bushey Village;
- Bushey Heath.

Fig 77. Character Area



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Spine route through Bushey Village and Bushey Heath

4.4.11. This route (much of it the A411) is arguably the oldest part of the settlement, a busy main connector and bus route which starts in Watford at the railway station roundabout and heads into Bushey rising up Chalk Hill; becoming London Road just before Bushey Manor Junior School and then changing its name again to become the High Street (at the Falconer Road junction), the beginning of the historic village centre. The High Street continues out of the centre, past the Country Club heading south-west and becomes Sparrows Herne at the War Memorial on the junction with School Lane, consistently rising in height along the route.

4.4.12. The next junction, at the historic St Peter's Church is where the A411 branches off to the east, becoming Elstree Road and the spine route becomes the High Road (A4140) and continues south-west into Bushey Heath village centre, located more or less on the apex of the hill. The High Road continues beyond the centre, heading downhill to leave Bushey and head towards Stanmore.

4.4.13. Apart from its role in connectivity, the main characteristics of this route are first of all that it holds most of Bushey's civic and community assets along its edges- schools, churches and other faith buildings, leisure and recreation activities, civic functions, most of the shops and personal service activities - and secondly that the variety of built form along this route expresses the continuous quality of change which has happened over the last century or so within the wider settlement.

4.4.14. The spine route also carries residential development- ranging from some of the oldest houses in the area in Bushey Village to more recent apartment developments in both Bushey Village and Heath. Most of the higher density residential development in the Bushey area is on or close to the spine route (although there is growth within the greenbelt, as in the following section).

4.4.15. Bushey village centre on the High St section of the spine route is the historic core of the area and includes a small green and duck pond beside St James' Church along with shops, restaurants, services and the local Museum and Art Gallery. The buildings have a variety of frontage relationships to the footpath which, along with the wide range of building ages, styles and materials adds to the charm of this location. There are limited areas of parallel parking on the north side of the street only, due to the narrowness of parts of it, and a large area of Council parking behind the shops to the south on Kemp Place.

4.4.16. By contrast Bushey Heath's village centre is more functional, with a modest appearance, largely dating from the 1960s, with 2 or 3 floors of flats over all retail areas and servicing/parking behind. It is a busy centre and well-provided with essential services as well as having generous pavements in some areas which could accommodate public realm improvements. A few heritage buildings act as anchors within the centre, giving it a sense of identity. Parking is both on-street and within a slip lane on one side of the road, which contributes to a sense of car-domination in the centre.

4.4.17. The spine route ends in the south-east, heading for Stanmore, with some older houses along with large high-end apartment block developments, both older and more recent construction.



Fig 78. The spine route runs through the historical centre of Bushey Village.



Fig 79. The spine route the oldest part of the settlement.



Fig 80. Bushey Heath on the sprine route is more funtional.



Fig 81. The spine route contains most of Bushey's key amenities.



Fig 82. Typical North Bushey street in Sub-area 1



Fig 83. North Bushey along the Greenbelt with Arts & Crafts houses



Fig 84. Street view from North Bushey Sub-area2. The house types are wider in the area.

North Bushey (+ sub-areas)

4.4.18. North Bushey is currently split into 2 main residential areas, separated by a green open space including a golf club. Both of these are largely dominated by detached houses, although from different eras and creating different characters. In addition to this there is expanding development in the greenbelt which is an emerging separate character sub-area.

4.4.19. Sub-Area 1: This is a well-defined, small-ish, semi-triangular area located near the A41/M1 in the north corner of Bushey. It is mostly surrounded by open greenbelt, except to the north-east where an industrial area and large Costco plus parking buffer the housing from the motorways.

4.4.20. This area is almost entirely post-war, 2 storey, semi-detached housing of various styles, with a very small parade of shops in the southern part, a primary school in the centre and other ancillary uses scattered throughout. The layout consists of five very long main routes, with a few smaller cul-de-sac streets opening off these and very few cross links, making the permeability poor. The housing to the edges almost all backs onto the greenbelt land meaning there are few views out into the open green space, although there are some pockets of green within the residential fabric.

4.4.21. Sub-Area 2: The main part of North Bushey blends into Watford along its south-western edges and the railway line delineates its west boundary. This area is separated from Bushey Village to the east by several schools located in the Greenbelt, ensuring a strong green identity. The area is largely residential as for the northern sub-area, however its layout is more orthogonal and more permeable with smaller and more urban blocks than in Sub-area 1, although there are areas of complex cu-de-sacs which will discourage pedestrians.

4.4.22. The range of house types is quite wide, with older interwar houses, larger detached houses close to the green edge, terraced houses and a growing number of blocks of flats, as this location is very well connected to Bushey Station. There is also an enclave of Ats & Crafts houses in the area near Bushey Manor Field.

4.4.23. There are scattered sites of industrial use along the railway line, schools to the edge of the area and a small parade of shops on Bushey Hall Road to the north.

4.4.24. Greenbelt development: The Greenbelt currently separates the various character areas and sub-areas of Bushey, however it already includes areas of development and more of this is emerging in approved planning applications and others under consideration.

4.4.25. As well as facilities for the local community, the Greenbelt includes a number of schools, notably the Purcell School, famous for music and arts teaching. A Jewish cemetery is located on the northern boundary of the settlement, contributing to the area's layered cultural landscape, while several residential developments also sit in this area. The most notable of these is the Royal Connaught Park development, a prominent recent addition on the western fringe. It introduces a distinct, small-scale urban fabric: a gated residential enclave within the former Royal Masonic School for Boys, reusing listed buildings and incorporating new orthogonal blocks arranged around



Fig 85. New houses on a North Bushey street in Sub-area 2.



Fig 86. Schools in the Greenbelt area of North Bushey.



Fig 87. Stunning views at the edge of the Greenbelt.



Fig 88. Royal Connaught Park converted from Royal Masonic School for Boys in the Greenbelt.



Fig 89. Historic centre in Bushey Village facing the Village Pond

formal courtyards. Its layout is more structured and inward-looking than the looser or denser suburban patterns found elsewhere in Bushey.

4.4.26. Set within the Greenbelt, most of Bushey’s historic farms are no longer in active agricultural use, but they still influence the town’s physical form. Surviving farmsteads and former agricultural buildings, such as Merry Hill Farm, Highwood Ash Farmhouse, and Falconer Hall Farmhouse , provide reminders of Bushey’s rural origins. Often situated on the settlement’s edge or within pockets of open land, these sites help soften the transition from built-up areas to surrounding countryside and add to the town’s layered character.

Bushey Village

4.4.27. By contrast, Bushey Village is centred on its compact historic core, where a tighter, walkable urban grain and human scale support a mix of residential typologies, civic buildings, and traditional high street uses. Narrow streets, small plots, and continuous frontages create a sense of enclosure. The important Hubert von Herkomer house, Lululaund, along with Bushey Museum and the Rose Garden, established on the former art school site, highlight Bushey’s late 19th-century artistic connections, while a few Arts & Crafts houses dotted within the village reinforce this historic character.

4.4.28. On its outer edges, the village shifts to a lower density suburban pattern with larger blocks and a range of 20th Century housing. Some streets in the northern areas are less permeable, and buildings are more modest, lacking some of the character found closer to the historic core. A small commercial cluster opposite Little Reddings Primary School provides a local retail function that supplements the village centre.

4.4.29. The wider neighbourhood is organised around two main recreational grounds — Moatfield and King George Recreation Grounds — both within walking distance for most residents. These open spaces comprise mature trees, sports courts, and community gathering areas that reinforce the village’s green and social character.

4.4.30. The southern tip along Merry Hill is home to some exclusive housing and St Margaret’s School.

4.4.31. Bushey Heath

4.4.24. The distinction between Bushey Heath and Bushey Village has become less pronounced following housing development over the century. Once separated by open land, the two areas are now largely continuous, with residential growth filling in the gaps and connecting them along the Spine Route (Sparrow Herne and High Road) and adjacent estates. However, their separate identities may still be notable.

4.4.32. The area contains a mix of housing types, including larger detached houses set within generous plots and leafy streets, as well as mid-20th-century modest housing in some infill parts. The Warren Estate sub-area, with its “traditional English country house” style dwellings around Warren Lake and near St Peter’s Church, gives the area a particularly distinctive character.

4.4.33. On the edge of Bushey Heath, along Heathbourne Road, dwellings occupy even larger plots and are often screened from the street by hedges.



Fig 90. Art and craft-influenced houses in Bushey Village on Finch Lane.



Fig 91. One of the street views in the Bushey Village



Fig 92. Bushey Village has a tighter street grain around its centre.



Fig 93. Bushey Village offers a number of recreation grounds.



Fig 94. Bushey Heath has larger detached houses with heavy streets.



Fig 95. A Bushey Heath street



Fig 96. Bushey Heath Centre has a very functional appearance.



Fig 97. One of Bushey Heath’s streets, built postwar, reflects the area’s varied character.

Building Heights

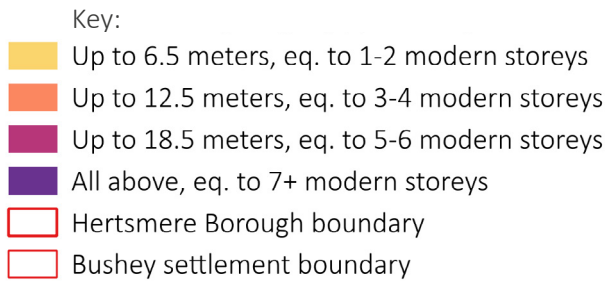
4.4.34. The predominant housing form across Bushey is that of two to three-storey dwellings, ranging in scale from modest to very large, from semi-detached and terraced homes to grand villa-style properties. Clusters of slightly larger houses with wider frontages- often found in the Heath area and round Bushey Manor Fields- reflect the town’s early artistic patronage and English country house influences.

4.4.35. Around the Spine Route and on some larger sites, older and newer apartment blocks (some conversions of large heritage buildings) of 3, 4 and even 5 storeys provide a growing amount of medium-density housing options. Traditional pitched roofs are typical across most houses, while more recent apartment blocks often have flat roofs.

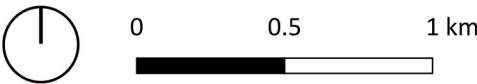
4.4.36. Local landmark buildings, such as local churches and The Royal Connaught Park complex, incorporate taller towers that signal their prominence and civic or cultural function, serving focal points within the area.

4.4.37. A typical low rise, semi-detached neighbourhood achieves only 21 dwellings per hectare (2018), which is not seen as very sustainable as it struggles to support local amenities and viable public transport services, increasing reliance on car movements. However, many areas of Bushey already provide a more mixed typology of residential buildings and this is likely to show an increase in density, particularly around the centres and along the Spine Route. Future development provides an opportunity to enhance density to more sustainable levels, ensuring housing growth is better aligned with community needs and infrastructure capacity.

Fig 98. Building Height



Number of storeys*
*The storey heights are shown as equivalent to a modern storey height (approx. 3m)



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Building Typologies

4.4.38. Bushey contains a variety of residential typologies; however, most are houses — typically terraces, semi-detached, detached, and bungalows.

4.4.39. Around Bushey Village, there are charming, small-scale adjoining buildings, some of which are much earlier constructions, including pre-industrial vernacular and semi-rustic Georgian styles, with commercial uses on the ground floor and a varied roofscape. While some 19th-century houses form a tight-knit urban grain, Arts & Crafts–influenced houses and villas tend to be broader in footprint.

4.4.40. A significant portion of the town comprises post-war semi-detached and terraced housing, built to accommodate the growing numbers of commuters taking advantage of improved train services in the mid-20th century. Much of the town’s social housing—comprising both flats and houses—was also built during this period.

4.4.41. More recent growth has focused on infill opportunities and moderate-density schemes, frequently located near established transport infrastructure along the Spine Route, many arranged as gated developments. There are also a few retrofit schemes within historic buildings, the most significant being Royal Connaught Park and Herkomer Lululand building.

4.4.42. Institutional buildings include single-storey, flat-roofed structures as well as historical purpose-built schools with stronger architectural features. The newly built Grangy Academy extension is a contemporary flat-roofed building with an aluminium finish, offering a clear contrast to the historic campus. Although the material is not traditional, the presence of mature trees around the site edge helps to soften its impact, ensuring it does not appear unduly out of keeping with its surroundings.

4.4.43. Commercial activity on the High Street is primarily accommodated within mixed-use residential buildings, with some additional standalone units such as car service workshops. These create an incoherent frontage and disrupt pedestrian continuity along the High Street, though several of the large footprint premises present opportunities for redevelopment.

4.4.44. On the northern edge, commercial buildings are typically lightweight, clad boxes that contrast with the primarily residential character of the town but are located appropriately adjacent to the motorways. There are no large supermarkets within the Bushey area, which means no large areas of carparking to disrupt the urban grain. However the Costco (Fig 117) sits on the northern edge of North Bushey and Watford is very close to the south west side of Bushey with a large Tesco and a wide range of other retail opportunities in Watford’s town centre.



Fig 99. The earlier cottage was built in 1853.



Fig 100. Terraced houses



Fig 101. Post-war terraced houses



Fig 102. Semi-detached houses



Fig 103. Semi-detached houses with hip roof



Fig 104. Post-war semi



Fig 105. A charming street with various types of houses.

Housing types:

- Detached houses- medium, all ages- 2 and 3 storeys
- Semis and terraces- throughout 20th century
- Flatted blocks- council/RSL, modern
- Flats over retail- limited, mostly along Spine Route

Retail types:

- High Street and small parade
- Edge retail park on north edge

Other:

4.4.45. Leisure and Cultural- library, faith buildings, schools- old and new (new academy), sports, theatre



Fig 106. Arts and Crafts-style detached houses



Fig 107. Detached house



Fig 108. Post-war bungalow



Fig 109. Contemporary house



Fig 110. Flats converted from historical buildings.



Fig 111. Post-war flats



Fig 112. Modern flats



Fig 113. Flats over retails



Fig 114. A former school conversion.



Fig 115. New school building



Fig 116. Faith building



Fig 117. Box style retail

Street Character

- 4.4.46. Street character in Bushey is shaped by the buildings and landscape that line each route and the overall sense of enclosure these create.
- 4.4.47. The street hierarchy ranges from major through-roads, typically double lanes carrying buses with carriageways 6–9 metres wide, to narrower sections at the Park Road on Bushey Village High Street, which help calm traffic on the east side. Some neighbourhood streets and cul-de-sacs, serving primarily residential areas, are narrower still and accommodate lower traffic volumes.
- 4.4.48. Although most neighbourhood streets are two way and relatively similar in width, their sense of enclosure varies considerably depending on building setback, building types and the presence of street trees or front gardens. Streets with narrower building distances or mature tree planting tend to feel more intimate, attractive, and “place-like,” rather than serving solely as functional routes for vehicular access.
- 4.4.49. Cul-de-sacs in Bushey largely stem from post-war development. Shorter examples provide a quieter, more sheltered neighbourhood character, whereas longer cul-de-sacs are often poorly connected and reduce permeability for pedestrians, however these are quieter streets which can appeal to residents for this reason.
- 4.4.50. Footpaths are generally provided along most streets, with widths ranging from generous to narrow. The streets create a fairly continuous network with some additional footpaths providing shortcuts that improve connectivity to support pedestrian movement, particularly at cul-de-sacs, although the overall block structure remains highly car-oriented.
- 4.4.51. Cut-through footpaths are often long and poorly overlooked, creating areas that may feel unsafe and vulnerable to anti-social behaviour. Future development should avoid this pattern where possible, while opportunities to improve the safety and integration of existing paths could be considered as part of further infill proposals..



Fig 118. Bushey Village High Street



Fig 119. Trees play an important role in adding charm to the street by creating a sense of enclosure.



Fig 120. By comparison, this street has no trees and appears wider and more monotonic.



Fig 121. A long street with poor connectivity.



Fig 122. A shorter street with a more human scale.



Fig 123. An overlooked footpath that feels unsafe

Public Realm

4.4.52. Bushey’s public realm can be broadly grouped into three categories: its Spine Route including the two high streets, other access streets, open green spaces and squares, and the surrounding Greenbelt.

4.4.53. The Bushey Village High Street forms the traditional town centre, extending west toward St James’s Church, with the village green in front, and east to Bushey Rose Garden. Approximately 250 m long, it incorporates key nodes such as the junctions with Rudolph Road and Melbourne Road. Though modest in scale and formed of a slightly looser urban grain, the centre retains a strong village character, shaped by a mix of older buildings and modern infill.

4.4.54. The layout of the High Street includes subtle curves and shifts in alignment, characteristic of older settlements that evolved before the adoption of planning frameworks. Key landmark buildings punctuate the townscape and contribute significantly to its sense of place. St James’s Church, with its prominent tower, stands as a focal point at the western end of the High Street, while the former Police Station, now part of the Bushey Museum complex, adds to the civic presence of the area.

4.4.55. The public realm is enriched by the formal Arts and Crafts style Bushey Rose Garden (designed by Thomas Mawson), cobbled paths, period lighting, mature street trees, and traditional shop signage, all contributing to a small-scale, heritage-driven atmosphere. , However, the quality of the public realm materials and spaces is uneven. Pavements are patchy in places, particularly at the junction with Rudolph Road leading to the museum, with varied surface treatments and some visual clutter from signage and street furniture. The High Street also serves as a busy through-route for vehicles, with limited pedestrian priority and frequently narrowed footpaths, which detract from the overall walkability and sense of place.



Fig 124. Bushey Village High Street



Fig 125. The Village Green & Pond



Fig 126. Bushey Rose Garden



Fig 127. St James's Church and Churchyard



Fig 128. The High Street has some patchy pavements and street furniture, which could be improved in the future.

4.4.56. In Bushey Heath, the 150m village centre generally occupies the ground floor of linear, 1960s apartment blocks located south of St Peter’s Church. These buildings are less refined architecturally, with plain façades and limited detailing, and the public realm feels relatively austere. Nevertheless, the area retains a certain vibrancy through its local shops and street activity and the large amount of open space (footpaths and slip lane parking areas) offer good opportunities for public realm improvements. The contrast in quality between the two centres highlights variations in destination character.

4.4.57. The Photos to the right provide a visual reference for the Bushey Heath village centre, illustrating its simpler, utilitarian appearance compared to the historic core. Both centres generally maintain active frontages, though spatial gaps and underused plots are also present. These discontinuities offer opportunities for enhancement, particularly when considering the redevelopment of sites along the high street.

4.4.58. Bushey’s open spaces and adjacent Greenbelt also form the landscape character. This is defined by its semi-rural setting and generally strong relationship with the surrounding fields, which frames the town and reinforces its suburban edges. The area includes a variety of open spaces—from formal civic greens like the Village Green and Bushey Rose Garden, to recreational ground such as Moatfield Park and King George Recreation Park, as well as informal woodland belts and agricultural fields, particularly toward the south and west. Mature street trees, hedgerows, and generous private gardens contribute to a leafy residential character across much of the town, especially in Bushey Heath.

4.4.59. The undulating topography, with higher ground at Bushey Heath, allows for excellent long views towards the north, to London and to the Chilterns. Green corridors and tree belts, especially along the Avenue and Watford Bypass, soften the impact of major infrastructure and help maintain a gradual transition between built form and countryside. Of particular note is Merry Hill at the southern tip of the town, covering around 100 hectares of woodland, meadow, and ponds, providing an exceptional natural environment for recreation and enjoyment. Photos: Recreation ground, The Avenue

4.4.60. Together, these elements give Bushey a distinct blend of urban greenery, village-scale open space, and rural edges. Mature street trees, green buffers and historic features like the Bushey Rose Garden. New development should retain existing trees and hedgerows where possible and incorporate native planting to screen built form, soften settlement edges, and enhance pedestrian priority, thereby improving walkability and sense of place.



Fig 129. Bushey Heath high street



Fig 130. The avenue is lined with trees, offering beautiful views.



Fig 131. Churchyard



Fig 132. Street hedge



Fig 133. Bushey Manor Field



Fig 134. Greens with mature trees

Recreation and Leisure Facilities

4.4.61. Recreation and leisure facilities include a wide range of places and spaces for relaxation and wellbeing. In Bushey, this encompasses parks and gardens, sports and leisure facilities, and outdoor amenities.

4.4.62. In Bushey Village, key multifunctional parks include Moatfield Park, King George Recreation Ground, and Bushey Manor Fields, which accommodate children’s play, casual sport, and community events. Smaller green pockets and play areas are scattered across neighbourhoods, though quality varies. The Grade II-listed Bushey Rose Garden, designed by Thomas Hayton Mawson on the site of the former Herkomer Art School, retains strong cultural and recreational significance. It regularly hosts music concerts, children’s activities, and meditation classes, while also serving as a tranquil public space for daily enjoyment.

4.4.63. Bushey Heath, by contrast, has relatively fewer accessible green and play spaces, and some existing facilities feel dated. Key parks include Warren Lake and Windmill Park. Future improvements could focus on enhancing provision, improving connections, and encouraging multifunctional use to strengthen the recreational offer.

4.4.64. In North Bushey, local recreational grounds such as Fisher’s Field and Millbrook are relatively small. However, due to its close proximity to Watford, residents also have access to several larger parks nearby, even though they are outside Bushey. These include Radlett Road Playing Fields, Knutsford Playing Fields, Waterfields Recreation Ground, and Oxhey Green Park.

4.4.65. The town is also served by football and cricket pitches, tennis courts, and school playing fields. Indoor recreation is provided by Bushey Grove Leisure Centre (opened in 2001) and a large gym in North Bushey, offering swimming, gym, and fitness facilities, and acting as the main hub for organised sport.

4.4.66. Bushey’s Green Belt setting further enhances recreational opportunities, offering walking routes and open landscapes such as Merry Hill and Attenborough Fields. Mature street trees and small play areas add to the local network.



Fig 135. Bushey Manor Fields



Fig 136. Open field next to The Avenue



Fig 137. Fun Fair at King George Recreation Ground



Fig 138. The recreational ground hosts temporary events throughout the year.



Fig 139. People enjoy spending time in the garden. Fig 140. Bushey Rose Garden



Fig 141. Bushey Grove Leisure Centre

Edge Conditions

4.4.67. Overall, Bushey retains a sense of being a “settlement within landscape,” with edges that are still legible and protective of the town’s identity. However, post-war suburban growth has blurred some boundaries, particularly along the western side where North Bushey merges into Watford’s Oxhey, and between Bushey Village and Bushey Heath, which now read as a continuous settlement. The Greenbelt continues to play a crucial role in containing sprawl and maintaining contrast with the surrounding countryside.

4.4.68. While Bushey’s edges are physically defined by the Greenbelt, there is a variation in the urban relationship to the open space depending on whether houses back directly onto fields or overlook from the front- with a street connection providing the edge. For instance the northern sub-area of North Bushey is almost entirely edged with back gardens of houses. Along with the very long unbroken streets in this area, this means that there is almost no public view from within the suburb out to its surrounding green space, except on the road leading away to the east Bushey Mill Lane where the house frontages look into a highly dense area of woodland. In addition, this arrangement, while providing some attractive long views from private rear gardens, also exposes these to potential access which may present security risks despite Bushey’s relatively low crime levels.

4.4.69. By contrast, the other Bushey settlements include a mix of both rear garden edges and public-facing frontages overlooking the Greenbelt fields, for instance along The Avenue and Grange Road in the southern sub-area of North Bushey and along Little Bushey Lane in Bushey Village.

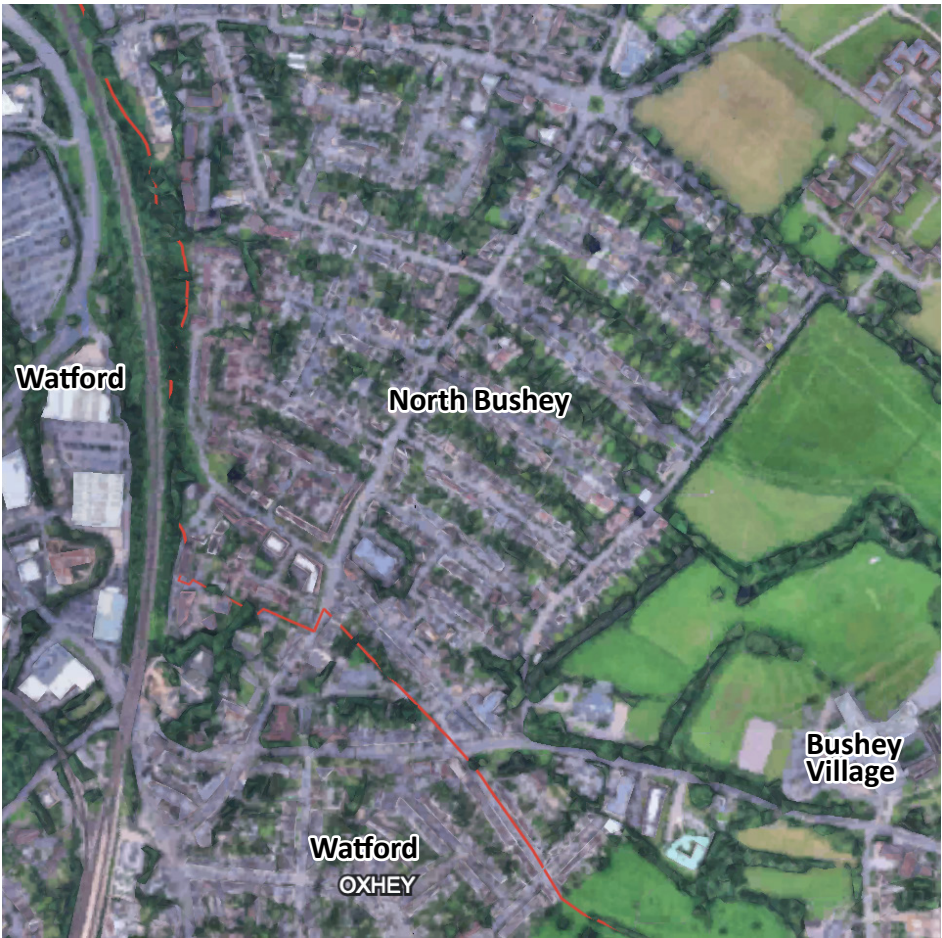


Fig 142. North Bushey merges into Watford’s Oxhey



Fig 143. North Bushey emtore;u edged with back gardens



Fig 144. On the edge of North Bushey, however, the Greenbelt is not visible from the street.



Fig 145. A more legible edge, with housing facing onto the green.



Fig 146. Streets provide clear boundaries to the Greenbelt.

Materiality

4.4.70. The traditional materials used in older parts of Bushey are generally white render and red brick combined with clay-tiled roofing, vertical tile hanging, and occasional half-timber detailing, particularly along Bushey Village High Street. Other tones of brick are used in more recent housing, with the yellow London Stock relatively common. In designated conservation areas such as Bushey Heath and the historic village core, Victorian and Edwardian detailing has been retained.

4.4.71. Local landmark buildings include the Grade II-listed St James’s Church and Royal Connaught Park. St James is notable for its flint stone walls and stone-masonry features, while the Royal Connaught Park complex, built in the late 19th century, is a grand red-brick building with elaborate detailing.

4.4.72. Arts & Crafts influences are visible in decorative brickwork, patterned tiling, and leaded or timber-framed windows, as well as sweeping roofs, rendered walls, and curved bay windows, particularly around Bushey Village.



Fig 148. White render and red tiled roof



Fig 152. Brickwork



Fig 153. Flint stone wall



Fig 149. Red brick is widely used



Fig 150. Timber weatherboard



Fig 151. Mock half-timbered structure



Fig 154. Bay window detail



Fig 155. Artwork on a church

Views

4.4.73. While there are no formally designated view corridors, certain visual relationships are clearly valued in local planning and conservation work. The Bushey High Street and Melbourne Road Conservation Area Appraisal and The Lake Bushey Heath Conservation Area emphasises the importance of maintaining historic character and townscape quality, which implicitly includes protecting key sightlines within the historic core. The views along the south side of Merry Hill are also striking, although they are unlikely to impose significant constraints on the contained developed site nearby. Another area with notable visual interest is the tree-lined street on The Avenue, which provides a framed view with the former Royal Masonic School for Boys serving as a background feature.

4.4.74. Beyond the historic core, Bushey sits on elevated land relative to much of the surrounding area, with topography sloping down toward neighbouring settlements. This creates long-distance views, such as those from the Spine Route at Sparrows Herne, where expansive sightlines extend toward Watford (Fig 156).

4.4.75. Local residents have emphasized the importance of preserving attractive landscape vistas, reflecting wider recognition of the role that open views play in the town’s identity. Future developments should aim not only to protect these valued views but also to enhance them, contributing positively to the local townscape.



Fig 156. A long view from the spine route, where the topography is high.



Fig 157. The attractive historic heart of Bushey Village.



Fig 158. The Avenue is a tree-lined street with a distinctive character.

Townscape -Key Findings

4.4.76. Surrounded by Green Belt and open spaces, Bushey is a suburban town with a strong sense of community and a rich artistic heritage. The Spine route, the main bus corridor linking the two village centres and a series of cultural and faith buildings, has supported higher-density housing along its length. Bushey's topography offers outward views over the surrounding areas, with several valued viewpoints within the village core and along the Green Belt edges. Many historic buildings are unique and charming, with architectural details that reflect the village's human scale.

Issues

- Bushey Village Centre: There are gaps along the High Street frontage, and some surfaces appear worn or uneven. Traffic is heavy and fast-moving, while parking is inconsistently organized, limiting pedestrian comfort and visual coherence.
- Bushey Heath Village Centre: Streets often feel dominated by hard, concrete-like surfaces and heavy through traffic. Post-war cul-de-sac layouts create long pedestrian routes that are poorly overlooked by nearby homes, reducing passive surveillance and creating potential safety concerns.
- While some streets are attractive, lined with mature trees, many are dominated by cars and have grey, solid surfaces.
- Green Belt and Development Pressures: While the Green Belt currently separates Bushey's distinct character areas, parts of it already contain development, with more emerging through approved or pending planning applications.

Opportunities

- Bushey Village Centre: Potential exists to infill gaps along frontages, improve street surfaces and furniture, and introduce traffic-calming measures to enhance the pedestrian experience.
- Bushey Heath Village Centre: Public realm improvements, including landscaping and traffic calming, could strengthen streetscape quality and safety.
- Spine Route: The corridor has capacity for moderate, higher-density sustainable development.
- Sustainable Movement: There is potential to develop more structured cycling and pedestrian routes to provide safe and efficient alternative transport options within the town and to surrounding areas.
- Greenspace and Landscape: Mature trees and sensitive landscaping can reinforce Bushey's character.
- Underused Sites: Prioritize brownfield site developments to maximize capacity. Some car parks or service sheds could be redeveloped as strategic brownfield sites, helping to meet housing demand while enhancing the town's spatial quality.



4.5 Heritage

Designated Assets

4.5.1. Bushey has a wealth of designated heritage assets in the form of listed buildings – especially in Bushey village where more than 30 of the buildings are statutorily listed including at least two at Grade II*. Elsewhere, listed buildings are more scattered and largely along the main frontages.

4.5.2. There are around a dozen more listed buildings outside any conservation areas between Bushey and Bushey Heath and at Merry Hill and many more locally listed buildings. These include Lululaund, a fragment of large house completed 1894 for Sir Hubert von Herkomer and listed at Grade II*. Images of these sites can be found on page 73.

4.5.3. Additionally, Bushey Heath has four listed structures. In North Bushey there are listed properties including Voysey’s important Tilehurst and another Arts & Crafts house, Avalon.

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

Conservation Areas

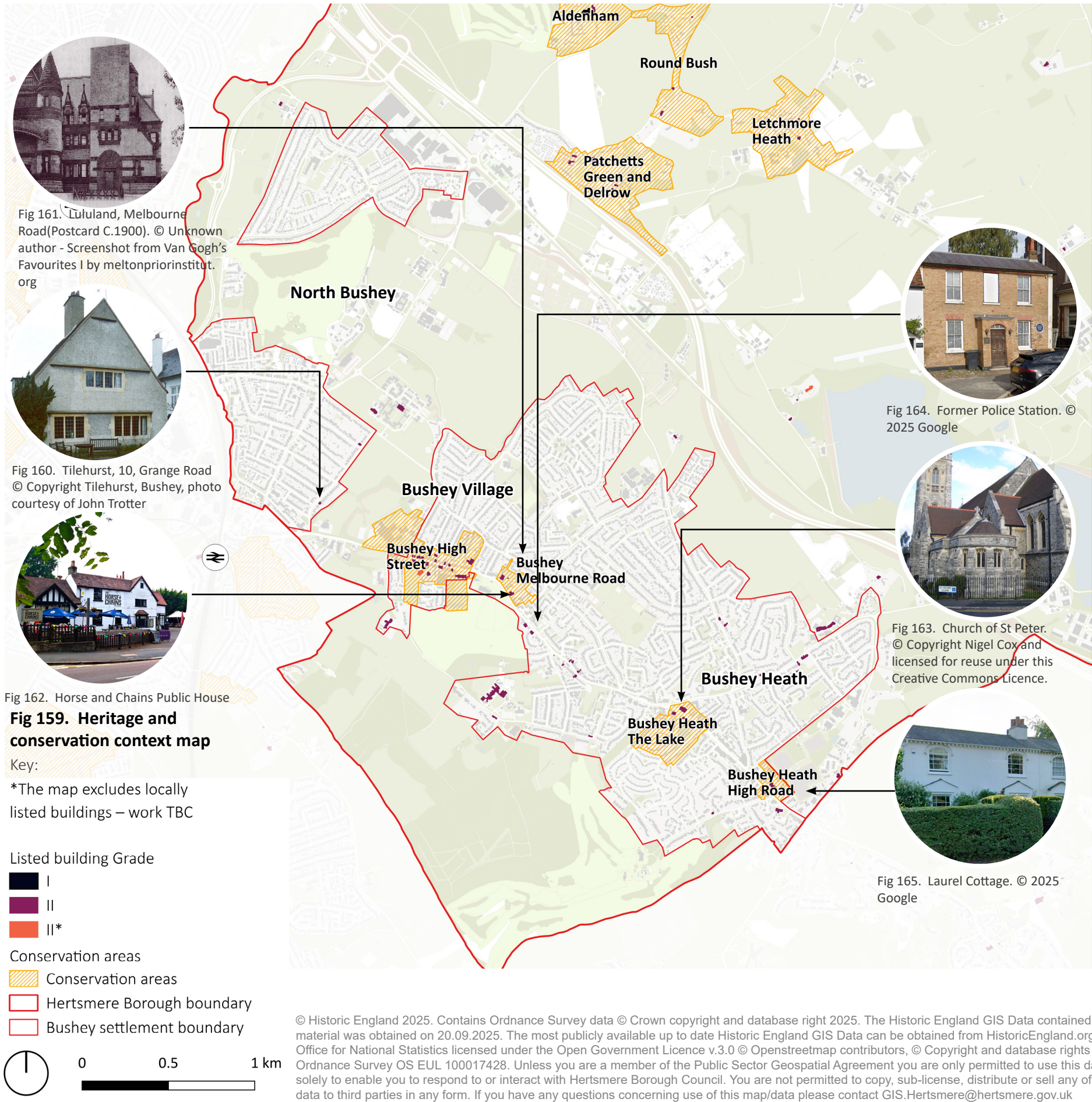
4.5.5. A priority task is to re-examine the conservation area boundaries and appraisals in North Bushey, Bushey Village, Sparrows Herne and Bushey Heath.

4.5.6. The Bushey High Street Conservation Area was first designated in 1978. It has had its boundaries extended and adjusted a number of times since. The accompanying 2008 conservation area appraisal is extensive and deep analysis of character but is relatively light in its management and design and advice and could be supplemented by more detailed design and management guidance. The Melbourne Road section was later separated off as a separate conservation area.

4.5.7. Bushey Heath High Road Conservation Area was designated in 1990 and covers a small section of the High Street. The analysis is again extensive but the management and design guidance weak. The area is somewhat fragmented with various negative interventions which also represent opportunities for further enhancement.

4.5.8. Additionally, The Lake, Bushey Heath Conservation was designated in 1998 to cover the Warren Estate adjacent to Bushey Heath High Street and an Article 4 was put in place for the estate. There is a separate design guidance SPD for the houses. The result is some confusion as to what is designated and why that would benefit from further study – including on the correct name for the conservation area and its identity. It may be that the Warren Estate should be separately designated.

4.5.9. The 2013 Appraisal (marked as a draft and unclear if adopted) also states that: Sparrows Herne, an area north of the High Road Conservation Area towards Bushey was considered for addition to this Conservation Area Appraisal. It was concluded, however, that Sparrows Herne lies too far outside the boundary to merit inclusion in this case. Instead, a more detailed assessment of Sparrows Herne has been undertaken separately. The outcome of this separate assessment is unknown but the present study suggests that it be revisited.



Non-Designated Assets – Local Listings

4.5.10. Hertsmere as a comprehensive local list with well over 100 entries for Bushey Village and North Bushey alone and more again for Bushey Heath and the areas between the settlements. Some of these entries cover multiple properties. This amounts to an enormous list which is set out in brief here. Again, where there are substantial clusters of local listings outside Conservation Area protection these should be reviewed to potentially enhance protections.

Aldenham Road

- 92 Aldenham Road, Bushey
- 92a Aldenham Road, Bushey
- Kelmscott, 103 Aldenham Road, Bushey
- 105 & 107 Aldenham Road, Bushey
- Lavender Lodge, 106a Aldenham Road, Bushey
- 109 & Brooklyn 111, Aldenham Road, Bushey
- Silverdale & Belmont, 115 & 117 Aldenham Road, Bushey
- 119 Aldenham Road & 5 James Close, Bushey
- Richmond House, 124 Aldenham Road, Bushey
- 126 Aldenham Road, Bushey
- The Moorings, Aldenham Road, Bushey
- Main School Block, Purcell School, Aldenham Road, Bushey
- Headmaster’s House, Purcell School, Aldenham Road, Bushey
- West Lodge, Purcell School, Aldenham Road, Bushey
- Art and Practice Rooms, Purcell School, Aldenham Road, Bushey
- Oxhey District Boundary Marker No. 4 by 61, Aldenham Road, Bushey
- 1a Beechcroft Road, Bushey

Belmont Road

- 32 Belmont Road, Bushey
- The Dolls House, 34 Belmont Road, Bushey
- 36 & 38 Belmont Road, Bushey
- Country House Garden, 46 Belmont Road, Bushey
- Pill Box, Berry Grove Lane, Bushey

Bournehall Road

- King Stag Public House, Bournehall Road, Bushey
- Bourne Hall Cottage & Tynecote, Bournehall Road, Bushey

Bushey Grove Road

- Went House, 105 Bushey Grove Road, Bushey
- 80 A, B and C Bushey Grove Road, Bushey
- 50 Bushey Grove Road, Bushey
- 56 Bushey Grove Road, Bushey
- Wall and piers at entrance to Bushey Hall Park, Bushey Hall Road
- St Paul’s Church, Bushey Hall Road, Bushey
- Abbeyfield, Bushey Hall Road, Bushey
- 35 Bushey Hall Road, Bushey

Bushey Mill Lane

- Holy Trinity Church, Bushey Mill Lane, Bushey
- 2, 3 & 4 Cow Lane, Bushey , Falconer Road
- The Gate Piers and Wall, Falconer School, Falconer Road, Bushey
- East Lodge, Falconer School, Falconer Road, Bushey
- Main Building, Falconer School, Falconer Road, Bushey
- Dining Hall, Kitchen, Offices and Flats, Falconer School, Falconer Road, Bushey
- The Chimneys, Falconer School, Falconer Road, Bushey
- Coffee House & Outbuildings, Falconer School, Falconer Road, Bushey

- Youth & Community Centre, Falconer Road, Bushey 201/07 Falconer Hall, Falconer Road, Bushey
- 1-9 Grove Cottages, Falconer Road, wwFinch Lane
- 1 Finch Lane, Bushey
- Turrets, 11 Finch Lane, Bushey
- 13 Finch Lane, Bushey

Grange Road

- McKenzie, 2 Grange Road, Bushey
- The Sheiling, 4 Grange Road, Bushey
- East View & West View, 6 & 8 Grange Road, Bushey
- 9 Grange Road, Bushey
- 11 Grange Road, Bushey
- 12 & 14 Grange Road, Bushey
- Landsdowne & Inwood, 25 & 25a Grange Road, Bushey
- 27 Grange Road, Bushey
- 29 Grange Road, Bushey

Hayden Hill Pond

- Oxhey District Boundary No. 2 near footbridge, Hayden Hill Pond, off Merry Hill Road, Bushey
- Tangelin, 5 Heathfield Road, Bushey

Herkomer Road

- Reveley Cottages, 6, 7, 8, 9 & 10 Herkomer Road, Bushey
- The Pound, Herkomer Road, Bushey
- 27 Herkomer Road, Bushey
- Bourne Place, 101 Herkomer Road, Bushey

High Street

- Church of the Sacred Heart, High Street, Bushey
- 2 High Street, Bushey
- Bushey Conservative Club and attached rear outbuilding, 7 High Street, Bushey
- 25 High Street, Bushey
- Delano’s, 27 High Street, Bushey
- 28 High Street, Bushey
- 30 High Street, Bushey
- 31, 33 & 33a High Street, Bushey
- 37 High Street, Bushey
- 39, 41, 43, 45 & 47 High Street, Bushey
- The Red Lion Public House, 52 & 54 High Street, Bushey
- Outbuilding to The Red Lion Public House, 52 & 54, High Street, Bushey
- 61 & 61a Flint Cottage, High Street, Bushey
- The Red House, 72, 74, 76 & 78 High Street, Bushey
- 128 High Street, Bushey
- Herkomer House, 156 & 158 High Street, Bushey
- Bushey Sorting Office, High Street, Bushey,
- 1-9 (odd) Hillside Road,
- Lincoln Field, off Bushey Hall Drive
- Military Museum, three Nissen huts, including Bob Williams Building, former Post Office (Building 19), Military Museum (Watford Silver Band), Nissen hut (Building 18), village hall/school plus covered walkway (Building 16)

London Road

- Bushey Academy-new building, London Road, Oxhey District Boundary Marker No. 3 by garage, London Road/Vale Road, Bushey

Melbourne Road

- 8 & 20 Melbourne Road, Bushey
- 22 & 24 Melbourne Road, Bushey

Merry Hill Road

- Hillside Studios, Merry Hill Road, Bushey
- Merry Hill Farmhouse and attached farm buildings, Merry Hill Road, Bushey

- Main Building (Merry Hill House), St Margaret’s School, Merry Hill Road, Bushey
- Former Stables (NW of Merry Hill House), St Margaret’s School, Merry Hill Road, Bushey
- Former House (Hillbrow), St Margaret’s School, Merry Hill Road, Bushey
- Ryan’s Cottage 146 & 148, and 150 Merry Hill Road, Bushey

Sparrows Herne

- 1b Sparrows Herne, Bushey
- 1 & 3 Sparrows Herne, Bushey
- 8 Sparrows Herne, Bushey
- 10 & 10a (Ascot Lodge) Sparrows Herne, Bushey
- Library, Sparrows Herne, Bushey
- Former wall of Claybury House, off Sparrows Herne, Bushey
- Springhole, Sparrows Herne, Bushey

School Lane

- Year 6 classrooms, Ashfield School, School Lane, Ashfield School House, 14 School Lane, Bushey
- Merry Hill Infant School, School Lane, Bushey
- Merry Hill Cottage, School Lane, Bushey

Park Road

- 1, 2, 3, 4 & 5 Reveley Cottages, Park Road, Bushey
- The Old Bakery, Park Road, Bushey
- The Swan, 25 Park Road, Bushey

Rudolph Road

- Bushey Museum, Rudolph Road, Bushey
- Outbuilding at Bushey Museum, Rudolph Road, Bushey

The Avenue

- Broadstone & Clovelley, The Avenue, Bushey
- Cedars, The Avenue, Bushey
- Oaklands, The Avenue, Bushey
- Danehurst, The Avenue, Bushey
- Bourne Cottage, The Avenue, Bushey
- Moorfield, The Avenue, Bushey
- 1 Royston, 2 Royston & 3 Royston, The Avenue, Bushey
- Flats 1, 2 & 3 York Lodge, The Avenue, Bushey

Vernon Road

- 18, 20, 22 & 24 Vernon Road, Bushey

Woodlands Road

- Palafitte, 4 Woodlands Road, Bushey
- The Orchard, 21 Woodlands Road, Bushey
- Caldecote Cottage, Caldecote Lane, Bushey Heath
- Barbary Cottage, California Lane, Bushey Heath

Clay Lane

- Three Valleys Water, Clay Lane, Bushey Heath

Elstree Road

- 55-67 (odd) Elstree Road, Bushey Heath
- 66- 80 (even) Elstree Road, Bushey Heath
- 64 Elstree Road, Bushey Heath
- Roadside Pump, Elstree Road, Bushey Heath

Hartsbourne Avenue

- Clubhouse and Staff Accomodation, Hartsbourne Country Club, Hartsbourne

Avenue, Bushey Heath

- Old Heathbourne House, Heathbourne Road, Bushey Heath

High Road

- St Peter’s Hall, High Road, Bushey Heath
- 66-70 High Road, Bushey Heath
- 156 High Road (the Old Sweet Shop), Bushey Heath
- 160 High Road, Bushey Heath
- 162 High Road, Bushey Heath
- 168 High Road, Bushey Heath

Little Bushey Lane

- Sparrows Herne House, Little Bushey Lane, Bushey Heath

Prowse Avenue

- Great Oak, 15 Prowse Avenue, Bushey Heath
- 19 Prowse Avenue, Bushey Heath

The Rutts

- 1 and 3 The Wintons, The Rutts, Bushey Heath
- Bushey Heath Infant School, The Rutts, Bushey Heath
- Ebor Cottage and 9 The Rutts, Bushey Heath
- Powis Court, The Rutts, Bushey Heath

Heritage – Key Findings

- While Bushey Village is a coherent historic village with buildings in reasonable to good condition and protected to a degree by many listings and its conservation area, Bushey Heath is more varied with heritage assets mixed with later developments such as blocks of flats and shopping parades. Only a small part of the historic fabric included in the latter conservation area that, unusually, seems predicted more on protecting the Lake and Warren Estate area. The post war Warren Estate even has its own SPD design guide for changes in the small enclave. It is not clear what drove this decision but it may have been the desires of local residents. The boundaries around the conservation areas have been changed repeatedly and unsatisfactorily.
- A consequence of this focus in efforts means that large areas of Bushey that would appear to amply justify inclusion in conservation areas with a number of listed buildings, local listings and other unrecognised heritage assets have not been designated.
- This includes the elaborate Arts & Crafts villas of North Bushey. The area has many dozen local listings including those covering Arts & Crafts houses in North Bushey. However, the protections offered by locally listed status outside conservation areas are limited.
- Secondly, the area between Bushey Village and Bushey Heath – particularly along Sparrows Herne and to its west around School Lane and towards Merry Hill which include historic properties from various periods, a semi-rural morphology and large open spaces such as Merry Hills woods. These areas should be a priority for study to see if designation is justified.
- This is particularly important within the context of development pressure in a desirable residential area. This includes the site allocation covering the car park and nearby structures of Bushey Golf and Country Club. While there may well be opportunities for enhancement here where the parkland is degraded, the proposals would need to be of the highest quality and to take account of the setting of the separate settlements and the importance of maintaining separation and preserving important views between Bushey and Bushey Heath. A Site Allocation brief should reflect these sensitivities.
- Elsewhere in the area, developments are likely to be either small sensitive infills or larger schemes on the edges of the built-up zones.
- Approximate boundaries for conservation area designation study exercise have been indicated and this merits further work beyond this scope.



Fig 166. St James' Church, Grade II*, restored by Sir George Gilbert Scott in 1871, features a 15th-century tower and an earlier chancel dating to the 13th century.



Fig 169. 3 structures in Rose Garden, Grade II



Fig 170. A cluster of Grade II listed cottages



Fig 167. Fragment of Lululaund, Grade II*, completed 1894 for Sir Hubert von Herkomer, with elevations designed by H.H.Richardson.



Fig 168. Former Royal Masonic School for Boys, Grade II



Fig 171. Burshey House, Grade II

4.6 Landscape

Landscape Typology

- 4.6.1. Bushey’s landscape is characterised by a blend of open green spaces, natural areas, and sports fields, all contributing to the town’s recreational and environmental quality. Key green spaces include Windmill Park, Merry Hill Trust Field, and Paddock Recreation Ground, while natural areas like Margaret’s Wood and Sherwood’s Woodland offer important wildlife habitats.
- 4.6.2. The green belt surrounding Bushey is essential in preserving its rural character, with significant areas such as Bushy Heath Local Nature Reserve and Field Nature Reserve providing important ecological functions.
- 4.6.3. The peri-urban landscape forms an integral part of this green belt, including agricultural land and local wildlife sites, which help maintain the town’s balance between urban growth and environmental conservation.
- 4.6.4. The railway to the west has played a key role in limiting urban expansion, further protecting these valuable green spaces.

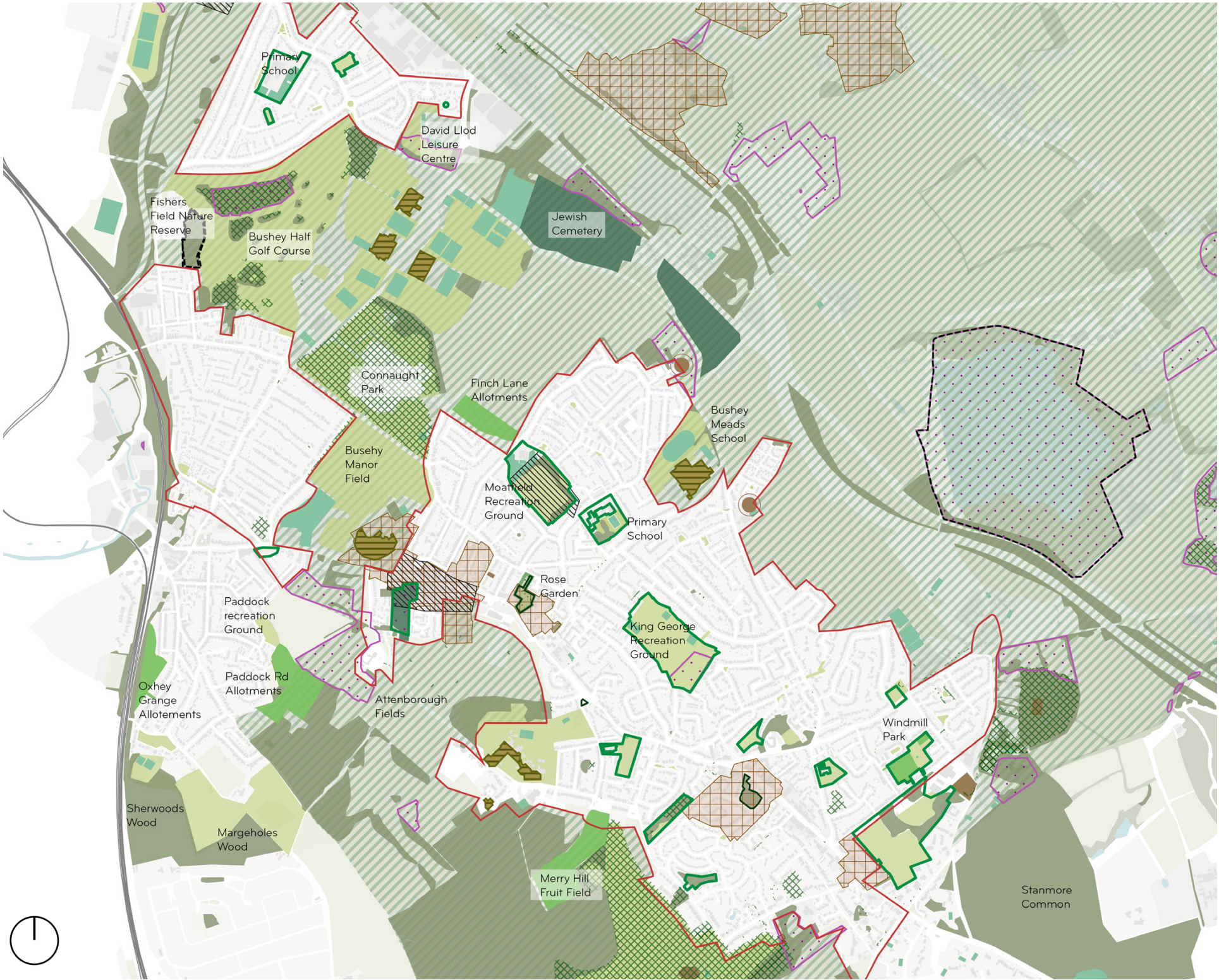


Fig 172. Landscape map



Blue-Green Infrastructure

- 4.6.5. The Blue-Green Infrastructure map of Bushey highlights the role of watercourses like the River Colne and Hillfield Brook in shaping the town’s hydrology and landscape.
- 4.6.6. These water features influence the layout of green spaces such as Windmill Park and Paddock Recreation Ground, which help with natural drainage and offer recreational opportunities.
- 4.6.7. Flood risk is linked to soil types, with areas of poor drainage and high groundwater levels being more susceptible to flooding.
- 4.6.8. Soils like slightly acid loamy and clayey soils and floodplain soils retain water, increasing flood risks, while freely draining loamy soils help reduce flooding.
- 4.6.9. The natural contours shaped by these watercourses also impact drainage patterns and the overall urban landscape.

Landscape – Key Findings

4.6.10. Bushey is surrounded by Green Belt, which helps preserve its rural character and supports local biodiversity. Parks and recreation grounds are compact and generally within walkable distances, providing accessible green space for residents.

Issues

- Sparse formal public spaces and limited civic squares.
- Clayey, poorly drained soils and areas of groundwater create local flood risk.
- Car-oriented access limits walkability.
- Public spaces lack connectivity and cohesion.

Opportunities:

- Use watercourses to create blue-green corridors for recreation and flood mitigation.
- Reclaim parking-dominated spaces for multifunctional public use.
- Strengthen pedestrian links and widen pavements to improve walkability and safety.

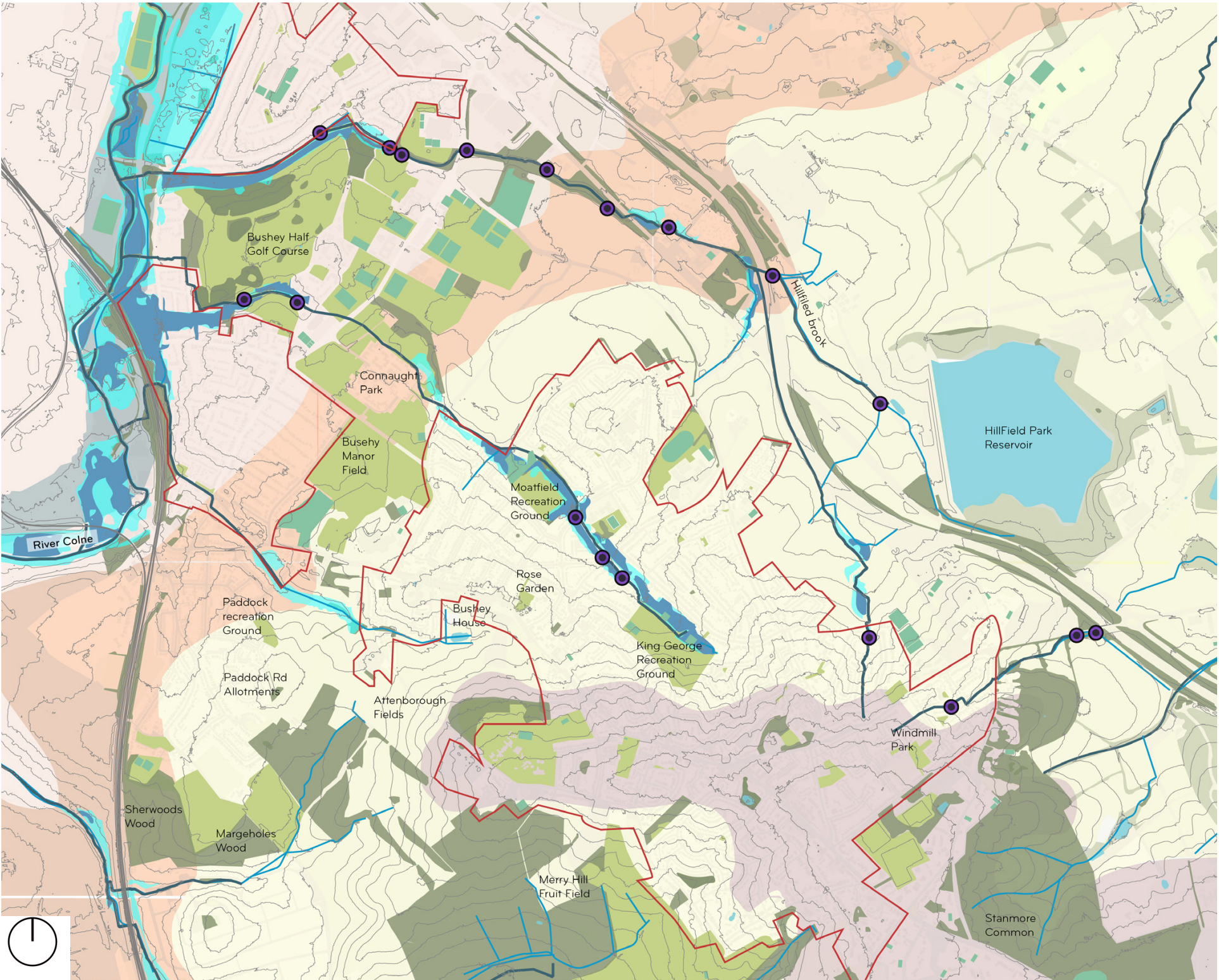


Fig 173. Blue – green infrastructure map

Key:

	Main River		Freely draining slightly acid loamy soils		Slowly permeable seasonally wet slightly ac but base-rich loamy and clayey soils
	Ordinary Watercourse		Slightly acid loamy and clayey soils with im ed drainage		Source: Flood Risk Zones
	Open Green Areas		Slowly permeable seasonally wet acid loam and clayey soils		EA Flood Zone 3
	Natural Areas		Loamy and clayey floodplain soils with nat high groundwater		EA Flood Zone 2
	Sports Fields				EA AIMS Structure (AECOM)

Soil Typology

Source: <https://www.landis.org.uk/soilscapes/>

Source: <https://webmaps.hertfordshire.gov.uk/watman/>

4.7 Environment and Sustainability

4.7.1. Bushey is nearby to the River Colne with the floodplain forming part of the Site’s western edge.

4.7.2. The River Colne is a main river and tributary of the River Thames and rises from springs within North Mymms Park in Hertfordshire. It has historically been altered to promote navigation with parts of the Colne rerouted to the Grand Union Canal. The section of the Colne adjacent to Bushey formed part of the re canalisation to make the Colne navigable. The smaller tributaries from the Colne which run through the low-lying valleys of Bushey are partially culverted. This was to support urban development and enable the railway which extends as part of the London Overground.

4.7.3. Generally, the open portions of the Colne’s tributaries which run through Bushey are heavily canalised and disconnected from the community amenity use and habitats.

4.7.4. The Colne is generally considered to be of ‘Moderate’ ecological status with a poor hydrological regime (as it is heavily hydromorphologically modified) as per the EA designations in 2022.

4.7.5. The Colne Catchment Action Network are actively working with the community and Watford Borough Council to improve wildlife corridors and ‘reintroduce’ the Colne to the community within the open spaces, such as Knutsford Playing Fields, adjacent to the A4008 (between Watford and Bushey). These strategies are intended to improve the public realm and quality of habitats.

Topography

4.7.6. The site levels vary between 155mAOD in the southeast to 55mAOD in the north. The majority of Bushey is between 155mAOD and 85mAOD, with the northern extents lower-lying near the River Colne. Areas where the tributaries of the Colne which run through the Site are culverted are shown in cyan.

Geology

4.7.7. The site is underlain by a mix of bedrock, predominantly London Clays with localised Seaford Chalk in the lower-lying northern area near Berrygrove and Lambeth Group near Bushey Manor and The Grange.

4.7.8. Superficial deposits of Stanmore gravels in the southern area of Bushey are present whilst the northern area is overlain by Westmill gravels.

4.7.9. Gravels typically offer good infiltration potential. Areas with clay offer very little to no infiltration potential

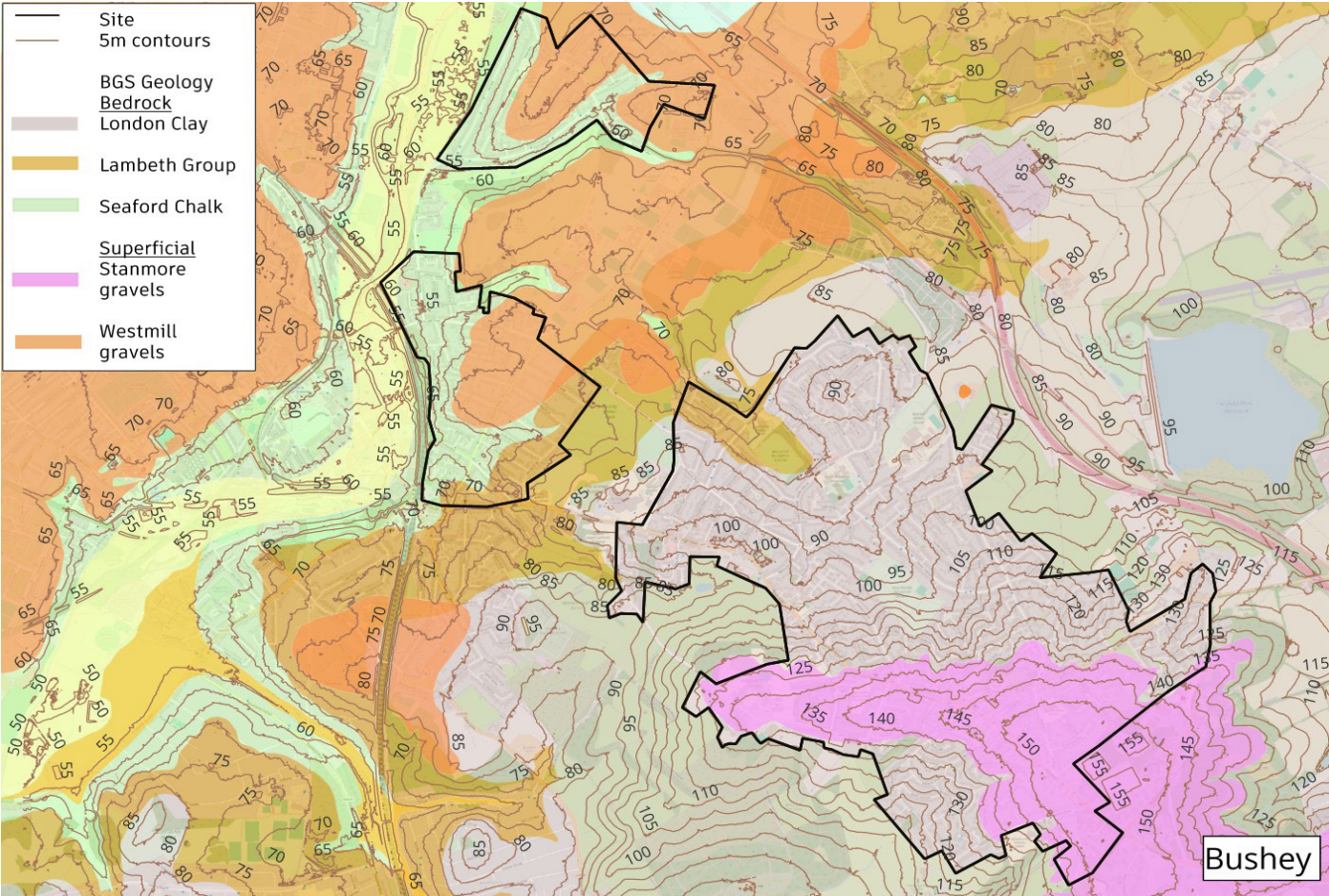


Fig 175. Radlett Site Context



Fig 174. Bushey geology map

Contains British Geological Survey materials © UKRI 2025

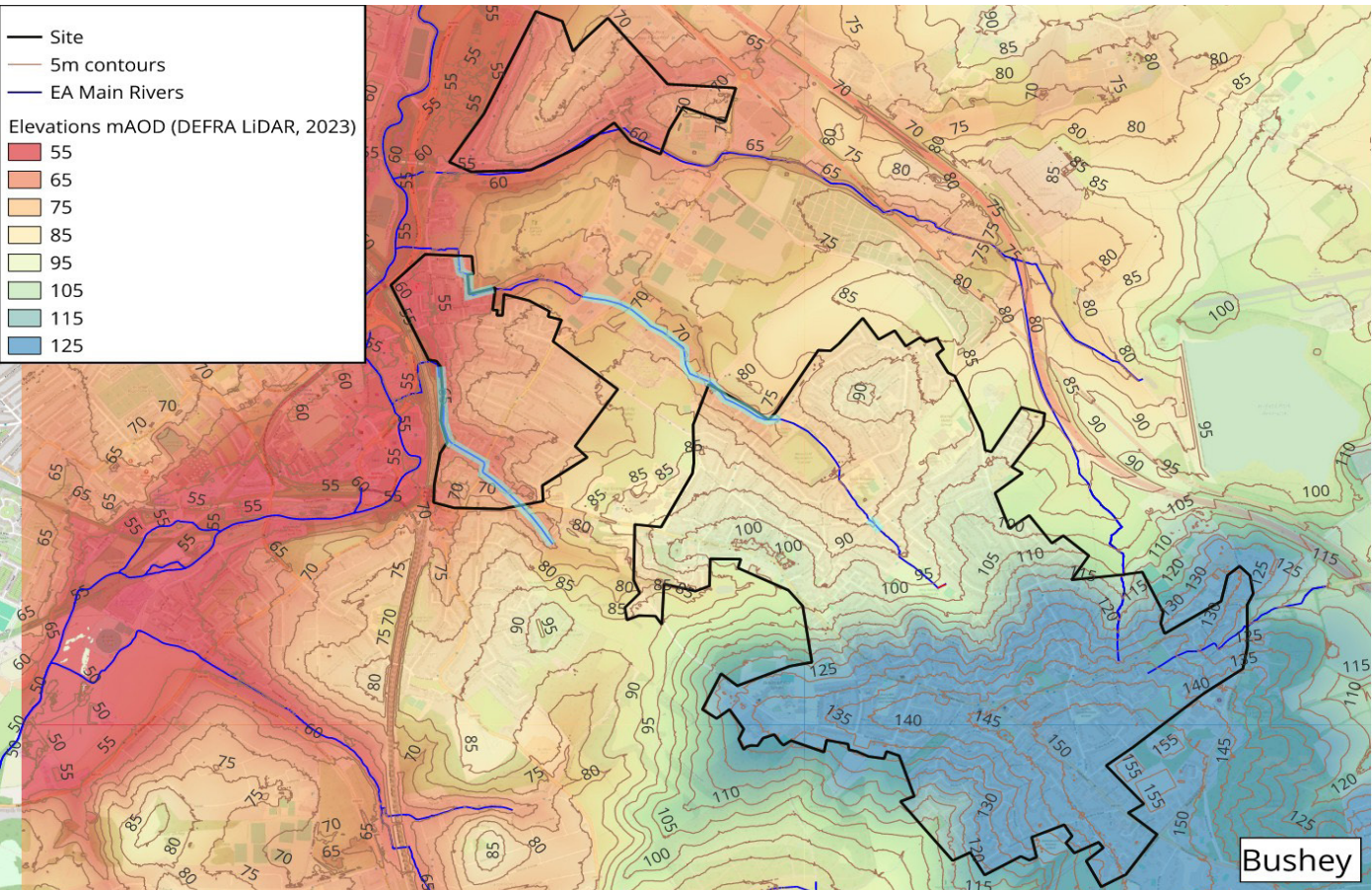


Fig 176. Bushey Topo with culverted watercourse

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Flood Zones and Risk

4.7.10. The site is largely in Flood Zone 1, however the northwestern boundary abutting the River Colne is in Flood Zone 3. Localised areas around the existing Moatfield and King George Recreation Grounds are in Flood Zones 2 and 3.

4.7.11. The low-lying valleys are at a high risk (>1:30 chance per year) of surface water flooding, largely due to the proximity of the River Colne. These valleys function as overland flow paths to the River Colne for storm runoff. The extent and risk illustrated increase when the effects of climate change are considered.

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

4.7.13. Furthermore, as per the local SFRA, the site has a significant number (between 41 and 70) of recorded sewer flood events.

4.7.14. As per the SFRA, these events are a mix of land drainage, surface water sewer and foul sewer flood events largely clustered around the lower-lying areas where the Colne’s tributaries flow within Bushey. This suggests these events are associated with surcharge in intense storm events.

4.7.15. Opportunities to introduce dedicated spaces for water through wetlands, ponds, or other features should be explored to support integration of blue-green infrastructure within the urban fabric of Bushey in addition to alleviating flood risk. SuDS features should also form part of the proposed development fabric to further support surface water management and provide source control of diffuse urban pollutants.

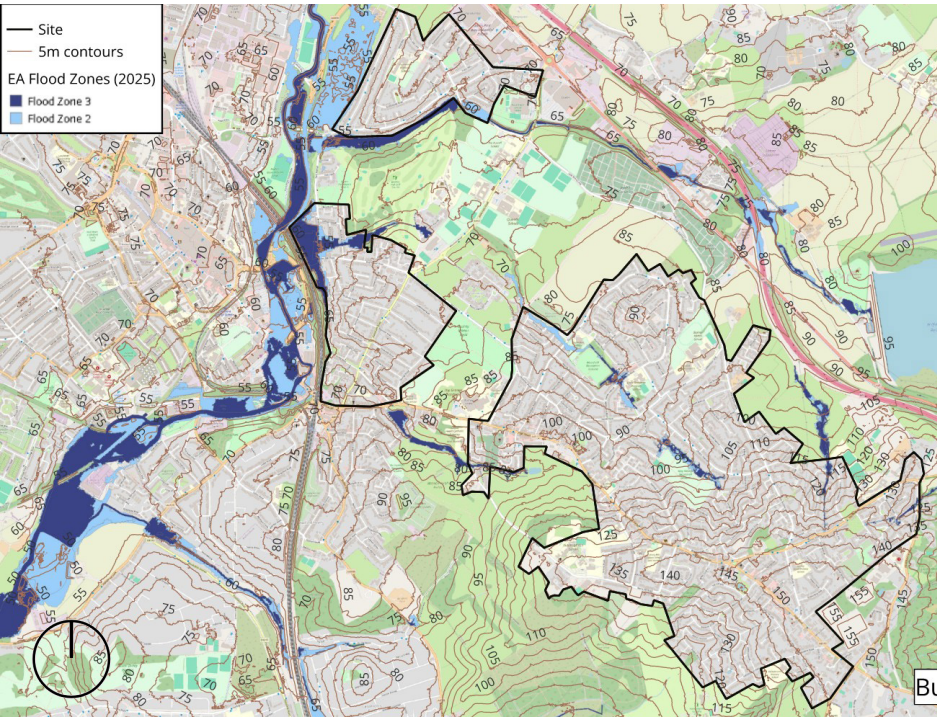


Fig 177. Bushey Flood Zones
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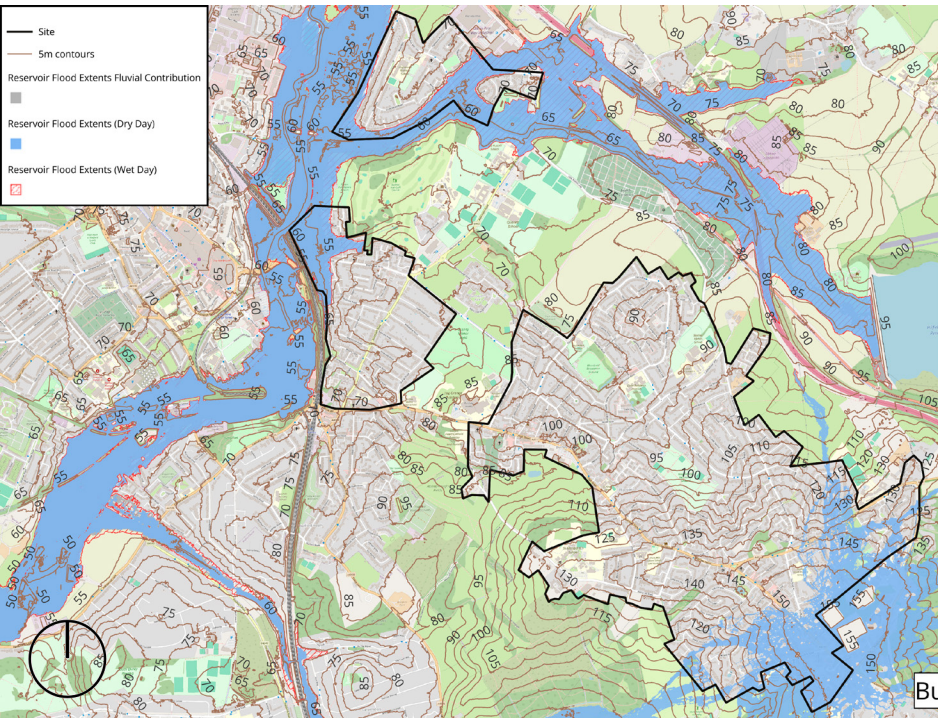


Fig 178. Bushey Reservoir Flood Risk
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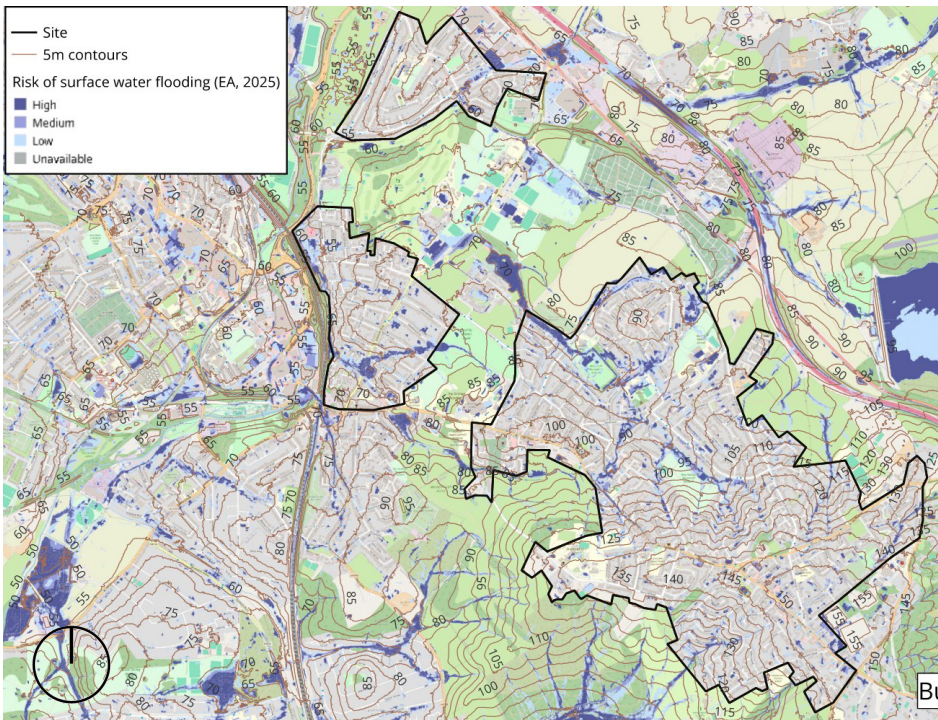


Fig 179. Bushey Risk of SW Flood NO CC
© Environment Agency 2025. Contains public sector information licensed under the Open Government Licence v3.0. The data was obtained on 20.09.2025. The most publicly available up-to-date version can be accessed via data.gov.uk or the Environment Agency.

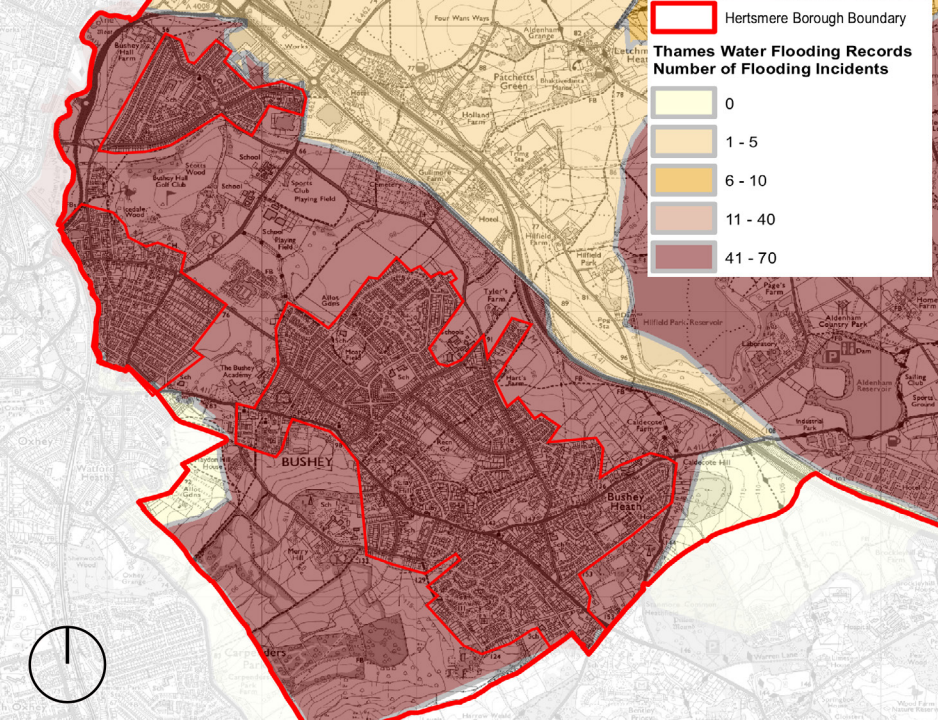


Fig 180. Recorded sewer flooding incidence, Bushey
@ Hertsmere SFRA (AECOM, Sept 2023). Available from Borough Council webpage (public information)

Desk Study Method

4.7.16. 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

4.7.17. 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

4.7.18. Table below lists the designated sites located within approximately 2 km of the settlement. Fisher’s field is the only designated site identified within the settlement boundary. Opportunities to enhance and expand these habitats should be designed into the masterplan.

Priority habitat

4.7.19. The following priority habitats are located within 1 km of the settlement. 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.

4.7.20. As with other settlements, deciduous woodland represented as green polygons below is the habitat with the greatest design opportunity. Where possible other low-density priority habitats would create a more rounded settlement from an ecological and recreational prospective.

Site Name	Designation
Fisher’s field	LNR
Hilfield Park Reservoir	LNR
Stanmore Common	LNR
Harrow Weald	SSSI
Bentley Priory	SSSI
Croxley Common Moor	SSSI
Whippendell Wood	SSSI
Bricket Wood Common	SSSI

Table 9. Nationally designated sites within approximately 2km

Priority habitat	Count
Traditional orchard	11
Deciduous woodland	275
Wood-pasture and Parkland	5
Lowland heathland	3
Lowland meadows	4
Lowland dry acid grassland	1
Coastal and floodplain grazing marsh	2
Ponds	2

Table 10. Priority habitats within 1km

Species

GCN - risk zones and opportunity areas

4.7.21. 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 183 shows Bushey is mostly a ‘Green zone’ with only a small areas of ‘Amber zone’ within the settlement.

4.7.22. 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.

4.7.23. 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 181. 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

4.7.24. A search for species licences granted within the last 10 years within 2km of the settlement was conducted (Table 11, Fig 184).

4.7.25. Species records within the settlement boundary and buffer can serve as an early warning system, helping to identify potential constraints while also

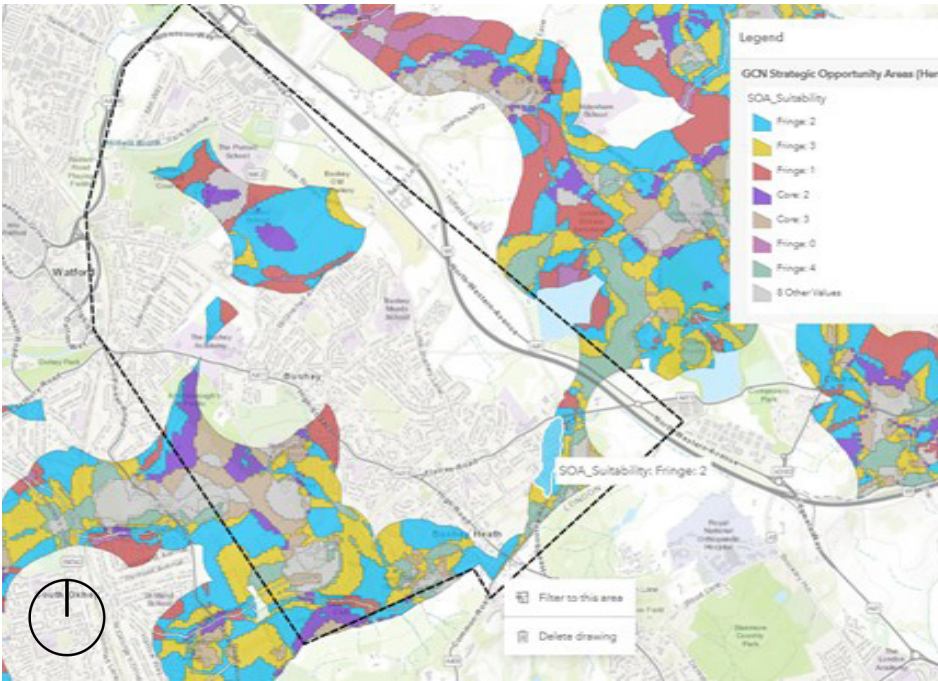


Fig 181. Natural England Open Data Geoportal search showing GCN Opportunity Areas for Great Crested Newts. Higher scores are associated with darker coloration and represent a greater presence of suitable habitat features.
Source: Natural England Open Data Geoportal - <https://naturalengland-defra.opendata.arcgis.com/> © Crown copyright 2025

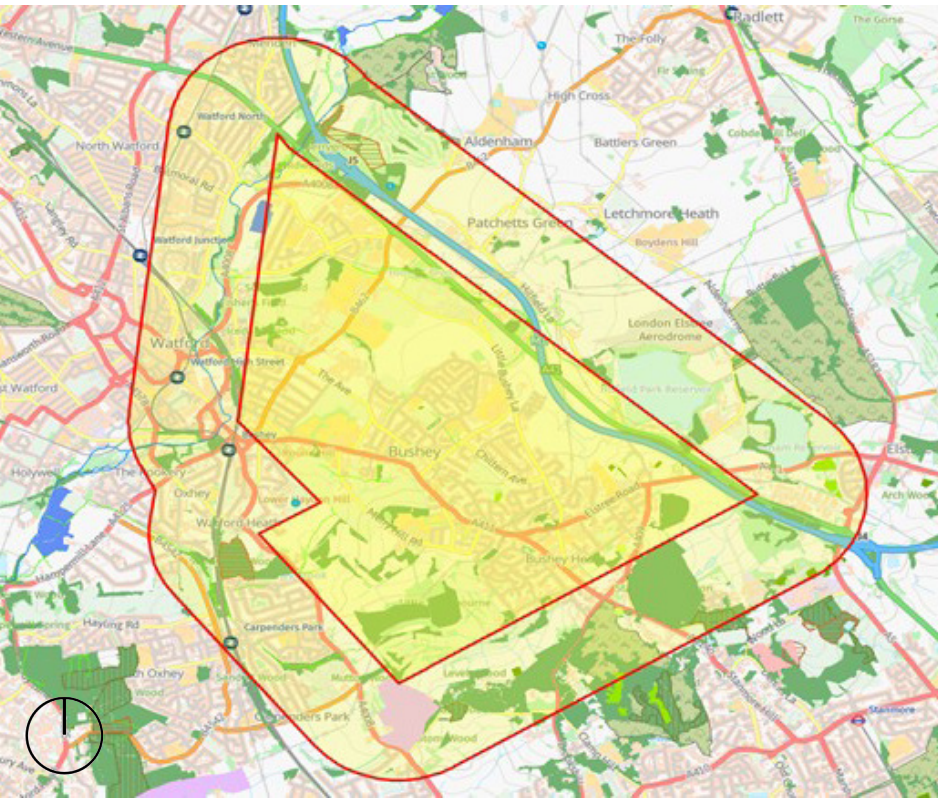


Fig 182. MAGIC search showing settlement boundary (inner) and 1km buffer (outer) showing priority habitats present for ancient woodland.
Source: The Multi-Agency Geographical Information for the Countryside (MAGIC) - <https://magic.defra.gov.uk/MagicMap.html> © Crown copyright 2025

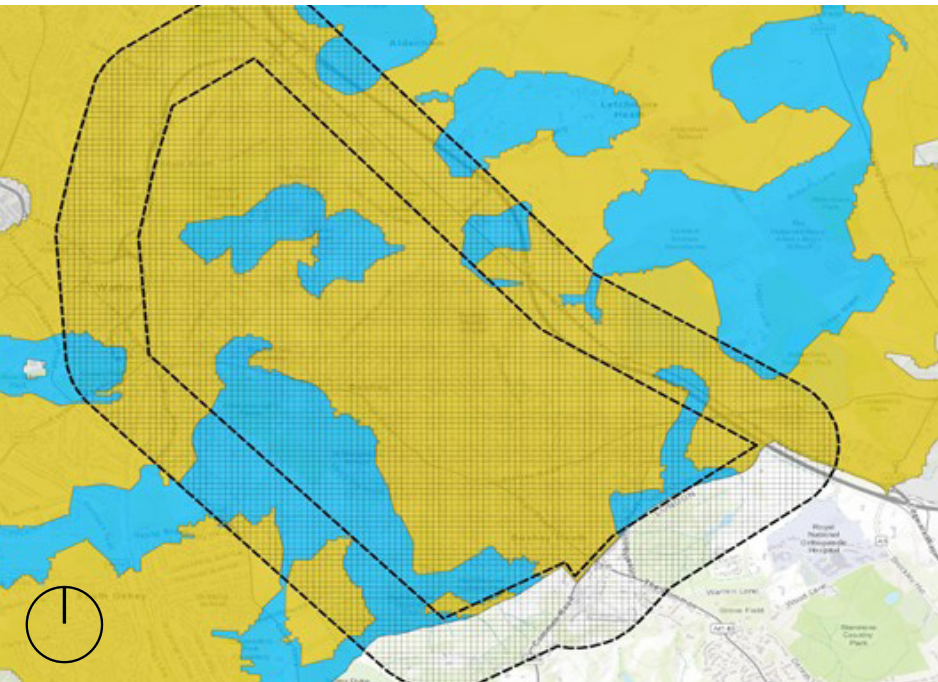


Fig 183. Natural England Open Data Geoportal search showing settlement red line boundary (inner) and 1km buffer (outer) showing the GCN risk zones. Blue = amber, yellow = green.
Source: Natural England Open Data Geoportal - <https://naturalengland-defra.opendata.arcgis.com/> © Crown copyright 2025

Licence/ Survey Licence Return	Count
Bats: - Common Pipistrelle - Soprano Pipistrelle - Brown long-eared Bat - Noctule - Natterer’s bat	11
Hazel Dormouse	1
GCN	2

highlighting opportunities for targeted habitat enhancements to support key species. The dots on the map below represent granted licences within the search area. The GCN licences are to the west of the settlement in the buffer shown as a green point, the pink dot just on the other side of the M1 is the dormouse license and all other points are bat licences.

Table 11. European Protected Species Licences within 2km

Public Greenspace

4.7.26. 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

4.7.27. 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

4.7.28. 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.

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

- 4.7.30. 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.

- 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.

4.7.31. 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.

4.7.32. 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

4.7.33. Bushey contains scattered green spaces and areas of particular biodiversity importance within the settlement. There are no Great Crested Newt (GCN) red zones, and any presence of GCN can be managed through district-level licensing. Flood risk is largely confined to the plains of the River Colne, leaving more potentially developable land, particularly in the southeastern portion of Bushey.

Issues:

- Fisher’s Field LNR within the settlement.
- Presence of protected species (bats, Hazel dormouse, GCN).
- Limited habitat data makes it hard to avoid high-value biodiversity areas.
- Moderate watercourse quality.
- London Clay soils limit water infiltration.
- Flood risk from River Colne plains and potential reservoir breaches.
- Air quality impacts from traffic.
- Water availability issues could affect development.
- Climate change impacts.

Opportunities:

- LNRS GCN areas allow multi-benefit designs for nature and people.
- Connect existing green spaces through planning.
- Improve ecological quality of River Colne green spaces.
- Areas near River Colne suitable for infiltration features.
- Introduce wetlands, ponds, or other water features to reduce flood risk.
- Guide development to avoid high-value biodiversity areas where possible.

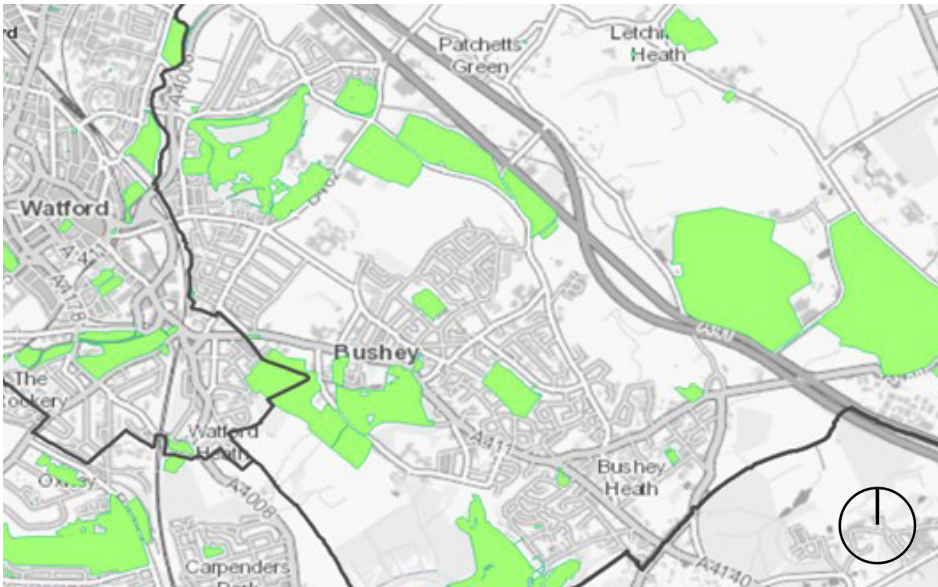
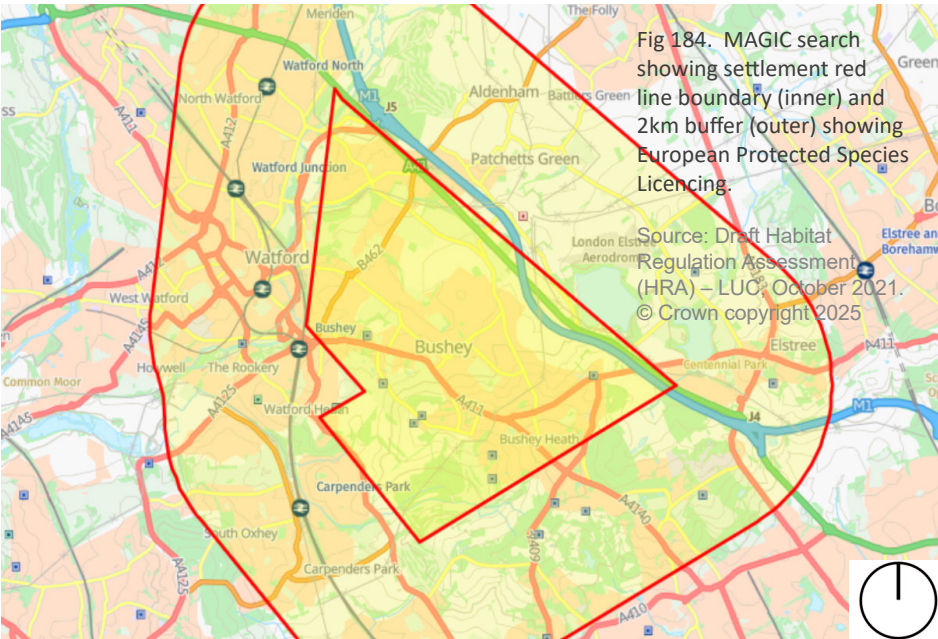


Fig 185. Public greenspace
Screenshot of Hertfordshire Local Nature Recovery Strategy showing the Public Greenspace within and around Borehamwood. © Hertfordshire County Council 2025.

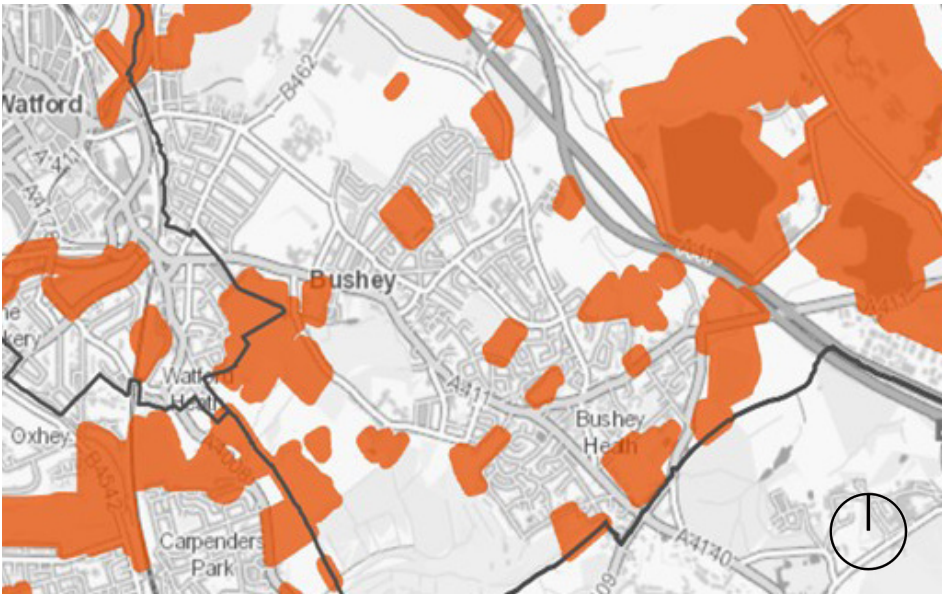


Fig 186. Areas of particular importance for biodiversity
Screenshot of Hertfordshire Local Nature Recovery Strategy showing the Areas of Particular Importance for Biodiversity within and around Borehamwood. © Hertfordshire County Council 2025

4.8 Public Land Ownership

4.8.1. This map illustrates the land and buildings owned by the local councils of Hertfordshire and Hertsmere.

4.8.2. In Bushey, these include major recreational grounds and playgrounds such as Moatfield and King George Recreational Grounds, as well as several schools. Hertsmere also owns an employment site flanked by the M1 and Hilfield Brook, the buildings on the golf course, and the land of the Bushey Grove leisure centre. Meanwhile, Hertfordshire owns a daycare centre in Bushey Heath and land that accommodates a holiday club, as well as some land south of Merry Hill within the Green Belt.

4.8.3. Among these sites, a few parcels of land have the potential to be developed to provide new amenities and housing that respond to the needs of the local community and help address the ongoing housing shortage in the area.

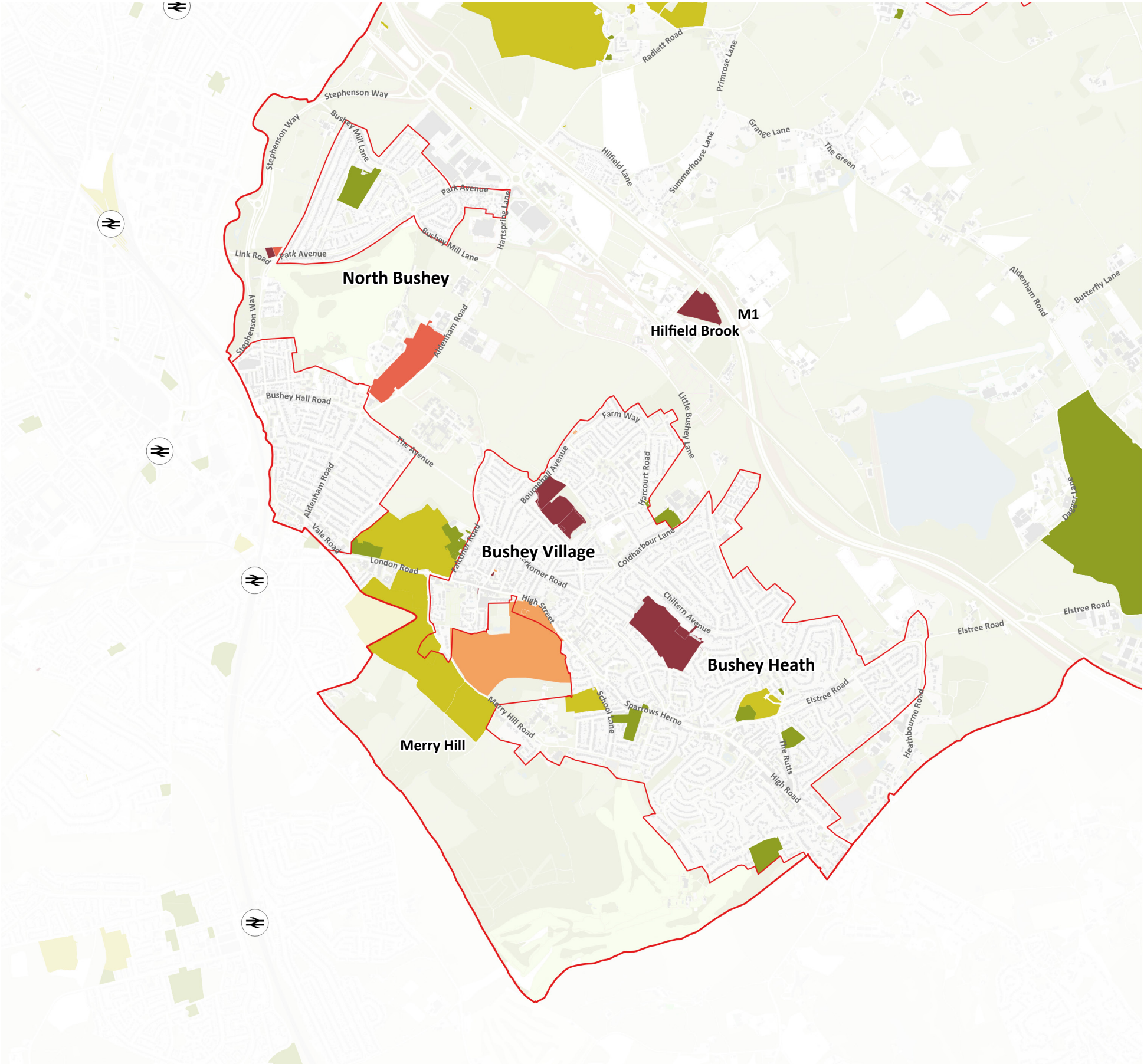


Fig 187. Public sector land ownership plan

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
Bushey	11,589 100%	6,438 55.6%	815 7.0%	664 5.7%	1,689 14.6%	1,127 9.7%	758 6.5%

Fig 188. Existing Housing Stock. Figures will not total 100% as caravans, mobile homes and temporary structures have not been included.

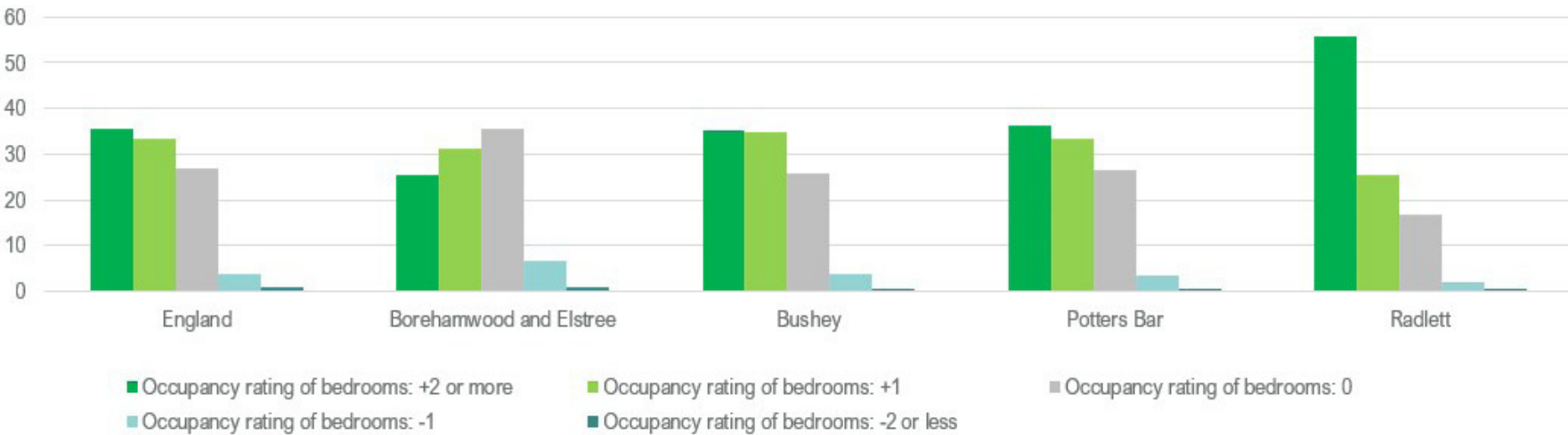


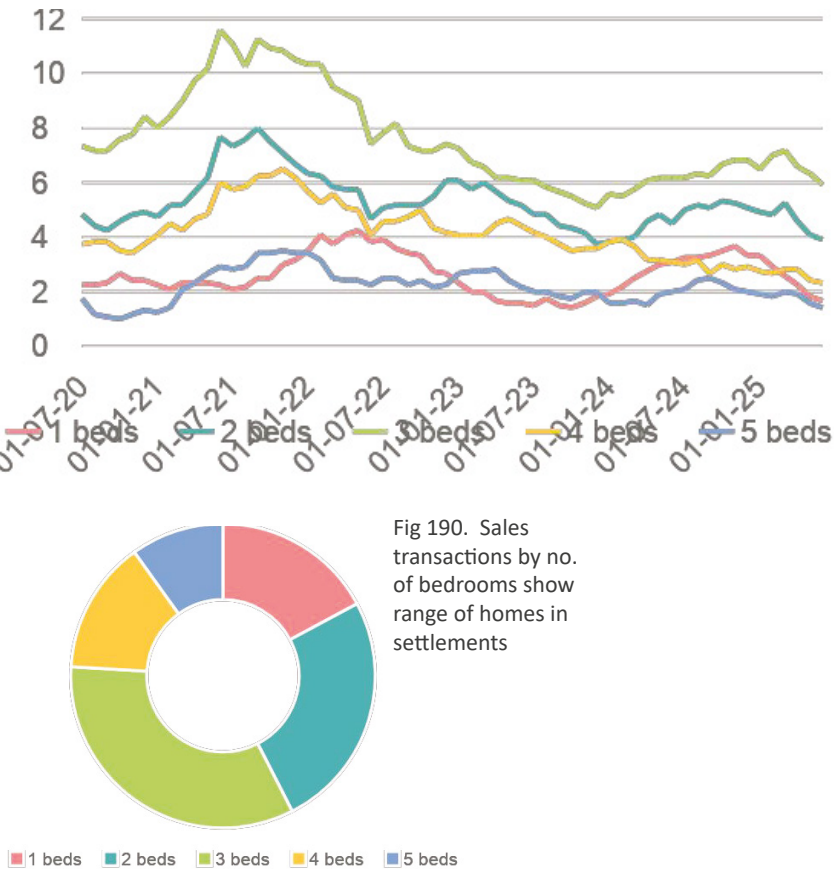
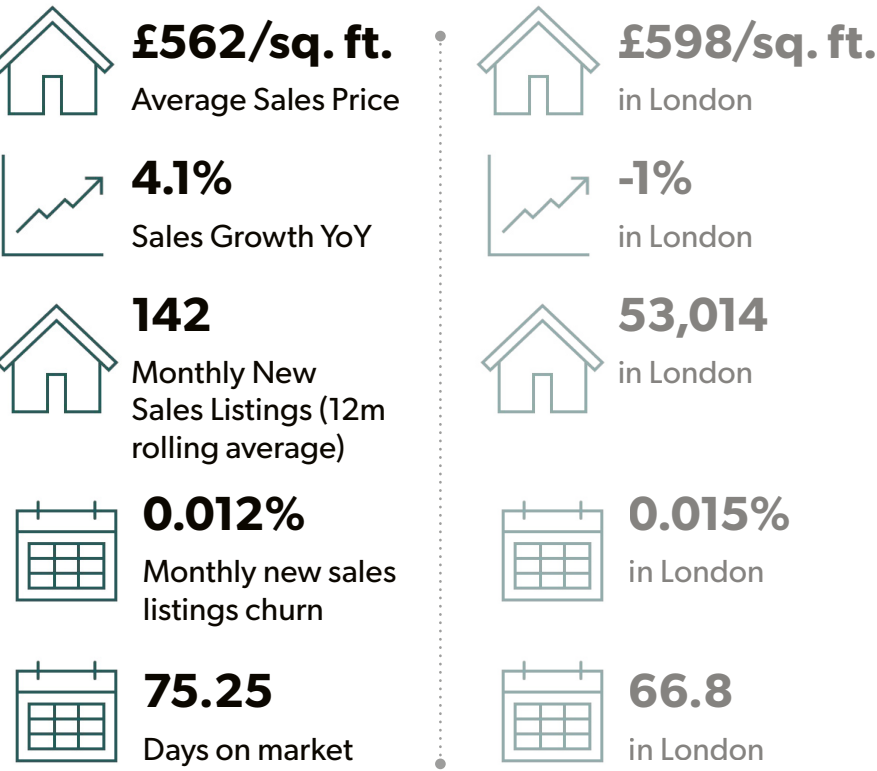
Fig 189. Hertsmere Housing profile, 2023. Majority of homes are under occupied in Bushey.

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

 **11,599**
Number of homes

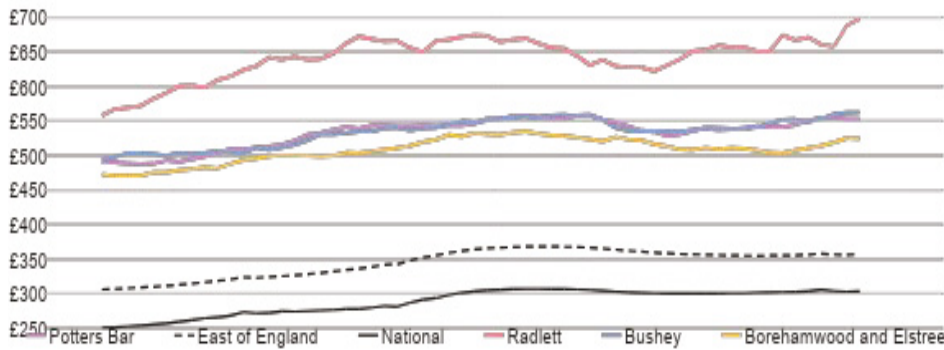
Table 12. Distribution of households by bedrooms across Hertsmere (ONS, 2021).

Residential Sales



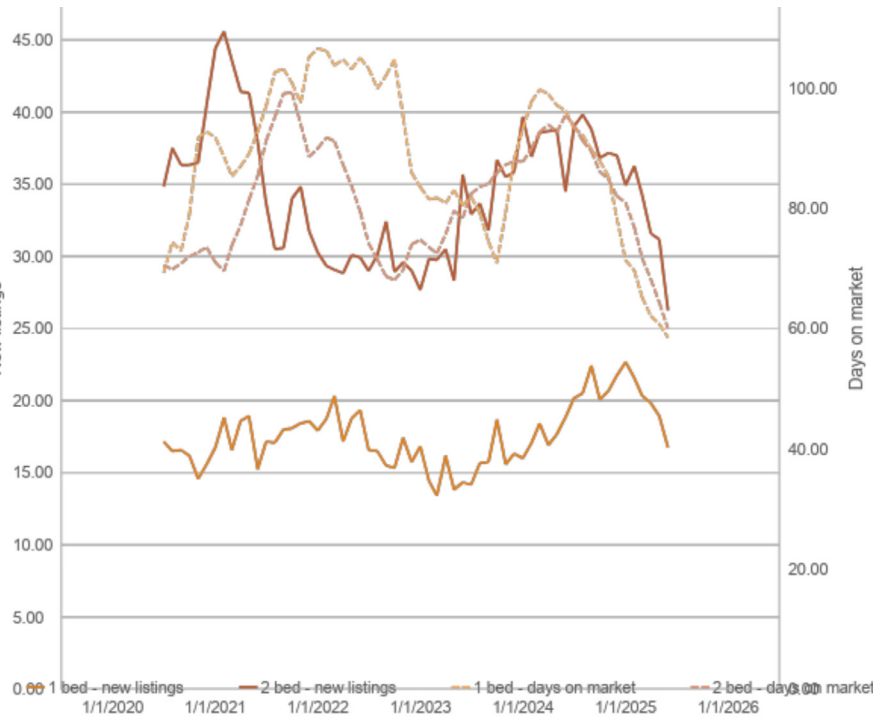
Demand and pricing remain significantly higher than national and regional averages for both home sales and rentals. Sales growth in Bushey remains steady whilst rents appear to fall

- 4.9.1. Bushey’s residential market exhibits premium values at £562/sq ft. Annual sales growth of 4.4% indicates a healthy market for new development.
- 4.9.2. Realyse data indicates that rents have fallen by 6.6% year on year, indicating a potential cooling of the market. Notwithstanding, this could be influenced by the type of property available to rent within the last 12 months.
- 4.9.3. Compared against the other settlements, average sales values in Bushey are on a par with Potters Bar, whilst tracking marginally above Borehamwood. Notwithstanding, Radlett is an outlier in the open market, tracking significantly higher than local peers at almost £700/sq. ft.



Limited flat supply drives quicker sales, as plentiful housing stock lengthens time on market

- 4.9.4. The sales market in Bushey demonstrates diverging signals between houses and flats. New listings for houses have fluctuated between 125 and 200 (12 month rolling average) since 2020. By contrast, listings for flats have fallen from the 2021 peak of c. 125, now down to c. 75. Notwithstanding, the last three months of data represent sharp drops in listings for both flats and houses, however this may be due to a data lag.
- 4.9.5. Flats have typically spent less time on the market than houses, except for a period between 2022 and 2023, however this may be due to scarcity as much as demand. Given that flat listings have almost halved from its peak 2021, buyers face limited choice and so absorption is greater.
- 4.9.6. Meanwhile, houses make up the majority of supply with a higher and steadier flow of listings, improving consumer choice. Whilst houses are on the market longer, the dynamic is not necessarily weaker demand, but a more balanced market.
- High number of listings indicates an active market, cautioned by time on market
- 4.9.7. Bushey’s housing market remains active with 142 new sales listing in the past 12 months. However, time on market is higher than other settlements, indicating a relatively more cautious buyer’s market.



Retirement Sales

4.9.9. 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.

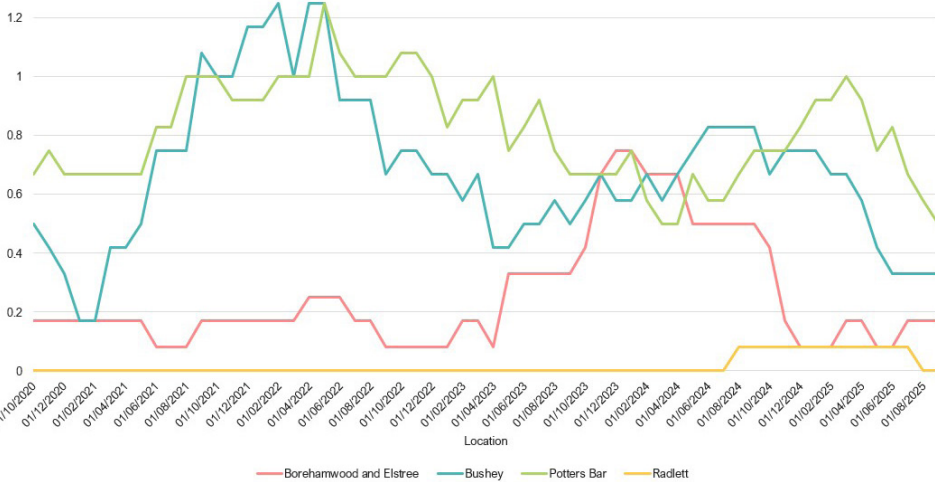


Fig 194. 12 month moving average of sales transactions of retirement properties

Residential Rentals

4.9.8. Emerging higher-value rental market than both Potter’s and Borehamwood. Bushey’s transactions have a greater proportion of 1 beds (17%) than Hertsmere’s distribution.

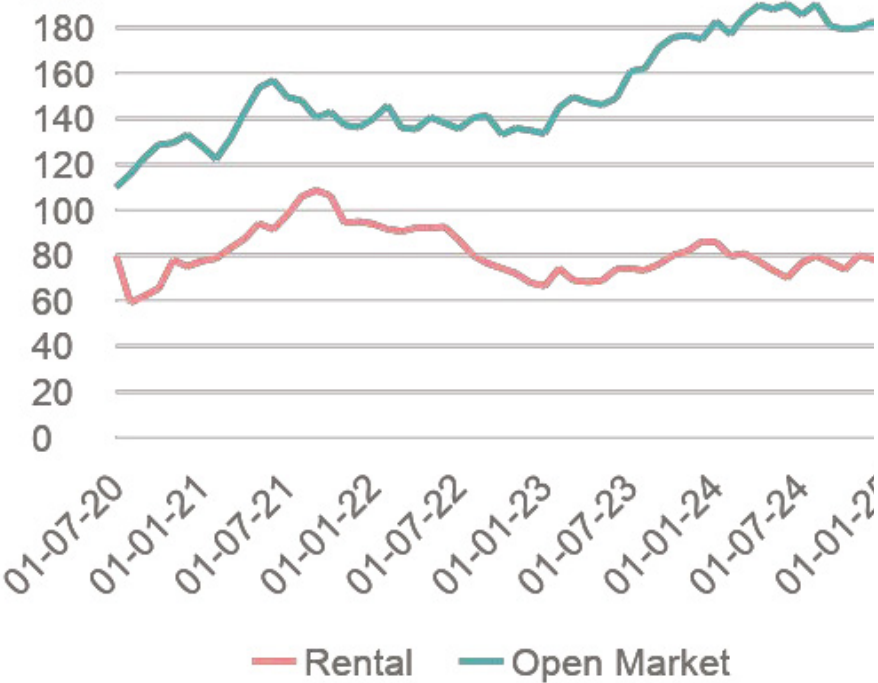


Fig 195. Residential: New rental listings

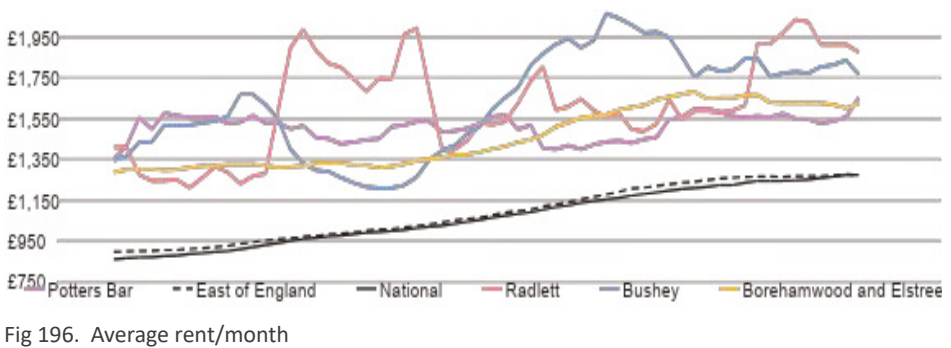


Fig 196. Average rent/month

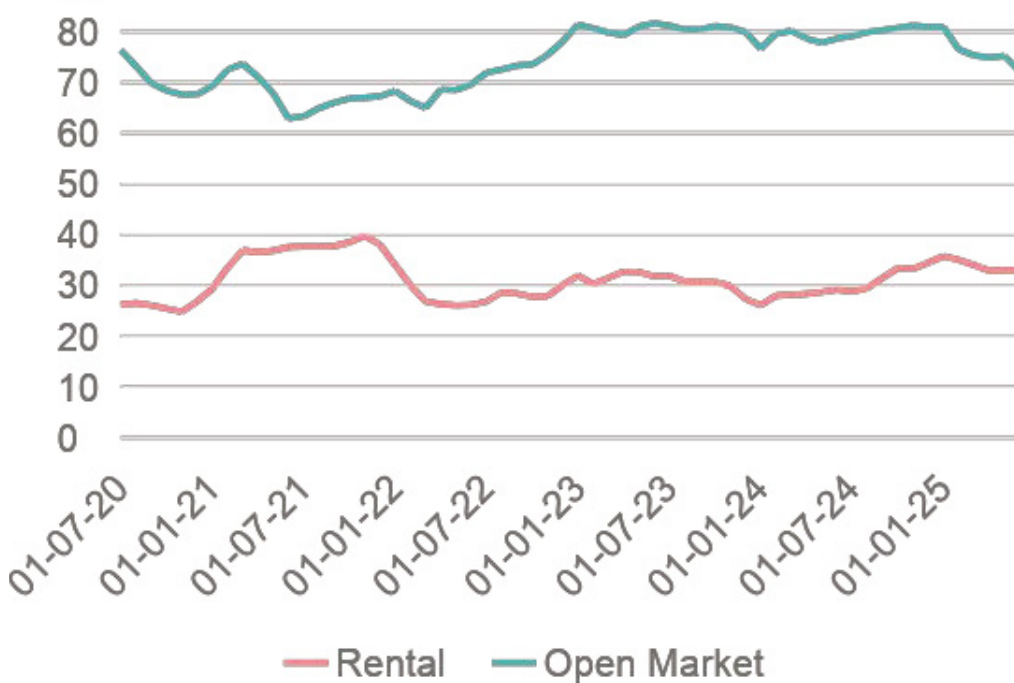


Fig 197. Residential: Number of days on market (rentals)

Residential Comparables

4.9.10. Residential comps on Realyse indicate that only 12 new build properties were sold in the last 18-month period in Bushey. Ten of these properties formed part of the Melbourne Road redevelopment, referenced below. Of the new-build house typologies, these were typically larger family homes (4 bed+) with parking and outdoor spaces.

4.9.11. As illustrated below, price per square foot rates vary between comparables, e.g. Merry Hill Close and Elizabeth Grove. Whilst both are new builds, the Merry Hill Close comp has a weaker price per square foot value – this indicates a price ceiling for larger family homes in the area and the potential to deliver more efficient house types.

4.9.12. Flats in Bushey mirror the price per square foot values of the settlement’s family homes, ranging below from £544/sf value to £616/sf value. The refurbished building yielded the greatest square foot value, indicating that whilst there is appetite for newer facilities, character is a key consideration.



Fig 198. Merry Hill Close, Bushey

- Price: £1,250,000
- Size: 2672 sq. ft.
- £/sq ft.: £467.81
- Beds: 5
- Type: Detached
- Date listed: 17th July 2025 (remains unsold)
- Forming part of a small gated new-build development, offering high-spec interior, air con, underfloor heating, security features. Close to station, 18 minutes to Euston.



Fig 199. Elizabeth Grove, Bushey

- Price asked/sold: £1,400,000/£1,300,000
- Size: 2131 sq. ft.
- Achieved £/sq. ft.: £610
- Beds: 4
- Type: Semi-detached
- Days on market: 218 (sold May 2024)
- Making up fourteen (14) 4-5 bed family homes, developed by Consero. 1.8 miles from M1 junction 4, Bushey Station is 10 minutes by car.



Fig 200. Glencoe Road, Bushey

- Price asked/sold: £540,000/£500,000
- Size: 829 sq. ft.
- Achieved £/sq. ft.: £603
- Beds: 3
- Type: Second hand market house- terrace
- Days on market: 105
- 3-bed terrace in Bushey Village, recently redecorated. 1.3 miles to Bushey Station.



Fig 201. High Street, Bushey

- Price achieved/price asked: £310,000/£290,000
- Size: 570 sq. ft.
- £/sq ft.: £544
- Beds: 1
- Type: 1st floor flat
- Days on market: N/A
- Situated in the heart of Bushey, 0.8 miles from the station. Free parking permit.



Fig 202. Bournehall Road, Bushey

- Price asked/sold: £550,000/£538,000
- Size: 947 sq. ft.
- Achieved £/sq. ft.: £568
- Beds: 2
- Type: Two-bedroom flat
- Days on market: 21
- 2 bed flat with car parking space. 1 mile from Bushey Station.



Fig 203. Melbourne Road, Bushey

- Price asked/sold: £264,995/£266,000
- Size: 430 sq. ft.
- Achieved £/sq. ft.: £616
- Beds: 1
- Type: Flat – refurbished building
- Days on market: 348 (potentially added to be bought ‘off-plan’, sold 2024)
- Top floor 1-bed with parking as part of a wider redevelopment.

Offices

Bushey has a small office market compared to other key settlements. Yields are high whilst rental growth remains subdued

4.9.13. Market rent has grown modestly in the last year, indicating a more static market with a modest inventory of 140,000 sq. ft. High market yields may indicate higher risk perceived in a small market impacted by adjustments to work habits nationally.

Office Comparables

4.9.20. Office comps in Bushey over the last 12 months indicate that the quality and condition of available stock is average to poor. There were no sales comparisons to assess, and only two lease comps from the last 12 months, details below.

4.9.21. Given Bushey’s size, and proximity to the larger regional town of Watford, office stock seemingly is limited and most suited to small local professional and administrative firms. With regards to new development, the demand for new office stock is likely to be minimal.

Fig 204. Office: Market Rent £ per sq. ft. →



Fig 205. Office: Vacancy Rate →

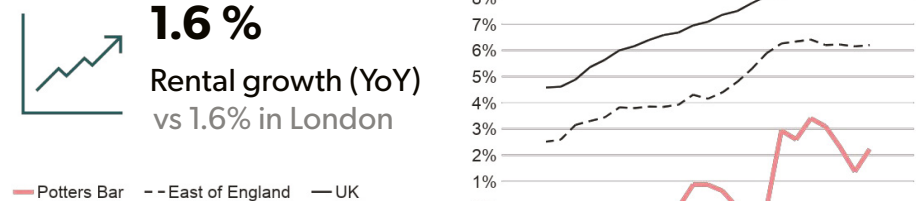


Fig 206. Office: Market Yield →

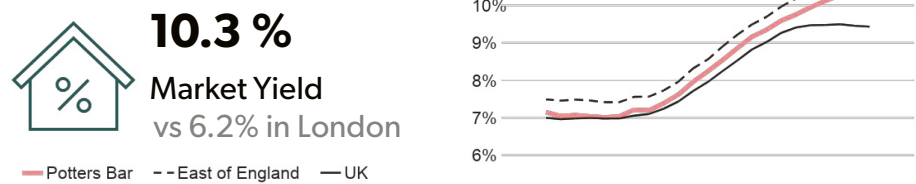


Fig 207. 140-142 High Street - Let

4.9.14. Building information:

- NIA: 6867 sq. ft.
- Year built: 1951
- Parking ratio: 0.29/1000 sq. ft.
- Spaces: 2

4.9.15. Sales information

- Sold price: £385,000 (£56.07/sq. ft.)
- Sold date: Jan 2008

4.9.16. Lease information:

- Rent: £38k/year (£19.78/ sq. ft.)
- Area let: 1,921 sq. ft.
- Lease length: 10 years
- Time on market: 10 months 11 days
- Tenant: Hello Vets



Fig 208. 5 High Street - Let

4.9.17. Building information:

- NIA: 1295 sq. ft.
- Year built: 1950
- Parking ratio: N/A
- Spaces: N/A

4.9.18. Sales information:

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

4.9.19. Lease information:

- Rent: £17.37/sq. ft. (asking)
- Area let: 1,295 sq. ft.
- Let date: March 2025
- Time on market: 1 year 2 months

Retail

Rental growth is flat yet vacancy rate indicates strong demand

4.9.22. Bushey’s retail stock is also modest in scale and demonstrates flat rental growth. Notwithstanding, market rent is greater than UK and regional averages, yet the higher yield of 7.2% may be due to structural changes in high street performance.

Retail Comparables:

4.9.23. 53 High Road was the only sales comp available on CoStar over the last 12 months. There were no retail lease comps to analyse.

4.9.24. Retail stock is varied and typical in terms of condition for similar sized towns where high street dominates the retail offer.

4.9.25. With regards to new development, any retail offer is likely to be ancillary to residential-led development.

Fig 209. Retail: Market Rent £ per sq. ft.



Fig 210. Retail: Vacancy Rate

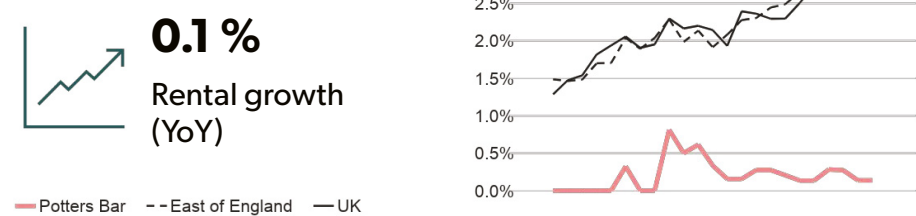


Fig 211. Retail: Market Yield

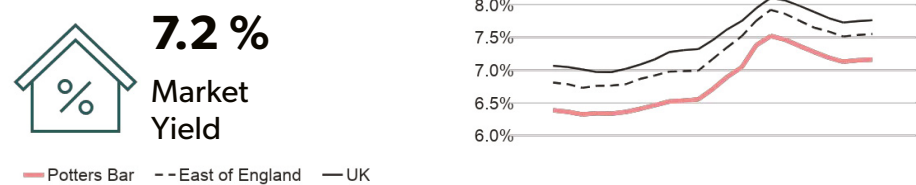


Fig 212. 53 High Road – Sale (mixed-use)

4.9.26. Building information:

- NIA: 2,930 sq. ft.
- Year built: 1956
- Frontage: 17’ on High Road

4.9.27. Sales information:

- Sold price: £760,000 (£259.39/sq. ft.)
- Sold date: March 2025

4.9.28. Lease information:

- Rent: N/A
- Area leased: N/A
- Date leased: N/A
- Lease term: N/A
- Rent discount (achieved vs. asking): N/A



Fig 213. 46-48 High Street – Available for lease

4.9.29. Building information:

- NIA: 1,928 sq. ft.
- Year built: 1550
- Frontage: 44’ on High Street

4.9.30. Sales information:

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

4.9.31. Lease information:

- Asking Rent: £16,800/year (£37.17/sq. ft.)
- Area available: 452 sq. ft.
- Time on market: 5 months 16 days
- Lease status: Under offer



Fig 214. 79-81 High Road – Available for sale

4.9.32. Building information:

- NIA: 6,514 sq. ft.
- Year built: 1990
- Frontage: 34’ on High Road

4.9.33. Sales information:

- Asking price: £880,000 (£135.09/sq. ft.)
- Sold date: On the market

4.9.34. Lease information:

- Achieved rent: N/A
- Area leased: 3,500 sq. ft.
- Moved in: Sept 2023
- Tenant: Meze Mangal

Industrial

Small industrial market indicating rent pressures from limited supply. Influx of professional workers to the area, esp. in more expensive residential areas – indicating less reliance in Bushey for industrial space, potential future opportunity for reuse.

4.9.35. Bushey demonstrates an extremely limited industrial market based on CoStar data. Whilst market rents are rising at 3.3% year on year and yields at 6.3%, this appears to be a niche market with limited investment potential.

4.9.36. Given the low quantum of industrial properties in Bushey compared to other areas, the data suggest that Bushey is not a suitable town for industrial development. To this end, there is a case for further analysis that assesses the current use of the existing industrial space, considering alternative uses that will serve the local market better.

Fig 215. Industrial: Market Rent £ per sq. ft. ➔

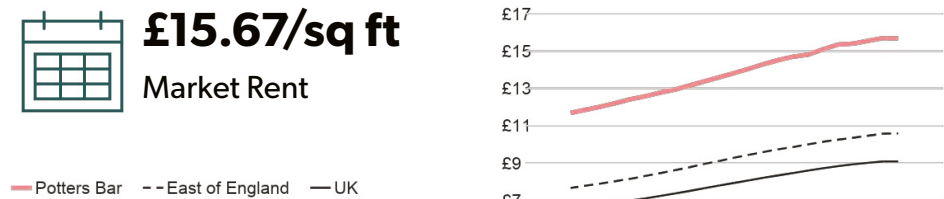
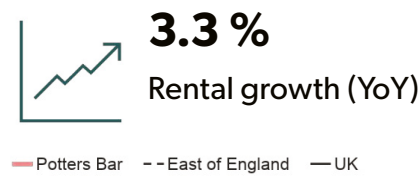
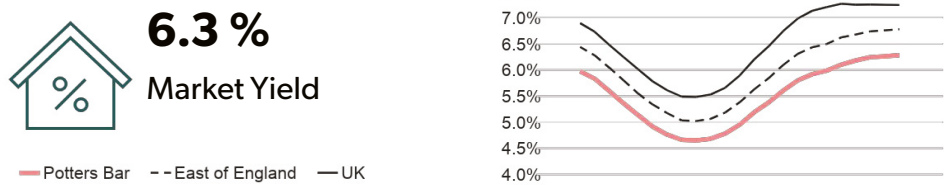


Fig 216. Industrial: Market Yield ➔



Property Market – Key Findings

4.9.37. Bushey shows medium relative affordability compared to Radlett, with strong sales growth but a notable decline in rental growth. Its appeal is supported by commuter access to London, but high overall home prices and limited new development constrain housing availability. Rising demand from professional households, coupled with land scarcity and regulatory restrictions, creates both challenges and targeted opportunities for development.

Issues

- **Affordability:** Medium relative affordability at £562/sf, but many homes remain very expensive due to their size.
- **Housing Shortage:** Lack of new homes and limited developable land increases scarcity.
- **High Demand:** Influx of professional-class households drives up prices and competition.
- **Declining Rental Growth:** Rental growth has dropped by 6.6%, reducing returns for landlords.
- **Affordability Pressure:** Rising interest rates and cost-of-living crisis make homes less accessible.
- **Development Restrictions:** Greenbelt protection, NIMBY-ism, and health & safety concerns on brownfield/grayfield sites restrict potential development.

Opportunities

- **Targeted Development:** Smaller units could meet demand from downsizers or first-time buyers, helping release larger homes for families.
- **Capitalizing on Commuter Appeal:** Strong commuter access and proximity to London support ongoing demand and potential for development projects.
- **High Sales Growth:** 4.1% sales growth indicates a resilient market, offering opportunities for developers and investors.

4.10 Town Centre/High Street

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 13.

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 217). 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 13). 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 13. 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 (%)

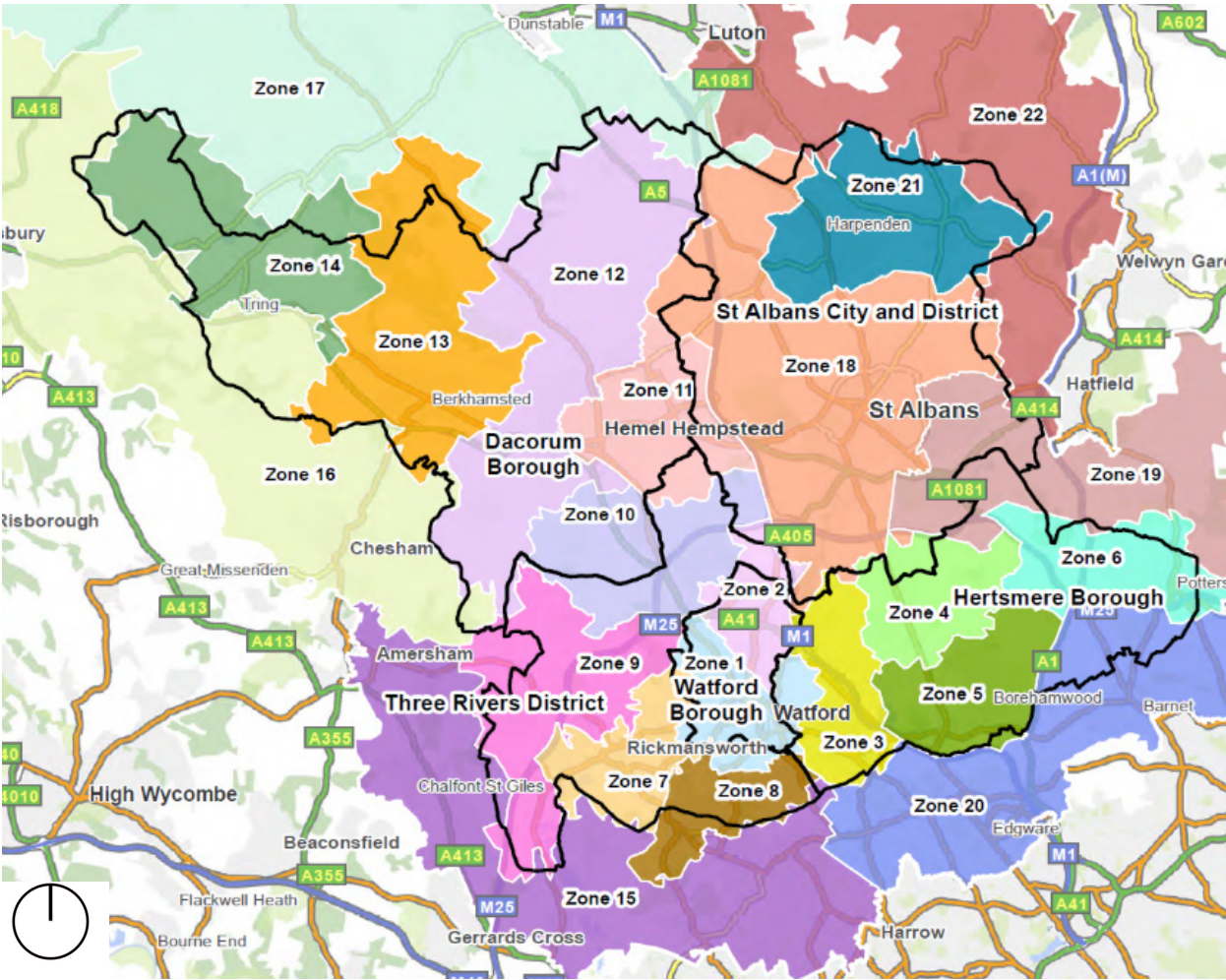


Fig 217. Survey Area Plan, South West Hertfordshire Retail and Leisure Study

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.

Bushey

4.10.9. Bushey, located in the western part of the borough in close proximity to Watford. Bushey and Bushey Heath are separate destinations and function as compact district centres, providing convenience retail and dining options with a focus on independent businesses rather than national chains. Larger commercial enterprises are mainly located in and around Otterspool Way, where traditional office, industrial, and warehousing uses have increasingly given way to quasi-retail activities such as showrooms and trade counters.

4.10.10. Bushey benefits from strategic road connections, lying immediately to the west of the M1 offering north-south connectivity between London and Hertfordshire. A network of B roads links the area to the A4140, A411, and A41, supporting extensive bus services that primarily connect Bushey to Watford. Rail access is provided by Bushey station, located just within the neighbouring borough of Watford, offering services on the West Coast Mainline and Transport for London’s overground Lioness Line.

Bushey: Local Issues Identified, 2018

- Instances of poor shop frontages to the eastern end of High Street.

Bushey Heath: Local Issues Identified, 2018

- Instances of poor shop frontages;
- Lack of landscaping/greenery;
- Improvements to street paving and street furniture.

4.10.11. Both Bushey and Bushey Heath have well established high streets. The joint Study recommends that opportunities to improve and invest in the high number of aged shop frontages should be explored through development management to enhance the overall town centre environment and appearance.

4.10.12. Bushey High Street is located within the same urban settlement, but located around 1,800 metres to the west of Bushey Heath, Figure on the right.

Bushey High Street - Diversity of Uses and Retail Representation

4.10.13. Bushey High Street comprises 6,000 sq m gross of retail, leisure and service floorspace across 112 units. The main high street has a good quality and well kept village environment, with a number of attractive historic buildings, but the building quality and fascias do decline towards the periphery of the centre both east and west. At either end, the frontage is limited to just one side of the high street. Aside from the limited food shopping offer, the village centre has a good range and breadth of goods and services encouraging regular footfall and linked-trips.

4.10.14. Table 15 and Table 16 below set out the diversity of uses in Bushey High Street compared to the national average in respect of town centre composition. The data demonstrates the strong role of retail service and financial and business services, both being substantially above the national average, and the lower representation of ‘convenience’, ‘comparison’ and ‘leisure services’. The proportion of vacant units remains below the national average.

4.10.15. The retail service category comprises 12 units (24.5% of total units), which is 8.7% above the national average. Within this category, 6 businesses are hairdressers, and there are also dry cleaners, a beauty salon, Post Office and car wash/tyre repairs. The financial and business category comprises 9 businesses (18.4% of total) and is also above the national average (7.9% of total) but does not offer any banking or building society services with businesses instead comprising estate agents and a solicitors.

4.10.16. The remaining categories are all below the national average. There is only one convenience goods store, Spar is located on the High Street offering small scale top up items. In the comparison goods sector, there are 11 operators offering a healthy mix of business, including carpets and flooring, chemists, pets and pet supplies, florist, hardware, school uniform, haberdashery and a charity shop. The breadth and range of non-food product is reasonably strong, serving day-to-day needs and encouraging regular visits and footfall to the high street.

	No. of units	% of Total Units 2017	% of Total Units UK Average 2017	% Change 2012-2017
Convenience	1	2.0	9.3	-7.3
Comparison	11	22.4	26.1	-3.6
Leisure Service	12	24.5	26.5	-2.0
Retail Service	12	24.5	15.8	8.7
Financial & Business	9	18.4	7.9	10.4
Vacant	4	8.2	14.1	-6.0
Total	112	100	100	-

Table 15. Bushey High street Composition of Uses

	Floorspace	% of Total Units 2017	% of Total Units UK Average 2017	% Change 2012-2017
Convenience	200	3.3	15.3	-11.9
Comparison	1,000	16.7	28.7	-12.0
Leisure Service	2,290	38.2	27.7	10.5
Retail Service	1,300	21.7	7.2	14.5
Financial & Business	680	11.3	6.1	5.3
Vacant	530	8.8	14.5	-5.6
Total	6,000	100	100	-

Table 16. Bushey High Street Composition of Uses (Floorspace sq m gross)

4.10.17. The leisure service category comprises 12 units (24.5% of total), which is 2% below the national average. Operators are generally good quality with a number of independent businesses, including the British cuisine restaurant ‘James’, the Mediterranean restaurant ‘Barracuda’ and a number of Italian restaurants. Other leisure uses include a small number of good quality cafés, take-away food, and William Hill betting shop.

4.10.18. There are just 4 vacant units across the town centre, substantially below the national average; and other town centre uses include dentists, a place of worship and a nursing home, and – just behind the high street on Rudolph Road is the Citizens Advice Bureau and the Bushey Museum and Art Gallery.

Bushey High Street Diversity of Uses: Town Centre Change 2012-2025

4.10.19. The table below compares the town centre composition by number of units since 2012. The figures and analysis show some flucutation, with the high street losing convenience and comparison goods operators and gaining those from the retail, leisure services and financial and business sectors. The high street has experienced a fall in the number of vacant units.

	% of Total Units 2012	% of Total Units 2017	% of Total Units UK Average 2017	% Change 2012-2017
Convenience	8.3	3.7	2.0	-6.3%
Comparison	29.2	16.7	22.4	-6.8%
Leisure Service	14.6	22.2	24.5	+9.9%
Retail Service	20.8	29.6	24.5	+3.7%
Financial & Business	16.7	20.4	18.4	+1.7%
Vacant	10.4	7.4	8.2	-2.2%
Total	100.0%	100.0%	100.0%	-

Table 17. Composition of Bushey High Street by Unit Number, 2012-25

Source: South-West Hertfordshire Retail and Leisure Study, September 2018
Bushey Heath: Diversity of Uses and Retailer Representation



Fig 218. Bushey Town Centre, Policy Frontages and Boundaries

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Bushey Heath: Diversity of Uses and Retailer Representation

4.10.20. Bushey Heath town centre comprises 6,240 sq m gross of retail, leisure and service floorspace across 49 units. The main high street has fewer historic buildings than ‘Bushey High Street’ and is predominantly comprised of 2-3 storey purpose built post-war shopping parades. Table 18 and Table 19 below set out the diversity of uses in Bushey Heath compared to the national average in respect of town centre composition. The data demonstrates the strong role of the convenience, comparison and retail service categories and the lower representation of leisure services. The vacancy rate is below the national average.

4.10.21. The proportion of retail services is the strongest in the town centre, comprising 14 units (28.6% of total units), which is 12.8% above the national average. Within this category, there is a good mix of business including dry cleaners, beauty salons, hairdressers, opticians, clothing alterations and a Post Office. The convenience goods category is also above the national average, comprising 7 shop units, including a small high street Morrisons and Budgens, alongside a baker, greengrocer, off licence and deli. The convenience goods provision is strong within the village centre.

4.10.22. The proportion of comparison goods retailer is a strong, broadly in line with the national average which is increasingly unusual for a centre of this scale. The 12 businesses include carpets and flooring, chemists, charity shops, computer equipment, household goods, mobile phones, two ladies wear boutiques, and car dealers. The financial and business sector is also broadly in line with the national average, but the 4 businesses are limited to window/door sales and estate agents and there is no face-to-face banking or financial services.

	No. of units	% of Total	UK Average (%)	Variance
Convenience	7	14.3	9.3	4.9
Comparison	12	24.5	26.1	-1.6
Leisure Service	8	16.3	26.5	-10.2
Retail Service	14	28.6	15.8	12.8
Financial & Business	4	8.2	7.9	0.2
Vacant	4	8.2	14.1	-6.0
Total	49	100	100	-

Table 18. Bushey Heath Composition of Uses (Units)

	Floorspace	% of Total	UK Average (%)	Variance
Convenience	1,190	19.1	15.3	3.8
Comparison	2,470	39.6	28.7	10.9
Leisure Service	880	14.1	27.7	-13.6
Retail Service	990	15.9	7.2	8.7
Financial & Business	300	4.8	6.1	-1.2
Vacant	410	6.6	14.5	-7.9
Total	6,240	100	100	-

Table 19. Bushey Heath Composition of Uses (Floorspace sq m gross)

4.10.23. The proportion of leisure services is below the national average, comprising just 8 businesses; these include two good quality cafés, two hot food take-aways (fish & chips/pizza), and four restaurants – a relatively good mix of business despite the limited number. The town centre also offers a number of other town centre uses including dentist surgeries, health centre/GP practice, and veterinary surgery.

Bushey Heath - Diversity of Uses: Town Centre Change 2012-2025

4.10.24. Table 20 below compares the town centre composition by number of units since 2012. The figures and analysis highlight the strong fall in comparison goods operators, leisure services and financial and business services, and an increase in convenience goods, retail services and vacant units.

	% of Total Units 2012	% of Total Units 2017	% of Total Units 2025	% Change 2012-2025
Convenience	10.6	20.0	14.3	+3.7%
Comparison	36.2	28.9	24.5	-11.7%
Retail Services	17.0	20.0	28.6	+11.6%
Leisure Services	21.3	20.0	16.3	-5.0%
Financial and Business	12.8	11.1	8.2	-4.6%
Vacant	2.1	0.0	8.2	+6.1%
TOTAL	100.0%	100.0%	100.0%	-

Table 20. Composition of Bushey Heath by Unit Number, 2012-25

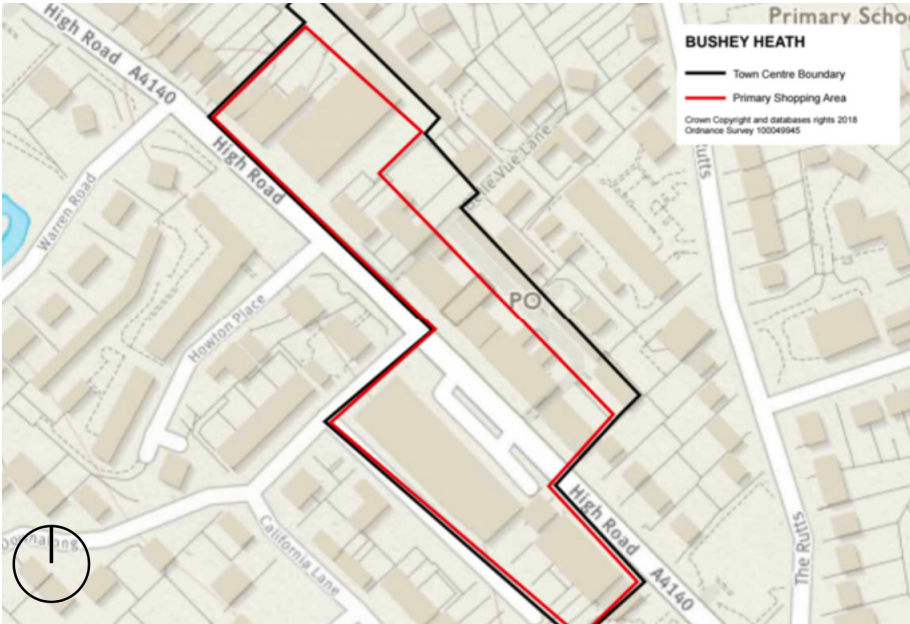


Fig 219. Bushey Town Centre, Policy Frontages and Boundaries

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Bushey Village/ High Street - Key Findings

Strength

- Village high street with a number of attractive, historic buildings.
- The village centre has a good range and breadth of goods and services encouraging regular footfall and linked-trips.
- The range of comparison goods non-food retailers is good, despite a considerable fall in the number of businesses in this sector since 2012.
- Key town centre uses/attractors including Citizens Advice, Museum and Art Gallery, dental surgeries, the Post Office, pet shop, chemist, florist and hardware store.
- Good quality restaurants with small take-away and café offering, the Red Lion public house is a good quality key attractor central to the high street.
- Bushey Heath and Bushey High Street offer a well-balanced overall offer, both countering each other’s weaknesses, with Bushey High Street offering food and beverage venues and Bushey Heath offering a stronger convenience goods sector. They perform well as one overall destination.

Issues

- Building quality and fascias do decline towards the periphery of the centre both east and west. At either end, the frontage is limited to just one side of the high street.
- No face-to-face banking within the predominantly service orientated town centre. There is no face-to-face banking across the wider Bushey settlement.
- Limited convenience goods provision, just one small top up store.
- wOver dominance of hairdressers and estate agents within the respective categories.

Opportunities

- Continued investment in fascias or contraction of the peripheral areas through change of use or redevelopment.
- Improved café offer.
- Improved convenience goods offer in the form of a second small top up store or independent businesses. Nearby Bushey Heath does, however, offer a strong convenience goods shopping role.

Bushey Heath- Key Findings

Strength

- Predominantly purpose-built shopping parades which are well maintained.
- Convenience goods retailing is strong and has improved in quantity in recent years. This sector is a strong town centre attractor with both multiples and independents.
- Retail service sector is the strongest sector in the town centre and has grown substantially in recent years, providing some of the key attractors present across the high street.
- The comparison goods sector remains strong with a good range of product, but the quantity has fallen sharply in recent years.
- Bushey Heath and Bushey High Street offer a well-balanced overall offer, both countering each other’s weaknesses, with Bushey High Street offering leisure services and Bushey Heath offering a stronger convenience goods sector.

Issues

- The comparison goods sector has declined substantially in recent years.
- The financial sector offers no face-to-face banking. There is no face-to-face banking across the wider Bushey settlement.
- The leisure sector is limited and has declined in recent years.
- The vacancy rate has increased in recent years, but remains below the national average.

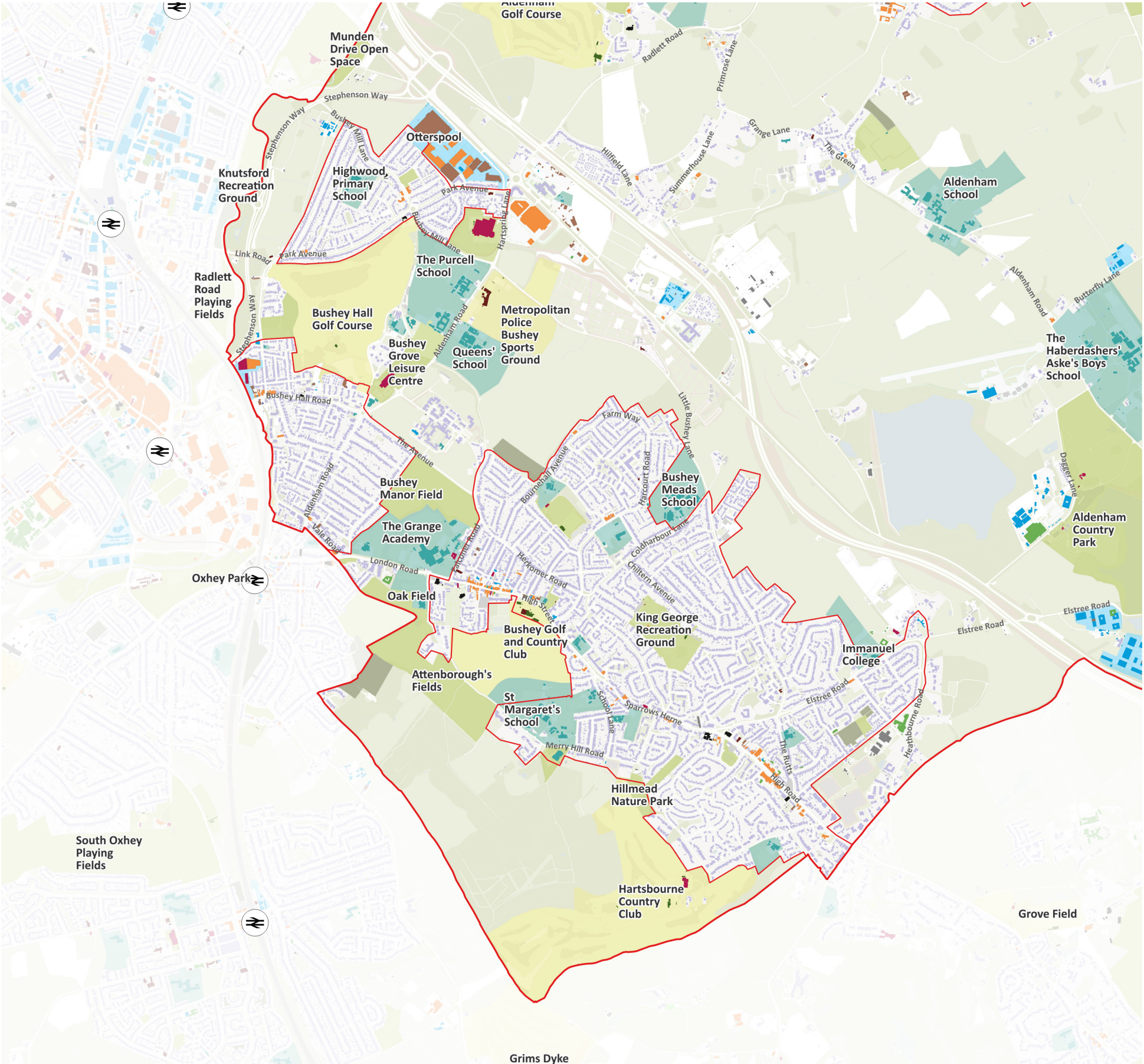
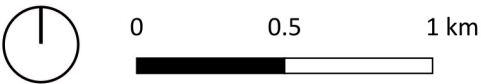
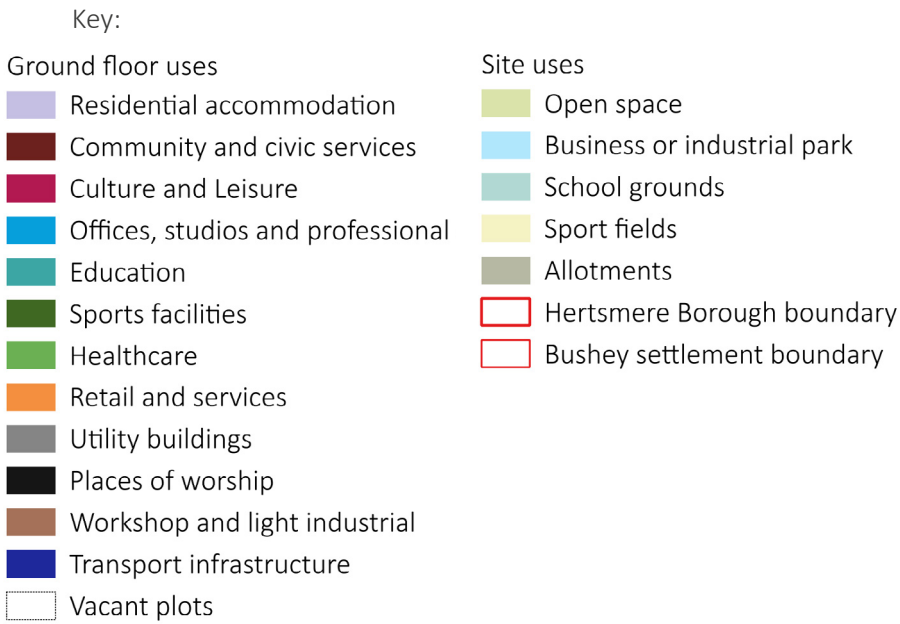
Opportunities

- An improved food and beverage offer. Nearby Bushey High Street offers a strong food and beverage role.

4.11 Land Uses & Activities

- 4.11.1. Most of Bushey’s land is used for housing, with many terraced, detached, and semi-detached homes with generous garden plots, as well as a growing number of apartment blocks.
- 4.11.2. The main shops and services are concentrated in two High Street areas: Bushey Village and Bushey Heath. In addition, a superstore is located in North Bushey, just south of the M1 and the bypass. Schools, leisure facilities, and healthcare services are also distributed throughout the area, providing convenient access for residents.
- 4.11.3. On the north side of the settlement, there are a small number of commercial and employment sites along the M1, as well as a large cemetery serving a wider area beyond the local community.
- 4.11.4. The Greenbelt surrounds the neighbourhoods, with recreational lands and parks scattered among the residential areas, providing spaces for families and the neighbourhood.
- 4.11.5. West side of North Bushey benefits from proximity to both Watford’s open space amenities and the green spaces within the local neighbourhood.
- 4.11.6. Bushey has four travellers’ sites, all located between Western Avenue and the M1, with two on Sandy Lane and two on Eaton Way.

Fig 220. Land and ground floor uses map



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Community and Culture

4.11.7. Bushey has a strong sense of community, supported by an active network of local groups, societies, and places of worship. The area hosts events such as the annual Bushey Festival, the Horticultural Society’s shows, and local arts exhibitions. The Bushey Museum and Art Gallery plays a central role in preserving the area’s artistic legacy, including its historic links to the Victorian art school.

4.11.8. Faith and education play an important role in community life. Several churches, synagogues, and faith centres serve diverse congregations, while a range of primary and secondary schools contribute to the town’s social fabric. These institutions provide not only education but also venues for community gatherings and activities.

4.11.9. Grassroots, community-led projects — from charity fundraisers and volunteer gardening groups to neighbourhood events — further strengthen social bonds. In addition, facilities such as village halls, sports clubs, and green spaces act as focal points for everyday interaction and local identity.

4.11.10. For detailed information on amenity locations, please refer to the ‘Land and Ground Floor Uses’ map on the preceding page.

Land Uses & Activities – Key Findings

- North Bushey and Bushey Village. enjoy more closely amenities and facilities than Bushey Heath.
- A sustainable cycle and pedestrian network can be implemented to encourage more active movement to amenities and reduce car usage.
- Future large-scale housing developments should trigger an assessment of the health and educational facilities required to meet the needs of the growing population.



Fig 221. Bushey is known for its long history of art and strong local culture.



Fig 223. Community centre



Fig 224. One of the local faith centres



Fig 222. Bushey Museum and Art Gallery



Fig 225. Youth Centre



Fig 226. One of the local school buildings



Fig 227. Historical Village Green and Church at the heart of Bushey Village

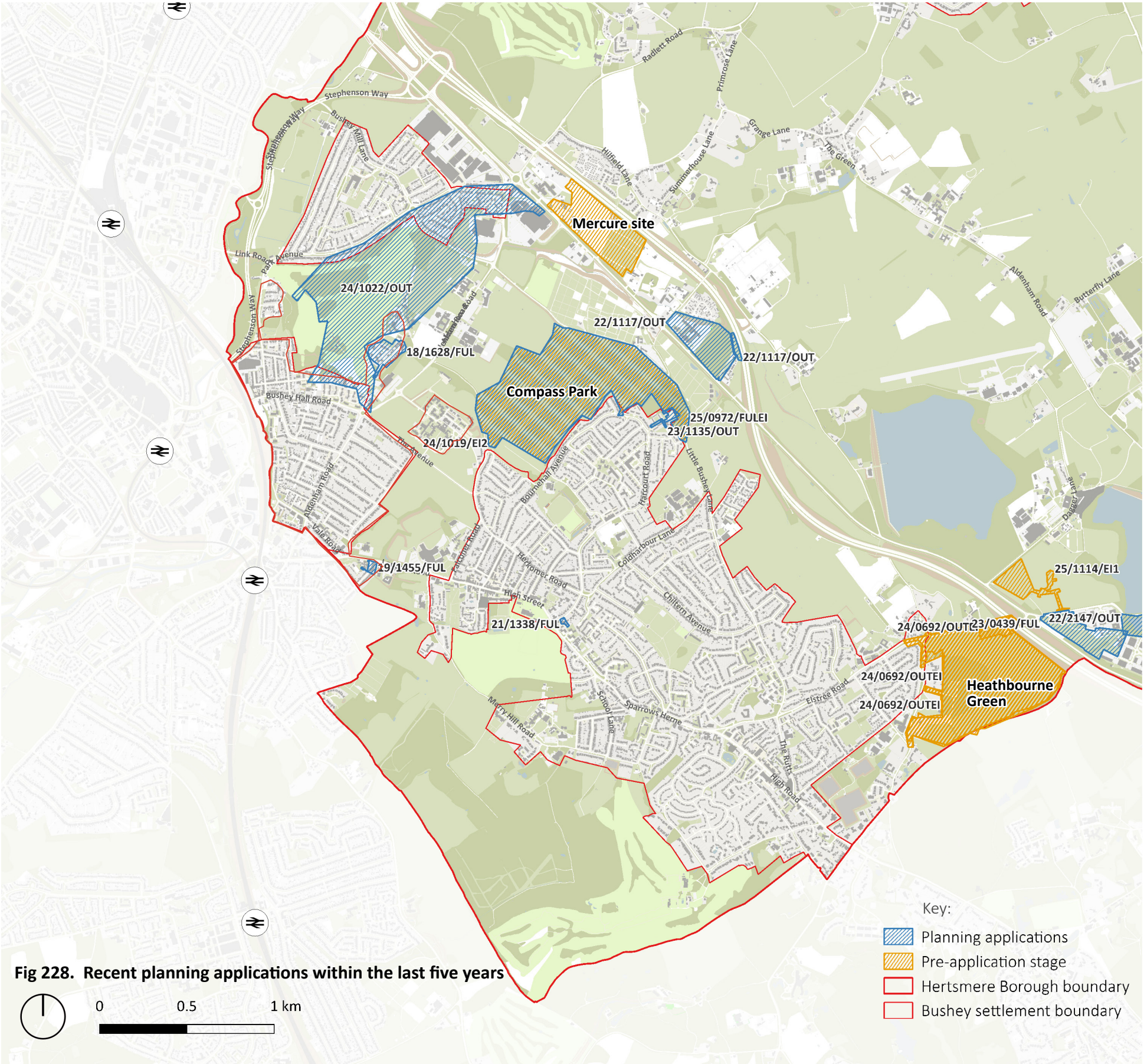
4.12 Development Context

Recent Major Developments

4.12.1. Rolfe Judd have prepared a schedule of all major planning applications within the Borough that have been submitted within the last five years, split by the four designated study areas and those within other areas of the Borough. These case studies will be used when identifying proposals for the study areas to ensure that recent proposals have been taken into consideration alongside sites identified in emerging policy and the call for sites exercise.

4.12.2. Several new and speculative developments could change Bushey’s character and add pressure to local infrastructure. Major proposals, including Compass Park, Heathbourne Green, and a new datacentre at the Mercure site, may reach committee in 2026. Their benefits are varied, so strategies should aim to make the most of them. Heritage-sensitive design code will be important for any new development.

24/1022/OUT Land At Bushey Hall Golf Club Bushey Mill Lane	Outline planning application for the provision of new homes (Class C3) and community, healthcare and well-being facilities (Use Classes F2.	Pending
24/1283/OUTeI Land North East Of Elton Way Bushey Hertfordshire WD25 8HB	Demolition and redevelopment to comprise B8 use of up to 45,000 sqm gross external, including ancillary offices.	GP subject to decision linked to s52
23/1135/OUT Land At Sutcliffe Close And Rear Of 5 - 14 Ford Close	Erection of 27 dwellings, with associated car/cycle parking, landscaping and access from Sutcliffe Close.	Approved
24/1019/EI2 Land To The South West Of Little Bushey Lane And North Of Farm Way	EIA scoping request for a large mixed-use development, including: •Housing: Up to 700 residential dwellings (C3), including 70 older person units (C2/C3) and 10 self-build plots. •Education: A 2FE Primary School (expandable to 3FE) and early years provision (F1). •Commercial: Up to 5,600 sqm of non-residential uses (E, F2, and Sui Generis) such as pubs and takeaways.	Response Given
21/1338/FUL Prestige House 16 Melbourne Road	Proposed change of use from office to 20 dwelling flats with rear extensions, new roof with dormers and associated extensions and external alterations.	Built
19/1455/FUL. Former Bushey Health Centre London Road	Erection of a 72-bed care home (use class C2) with car parking and associated landscaping	Built
18/1628/FUL Land At Lincolnsfield Off Bushey Hall Drive	Demolition of buildings to south of Lincolnsfield Centre and redevelopment to provide 55 residential dwellings including alterations and improvements to the existing internal roads, associated vehicular parking, watercourse enhancement, refuse and amenity provision and landscaped areas	Built
25/0972 FULEI. Land North Of Farm Way	This hybrid planning applications seeks approval for phased, residential-led mixed use development, capped at 700 dwellings, a 70- bed care home, and 1,701 sqm of commercial space.	Pending
22/1117/OUT The Mecure Hotel And Land To South East Tylers Way Watford WD25 8JH	Demolition and redevelopment for a 30,000 sqm (GEA) Storage and distribution (B8) facility, including ancillary offices. The scheme covers all associated infrastructure: parking, servicing areas, cycle storage, utilities, access routes, and site landscaping/ layout.	Permission subject to/ linked to Sect 106
24/0692/OUTeI Land South Of Elstree Road And East Of Heathbourne Road Bushey Heath	Outline Application (access reserved) for a mixed-use developemnt focused on C2 (care) and C3 (Residential) housing and facilities. The plan incorporates a clubhouse, commercial/ community bildings (E1, F1,F2, Sui Generis), extensive open space and sports/play facilities, a new transport hub, and all essential infrastructure.	Pending
23/0439/FUL Land Adjacent To Lismirrane Industrial Park Elstree Road Elstree	Demolition and redevelopment comprising of E(g)(iii) (Industrial Processes), B2 (General Industry) and B8 (Storage and Distribution) uses with ancillary offices and associated access, car parking, servicing areas and landscaping. (Original Description)	Pending
25/1114/EI1 Land On The South Side Of Dagger Lane Elstree Hertfordshire	A request for an Environmental Impact Assessment (EIA) Screening Opinion for the development of a flexible B2 (Industrial) / B8 (Storage and Distribution) facility. The proposal comprises up to 17,000 sqm (GEA), including ancillary offices, along with associated car and cycle parking, servicing areas, internal routes, open spaces, and services.	Pending



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4.13 SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
Townscape			
- The charming Bushey village’s historic centre, shaped by its artistic heritage, contains independent shops and civic and cultural facilities. - Bushey Heath centre is small but functional and active. - The spine route, as the major bus route linking the two centres, has supported higher-density housing along it. - Some streets showcase their character through human-scale proportions, a variety of rich materials and one-off building styles, and high-quality architectural details. - The settlement is surrounded by Greenbelt and open spaces, providing amenity and recreational areas for the community. - Bushey’s topography provides outward views over the surrounding areas, with several valued viewpoints within the village core and along the Green Belt edges.	- Bushey village centre—There are a few gaps along the frontage, and some surfaces appear slightly patchy. The traffic is heavy and fast, and parking along the High Street could be better organized to enhance. - Bushey Heath centre- Streets have a solid, concrete-like appearance, with heavy through traffic. - At the Bushey’s north edges, post-war street blocks are large—often 500–800 metres—creating a car-oriented environment that reduces walkability and connectivity. - The many post-war cul-de-sac patterns have created long pedestrian routes that are not naturally overlooked by nearby homes, reducing passive surveillance and potentially feeling unsafe. - The Greenbelt currently separates the various character areas and sub-areas of Bushey, however it already includes areas of development and more of this is emerging in approved planning applications and others under consideration.	- Bushey village centre—opportunities exist to infill the frontages, calming the traffic and improve surfaces and street furniture. - Bushey Heath centre-opportunities to improve the public realm and introduce traffic calming measures. - The spine route has the capacity to accommodate moderately higher-density sustainable developments. - Potential to encourage more structured cycle and pedestrian routes to provide alternative effective transport options. - Mature trees, used sensitively can create a charming character to the place. - The developed areas within the Green Belt that are not actively used provide opportunities for redevelopment to enhance the town with well-considered design. - Some underused car parks or service sheds could serve as strategic sites for brownfield development.	- Hertsmere’s 2014 car parking standard, reflecting the high number of parking spaces, has not been updated for a long time. - Large-scale, monolithic development may be incompatible with Bushey’s existing character.
Heritage			
- Unusually coherent and high-quality historic environment to Bushey Village with few detractors - A considerable legacy of Arts & Crafts buildings - Attractive topography, views, and interplay with green spaces in many areas	- Residential sprawl has affected a coherent identity towards Watford and London - Lack of recognition and protection for large areas of the historic environment outside current conservation areas - Bushey Heath in particular has seen unsympathetic redevelopment	There are areas of Bushey and Bushey Heath that would appear to amply justify studies for new or expanded conservation areas. Firstly, this includes the elaborate Arts & Crafts villas of North Bushey. Secondly, the area between Bushey Village and Bushey Heath – particularly along Sparrows Herne and to its west around School Lane and towards Merry Hill where there are many heritage assets.	- Out of scale developments in sensitive historic locations - Erosion of green spaces that allow separate settlement identifies. - Heritage priorities driven by hyper-local concerns rather than sound conservation principles

Strengths	Weaknesses	Opportunities	Threats
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. - Growth has impacted on levels of traffic and an increased demand on local services including education and health provision. - Significant eastward expansion is limited by the town’s position relative to the M1 and the A41.	The government has 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. - Narrow green belt gaps between Bushey and Watford.
Town Centre / High Streets			
- Bushey Heath and High Street complement each other: High Street for leisure services, Heath for convenience. - Bushey Village- - Village high street features attractive historic buildings. Good range of goods and services encourages regular visits and linked trips. - Comparison goods are varied, despite a decline since 2012. - Key attractions include Citizens Advice, Museum and Art Gallery, Post Office, dental surgeries, pet shop, chemist, florist, and hardware store. - Quality restaurants, cafés, takeaways, and the Red Lion pub are key draws. - Bushey Heath- - Shopping areas are mainly purpose-built and well maintained. - Convenience retail has grown, attracting both chain and independent shoppers. - Retail services are the town centre’s strongest and fastest-growing sector. - Comparison goods remain varied but have declined.	- There is no face-to-face banking in Bushey. - Bushey Village- - Building quality and shopfronts decline at the eastern and western edges, with frontage only on one side. - Very limited convenience retail, with only one small top-up store. - Hairdressers and estate agents are overrepresented in their sectors. - Bushey Heath- - Comparison goods have declined significantly. - Leisure options are limited and have decreased in recent years. - The vacancy rate has increased in recent years, but remains below the national average.	- Bushey Village- - Invest in shopfronts or allow peripheral areas to redevelop/change use. - Improved café offerings. - Expanded convenience retail with a second small store or independent shops; Bushey Heath already offers strong convenience shopping. - Bushey Heath- - Food and beverage options have improved, with Bushey High Street offering a strong choice.	

Strengths	Weaknesses	Opportunities	Threats
Movement			
- Bushey benefits from frequent bus routes operated by TfL, connecting the town to Watford, Stanmore, Edgware, and their London Underground and Overground stations, providing good access to wider public transport networks and a large area of north-west London. - Although Bushey station is technically outside the borough boundary, it offers frequent National Rail and Overground services to London Euston, Watford, and Milton Keynes, supporting commuter flows.	- Bushey station is located about 1.5 km from the town centre, making it less accessible for many residents and reducing the proportion using public transport for commuting compared to other Hertsmere settlements - Cycle infrastructure is limited, fragmented, and does not meet current design standards. Main routes through Bushey lack formal cycle lanes, and severance from the M1 and other major roads restrict connectivity - Car ownership is generally high, with most households owning at least one car, reflecting a reliance on private vehicles.	- Walking is supported by a network of pavements and footpaths, particularly within residential areas, providing a foundation for further improvements to active travel infrastructure - Some quieter residential streets are conducive to informal cycling, and there are opportunities to improve the pedestrian and cycle network by providing connections between cycle-friendly routes and to local services and amenities - High-frequency buses connect to Bushey station and Stanmore Underground station, offering potential to further integrate Bushey with London’s transport network and encourage modal shift.	- Major roads such as the A411, A4140, and A409 experience high traffic volumes, which can sever neighbourhoods and limit opportunities for active travel. - Some streets and parking courts are visually dominated by hard surfacing, creating environments that feel overly concrete and unwelcoming, highlighting the need for more sensitive parking integration in future development. - The combination of high car ownership, fragmented cycle infrastructure, and distance from rail stations may hinder further modal shift towards sustainable travel, risking increased car dependency and congestion.
Socio-economics			
- Low levels of deprivation - Scores well on AHAH (Access to Healthy Assets and Hazards) score- 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).	- Experienced no employment growth since 2015 - High rates of economic inactivity (due to retirement-aged population) - Bushey shows 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 - neighbourhoods to the north of Bushey show moderate deprivation, contrasting with the overall district trend.	- Bushey, Potters Bar and Radlett, over 1 in 5 residents are of retirement age and have high homeownership rates- opportunity for 65+ communities and increasing stock of family homes - High rate of residents over 65- more likely to use high streets: consider high-street activation strategies based on aging population - Attractive to families moving in	- Aging population - Owner-occupiers stay in own home longer, holding family-sized assets from returning to the market
Property Market			
- Medium relative affordability compared to Radlett at £562/sf - Sales growth is strong at 4.1% - Commuter access and distance to London	- Lack of new homes - Due size of homes, many have very high overall prices - Rental growth has plummeted 6.6%	Influx of professional class increases demand for more housing	- Shortage of available developable land drives up housing prices and scarcity of new homes - Influx of professional class demanding more housing drives up prices and increases housing scarcity - 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

Strengths	Weaknesses	Opportunities	Threats
Environment and Sustainability			
- Some scattered green space and areas of particular importance to biodiversity within the settlement - No great crested newt (GCN) red zones present – presence of GCN may be addressed through district level licensing. - Distinct areas of flood risk contained to the plains of the River Colne (i.e., more potentially developable area, particularly to southeast main portion of Bushey)	- Fisher’s field LNR is present within the settlement boundary. - Bat, Hazel dormouse and GCN licences identified within the search area. - Absence of baseline habitat data for the settlement limits the extent to which development can be focused to areas of low biodiversity value, and avoid areas of high biodiversity value. - Moderate ecological quality of watercourse - 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. - support local initiatives to improve ecological quality and associated green spaces of the River Colne - Local areas closer to the banks of the River Colne comprised of gravels and chalks which offer opportunities for infiltration features to manage surface water - Opportunity to introduce dedicated spaces for water through wetlands, ponds, or other features to alleviate flood risk.	- 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 a ‘water neutrality’ situation occurring which would halt development until a solution is found. - Flooding from breaches of Hilfield and/or Aldenham Reservoirs - Climate change
Landscape			
- The surrounding Green Belt preserves rural settings and biodiversity. - Compact distribution of parks and recreation grounds within walkable distances.	- Sparse formal public realm and limited civic squares. - Car-oriented access limits walkability. - Public spaces lack connectivity and cohesion.	- Use watercourses to create blue-green corridors for recreation and flood mitigation. - Reclaim parking-dominated spaces for multifunctional public use. - Strengthen pedestrian links and widen pavements for safer walkability.	Flood risk in clayey, poorly drained soils and groundwater areas.

Appendix: Relevant Planning Application List

Development Framework Settlements

Relevant Planning Application List

BUSHEY				
Reference	Address	Description	Status	Type
24/0692/OUTEI	Land South Of Elstree Road And East Of Heathbourne Road Bushey Heath Hertfordshire	Outline application (with all matters reserved except access) comprising of: a range of types and tenures of C2 and C3 residential units; C2 care facilities; clubhouse building; other buildings and lifestyle facilities providing a range of Class E, F1, F2 and sui generis uses; open spaces, park and natural green spaces, play and outdoor sports facilities, community growing facilities and ancillary Class E and F2 amenities; a new transport hub and related transport facilities, together with associated vehicular means of access, parking, cycle routes and footpaths; and infrastructure works to provide drainage, utilities and associated services.	Awaiting determination	Green belt
23/0255/PA1	6-18 High Road Bushey	Mixed-use development including ground floor food retail outlet and residential flats above	Pre-app	Town Centre
25/0972/FULEI	Land North Of Farm Way Bushey Hertfordshire (Compass Park)	Hybrid planning application for a phased, residential-led, mixed use development. The detailed element comprises the phased construction of residential dwellings (open market and affordable) (Class C3); flexible non-residential uses (Class E and Class F2); community infrastructure including a community park; means of vehicular, cycle and pedestrian access from Little Bushey Lane; alongside associated works including landscaping, play facilities, highway, drainage and utilities infrastructure, and enabling works. The outline component (all matters reserved) comprises the phased construction of residential dwellings (open market and affordable) including self-build / custom build (Class C3); a care home (Class C2); land reserved for a primary school with associated playing fields (Class F1); flexible non-residential uses (including Class E, Class F1, Class F2 and Sui Generis (drinking establishments); vehicular, cycle and pedestrian access from Farm Way and Little Bushey Lane; alongside associated works including landscaping, play facilities, highway, drainage and utilities infrastructure, and enabling works. [For consultation purposes only: Up to 700 dwellings, up to 70-bed care home and up to 1,701sqm on non-residential uses	Awaiting determination	Green belt

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