

Hertsmere Local Plan

Delivering a better future

Hertsmere Local Plan
Regulation 19 Draft Plan
Volume 1

October 2026

CONTENTS

PART 1 | Delivering a better future for Hertsmere

Chapter 01 | About Hertsmere's Local Plan **001**

A Vision for Hertsmere 002

The Planning Framework 002

How the Plan has been prepared 004

How to Use the Plan 008

Strategic and Non-Strategic Policies 009

Next steps 009

Chapter 02 | Hertsmere Today and into the Future **011**

Introduction 012

Location 012

Population 014

Deprivation and Inequality 014

Character, Heritage and Culture 015

Housing 016

Economy 016

Green and Blue Infrastructure 018

Environment 018

Transport and Connectivity 019

Health and Wellbeing 020

Chapter 03 | Vision, Strategic Objectives and Spatial Strategy 021

Hertsmere Vision: Delivering Better Futures 022

Strategic Objectives 023

HBF 1 Delivering a Better Future for Hertsmere 026

PART 2 | Managing Development

Chapter 04 | Introduction 036

Chapter 05 | High-Quality Design 037

HQD1 Delivering High-Quality Design in Hertsmere 038

HQD2 Inclusive and Welcoming Design 044

HQD3 Public Realm and Connecting Places 051

HQD4 Optimising Site Capacity 057

HQD5 Building Heights 060

HQD6 High-Quality Housing Design 065

HQD7 Building Alterations and Extensions 067

HQD8 Infill and Backland Sites, Garden Land and Amenity Areas 070

HQD9 Shopfront Design 074

HQD10 Outdoor Advertisement 077

Chapter 06 | Heritage 079

HE1 Hertsmere's Historic Environment 080

HE2 Designated Heritage Assets 084

HE3 Non-Designated Heritage Assets 088

Chapter 07 | Housing **091**

H1 Meeting Hertsmere's Housing Need 092

H2 Optimising Delivery from Small Urban Sites 099

H3 Genuinely affordable housing 104

H4 Accommodation for older people 109

H5 Supported and specialised accommodation 112

H6 Housing with Shared Facilities/Homes in Multiple Occupation 115

H7 Self and custom-build housing 120

H8 Gypsy and traveller accommodation 122

H9 New Homes in the Countryside / Green Belt 125

Chapter 08 | Economy and Culture **128**

EC1 Meeting Hertsmere's Economic Needs 130

EC2 Protecting employment land and delivering new workspace 133

EC3 Delivering High-Quality Employment Sites and Workspaces 140

EC4 Affordable Workspace 143

EC5 Strategic Level Employment Designations 147

EC6 Local Level Employment Designations 149

EC7 Rural Employment Areas 151

EC8 Hertsmere's Non-Designated Employment Sites 153
EC9 Workplace Training and Job Opportunities 156
EC10 The Rural Economy 159
EC11 Town Centres at the Heart of Hertsmere's Communities 163
EC12 Hertsmere's Town Centre Network and Hierarchy 167
EC13 Optimising the Use of Town Centre Land and Floorspace 177
EC14 Hertsmere's Main Town Centre and Local Town Centre 179
EC15 Hertsmere's District Centres 185
EC16 Hertsmere's Smaller Centres and Individual Shops 189
EC17 Concentration of Harmful Uses 191
EC18 Public Houses 194
EC19 Markets 197
EC20 Visitor accommodation 200

Chapter 09 | Social and Community Infrastructure 203

SCI1 Safeguarding and Securing Social and Community Infrastructure 204
SCI2 Delivering High Quality Social and Community Infrastructure 211
SCI3 Delivering Sports, Recreation and Play Spaces 216
SCI4 Nurseries and Childcare Facilities 222
SCI5 Burial Spaces 224

Chapter 10 | Green and Blue Infrastructure 227

GI1 Hertsmere's Green and Blue Infrastructure Network	228
GI2 Hertsmere's Watercourses and Blue Infrastructure	231
GI3 Local Nature Recovery Strategy	234
GI4 Protecting and Enhancing Biodiversity, Habitats and Ecological Networks	236
GI5 Protection from Environmental Pollution	241
GI6 Urban Greening, Trees and Landscaping	246
GI7 Open Space	251
GI8 Communal Gardens and Food Growing	257
GI9 Geodiversity	259
Chapter 11 | Sustainable Design	**262**
SD1 Responding to the Climate Emergency	263
SD2 Sustainable Design and Retrofitting	265
SD3 Managing Heat Risk	269
SD4 Minimising Green House Gas Emissions	271
SD5 Improving Air Quality	274
SD6 Energy Infrastructure	277
SD7 Minimising and Managing Flood Risk	281
SD8 Water Supply and Wastewater	286
SD9 Ground Conditions	291
SD10 Reducing and Sustainably Managing Waste	293

SD11 Securing a Circular Economy 298

SD12 Minerals Consultation Area 300

Chapter 12 | Transport and Connectivity 302

TR1 Sustainable Transport and Movement 303

TR2 Transport Requirements for New Developments 307

TR3 Parking 312

TR4 Deliveries, Services and Construction 315

TR5 Taxis and Private Hire Vehicles 318

TR6 Digital Connectivity 320

TR7 Airspace Safeguarding 323

PART 3 | Hertsmere's Towns and Places

Chapter 13 | Introduction to Hertsmere's Towns and Places 329

Celebrating Hertsmere 330

Hertsmere in its wider context 332

Delivering the spatial strategy and meeting local needs 334

Chapter 14 | Borehamwood 337

Context and Character 339

Vision 342

Elstree and Borehamwood railway station 342

Key Spatial Objectives for Borehamwood 343

HBA1 Borehamwood Principal Location for Growth 344

HBA2 Borehamwood Town Centre Regeneration 347

HBA3 Elstree Way Employment Corridor 351

HBA4 Sustainable Movement and Connectivity in Borehamwood 355

HBA5 Green Infrastructure and Landscape Setting 359

Borehamwood Site Allocations **363**

HBA6 Retail Park, Borehamwood 365

HBA7 The Point, Shenley Road, Borehamwood 370

HBA8 Regent House & Car Park, Theobald Street, Borehamwood 374

HBA9 Hertsmere Civic Offices Cluster, Elstree Way, Borehamwood 378

HBA10 Borehamwood Fire Station and Job Centre Cluster, Elstree Way, Borehamwood 382

HBA11 Elstree Way Cluster, Borehamwood 386

HBA12 Imperial Place, Elstree Way, Borehamwood 390

HBA13 Old Haberdasher's Sports Ground, Croxdale Road, Borehamwood 394

HBA14 Aycliffe Road and Leeming Road Local Centre 398

HBA15 North of Allum Lane, Elstree, Borehamwood 402

HBA16 Land South of Allum Lane, Elstree, Borehamwood 406

HBA17 Land North of Barnet Lane (West), Elstree, Borehamwood 410

HBA18 Land West of Vale Avenue, Borehamwood 414

HBA19 Land north of Barnet Lane, Borehamwood 418

HBA20 Organ Hall Farm, Theobald Street, Borehamwood 422

HBA21 Borehamwood Industrial Area Extension 426

HBA22 Lismirrane Industrial Park Extension 432

Chapter 15 | Potters Bar **437**

Context and Character 439

Vision 441

Key Spatial Objectives for Potters Bar 444

HPBA1 Potters Bar Town Centres 445

HPBA2 Movement and Connectivity in Potters Bar 450

HPBA3 Character, Green Infrastructure and Setting 454

Potters Bar Site Allocations **457**

HPBA4 Metropolitan House, 3 Darkes Lane 459

HPBA5 Canada Life Place 464

HPBA6 Tesco, Potters Bar 469

HPBA7 Bus Garage, High Street 473

HPBA8 Potters Bar Station Car Park 477

HPBA9 Barnet Road Strategic Urban Extension 481

HPBA10 Land rear of Park Avenue 486

HPBA11 Former Potters Bar Golf Course 490

HPBA12 Dove Lane 496

HPBA13 Land Southeast of Junction 24 Strategic Industrial Employment Site	500
HPBA14 St Albans Road Strategic Industrial Employment Site	505
Chapter 16 | Bushey	**511**
Context and Character	513
Vision	516
Key Spatial Objectives	518
HBUSA1 Bushey Local Centres	519
HBUSA2 Movement and Connectivity in Bushey	524
Bushey Site Allocations	**528**
HBUSA3 Land to the South of Elstree Road and East of Heathbourne Road	530
HBUSA4 St Hilda's School, High Street	536
HBUSA5 Land at Little Bushey Lane	539
HBUSA6 Harts Farm	543
HBUSA7 Bushey Hall Golf Club, Bushey Hall Drive	547
HBUSA8 Bushey Golf and Country Club, High Street	551
HBUSA9 Land adjoining Caldecote Farm	556
HBUSA10 Land North East Of Elton Way	559
HBUSA11 The Former Mercure Hotel	564
Chapter 17 | Radlett	**569**
Context and Character	571

Vision 574

Key Spatial Objectives 576

HRA1 Radlett Centre 577

Radlett Site Allocations **581**

HRA2 Land South of Theobald Street 583

HRA3 Land West of Watling Street 587

HRA4 Land South of Shenley Hill 591

HRA5 Home Farm Strategic Urban Extension 594

HRA6 Northwest Radlett Strategic Urban Extension 599

Chapter 18 | New Settlement: Bowmans Cross 604

PART 4 | Delivery and Monitoring

Chapter 19 | Delivery and Monitoring **612**

DM1 Working with stakeholders to deliver the Local Plan 613

DM2 Infrastructure funding and planning obligations 615

DM3 Masterplans and comprehensive development 619

DM4 Land assembly 622

DM5 Meanwhile Uses 624

DM6 Health impact assessments 626

DM7 Monitoring and review 627

APPENDICES **634**

Appendix 1 | Abbreviations	635
Appendix 2 | Glossary	637
Appendix 3 | Strategic and Non-strategic Policies	655
Appendix 4 | Replacement, Deleted or New Policies	659
Appendix 5 | Housing Trajectory	669
Appendix 6 | Design Sense Check List	670
Appendix 7 | Sustainable Parking Standards	671
Appendix 8 | Further information on proposals for public houses	678

PART 1

Delivering a better future for Hertsmere

About Hertsmere's Local Plan

Section	Page
A Vision for Hertsmere	002
The Planning Framework	002
How the Plan has been prepared	004
How to Use the Plan	008
Strategic and Non-Strategic Policies	009
Next steps	009

A Vision for Hertsmere

1.1 The Hertsmere Local Plan provides the statutory planning framework for managing growth, investment and change across the Borough.

1.2 Hertsmere is a highly valued place, with distinctive towns and villages, strong communities, important green and historic environments, good links to London and wider Hertfordshire, and a successful local economy. The Borough faces significant challenges over the plan period, including housing need, affordability, pressure on infrastructure, climate change, town centre change, Green Belt constraints, changing work patterns and the need to support healthier, more sustainable communities.

1.3 The Plan's central purpose is to shape growth positively, meet the Borough's needs, directing development to the right places, securing high-quality design, supporting infrastructure, protecting what is valued, and enabling regeneration and renewal. In summary, the Plan seeks to deliver successful and sustainable places.

1.4 It is important that Hertsmere has a positively prepared and up-to-date Local Plan, as without one, development pressures are more likely to be managed through appeal-led decisions rather than through a locally prepared, evidence-led strategy.

1.5 The commitments of the Hertsmere Local Plan are:

- Meeting housing needs, including affordable housing;
- Making the best use of brownfield and urban land;
- Focusing regeneration and renewal in the most sustainable settlements;
- Supporting town centres and local centres;
- Securing infrastructure alongside growth;
- Protecting the Green Belt as far as possible, while recognising national policy requirements;
- Responding to the climate emergency;
- Improving health, wellbeing, open space and access to nature;
- Supporting jobs, culture, the visitor economy and local enterprise;
- Delivering high-quality design and stronger local identity.

The Planning Framework

1.6 The Hertsmere Local Plan forms part of the statutory development plan for the Borough and will be used to determine planning applications, alongside other relevant and adopted development plan documents and neighbourhood plans.

1.7 Decisions will be taken in accordance with the development plan unless material considerations indicate otherwise. Broadly these will consider:

- National planning policy and guidance;
- The Hertsmere Local Plan;
- The Policies Map;

- Neighbourhood plans;
- Supplementary planning documents;
- Evidence base documents.

1.8 The Local Plan must be considered and read in its entirety. Policies should not be applied in isolation, and proposals may need to satisfy several strategic, development management, settlement-specific and site-specific policies.

1.9 The Hertsmere Policies Map forms part of the Local Plan and identifies geographically specific policy designations, allocations, boundaries and constraints.

Figure 1.1: The Planning Policy Hierarchy

National legislation and national planning policy
Planning Acts **National Planning Policy Framework** **Planning Practice Guidance**
Statutory Development Plan
Hertsmere Local Plan 2026–2041 **Policies Map** **Made neighbourhood plans, where relevant**
Other statutory or formal planning documents
Planning documents prepared by the minerals and waste authority **Any relevant strategic or joint planning documents, if applicable**
Supporting guidance and material considerations
Supplementary Planning Documents **Design codes** **Settlement visions and masterplans** **Infrastructure Delivery Plan** **Sustainability Appraisal, Habitats Regulations Assessment and technical evidence base**

How the Plan has been prepared

Key Stages

1.10 There are several stages and procedures required in the preparation of a local plan. The Hertsmere Local Plan has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, the National Planning Policy Framework and guidance, the Council's Statement of Community Involvement, and other relevant statutory requirements. The process includes consultation and engagement, which is required before a local plan can be submitted to the Secretary of State for independent examination.

1.11 The Hertsmere Local Plan has been prepared through an iterative process of evidence gathering, engagement, consultation, assessment and refinement. Earlier stages of plan preparation have informed the Regulation 19 Publication Local Plan, including previous consultation and engagement exercises, the assessment of potential development sites, consideration of reasonable alternatives, and the preparation of technical evidence to support the spatial strategy, policies and site allocations.

1.12 The Council undertook consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 during the first quarter of 2026[1]. The Regulation 18 consultation invited comments on the emerging Local Plan, including the proposed spatial strategy, planning policy approaches, settlement and place-based policies, candidate site allocations, and reasonable alternatives. The Council has considered the representations received and taken them into account in preparing this Regulation 19 Publication Local Plan

1.13 The key stages of the plan-making process are set out below. This version of the Hertsmere Local Plan is published under Regulation 19 in anticipation of Submission under Regulation 22.

Figure 1.2: Key stages of the plan-making process

Evidence gathering and early
Baseline evidence, technical studies, call for sites, initial engagement.
Regulation 18 Consultation
Consultation on emerging strategy, policies and sites.
Consideration of representations
Review of comments, further evidence, refinement of strategy and policies.
Regulation 19 Publication
Publication of the proposed submission Local Plan for representations on legal compliance and soundness
Regulation 22 Submission

[1] The Council consulted under the Town and Country Planning (Local Planning) (England) Regulations 2012 Regulation 18 during 2020/21 and 2024. These early versions were prepared under different national planning policy contexts.

Submission of the Local Plan, representations and supporting documents to the Secretary of State.
Regulation 24 Independent Examination
Examination by a Planning Inspector, who has been appointed to represent the Secretary of State. This includes hearing sessions where required.
Inspector's report
The appointed Inspector advises whether the Plan is sound and legally compliant, including any required main modifications (that are necessary to secure soundness).
Adoption
The Council adopts the Local Plan.

Evidence Base

1.14 The Hertsmere Local Plan is supported by an evidence base made up of technical studies, research reports, assessments, site information, infrastructure evidence and other supporting documents. These have been prepared by the Council and, where appropriate, specialist consultants and partner organisations. The evidence base helps to ensure that the strategy, policies and site allocations in the Local Plan are justified, effective and based on proportionate and up-to-date information.

1.15 The evidence base covers a range of matters relevant to the future planning of Hertsmere, including housing need and supply, employment and economic development, town centres, Green Belt, settlement hierarchy, transport and connectivity, infrastructure, viability, design, heritage, climate change, flood risk, biodiversity, open space, health and wellbeing, and site assessment. The evidence base documents are available on the Council's website.

1.16 The preparation of the Local Plan has also been informed by place-based work for Hertsmere's four main settlements, including settlement visions, masterplanning and design guidance for Borehamwood, Potters Bar, Bushey and Radlett. These documents help to translate the Borough-wide spatial strategy into more detailed place-based expectations and have informed the relevant settlement policies, site allocations and delivery considerations.

Sustainability Appraisal and other assessments

1.17 A Sustainability Appraisal has been undertaken to inform the preparation of the Local Plan. This is an iterative process that assesses the likely social, economic and environmental effects of the Plan and reasonable alternatives. It helps to identify potential effects at an early stage so that the strategy, policies and allocations can be refined, and ensure measures to avoid, reduce or mitigate adverse effects can be incorporated where appropriate.

1.18 The Sustainability Appraisal has considered the emerging spatial strategy, policy approaches, site options and reasonable alternatives. It has been published

alongside the Local Plan at key stages of plan preparation, including this Regulation 19 Publication stage.

1.19 A Habitats Regulations Assessment has also been undertaken to consider whether the Local Plan is likely to have significant effects on protected habitats sites, either alone or in combination with other plans or projects. The Council has also prepared an Equalities Impact Assessment to inform the Plan and support the Council's statutory duties.

Tests of soundness

1.20 The Local Plan sets out a positive strategy for managing growth, meeting identified development needs, supporting infrastructure delivery and securing sustainable development across Hertsmere over the plan period. To be adopted, the Plan must be capable of being found sound at independent examination.

1.21 The National Planning Policy Framework[2] sets out the tests of soundness that apply to local plans. The Plan must be positively prepared, justified, effective and consistent with national policy. The soundness of the Plan will be assessed by an independent Planning Inspector following submission to the Secretary of State.

1.22 The Council considers that this Regulation 19 Publication Local Plan has been prepared in accordance with the relevant legal and procedural requirements and is capable of being found sound, subject to consideration of representations submitted at Publication, to be considered through the subsequent Examination. The National Planning Policy Framework confirms that local plans are examined to assess whether they have been prepared in accordance with legal and procedural requirements and whether they are sound. These tests of soundness are illustrated in **Figure 1.3.**

Figure 1.3: The Tests of Soundness

TESTS OF SOUNDNESS FOR LOCAL PLANS (NPPF, paragraph 36)	
Positively prepared	Providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.
Justified	An appropriate strategy, taking into account the reasonable alternatives and based on proportionate evidence.
Effective	Deliverable over the plan period and based on effective joint working on cross-boundary strategic matters that have been

[2] The Hertsmere Local Plan has been prepared, consulted upon, published and will be submitted under the transition arrangements for the previous plan-making process. Consequently, the Hertsmere Local Plan will be examined under the National Planning Policy Framework (December 2024).

	dealt with rather than deferred, as evidenced by the statement of common ground.
Consistent with national policy	Enabling the delivery of sustainable development in accordance with the policies in this Framework.

1.23 A key consideration for Hertsmere in preparing the Local Plan is ensuring that it meets its housing needs in full to demonstrate that the plan has been positively prepared. Hertsmere's housing requirement is calculated using the standard method set out in national planning guidance. The current housing requirement for Hertsmere is 975 dwellings per year. Further details on the housing requirement are provided in Chapter 7 – Housing.

Duty to Cooperate

1.24 On 2 March 2026 commencement regulations were laid before parliament bringing into effect the Levelling-up and Regeneration Act. This included provisions, which came into force on 25 March 2026, the revocation of the Duty to Cooperate. The Duty therefore ceased to apply from 25 March 2026 including where local plans are being prepared under transitional arrangements such as the Hertsmere Local Plan. Despite this, the Government has continued to emphasise the importance of local planning authorities collaborating across their boundaries, including on unmet development needs from neighbouring authorities. Therefore, whilst referring to the Duty to Cooperate, the Council is demonstrating how it has collaborated with partners on cross-boundary strategic matters and the steps it has taken to ensure effective cooperation in the preparation of the new Local Plan.

1.25 The Council has sought to corporate with neighbouring local planning authorities, Hertfordshire County Council, prescribed bodies and other relevant organisations in relation to strategic matters that cross administrative boundaries. These matters include housing need, employment land, transport, infrastructure, education, healthcare, utilities, Green Belt, green infrastructure, biodiversity, flood risk and other strategic planning issues.

1.26 The Council has engaged constructively, actively and on an ongoing basis with relevant authorities, infrastructure providers and prescribed bodies during the preparation of the Local Plan. This engagement has informed the spatial strategy, infrastructure planning, evidence base and policy approach. The outcomes of this engagement are set out in the Council's Duty to Cooperate Statement and Statements of Common Ground.

1.27 The Council continues to work with neighbouring authorities, Hertfordshire County Council, infrastructure providers, statutory bodies, local communities and delivery partners through the examination, adoption and implementation of the Local Plan.

How to Use the Plan

1.28 The Local Plan sets out a vision, strategic objectives and planning policies that together provide the overarching framework for the delivery of sustainable development in the Borough. It covers the period from 2026/27 to 2042/43.

1.29 Those with an interest in the Hertsmere Local Plan should:

- Read the Local Plan as a whole.
- Begin with the spatial strategy and key diagram, then consider the relevant Borough-wide policies, settlement policies, site allocation policies and Policies Map designations.
- Note that the Local Plan is organised into five main parts:
  - **Part 1** context, vision, objectives and spatial strategy;
  - **Part 2** borough-wide planning policies for managing development;
  - **Part 3** place-based policies for Hertsmere's towns and places;
  - **Part 4** delivery, infrastructure, implementation and monitoring;
  - **Appendices and schedules** provide supporting information, definitions and policy lists.
- Note that site allocations do not remove the need to satisfy other relevant policies, including design, heritage, transport, flood risk, biodiversity, infrastructure, viability and delivery requirements.
- Consider the supporting documents such as the Settlement visions/masterplans/design guidance because:
  - They translate the spatial strategy into more detailed place-based expectations;
  - They help guide regeneration, intensification and site-specific development;
  - They support policies for Borehamwood, Potters Bar, Bushey and Radlett;
  - They should be used to inform development proposals, pre-application discussions, masterplans and design responses.
- Note that where there is tension between policies, proposals will be assessed having regard to the development plan, national policy, site circumstances and material considerations.

Strategic and Non-Strategic Policies

1.30 The Council is legally required to identify the strategic priorities for the development and use of land in the Borough, and to set out policies to address these in the Local Plan. The National Planning Policy Framework is clear that local plans should identify and clearly distinguish strategic policies from other non-strategic policies.

1.31 Those with an interest in the Hertsmere Local Plan should note that:

- The Local Plan contains both strategic and non-strategic policies. These are clearly identified.
- Strategic policies are those that set the overall strategy for the pattern, scale and quality of development across the Borough, including the homes, jobs, infrastructure, environment and places needed over the plan period.
- Non-strategic policies are more detailed policies used to manage particular forms of development, local design matters, site-specific requirements or detailed development management issues.
- Strategic policies provide the framework for neighbourhood plans, site allocations, infrastructure planning, masterplanning and development management.
- Non-strategic policies support the delivery of the strategic policies and provide detailed criteria for assessing planning applications.
- A full schedule of strategic and non-strategic policies is included in Appendix 3 for ease of use.
- The distinction does not imply that non-strategic policies are less important. All adopted policies form part of the development plan and must be applied where relevant.
- The National Planning Policy Framework states that the tests of soundness are applied to non-strategic policies in a proportionate way, taking account of their consistency with relevant strategic policies.

Next steps

1.32 Following the publication of the Hertsmere Local Plan under the Town and Country Planning (Local Planning) (England) Regulations 2012 Regulation 19 it is anticipated that the plan-making process will take the following path:

- Representations received at Regulation 19 will be submitted to the Secretary of State alongside the Local Plan and supporting documents. This is in accordance with Regulation 22.
- An independent Planning Inspector will be appointed to examine the Plan on behalf of the Secretary of State. They will assess whether the Plan has been

prepared in accordance with legal and procedural requirements and whether it is sound. Government guidance confirms that the local plan examination considers legal/procedural compliance and soundness.

- Following examination, the Inspector may recommend main modifications where necessary to ensure that the Plan is sound and legally compliant.
- Once adopted, the Hertsmere Local Plan will replace relevant existing adopted policies and become the principal planning framework for the Borough.

Hertsmere Today and into the Future

Section	Page
Introduction	012
Location	012
Population	014
Deprivation and Inequality	014
Character, Heritage and Culture	015
Housing	016
Economy	016
Green and Blue Infrastructure	018
Environment	018
Transport and Connectivity	019
Health and Wellbeing	

Introduction

2.1 This section provides an overview of Hertsmere in the context of the wider Hertfordshire area. It draws on the latest available information to provide a snapshot of the Borough and its people looking at the current situation and considering future trends. This information highlights some of the main challenges and opportunities for the Local Plan to address.

Location

2.2 Hertsmere is a south Hertfordshire borough, located to the east of Watford and south of St Albans. It shares a boundary with other Hertfordshire authorities, Three Rivers to the west and Welwyn Hatfield to the north. To the south the Borough is bordered by the London boroughs of Barnet and Harrow and to the east the London Borough of Enfield.

2.3 As shown on Figure 2.1, Hertsmere benefits from good strategic transport links[1] into London and the rest of Hertfordshire, and beyond into Bedfordshire and Cambridge.

[1] This specifically refers to the railway and strategic highway networks.

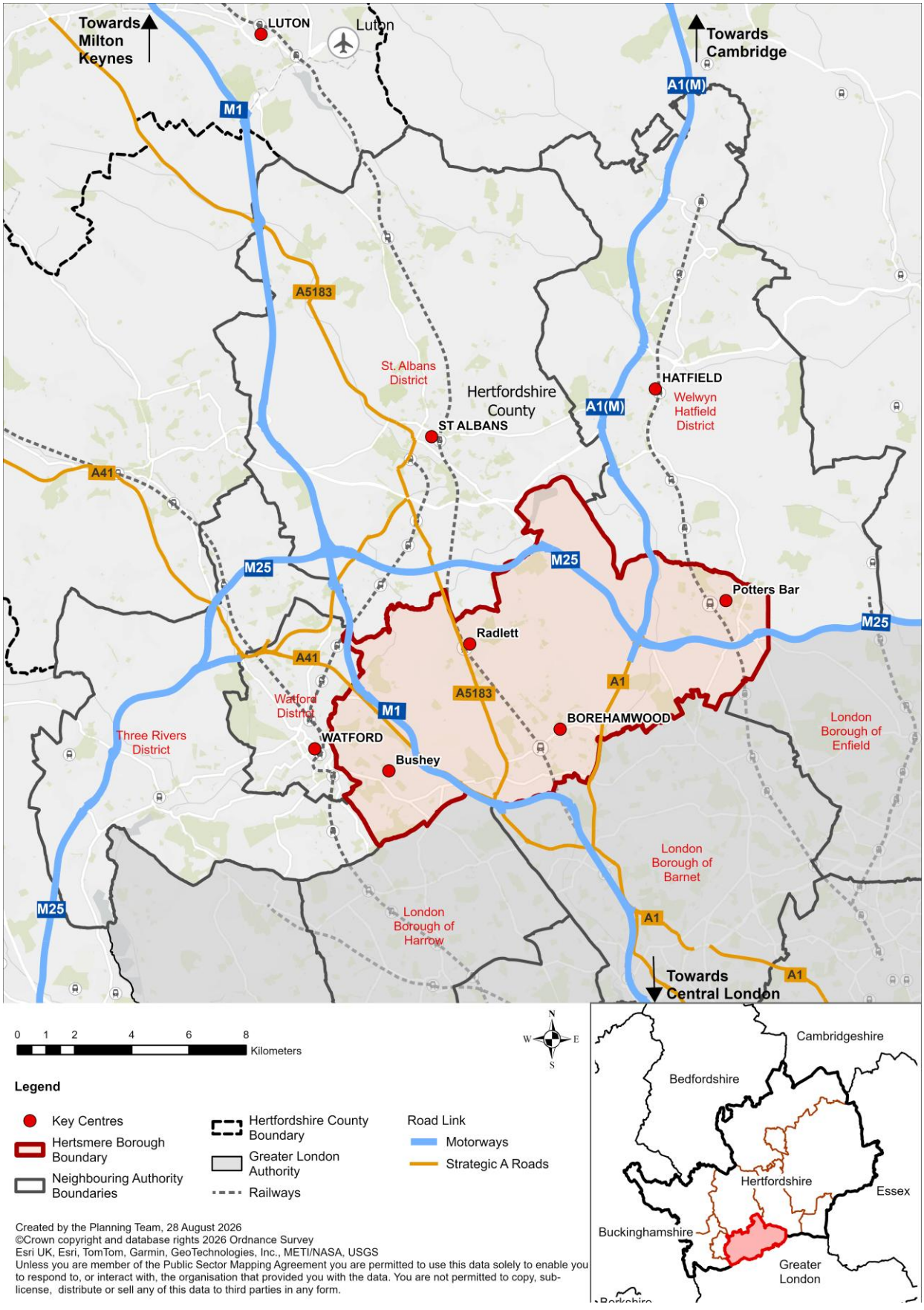


Figure 2.1 Hertsmere in a South-West Hertfordshire Context

Population

2.4 Like other boroughs across Hertfordshire, Hertsmere is experiencing population growth. The Borough's population grew from 94,762[2] in 2001 to an estimated 110,212[3] people in 2024, an increase of roughly 16.3% over a period of 25 years.

2.5 Hertsmere has an ageing population, with 40.8% of residents being between 40 and 69 years of age. It is a predominantly middle-aged working population, with the median being 41 years of age.

2.6 According to the Office for National Statistics, the Borough's population is forecast to rise to 113,007 by 2032. The median age of residents is also set to rise to 42 years of age from 41. It is projected that by 2032, the percentage of people aged 18 years and under is set to rise from 22% to 24% but the percentage of the working age population is set to remain around 62%[4].

2.7 Since 2011 the population has witnessed an increase of 17.6% in people aged 65 years and over, an increase of 5.7% in people aged 15 to 64 years, and an increase of 7.5% in children aged under 15 years[5].

2.8 Hertsmere has a predominantly white population, with 75% of residents stating their ethnic group as white. The second most prevalent ethnic group identified themselves within the group 'Asian, Asian British or Asian Welsh' at 10.5%[6].

2.9 Across the Borough, Christianity is identified as the main faith grouping, with 41.8% of Hertsmere residents describing themselves as Christian. The Borough is home to several Jewish communities, and conversely 17% of residents described themselves as Jewish, which equates to a rise from 14.3% the decade before[7].

Deprivation and Inequality

2.10 Hertsmere is a place of stark contrasts in so much as it contains areas of wealth as well as deprivation. Out of the 62 neighbourhoods in Hertsmere, 17 of these sit within the top 20% least income deprived neighbourhoods in the country. However, evidence demonstrates that the Borough has pockets of income deprivation in Borehamwood and other settlements. For example, Cowley Hill in Borehamwood is in the 20% most income deprived neighbourhoods[8].

2.11 Within these areas, child poverty/poverty is an issue, and it is noted that approximately 10% of children resident in Hertsmere are in relative poverty, before housing costs are considered. This rises to about 20% of children when housing

[2] Office for National Statistics 2001
[3] Office for National Statistics 2024
[4] Subnational population projections for England - Office for National Statistics
[5] How life has changed in Hertsmere: Census 2021
[6] How life has changed in Hertsmere: Census 2021
[7] How life has changed in Hertsmere: Census 2021
[8] Department of Health and Social Care

costs are applied. Nevertheless, it is highlighted that this is lower than the wider scale of child deprivation for the East of England; in which 15% of children live in relative poverty before housing costs, rising to approximately 24% after housing costs are applied[9].

2.12 Physical activity can be a key determinant of health and wellbeing as obesity is linked to many serious risks. Approximately a quarter of Hertsmere's adult population is considered overweight or obese. Childhood obesity is an issue in Hertsmere. During the period 2024/2025 some 22% of school children in reception class were categorised as overweight or obese, rising to 32% in Year 6[10].

Character, Heritage and Culture

2.13 Hertsmere is characterised by four distinct settlements, the towns of Borehamwood, Potters Bar, Radlett and Bushey. These are well established and each have their own neighbourhoods, town centres and communities. There are further smaller settlements across the Borough, each with their own unique character but reliant on the services provided by the four main settlements.

2.14 Hertsmere has a long history, with some settlements tracing their origins to Roman and medieval periods. Hertsmere has been the scene of many important historical events, including the significant Battle of Barnet in 1471, which effectively concluded the War of the Roses. There are 15 conservation areas in Hertsmere and 325 statutory listed assets, including historic buildings, parks and gardens.

2.15 Hertsmere saw substantial growth during the inter-war and immediate post-war periods. Notably during the 1950s the Borough experienced growth that met and accommodated housing need emanating from London. Today, Hertsmere's places are characterised by a mix of historically important buildings and more modern developments that collectively contribute towards meeting the needs for services that serve the wider Hertfordshire and north London area.

2.16 The Borough has made a significant contribution towards the film and television industry, which continues to have a significance in Hertsmere. Notably, Borehamwood and Elstree have been home to Elstree Studios, since 1941. The studios have been responsible for many internationally successful, and culturally significant films such as Star Wars IV - A New Hope, The Shining and Raiders of the Lost Ark. In addition to global blockbusters, successful television productions such as The Crown, Strictly Come Dancing and The Voice UK continue to be filmed at Elstree Studios.

2.17 Other film and television studios, in Borehamwood, include Sky Studios and BBC Studios, which are notable for internationally successful films such as Wicked, and the location of the EastEnders Albert Square set.

[9] Department of Health and Social Care
[10] Department of Health and Social Care

Housing

2.18 Housing affordability is an issue across Hertsmere. Hertsmere is a desirable place to live due to good connections to London and home counties. As a result, housing prices are high in comparison to the national average of £285,000[11]. House prices across the Borough are above the national average, costing £555,000[12]. In some parts of the Borough, for example in Radlett and Aldenham, the average house price is significantly higher at £1,002,500[13].

2.19 The average income for residents in Hertsmere is £45,103. This results in a ratio of house-price-to-income ratio of 11.9. It is highlighted that for residents in Radlett this ratio increases significantly to 22.2[14]. The Council's assessment of technical evidence suggests that some parts of Borehamwood are more affordable than the rest of the Borough, whilst Radlett is shown as being more expensive.

2.20 In parallel to the matter of affordability, the Borough is experiencing a rise in the private renting sector in terms of demand and cost of rents. From May 2025 to May 2026 private rents rose by 2.6% higher than the average for the East of England. There has also been a 4.8% rise in privately rented homes between 2011 and 2021, from 12.5% to 17.3%.

2.21 Hertsmere's housing tenure is significantly varied across its four main settlements. It is noteworthy that 33.5% of Borehamwood households, and 31.1% of Bushey households reside in flatted accommodation. In contrast, 51% of households in Radlett reside in detached properties and 48.8% of households in Potters Bar reside in semi-detached properties[15].

Economy

2.22 Hertsmere has a strong and diverse economic profile. Employment trends over the past decade show both growth and decline across different sectors. Real estate activities have experienced the greatest expansion, with employment rising by 140%. Professional, scientific and technical activities have also grown strongly, up by 80%, further reinforcing the Borough's status as a hub for knowledge-intensive industries. Accommodation and food service activities are also on the increase, having expanded by nearly 29%. Public administration and defence, construction, arts, entertainment and recreation have all seen growth, contributing to the area's economic resilience and diversity[16].

[11] Land Registry and ONS House Price Index – other sources, including Zoopla, suggest a lower average house price at about £271,900.
[12] Office for National Statistics
[13] How affordable are homes in your neighbourhood? - Office for National Statistics
[14] House price to residence-based earnings ratio ONS March 2026
[15] Hertsmere Local Housing Need Assessment 2025
[16] Hertsmere Economic Study

2.23 Professional, scientific, and technical activities represent the largest share of employment in Hertsmere, accounting for over 15% of all jobs. The jobs present in Hertsmere demand a highly skilled workforce - as shown by businesses engaged in research, consultancy and technical services. A further 13% of the economy is based on wholesale and retail trade as well as the repair of motor vehicles. Construction is another major employer, representing nearly 12% of local jobs[17].

2.24 It is noteworthy that many Hertsmere residents work beyond the Borough's administrative boundary – notably commuting outward towards jobs in Central and Greater London, and towards neighbouring employment centres in St Albans and Watford. Conversely, it is noted that there are good strategic public transport links that enable such onward commuting patterns and make Hertsmere a highly accessible employment location for those travelling into the Borough for work.

2.25 It is noted that the Borough also enjoys a high level of access to the Strategic Road Network, which has contributed to its success as a location for strategic industrial employment uses, including those associated with manufacturing, and storage and distribution. In the past five years, the Borough has also become a focus for data centres, whilst the latter are not high intensity employment uses, they are a critical component of national infrastructure.

2.26 Hertsmere's resident film and television industries have also benefited from this growth. This is evidenced by significant investments by the industry; with £15.6 million directed towards the development of the Platinum Stages in Borehamwood. The latter providing training and apprenticeship opportunities in film and TV production[18]. This demonstrates the importance of the film and television industry for the Borough, which represents between 0.9% and 2% of all available employment in Hertsmere depending on the year.

2.27 It is noted that 39.6% of residents in Hertsmere aged 16 or over benefit from a qualification at NVQ4 level or above. This is higher than the East of England (31.6%) and the national average (33.9%). In contrast it is noted that only 16.0% of residents in Hertsmere hold no qualifications, which is lower than the national average (18.1%)[19].

2.28 The Annual Survey of Hours and Earnings shows that the median annual gross pay for full-time workers who reside in Hertsmere was £42,168[20] in 2024, higher than the average across the East of England and England as a whole[21].

[17] Hertsmere Economic Study
[18] Elstree Studios' £15.6 million expansion in Borehamwood | Borehamwood Times
[19] ONS Census 2021 & 2011: Highest Level of Qualification
[20] ONS (2024); Annual Survey of Hours and Earnings.
[21] Hertsmere Economy Study 2025

Green and Blue Infrastructure

2.29 Despite its settlements benefiting from being close to large areas of open countryside, access and connectivity to green and blue infrastructure networks is limited across Hertsmere. The Borough's settlements have their own parks and open spaces, but these lack coherent access and connectivity with each other or to surrounding uses. It is noteworthy that much of the Borough's open natural land is either in private ownership or has limited public access. This results in relatively poor access to recreational green space[22].

2.30 Hertsmere has a single Site of Special Scientific Interest (SSSI) at Redwell Woods[23]. This is primarily comprised of ancient woodland and is designated as an area of Particular Importance for Biodiversity within the Hertfordshire Local Nature Recovery Strategy (LNRS). The latter seeking to restore the Borough's populations of protected species; including Nightingales, Swifts and rare arable plants[24] that are characteristic of Hertsmere as a place.

2.31 There are other pockets of ancient woodland to the north and west of the Borough, including Combs Wood and Hounds Wood[25]. Furthermore, the Borough has an active designated habitat bank, with additional provision in preparation on the Aldenham Estate.

2.32 Blue infrastructure, whilst currently not celebrated, is present across the Borough, notably including protected chalk streams and Aldenham Reservoir.

Environment

2.33 There is substantial evidence that climate change, because of human activity, is linked to increasing frequency and intensity of extreme weather events. It is broadly accepted as one of the key challenges now facing the world with carbon emissions as a key contributory factor. In response, Hertsmere Borough Council declared a climate emergency in 2019. It has subsequently implemented its Climate Change Strategy and Action Plan in 2025. This seeks to reduce the Borough Council's own emissions to net zero by 2050. To date, emissions have reduced by 37% from 2005 and 9% since declaring the climate emergency in 2019[26].

2.34 Across Hertsmere, almost 50% of emissions are produced by transport, 24% by domestic energy consumption, followed by commercial energy use, disposal of waste and the industrial/public sector. It is highlighted that CO2 emissions in

[22] Green Infrastructure Map
[23] Sites of Special Scientific Interest (England)
[24] Hertfordshire Local Nature Recovery Strategy 2025
[25] Ancient Woodland (England)
[26] Climate Change and Sustainability Strategy 2025

Hertsmere are 5.8t per capita – higher than the East of England and the National average.

2.35 It is noted that private cars and vans are the most frequently used modes of transport in Hertsmere. Whilst travel by walking over short distances is a common practice for residents, reliance on cycling and public transport remains low. Currently cycling accounts for only 1-2% of journeys, travel by buses 3-5% and trains 2-3%[27].

2.36 In addition to the above, domestic energy consumption across Hertsmere is significantly higher than either the East of England or the National average. It is further noteworthy that this level of consumption has not reduced at the same rate as the rest of the country over the past 20 years.

Transport and Connectivity

2.37 There is significant reliance on private vehicles for travel across Hertsmere with private cars and vans the primary modes used by Hertsmere's residents. This in part reflects the Borough's hinterland location – relative to Greater London. In contrast to the global city to its immediate south, Hertsmere places and settlements are dispersed across open countryside, and do not enjoy the same level of access or frequency to public transport opportunities. Consequently, the Borough experiences relatively poor local transport connectivity between its four main settlements.

2.38 The Borough does benefit from a very high level of accessibility to the Strategic Road Network, inclusive of the A1(M), M1 and M25, all of which pass and connect through the Borough. These strategic networks provide excellent access, for private vehicles, to Greater London, the East of England and beyond. These major roads are supported by a series of secondary and primary level roads which are used on a more local level.

2.39 The Borough benefits from three railway stations, these are located at Elstree and Borehamwood, Radlett and Potters Bar. These provide essential links to Central London (Kings Cross St Pancras and London Bridge), St Albans and Cambridge. Furthermore, Bushey and Watford railway stations are both located close to the Borough's western boundary. Access to London's Underground and Overground Network is also available located at Bushey, Oxhey, Cockfosters, High Barnet and Stanmore. These being most accessible to residents in the south of the Borough.

2.40 There are several bus operators that operate in Hertsmere, including Transport for London, Arriva, Uno, Metroline and smaller operators, Red Eagle, Rad Rose and Sullivan's. Routes connecting into London tend to be better served and more frequent than others that are focused on servicing the places between Hertsmere's settlements or beyond to the rest of Hertfordshire[28].

[27] Herts traffic and transport Data Report 2024.
[28] Hertsmere Sustainable Transport Appraisal and Outline Settlement Transport Studies

2.41 The Borough is served by several national walking and cycling networks, however, these are somewhat fragmented or not suitable for everyday use. Alongside the new Local Plan, the Borough Council is working in partnership with Hertfordshire County Council to bring forward a Local Cycling Walking and Infrastructure Plan (LCWIP) for Hertsmere. Upon implementation this will deliver improvements to the Borough's walking and cycling networks to make them genuine alternatives for everyday travel, either between places or to improve access to public transport nodes, such as existing railway stations and bus interchanges.

Health and Wellbeing

2.42 Increasing accessibility and resilience of health and wellbeing infrastructure is a key part of the Hertsmere Local Plan and achieving successful and sustainable place-making. This is not just limited to investment in conventional healthcare provision such as hospitals, surgeries, dentists, and clinics, and consequently the new Local Plan considers this a common thread throughout all its content.

2.43 Nevertheless, it is acknowledged that Hertsmere's residents and communities have distinct healthcare needs, such as those related to obesity, diabetes, hypertension and stroke, which can be addressed and overcome through investment in healthcare facilities. Consequently, place-making will seek to secure an appropriate level of provision for the required social infrastructure to support planned-for growth.

2.44 It is noted that Hertsmere has a significantly higher percentage of residents that described themselves as generally healthy (40.9%), in comparison to the rest of South West Hertfordshire (22.8%). Nevertheless, there is a strong link between areas of deprivation within the borough and conditions such as obesity, insufficient physical activity and smoking. Hypertension is the most reported chronic health condition, with 15.3% of the population reporting this, followed by 8.2% of the population reporting a history of depression. It is noted however that both figures are lower than the rest of South West Hertfordshire[29].

2.45 During the plan period it is anticipated that an increasingly ageing population will present its own challenges in terms of successful and sustainable place-making. Ensuring that the Borough is an inclusive place for its elderly residents will secure health and wellbeing benefits for all residents and communities.

[29] Hertfordshire and West Essex Neighbourhood Pack – Hertsmere

Vision, Strategic Objectives, and Spatial Strategy

Section	Page
Hertsmere Vision: Delivering Better Futures	022
Strategic Objectives	023
HBF 1 Delivering a Better Future for Hertsmere	026

Hertsmere Vision: Delivering Better Futures

3.1 The Hertsmere Local Plan is focused upon delivering the Hertsmere Vision – Delivering Better Futures.

Hertsmere is a place where vibrant towns, green spaces and close-knit communities come together. We are investing in homes, businesses and community life to build a greener, fairer and more prosperous future — all while staying connected to the energy of the city and the heart of our community spirit. Working hand in hand with our residents, we are shaping a future where every generation can call Hertsmere home.

3.2 The Hertsmere Vision – Delivering Better Futures will be applied by the Council across four themes. These are:

Table 3.1 Hertsmere Vision: Delivering Better Futures themes

Growing Opportunity
Powered by Community, Driven by Ambition - We are shaping Hertsmere into a Borough of opportunity – where people can live securely, work successfully, and enjoy green, sustainable and vibrant communities, close to the heart of the city.

Strong Homes, Secure Futures
Creating secure, affordable homes for every generation - We are committed to increasing access to social and affordable housing, ensuring that everyone in Hertsmere has a place to call home – now and in the future.

Community Equals Place
Safe, Sustainable, Successful – Together in Hertsmere - Hertsmere's strength lies in its people and places. Together, we are building a Borough that balances green living, economic vitality, and a strong, supportive community for generations to come.

Delivering Excellence
Strong foundations for smarter services - We are strengthening the way we work to deliver better outcomes for residents. We will modernise processes, improve efficiency and create a council that is ready to meet the future with confidence.

Strategic Objectives

3.3 To ensure alignment with the Vision, and to deliver a better future for Hertsmere, the Local Plan translates the four themes into a series of Strategic Objectives (see Table 3.2). The Strategic Objectives form a link between the Hertsmere Vision and the Local Plan Spatial Strategy. They address the key challenges facing the Borough now and over the long-term and represent the main delivery outcomes sought through the implementation of the Local Plan.

3.4 The Local Plan's Strategic Objectives have been informed by and reflect the Council's key objectives, including the Corporate Vision and Plan 2026-2028, along with those published by our partners and other key stakeholders. The Objectives have been directly translated from the four themes set out under Table 3.1.

3.5 The Hertsmere Vision helps to frame the Local Plan's Strategic Objectives, which are presented across themed topic areas. The objectives have been set out this way for organisational purposes and are not listed in order of priority. Many of the individual objectives are crosscutting in that they address more than one of the topic areas.

3.6 The Strategic Objectives are used to provide a clear link between the Local Plan's Spatial Strategy; its Planning Policies and Site Allocations. Consequently, each policy and allocation identifies which of the Strategic Objectives will be met through their implementation. These are signalled at the start of each policy and allocation.

Table 3.2 Hertsmere Local Plan – Strategic Objectives

Growing Opportunity Powered by Community, Driven by Ambition	
A	**Delivering a better future for Hertsmere -** Where vibrant towns, green spaces and close-knit communities come together. We are investing in homes, businesses and community life to meet needs[1], build a greener, fairer and more prosperous future — all while staying connected to the energy of the city and the heart of our community spirit. Working hand in hand with our residents, we are shaping a future where every generation can call Hertsmere home.
B	**A thriving local economy -** Strengthen Hertsmere's role in the wider economy by expanding the local business base; particularly in relation to the Borough's prominent role as a centre for the national and international film and television industry. Steer investment to town centres and other employment hubs and support the growth of sectors in which the Borough maintains or is poised to perform a key role, including the cultural, creative and digital industries. Enable the development of modern green industry and promote the greening of existing industries to reduce their environmental impacts and support the transition to a low carbon, circular economy.
C	**The regeneration of Borehamwood and Potters Bar –** Secure and deliver the regeneration of Borehamwood and Potters Bar Town Centres that transforms them as successful and sustainable places that sit at the heart of their respective communities. Ensure that the delivery of new homes, main town centres, employment opportunities, community infrastructure and public realm improvements are optimised so that they collectively contribute towards regeneration.
D	**Support a well-educated and skilled population –** Ensure that businesses have the necessary support they need to grow; specifically, through the delivery of a range of activities and events including networking, training and skills development.
Strong Homes, Secure Futures Creating secure, affordable homes for every generation	
E	**Meet the Borough's housing needs[2] by delivering homes for everyone -** Ensure Hertsmere's existing and future residents benefit from good access to a wide range and mix of high-quality housing, including genuinely affordable housing, which is tailored to meeting the varied needs of the community. This includes the needs of those from all age groups and at different stages of life, families and those with specialist housing requirements.
F	**Delivering affordable homes -** Optimising the delivery of affordable housing to meet identified need.
Community Equals Place Safe, Sustainable, Successful – Together in Hertsmere	

[1] The Local Plan seeks to provide a framework that ensures that new development meets the Borough's needs. These include the delivery of new homes; employment floorspace; main town centre uses; and social and community infrastructure.

[2] The baseline for calculating housing requirements is the national standard method, which identifies the need for all of England's plan-making authorities. The standard method calculation is responding to the national housing crisis.

G	**Securing a greener Borough –** Ensure all people across Hertsmere benefit from access to high-quality green spaces by protecting, enhancing and connecting the Borough's network of parks, open and water spaces. Promote and protect the ecological, biodiversity and amenity value of the Borough's natural assets - including trees, green spaces and water spaces - and seek to enhance existing assets or make new provision through new development wherever opportunities arise. Address the decline in the number and distribution of species and deliver Biodiversity Net Gain across the Borough.
H	**Responding to the climate emergency -** Realise long-term reductions in energy use and carbon emissions in helping Hertsmere to reach its zero-carbon target by 2050. Increase the use of sustainable transport modes (including walking and cycling) and ensure that new development is designed to reduce car use, maximise energy efficiency, and integrate greening measures to limit the urban heat island effect.
I	**Celebrating our local identity -** Ensure that all new development responds positively to the special attributes of its local context – including the cultural, historic, built and natural environment. Secure and deliver new development that is designed, constructed and maintained to a high-quality standard. Make the optimal use of land and, where appropriate, facilitate the regeneration and renewal of localities within the Borough's four main towns. Set a positive framework for conserving and enhancing the Borough's historic environment that promotes its understanding and appreciation.
J	**Healthy and safe communities –** Create an environment that encourages and enables people to pursue active and healthy lifestyles irrespective of their age, ability or income, including by applying the Healthy Streets Approach, making provision for accessible leisure and recreation opportunities and protecting the amenity of residents and visitors, particularly from pollution. Promote cohesive and mixed communities along with walkable and liveable neighbourhoods by ensuring development is carefully integrated and designed to secure high-quality, legible and permeable spaces that are inclusive and easy to access by everyone. Create safer neighbourhoods and improve perceptions of safety by ensuring the built environment comprises of welcoming spaces and places and that new development both designs out crime and improves resilience to emergencies.
Delivering Excellence **Strong foundations for smarter services**	
K	**Securing the timely delivery of infrastructure -** Provide the essential physical, community and green infrastructure needed to support growth and sustainable places, by coordinating investment and securing the timely delivery of new infrastructure, including using Community Infrastructure Levy funding and planning contributions.

HBF 1 Delivering a Better Future for Hertsmere (spatial strategy)

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
D Support a well-educated and skilled population
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

The Council will work positively and alongside local communities, community groups, and other public and private sector stakeholders to realise the Hertsmere Vision and to address the strategic objective for 'Delivering a Better Future for Hertsmere'. Successful and sustainable places will be delivered in the Borough, over the plan period, by:

a. Directing new development to the Regeneration Nodes, opportunities and well-connected sites within Borehamwood and Potters Bar and carefully managing growth in these locations in response to local character. Regenerative growth will support their vibrancy, vitality, viability and long-term resilience as places, and through this process will:

   i) Secure comprehensive regeneration across Borehamwood so that it serves Hertsmere as a centre for growth, in respect of employment, leisure, cultural and main town centre uses. The managed delivery of employment provision will ensure that Borehamwood maintains its position as a key centre for film and television production.

   ii) Facilitate the comprehensive regeneration of Potters Bar's town centres so that they can support the growth directed towards the town.

b. Directing new development to the Growth Nodes located around the Borough's four main towns and carefully managing growth in these locations in response to local character. Ensuring that these opportunities are fully optimised and delivered in a timely manner to provide at least a rolling five-year land supply for growth over the plan period.

c. Directing new residential, commercial, community, leisure and cultural development at an appropriate and proportionate scale to locations within Bushey and Radlett's existing town and local centres to maintain and enhance their vibrancy, vitality, viability and long-term resilience.

d. The opportunity for a new settlement on land known as Bowman's Cross will deliver a source of strategic housing supply. The new town will serve as an important delivery vehicle that sustains the step-change in housing supply and delivery into the next plan period. The delivery of the new settlement will secure the necessary infrastructure network and capacity improvements.

e. In all other locations within the four main towns, small-scale residential development in existing residential areas, will be positively considered. Such proposals will be considered in accordance with the approach towards small housing sites. Proposals involving larger windfall sites will be considered in accordance with relevant local plan policies, specifically in respect of their impact on the wider townscape character and their ability to access transport and infrastructure networks.

f. The Borough's smaller settlements are inappropriate and unsuitable locations for further growth during the plan period. Proposals for major housing development in these places will be resisted and will be directed towards the Borough's four main towns. Proposals for single infill dwellings that deliver self or custom build housing and/or deliver affordable housing that meets specific local needs will be considered on their merits.

g. Enabling new and improved infrastructure as a catalyst for investment and to unlock the development potential of sites across the Borough. Ensuring that new development delivered at the Borough's existing four main towns, and at the new Bowman's Cross settlement make an appropriate contribution towards the timely delivery of local infrastructure.

h. Making the best use of land and space by prioritising the redevelopment of brownfield/previously developed land and enabling the sensitive intensification of established residential neighbourhoods and commercial areas, including through the development of small urban sites located within the Borough's four main towns.

i. Ensuring all new development proposals follow the design-led approach to make the optimal use of land, respond positively to local distinctiveness (including the historic, cultural, natural and built environment), and helps to secure inclusive, safe, liveable, walkable and healthy neighbourhoods.

j. Protecting, enhancing and connecting Hertsmere's network of green and blue infrastructure (including trees, parks and open spaces, water spaces and biodiversity), as well as improving access to it by walking and cycling; and

k. Ensuring that a strategic and coordinated approach is taken by the Council and its partners to respond to the climate emergency and requiring new development to integrate measures for climate change adaptation and mitigation.

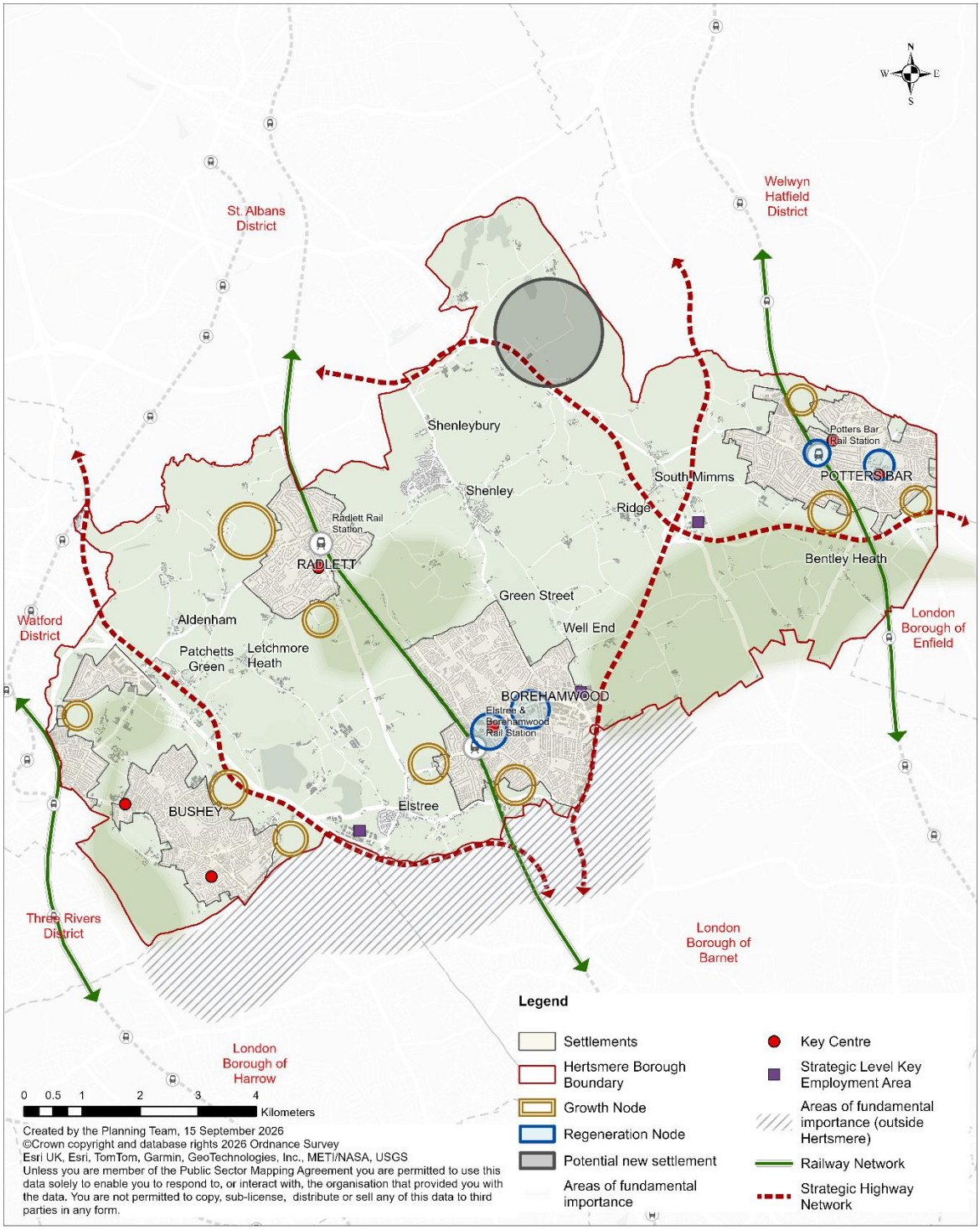


Figure 3.1 Hertsmere Spatial Strategy

Explanation

Regeneration Nodes and Opportunities:

3.7 This is the overarching policy for the Local Plan and is the starting point for achieving the Hertsmere Vision and responding to the plan's strategic objectives. It sets out the Spatial Strategy for the Borough. This is the land use and planning framework for the Council and its partners to manage growth and development, meet the Borough's needs, and to guide new investment in infrastructure up to 2043. It will help to ensure that successful and sustainable places are delivered in a way that responds to Hertsmere's distinctiveness as a place. The Spatial Strategy seeks to achieve this objective by identifying a hierarchy of places across the Borough where sustainable development will be directed. This includes those places identified in Figure 3.1 as being regeneration nodes, growth nodes, and a location for a new settlement.

3.8 The Local Plan's Spatial Strategy identifies Borehamwood Town Centre and Elstree Way and Potters Bar's town centres as Regeneration Nodes. These are identified on Figure 3.1. The urban areas, within both Borehamwood and Potters Bar, also contain well connected opportunities for accommodating optimised growth. They are already sustainable and successful places that have the capacity to be the focus of future growth during the plan period. They already have a sustainable mix of residential, main town centre and employment uses and good public transport connections that can be future improved through the delivery of sustainable growth. The Local Plan's Spatial Strategy, planning policies and site allocation seek to direct future growth and investment towards these places. Their highly sustainable nature provides them with the potential capacity to facilitate the delivery of growth at higher intensities.

3.9 Borehamwood and Potters Bar's identified Regeneration Nodes include several site allocations that seek comprehensive redevelopment of previously developed urban land. Evidence demonstrates that these site allocations, which are identified under the Local Plan's Part 3, are available, deliverable and developable during the plan period. Their delivery will contribute towards the realisation of the Spatial Strategy.

3.10 In addition to the Regeneration Node site allocations, the Local Plan-making process identified further opportunities for regeneration across Borehamwood and Potters Bar. These opportunities include several large well-located urban sites currently in a single low-intensity use; notably, the Tesco food store in Borehamwood Town Centre, and the Sainsburys food store in Potters Bar. Although these sites are not currently available, they remain as opportunities that could come forward during the plan period. The Council will seek to ensure that such opportunities contribute towards the implementation of the Spatial Strategy should they become available during the plan period.

Growth Nodes:

3.11 The Spatial Strategy's growth hierarchy continues by directing future development towards the Growth Nodes located across the Borough. These are located on sites immediately adjacent to the Borough's four main towns and are shown in Figure 3.1. The Plan seeks to direct a proportionate level of growth towards these locations that reflect their potential capacity as defined by their character and infrastructure.

3.12 The Borough's Growth Nodes will be delivered through a suite of site allocations that will provide extensions to the Borough's four main towns. The Growth Nodes will deliver an appropriate and proportionate mix of uses including residential, main town centre, employment, open spaces, community infrastructure and transport. Development across the Growth Nodes will be optimised to ensure that they deliver at least a rolling housing land supply over the course of the entire Local Plan period.

3.13 All the Growth Node site allocations are adjacent to the four main towns. They are characterised as countryside that is designated as Green Belt. The Borough's plan-making process has considered and assessed their potential to accommodate and deliver new development over the plan period. This has included a full consideration of their performance against the purposes of Green Belt. The Local Plan and its Spatial Strategy consider the Growth Nodes sites as being necessary to meet the Borough's needs and consequently seeks their release.

Hertsmere's Four Main Towns:

3.14 The Borough's four main towns of Borehamwood, Potters Bar, Bushey and Radlett are appropriate locations for the Local Plan to direct future growth to secure successful and sustainable place-making. Outside of the identified Regeneration and Growth Nodes, the four main towns' existing urban areas provide highly sustainable opportunities for growth that makes optimal use of comprehensive and infill development sites as they arise. The delivery of these opportunities will be supported through the Local Plan's planning policies. These provide development industry partners, particularly in the SME sector, with the confidence to bring these key sources of supply forward during the plan period. The delivery of these opportunities will secure a progressive intensification, and better use, of the Borough's four main towns.

3.15 The Spatial Strategy directs new development to the Borough's most sustainable locations. These are the four main towns centres and their surrounds. It supports an approach where centres provide people with most of their needs within a short walk or cycle journey from their home. This pattern of development is advocated to facilitate and better balance growth as well as to redress the distribution of investment locally, ultimately, to make neighbourhoods more sustainable and ensure equality of opportunity across Hertsmere.

3.16 The Borough's centres tend to have better access to sustainable travel networks, which provide choice of travel options beyond the private motor car. This along with a concentration of services and community facilities, make them well-placed to

accommodate more people and activities. New development can support town centre vitality particularly where larger schemes deliver public realm and townscape improvements. There are also opportunities to secure the long-term viability of town centres through the introduction of a wider range of uses including housing, workspace, cultural uses and community facilities. The scale of development envisaged across the Growth Node site allocations provide an opportunity to deliver meaningful mixed-use developments that include new centres that serve their surrounding communities.

3.17 The Council considers it important that town centres complement and support but do not compete with one another. Therefore, the Local Plan seeks to build on their unique qualities, character and function. As these centres will be important focal points for sustainable growth and new development they are expected to evolve over time, responding to the challenges facing our high streets and becoming even more liveable, vibrant and vital.

3.18 The delivery of the Regeneration and Growth Nodes will secure the Visions for the Borough's four settlements. The Regeneration and Growth Nodes will be aided by the delivery of new and improved transport infrastructure, which will help to unlock the development potential of their constituent sites. This includes improvements to sustainable travel networks and services that will provide connections to the wider adjoining town and beyond.

3.19 The settlements and places that lay beyond the Borough's four main towns are inappropriate locations for directing the scale of growth envisaged by the Local Plan. Whilst some of these places, such as the large village of Shenley, have experienced recent growth, these have largely been unplanned and implemented in a piecemeal manner via planning appeals. These places remain distant, disconnected and poorly supported by facilities, services, infrastructure and amenities. Consequently, the Spatial Strategy considers these places unsustainable locations for meeting the Borough's needs. The exception being proposals for single infill dwellings that deliver self or custom build housing and/or deliver affordable housing that meets specific local needs. These will be considered on their merits.

New Settlement:

3.20 The potential for a new settlement located on land known as Bowman's Cross has been explored by successive plan-making processes. The opportunity lies to the east of the existing town of London Colney, which itself is in the neighbouring administrative area of St Albans City. The Bowman's Cross site has been used for a variety of minerals extraction and waste processing uses, all of which are now time expired. Whilst the site is not an inherently sustainable location, the scale of development provided by a new settlement, provides a genuine opportunity to invest in necessary supporting infrastructure that can make it a successful and sustainable place over the lifespan of its implementation.

3.21 The new settlement will deliver a significant quantum of new homes; a new centre that comprises a full range of main town centre uses, inclusive of retail, community

infrastructure and complementary employment uses; open spaces; education provision; and transport infrastructure and services. It is anticipated that the new settlement will begin to deliver an up-lift in housing supply during the second half of the plan period, which will be sustained into the following. The Council considers this an important aspect of the Spatial Strategy that demonstrates a strategic commitment to meeting the Borough's, and the nation's, development needs.

Tackling deprivation and ensuring equality of opportunity:

3.22 The Hertsmere Vision considers it important that everyone can enjoy a good quality of life irrespective of their background, age or ability. Whilst there are many prosperous neighbourhoods in Hertsmere there are some localities where environmental, social and economic barriers adversely affect peoples' lives. The Local Plan seeks to tackle deprivation by coordinating new investment within these areas. It also highlights for our stakeholders, and delivery partners the need for targeted interventions to address the specific causes of deprivation and inequality. This includes investment in the built and natural environment as well as programmes for education, training, health and social care.

The timely delivery of infrastructure:

3.23 The Council will continue to work with its key stakeholders and development industry partners to deliver the infrastructure Hertsmere's neighbourhoods and communities need. This includes maintaining the valued partnerships with neighbouring boroughs. We have prepared an Infrastructure Delivery Plan (IDP) which will be used to inform planning and investment decisions. This will help us to secure infrastructure where and when it is needed. Further details are set out in Part 4 of the Local Plan.

3.24 The Council will continue to work with the local transport authority and other key transport infrastructure partners to deliver improvements to the Borough's sustainable and active travel networks. This aligns with successful and sustainable place-making objectives that seek to secure growth that is genuinely forward facing and positively considers car-lite travel patterns and vehicle ownership into the future. Improvements promoted under the LCWIP, alongside investment in public transport will seek to secure improved connections between the Borough's settlements and places.

Making the best use of land and space:

3.25 Hertsmere will play its part in positively responding to the national housing crisis. Whilst growth will bring many opportunities and new investment it will also lead to increasing and competing pressure on the use of land. In response to this the Local Plan sets a framework to help ensure that the best use is made of the Borough's limited supply of land. The Spatial Strategy directs higher density and mixed-use development to well-connected locations and other areas where new investment will support regeneration. It is complemented by the Part 2 policies which set requirements to ensure that new development is designed to a high-quality standard

and makes the optimal use of land. For example, by making provision for the co-location of uses or designing buildings and spaces which are adaptable to the needs of different activities and users.

3.26 The Spatial Strategy prioritises the redevelopment of brownfield land, or previously developed land of low or negligible ecological value. Development on those Growth Nodes that require land released from the Green Belt will be fully optimised. This will ensure that Hertsmere's countryside, green and open spaces are protected, and opportunities are taken to enhance the ecological value of brownfield sites. The Local Plan's Part 3 includes site allocation policies to ensure that the best use of land and optimal capacity of sites is realised. These are mainly located within the Growth Nodes, Regeneration Nodes, and town centres. Elsewhere within the four main towns, the sensitive intensification of established residential neighbourhoods and commercial areas will be supported. This will be enabled by mainly by the redevelopment of small sites.

Celebrating Hertsmere and enhancing its distinctiveness:

3.27 The Local Plan requires all new development to be delivered through a design-led approach. This means that new development must be based on an understanding of the site context and respond positively to the Borough's local distinctiveness. The use of the design-led approach will help to ensure that the unique and valued features of our neighbourhoods remain at the heart of the spatial strategy and are fully considered in planning decisions.

3.28 Hertsmere will continue to evolve in the wider context of Hertfordshire and as a key part of London's hinterland. Respecting local character and accommodating growth should not be seen as mutually exclusive. New development must help to reinforce the special characteristics of the Borough. At the same time, it should assist in repairing and re-shaping those elements of the built environment that could make a more positive contribution to the visual quality and liveability of our neighbourhoods.

3.29 The open countryside that surrounds the Borough's four main towns makes a significant contribution towards their character and appearance, particularly in respect of how they are perceived and experienced as distinctive places. The established Metropolitan Green Belt that extends across Hertsmere plays an important role in ensuring that the Borough's four main towns, and other smaller settlements and places, remain separated from one another. The Spatial Strategy contributes towards this approach by ensuring that future growth is optimised and does not contribute to sprawl. This process is informed by an appropriate and proportionate technical evidence base[3] that assessed the performance of the Green Belt.

3.30 This is further reflected in the Spatial Strategy under Figure 3.1, which identifies the extent of the Borough's Green Belt. This includes those parts of the Green Belt

[3] The Hertsmere Green Belt Assessments Stage 1 and 2 (2026)

identified as being Areas of Fundamental Importance. The Spatial Strategy seeks to secure the strategic extent of the Green Belt.

A greener Borough that responds to the climate emergency:

3.31 The Council is committed to promoting and securing sustainable development. We have declared a climate emergency and prepared a Climate Change and Sustainability Strategy[4], which will work in tandem with the Local Plan. Sustainable development means development that meets the needs of the present without compromising the ability of future generations to meet their own needs[5]. Environmental stewardship is an integral part of this. Hertsmere's natural assets are an irreplaceable resource and need to be conserved and protected. However, they are coming under increasing pressure from human activity, including that which is contributing to global climate change.

3.32 The Local Plan sets a framework for delivering successful and sustainable places with environmental considerations fully integrated into the planning and development process. It sets out our approach to protecting and enhancing the local network of green infrastructure, parks and open spaces and the water environment. As well, it provides the local land-use strategy for mitigating the Borough's impact on global climate change, whilst ensuring neighbourhoods are made more resilient and well placed to adapt to the consequences of it. The Local Plan's Part 2 and Part 3 set out further detailed requirements for new developments.

[4] Hertsmere Climate Change and Sustainability Strategy (2025-30)
[5] The Bruntland Report - Resolution 42/187 of the General Assembly of the United Nations

PART 2

Managing Development

PLANNING POLICIES

Chapter 4: Introduction

4.1 Part Two of the Local Plan forms a key component of our approach to managing new development across the Borough to meet local needs. It includes policies that will help to facilitate the delivery of successful and sustainable places whilst ensuring that those factors that make Hertsmere distinctive are reflected, celebrated and enhanced. To achieve this, the following chapters set out planning policies across a range of topic areas that all new development proposals will be required to consider and meet.

4.2 It is important that the planning policies set out under Part Two are not considered in isolation of other elements of the Local Plan, and the Plan must be read as whole.

4.3 All development proposals should consider and address how they will, through their timely delivery, contribute to the achievement of the Local Plan's strategic objectives and the Borough-wide Spatial Strategy, as set out in Part One. Furthermore, proposals must also consider and support the priorities for Hertsmere's Towns and Places as set out in Part Three of the Local Plan.

Chapter 5: High-Quality Design

Section	Page
HQD1 Delivering High-Quality Design in Hertsmere	038
HQD2 Inclusive and Welcoming Design	044
HQD3 Public Realm and Connecting Places	051
HQD4 Optimising Site Capacity	057
HQD5 Building Heights	060
HQD6 High-Quality Housing Design	065
HQD7 Building Alterations and Extensions	067
HQD8 Infill and Backland Sites, Garden Land and Amenity Areas	070
HQD9 Shopfront Design	074
HQD10 Outdoor Advertisement	077

HQD1 Delivering High-Quality Design in Hertsmere

Strategic objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
I Celebrating our local identity
J Healthy and safe communities

Strategic policy

A Delivering high-quality design is a key component towards delivering the Spatial Strategy, the Local Plan's Strategic Objectives, meeting the Borough's growth needs, and successful and sustainable place-making. To achieve these objectives proposals for development must follow a design led approach that considers supporting guidance provided by the National Design Guide to contribute to delivering high-quality, inclusive, safe, healthy, liveable and sustainable neighbourhoods.

Delivering distinctive and valued places for people

B The design-led approach prioritises people and place. To achieve this, development proposals must demonstrate an understanding of the site context and respond positively to Hertsmere's local distinctiveness by providing for buildings, spaces and places that reinforce and enhance local character. This includes the special and distinctive visual, historical, environmental, social and functional qualities of places that contribute to local character, identity, sense of community and belonging.

C Proposals for development must demonstrate an understanding of the site context and respond positively to the local distinctiveness of Hertsmere's settlements and places by providing for buildings, spaces and places that reinforce and enhance local character. This includes the special and distinctive visual, historical, environmental, social and functional qualities of places that contribute to local character, identity, sense of community and belonging.

To successfully respond to local distinctiveness, development proposals must demonstrate that they have been designed to address:

i. Natural features including trees, landscape, ecology, biodiversity, topography, open spaces, waterways, drainage and flood risk;

ii. The prevailing or emerging form of development (including urban grain, building typology, morphology and the hierarchy of streets, routes and other spaces);

iii. The proportion of development (including height, scale, mass and bulk) within the site, its immediate vicinity and the surrounding area;

iv. Building lines along with the orientation of and spacing between buildings;

v. Strategic and local views, views in and out of a site and landmarks;

vi. Important townscape features;

vii. Heritage assets and their setting;

viii. Architectural styles, detailing and materials that contribute to local character;

ix. Microclimate and noise, air and water quality; and

x. Uses including community facilities, cultural assets and local facilities.

Places for people

D Proposals for development must put people at the centre of the design-led approach, ensuring buildings and spaces are welcoming, inclusive, safe and accessible to people of all backgrounds, ages and abilities. Development should be designed and built to a human scale by responding to the ways in which people move through, engage with and experience their surroundings.

E Proposals for development must be designed to facilitate good physical and mental health, support the wellbeing of the population and foster community cohesion by demonstrating how they have used the design-led approach to deliver:

i. Buildings and spaces that are inclusive, intuitive to use, comfortable, safe and secure;

ii. A high-quality public realm that maintains and wherever possible enhances access to green and open spaces;

iii. Positive and active frontages that generate visual interest and which have a positive relationship with the public realm, particularly at the street-level;

iv. Well-integrated, dedicated space and equipment for relaxation, social interaction and physical activity, including where appropriate space for play and informal recreation; and

v. A high standard of amenity.

Well-functioning and resilient places

F Development proposals must be well-integrated within the places and neighbourhoods that they are located. They must provide a positive and coherent relationship with all land uses and spaces within the site and its surroundings responding to:

i. The compatibility of land-uses and activities within and surrounding the development;

ii. Ensuring they are well-connected and accessible by encouraging and enabling movement by walking, cycling and the use of public transport; and

iii. Securing efficient servicing and effective management of buildings and the public realm, including for delivery and servicing vehicles.

G Proposals for development must connect to and be appropriately supported by infrastructure networks. Development proposals will be expected to consider, and be linked to, the provision and timing of future planned levels of infrastructure improvement. Where there is insufficient capacity of existing infrastructure to support a development proposal, applicants will be required to work with infrastructure providers to ensure sufficient capacity will exist at the appropriate time, including through the phasing of development.

H Development proposals must be designed to mitigate climate change and integrate adaptation measures to make neighbourhoods and properties more resilient to its impacts, including by maximising opportunities for urban greening, with reference to other Local Plan policies.

Delivering high-quality development

I Proposals for development that are required to be supported by a Design and Access Statement1, must demonstrate how the design-led approach has been applied meaningfully. Development proposals will be expected to have regard to and address:

i. Supplementary Planning Documents and Guidance published by the Council, along with other good practice guidance; and

ii. Any feedback received from the Council including through its Pre-application Advice Service and where appropriate, Hertsmere's independent Design Review Panel.

J Applicants should work closely with local communities and others likely to be affected by new development to understand the local and distinctive context of the site, as well as to consider design options that respond positively to this context. Public engagement with the local community and other key

stakeholders should occur early on and at key stages in the design process for a scheme and be proactive and inclusive.

K Proposals for the development of strategic sites are required to:

i. Be reviewed at least once by an independent Design Review Panel (DRP). Evidence that feedback has positively informed the final proposals must be supplied. Schemes failing to engage with DRP or failing to respond positively to DRP recommendations will not be supported.

ii. Be accompanied by a comprehensive masterplan and Design Code that complies with the National Model Design Code (or successor document). This must be formulated in collaboration with the Council and submitted in advance, or alongside, a planning application.

iii. Be informed by robust community engagement. Evidence that feedback has positively informed the final proposals must be supplied.

iv. Demonstrate that 'green' status can be achieved in respect of all Building for a Healthy Life (or successor document) principles.

v. Provide a good standard of amenity that is consistent with other policies in the Plan and that will allow for acceptable levels of daylight, sunlight, privacy and outlook for adjoining, future and existing occupants.

vi. Provide to the Council a 30-year stewardship strategy to be agreed in advance of, or alongside, any application.

Explanation

5.1 High-Quality Design is a core tenet of sustainable development through its ability to produce valued and enduring places.

The design-led approach

5.2 To realise the Hertsmere Vision and address the Local Plan's strategic objectives it is important that all new development is designed, built and managed to a high-quality standard, using the design-led approach.

5.3 The design-led approach prioritises people and place. It requires those proposing development to prepare and implement creative responses to the Borough's identified needs and challenges. Development proposals should consider how new buildings will interact with the people who will use them. This includes elements beyond the site boundary, such as interactions with wider street networks, public realm, transport opportunities, heritage assets, landscapes and valued architectural characteristics of existing places. It also considers the impacts the built environment has on the health and wellbeing of the population. This will allow Hertsmere to develop in a way that is economically prosperous, healthy, inclusive, walkable,

biodiverse and climate resilient. Finally, the design-led approach requires development to function effectively both on its own and in relation to the buildings and spaces around it.

5.4 The design-led approach must begin with an understanding of the development site's local context. This includes the distinctive character of the site and its wider setting. The Council commissioned Characterisation Studies for the four main towns (2026) as part of the Visions for the Borough's places and settlements (set out under Part 3). These Studies have informed the preparation of the Local Plan and will support its implementation. They provide a useful starting point for development proposals as it provides insight into the key features of the Borough's historical, built and natural environment. This is only one point of reference, however, and proposals will be expected to demonstrate a comprehensive understanding of the site context and clearly articulate how the development has been designed to respond positively to this. This includes consideration of the evolving character of an area and opportunities to carefully manage change in a way that supports successful and sustainable place-making. Development proposals should therefore address their relationship to the spatial strategy, site allocations and where relevant, development which has been consented but not yet implemented.

5.5 The successful delivery of the spatial strategy will require that new developments optimise the capacity of sites. There is a need to accommodate a significant amount of growth within the Borough over the plan period, which must be carefully managed. The design-led approach is integral to ensuring that the optimal capacity of development sites is realised. Further details are set out in Policy HQD6 Optimising Site Capacity.

5.6 The Visions for the Borough's four main towns are further supported by additional design guidance[1] that supports the implementation of the Local Plan. It is anticipated that this additional guidance will be published as supplementary planning guidance following the adoption of the Hertsmere Local Plan. This should be read in conjunction with the National Design Guide and other sources of good practice guidance, where appropriate, including that published by Historic England. Development proposals should provide the following ten characteristics of well-designed places, as described in the National Design Guide:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable

[1] The additional design guidance for the Borough's four main towns has initially been published as technical evidence that supports the Local Plan through its examination. Those proposing development within the Borough's four main towns should refer to this technical evidence as a material consideration.

- Resources – efficient and resilient
- Lifespan – made to last

5.7 Engagement between development industry partners and the Council through pre-application meetings provides a positive way to establish the land use principles for development sites, and to identify and discuss any key matters that need to be addressed within a particular scheme. This includes the consideration of routes to resolving planning issues or other potential conflicts prior to the formal submission of a planning application. Pre-application meetings are also useful information sharing exercises and provide the Council with opportunities to support development industry partners in linking up with other corporate services and service areas. For instance, we can identify resources available to help with sourcing local labour for construction projects, including apprenticeships, as well as funding opportunities to boost the delivery of genuinely affordable housing.

5.8 In Hertsmere the decision-taking process is positively supported by an independent Design Review Panel. Engagement with the Panel provides a positive approach to working with delivery partners on their proposals. The Panel is formed of professional design experts who meet regularly to review schemes and provide feedback to applicants the design of their proposals. While the panel does not have decision-making powers, it serves as an advisory body helping to achieve successful and sustainable place-making outcomes for Hertsmere's communities. Comments from the panel are fed into the assessment of pre-application schemes, planning applications and appeals. Proposals for major developments and other developments likely to have significant local impacts should be brought to the panel at the early stage in the planning process. Further information about the Panel is available on the Council's planning webpage.

5.9 Applicants should work closely with local communities and others likely to be affected by new development to understand the local and distinctive context of the site and its setting, as well as to consider design options that respond positively to this context. Community consensus and agreement on proposals is not in itself a reason for granting planning consent, as all proposals will need to demonstrate compliance with the Local Plan policies. However, applicants working with the community through the design-led approach are more likely to arrive at development proposals that respond to the distinctive qualities of neighbourhoods and places, based on a more thorough understanding of the local context, and therefore support the delivery of the spatial strategy. Development proposals that can demonstrate early, proactive, inclusive and effective engagement with the local community and other key stakeholders will be considered more favourably than those that cannot.

HQD2 Inclusive and Welcoming Design

Strategic objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
I Celebrating our local identity
J Healthy and safe communities

Non-strategic policy

A Proposals for development in Hertsmere should achieve the highest standards of inclusive, accessible and equitable design. They should ensure that places and buildings can be used safely, easily and with dignity by all people, regardless of age, disability, sex, gender, gender identity, or other protected characteristics. Proposals must recognise that different groups experience the built environment in different ways, and design must respond positively to these differences. It is imperative that people of all backgrounds, ages and abilities can move with ease throughout the Borough, and within buildings and spaces, as well as to feel safe in their surroundings wherever they are. An Inclusive Design Statement should demonstrate how the design of a scheme will contribute to delivering inclusive, accessible, safe and secure environments in Hertsmere. This should include a completed Design sense Check List (Appendix 6).

B Development proposals must respond positively to the diversity and varied needs of Hertsmere's population and promote social cohesion. This can be achieved through:

i. Access and use:

Inclusive access and use, which provides buildings, spaces and routes that are accessible, legible and step-free wherever possible, enabling independent use by all people. Design should respond to a diverse range of users, including:

a. Disabled people,
b. Older people,
c. Children and young people; and
d. Those who provide care for others.

ii. Public realm:

Delivering a high-quality public realm, in line with Policy HQD3 (Public realm and connecting places), which must be inclusive, legible and easy to navigate, providing safe, continuous and convenient routes for all users. Streets and spaces must support all day use by diverse groups, and include spaces that allow visitors to rest, gather and interact.

iii. Safe and welcoming:

Designing development that creates welcoming spaces that address natural surveillance, lighting, visibility and sightlines, while avoiding poorly overlooked spaces.

iv. Supporting information:

Securing inclusive high-quality design should be embedded from the earliest stage of the place-making process and be evidenced through an Inclusive Design Statement. This should demonstrate how the design of a scheme will contribute to delivering inclusive, accessible, safe and secure environments in Hertsmere.

C Where development proposals incorporate perimeter or external gates, the use of these must be justified for reasons of public health and safety. Where the Council considers gates to be acceptable in principle, these must be of a high-quality design and sensitively integrated into the development. Planning contributions and/or legal agreements may be used to secure the appropriate management of gates, and to help ensure they do not unnecessarily restrict public access to buildings and spaces, including the public realm.

Accessible and inclusive housing

D To ensure that new homes meet the varied and changing needs of Hertsmere's residents, development proposals incorporating new residential units must be accessible and adaptable as an integral part of the overall design of the scheme. Proposals must ensure that:

i. At least 10 per cent of dwellings meet Building Regulation requirement M4(3), 'wheelchair user dwellings'; and

ii. All remaining dwellings meet Building Regulation requirement M4(2), 'accessible and adaptable dwellings'.

E Development proposals for housing must maximise tenure integration and be designed to be tenure neutral, so that accessible and wheelchair user dwellings are well integrated within the development and distributed across tenures where appropriate, having regard to the National Design Guide or latest equivalent.

F Where housing development includes communal private amenity space or shared facilities, these must be designed and managed to provide equitable access and usability for all residents, regardless of tenure, age or disability.

Adapting historic buildings and other heritage assets

G Where adaptations to an historic building or other heritage asset is proposed to make the building or space more inclusive, accessible and welcoming, development proposals will be supported where they preserve or enhance

the significance of the asset and its setting, or where public benefits are achieved that outweigh the harm.

Explanation

5.10 The built environment influences the quality of life of everyone across Hertsmere. The layout and design of buildings and spaces can significantly impact on people's ability to move with ease around the Borough and to live independent and dignified lives. Development proposals must therefore apply inclusive and safe design principles using the design-led approach. This will need to be demonstrated through an Inclusive Design Statement, submitted as part of the Design and Access Statement.

5.11 Creating inclusive places is a fundamental component of high-quality design and sustainable development. Inclusive design goes beyond compliance with minimum accessibility standards and requires a proactive and holistic approach to ensuring that the built environment works for all people. New development should contribute to the creation of mixed and sustainable communities. These are well planned, promote healthy and active lifestyles, are inclusive and safe, environmentally sensitive, accessible, culturally rich, vibrant and vital, well served, and built to high-quality design standards reflecting local character. Inclusive design especially ensures that the built environment caters for disabilities, neurodivergence and the needs of women and girls while at the same time creating an environment that is pleasant for all users.

5.12 Published reports demonstrate that different groups experience the built environment in different ways, influenced by factors such as age, disability, sex, gender, gender identity, ethnicity, and socio-economic circumstances. Development proposals must therefore respond to a wide range of lived experiences, rather than assuming a single 'typical' user. Inclusive design is closely aligned with:

- Promoting social cohesion and equality,
- Improving health and wellbeing, and
- Supporting sustainable, active communities.

5.13 Well-designed places that are inclusive are more successful, resilient and adaptable over time. The Council recognises that the design of buildings and spaces can affect people differently depending on their gender and identity. Evidence indicates that:

- Perceptions of safety and comfort in public spaces vary significantly,
- Some groups are more likely to experience harassment or feel unsafe; and
- Everyday activities such as travel, caregiving and access to services are not experienced equally.

5.14 To ensure the delivery of successful and sustainable places proposals for development should adopt a gender responsive and intersectional approach, recognising that:

- Women, men and non-binary people may use and experience places differently,
- People may face multiple overlapping barriers (e.g. Gender and disability), and
- Inclusive environments must respond to these combined needs

5.15 Inclusive and welcoming design should be applied in relation to public realm interventions and the design of buildings to achieve active, welcoming, legible and permeable spaces for all members of the community.

5.16 Although gates and fences may be required to ensure public health and safety, they may also result in overbearing appearance, increasing the sense of segregation and resulting in unnecessary restriction of access to buildings and spaces. Where such measures are required, they will be expected to be designed to a high standard and ensure that they are sensitively integrated. Poor maintenance of such measures can also result in unattractive features on the street scene; therefore, proposals will also be expected to include provisions for maintenance in perpetuity.

Considering neurodivergence in design

5.17 High-quality design that caters for neurodiversity ensures that places respond to a wider range of needs and experiences, supporting comfort, ease of use and independence for neurodivergent people. It also contributes to more inclusive working environments, helping to foster greater diversity within the built environment professions and creating a positive cycle in which inclusive design practices lead to more inclusive outcomes.

5.18 There are seven “Principles of Universal Design”2 to accommodate people with varying abilities to move around built environments which include the following:

- Equitable use: The design is useful and marketable to people with diverse abilities.
- Flexibility in use: The design accommodates a wide range of individual preferences and abilities.
- Simple & intuitive use: Use of the design is easy to understand, regardless of the user’s experience, knowledge, language skills or current concentration level.

[2] Designing for neurodiversity - Making places for every mind (Neurodiversity in Planning)

- Perceptible information: The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
- Tolerance for error: The design minimises hazards and the adverse consequences of accidental or unintended actions.
- Low physical effort: The design can be used efficiently and comfortably and with a minimum of fatigue.
- Size and space: Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture or mobility

5.19 Where relevant, proposals for development should also:

- Provide clear wayfinding and inclusive signage, including intuitive navigation.
- Ensure reasonable distances between parking/drop-off points and entrances.
- Design communal spaces to be welcoming, visible, and well-lit.
- Incorporate:
  - Seating and rest points,
  - Accessible green infrastructure, and
  - Facilities that meet the needs of diverse users.
- Avoid design features that may exclude or disadvantage groups, including:
  - Poor lighting,
  - Hidden routes, or
  - Overly complex layouts.

Implementation and Design Process

5.20 Inclusive design should be embedded from the earliest stages of the design process and carried through to delivery. Applicants will be expected to:

- Demonstrate how inclusive and gender-responsive principles have informed the design,
- Consider the needs of a diverse range of users, and
- Explain how potential barriers have been identified and addressed.

5.21 For major development, an inclusive design statement should:

- Set out how different groups have been considered,
- Explain how safety and inclusivity have been addressed in layout and design, and
- Demonstrate how proposals achieve equitable access and usability.

5.22 Engagement with local communities and user groups is encouraged to ensure that proposals are informed by real-world experience and local context.

Accessible Housing

5.23 Accessible and inclusive housing is essential to ensuring that residents can live independently, safely and with dignity throughout different stages of life. Housing that can meet a range of mobility, sensory and support needs, contributes towards the creation of mixed and sustainable communities, reduces the need for costly later adaptations and supports people to remain in their homes as their circumstances change. All housing should be in accordance with the Building Regulations for M4(2) accessible and adaptable dwellings, and M4(3) wheelchair user dwellings. This will ensure that new housing better reflects the needs of Hertsmere's current and future population.

5.24 Accessible housing should be considered as part of the overall design quality of a scheme, rather than as a technical matter addressed at a late stage. Proposals should demonstrate that accessible and wheelchair-user dwellings are well integrated within the development, distributed across tenures where appropriate, and located to provide convenient access to entrances, lifts, parking, refuse storage, cycle storage, amenity space and other shared facilities.

5.25 Where communal private amenity space or shared facilities are provided, these should be designed and managed so that all residents can access and use them equitably, regardless of tenure, age or disability. This includes ensuring that routes are step-free wherever practicable, clearly legible, appropriately lit and capable of supporting independent use. Early consideration of inclusive housing requirements will help ensure that homes and residential environments are adaptable, resilient and responsive to changing community needs.

Adapting historic buildings and other heritage assets

5.26 Historic buildings, conservation areas and other heritage assets are an important part of Hertsmere's identity, character and sense of place. However, many historic buildings and spaces were not originally designed to meet modern expectations for inclusive access, comfort, safety or independent use. Sensitive adaptation can therefore play an important role in enabling more people to access, use and enjoy the historic environment, while helping heritage assets remain viable, active and relevant over time.

5.27 Non-standard approaches may be required when adapting historic buildings and other heritage assets, and current design standards should be considered flexibly alongside the heritage significance of a building or asset. We will work with applicants to help ensure that any alterations or changes proposed to make heritage assets safer and more inclusive do not harm their significance, in line with national planning policy and the Local Plan policies set out under Chapter 6 Heritage. Where historic buildings, spaces or other features are likely to be affected by development, careful consideration will need to be given to ensure that new design responds sensitively to its context and does not adversely impact on those elements that contribute to the significance of the asset. Applicants are advised to consult relevant guidance on this matter for support, including the latest standing guidance published by Historic England.

HQD3 Public Realm and Connecting Places

Strategic objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
G Securing a greener Borough
J Healthy and safe communities

Non-strategic policy

A Proposals for development must use the design-led approach to promote the protection, enhancement and delivery of high-quality public realm. They must provide safe, accessible and comfortable spaces which increases opportunities for incidental interaction and social connection.

B Development proposals must contribute positively to the public realm by creating streets, routes and spaces that are attractive, safe, inclusive, accessible, legible and easy to move through for all users. Proposals should seek to:

i. Design the public realm as an integral part of the overall layout, form and function of development;

ii. clearly define public, communal and private space;

iii. avoid unnecessary clutter, physical barriers, poorly located infrastructure and blank or inactive frontages.

C Development proposals must respond positively to the movement and connective function of the public realm. They should be designed to enable and encourage the use of public transport, cycling and walking; seeking to reduce vehicular dominance and speeds.

D Development proposals must address legibility and permeability of the public realm, both within a site as well as its immediate and wider surroundings taking account of the movement patterns and desire lines of people within an area. Proposals should encourage links between neighbourhoods, parks and community spaces to create a more cohesive structure.

E Proposals must ensure that the public realm provides for coherent relationships with surrounding buildings and land-uses, and good connections within and between neighbourhoods. Consideration should be given to the location of street crossings and other measures to promote safe access for all, such as way-finding markers and signage, external lighting, ramps, lifts, dedicated cycle lanes, bridges, and underpasses.

F Development proposals must investigate and maximise opportunities to enhance the public realm. Proposals should seek to:

i. Improve connections to existing or planned transport and community infrastructure, including open space;

ii. Reduce vehicle dominance through lower traffic speeds, improved crossings, traffic-calming measures and pedestrian priority environments

iii. Make provision for cycle parking, cycle hire schemes, car club spaces, e-bike infrastructure and weather-sheltered, accessible bus stops;

iv. Where possible deliver step free access to promote inclusivity and accessibility.

v. Create safe, direct and attractive walking and wheeling routes between homes, schools, shops, public transport and community facilities

vi. Enhance and where appropriate help to reinstate connections that make a positive contribution to the locality, including those that are of local importance and historic significance;

vii. Integrate wider pavements, or widen pavements where these already exist;

viii. Avoid or remove barriers that unnecessarily impede or restrict movement and accessibility, and adversely impact on public safety; and

ix. Integrate green and blue infrastructure provision, including street trees and other urban greening measures, as well as SuDS integration across development proposals (see Chapter 11 Sustainable Design and Infrastructure).

G Development proposals should be designed to establish or reinforce a clearly defined public realm that helps to support the function of different uses within an area and protects local amenity. Development will be expected to:

i. Create active and attractive street frontages that contribute to natural surveillance and public safety.

ii. Incorporate high-quality spill-out spaces, including outdoor seating, social spaces, café terraces and flexible areas for community, cultural and commercial activity where appropriate.

iii. Ensure spill-out activity does not impede pedestrian movement, accessibility, servicing requirements or highway safety.

iv. Demonstrate how the design of streets and public spaces contributes positively to placemaking, supports local businesses and encourages people to spend time within the area.

H Development proposals should deliver a vibrant public realm that promotes opportunities for relaxation, social interaction and physical activity for people of all ages and abilities, in line with Policy HQD2 (Inclusive and Welcoming Design). They should seek to create welcoming environments that attract people into public spaces and encourage their enjoyment within them during different times of the day and night, throughout the year. This includes consideration of how the local microclimatic impacts on people's health and comfort.

I Development proposals must make provision for public realm that is appropriate and proportionate to the use(s) involved along with the location, nature and scale of development, including consideration for:

i. Public conveniences, including toilets and changing facilities, particularly for families with children and those with specialist needs;

ii. Free drinking water fountains

iii. Sensitively integrated lighting;

iv. Shading and shelter to protect and provide comfort from direct sunlight, rain and wind;

v. Public art

vi. Benches and other types of seating which encourages face to face interaction

vii. Formal and informal play space, learning and social interaction addressing the needs of people of different ages and abilities;

viii. Create smaller, distributed spaces for gathering, socialising, and recreation which cannot easily be dominated by one user group

ix. Adaptable space to support events and activities (such as markets, civic and cultural events) and infrastructure to support these, such as connections to power and water.

J Public realm should be sustainably designed and constructed, including by maximising opportunities for urban greening, biodiversity enhancement, sustainable drainage and climate adaptation with reference to other Local Plan policies and regard to national planning policy where appropriate. Proposals must ensure that:

i. Street trees and planting
ii. Green corridors and open space connections;
iii. Sustainable drainage, rain gardens and permeable surfaces;

iv. Shade and cooling;
v. Habitat connectivity;
vi. Reduced surface water run-off, overheating, air pollution and noise;
vii. Lighting that balances safety with impacts on amenity, heritage and biodiversity.

Public art

K Development proposals for major development should investigate opportunities to integrate public art, interpretation, cultural activity and meanwhile uses will be encouraged where appropriate to the scale, location and character of the proposal. Where provided, they should respond positively to local character, support legibility and sense of place as well as avoid harm to amenity. The use of local artists and a diverse range of art commissions is strongly encouraged.

L Public art, including installations, proposed to be integrated as part of a development, or within the public realm, should be appropriately located in a prominent position and be sensitively sited and/or fixed to a building in a manner that:

i. Responds positively to the site context and local character, including historic character and the significance of heritage assets;

ii. Enhances the legibility of the public realm; and

iii. Does not adversely impact on amenity.

M Where public art is proposed to be provided, the location, siting and general design of the art, along with long-term management and maintenance arrangements, must be agreed by the Council prior to its installation.

Effectively managing the public realm

N Development that results in poor quality, unsafe, inaccessible, disconnected, car-dominated or poorly managed public realm, or which would prejudice existing or future connections to surrounding areas, will not be supported. Management Plans will be required for major development and other proposals with significant elements of public realm. Planning contributions and/or legal agreements may be used to secure the appropriate management of the public realm.

Explanation

5.28 Public realm is essential to creating successful, healthy and sustainable places. It includes all publicly accessible space between and within buildings, whether publicly or privately owned, including streets, pavements, cycleways, squares, parks, station forecourts, play areas, open spaces, green corridors, civic spaces, markets, station concourses, shopping malls and cultural facilities.

5.29 These spaces shape how people experience and move through Hertsmere, and provide opportunities for social interaction, active travel, play, recreation, access to nature, local identity and community life. Development should be designed around people first. New streets, spaces and routes should be attractive, inclusive, safe, legible and easy to use by everyone, including children, older people, disabled people and those with mobility or sensory needs. The public realm should prioritise walking, wheeling, cycling and public transport, and connect development to surrounding neighbourhoods, key destinations and existing transport networks.

5.30 Public realm performs a key role in shaping the character of Hertsmere's neighbourhoods and influencing the function of the buildings and spaces within them. It also factors significantly in the population's physical and mental health, wellbeing and quality of life. This is because the public realm affects how people experience the Borough through their movements and daily activities. It also impacts on the opportunities available to people of all ages, abilities and gender identity to lead healthy and active lifestyles. This policy therefore should be read in conjunction with Policy HQD2 Inclusive and Welcoming Design.

5.31 It is important that the different elements of the public realm are not considered in isolation of each other or the people and places they support. Rather the public realm should be seen in a holistic way, as a series of connected routes and spaces that together help to form the urban and social fabric of the Borough. Public realm should be planned as an integral part of the design process from the outset, rather than treated as residual space between buildings. It should be shaped by the site's character, movement patterns, landscape, heritage, biodiversity, topography and relationship with surrounding streets and spaces. Development should create clear distinctions between public, communal and private space, with buildings, frontages, entrances, landscape and boundary treatments arranged to provide activity, enclosure, natural surveillance and a positive relationship with the street.

5.32 The public realm links Hertsmere's places and neighbourhoods with one another, enabling people to access homes, jobs, community facilities, services and leisure and recreational opportunities, whether within the Borough or elsewhere. Connecting places is central to successful and sustainable place-making. Development should repair poor connections, remove barriers to movement and create direct, convenient and attractive routes that integrate with the wider area.

5.33 Large sites, regeneration areas and strategic allocations should provide a coherent network of streets, paths, open spaces and green and blue infrastructure, avoiding inward-looking layouts, cul-de-sacs that prevent onward movement, and development that prejudices future connections to adjoining land.

5.34 The design of development should be informed by an understanding of how people currently use, or will be expected to use, the public realm. Placing people at the heart of the design process will help to secure inclusive and well-functioning spaces and places. Development should be designed and built to the human scale, for example, by integrating generous public realm treatments, building setbacks and articulations, active ground floor frontages and greening measures.

Healthy Streets

5.35 The Healthy Streets Initiative[3] is a people-focused approach to street design and transport planning that aims to make streets healthier, safer and more enjoyable for everyone. The approach places health and wellbeing at the centre of decision-making, recognising that well-designed streets can increase physical activity, strengthen communities and support local economic vitality. Through the Healthy Streets Initiative, streets are viewed not only as corridors for movement but also as places where people can spend time, interact and contribute to vibrant, sustainable neighbourhoods.

5.36 The Local Plan requires that proposals for development should prioritise the movement of people by walking, wheeling, cycling and the use of public transport, in line with the Healthy Streets Approach. This policy should be read alongside relevant Local Plan policies on sustainable transport, inclusive design, health and wellbeing, green and blue infrastructure and climate resilience. Development proposals are encouraged to refer to the emerging Design Codes that are being prepared in relation to the Borough's four main towns, and the Government's Manual for Streets 2.

5.37 Development should help to create welcoming, attractive, vibrant and healthy places where people have ample opportunity to relax, socialise and enjoy leisure pursuits at different times of the day, evening and night-time throughout the year. This is especially important within and around Hertsmere's town centres, which are key focal points for civic and public life. All public realms should be designed to achieve high sustainability standards, with reference to other Local Plan policies. Public realms should contribute to climate resilience and environmental quality. Opportunities should be taken to incorporate street trees, planting, sustainable drainage, rain gardens, permeable surfaces, shade, seating, biodiversity features, lighting and durable materials that are attractive and easy to maintain. Green and blue infrastructure should be integrated into streets and spaces to support urban cooling, surface water management, habitat connectivity and access to nature.

Streets for Kids

5.38 The Streets for Kids Design Guide[4] approach is relevant to the design of inclusive and healthy streets. Development should create streets and spaces that are safe, healthy, comfortable, convenient, inspirational and educational for children, young people and caregivers. Streets should provide opportunities to pause, play, learn and interact, and should support safe and reliable mobility choices for children and young people.

Management of the Public Realm

[3] What is Healthy Streets? — Healthy Streets
[4] Streets for Kids - Global Designing Cities Initiative

5.39 Development proposals should demonstrate how public realm will be delivered, managed and maintained over the lifetime of the development. Where public spaces are privately owned but publicly accessible, arrangements should ensure that they remain inclusive, welcoming and available for public use, with clear expectations for access, management, maintenance, safety and community use. Any controls on access or use should be proportionate, transparent and clearly justified. It is imperative that the public realm supports inclusive neighbourhoods and communities.

5.40 Proposals that seek to place inappropriate controls on the use and access of the public realm will be resisted. It is recognised there may be a need for reasonable measures to address liability, public health and safety which will be considered on a case-by-case basis.

HQD4 Optimising Site Capacity

Strategic objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone

Non-strategic policy

A Development proposals must make effective use of land by optimising the capacity of the site through the design-led approach; with reference to Policy HQD1 (Delivering High-Quality Design in Hertsmere). The optimum capacity will be the amount and form of development that can be accommodated while delivering high-quality design, responding positively to local context, and minimising harmful impacts.

B Proposals must demonstrate that the proposed density, scale, form, layout and mix of uses are appropriate having regard to:

i. The type, nature and mix of uses proposed;

ii. The site's location, size, shape, constraints and opportunities;

iii. Local character, townscape, landscape, settlement pattern and the historic environment, including heritage assets and their settings;

iv. Accessibility by walking, cycling and public transport, including access to services, facilities, employment opportunities and open space;

v. Existing and planned infrastructure capacity, including transport, utilities, education, healthcare, community, green and blue infrastructure;

vi. The quality of accommodation, internal and external amenity, privacy, outlook, daylight, sunlight, safety and environmental conditions for occupiers and neighbours;

vii. Biodiversity, trees, water management, sustainable drainage, overheating and climate resilience; and

viii. The individual and cumulative impacts of development, including where adjoining or related sites may come forward separately.

C Higher density development will be supported where it is in sustainable and well-connected places and where the proposal demonstrates that the increased density is achieved through high-quality design, appropriate infrastructure provision, acceptable amenity standards, and a positive response to local character and distinctiveness.

D Where a proposal forms part of a larger site, a strategic allocation, a regeneration area or group of related sites, it must demonstrate that it will contribute to the comprehensive and coordinated development of the wider area and will not prejudice the future optimisation or delivery of adjoining land. Such proposals will be considered in association with Policy DM3 (Masterplans and Comprehensive Development).

E Where a proposal does not accord with an indicative capacity set out in a site allocation or other development plan policy, it will only be supported where it is clearly demonstrated that the optimum capacity of the site would still be achieved in accordance with this policy.

F Proportionate supporting information will be required to demonstrate how the optimum capacity has been established. For major, complex, sensitive or allocated sites, this will include masterplans, design codes, parameter plans, capacity studies, options appraisals or other appropriate material.

Explanation

5.41 Delivering successful and sustainable places for Hertsmere will necessitate that new developments use the Borough's constrained supply of land effectively and efficiently, whilst improving the quality of places and spaces that people inhabit and use, along with the natural environment.

5.42 Making effective use of land is central to delivering sustainable growth, meeting development needs and supporting vibrant, well-connected places. However, optimising site capacity is not simply a matter of maximising density. It requires a design-led approach which identifies the optimum capacity of each site by considering the most appropriate form, scale, mix and intensity of development, having regard to the type and nature of uses proposed, local character and

distinctiveness, accessibility, infrastructure capacity, environmental constraints and contribution to place.

5.43 The optimum capacity of a site is not necessarily the maximum capacity. It should be established through a clear understanding of the place, including the site's immediate and wider context, urban structure, landscape setting, heritage significance, movement networks, open space, biodiversity, flood risk, utilities and social infrastructure. Development should make the best use of previously developed land and locations with good access to public transport, services and facilities, while ensuring that higher densities are achieved through high-quality design rather than at the expense of liveability, amenity or local distinctiveness.

5.44 A design-led approach should be proportionate to the scale and complexity of the proposal. Applicants should provide evidence, where proportionate, of how options have been considered at an early stage and how the proposed capacity has been arrived at. For larger, more sensitive or strategically important sites, this may include masterplans, design codes, parameter plans, capacity studies or other appropriate material. These will demonstrate how building heights, massing, density, layout, movement, open space, landscape, green and blue infrastructure, parking, servicing, climate resilience and relationships with surrounding communities have informed the capacity proposed. Such proposals will be prepared in accordance with Policy DM3 (Masterplans and Comprehensive Development). For smaller schemes, a planning statement may be sufficient.

5.45 Optimising site capacity should support the creation of compact, walkable and inclusive places. It should help to deliver an appropriate mix of homes, jobs, services and community infrastructure where relevant, and should enable efficient use of land while maintaining acceptable standards of daylight, sunlight, privacy, outlook, internal space, outdoor amenity, accessibility, safety and environmental quality. Development proposals should address existing and planned infrastructure, including transport, community, green, blue and utilities infrastructure, and demonstrate that any individual and cumulative impacts can be appropriately mitigated or managed. Proposals that result in overdevelopment, poor quality accommodation, unacceptable impacts on neighbouring amenity or harm to heritage, townscape, landscape or biodiversity will not be supported.

HQD5 Building Heights

Strategic objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone

Strategic policy

A Tall buildings are substantially taller than their surroundings and cause a significant change to the skyline. Within Hertsmere Tall Buildings are defined as buildings which are 10 storeys or 32.8 metres measured from the ground level to the top of the building (including any rooftop equipment), or greater.

B Tall buildings should only be developed in locations identified as appropriate for tall buildings on the Policies Map (i.e. Tall Building Suitability Zones). Development proposals for tall buildings outside of these zones will be resisted.

C All proposals for tall buildings must follow a design-led and context-led approach, aligning with the appropriate height ranges, and demonstrate that they:

i. Will contribute to delivery of, and not be at odds with, the Spatial Strategy for the Borough.

ii. Respond positively to the character, identity, scale, grain, topography and townscape of the surrounding area, including the relationship with neighbouring buildings and spaces.

iii. Protect the legibility and identity of the area by creating a positive landmark within the townscape and creating a strong sense of place.

iv. Are proportionate and compatible to their surroundings and the character of the area.

v. Are of exemplary architectural quality, with a coherent form, well-resolved elevations, high-quality materials and detailing, and an attractive roofscape and skyline profile.

vi. Provide an appropriate transition from the taller section of a building to the lower volume relating to the streetscape and surrounding context and ensuring a human scale street level experience.

vii. Provide a clear and justified townscape role, such as marking Borehamwood and Potters Bar town centres, key gateways, civic spaces, transport nodes or

other point of significance, without creating unjustified visual prominence or isolated height.

viii. Protect, and where possible enhance, important local views, including views to and from conservation areas, listed buildings, local landmarks, public open spaces, and the Green Belt edge.

ix. Provide a high-quality public realm in line with Policy HQD3 (Public realm and connecting places). Where appropriate, development will be required to make provision for free to enter, publicly accessible areas that are incorporated into the building.

x. Demonstrate that cumulative impacts with existing, consented and planned tall buildings have been fully assessed.

xi. Demonstrate that any aviation, aerodrome safeguarding, telecommunications, electronic communications or operational constraints have been identified and addressed, including where relevant in relation to Policy TR7 (Airspace Safeguarding Zones).

D Tall buildings must be designed to avoid unacceptable environmental impacts. Proposals must assess and, where necessary, mitigate effects relating to:

i. Wind conditions, downdraughts, turbulence and pedestrian comfort.

ii. Daylight, sunlight, overshadowing and reflected glare.

iii. Overheating, urban heat island effects and climate resilience.

iv. Noise, air quality and vibration.

v. Biodiversity, green infrastructure, trees, water management and sustainable drainage.

vi. Energy use, whole-life carbon, circular economy principles and opportunities for renewable or low carbon energy.

vii. Telecommunications, aviation, navigation and other technical constraints where relevant.

E Tall buildings must create a positive relationship with the street and public realm. Proposals will be required to:

i. Provide active, attractive and legible frontages at ground and lower levels.

ii. Maintain a human scale at street level through appropriate podium, shoulder or lower-level design, entrances, materials, landscape and public realm treatment.

iii. Provide clearly visible, safe and welcoming entrances, with routes that are accessible and inclusive for all users.

iv. Deliver high-quality public realm, landscaping, seating, tree planting and green infrastructure proportionate to the scale and intensity of the development.

v. Avoid blank frontages, inactive edges, hostile boundary treatments, excessive servicing areas and public realm that is dominated by vehicle movement, parking, plant or refuse storage.

F Proposals must demonstrate that the building can function well for occupiers, visitors, neighbours and the wider area. Development will be expected to:

i. Provide high standards of internal amenity, including daylight, sunlight, outlook, privacy, ventilation, noise mitigation, accessibility and usable private or communal amenity space.

ii. Avoid unacceptable overshadowing, overlooking, loss of privacy, loss of daylight or sunlight, or overbearing impacts on neighbouring properties, public spaces and open spaces.

iii. Provide appropriate arrangements for servicing, deliveries, waste storage and collection, cycle parking, car parking where justified, building management and maintenance.

iv. Demonstrate safe and efficient movement within and around the building, including vertical circulation, evacuation, emergency access and inclusive access for all users.

v. Meet all relevant building safety, fire safety and security requirements, with safety considered from the outset as an integral part of the design.

G Within those locations identified as appropriate for tall buildings, the maximum height of buildings shall not normally be more than:

Location	**Lower end**		**Upper End**	
	Storeys	**Metres**	**Storeys**	**Metres**
Borehamwood Town Centre	8 storeys	26.2 metres	20 storeys	65.6 metres
Elstree Way Corridor	6 storeys	19.6 metres	12 storeys	39.3 metres
Bowmans Cross	4 storeys	13.1 metres	6 storeys	19.6 metres
Potters Bar Town Centre	6 storeys	19.6 metres	15 storeys	49.2 metres

Although maximum heights are provided for each for the Tall Building Suitability Zones, proposals will still be expected to include robust design justifications for the heights proposed.

H Development proposals for tall buildings should incorporate sensitively designed measures to ensure public safety at height such as barriers, rails and anti-climb equipment in accordance with requirements set out within the building regulations. These must be considered as part of the overall design-led approach, considered from the outset, and contribute positively to the skyline.

I Tall buildings must be delivered through a masterplan process to ensure that they are appropriately located, designed to a high-quality standard and effectively managed over the lifetime of the development. The requirements for masterplans are set out in Policy DM3 (Masterplans and comprehensive development).

Explanation

5.46 To deliver the spatial strategy and meet local needs, such as for new housing, workspace and community facilities, it is imperative that development proposals optimise the capacity of sites. Well-designed and sensitively integrated, higher density development that responds positively to its local context can support successful and sustainable place-making. Higher density development can be achieved through a wide range of site layouts and building forms and does not necessarily require tall or taller buildings.

5.47 Hertsmere's character varies across its settlements and is strongly influenced by its network of distinct settlements, edge-of-London location, Green Belt setting, historic villages, conservation areas, locally distinctive residential neighbourhoods, employment areas and valued open spaces.

5.48 Opportunities for taller buildings may arise where they can help optimise previously developed land, support regeneration, improve the public realm, strengthen local centres, make efficient use of accessible locations and reduce pressure for less sustainable forms of growth. Taller buildings may therefore have a role in carefully selected locations across the Borough, but only where height is justified by a clear place-making purpose and supported by high-quality design.

5.49 There may be locations where the prevailing heights of buildings are expected to evolve over time. For instance, there are areas within Borehamwood where the Spatial Strategy provides in-principle support for the sensitive intensification of neighbourhoods, including through the comprehensive redevelopment of sites. This is a feature of the Spatial Strategy's approach towards regeneration as a mechanism to deliver high-quality design, introduce a mix-use of uses, deliver infrastructure improvements, and make efficient use of land supply (among others). Furthermore, there may be consented developments that establish new land use and design

principles and which will influence the existing character of a site or area once implemented.

5.50 Tall buildings can have impacts beyond their immediate site, including on long-distance views, settlement identity, the relationship between built-up areas and surrounding countryside, and the perception of the borough's skyline. Proposals must therefore be assessed individually and cumulatively, taking account of existing, permitted and planned development, including any relevant site allocations, and the Settlement Visions.

5.51 Development proposals will be considered on a case-by-case basis considering their impacts on an individual site level and cumulatively in combination with other existing, consented and planned tall and taller buildings. Impacts include those in the building's immediate vicinity, surrounding area and elsewhere, particularly in relation to places in neighbouring Boroughs.

5.52 Proposals must include a sufficient level of information to demonstrate that potential impacts have been suitably identified and adequately addressed. Development proposals will be refused where they will result in an unacceptable visual, functional, environmental and/or cumulative impact. Development proposals for building heights that depart from the parameters set by the Local Plan will be considered having regard to relevant material considerations. In such circumstances a wider public benefit must be demonstrated to justify the design of the development.

5.53 The Council will expect applicants to engage early with the planning authority, local communities, infrastructure providers and relevant statutory consultees. Early engagement should establish whether the site is suitable for increased height, what evidence is required, which views, heritage assets, landscape sensitivities and neighbouring uses are relevant, whether there are aerodrome or technical safeguarding constraints, and how the proposal should contribute to public realm, active travel, local infrastructure, sustainability and high-quality place-making. Poorly located or poorly designed tall buildings, or those that would be outside the identified locations, harm heritage significance, amenity, environmental quality or safety, will be resisted.

HQD6 High-Quality Housing Design

Strategic objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
I Celebrating our local identity
J Healthy and safe communities

Non-strategic policy

A High-quality design is integral to ensuring housing that meets the diverse and changing needs of Hertsmere residents over their lifetimes. All development proposals for housing must ensure provision for adequately sized rooms and living spaces, comfortable and functional layouts and well-integrated amenities. This includes development proposals for new-build housing, changes of use, alterations and extensions.

B Proposals for housing must deliver high-quality, inclusive and adaptable homes that provide a good standard of amenity for existing and future occupiers and respond positively to local character and context.

C All new homes must meet the nationally described space standard as a minimum, unless robustly demonstrated to be unfeasible or unviable. Proposals must provide functional room sizes and layouts, adequate built-in storage, appropriate floor-to-ceiling heights and convenient circulation.

D Proposals for new housing must provide high-quality private, shared or communal outdoor amenity space that is usable, accessible, safe and appropriate to the type, size and occupancy of the homes proposed. Provision must be designed to support recreation, children's play where required, biodiversity, climate resilience and opportunities for food growing where practicable.

E Housing must be designed to be tenure blind and tenure neutral. Affordable and market homes must be comparable in design quality, materials, external appearance, access, entrances, circulation, amenity space and relationship to the wider development.

F Housing development must be inclusive, accessible and safe. Proposals must provide step-free and legible access where required, convenient shared circulation, natural surveillance, appropriate lighting, secure entrances and layouts that reduce opportunities for crime without compromising the quality of the public realm or residential amenity.

G Development proposals must protect the amenity of existing and future occupiers, having regard to privacy, outlook, daylight, sunlight, overshadowing, overbearing impacts, noise, vibration, odour, air quality, light pollution and thermal comfort.

Where relevant, daylight and sunlight must be assessed having regard to the latest Building Research Establishment guidance or any successor guidance.

H Proposals should maximise dual aspect homes. Single aspect homes will only be supported where they are clearly justified and demonstrate acceptable daylight, sunlight, outlook, privacy, ventilation and thermal comfort, and where they avoid predominantly north-facing aspects and locations exposed to unacceptable noise, odour, light or air pollution.

I Proposals for new housing must integrate layout, orientation, form, landscape, servicing, cycle parking, refuse storage and maintenance arrangements into the design from the outset. These matters should not harm residential amenity, accessibility, safety, local character or the quality of streets and spaces.

Explanation

5.54 Everyone should have access to a decent and secure home that is adaptable to one's changing needs over their lifetime. All new housing development, irrespective of tenure, must be designed to a high-quality standard to meet the diverse needs of Hertsmere's residents, considering those who choose to live independently, families (including with children) and others sharing accommodation, and those requiring managed support or care. High-quality housing design is essential to creating homes and neighbourhoods that are healthy, inclusive, safe, adaptable and resilient over the lifetime of the development. This includes new build housing, the alteration or extension of existing housing units, and the conversion of other buildings into housing.

5.55 Housing should be designed to meet the needs of a wide range of residents, including families, older people, disabled people, people living independently and those requiring support or care. It should be accessible and adaptable, with practical layouts and shared spaces that are safe, convenient and welcoming.

5.56 Mixed and inclusive communities will be supported by requiring tenure blind and tenure neutral design. The policy requires affordable and market homes to be indistinguishable in design quality, external appearance, access, materials, amenity and integration within the site and surrounding neighbourhood.

5.57 Proposals for new homes should provide functional and comfortable internal layouts, adequate storage, good daylight and sunlight, natural ventilation, privacy and outlook. Proposals for development should provide usable private or communal outdoor space, including space that supports play, recreation, food growing and wider health and wellbeing.

5.58 Dual aspect homes are strongly encouraged because they improve daylight, outlook, cross-ventilation and thermal comfort. Single aspect homes will only be acceptable where justified by site-specific constraints and where they provide a high standard of

amenity, avoiding north-facing, noisy, polluted or overheating-prone locations. The design of single aspect dwellings must demonstrate that all habitable rooms and the kitchen are provided with adequate passive ventilation, privacy, daylight and outlook, and that the unit's microclimate will be appropriately managed. Policy HQD6 should be read in conjunction with Policy HQD4 Optimising Sites.

5.59 Proposals should demonstrate how layout, orientation, form, landscape, servicing, waste, cycle parking and ongoing management have been considered from the outset so that practical requirements do not undermine design quality or residential amenity.

HQD7 Building Alterations and Extensions

Strategic objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
I Celebrating our local identity
J Healthy and safe communities

Non-strategic policy

A Proposals for building alterations, extensions and basements must be designed to a high-quality standard.

B Proposals for building alterations and extensions will only be supported where they:

i. Respect and complement the form, proportion, setting, period, architectural characteristics and detailing of the original building and the site;

ii. Use high quality, durable and matching or complementary materials;

iii. Maintain and wherever possible enhance, and do not adversely impact on, the architectural integrity of a group of buildings, or cause an incongruous element in terms of the important features of an area's character; and

iv. Do not adversely impact on, or result in the loss of, the amenity of neighbouring properties, including back gardens.

C Innovative and contemporary designs will be supported where they comply with (B) above.

D Roof extensions on the street frontage of a building, particularly within predominantly residential street, should be avoided in favour of extensions to the rear of the building. Development proposals for roof extensions on the street

frontage will only be supported where it is demonstrated that there is a clear design rationale, or a design options appraisal has been undertaken that demonstrates an extension to the rear of building is not feasible or appropriate, and other design and amenity policies are satisfied.

E Residential extensions should retain an accessible and functional private garden area which is appropriate in size in relation to building and the intended number of occupants of the dwelling and not result in overdevelopment of the site.

F New units created by a residential alteration or extension must meet and, where possible, exceed the housing quality standards outlined in Policy HQD6 (High-quality housing design).

Basement development

G Basement development will be permitted where it can be suitably demonstrated that the development:

i. Is sensitively integrated into the site, proportionate to the host building (including the original building in the case of a basement extension) and avoids harm to local and historical character;

ii. Will not adversely impact on the structural stability of the host building, neighbouring properties, infrastructure and the public realm, considering local geology;

iii. Will not result an increase to flood risk whilst ensuring users of the development will be safe from all sources of flooding;

iv. Will not adversely impact on the natural environment; and

v. Will not adversely impact on the amenity of neighbouring properties on occupation and use and minimise impacts on amenity during construction.

H Development proposals for basements including habitable rooms for housing, or other sensitive uses, must ensure safe access and egress for all likely users of the development.

Light wells

I Development proposals for light wells must respect the architectural and historical character of the host building and its wider setting and not adversely impact on the amenity of neighbouring properties. Light wells should be sensitively integrated and designed to avoid the loss of amenity space, including garden land. Proposals that will result in an excessive or harmful loss of amenity space will be resisted.

Explanation

5.60 All new building extensions, alterations and basement developments must be designed to a high-quality standard. This is necessary to ensure that the delivery of high quality (design) place-making is consistent and encompasses improvements to the existing townscape. Where this type of development is poorly designed and built it can have an adverse impact on local character, particularly on buildings of historic interest or within established residential areas, including Conservation Areas. The policy specifically seeks to manage the quality of improvements being delivered beyond the permitted development regime.

5.61 Extensions to residential buildings should normally be subordinate in scale to the original building. This is to ensure that new development does not dominate existing and well-established features of the building or setting or result in disproportionate additions that detract from local character. Alterations and extensions must also respect the architectural qualities and coherence of the urban grain.

5.62 The policy allows for the positive consideration of innovative, high quality and creative contemporary designs subject to them considering the architectural language and integrity of the original building and its setting. Avoiding awkward jarring building forms that detract from local character.

Basement development

5.63 Basement developments are becoming an increasingly popular way for householders to adapt their homes to changing lifestyles and needs, for example, to create more amenity or living space. Not all new basements will require planning consent owing to permitted development rights. Where planning permission is required, proposals will be assessed against the Local Plan policies. Consideration must be given to impacts on structural stability of the host building and adjoining properties, as well as to any environmental impacts that are likely to arise from the development. Proposals will be refused where it cannot be demonstrated that harmful impacts will be avoided or appropriately mitigated. Impacts on amenity should be minimised as much as reasonably practical during construction. Depending on the nature and scale of development a Construction Management Plan may be required, and this will be secured by condition or legal agreement.

Light wells

5.64 Light wells can enhance the amenity of a building's users and occupiers. Careful consideration is required to ensure new light wells do not have an adverse impact on amenity, including nuisance caused by light pollution. Light wells should not result in an excessive or harmful impact on amenity space, including garden land. We will resist proposals that will result in a significant loss of amenity space, considering the amount and quality of amenity space on-site.

HQD8 Infill and Backland Sites, Garden Land and Amenity Areas

Strategic objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
I Celebrating our local identity

Non-strategic policy

A Development proposals for infill and backland sites, garden land and amenity areas will be supported where they make efficient use of land and demonstrate, through a design-led approach, that the site is suitable for the proposed use, scale, layout and form of development.

B Proposals must:

i. Be of a high-quality design and respond positively to local character, townscape, landscape, historic context, urban grain, plot pattern, building lines, scale, height, massing, roof form, materials, boundary treatments and spaces between buildings;

ii. Protect the amenity of existing and future occupiers, including privacy, outlook, daylight, sunlight, noise, disturbance, overbearing impact, garden space and access to usable outdoor amenity space;

iii. Retain and integrate trees, landscape features, biodiversity value, green infrastructure and sustainable drainage unless it is clearly demonstrated that this is not feasible or appropriate;

iv. Provide safe, legible and convenient access for all users, prioritising walking, cycling and inclusive access;

v. Provide well-integrated parking, cycle parking, servicing, refuse storage and emergency access that do not dominate the street scene or harm amenity; and

vi. Create safe, inclusive and well-overlooked routes and spaces, with clear distinction between public, communal and private areas.

C Infill development within street frontages or on street corners will be supported where it demonstrably:

i. Preserves or enhances the character, rhythm and enclosure of the street frontage;

ii. Repairs harmful gaps, inactive frontages or poorly designed buildings where such opportunities exist;

iii. Respects the proportions, spacing, building lines and relationship of adjoining buildings; and

iv. Retains adequate garden or amenity space for existing and proposed homes.

D Backland development will be supported where it:

i. Is clearly subservient to the surrounding street frontage and respects the established pattern of development;

ii. Provides access that is safe, convenient and does not cause unacceptable disturbance to neighbouring occupiers;

iii. Does not create isolated, gated or poorly overlooked development, unless access restrictions are necessary for security or privacy and are justified; and

iv. Safeguards the privacy, outlook and garden amenity of neighbouring properties.

E Development resulting in the loss of garden land will be resisted where it would harm local character, residential amenity, biodiversity, trees, drainage, the pattern of development or the function of garden space. Proposals involving garden land will only be supported where they satisfy Parts A and B and demonstrate that the remaining garden and amenity space is adequate for existing and future occupiers.

F Development on communal amenity areas or landscaped open space associated with residential development will only be supported where it:

i. Would not result in an unacceptable loss of usable amenity, play, landscape, biodiversity or open space value;

ii. Would improve the quality, safety, accessibility or function of remaining communal space; and

iii. Would enhance active frontages, natural surveillance and the distinction between public, communal and private space.

G Proposals must not prejudice the comprehensive development of adjoining or functionally related land and, where relevant, must demonstrate how the proposal relates to the wider site or block.

Explanation

5.65 Small sites within existing settlements can make an important contribution to housing supply, support efficient use of land and help repair gaps in the urban fabric where they are well designed and sensitively integrated. However, development on infill, backland, garden land and amenity area can raise concerns due to their proximity to existing homes, gardens, trees, access routes and established settlement patterns.

5.66 For the purposes of this policy, infill sites are sites within street frontages, including gaps in terraces, former yards, small workshops, garages and gardens to the side of dwellings. Backland sites are sites to the rear of street frontages that are not historically in garden use and are often close to existing housing. Garden land includes private gardens and back gardens serving dwellings. Amenity areas include communal landscaped areas associated with residential development.

5.67 Garden land is not treated as previously developed land where it falls within the definition in national policy. The loss of garden land or residential amenity areas will only be acceptable where it is clearly justified and where the proposal delivers high-quality design without causing unacceptable harm to character, amenity, biodiversity, trees, open space or the living conditions of existing and future occupiers.

5.68 These small site typologies cover most sites that will require consideration under this policy (extensions and alterations are dealt with separately in this Local Plan). However, there may be some instances where a site will not fall definitively within any one of these categories. In such cases, the principles that will be applied for planning decisions will be taken from the appropriate parts of this policy. The Council will decide of the relevant policies, informed by the planning statement submitted by the applicant.

5.69 The policy supports appropriate small site development while protecting local character, residential amenity, biodiversity, trees, usable garden space, open space and the distinction between public and private areas. Proposals must be design-led, based on a clear understanding of the site and its context, and must not prejudice the comprehensive development of neighbouring or functionally related land.

5.70 Not all infill sites will be considered appropriate for new development or for certain types of land uses. Backland, garden land and amenity area sites will only be acceptable for new development where proposals comply with the above policies. Development proposals must clearly demonstrate that the site is appropriate for the proposed use(s), there is a clear urban design rationale for bringing forward development at the location and there will be no adverse impact on amenity. This should be set out in the Design and Access Statement.

Infill and backland development

5.71 Development proposals for infill and backland development must follow the design-led approach. Careful consideration will need to be given to the distinctive character

and features of the site and its wider setting. This includes the streetscape and architectural detailing, along with the proportions and orientation of buildings, including the spaces between them. Development on mid-terrace sites will require particular attention to ensure they complement the character of the street and provide a positive frontage. Infill development provides opportunities to repair harmful breaks in the street frontage.

5.72 Access and servicing requirements of backland sites poses unique design challenges. Development proposals must ensure adequate arrangements for all vehicles likely to require access the site, including for emergency services, refuse and recycling collection and deliveries. Proposals must also ensure safe and convenient access to the site and buildings by walking and cycling.

5.73 Development proposals should seek to retain and enhance existing walking routes and cycleways. Where this is not feasible or preferential in design terms adequate replacement provision must be provided. The design must ensure permeability within the site and the rest of the neighbourhood. Gated developments will be resisted.

5.74 Where development proposals include new housing, this must be designed with reference to other Local Plan policies. Provision of accessible, secure, private and functional outdoor amenity space, including children's play space, will be required where appropriate. Outdoor amenity space, including garden land, must not be delivered in a piecemeal fashion. Rather this must be designed in an integrated way to ensure it is functional space suitable for the intended occupants.

Garden land (including back gardens)

5.75 Garden land, including back gardens, make an important contribution to local character and amenity and often have ecological value. Development on garden land should therefore be avoided in favour of development opportunities elsewhere in the Borough, particularly on brownfield sites and previously developed land, consistent with the spatial strategy for the Borough. The NPPF is clear that garden land is not considered Previously Developed Land.

5.76 There is a growing body of evidence indicating that people who live in greener neighbourhoods tend to have better cardiovascular health and lower levels of stress[5]. The greater the biodiversity in those green spaces, the larger the benefit to psychological well-being. Participating in activities such as gardening can have physical and mental health benefits. This policy works together with other Local Plan policies on green infrastructure.

5.77 Development proposals that will result in the loss of garden land, including private back gardens, will be strongly resisted. The loss of garden land will only be considered acceptable in exceptional circumstances, where sites can be assembled

[5] For example, the Create Streets Foundation has published research covering this topic.

to bring forward comprehensive redevelopment, and appropriate re-provision of garden land is provided to mitigate losses as much as possible.

HQD9 Shopfront Design

Strategic objectives

A Delivering a better future for Hertsmere
B A Thriving Local Economy
I Celebrating our local identity

Non-strategic policy

A Hertsmere's high streets and shopping areas, including their shopfronts, are an important and highly valued part of our local neighbourhoods and often reflect the unique character and historical development of the Borough. The policy seeks to maintain their visual character and appearance and strengthen their legibility as places that sit at the centre of the Borough's settlements, places and communities.

B Securing high-quality commercial environments within the Borough's centres is a key objective for place-making and maintaining and enhancing economic vitality and viability.

C Shopfronts, including their signs, canopies and security installations, must be designed to a high-quality standard. Development proposals for shopfronts will be supported where they do not adversely impact on local character, amenity and public safety.

D Development proposals for new shopfronts or alterations to existing shopfronts must promote consistency or higher quality design through the following measures:

i. Retain, refurbish or reinstate shopfronts, or associated elements of architectural interest where these contribute to the distinctive visual or historic character of a building, townscape or area;

ii. Seek to minimise undue attention or dominate their surroundings unnecessarily

iii. Be of a proportion, scale and quality that responds to the character of the host building and, where relevant, adjoining properties; including ensuring fascias are not overly large or extend above first floor windows.

iv. Use high-quality materials and colours that are sensitive to local character; and

v. Retain or provide glazed shop windows.

vi. Developments which relate to corner plots should take advantage of their location by having frontage on both sides.

E Development affecting shop fronts will be supported where it delivers a high-quality design that contributes positively to the character, appearance, safety and functionality of the public realm through provisions of active and attractive frontages that promote natural surveillance and maintain clear accessible pedestrian routes. Shop fronts should collectively create vibrant, attractive and inclusive streets that support economic vitality and a strong sense of place.

F Development proposals for shopfronts must apply inclusive and safe design principles. They should retain and wherever possible enhance street level access and entrances, including access to upper floor residential, commercial and community uses.

G Development proposals for open shopfronts without a stall riser and glazed screen will be resisted.

H For shopfronts in Conservation Areas or of Listed or Locally Listed Buildings, original historic shopfront windows and framework features should be retained or restored, where appropriate.

I Within Conservation Areas and residential areas, internally illuminated box fascia signs and projecting signs will not be permitted unless they successfully relate to the design and detailing of buildings and contribute positively to the distinctive character of a group of buildings or street.

J Development proposals for shopfront canopies that are fixed in the ‘down’ position will be resisted. Retractable canopies may be acceptable where they are designed to provide sufficient clearance.

K Shopfront security features, including roller grilles and shutters, must not be visually intrusive, create blank frontages or detract from the character of the host building and townscape. Where such installations are considered necessary development proposals should seek to use internally located, open mesh security shutters and boxes.

L Development which promotes unsightly external additions will be resisted. Proposals which include additions such as air conditioning units, satellite dishes, burglar alarms or surveillance systems should form an integral part of the design

and be in unobtrusive positions that avoid interference with any architectural detail or negative impact on the street scene.

M Where proposals require a new shopfront as part of a mixed-use scheme, including re-provision of an existing unit, development will be expected to make provision for shopfront fit out.

Explanation

5.78 Highstreets and Shopping areas including their shopfronts, are an important part of local neighbourhoods and often reflect the unique character and historical development of the Borough. They have an important role in the shaping of streetscapes and the public realm; this policy should be read in conjunction with Policy HQD2 Safe and Welcoming Design and Policy HQD3 Public Realm and Connection Places.

5.79 Development proposals should ensure that shopfronts of good architectural quality or those with historic value are retained, refurbished or reinstated wherever possible. Where retention is not possible, replacements should be designed to a high-quality standard using materials which are appropriate to the period and character of the building. Consideration should be given to shopfront framework features including pilasters, brackets, fascias and projecting signs. This is especially important where development of a shopfront would impact on the significance of a heritage asset or its setting, for example, within a Conservation Area or part of a Listed Building.

5.80 All shopfronts should be designed to a high-quality standard, using materials and treatments that are sensitive to the character of the host building and neighbourhood. The standardisation in much of current shop design can gradually devalue the character and individual qualities of buildings in shopping areas. It is important that the design and materials of new and replaced shopfronts relate well to the scale of the building and its surrounds, as well as the original features of the building where these contribute positively to local character.

5.81 The design and quality of shopfronts can be maintained by referring to the architecture of the host building and high-quality shopfronts in comparable neighbouring units, and by reflecting the general scale and pattern of shopfronts in the area. New shopfronts should contribute towards a cohesive streetscape, retain a consistent building line and contribute toward or enhance the character of the centre or parade it is located in. The detailing, quality of materials, execution and finishes are very important in shopfront design, particularly as they are viewed close-up.

5.82 Contemporary shopfront designs will be supported in appropriate locations. All new and altered shopfronts should apply inclusive and safe design principles. If a shopfront is replaced or altered, the design should respect the characteristics of the host building and, where appropriate, shopfront windows and framework features should be retained or restored.

5.83 Shopfront security features should not have a detrimental impact on the townscape and local character. The use of solid external security shutters and grilles can create an unpleasant atmosphere when premises are closed, creating or perpetuating fears to personal safety. The use of open mesh security shutters and boxes is encouraged where such measures are considered necessary. Security features should be designed so that they can be hidden behind the fascia to reduce visual clutter from the frontage and townscape.

5.84 Development proposals for mixed-use schemes involving the creation of a new shopfront must provide a reasonable shopfront fit out, having regard to viability. This will encourage the occupation of business units and reduce the likelihood of vacancy, which can adversely impact on town centre vitality. Proposals should therefore provide appropriate level of shopfront design detail.

HQD10 Outdoor Advertisement

Strategic objectives

I Celebrating our local identity

Non-strategic policy

A Outdoor advertisements, digital displays and hoardings should contribute to attractive and safe environments. Development proposals for these types of installations will be supported where they are designed to a high-quality standard, appropriately sited, and adequately maintained throughout their operation to ensure:

i. There is no adverse impact on local character, appearance or visual amenity on the site or surrounding area;

ii. Heritage assets and their setting and preserved or enhanced;

iii. They do not result in the unsightly proliferation or dominance of signage and displays in the vicinity of the site;

iv. There is no harm to public amenity, including by way of excessive illumination and visual intrusion of light pollution into adjoining or neighbouring properties and public spaces;

v. There is no adverse impact on public or highway safety; and

vi. There is no harmful impact on trees, especially those with Tree Preservation Orders (TPOs).

Explanation

5.85 Outdoor advertisements, digital displays and hoardings are a means of providing information to the public and can play a complementary role in supporting the local economy. Poorly sited, designed and maintained installations can have an adverse impact on public health and safety, amenity and local character. We will seek to ensure that all such development is designed to a high-quality standard and secures safe, accessible and attractive environments.

5.86 Advertisements, digital displays and hoardings are regularly located on or adjacent to the public realm. To ensure that everyone can move safely and easily within it, development must apply inclusive and safe design principles. Where installations are proposed to be located on or adjacent to the highway, the lead transport authority should be consulted for an opinion on the safe operation of the highway network.

5.87 Applications for advertisements and hoardings are required to follow the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

Chapter 6: Heritage

Section	Page
HE1 Hertsmere's Historic Environment	080
HE2 Designated Heritage Assets	084
HE3 Non-Designated Heritage Assets	088

HE1 Hertsmere's Historic Environment

Strategic objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
I Celebrating our local identity
J Healthy and safe communities

Strategic policy

A The Council will conserve and enhance Hertsmere's historic environment in a manner appropriate to the significance of heritage assets and their settings.

B Proposals for development involving heritage assets will be supported where they:

i. Conserve or enhance the significance of heritage assets and their settings;

ii. Make a positive contribution to local character, townscape, landscape and distinctiveness;

iii. Are informed by an understanding of the historic development of the site and its surroundings;

iv. Avoid or minimise harm through siting, layout, scale, height, massing, design, materials, landscaping and lighting;

v. Secure the viable and appropriate reuse of heritage assets, including assets at risk, where this is consistent with their conservation;

vi. Better reveal, interpret or improve public understanding of the historic environment where appropriate; and

vii. Incorporate energy efficiency, climate adaptation and low carbon measures in a sensitive way that avoids unacceptable harm to significance.

C Proposals for development affecting a heritage asset or its setting must be supported by a proportionate Heritage Statement. This must describe the asset's significance, including any contribution made by its setting; explain how significance has informed the proposal; assess likely impacts; and identify measures to avoid, minimise or mitigate harm and secure enhancement where appropriate.

D Where harm to the significance of a heritage asset is identified, clear and convincing justification will be required. Proposals will be assessed in accordance with legislation, national policy and the development plan, having regard to the significance of the asset and the scale of any harm or loss.

Explanation

6.1 Hertsmere's historic environment is an irreplaceable resource. It includes designated and non-designated heritage assets, archaeological remains, historic landscapes, townscapes, parks and gardens, buildings, structures, spaces, routes and features which together contribute to the Borough's character, identity and sense of place.

6.2 The historic environment is integral to successful and sustainable place-making. Its conservation and enhancement can support high-quality placemaking, climate resilience, town centre vitality, tourism, cultural activity and community identity. Sensitive reuse of existing buildings can also reduce environmental impacts. The successful integration of the Borough's heritage assets as part of the delivery of future growth is a component towards meeting local needs. The Council will take a positive and proactive approach to managing change affecting heritage assets and their settings.

6.3 Hertsmere contains a varied historic environment, including conservation areas, listed buildings, registered parks and gardens, scheduled monuments, locally important buildings and structures, archaeological remains, historic settlements, landscapes and features associated with the Borough's rural, urban, cultural and social history.

6.4 Proposals for development should be informed by a proportionate understanding of the significance of affected heritage assets, including the contribution made by setting. Proposals should avoid harm where possible and seek opportunities to sustain, enhance or better reveal significance through high-quality contextual design, heritage-led regeneration, appropriate reuse and improved interpretation.

6.5 The policies in this chapter are informed by the Council's heritage evidence base, including conservation area appraisals and management plans, the Hertfordshire Historic Environment Record, the National Heritage List for England, local lists and other relevant studies. The Council will maintain and use up-to-date evidence to inform plan-making and decision-making. Evidence gathered through planning applications and policy work should, where appropriate, be made publicly accessible.

6.6 The Local Plan's Policy HE1 (Hertsmere's historic environment) provides a positive strategy for the conservation and enjoyment of Hertsmere's historic environment. It recognises that heritage assets are finite and that their significance can be affected by direct physical change, changes within setting, cumulative alteration, neglect or inappropriate development.

6.7 Those proposing development should address heritage considerations at an early stage. Information requirements will be proportionate to the asset's significance and the likely impact of the proposal. For major, complex or sensitive proposals, early engagement with the Council and relevant heritage bodies is encouraged.

6.8 Heritage Statements should identify the heritage asset(s)' significance; explain how the proposal responds to that significance; and assess the likely impact on it. Where harm is identified, the Statement should set out how harm has been avoided, minimised or mitigated, including through design changes, conditions, planning obligations, recording, interpretation or management arrangements where appropriate.

6.9 Not all heritage assets are currently known, documented or fully understood. Buildings, structures or sites may be identified as non-designated heritage assets through the development process. For example, new information may be revealed by local groups through the consultation process or during preliminary site investigations undertaken by an applicant. This may also apply to those heritage assets of an archaeological nature, which may only become revealed and understood through the development process. In these circumstances we may seek amendments to proposals to ensure that the significance of an asset is appropriately preserved or enhanced.

6.10 Proposals affecting heritage assets should be of the highest architectural and urban design quality, having regard to and respecting local character and complying with other policies in this plan. Heritage should be considered as an integral component of sustainable neighbourhoods and communities and must meaningfully inform the design of development. Development proposals that appropriately preserve or help to better reveal and enhance heritage assets and their setting will be supported, subject to meeting other policy requirements.

6.11 Proposals that may cause harm to the significance of heritage assets should be clearly and convincingly justified through the information provided in the Heritage Statement. Where the loss or harm to a heritage asset is suitably justified and planning consent is granted, a programme of building recording of a level appropriate to the significance of the building and the extent of loss may be required. Archaeology revealed through the delivery of development will also need to be recorded. Such measures will help to mitigate impacts of development and will normally be sought by way of a planning condition.

6.12 Where there is evidence of deliberate neglect or damage to a heritage asset, the current condition of the asset will not be considered in planning decisions.

6.13 The Council advises those proposing development to seek the advice of specialist historic environment consultants at an early stage of the design process. This will help to ensure that the significance of heritage assets likely to be affected is appropriately identified. Those proposing development will then be better placed to consider options for bespoke and sensitive, heritage-led design solutions that

respond to this significance. Specialist consultants can also advise on and provide the necessary information to support an application.

6.14 The Council will use available powers to support conservation objectives through the development management process. This includes the use of Article 4 Directions to remove permitted development rights, along with the use of Section 215 notices, Urgent Works or repair notices where this would help achieve conservation objectives. The use of such powers may be appropriate where there is a risk to historic fabric or the appearance of an area. There are Article 4 Directions in place for many of the Borough's conservation areas, and we will investigate the scope for introducing these elsewhere.

6.15 Historic England maintains a Heritage at Risk register to assist in the monitoring and management of Listed Buildings and conservation areas that are at risk of losing their special interest. The Council has statutory authority to intervene when there is evidence of serious neglect, including Urgent Works Notices to secure works to vacant listed buildings or unlisted buildings in conservation areas and has powers of inspection.

6.16 National planning policy sets out policies for 'enabling development'. This is a term specifically used for cases where the cost of repair - and conversion to optimum viable use, if appropriate - of a heritage asset exceeds its market value on completion of repair or conversion, allowing for appropriate development costs (termed a 'conservation deficit'). In these cases, development proposals which depart from the Development Plan and would normally be considered unacceptable may be permitted to secure the conservation of the asset.

6.17 Enabling development should not harm the heritage asset it is intended to conserve. The Council will expect that measures have been fully explored and undertaken prior to considering enabling development. This may include maintenance, repair and decay prevention measures, grant-funding for repairs and reuse, transfer of ownership to a building preservation trust or similar charity, and other sympathetic measures. Development proposals for enabling development must submit full financial viability details and will be assessed having regard to the criteria set out in Historic England's advice note GPA4 Enabling Development and Heritage Assets (2020).

HE2 Designated Heritage Assets

Strategic objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
I Celebrating our local identity
J Healthy and safe communities

Non-strategic policy

A Designated heritage assets, including conservation areas, listed buildings, registered parks and gardens, scheduled monuments and their settings, will be conserved in a manner appropriate to their significance. Opportunities for enhancement will be supported where appropriate.

B Development proposals affecting designated heritage assets or their settings will be supported where they:

a. Preserve or enhance those elements which contribute to the asset's significance;

b. Respond positively to the asset's character, appearance, setting, historic fabric, materials, layout, form, scale, massing, roofscape, boundaries, spaces and important views;

c. Retain buildings, structures, trees, landscape features, open spaces, boundaries and other elements which make a positive contribution to the significance of a conservation area or other designated heritage asset;

d. Avoid cumulative harm arising from incremental change, loss of historic features, inappropriate materials, visual clutter, excessive lighting or erosion of setting;

e. Secure appropriate repair, maintenance, reuse and long-term management where this would sustain the asset's significance; and

f. Provide appropriate archaeological assessment, evaluation, preservation, recording, analysis, publication and archive deposition where archaeological interest may be affected.

C Substantial harm to, or total loss of significance of, a designated heritage asset will not be supported unless the harm or loss is necessary to achieve substantial public benefits that outweigh it, or the relevant tests in national policy are met.

D Where a proposal would lead to less than substantial harm to the significance of a designated heritage asset. Harm to the heritage asset will be weighed against the public benefits of the proposal, including where appropriate securing the asset's optimum viable use.

E Demolition within a conservation area will only be supported where the building, structure or feature does not make a positive contribution to the area's character, appearance or significance, or where any harm is clearly justified and outweighed in accordance with national policy.

Explanation

6.18 Designated heritage assets are recognised for their national importance. In Hertsmere they include listed buildings, conservation areas, registered parks and gardens and scheduled monuments. Their significance may derive from architectural, historic, archaeological, artistic, townscape, landscape or communal interest.

Conservation areas

6.19 Conservation areas are designated for their special architectural or historic interest. Development within or affecting their setting should preserve or enhance their character or appearance. Regard should be had to established settlement patterns, plot form, building lines, roofscape, materials, boundary treatments, trees, open spaces, views and buildings that make a positive contribution.

6.20 The character of a Conservation area can depend heavily on the cohesiveness of form, consistency of materials and detailing of buildings. The alteration or loss of one individual feature to a building may appear minor in the wider context, but incrementally such small changes can erode the special interest of an area. We have made Article 4 Directions to several conservation areas to help prevent the loss of important and distinctive features and will continue to do this where it is considered necessary.

6.21 We strongly encourage the reinstatement of original or other features that make a positive contribution to a conservation area. Such works can help to enhance or better reveal the area's significance. This includes the reinstatement or repair of features such as front boundary walls and fences, front garden soft landscaping and missing architectural detailing.

6.22 Not all elements of a conservation area contribute to its significance. Some buildings or features can have a negative or neutral impact. The adaptive reuse of redundant buildings and new infill development on disused land or under-utilised sites can represent an opportunity for enhancement. We will therefore support in principle such redevelopment where this will positively impact on and improve local character.

Listed buildings

6.23 Listed buildings are protected for their special architectural or historic interest. Proposals affecting a listed building should preserve its special interest, setting and significant fabric, including internal features, plan form, curtilage structures and spaces where these contribute to significance.

6.24 The Council has a duty to preserve the character of Listed Buildings under Section 66 of the Planning (Listed Building and Conservation Areas) Act 1990. We will seek to ensure that the significance of a Listed Building is not harmed through inappropriate development to it, to structures or features in its curtilage, or by new development in its setting. Proposals will need to be informed by an understanding of the significance of a Listed Building and its wider setting, irrespective of whether works are proposed to the Listed Building itself. Planning permission and/or listed building consent will only be granted where the relevant requirements are satisfied.

6.25 The best way of securing the upkeep of historic buildings and areas is to keep them in active use. It is recognised that buildings and structures will often necessitate some degree of adaptation. The range and acceptability of proposed uses must therefore be a major consideration, particularly where Listed Buildings are concerned. The conversion of Listed Buildings to new or different uses can result in harmful impacts to the building's significance. This is due to works to the historic fabric (for instance related to the insertion of new service routes, vents and ducts) or plan form (for instance subdividing floor spaces to create additional units).

6.26 We will seek to ensure that extensions and other works or alterations to Listed Buildings are restricted to the less significant parts of the building. Proposals will be required to provide full details of the development or associated works. This is in order that the impacts can be appropriately assessed. This must include details of any ancillary works of servicing, extraction, fire separation, access, and sound and thermal insulation. In many cases non-standard approaches and materials will be necessary to respond sensitively to the historic building fabric and form. The cumulative impact of works that, in isolation, may cause only minor harm will also be considered.

6.27 Where development in the curtilage of a Listed Building is justified by the applicant as necessary to ensure its future viability or repair, and/or is classed as enabling development, full financial viability details will be required to be submitted.

Registered parks and gardens, and scheduled ancient monuments

6.28 Registered parks and gardens and scheduled monuments require particular care because of their landscape, archaeological, historic and cultural significance. Proposals should avoid harm to their layout, design, character, setting and important views, and should not prejudice conservation, interpretation or restoration.

6.29 The effect of a proposal on the archaeological value or special interest of a scheduled ancient monument is a material consideration in determining a planning application.

6.30 The best way to avoid loss of significance of buried archaeological remains is to preserve them in situ. Where this cannot be done, provision for excavation and recording will be required to be undertaken prior to development or required by condition during development.

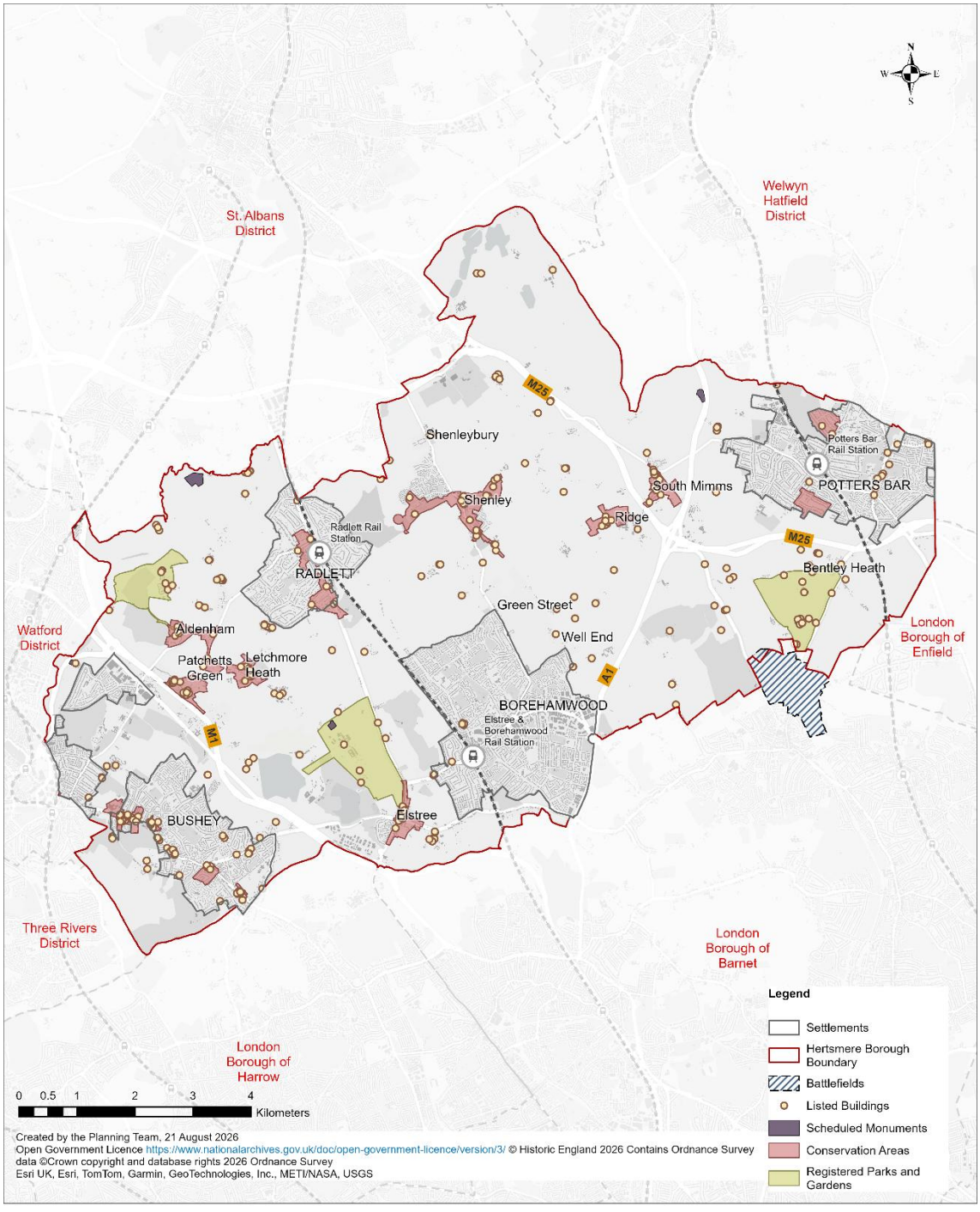


Figure 6.1: Designated Heritage Assets

HE3 Non-Designated Heritage Assets

Strategic objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
I Celebrating our local identity
J Healthy and safe communities

Non-strategic policy

A The Council will conserve non-designated heritage assets in a manner appropriate to their significance, including any contribution made by setting.

B Development proposals affecting a non-designated heritage asset or its setting will be supported where they:

i. Identify the asset and assess its significance proportionately;

ii. Conserve or enhance the elements which contribute to that significance;

iii. Respond positively to the asset's siting, form, scale, materials, detailing, setting and contribution to local character;

iv. Retain, repair and reuse the asset where feasible and consistent with its significance;

v. Avoid or minimise harm through sensitive design, layout, landscaping and mitigation; and

vi. Where loss or harm is justified, secure appropriate recording, interpretation and archive deposition.

C Where a proposal would directly or indirectly harm or result in the loss of significance of a non-designated heritage asset, a balanced judgement will be made having regard to the scale of harm or loss, the significance of the asset and the public benefits of the proposal.

D The Council will support the identification of additional non-designated heritage assets through local listing, neighbourhood planning, conservation area appraisal, development management and other evidence-based processes.

E The absence of an asset from a local list will not preclude it from being treated as a non-designated heritage asset where evidence demonstrates local heritage interest.

Explanation

6.31 Non-designated heritage assets are not included on statutory lists or national registers but are valued for their contribution to Hertsmere's local character, identity and history. They may be identified through local lists, neighbourhood plans, evidence studies or during the determination of planning applications. They may include locally listed buildings and structures, locally important parks and gardens, historic landscapes, archaeological sites, historic shopfronts, boundary features, public realm features, industrial heritage, places of worship, cultural venues and other buildings, spaces or features of local architectural, historic, archaeological, artistic, townscape, landscape or communal interest.

6.32 The absence of an asset from a local list does not mean that it has no heritage significance. Where evidence demonstrates that a building, structure, landscape, archaeological site or feature has local heritage interest, it will be treated as a non-designated heritage asset for the purposes of decision-making.

6.33 Proposals affecting non-designated heritage assets should be informed by a proportionate assessment of significance. The Council will encourage early identification, retention, repair and reuse, particularly where assets contribute positively to townscape, landscape, community identity or the setting of designated heritage assets.

6.34 Where harm or loss is unavoidable and justified, the Council may require appropriate recording, analysis, publication, interpretation or archive deposition to ensure that knowledge of the asset is not lost.

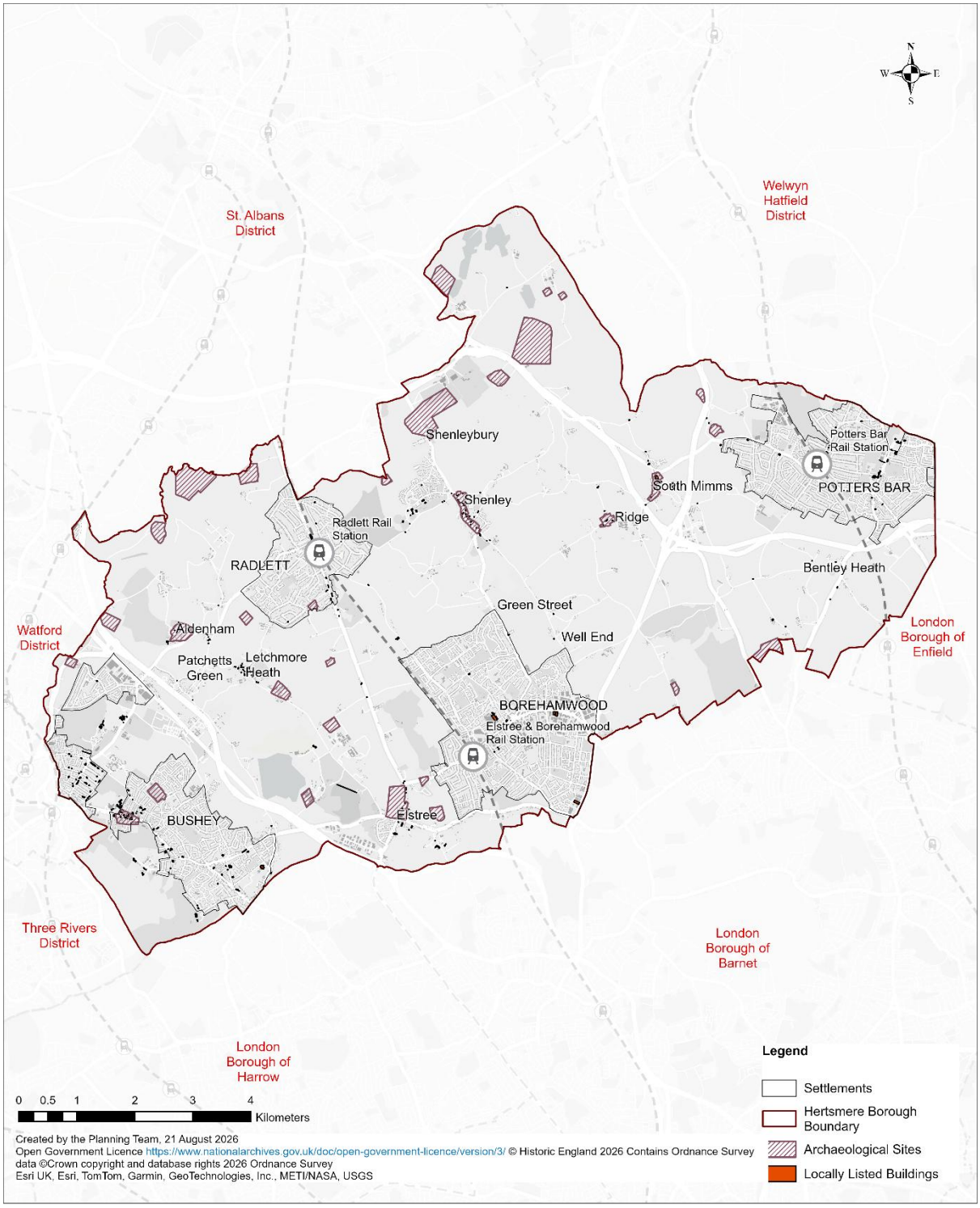


Figure 6.2: Non-designated Heritage Assets

Chapter 7: Housing

Section	Page
H1 Meeting Hertsmere's Housing Need	092
H2 Optimising Delivery from Small Urban Sites	099
H3 Genuinely affordable housing	104
H4 Accommodation for older people	109
H5 Supported and specialised accommodation	112
H6 Housing with Shared Facilities/Homes in Multiple Occupation	115
H7 Self and custom-build housing	120
H8 Gypsy and traveller accommodation	122
H9 New Homes in the Countryside / Green Belt	125

H1 Meeting Hertsmere's Housing Need

Strategic Objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone

Strategic Policy

Hertsmere's housing target

A The Council will work positively and proactively with stakeholders, including development industry partners, to facilitate a significant increase in the delivery of new homes to help meet Hertsmere's housing needs and secure successful and sustainable place-making.

Development proposals must make the best use of land and optimise the capacity of housing sites to ensure that the Borough's local housing need is exceeded through the delivery of at least 16,575 net housing completions[1] from the anticipated start date of the Local Plan, 2026/27 to 2042/43 (equivalent to 975 net housing completions per annum).

B The Council will keep under review the Local Plan's strategic housing target and performance against delivery. Outputs from the monitoring process will be reported through the Authority Monitoring Report, which will include an annual five-year housing land supply statement. The Council will consider taking appropriate and proportionate measures should consented housing schemes fail to be delivered in a timely manner.

Increasing housing supply

C A carefully managed uplift in the delivery of new housing development across the Borough, with priority given to genuinely affordable housing[1], will be achieved by:

i. Directing new housing development to the Borough's four main settlements and their town centres, consistent with the spatial strategy for the Borough set out in Policy HBF1 (Delivering a better future for Hertsmere);

ii. Allocating strategic sites for new housing, including mixed-use development, and supporting development proposals where they comply with the site allocation requirements and resisting proposals that are at odds with these;

iii. Facilitating the sensitive intensification of established residential areas and supporting the development of small sites for housing, in line with Policy H2 (Optimising the use of small sites);

iv. Securing the delivery of a new town at Bowman's Cross that will commence during the plan-period and continue to supply new homes into the next. The delivery of the new homes at Bowman's Cross will be supported by proportionate and appropriate infrastructure necessary to make it a successful and sustainable place;

v. Ensuring that all development proposals make the best use of land and optimise the capacity of housing sites, in line with Policy HQD4 (Optimising site capacity).

vi. Making the best use of the existing housing stock, including by using available tools to bring vacant units back into use and to regulate the use of homes for short-stay visitor accommodation;

vii. Refusing development proposals that will result in the net loss of housing unless:

a. It is suitably replaced at existing or higher densities with at least the equivalent amount of new residential floorspace; or

b. The proposal is for strategic infrastructure that demonstrably meets an identified need and is necessary to support delivery of the spatial strategy for the Borough; and

c. Ensuring the phasing of development corresponds with the delivery of infrastructure required to support growth and to speed up the rate of delivery of new homes where planning consent has been granted.

Inclusive and mixed neighbourhoods and communities

D Development proposals for housing must demonstrate how they will contribute to and support inclusive and mixed neighbourhoods and communities across Hertsmere. Details should be set out in the Inclusive Design Statement which must be submitted in accordance with Policy HQD2 (Inclusive and Safe Design).

E Development proposals must deliver an appropriate mix of housing within the site and local area. The appropriate mix should be established on a case-by-case basis having regard to the site's location and character, the nature and scale of development proposed, along with;

i. The requirement for at least 40% of all new homes delivered in the Borough to be for genuinely affordable housing. The exception being flatted developments being delivered on previously developed land in Borehamwood and Potters Bar, which will deliver at least 20% of all new homes as genuinely affordable housing;

ii. The required mix of tenure types for affordable housing, with reference to Policy H3 (Genuinely affordable housing);

iii. The need to secure provision of a mix of unit sizes to meet local need, with reference to the target unit size mix for affordable housing set out Table 7.1;

iv. The need for provision of family housing units (3+ bedrooms), with a reasonable proportion of family units to be delivered on major developments of 10 or more dwellings; and

v. The delivery of liveable and sustainable neighbourhoods that are appropriately supported by community facilities and other infrastructure.

Housing choice

F To help ensure that residents and other people have access to a wide range of suitable housing provision, the Council will:

i. Seek that development delivers a wide range of genuinely affordable and other housing products, including market housing, to meet the needs of households of different sizes and income levels;

ii. Support development proposals that meet the needs of specific groups including families with children, older people, people with disabilities, students and vulnerable people;

iii. Promote and support innovative housing designs, such as modular housing, particularly where these address acute or specialist local housing needs;

iv. Support appropriate proposals for self-build or custom build housing, and seek to identify land to help facilitate such development where a need is clearly established; and

v. Encourage developers and agents to market new housing units for sale or rent to existing residents and people with a local connection before advertising them more widely to others.

Table 7.1: Target unit size mix for affordable housing[1]

Tenure Type	1 Bed	2 Bed	3 Bed	4 or more beds
Social Rent	23%	33%	34%	10%
Intermediate	18%	39%	30%	13%

LHNA housing mix distribution for Market housing

1 Bed	2 Bed	3 Bed	4 or more beds
4%	24%	43%	29%

Explanation

Hertsmere's Housing Target

7.1 The delivery of new homes that meet the Borough's needs is a key component of successful and sustainable place-making. Hertsmere's previous local plan set out the requirement for housing provision for the Borough between 2012 and 2027, which equated to the delivery of about 266 homes per annum over that plan period. However, much has changed since that plan's adoption. Notably, national planning policy has sought to provide a positive response to the housing crisis by identifying a level of housing need that seeks to boost supply and delivery. Consequently, the latest national standard method calculation[1] identifies a housing need for Hertsmere that delivers at least 975 additional homes per annum. Whilst national planning guidance recognises there are some specific exceptional circumstances in which an alternative approach to the national standard method could be justified. However, the Council concludes that there is no evidence that Hertsmere experiences any exceptional circumstances that justify an alternative approach.

7.2 National Planning Policy requires that the supply of deliverable homes must also include a suitable buffer that considers the delivery of new homes[2]. The latest Housing Delivery Test measurement demonstrates that Hertsmere has fallen below 85% delivery over the three-year reporting period. Consequently, the Borough is subject to the application of the 20% buffer on the first five years of the plan period. Annualised this equates to a total requirement of 1,170 additional homes per annum, which will apply for as long as delivery performance remains below 85% over a three-year period. Once delivery exceeds 85% the buffer will fall away and Hertsmere's annual housing requirement will return to at least 975 additional homes per annum.

7.3 To be found sound the Hertsmere Local Plan must seek to at least meet all the Borough's identified housing need in full during the plan period. Consequently, it identifies sufficient and diverse sources of supply, which accord with the spatial strategy, to achieve that objective. The plan-making process, through the Duty-to-Co-operate[3] has explored the possible opportunities for accommodating any potential unmet need, which may arise over the plan-period, on sites located within neighbouring boroughs. That process confirms that Hertsmere's neighbours do not have the capacity to meet any unmet needs should they arise.

7.4 To help inform the preparation of the Local Plan the Council has undertaken an assessment to identify sources of land that may be suitable and available for housing development, including:

[1] At the point of the Local Plan's publication under Regulation 19 during Autumn 2026.
[2] National Planning Policy Framework (December 2024) Paragraph 78.
[3] Following the removal of the Duty, as part of the newly introduced plan-making process (August 2026), the Council continued engagement with partners under the auspices of discharging its strategic planning responsibilities.

- A comprehensive review of land and sites available for development in the Borough, including the preparation of Borough-wide HELAAs;
- Undertaking of several 'call for sites' exercises inviting the public, including landowners, developers and agents, to help identify sites that might be suitable for different types of development;
- A strategic Green Belt Assessment to understand how the Borough's designated Green Belt is performing and whether there is scope to release any parts of this land to other uses, including for housing;
- Scrutiny of potential development sites to establish whether they are deliverable and developable[4], including through engagement with landowners during the plan's preparation;
- Detailed assessments of the development capacity of potential development sites, considering relevant market signals and making reasonable assumptions as to what the industry can deliver.

7.5 The Local Plan identifies specific site allocations which have the potential capacity to deliver at least 14,390 net new homes over the lifetime of the Plan. When combined with other consented housing schemes, housing sites delivering less than 50 dwellings identified in the Housing and Economic Land Availability Assessment, and the trend-based small windfall delivery rates in the Borough, there will be sufficient capacity to provide at least a supply of 17.3 deliverable years and meet the housing need over a 17-year period. However, the phasing of development will be an important consideration. A Housing Trajectory is included at Appendix 5 to the Local Plan which sets out details on the expected phasing of housing delivery over the plan period[5].

7.6 For monitoring housing completions, net changes on conventional and non-conventional forms of housing will be calculated in line with national planning policy guidance. For the avoidance of doubt, non-self-contained student accommodation bedrooms will be counted on a 2.4:1 ratio, with every 2.4 bedrooms being counted as a single home. All other net non-self-contained communal accommodation, including residential institutions, care homes and other non-student communal bedrooms, every 1.9 bedrooms will count as a single home.

7.7 The Local Plan seeks to facilitate a carefully managed uplift in the delivery of new housing development across the Borough to meet local needs, with priority given to genuinely affordable housing. There are several different routes to increasing housing supply which reflect the varying scale of opportunities available. These range from enforcement action to bring vacant housing units back into use, the sensitive intensification of small sites, and more strategically, the comprehensive

[4] Deliverable and developable as defined by the NPPF Glossary Page 72 (December 2024).
[5] In accordance with NPPF Paragraph 78 (December 2024) a 20% buffer has been applied as there has been under-delivery of housing over the previous three years.

redevelopment of larger brownfield sites including those for which site allocations have been prepared. All such routes to housing delivery relate to the spatial strategy for the Borough, which aims to direct development in support of successful and sustainable place-making. We will work with development industry partners and other stakeholders to identify opportunities to optimise the capacity of sites that are suitable for new housing, ensuring that development will be appropriately supported by infrastructure.

Inclusive and mixed places and communities

7.8 Hertsmere is a relatively diverse Borough comprised of many distinctive places and communities. Whilst it is vibrant and wealthy there are pockets of social and economic deprivation scattered across the Borough. The Council is committed to achieving inclusive and mixed communities by addressing the environmental, social and economic barriers that adversely affect peoples' lives. The Local Plan seeks to facilitate a significant uplift in housing, and our expectation is that new development must respond to existing imbalances in provision, so to better meet local needs and contribute to sustainable places and communities. This policy sets the strategic approach for securing an appropriate mix of housing when new development comes forward.

7.9 There is a significant and acute need for more genuinely affordable housing in the Borough, as demonstrated by the Hertsmere Local Housing Needs Assessment (2026). To respond to these acute needs, development proposals must contribute towards the Borough's target of at least 40% of all new homes delivered to be genuinely affordable. The exception is towards schemes that deliver optimised flatted and apartment developments within Borehamwood's and Potters Bar's existing urban areas. These will be required to deliver at least 20% of all new homes as genuinely affordable provision. Residential development proposals must maximise the amount of affordable housing on-site, subject to viability, having regard to the requirements in Policy H3 (Genuinely affordable housing). We will work proactively with partners and industry stakeholders, including private developers, to secure the delivery of more high-quality and genuinely affordable housing.

7.10 Development proposals must respond to local need by securing a mix of dwelling sizes (in terms of occupancy measured by bed spaces), particularly family sized units (i.e. 3+ bedrooms). Development proposals for major residential development must make provision for a reasonable proportion of family housing units, the amount of which will be considered on a case-by-case basis considering financial viability. Minor development proposals of less than 10 units incorporating family sized units will be considered favourably. Development proposals should not normally result in the loss of family sized units (including through demolition and redevelopment); further details on the conversion of family housing are set out in Policy H2 (Optimising the use of small housing sites). Where development proposals include an element of affordable housing, the unit size mix should be established with reference Table 7.1. All development proposals will be expected to demonstrate how

the dwelling size mix is appropriate to the site in contributing to inclusive and mixed neighbourhoods and communities.

Housing Choice

7.11 The availability of a wide range of housing choices, with provision for a mix and balance of housing types, sizes and tenures is essential to the achievement of inclusive neighbourhoods and communities. We will generally support proposals that enhance housing choice and access to genuinely affordable housing across Hertsmere. The Local Plan sets out additional policies that address the needs of different groups including those who require specialised forms of housing. Further details are set out later in this section.

7.12 Hertsmere welcomes and encourages innovative and high-quality housing design with both public and private sector-led development. We are broadly supportive of development proposals applying innovative and contemporary designs where they comply with other Local Plan policies. Development proposals for housing as a meanwhile use will be considered with reference to Policy DM5 (Meanwhile uses).

7.13 Those with a connection to Hertsmere, including people currently living or working locally or with family connections in the Borough should have a good opportunity to access new housing as it is made available on the private market. This is particularly relevant for those residents with adult children who are struggling to find new homes in the Borough. We will therefore encourage developers and agents to advertise new units locally, ideally for a period of 3 months, before marketing them more widely. Whilst the Council exercises no planning control in this respect, it will broadly support developers and agents in making a reasonable proportion of new residential units available to residents, UK citizens and others with a strong connection to the Borough, particularly for owner occupation.

H2 Optimising Delivery from Small Urban Sites

Strategic Objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
J Healthy and safe communities

Strategic Policy

A The development of small urban sites will play an important role in increasing housing supply across Hertsmere, meeting needs, and supporting provision for a wide range of high-quality and affordable homes. Historic windfall rates from small sites suggest that without any interventions about 1,000 new homes could be delivered from windfall sources across a plan-period. This policy supports a step change in delivery. This assumption is supported by evidence collected during the plan-making process[1].

B Hertsmere's Spatial Strategy (Policy HBF1 Delivering a better future for Hertsmere) directs future housing development towards the Borough's four main towns. The intensification of these existing settlements through the delivery of small urban site opportunities is a key component of that approach. However, sites that fall outside of the four main towns may also be suitable for small site intensification. Conversely small sites located within the four main towns do not necessarily have an automatic right to be developed as such.

i. Opportunities should be taken to optimise the capacity of small sites for new housing development across the Borough's four main towns, including through:

ii. Redevelopment of vacant and underused brownfield sites, and ancillary buildings such as garages;

iii. Housing conversions;

iv. Housing alterations and extensions; and

v. Infill and backland development

C Development proposals for housing on small sites will only be supported where they help to facilitate the delivery of the spatial strategy for the Borough, and:

i. Are appropriately located for residential use;

ii. Are of a high-quality design with accommodation that meets the relevant standards for living and amenity space, with reference to Policy HQD6 (High-quality housing design);

iii. Respond positively to local character, including historical character and heritage assets;

iv. Protect and enhance biodiversity and green infrastructure, and further maximise opportunities for urban greening;

v. Make provision for affordable housing, in line with Policy H3 (Genuinely affordable housing);

vi. Protect and do not result in unreasonable adverse impacts on local amenity;

vii. Do not result in the loss of community infrastructure, with reference to Policy CI1 (Safeguarding and securing community infrastructure); and

viii. Do not prejudice the delivery of site allocations in the Local Plan.

D Neighbourhood forums are encouraged to identify locations and allocate sites appropriate for housing development, including small sites, within neighbourhood plans.

Housing conversions

E To maintain a supply of housing suitable for families, development proposals for the conversion of a single-family dwelling, or self-contained unit with 3+ bedrooms, into smaller self-contained residential units (including flats) will only be supported where:

i. A family sized unit (3+ bedrooms) is re provided, unless it is demonstrated that the property is not suitable for family accommodation due to environmental or other site constraints;

ii. All housing units benefit from a layout and configuration that is practical for residential occupation, with reference to other policies on high-quality design;

iii. Where garden land or other dedicated private outdoor amenity space is available, the extent of and access to this private amenity space is maintained for the existing family unit, and wherever possible, made accessible to residents in other units; and

iv. The development will not result in an adverse impact on local character.

F Development proposals for the conversion of properties into Houses in Multiple Occupation will be considered against Policy H6 (Housing with Shared Facilities - Houses in Multiple Occupation).

Explanation

7.14 Securing the delivery of small urban sites for high-quality new homes is an important element of the Local Plan's Spatial Strategy. The delivery of these small urban sites will contribute towards meeting the Borough's housing needs; provide a positive response to the national housing crisis; diversify the Borough's sources of housing land supply; provide greater certainty to windfall assumptions; and help the industry make the necessary step change in building-out their consents. Critically for Hertsmere, making the best use of the Borough's small urban sites for new home will take some of the pressure off larger the larger urban extension sites allocated around the four main towns.

7.15 Previous local plans have considered the potential sources of supply provided by small urban sites through the inclusion of an assumed windfall allowance. This approach considered historic trends of small schemes that came forward speculatively through the development management process. The Council is seeking to move away from this approach by providing small and medium sized enterprise (SME) developers with greater certainty that proposals that optimise the potential of small sites will be positively considered.

7.16 The Council considers that this approach will over the life of the Local Plan boost the delivery of small housing development beyond historic delivery levels. Our aim is not only to meet historic windfall trends but to exceed them, recognising a variety of measures are needed to achieve the overall housing target and meet the range of housing needs of different groups in the Borough. This includes meeting the need for genuinely affordable housing. Through the development and sensitive intensification of small sites, there will be more opportunities to secure planning contributions that can be invested in the delivery of new affordable housing units.

7.17 Furthermore, small sites can play an important role in addressing local deprivation and contributing to the wider Spatial Strategy objective of urban regeneration. The delivery of high-quality development on small urban sites, whether solely residential, or as part of a compatible mix of uses, provides a mechanism for more incremental investment and area improvement. These can help to address the underlying causes of deprivation and contribute towards regeneration. In short, our positive approach to small site development is informed by the Local Plan's strategic objectives and is not simply a matter of housing numbers.

7.18 Across Hertsmere's four main towns there are a variety of opportunities and types of small sites that can support new housing development. Vacant and underused brownfield sites along with redundant ancillary facilities, such as garages or residential storage units, present relatively straightforward options for redevelopment. However, these types of sites can be limited in availability and are often constrained, such as by irregular plot forms, site access issues or land-use designations (including those that protect land for commercial uses). It is therefore expected that on most of the small sites, development will occur in established residential areas, where new homes can be sensitively integrated with other

compatible uses. Housing development on small sites can take several forms including: new build, infill and backland development, conversion (subdivision of houses into flats), demolition and redevelopment or extension of existing buildings (including upward, rear and side extensions, and basement development).

7.19 Our approach to housing development on small sites is expected to facilitate the incremental intensification of established residential areas within the Borough's four main towns, particularly in accessible locations that are within 800 metres of a railway station or town centre.

7.20 It is imperative that future growth and development occur in a way that respects and enhances local character, with the distinctive features of Hertsmere's communities at the heart of the design-led approach. The Settlement Vision for the Borough's four main towns, prepared in support of the new Local Plan, identify areas that could facilitate the uplift in small housing development, recognising that the physical character of some areas may need to evolve gradually over time, for example, to accommodate new housing and investment in infrastructure. There is a recognition that the Borough's small urban site opportunities are located on a spectrum of sensitivity to change, based on local character, considering factors such as existing urban grain, historic evolution, building typologies, and spatial strategic growth and regeneration priorities. All proposals for small housing development will be expected to consider and account for these factors, as a starting point, to understand the scope for intensification in each area and to gain an appreciation of the key features of local character. This will be undertaken through the design-led approach to growth.

7.21 Where small site housing development is proposed it should not have an unacceptable adverse impact on biodiversity and green infrastructure. Applications will be expected to identify potential impacts in this respect and clearly set out measures to minimise and mitigate these. Measures may include the return of hard standing to green space, installation of green roofs and walls, and sustainable landscaping. In exceptional circumstances, where site constraints demonstrably preclude the implementation of on-site measures, then off-site provision (for example, tree planting) may be acceptable to ensure policy compliance. Off-site provision will be secured on a case-by-case basis using legal agreements and/or planning contributions.

7.22 This policy presents a new strategic approach to meeting housing need locally. An allowance for small site development has been made in the Local Plan housing trajectory. This sets out the expected rate of housing delivery over the Plan period, based on past trends. We will monitor progress towards the small site housing target through the Authority Monitoring Report and consider this policy's effectiveness through the Local Plan review process. Monitoring will also provide us with information to understand the spatial distribution of new small housing development and consider whether interventions are necessary, for example, to ensure those areas where this type of development is concentrated are appropriately supported by community facilities and other strategic infrastructure.

Housing Conversions

7.23 The Hertsmere Local Plan seeks to ensure provision for a wide range of housing types and tenures to meet local need, including need arising from families. The Local Plan seeks to ensure provision for a wide range of housing types and tenures to meet local need, including need arising from families. Whilst recognising that conversions support delivery towards the strategic housing target, it is important that provision for family accommodation is not compromised. The Local Plan therefore sets out requirements to ensure that family sized units (3+ bedrooms) are retained when residential conversions come forward.

7.24 Development proposals must therefore ensure that existing family sized units are not unnecessarily lost through conversion. This policy is not considered to inhibit the achievement of the small sites housing target, as proposals will continue to be supported where adequate family sized units are retained or re-provided.

7.25 Some flexibility may be applied on a case-by-case basis where it can be suitably demonstrated that environmental or other site-specific constraints make re-provision of a family sized unit inappropriate. This includes consideration of the site or building size (which might compromise achievement of the minimum space standards for a 3+ bedroom unit), lack of amenity space suitable for a family, or other environmental constraints that would adversely impact on occupants, particularly children and young people.

H3 Genuinely affordable housing

Strategic Objectives

A Delivering a better future for Hertsmere
F Delivering affordable homes

Strategic Policy

A The requirement is for at least 40% of all new homes delivered in Hertsmere on major developments to be genuinely affordable. The exception is towards schemes that deliver optimised flatted and apartment developments within Borehamwood's and Potters Bar's existing urban areas. These will be required to deliver at least 20% of all new homes as genuinely affordable provision. The Council will seek the maximum amount of genuinely affordable housing to be delivered on new housing developments. Development proposals involving new housing will only be supported where the site capacity has been optimised and delivery of affordable housing maximised.

B The affordable housing requirement will apply to all forms of conventional housing in the C3 Use Class, and where appropriate, specialist and supported accommodation.

C The affordable housing requirements for major developments (large sites) will apply in circumstances where development has already been permitted and 10 or more dwelling units will be delivered considering:

i. New residential units that are proposed which would result in an uplift in the overall number of units on the site of the extant permission; and

ii. Development that is proposed on an adjacent site which by virtue of its layout, design and use is functionally related to the extant permission and would result in an uplift in the overall number of units across the sites.

D Applicants will be expected to make all reasonable efforts to secure grant funding to deliver an increase in affordable housing beyond the level that would otherwise be achievable. The Council will work positively with development industry partners to help identify opportunities to secure grant funding to deliver more genuinely affordable housing in Hertsmere.

Large sites (major developments)

E Development proposals for new housing, including mixed-use developments, with site capacity to accommodate 10 or more dwelling units must deliver the maximum amount of genuinely affordable housing, considering:

i. Their contribution to the Borough's strategic affordable housing target, based on habitable rooms, subject to viability.

ii. The need for provision of a mix of secure housing tenures, with the affordable component sought to be provided based on a tenure split of 75% genuinely affordable (social rent) and 25% intermediate (shared ownership);

iii. The preferred housing size mix for affordable housing, as set out in Table 7.1;

iv. Availability of public subsidy; and

v. Other planning benefits that may be achieved, having regard to the delivery of the spatial strategy for the Borough.

F Where a Viability Assessment is submitted to support the level of affordable housing provision made by a development proposal, this must be based on a standard residual valuation approach, with the benchmark existing use value of the land taken as the Existing Use Value (EUV) Premium or the potential for Alternative Use Value1.

G To maximise affordable housing delivery and address economic uncertainties that may arise over the lifetime of a development proposal the use of 'review mechanisms' will be required, where appropriate, and implemented.

H To promote inclusive and mixed communities all new affordable housing provision should be delivered on-site. Off-site provision for major development proposals will only be considered in exceptional circumstances, where it can be demonstrated to the satisfaction of the Council that:

i. It is not practical or feasible to provide affordable housing on-site due to site development constraints;

ii. A higher level of affordable housing can be secured through provision on an alternative site;

iii. Off-site provision is necessary to better meet priority housing need, such as for affordable family housing; and

iv. The provision will better support inclusive and mixed communities.

Inclusive and mixed neighbourhoods and communities

I To secure inclusive and mixed neighbourhoods and communities the Council may seek to alter the tenure and/or mix of affordable housing provision on a case-by-case basis. In establishing the most appropriate level of provision for a site, development proposals will be considered having regard to the existing levels of housing tenure and mix in the area (including extant permissions).

J All new affordable housing developments must be of a high-quality design having regard to other Local Plan policies. They must be designed to be 'tenure neutral' in accordance with the National Design Guide, so that affordable units

are indistinguishable from market units in terms of quality of design and materials, space standards, access and amenity. Where mixed tenure schemes are proposed these must ensure all residents of the development have access to amenities and communal spaces including play spaces, with reference to Policy HQD2 (Inclusive and safe design).

Explanation

The need for genuinely affordable housing

7.26 Although Hertsmere's has enjoyed some success in securing new affordable homes from new development schemes, affordability remains the most significant component of the Borough's housing need. It is still the case that not everyone is able to access housing that is affordable and within their means.

7.27 The Hertsmere Local Housing Needs Assessment (2026) indicates that median house prices across the Borough have increased by more than 17% in the ten-year period between 2016 and 2025. Home ownership is becoming an increasingly unaffordable prospect for those seeking to purchase a place to live in Hertsmere. This is particularly the case for first time buyers, with median house prices close to 12 times the median workplace earnings. The cost of private rented sector housing has also increased pointedly over recent years median rents reaching £1,300 in September 2022, making this housing option unaffordable to many.

7.28 The above situation has contributed to an acute issue of homelessness in the Borough, which is reflected by the number of households on the Council's Housing Register. As of November 2025, there were 698 live applicants on the housing waiting list. In short, the gap between incomes and housing costs is rapidly widening, and consequently there is a significant local need for affordable housing.

7.29 Consequently, to address the matter of housing affordability the Local Plan sets a target for at least 40% of all new homes delivered in the Borough on major sites to be genuinely affordable. Within Hertsmere, "genuinely affordable housing" means housing that is available at social rent levels. All other housing products below market levels, whether for sale or rent, are defined as intermediate housing and should not be conflated with genuinely affordable housing. Furthermore, genuinely affordable housing and intermediate housing should provide for secure tenancies. For affordable homes, we will seek that residents are provided with lifetime tenancies, ideally in perpetuity. The tenants of intermediate tenure products will be provided tenancy protection through the relevant law and policy.

7.30 Our expectation is that the maximum amount of genuinely affordable housing will be delivered on all new residential development sites, having regard to viability. Habitable rooms will be used as the basis for calculating affordable housing provision against the Borough's target, which is an established approach elsewhere. This measure provides flexibility to deliver affordable housing that is best tailored to

meeting the range of local needs, and to enable additional provision of affordable family sized units to come forward.

7.31 Affordable housing will be required from all large sites with capacity to accommodate 10 or more residential units, and this applies where development is proposed incrementally. This includes variations to a planning consent resulting in additional units on the site. This policy seeks to guard against actions to circumvent the affordable housing requirements, such as through the artificial sub-division or phased development of sites. In considering whether the affordable housing requirement should apply in these circumstances, we will have regard to the extent of single ownership of land and sites; occupied status of land/sites at the grant of permission and at commencement of development; and the amount of time elapsed between permissions, completions and any new proposals.

7.32 The exception to the above approach will apply to development proposals that deliver residential flats or apartments in Borehamwood and Potters Bar existing urban area. To ensure that proposals for schemes remain viable, deliverable in a timely manner, secure the regeneration in Borehamwood and Potters Bar, and optimise the capacity of sites the Council will seek to secure at least 20% all new homes delivered on such sites to be genuinely affordable. Proposals for flatted schemes within Borehamwood and Potters Bar existing urban will also be required to meet other relevant planning policy requirements, specifically those relating to delivering high-quality design and optimising site capacity.

7.33 All development proposals will be expected to demonstrate that they have maximised the amount of genuinely affordable housing on-site in contributing to the delivery of the Borough's affordable housing target. Applicants are encouraged to investigate realistic options to provide a further uplift of genuinely affordable housing (i.e. beyond that which can be viably delivered through development value alone) including using public subsidy. This will require engagement with industry stakeholders, including Registered Providers, early in the development process to identify and capitalise on opportunities available. Where subsidy is secured, applications will be expected to clearly state the level of affordable housing that is to be provided using this subsidy. This clarification is required to assess schemes against the policy requirements, and for effective and transparent implementation of the threshold approach.

7.34 The Council has determined to set the requirement all major developments deliver at least 40% or 20% of all new homes as genuinely affordable provision to pre-empt all subsequent discussions on the matter of viability. Consequently, development proposals that do not provide the minimum required amount of genuinely affordable housing will be strongly resisted. Where applicants consider there are exceptional circumstances affecting the viability of a scheme and delivery of policy objectives, this must be justified through the submission of a detailed Viability Assessment. This must be undertaken by a suitably qualified professional (such as one accredited by the Royal Institute of Chartered Surveyors) and will be made publicly available upon validation of the planning application. All such assessments will be considered

having regard to higher level policies and associated guidance. This includes the NPPF and companion National Planning Practice Guidance on 'Viability and decision taking', or future equivalent. A lower level of affordable housing will only be permissible where there are clear barriers to delivery and development that is fully justified through detailed viability information. We may require that an independent appraisal of the Viability Assessment is undertaken, which will need to be paid for by the applicant.

7.35 Consistent with national planning policy, our expectation is that affordable housing will be delivered on-site. This is to promote inclusive and mixed communities, as well as to help ensure that there is no undue delay to the delivery of affordable housing when it is included with proposals for market housing. However, there may be exceptional circumstances where it is appropriate to deliver affordable housing off-site including through payment in lieu. Applications will be required to provide robust justification for any off-site provision. Viability alone will not be considered sufficient justification for off-site provision.

7.36 Viability 'review mechanisms' are reappraisal tools that can be used to ensure maximum public benefit is secured from development, including benefits associated with affordable housing delivery. Review mechanisms can be particularly important on phased schemes or schemes with longer build out periods and are a useful way to respond to economic uncertainties that may arise over the lifetime of a development proposal. We will seek to apply viability review mechanisms as a standard practice. This will help to ensure that if there is an improvement in viability over the lifetime of the development proposal, this contributes to the maximum amount of affordable housing provided.

7.37 The most pressing area of affordable housing need in Hertsmere is for new social homes with social rents. However, there is also a need for affordable housing which is available to people who are unable to access social housing due to the rigorous eligibility criteria but are also unable to afford private market housing. Therefore, where affordable housing is required on new development this should be provided on a tenure split basis of 75% social rent and 25% affordable home ownership. Shared ownership products may also be an acceptable form of tenure, where the total monthly costs are demonstrably affordable.

7.38 In line with other Local Plan policies, all new affordable housing development must be of a high-quality design and incorporate durable materials, adhering to the same space and amenity standards as market housing. To promote inclusive and mixed neighbourhoods and communities it is imperative that affordable housing is designed to be 'tenure blind' and 'tenure neutral, in accordance with the Government's National Design Guide, so that it is indistinguishable from other types of housing. Affordable housing must also be sensitively integrated into the site and its surroundings to ensure that all residents, irrespective of tenure type, are provided with high-quality living environments and are able to benefit from shared access to all on-site amenities.

H4 Accommodation for older people

Strategic Objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
J Healthy and safe communities

Non-strategic Policy

A The housing needs of older people will be met mainly through conventional residential accommodation in the C3 Use Class that is designed in a way that allows for easy adaptation to the different needs of users over their lifetime. This includes new build development and the appropriate retrofitting of housing units. Specialist older person's accommodation and care home accommodation should supplement conventional housing to meet the needs of Hertsmere's older resident population.

Specialist older persons' accommodation

B Development proposals for specialist older persons accommodation will only be supported where they:

i. Respond positively to the objectives in Hertsmere's Housing Strategy;

ii. Make provision for a mix of tenure types including affordable housing with reference to Policy H3 (Genuinely affordable housing);

iii. Make provision of accessible housing, in line with Policy HQD2 (Inclusive and safe design);

iv. Are sited at well-connected locations that are well-served by public transport and provide for good access to community facilities and services (including health and social care) appropriate to the intended occupiers;

v. Are of a high-quality design with fit for purpose accommodation and facilities suited to occupiers, staff and visitors, considering:

a. The level of independence of occupiers and corresponding level of managed care provision or support;

b. Private, communal and public amenity space; and

c. Access, parking and servicing arrangements, including for all types of vehicles expected to access the development.

Explanation

7.39 The Council recognises that as a nation our population is ageing. This is true for Hertsmere, as it is for many other places across Hertfordshire, the East of England, and the nation. In response, we are committed to ensuring that a wide range of high-quality and affordable housing options are available to meet the needs of older people. This includes accommodation for those seeking to remain in their homes, downsize from larger homes whilst remaining in the area, or people requiring more tailored, specialist accommodation with elements of support or care.

7.40 Local needs for older persons' accommodation should be met principally through conventional housing. This is a sustainable solution to this issue. Where there is a good level of this type of provision available in the Borough there will be less reliance on specialist forms of accommodation. All new residential development in the C3 Use Class must therefore be designed to be adaptable to the varying needs of users at all stages of life, in line with Policy HQD 2 (Inclusive and safe design). We will also encourage the retrofitting of existing residential buildings and units to better suit the day-to-day needs of older people, including by making them wheelchair adaptable or accessible. All proposals for retrofitting must ensure compliance with other Local Plan policies, particularly those on the historic environment. Internal or external alterations have the potential to harm the significance of heritage assets or otherwise impact on local character.

7.41 The Hertsmere Local Housing Needs Assessment (2026) indicates that there are several housing options available for older people in the Borough, including some 1,268 units of specialist accommodation with integrated elements of support or care and 1,122 care/nursing home bedspaces. This provision is helping to meet the varying types of need, but it is recognised additional capacity will be required over the plan period. The total additional need for specialist older person dwellings across Hertsmere is projected to be 1,557 by 2043. This is broken down to 1,206 units of Class C3 units (such as sheltered or extra care housing) and 351 units of Class C2 units (such as residential care). This translates to an annual need for 71 C3 dwellings plus 23 units of C2 dwellings each year.

7.42 To meet future needs, we consider it important that development proposals for older persons' accommodation must clearly distinguish between specialist older persons' accommodation and care home accommodation. Applications must state the use for which planning permission is sought. They must clearly set out how the proposal meets established definitions and attributes of specialist and care home accommodation.

7.43 Hertfordshire County Council provides further information on the nature of provision ideally required from development across Hertsmere during the plan period. This includes the breakdown of housing with care (both affordable and market); nursing care provision; residential care; and adult disability supported living accommodation. The County Council's technical evidence sets out how the Borough's needs should ideally be distributed among its settlements and places. The latter including

provision anticipated for the new settlement at Bowman's Cross. Advice is also provided to guide new care uses to accessible, sustainable and appropriate locations. Developers are encouraged to engage with the County Council at an early stage to ensure that proposals take full account of meeting adult care needs.

7.44 Where a development proposal does not meet the established definitions attributes of specialist older persons' accommodation or care home accommodation then the general housing policies in the Local Plan will apply.

7.45 Specialist older persons and care home accommodation must be sensitively integrated into neighbourhoods at locations that are well-connected by public transport, and within easy reach of community facilities and services. Residents, carers and visitors should benefit from safe and convenient access to and from the site as well as the surrounding area. Developments should include accessible pathways and gradients to enable residents to move with relative ease whether by walking or with the use of aids, such as wheelchairs or mobility scooters. Accessibility is vital to ensuring the development adequately responds to the mobility needs of occupiers. It is also important to promote independence and facilitate social interaction, which in turn can help to address isolation and loneliness, which is a key public health issue.

7.46 Development proposals should be designed with reference to inclusive and safe design principles, considering the latest industry good practice guidance. They should promote and adequately respond to the sharing or joint use of facilities, particularly to encourage a sense of community belonging. Development should also be designed to ensure a good fit between the facilities supplied and the specialist needs of the intended occupants. This includes consideration for the level of managed care provision and support required by occupants, along with the need for high-quality facilities such as amenity space storage, and space for charging of mobility scooters. Developments must also make adequate provision for access, parking and servicing for vehicles, with drop-off points for taxis, mini-buses and ambulances located near the building's principal entrance. To encourage considered and intelligent use of private cars/ vehicles and deliver a car-lite future for the Borough, maximum parking standards will be sought and applied.

H5 Supported and specialised accommodation

Strategic Objectives

A Delivering a better future for Hertsmere
F Delivering affordable homes
J Healthy and safe communities

Non-strategic Policy

A Proposals for supported and specialised accommodation will only be supported where they:

i. Contribute towards meeting the identified need within the Borough for approximately 1,557 units of supported accommodation for the period until 2043;

ii. Make provision for a mix of tenure types including affordable housing, where appropriate, with reference to Policy H3 (Genuinely affordable housing);

iii. Support mixed and inclusive neighbourhoods and communities without leading to a harmful overconcentration of supported or specialised accommodation. This will be assessed where the character of the area has changed or local amenity has been adversely impacted because of:

a. Visual amenity;

b. Increased noise;

c. Vehicular traffic generation, along with car and cycle parking pressure;

d. Inadequate provision of waste management and recycling facilities;

e. Additional pressure on community facilities; and

f. Anti-social behaviour and public safety.

iv. Are appropriately located in areas that are well-connected to services and facilities that are likely to be required by the occupiers;

v. Are of a high-quality design, considering the:

a. Intensity of use that is appropriate to the size of the development;

b. Integration of accommodation and facilities for the specific use or group it is intended for;

c. Suitable arrangements for managed care or supervision, security and community safety; and

d. Protection of the amenity of adjoining and neighbouring uses.

B Development proposals that will result in the net loss of floorspace for supported or specialised accommodation will be refused unless it can be suitably demonstrated that:

i. The specific type of accommodation is no longer required for the particular use and/ or group, or other relevant groups in need of supported housing; or

ii. Adequate replacement provision will be provided; or

iii. The existing accommodation is not suitable for the support or care of the intended occupants in its current condition and format and/or is incapable of being maintained at an acceptable standard.

C Where the loss of accommodation is acceptable in line with (B) above, development proposals must secure the re-provision of an equivalent amount of floorspace for residential use, including an element of affordable housing, where appropriate.

Explanation

7.47 The Council considers it an important element of successful and sustainable place-making that everyone has access to a decent and secure home. Supported and other forms of specialised accommodation offer respite and provision of care or support for individuals with distinct needs, particularly those from more vulnerable groups, whether for temporary stays or longer-term periods. Supported accommodation can take a variety of forms and fall into different Use Classes, depending on the nature of use and type of care or supervision required.

7.48 To achieve the above objective the Local Plan broadly supports development proposals involving the retention, refurbishment and delivery of supported and specialised accommodation. Applications should clearly set out how the development will assist in meeting an identified need for the use proposed. The Hertsmere Local Housing Needs Assessment (2026) confirms that the delivery of new supported and specialised accommodation remains a priority for housing stakeholders. It identifies a specific need for an additional 21 homes per annum delivered as care units, and an ongoing need for a smaller number of specialist housing units for people with additional needs. It is anticipated that this latter area of need will be met through the delivery of conventional housing stock that is appropriately adapted. It is vital that the accommodation is appropriate for the use and group(s) for which it is intended, so that the specific type of managed care or supervision required can be delivered effectively. Applicants are encouraged to

engage with relevant health and social care providers or stakeholders through the design-led approach. To secure mixed and inclusive neighbourhoods and communities, development proposals should not result in a harmful overconcentration of similar uses within an area.

7.49 For it to continue meeting needs, existing supported housing should be retained and maintained to a decent standard. Development proposals involving the change of use or loss of accommodation based on Policy H5.B.a (above) must consider need at both the local and sub-regional level, recognising that delivery of provision for certain types of uses or groups may involve stakeholders across Hertsmere and its neighbouring authorities[6].

[6] It is recognised that the functional markets for this type of residential extend beyond local housing market areas into the wider sub-region, and in some cases across the region itself, or becoming national in their scope.

H6 Housing with Shared Facilities/Homes in Multiple Occupation

Strategic Objectives

A Delivering a better future for Hertsmere
F Delivering affordable homes
J Healthy and safe communities

Non-strategic Policy

A Proposals for housing with shared facilities (i.e. Houses in Multiple Occupation) (HMOs) in the Sui Generis Use Class will only be permitted where they:

i. Do not result in the loss of existing housing suitable for family occupation, which includes but is not limited to the following considerations:

   a. Location within a residential street or area;

   b. Size and layout, including number and size of individual rooms and bedrooms;

   c. Amenity space, such as access to a private garden;

ii. Contribute to inclusive and mixed neighbourhoods and do not result in a harmful overconcentration of HMOs. This will be assessed where the character of the area has changed or local amenity has been adversely impacted because of:

   a. Visual amenity, including impacts arising from poorly maintained properties;

   b. Increased noise;

   c. Vehicular traffic generation, along with car and cycle parking pressure;

   d. Inadequate provision of waste management and recycling facilities;

   e. Additional pressure on community facilities; and

   f. Anti-social behaviour and public safety.

iii. Are appropriately located in areas that are well-connected to local services by walking, cycling and public transport; and

iv. Are well-designed and provide high-quality accommodation that satisfies the relevant standards for HMOs, including units that provide adequate functional living spaces and layouts.

B Development proposals for small HMOs in the C4 Use Class (i.e. 3 to 6 unrelated people) within any area covered by an Article 4 Direction will only be permitted where:

i. The gross original internal floorspace of the original dwelling is 130 square metres or greater; and

ii. The requirements of (A)(b-d) above are satisfied.

C Development proposals that result in the loss of an HMO, or the self-containment of any part of an HMO, will be refused unless it can be suitably demonstrated that:

i. The existing building does not meet the appropriate standards for an HMO and has no realistic prospect of meeting the standards; and

ii. Adequate replacement provision can be secured within the Borough, having regard to the requirements of (A) above, with no net loss in HMO floorspace; or

iii. Any replacement use includes housing provision that meets an acute local need, particularly genuinely affordable housing, with at least the equivalent amount of residential floorspace re-provided.

Large-scale purpose-built shared living accommodation

D Development proposals for large-scale purpose-built shared living accommodation in the Sui Generis Use Class will be permitted where it is robustly demonstrated through evidence that:

i. There is an identified local market demand for the type of housing proposed and the development will not lead to a proliferation of this type of development in an area and the Borough which will compromise the delivery of conventional housing;

ii. Private units within the development are demonstrably not self-contained homes in the C3 Use Class or capable of being used as self-contained homes;

iii. There is well-integrated provision of communal facilities and services sufficient to meet the requirements of the intended number of occupiers;

iv. The development is appropriately located and of a high-quality design, having regard to the requirements of (A) above;

v. The development will be under single management, suitably managed and maintained over its lifetime, as evidenced by a management plan;

vi. All units are available to rent, with minimum tenancy lengths of no less than 3 months;

vii. A cash-in-lieu contribution is made towards affordable housing in the C3 Use Class; and

viii. The development contributes towards creating mixed and balanced communities.

Explanation

7.50 A house with shared facilities, or House in Multiple Occupation (HMO), refers to a shared house, flat or other non-self-contained dwelling that is the main residence for 3 or more occupiers forming 2 or more households. A household is generally a family (or people with relationships like a family), including single persons and co-habiting couples. There are two planning Use Classes for housing with shared facilities. A Use Class C4 HMO is a 'small' HMO used by 3 to 6 unrelated people. A 'large' HMO shared by more than 6 unrelated people is a Sui Generis use[7].

7.51 It is permitted to change a Use Class C4 HMO property to a Use Class C3 dwelling house without planning consent, and vice versa. Therefore, for planning policy implementation we will generally treat small HMOs in the same way as self-contained homes, with legislation controlling changes of use between these Use Classes. Exceptions apply in situations where an Article 4 Direction covers a specified area.

7.52 Planning permission is required for the use of land and buildings for large HMOs as defined as being a Sui Generis use. Some forms of housing with shared facilities are not considered HMOs in planning terms (for example, supported housing) and these are addressed elsewhere in the Local Plan.

7.53 The Council recognises that HMOs can play an important part in the Borough's housing supply, with provision that helps to meet distinct needs and reduces pressure on other elements of the housing stock. However, this type of provision must be carefully delivered and managed to ensure that it provides high-quality housing that supports and positively contributes towards mixed and inclusive neighbourhoods and communities.

7.54 To ensure that HMOs are built and maintained at an acceptable standard the Council operates a licensing scheme for larger scale accommodation, in accordance with housing legislation. All development proposals for HMOs must ensure these

[7] The above provides a summary of HMOs and the full legal definitions should be referred as appropriate, as set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). There are separate definitions in respect of the legal licencing of HMOs as set out in the Housing Act 2004 and related secondary legislation.

standards, or any future equivalent, are met as a minimum, irrespective of associated licencing requirements. The standards should be considered alongside other planning policies to ensure that new housing is fit for purpose.

7.55 Good quality HMOs make an important contribution to local housing provision, particularly for vulnerable groups and those on lower incomes. For some people the availability of bedsits may be the only alternative to homelessness. For these reasons the loss of good quality shared living accommodation will be resisted, including where loss occurs through the self-containment of parts or all of buildings. We will seek to protect HMOs where there is good reason to believe they could be improved to a decent standard.

7.56 Consideration will be given to changes of use of existing HMOs where it is suitably demonstrated that the building does not meet local and other relevant standards, as set out in the Housing Act 2004 and the Management of HMOs (England) (Regulations) (2006), and has no realistic prospect of meeting these. The Council's Environmental Health team will be consulted on a case-by-case basis to assist in determining the condition of the accommodation and whether it can be maintained at an acceptable standard. Where change of use or re-development is acceptable in principle, development proposals must make appropriate re-provision of residential floorspace giving priority to HMO or other accommodation to meet priority needs in the Borough, including genuinely affordable housing.

7.57 New HMOs should contribute positively to their local area and must not result in a harmful overconcentration of HMOs. This is to ensure an appropriate distribution of different types of housing provision across the Borough, along with the protection of the character and amenity of immediate and neighbouring properties. Furthermore, as with other forms of higher density development, housing with shared facilities should be sustainably located in well-connected areas with good access to facilities and services.

7.58 The Council continues to monitor and review HMO accommodation across Hertsmere. Across the Borough HMOs have historically provided a flexible housing option that has sustainably met the accommodation needs of a variety of different communities. HMOs have also, to an extent, partially met needs that stem from the unaffordable nature of homes across the Borough. However, the recent rise in demand for HMOs, particularly in Potters Bar, has required the Council to introduce an Article 4 Direction to manage their delivery. Development proposals for new small HMOs will be considered against Part (B) of the policy. The Council will consider the introduction of further Article 4 Directions to manage HMOs where such measures are demonstrably necessary.

Large-scale purpose-built shared living accommodation

7.59 Large-scale purpose-built shared living accommodation, including co-living schemes, are similar in terms of their built form and layout to student housing but tend to include facilities, services and communal spaces tailored to a wider range of occupants, such as young professionals. Such developments can define this type of

provision as a shared living accommodation generally comprising of 50 units or more. In Hertsmere, proposals will be considered on a case-by-case basis, typically with the relevant Local Plan policies applying on developments of 20 or more units as a guideline. This is owing to the significant variances in the character, urban structure and mix of uses across the Borough, and the need to ensure development of this nature and scale is appropriate to its location.

7.60 Whilst the Council recognises that housing with shared facilities can contribute to meeting the Borough's housing need, it is demonstrably the case that the acute need in the Borough is for conventional housing, especially genuinely affordable self-contained housing. Development proposals for large-scale purpose-built shared living will therefore only be supported where there is an identified local market demand for such provision, and they will not lead to a proliferation of this type of housing locally. This is to ensure that development does not compromise opportunities to deliver conventional self-contained, family housing and affordable housing units, and to prevent against speculative development which does not adequately respond to local need. Applicants will be required to submit robust, relevant, and proportionate evidence of market demand in the Borough for the type of provision proposed, along with evidence to demonstrate that the development will not result in a proliferation of purpose-built shared living in the Borough.

7.61 The Council considers it imperative that large-scale shared accommodation is of a high-quality design and well-managed to address the requirements and number of residents it is intended for. This includes provision of high-quality, adequately sized and functional living spaces, communal indoor and outdoor amenity areas, and shared facilities. Development proposals must be accompanied by a management plan covering matters such as site management and maintenance, communal facilities, safety and security for occupants, and mitigation of potential noise or other forms of nuisance.

7.62 All large-scale shared living units must be available for rent with minimum tenancy lengths of at least 3 months. This is necessary to ensure that the development is retained as shared accommodation over its lifetime. We will seek to ensure that development is appropriately designed and managed in order to prevent against future material changes of use, where development effectively reverts to another form of specialist accommodation, such as a large-scale hostel, which is not considered appropriate in the Borough, or conventional housing for which this type of building is not originally designed and intended.

7.63 Development proposals for large-scale purpose-built living accommodation must make a cash-in-lieu contribution towards affordable housing in the C3 Use Class. The nature of the payment, whether up-front cash-in-lieu or annual payments in perpetuity to the Council, will be established on a case-by-case basis.

H7 Self and custom-build housing

Strategic Objectives

A Delivering a better future for Hertsmere
F Delivering affordable homes

Non-strategic Policy

A The Council will keep a register of those seeking to acquire serviced plots in the Borough for their own self-build and custom-build house building. It will also seek to identify plots to help meet identified need for self-build and custom-build housing particularly where this will improve access to affordable housing.

B Development proposals for self-build or custom-build housing will only be supported where they:

i. Make the optimal use of land and support the delivery of the spatial strategy;

ii. Where appropriate make provision for affordable housing in line with Policy H3 (Genuinely affordable housing); and

iii. Are appropriately located and of a high-quality design, with reference to other Local Plan policies.

C Development proposals for self-build and custom-build housing must demonstrate how the design-led approach has been used. They should clearly identify whether there are any elements of the design that may require adaptation to secure the delivery of new housing.

Explanation

7.64 Self and custom-build housing are built or commissioned by individuals, or associations of individuals, for their own occupation. This type of development can provide a more affordable route to home ownership than other options available, such as ‘built for sale’ market housing. Self-build generally refers to people who apply their own skills in the design and construction process, whereas custom-build involves the outsourcing of industry professionals, often for bespoke or innovate schemes. Self and custom-build housing units provide an additional source of supply of conventional housing and a further housing choice and will therefore be considered as housing in the C3 Use Class for policy implementation. The Council will consider proposals for new self and custom build housing in the Borough’s smaller settlements and places, outside of the four main towns, as an exception on their individual merits.

7.65 The Council has a duty under the Self-build and Custom Housebuilding Act 2015 and Custom Housebuilding (Register) Regulations 2016 to keep a register of those seeking to acquire plots for self-build and custom-build housing in the Borough and to have regard to this register in its planning and housing functions. The register forms part of the Local Plan evidence base. It provides an indication of the demand for serviced plots from individuals or groups who meet specific eligibility criteria.

7.66 Development proposals for self and custom-build housing must use the design-led approach to ensure high-quality development that responds positively to the locality, optimises the capacity of sites and supports the delivery of the spatial strategy for the Borough. Applicants should clearly identify whether any elements of the design may require adaptation or alterations. This will help the Council to work with applicants to respond to the unique challenges facing self-builders and to ensure schemes are policy compliant.

7.67 Proposals for self and custom build housing will not normally require contributions towards meeting the Borough's genuinely affordable housing needs – this is because of the small scale of such schemes. It remains the responsibility of the self-builder to apply for exemptions from the CIL charging regime. Exemptions from the CIL will only be provided if self-builders are able to demonstrate that they qualify (in accordance with the CIL Regulations).

H8 Gypsy and traveller accommodation

Strategic Objectives

A Delivering a better future for Hertsmere
F Delivering affordable homes

Non-strategic Policy

A There is an identified need in Hertsmere during the period between 2025-45 for 123 gypsy and traveller pitches for households that meet the Planning Policy for Traveller Sites (PPTS) definition. A further 9 pitches will need to be provided for Undetermined Gypsy and Traveller households. To meet these needs the Council will seek to secure additional provision through the delivery of the Local Plan's site allocations and the decision-taking process.

B Development proposals for gypsy and traveller accommodation, including sites and pitches, must be of a high-quality layout and design and make adequate provision for:

i. Basic amenities including running water, sewerage/drainage, energy and waste management;

ii. Safe and reasonably convenient access to and from the site;

iii. Access, parking and servicing arrangements for all vehicles likely to use the site, including emergency services;

iv. A site location that is well-integrated into the locality with reasonable access to local shops, services and community facilities including education, health and social care; and

v. Facilities to serve occupiers of the development, including where appropriate pitches, hardstanding, amenity blocks, and amenity space and play areas.

C Development proposals for gypsy and traveller accommodation must not pose a risk to public health and safety or adversely impact on the amenity of site occupants and neighbouring properties.

Explanation

7.68 Hertsmere's gypsy and traveller communities make a valued contribution towards the Borough's overall diversity and inclusivity. The Borough's existing communities are focused on several public and private sites[8] that adjoin the main towns; enjoying

[8] Hertsmere Gypsy and Traveller Accommodation Assessment (ORS, January 2026) – see Figure 3.

good accessibility to social and community infrastructure, and the strategic highway network. There are additional smaller private sites located within Hertsmere's countryside that adjoin smaller settlements. It is anticipated that the Borough's existing communities will benefit from the growth being planned-for in the Local Plan, particularly in respect of investment in social and community infrastructure networks. This may enable the positive consideration for proposals to intensify or expand these existing communities.

7.69 The Council considers it an important component of successful and sustainable place-making that people within the gypsy and traveller community have access to safe, suitable and well-serviced accommodation. The Local Plan provides an approach to meet the identified need for permanent gypsy and traveller pitches in Hertsmere during the plan period. This is consistent with national planning policy, which requires local planning authorities to assess need and plan positively for traveller sites through the plan-making process.

7.70 The Hertsmere Gypsy and Traveller Accommodation Assessment (2026) forms part of the Local Plan evidence base. It provides the most up-to-date assessment of accommodation need for gypsies and travellers in the Borough, including the need for permanent pitches and whether there is a requirement for transit provision. The assessment has informed the approach taken by Policy H8 to meet this need during the plan period.

7.71 Meeting the identified need through the identification of sites provides greater certainty for the travelling community, landowners, infrastructure providers and settled communities. It also assists in reducing the likelihood of unauthorised encampments and development by ensuring that additional planned provision is available in a location assessed as suitable through the Local Plan process.

7.72 The Council will seek to meet the needs of the community across the plan period through its plan-making and decision-taking activities. The Council will seek to secure new provision through a variety of measures. This includes securing new pitches as part of the delivery of growth on the Local Plan's site allocations; the expansion and intensification of existing sites; the consideration of regularising unlawful sites; and through the decision-taking process. For clarification, proposals for new provision being considered by decision-takers will be determined within the context of the Borough's identified need.

7.73 The provision of new gypsy and traveller accommodation has design, layout and servicing requirements that differ from conventional housing. Nevertheless, it remains critical that new provision is delivered as high-quality design. Sites must be capable of accommodating caravans, mobile homes, touring vehicles and ancillary facilities in a manner that provides safe, practical and healthy living conditions. Development proposals will therefore be expected to demonstrate that pitch layouts, access arrangements, parking, servicing, waste management, utilities, drainage, amenity space and, where appropriate, play space are proportionate to the scale and nature of the development.

7.74 The location and design of sites are important to achieving inclusive and mixed communities. Proposals should be well-related to existing settlements and provide reasonable access to local shops, services, education, health and social care, public transport and community facilities. They should also respond positively to the character and environmental quality of the surrounding area, including landscape character, biodiversity, the historic environment, neighbouring amenity, flood risk, air quality and noise.

7.75 Development proposals for gypsy and traveller accommodation will be considered in accordance with the development plan. Where proposals are in the Green Belt, they must demonstrate compliance with national planning policy and the relevant Local Plan policies. All proposals must avoid unacceptable adverse impacts on public health and safety, highway safety, environmental quality, local character and residential amenity. Where mitigation is necessary to make development acceptable, this will be secured through planning conditions and/or planning obligations as appropriate.

7.76 The delivery of additional pitches will be monitored through the Authority Monitoring Report as part of the Local Plan's wider monitoring and review framework. Monitoring will include permissions granted, pitches delivered, losses of existing provision, unauthorised development and any material changes in assessed need. The Council will keep the evidence base under review and will continue to work with neighbouring authorities and relevant stakeholders to ensure that provision remains effective over the plan period.

H9 New Homes in the Countryside / Green Belt

Strategic Objectives

A Delivering a better future for Hertsmere
F Delivering affordable homes

Non-strategic Policy

A Speculative small-scale proposals for new homes on sites in Hertsmere's countryside/ Green Belt located beyond the Borough's four main towns will be positively considered subject to their robustly demonstrating that they:

i. Contribute towards meeting identified needs across the Borough, specifically in respect of their affordability, size and tenure;

ii. Are appropriately located and of a high-quality design, with reference to other Local Plan policies;

iii. Support inclusive and mixed communities;

iv. Do not have a negative impact on the relevant purposes of Green Belt[1];

v. Will be delivered in a timely manner following their consent, in order that they make a meaningful contribution towards housing delivery; and

vi. Meet the requirements of other relevant Local Plan policies.

B The delivery performance of consented small-scale housing schemes located in Hertsmere's countryside/ Green Belt will be monitored as part of the Local Plan's wider monitoring and review regime (Policy DM7). The Council may introduce appropriate measures as part of the consent process that encourage timely delivery during the lifespan of the consent. The Council will consider delivery performance as a material consideration when determining proposals to renew undelivered schemes.

C Speculative proposals for major-scale housing development upon sites located in Hertsmere's countryside/ Green Belt beyond the Borough's four main towns will not be positively considered; as such proposals are contrary to the Spatial Strategy.

Explanation

7.77 The Local Plan's Spatial Strategy directs housing growth primarily to Hertsmere's four main towns, where development can make effective use of existing and planned social and community infrastructure, public transport, services and facilities. The

Borough's four main towns remain the most appropriate locations for directing future growth during the plan period.

7.78 Nevertheless, the spatial strategy acknowledges that whilst the Borough's smaller settlements and places are inappropriate for major development proposals, these locations may be suitable for single infill dwellings that deliver self or custom build housing and/or deliver affordable housing. Within that context, Policy H9 provides a limited basis for considering small-scale housing proposals beyond the Borough's four main towns.

7.79 Much of Hertsmere's countryside is designated as Green Belt. It continues to perform specific important strategic planning policy functions. This includes preventing unrestricted sprawl and maintaining separation and openness between settlements. For clarification, Green Belt policy is fundamentally concerned with maintaining openness between settlements and places; it is not concerned with protection of landscapes, habitats and ecology[9]. Proposals for new housing in the countryside and Green Belt must therefore be assessed carefully to ensure that they do not prejudice those purposes that seek to maintain openness or undermine the planned approach to growth during the plan period.

7.80 The policy applies to genuinely small-scale proposals. It does not provide a general route for speculative housing growth outside the four main towns and does not replace the plan-led allocation of strategic housing sites. Any proposal relying on Policy H9 must demonstrate, with proportionate evidence, that it would make a justified contribution to meeting identified housing needs, including genuine affordability, size and tenure, without causing unacceptable harm when assessed against other relevant policies.

7.81 Applicants should clearly explain how the new homes respond to local housing needs and support inclusive and mixed communities. Relevant information may include the number of homes proposed, dwelling sizes, tenure, affordability, local connection where applicable, and how the proposal would relate to the nearby settlement or community. Proposals that would be isolated, poorly integrated or unsupported by necessary infrastructure will not be supported.

7.82 Development must be design-led, appropriately located and respond to its rural, village or edge-of-settlement context. Proposals should have regard to landscape character, settlement form, heritage significance, biodiversity, access, highway safety, neighbouring amenity and infrastructure capacity. Development that would result in an isolated or car-dependent pattern of housing, or otherwise conflict with the Local Plan's approach to sustainable place-making, will not be supported.

7.83 Where a site is in the Green Belt, proposals must be assessed in accordance with national policy and relevant Local Plan policies. Applicants should identify the basis on which development is considered appropriate in the Green Belt, including where

[9] It is noted that Hertsmere's designated Green Belt includes the strategic highway network (A1, M1 and M25) and several industrial employment complexes.

reliance is placed on previously developed land or another national policy exception. Proposals must also demonstrate that any impact on Green Belt openness and purposes has been avoided or minimised so far as practicable.

7.84 Timely delivery of consented proposals is a relevant consideration. This is because the policy is intended to support housing supply through small-scale schemes capable of implementation within the lifetime of a planning permission. Conditions or planning obligations may be used where they meet the relevant legal and policy tests and are necessary to make the development acceptable. Delivery of consented schemes will be monitored through the Authority Monitoring Report as part of the Local Plan monitoring and review framework.

7.85 Major-scale speculative housing proposals in the countryside or Green Belt beyond the Borough's four main towns are inconsistent with the spatial strategy and will not be supported. Such proposals will only be considered through the plan-making process, including any assessment of Green Belt release, infrastructure requirements and reasonable alternatives, rather than through speculative applications that would undermine the planned distribution of growth.

Chapter 8: Economy and Culture

Section	Page
EC1 Meeting Hertsmere's Economic Needs	130
EC2 Protecting employment land and delivering new workspace	133
EC3 Delivering High-Quality Employment Sites and Workspaces	140
EC4 Affordable Workspace	143
EC5 Strategic Level Employment Designations	147
EC6 Local Level Employment Designations	149
EC7 Rural Employment Areas	151
EC8 Hertsmere's Non-Designated Employment Sites	153
EC9 Workplace Training and Job Opportunities	156
EC10 The Rural Economy	159
EC11 Town Centres at the Heart of Hertsmere's Communities	163
EC12 Hertsmere's Town Centre Network and Hierarchy	167
EC13 Optimising the Use of Town Centre Land and Floorspace	177
EC14 Hertsmere's Main Town Centre and Local Town Centre	179
EC15 Hertsmere's District Centres	185
EC16 Hertsmere's Smaller Centres and Individual Shops	189
EC17 Concentration of Harmful Uses	191
EC18 Public Houses	194

EC19 Markets	197
EC20 Visitor accommodation	200

EC1 Meeting Hertsmere's Economic Needs

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
D Support a well-educated and skilled population
I Celebrating our local identity
K Securing the timely delivery of infrastructure

Strategic Policy

The Council will work positively with stakeholders and its delivery partners to build a thriving and inclusive local economy that provides everyone with access to high-quality education, training and good job opportunities. This will be achieved by:

A Promoting and strengthening Hertsmere's economy, including by supporting business sectors of local importance, in particular:

i. Maintaining Hertsmere's key role in the international film and television industry;
ii. Meeting the need for future B8 logistic uses and ensuring that complement wider demands generated by businesses across Hertfordshire and wider region;
iii. Securing an improved understanding of the role and future need for data centres as nationally important infrastructure;
iv. Meeting the needs of the Borough's four main towns, place-focused needs, which may be ancillary/ complementary to the film industry; and
v. Expanding the role of green industries to enable the transition to a low carbon, circular economy.

B Ensuring the timely delivery of infrastructure to support business growth and development and to better enable residents and businesses to access economic opportunities across the Borough and further afield.

C Safeguarding industrial land and making provision for vibrant and attractive employment locations, including town centres, that are well-connected and suited to the needs of modern business.

D Requiring that new employment development is of a high-quality design and contributes positively to the local area.

E Retaining and securing new affordable workspace and ensuring it is appropriately managed.

F Ensuring residents benefit from good access to high-quality jobs as well as education, skills and employment training opportunities.

Explanation

8.1 The delivery of a balanced mix of uses, including new employment provision, is an important element of successful and sustainable place-making. A key objective of the Local Plan's Spatial Strategy is to maximise economic development and employment opportunities for the Borough by promoting the local economy and local job opportunities and ensuring that development makes efficient and effective use of land. The Local Plan provides an appropriate planning framework to promote sustainable and competitive economic performance.

8.2 In Hertsmere, the key employment priorities are:

- Maintaining Hertsmere's key role in the international film and television industry;
- Meeting the need for future B8 logistic uses and ensuring that complement wider demands generated by businesses across Hertfordshire and wider region;
- Securing an improved understanding of the role and future need for data centres as nationally important infrastructure; and
- Meeting settlement-specific, place-focused needs, which may be ancillary/ complementary to the film industry.

8.3 The Council considers it imperative to tackle the inequalities and the economic barriers that affect people's lives, and to ensure that everyone has opportunities to access good quality jobs along with high-quality education, skills and training. It is recognised that many people take up work or training outside of the Borough, however, securing a wide range of local provision is vital to creating a more inclusive economy and giving residents greater choice in accessing opportunities closer to where they live. This policy sets out our overall approach to facilitate development and channel investment in a way that allows everyone to share in Hertsmere's economic prosperity.

Industrial Provision

8.4 Evidence prepared in support of the plan-making process[1] reveals that the industrial property market (across Use Classes E(g)(iii), B2, B8) in Hertsmere is substantial and diverse, with 160 properties providing 333,221 sqm of floorspace, 12% of the Functional Economic Market Area (FEMA) total. The largest share is in storage and distribution (B8), accounting for 68.4% of floorspace, followed by general industrial (B2, 22.2%) and light industrial (E(g)(iii), 9.3%).

[1] Hertsmere Economic Study, (AECOM, 2026)

8.5 Whilst Hertsmere provides a modest contribution to the industrial market it has characteristics sought after by major occupiers. Notably, its proximity to London and direct access to the strategic road network.

8.6 The largest concentrations of industrial properties are around Elstree Way in Borehamwood and Cranbourne Industrial Estate in Potters Bar, with the majority of floorspace in storage and distribution (B8) use (68.4% of floorspace across 68 industrial properties in the Borough), followed by general industrial (B2) (22.2% of floorspace across 64 properties); and light industrial E((g)(iii)) (9.4% of floorspace across 38 properties). This reflects the size profile of the use classes, with storage and distribution properties tending to be over 1,000 sqm in size, whereas most general industrial and light industrial properties are less than 500 sqm.

8.7 The evidence highlights several key challenges for industrial space policy. High vacancy rates suggest opportunities for redevelopment and intensification but also highlight the need for careful alignment of new supply with evolving occupier requirements. The market's future will rely on the Borough's ability to modernise older stock, intensify existing sites, and accommodate growth sectors such as logistics, the film/media, and its supply chain (including data centres).

Office Provision

8.8 Evidence demonstrates the need for a nuanced and responsive approach to office space policy (Use Class E(g)(iii)). While there is no evidence of a significant quantitative shortfall in office supply over the plan period, the qualitative aspects of supply, such as the suitability, flexibility, and modernity of premises, are increasingly important. The market is adapting to structural changes, with future growth likely to depend on Hertsmere's ability to attract high-value, office-based sectors, particularly in creative, tech, and professional services. The Borough's location within London's hinterland, strong transport connectivity, and established creative industries cluster remain key assets to achieve this.

8.9 The Borough is home to about 256,799 sqm of office floorspace, representing 10.1% of the FEMA's total, with a notable concentration of medium and larger premises. Growth in office floorspace has been minimal, with just +0.3% between 2016 and 2025, substantially below the FEMA, regional, and national averages. This limited expansion is attributed to both subdued demand and a constrained land supply, as well as a market preference for higher-quality, modern premises in well-connected locations such as Borehamwood and Elstree.

8.10 To tackle inequalities and the economic barriers that affect people's lives it is imperative that everyone has opportunities to access good quality jobs along with high-quality education, skills and training. It is recognised that many people take up work or training outside of the Borough, taking advantage of Hertsmere's good transport links to the rest of London and beyond. However, securing a wide range of local provision is vital to creating a more inclusive economy and giving residents greater choice in accessing opportunities closer to where they live. This policy sets out our overall approach to facilitate development and channel investment in a way that allows everyone to share in Hertsmere's economic prosperity.

EC2 Protecting employment land and delivering new workspace

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
D Support a well-educated and skilled population
I Celebrating our local identity
K Securing the timely delivery of infrastructure

Strategic Policy

A The Borough's employment land, as set out in Hertsmere's Employment Land Hierarchy, is safeguarded for Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and related Sui Generis uses. Development proposals must ensure that land-uses are commensurate with the type and function of land within this hierarchy.

B There is a forecast need for 27,093 square metres of net additional employment floorspace in the Borough up to 2041. Proposals for development must contribute to meeting the Borough's employment need in totality by:

i. Within Key Employment Sites and Employment Areas, retaining and wherever possible delivering net gains in industrial capacity over the life of the Plan, including through intensification, to deliver a minimum of 14,428 sqm (net) industrial floorspace, comprising E(g)(iii), B2, B8 floorspace.

ii. Within other designated employment areas within the Hierarchy, delivering a minimum of 12,665 sqm (net) office (E(g)(i) / E (g)(ii)) floorspace, alongside a contribution to the need for E(g)(iii);

iii. Maximising opportunities to deliver new and enhanced workspace, including through appropriate mixed-use development in town and edge-of-centre locations and non-designated employment sites;

iv. Outside of identified employment areas, avoiding new development that consists solely or predominantly of Class B8 storage or warehousing uses unless:

a. The site is currently solely or predominantly in storage and warehousing use;

b. Redevelopment proposals comprise of intensification of storage and warehousing uses and/or employment generating uses appropriate to the site.

C Outside of designated employment areas the appropriateness of development proposals for new Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and similar Sui Generis Uses will be assessed having regard to the nature and scale of the development, and:

i. Its contribution to the delivery of the spatial strategy for the Borough;

ii. Compatibility of the proposed use(s) with the adjoining and neighbouring land uses, including consideration of impacts on local amenity;

iii. Whether the employment provision is for temporary use; and

iv. Compliance with other Local Plan policies.

D Over and above the evidenced general employment need for Hertsmere, a need has been identified for 10.2ha of additional land for film-industry uses, and up to 10.8ha of land for data centres.

E Planning conditions will be used to protect new commercial and industrial development from changes of use, and Article 4 Directions will be considered to protect key Employment Areas from being totally or partially lost where any loss would impact on the ability of the remainder of the site to perform its employment function.

F Where new business floorspace is conditioned for a specific use, changes to another commercial or industrial use appropriate for the site and employment area will only be permitted where there is no reasonable prospect of the unit(s) being retained for the conditioned use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous period of one year at a reasonable rental or sale value for the local area. Proposals seeking to change the use of existing business floorspace, to another commercial or industrial use will be considered against Local Plan Policies EC5 – EC8. Proposals that result in an increase in industrial capacity will be supported.

Table 8.1: Hertsmere's Employment Land Hierarchy

Classification	Location
Key Employment Areas	• Centennial Park, The Waterfront and Lismirrane Industrial Estates, Elstree • Elstree Way, Borehamwood • Sky Elstree • South Mimms Motorway Services
Main Employment Areas	• Stirling Way, Borehamwood • Tylers Way, Bushey • Cranbourne Road, Potters Bar • Station Close, Potters Bar • Otterspool Way, Bushey • Imperial Place, Borehamwood • BBC Elstree • Elstree Studios
Locally Significant Employment Areas	• Borehamwood Enterprise Centre, Borehamwood • Theobald Court, Borehamwood • Hollies Way Business Park, Potters Bar • Farm Close, Shenley • Beaumont Gate, Radlett
Rural Employment Areas	• Wrotham Business Park, between High Barnet and Potters Bar • Bio Products Laboratory, Elstree • The National Institute for Biological Standards and Control, Ridge • Clare Hall Laboratories, Ridge

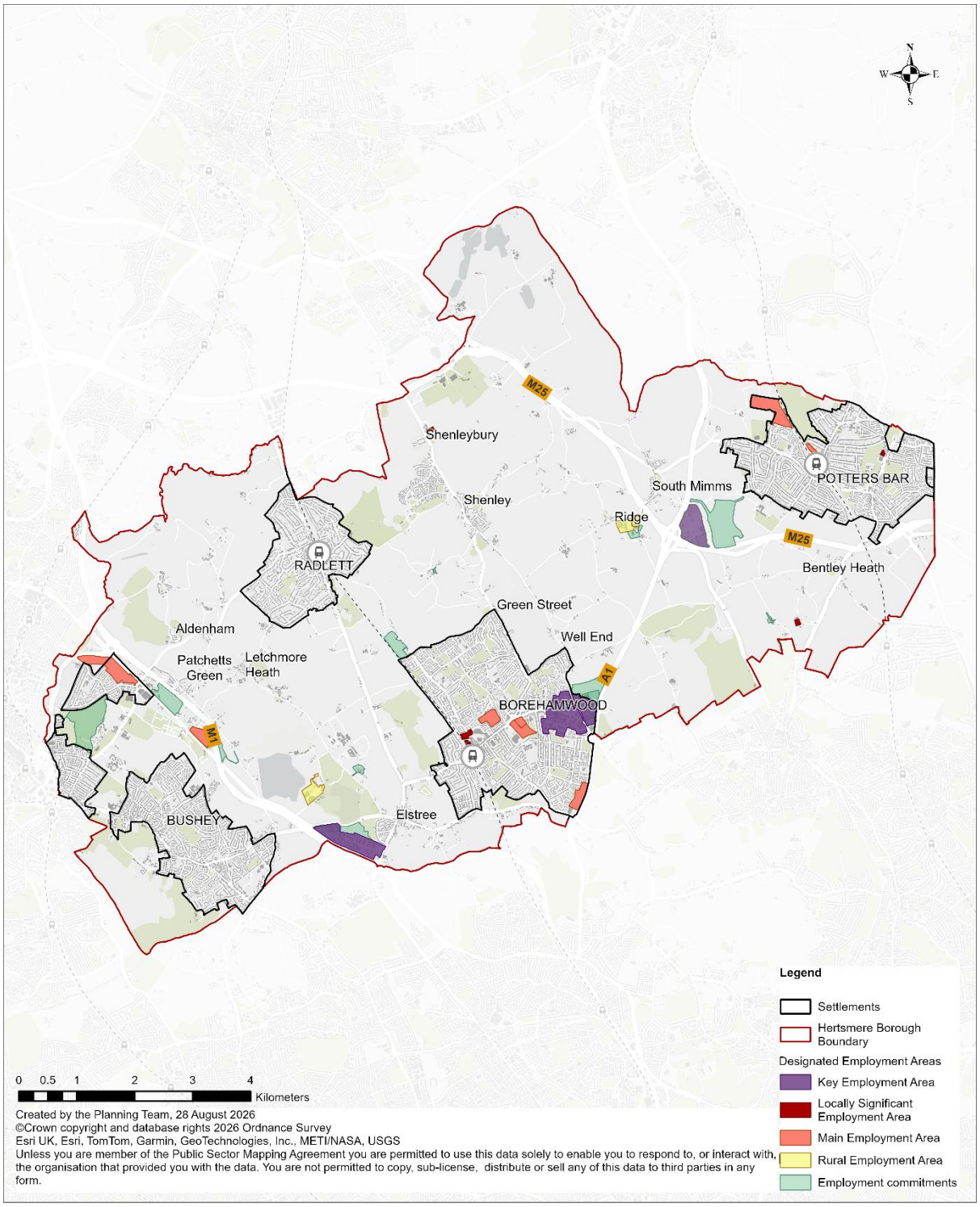


Figure 8.1: Employment land hierarchy map

Explanation

8.11 This policy establishes Hertsmere's employment land hierarchy. This comprises the different types of employment land and sites across the Borough. The safeguarding of land within this hierarchy is necessary to ensure a sufficient supply of land and industrial capacity to meet the Borough's current and future needs for employment.

8.12 The hierarchy is linked to the spatial strategy and:

- Identifies and maps the key sites within the hierarchy, including their relationship with the strategic highway network;
- Sets out the forecast need for employment land across the Borough, broken down by Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution, and related Sui Generis uses; and
- Forms a basis for decision-taking in terms of how the identified need will be met.

8.13 Designated employment locations include Key Employment Areas, Main Employment Areas, Locally Significant Employment Areas, and Rural Employment Areas.

8.14 The successful delivery of the spatial strategy for the Borough is dependent on new employment development being directed to these locations, along with town centres. Development proposals should maximise opportunities to intensify and make a more efficient use of land, whilst ensuring the type and nature of uses is commensurate with the site's place in the employment land and town centre hierarchies, where relevant.

8.15 Hertsmere has relatively modest employment land provision compared to other areas within the FEMA, and the supply of office space has been diminished as employment sites and premises are facing increased pressure for redevelopment from other higher value land uses, particularly housing. This pressure has been amplified by changes to planning legislation, for example, new Permitted Development rights enabling the conversion of offices and warehouses to residential uses through the Prior Approval process.

8.16 Our expectation is that there will be no net loss of industrial capacity in the Borough and that net gains are delivered wherever possible to meet the need identified in Policy EC2.

8.17 Proposals for development should retain industrial capacity and seek net gains through site intensification, including additional floorspace, wherever possible and appropriate. However, it is recognised that net gains may not always be possible. The onus will be on the applicant to demonstrate that the design-led approach has been used to make the optimal use of land and maximise employment provision.

This should include evidence of alternative design options, such as site layouts and building typologies (including multi-storey or basement development).

8.18 Table 7.2 below sets out the net requirements for industrial and office floorspace and land over the plan period. Additional bespoke analysis suggests that 10.2 ha for the film industry[2] and up to 10.8 ha for data centres, could be considered in the Local Plan to respond to the specific needs of these industries[3]. There is an indication within the Economic Study that there is likely to be a surplus of supply which can accommodate these additional specialist future economic requirements.

Table 8.2: Industrial and Office Floorspace Requirements

	Floorspace	Land
Net additional office (E(g)(i) / E (g)(ii)) requirement 2024-2041	12,665 sqm	1.3 ha
Net additional industrial (E(g)(iii) / B2 / B8) requirement 2024-2041	14,428 sqm	3.2 ha
Film and Television	n/a	10.2 ha
Data centres	n/a	Up to 10.8 ha

Changes of use within Employment Areas

8.19 The Council will consider the use of Article 4 Directions to protect key employment locations from being lost or partially lost[4] where there is significant pressure to convert employment land to residential use.

8.20 There is increasing fluidity in the workspace market, and some office uses do not fit neatly into the Use Class Order categories. In response, the Council will take a broader view to planning for its future employment floorspace needs. The full complement of Class E(g) uses will be promoted, including E(g)(iii) light industrial uses, to ensure that the Local Plan does not unnecessarily constrain employment development. Proposals for Class B2 industrial and B8 storage or distribution uses will be directed towards the Borough's Key Employment Areas. These locations may also be appropriate for compatible and complementary industrial employment uses defined under Class E(g)(ii), such as research and development of products and processes; Class E(g)iii industrial processes; and related sui generis industrial type uses.

8.21 The Borough's Main Employment Areas are appropriate for proposals seeking to deliver industrial employment uses defined under Class E(g) office and light

[2] Hertsmere Film and Television Study, 2024
[3] Hertsmere Economic Study (AECOM 2026)
[4] In circumstances where partial loss could impact on the ability of the remainder of the site to perform its role for employment activities.

industrial; Class B2 general industrial; Class B8 storage and distribution; and related sui generis uses. It is anticipated that the precise mix of use classes that define industrial employment uses will be assessed through the decision-taking process. The LSIS will not normally be considered as being appropriate locations for main town centre uses; such uses will be directed to existing and designated centres. Within the Borough's and Locally Significant Employment Areas, proposals for employment uses, defined under Class E(g) office and light industrial will be positively considered. It is anticipated that these use classes will form most employment uses being delivered within the and Locally Significant Employment Areas.

8.22 The Spatial Strategy directs growth towards the Borough's four main towns; as these are the most sustainable locations in Hertsmere. Nevertheless, we recognise that businesses and employers located beyond the four main towns continue to contribute towards the Borough's economy. Within this context, Rural Employment Areas are suitable largely for the E(g)(ii) research and development and associated office uses which already exist within those locations. Wrotham Business Park is suitable for more general Class E(g) office and employment uses There is no intention to permit large-scale expansion of the uses on these sites, as they are all subject to a variety of heritage considerations and are in isolated locations which are unsustainable and broadly inappropriate for meeting the Borough's needs. However, there is a desire to encourage the operators of these sites, such as Bioproducts Laboratory, which have a national significance, to remain within the Borough. Consequently, limited and sensitive expansions of the existing and ancillary uses within these sites will be considered.

8.23 The above approach broadly aligns with the national planning policy requirement that sites be identified for laboratories, and also with Hertfordshire Draft Local Industrial Strategy (2019), which includes an aim to unlock "science-based clusters in the Golden Triangle: This will be achieved through life sciences and advanced engineering recognising Hertfordshire's current strength in commercial research and development, particularly cell and gene sector clustering". The Rural Employment Areas (except Wrotham Business Park) support this through the high-quality bio-research establishments in the Borough.

8.24 Industrial capacity will be monitored over the Plan period to ensure strategic objectives are realised and that an overprovision of employment land does not negatively impact the delivery of housing, infrastructure and other services.

EC3 Delivering High-Quality Employment Sites and Workspaces

Strategic Objectives

B A thriving local economy

Non-strategic Policy

A Proposals for development involving Class E business, (as defined under Class E (g) (i – iii)) B2 industrial and B8 storage or distribution uses, and related Sui Generis industrial employment uses must be of a high-quality design with well-integrated and purpose-built business space. They must demonstrate how the design-led approach has been used to improve the site's suitability for business activity having regard to the type and use of space. Development proposals must:

i. Optimise the use of land and maximise opportunities to increase job densities;

ii. Where it is practicable, make provision for an appropriate level of internal fit out beyond shell and core, including:

a. Connection-ready high-speed broadband;

b. Installation of mechanical and electrical services;

c. Toilets and kitchenette;

d. Basic fire and carbon monoxide detection; and

e. Shopfronts and glazing, where appropriate.

iii. Make provision for flexible workspace that can be adapted to the needs of different employment uses, particularly where there is not a specified end user;

iv. Ensure the layout and design of development provides adequate operational space including for site access and servicing, alongside amenity provision and healthy work environments for staff;

v. Improve the attractiveness and environmental quality of the building, site and employment area, including providing high-quality working spaces, healthy work environments, and amenity provision for staff;

vi. Include high-quality public realm, where appropriate;

vii. Ensure that factors such as biodiversity net gain, urban greening, SuDS and public realm and green spaces that integrate high-quality habitats in

line with the Local Nature Recovery Strategy are considered at the earliest stage of the development process;

viii. Aim for the highest levels of water efficiency, including through grey water harvesting, Sustainable Drainage Systems, and a water consumption target of 80 l/p/d; and

ix. Ensure a coherent and positive relationship with adjoining and neighbouring land uses and protect local amenity, with reference to other Local Plan policies.

B Development proposals for new Class E(g), B2, B8 and similar Sui Generis uses over 2,500 square metres (gross external area) should include a reasonable proportion of flexible workspace or smaller units suitable for micro, small and medium sized enterprises.

Explanation

8.25 New commercial development that is well-designed can not only improve the quality and viability of employment areas and premises but also the liveability of neighbourhoods. Commercial development proposals must therefore respond positively to the wider neighbourhood context by addressing matters such as local character, amenity, public realm and green infrastructure.

8.26 Proposals for development must demonstrate how the design-led approach has been used to optimise and make more efficient use of land and commercial floorspace. This may include consideration of layout options to provide higher plot ratios and building designs to enable integration of smaller business units, co-working and incubator space, vertical stacking / multi-storey development, mezzanines and basement levels.

8.27 Flexibly specified buildings and workspaces should be provided wherever possible, particularly where there is not a specified end user for the development. These are essential to ensuring the long-term viability of employment land and premises. This is because they allow for the reconfiguration of internal space to suit a wide range of end users and support business retention by enabling existing occupiers to expand in situ. Flexible specifications could also include, for example, full height delivery doors, capacity to site additional delivery doors to enable subdivision of buildings, and reallocation of space.

8.28 Proposals for development must make appropriate provision for full internal fit out of buildings and workspace. This should normally include plumbing/heating, installation of sanitary and kitchen facilities, finishes for floors, walls and ceilings, and where appropriate, shopfronts and glazing. New development must also provide for modern communications facilities, including power points and connection-ready high-speed

broadband. Proposals should provide sufficient details of interior fit out at the application stage.

8.29 Proposals limited to 'core' and 'shell' only specifications are not considered appropriate and will be strongly resisted. This requirement is necessary to ensure the attractiveness and marketability of units, particularly in promoting early take up of workspace and helping to prevent long-term vacancies. It is also vital to supporting micro, small and independent businesses which are unlikely to be able to absorb the initial overhead costs for fit out. The appropriate level of fit out will be considered on a site-by-site basis.

8.30 Site layout is especially important for commercial and industrial operators. The effective functioning of employment sites is dependent not only on fit for purpose buildings but also their associated operational land. Development proposals must therefore address matters such as vehicle access for loading and delivery, yard space, external storage, parking, site servicing and customer interface. A well-designed layout is also essential to ensuring the protection of local amenity and space for nature.

8.31 We consider it important that proposals for new high-quality employment sites and workspace be forward/ future facing and respond positively towards their environmental impact, energy use and carbon emissions. In addition to ensuring factors such as Biodiversity Net Gain, Urban Greening, SuDS and public realm are considered at the earliest stage of the development process.

8.32 Consequently, the Local Plan places a higher emphasis on proposals for employment development securing water efficiency measures. This is particularly necessary to address the issue of water scarcity within the area; and in respect of protecting water quantity sensitive sites. To achieve this objective new employment proposals are expected to aim for the highest level of water efficiency which can be achieved through grey water harvesting, SuDS, and more stringent water consumption of 80 l/p/d.

8.33 The Council considers it prudent to secure a diverse supply of employment provision available to the market in anticipation of market changes, and to meet the needs of SME businesses. Consequently, large scale commercial development proposals should consider incorporating an appropriate range and mix of business unit sizes. Provision for smaller units will help small business development particularly for Hertsmere's creative, cultural and digital industries. What constitutes a reasonable proportion of flexible workspace or small units will be considered on a case-by-case basis.

EC4 Affordable Workspace

Strategic Objectives

B A thriving local economy

Strategic Policy

A Proposals for development incorporating workspace should ensure that provision is made for suitable types and sizes of units, at an appropriate range of rents, particularly to meet the needs of specific social, cultural, or economic development uses.

B Where there is existing affordable workspace this should be retained or re-provided. The exception being when on-site retention demonstrably harms opportunities for investment and the delivery of industrial employment intensification. Proposals for development should use the design-led approach to explore options for retaining, re-purposing or creating new affordable workspace that is designed to a high specification and will remain suitable for local businesses, including small businesses and those in the cultural, creative and digital industries. Affordable workspace should be let at reasonable local market rates to encourage take-up of units and support business development, particularly by addressing financial barriers in access to workspace.

C Proposals for development that incorporate an element of affordable workspace at rents maintained below the market rate for social, cultural or economic uses will be considered favourably.

D New major commercial development proposals for Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and similar Sui Generis uses should when demonstrably viable make provision for affordable workspace. Developments must provide at least 10% of the rentable floorspace (Net Internal Area) as affordable workspace at 50% of market rents. Affordable workspace should be provided on-site. An exception to this approach will be where proposals demonstrate, through robust technical evidence, that the provision of new on-site affordable workspace will harm the delivery of industrial employment intensification. Off-site provision will only be acceptable where it is demonstrated to the satisfaction of the Council that on-site provision is not feasible or off-site provision will achieve greater economic benefits. Off-site provision will be secured through planning obligations with payments in lieu calculated using the formula set out in Table 8.3 (Affordable workspace payments in lieu). Payment in lieu contributions will be used to support the provision of affordable workspace in Hertsmere.

E Where new affordable workspace is provided this must be secured for a specified period agreed by the Council to ensure that workspace is appropriately managed it must be provided in one of the following ways:

i. Leased and managed by an affordable workspace provider approved by the Council, with an agreed Workspace Management Plan;

ii. Managed directly by the owner, where it is demonstrated to the satisfaction of the Council that they have the necessary experience and expertise, with an agreed Workspace Management Plan; and

iii. Leased by the owner to an end user approved by the Council that requires non-managed workspace.

F Development proposals that do not provide the required amount of affordable workspace must submit a Viability Assessment. The assessment will be subject to an independent appraisal paid for by the applicant. Proposals must provide the maximum viable amount of affordable workspace, the level of which will be determined by the Viability Assessment and capped at the requirement set out in (D) above. The Council will apply viability review mechanisms where development proposals do not provide the amount of workspace required by the policy.

G Where there is existing affordable workspace this should be retained. Development proposals requiring planning permission that involve the loss of existing affordable workspace (including consented but undelivered workspace) will be refused unless the equivalent amount of affordable workspace is replaced on-site or re-provided elsewhere in Hertsmere. Affordable workspace that is replaced or re-provided must be of at least the same quality as the existing provision and secured on equivalent terms, or alternative terms agreed by the Council. Proposals for meanwhile uses that secure affordable workspace, on a temporary basis, will be assessed on their ability to contribute towards meeting demand.

H Affordable workspace will be secured using planning obligations and/or legal agreements.

Table 8.3: Affordable Workspace Formula for Calculating Payments in Lieu

Formula for Calculating Payments in Lieu
Step 1: C = A x B Step 2: E = D x C Step 3: G = E x F Step 4: H = G - E Step 5: J = 1 / I Step 6: K = H x J
A = Total lettable employment floorspace (square metres) B = Percentage of floorspace to be discounted C = Amount of floorspace subject to discount D = Market rent for per square metre before discount E = Market rent for discounted floorspace before discount

F = Percentage discount
G = Rent after discount
H = Value of discount
I = Investment yield
J = Income multiplier
K = Capital value of discount

Explanation

8.34 This strategic policy seeks to secure an appropriate portion of affordable workspace from larger employment schemes, in line with the Council's evidence base, as set out under Document E4 Economy Study which demonstrates a clear need for this type of provision. It includes a formula for calculating payments in-lieu for off-site provision where it demonstrably cannot be delivered on site.

8.35 The evidence base identifies rising commercial sales and rental rates and the lack of affordable workspace as an important issue in the Borough. The cost and availability of workspace can create a barrier to entry in the local economy and wider community, posing challenges for businesses and groups seeking to locate to, start-up or expand in Hertsmere. This is particularly for micro, small and independent businesses as well as social enterprises, charities and voluntary organisations. The Local Plan therefore seeks to ensure that existing affordable workspace is retained and that new provision is created as commercial development comes forward.

8.36 Affordable workspace is workspace that is provided at rents maintained below the market rate. Like low-cost workspace, this type of workspace is important to support business retention and development. For the successful delivery of the Local Plan there is an imperative to grow Hertsmere's economic base and provision of affordable workspace will be integral to achieving this objective. Therefore, all major commercial development, including mixed-use developments with a commercial component of 1,000 square metres or more gross, should ensure that 10% of new workspace is delivered as affordable workspace.

8.37 The policy applies to Use Class E(g) office and light industrial, B2 industrial and B8 storage and distribution uses. It will also apply to similar Sui Generis Uses however this will be considered on a case-by-case basis depending on the nature of the business activity. The Council will use discretion on a case-by-case basis in applying the policy to office space or other workspace that associated with community (social) infrastructure such as health, social care and education facilities.

8.38 To qualify as affordable workspace, provision should be let at a discount of 50% of the market rent over a period agreed by the Council. The market rent is the expected rent that would be achieved on the discounted space at market rates. Market rates (and therefore rents) should be established based on robust evidence of the commercial market in Hertsmere. Service charges should be set at a reasonable level that does not offset or adversely impact on the affordability of the workspace. The market rent and associated service charges will be assessed by the Council at

the time of the application, considering the nature and location of the proposed development.

8.39 Affordable workspace should normally be provided on-site. The policy sets out three options for delivering workspace to ensure it is appropriately secured and managed. Applicants should engage with workspace providers and representative groups early in the design led approach. This will help to ensure the design is suited to the requirements of the end user(s) and can also assist with the identification of providers. Applications should include evidence of an agreement to lease the affordable workspace along with a Workspace Management Plan, where appropriate. In most circumstances, proposals will be required to maintain or retain existing affordable floorspace that is already present on-site. Exceptions to this approach will be considered, subject to the proposal robustly demonstrating that it is necessary to replace existing provision to deliver higher intensity industrial employment uses on-site. Such proposals will be supported by technical evidence that demonstrates how industrial employment intensification will be delivered on the site, and the economic benefits that it will bring to the Borough. Proposals for new commercial development that deliver improved and higher intensity industrial employment uses will be positively considered, subject to meeting other Local Plan policy requirements. Flexibility may be applied for equivalent off-site contributions in exceptional circumstances, including payments in lieu, where it is demonstrated to the satisfaction of the Council that on-site provision is not feasible or off-site provision will provide greater economic benefits. Payment in lieu contributions will be secured using the formula set out in Table 7.3 (Affordable workspace payments in lieu).

8.40 Development proposals that do not provide the required amount of affordable workspace must submit evidence of a Viability Assessment with the planning application. This must be undertaken by a suitably qualified professional, such as a member of the Royal Institution of Chartered Surveyors (RICS). The applicant's Viability Assessment will be subject to an independent appraisal paid for by the applicant. The assessment will be used to confirm the maximum viable amount of affordable workspace that should be provided, with the level capped at the amount set out in the policy. Where the required level of affordable workspace is not provided the Council will apply early and late-stage viability review mechanisms. This is to respond to economic uncertainties that may arise over the period of the development, and to ensure maximum public benefit is gained from it. The Council will consider proposals for new B2 industrial, and B8 storage uses that seek to secure a lesser scale of new affordable workspace provision. This will be subject to them robustly demonstrating, through supporting technical evidence, that the provision of new on-site affordable workspace will harm the delivery of industrial employment intensification. Such proposals will be required to submit technical evidence that demonstrates how industrial intensification will be delivered across the site, and specifically how the on-site presence of affordable workspace would prejudice its timely implementation.

8.41 It is expected that affordable workspace will normally be provided as flexibly specified office or light industrial workspace81. Developments will also be encouraged to make provision for this type of space to contribute to meeting the Borough's identified needs for employment. However, there may be circumstances in which affordable workspace can be provided for Class B2 industrial or Class B8 storage and warehousing uses. In these cases, a lower level of affordable workspace and/or discount rent may be permissible. This is recognising these types of industrial uses may exhibit lower land values, which can in turn impact on viability. Where appropriate, the amount of affordable workspace and discount rent value will be determined considering the nature of the use(s) and development viability.

EC5 Strategic Level Employment Designations

Strategic Objectives

B A thriving local economy

Non-strategic Policy

A Proposals for development within Key Employment Sites and Employment Areas will be supported where the uses fall within the industrial-type activities specified within Policy EC2.

B Development proposals within or adjacent to Key Employment Sites / Employment Areas must not adversely impact on the function or effectiveness of those areas to accommodate commercial and industrial uses or their ability to function on a 24-hour basis.

C Proposals for development within the Borough's strategic level employment sites should protect and seek to make provision for business activities and uses that support Hertsmere's key industrial employment activities. Proposals that support and enhance the international film and television industry; deliver sustainable 'last mile' distribution/ logistics; 'just-in-time' servicing (such as food service activities, printing, administrative and support services, office supplies, repair, and maintenance); waste management and recycling, and nationally important infrastructure will be positively considered subject to them meeting other Local Plan policy requirements.

Explanation

8.42 This policy addresses strategic employment sites that serve a need wider than Hertsmere alone. Sites will be identified on a policies map and will include:

- Employment uses associated with the film and television industry (e.g. Sky Elstree) alongside existing large employment areas like Centennial Park, Elstree and Elstree Way, Borehamwood.
- Other large scale B8 storage and logistics, data centres; and other strategic employment uses accessed or associated directly with the strategic highway network.

8.43 New employment uses and additional floorspace that meet identified need within the borough as well as wider regional and national need, evidenced through Document E4 Economy Study, will be directed towards these sites in line with Strategic Policy EC1. Proposals that support the Borough's role as an international centre for film and television production will be positively considered. Developers will be encouraged to engage with the Hertsmere Creative Strategy[5] to ensure that its objectives for culture and creativity are met through the delivery of new development (where relevant). Equally, those proposals that make efficient use of the Borough's high-level of accessibility to the strategic highway network in respect of sustainable 'last mile' distribution/ logistics and 'just-in-time' servicing will also be positively considered.

8.44 This policy ensures that Hertsmere's strategic level employment sites are safeguarded and their economic function is enhanced and not compromised by other uses. Proposals for development on the Borough's strategic employment sites must not compromise the overall function or effectiveness of the wider safeguarded areas. Proposals that seek the release of vacant land present within safeguarded areas, for uses other than employment, will only be supported in exceptional circumstances. Such proposals must be supported by robust evidence that demonstrates that any vacant land can be released without prejudicing the continued operation of the wider site for employment uses. The Council will apply the agent of change approach to such proposals.

8.45 The policy seeks to optimise industrial employment capacity of the sites. This approach will seek to secure industrial employment intensification of use on designated sites. Development proposals on strategic employment sites must demonstrate through the design-led approach how they have sought to make optimal use of the site, and conversely how industrial employment intensification will be delivered.

[5] Hertsmere Creative Strategy (pdf 3.8 Mb) - The Hertsmere Creative Strategy sets out our strategic approach to the development of culture and creativity in the Borough. The strategy looks at culture and creativity in its widest sense, including art, dance and heritage across formal and informal settings including the community and voluntary sector. It looks at audiences and participants at all levels and makes specific reference to the creative industries, skills gaps and development.

EC6 Local Level Employment Designations

Strategic Objectives

B A thriving local economy

Non-strategic Policy

A These sites will be protected for Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and related Sui Generis uses, with priority being given to office and light industrial uses. Development proposals should maintain the Borough's industrial capacity within these locations and seek to deliver net gains wherever possible.

B Development proposals within or adjacent to Employment Areas must not adversely impact on the function or effectiveness of the Employment Areas to accommodate commercial and industrial uses. Hertsmere's Employment Areas are normally inappropriate locations for proposals seeking to deliver new main town centre uses, as defined under Class E (a) – (f).

C Within Employment Areas, development proposals for self-storage and large format storage and warehousing uses and facilities will only be permitted where:

i. The requirements of Policy EC2.B(d) (Protecting employment land and delivering new workspace) are satisfied; or

ii. There is a demonstrable local need or market demand for the use proposed;

iii. The use cannot be reasonably located in a higher-level employment site, as evidenced by a detailed site selection exercise; and

iv. The development will include provision of a reasonable proportion of flexible workspace or units for micro, small or medium-sized businesses.

D Within Employment Areas, development proposals for strategic infrastructure will be permitted where it is demonstrated that:

i. The infrastructure is necessary to support the delivery of the spatial strategy for the Borough, considering the Council's Infrastructure Delivery Plan;

ii. The use is appropriate to the industrial location and will not adversely impact on the function of the Employment Areas or prejudice the continued operation of commercial and industrial uses on the site or within the employment area; and

iii. The loss of industrial capacity has been minimised as much as reasonably practical, and efforts have been made to replace any such losses.

Explanation

8.46 Hertsmere's main and local level employment sites play a valuable role in the local economy as a source of industrial capacity and jobs. New development within these sites should be predominantly for Class E(g) office and light industrial uses with priority given to light industrial uses.

8.47 This non-strategic policy addresses the Main Employment Areas and Locally Significant Employment Sites identified in Policy EC2. These sites are identified on the proposals map. Development in these areas will:

- Meet local need for Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution, and related Sui Generis uses, as identified through Strategic Policy EC1;
- Maintain the ability of the designated area to accommodate industrial and commercial land uses by resisting the introduction of main town centre and residential uses;
- Maintain the strategic position of the employment site within the Hierarchy by resisting very large warehousing and similar uses which would be better placed within Strategic Level Employment Sites; and
- Potentially encourage uses that are ancillary to strategic employment uses, where these are complementary to and do not undermine the integrity and function of the employment area, including but not limited to businesses that support the film industry. This could include the construction of props; stage sets; and costumes.

8.48 Proposals for development that could result in the release of vacant land within these areas for uses other than employment will only be considered in exceptional circumstances and must be supported by robust evidence that demonstrates why that is necessary.

8.49 The Council seeks to secure progressive industrial intensification through new development and redevelopment of these sites. This approach is in accordance with the Spatial Strategy, which seeks to direct and intensify future growth within and adjacent to the Borough's four main towns. We consider this approach justified as a mechanism for securing successful and sustainable place-making. It is further justified on the grounds that it will minimise the wider impact of industrial employment growth on the strategic extent/ permanence of the Green Belt; maintaining the openness between the four main towns.

8.50 Whilst main and local level employment sites are protected for office, and industrial employment uses it is recognised that other employment generating uses that are operationally ancillary to primarily industrial employment activities can help to support the attractiveness and viability of an employment site. Such uses may include small-scale workplace crèches, cafes, business services, community facilities and public amenity spaces. The acceptability of development proposals for

such uses will be considered on a case-by-case basis. In all cases, proposals for such uses within these employment areas must be ancillary and subservient to a clearly related primary industrial employment activity. For example, it may be permissible to allow a coffee roasting factory to have a limited public facing sales counter for product made on-site. Proposals for commercial operations that are entirely defined under Class E (a) – (f) as main town uses will not normally be considered appropriate for these employment sites. Fundamentally, they should remain attractive and viable places for business.

8.51 Development must not adversely impact on the function and effectiveness of LSIS or otherwise prejudice the continued operation of industrial and commercial uses. Development proposals should avoid harm to function of these employment sites by ensuring that they will not result in an overconcentration of non-commercial or inappropriate main town centre uses. Proposals will therefore be considered having regard to the cumulative impact of uses which are not Class E(g) office and other industrial uses.

EC7 Rural Employment Areas

Strategic Objectives

B A thriving local economy

Non-strategic Policy

A Hertsmere's designated Rural Employment Areas are identified on the proposals map. Proposals within designated Rural Employment Areas will be:

i. in accordance with Green Belt policy;

ii. ancillary to an existing or approved use already on the site; and

iii. compatible with the local highway network.

B Development proposals that seek the release of vacant land for uses other than employment will only be considered in exceptional circumstances. Proposals of such nature must be supported by robust evidence including assessment of the suitability of a site for continuing employment use and as required, an employment land needs assessment.

C Proposals that seek the development of vacant land within identified Rural Employment Areas for residential uses will be resisted in accordance with the objectives of the Spatial Strategy. These are inappropriate and unsustainable locations for new residential uses.

Explanation

8.52 Hertsmere has several designated Rural Employment Areas. These are established employment uses that successfully operate from rural locations that are in the open countryside beyond the four main towns. Whilst these Rural Employment Areas make a valuable contribution towards the local economy, they are unsuitable and unsustainable locations for future growth.

8.53 This non-strategic policy seeks to ensure that proposals within designated Rural Employment Areas identified in Policy EC2 and identified on a policies map will be:

- In accordance with Green Belt policy
- Ancillary to an existing or approved employment use; and
- Compatible with the local highway network.

8.54 The policy seeks to secure progressive industrial intensification of these designated sites that is appropriate and proportionate to their rural locations. This approach is in accordance with the Spatial Strategy, which seeks to optimise locations that are already in active employment use. We consider this approach justified as a mechanism for securing successful and sustainable place-making. It is further justified on the grounds that it will minimise the wider impact of industrial employment growth on the strategic extent/ permanence of the Green Belt; maintaining the openness between the four main towns. Proposals that seek to intensify the employment uses already present on site must demonstrate that such intensification can be achieved within existing constraints relevant to the location. Proposals must demonstrate why intensification is necessary and cannot be delivered at more sustainable locations. This is particularly the case in relation to the capacity of existing infrastructure networks. Where it is appropriate and necessary, the Council will work with its infrastructure delivery partners to identify appropriate and proportionate improvements to infrastructure necessary to support such proposals. These will be delivered through contributions from the development.

8.55 Any release of vacant land for uses other than employment use will only be considered in exceptional circumstances and must be supported by robust evidence demonstrating why such proposals should be positively considered. The Rural Employment Areas are wholly unsuitable and unsustainable locations for new residential uses. Proposals for new residential use will be resisted.

EC8 Hertsmere's Non-Designated Employment Sites

Strategic Objectives

B A thriving local economy

Non-strategic Policy

A Non-designated employment sites are those that contain or consist principally of Class E(g) office and light industrial, Class B2 industrial, Class B8 storage and distribution and similar Sui Generis uses, and which are located outside of designated employment sites. These sites make an important contribution to Hertsmere's local economy by providing workspace for businesses and job opportunities. Development proposals should protect and not result in the net loss of viable industrial capacity on these non-designated employment sites.

B To ensure the continued viability of non-designated employment sites, development proposals for employment-led, mixed-use development will be supported where they are located within a well-connected area with high accessibility to services, or the site forms part of a cluster of commercial, industrial and/ or other employment generating uses, and the development:

i. Maximises the amount of industrial capacity;

ii. Provides demonstrable improvements in the site's suitability for continued employment use, having regard to Policy EC3 (High-quality employment areas and workspace);

iii. Does not compromise the employment generating function of the site and any adjoining or nearby sites, particularly where they form part of a complementary cluster of uses;

iv. Ensures appropriate protection of amenity both for the users of the development and neighbouring properties, with reference to the Agent of Change principle; and

v. Secures the provision of affordable housing for any residential element introduced, including through building conversions, in line with Policy H3 (Genuinely affordable housing).

C On all other non-designated employment sites (i.e. those which fall outside the location requirements in (B) above) development proposals must not result in the net loss of viable industrial capacity, unless it can be demonstrated that the building or site is not suitable for continued business use having regard to:

i. Feasible alternative commercial, industrial and/or employment generating uses;

ii. The condition of the existing building(s) and reasonable options for the refurbishment and/or reconfiguration of floorspace to enable continued occupation by employment generating uses;

iii. Site constraints including layout, access and compatibility with neighbouring uses;

iv. Long-term vacancy; and

v. Evidence of recent and continuous marketing, covering a minimum period of two years and at an appropriate rental or sale value.

D On sites where the introduction of a residential element is acceptable in line with (C) above, development proposals must make provision for affordable housing, in line with Policy H3 (Genuinely affordable housing).

E Development proposals involving the net loss of industrial capacity must make a financial contribution towards training or other employment related initiatives, in line with Policies EC9 (Workplace training and job opportunities) and DM2 (Infrastructure funding and planning obligations).

Explanation

8.56 This non-strategic policy relates to all of Hertsmere's non-designated employment sites. These small sites make a valued contribution towards the Borough's economy. They meet employment floorspace needs that will not normally be met by provision available on larger designated sites. As such they can also provide more affordable accommodation, particularly for SME employers. Consequently, the policy seeks to protect against the loss of any non-designated employment sites that remain demonstrably viable propositions.

8.57 There are several employment sites located outside of the Borough's designated employment areas. These sites may either contain or consist principally of commercial and industrial uses. They play an important role in the local economy through their offer of complementary business services and activities as well as providing a source of local job opportunities. Nevertheless, evidence suggests that the future of these sites and their employment contribution is at risk. The Council is concerned that their employment function could be compromised or lost without an appropriate level of protection. The Local Plan therefore seeks to safeguard these sites for employment use.

8.58 However, it is recognised that flexibility is needed to respond to market signals, ensuring that land is not unnecessarily protected when there is no reasonable prospect of it remaining in employment use. In determining whether land is a non-designated employment site the Council will refer to planning and Business Rate

records to identify whether the land and buildings are in business use or were last authorised for business use.

8.59 The policy seeks to secure progressive industrial intensification of these designated sites that is appropriate and proportionate to their rural locations. This approach is in accordance with the Spatial Strategy, which seeks to optimise locations that are already in active employment use. We consider this approach justified as a mechanism for securing successful and sustainable place-making. It is further justified on the grounds that it will minimise the wider impact of industrial employment growth on the strategic extent/ permanence of the Green Belt; maintaining the openness between the four main towns.

8.60 Development proposals must provide the maximum reasonable amount of floorspace taking account of the minimum amount of non-commercial floorspace needed to make development viable. Proposals should clearly set out the net change in industrial capacity resulting from the development, distinguishing between floorspace and yard space in the planning statement, along with an indication of the number of jobs to be accommodated by the new employment element. Proposals should seek to increase employment densities to realise net gains in jobs even where the amount of industrial capacity is diminished.

8.61 Where development proposals involve the net loss of industrial capacity a financial contribution towards training or other employment related initiatives will be required, in line with Policies EC9 (Workplace training and job opportunities) and DM2 (Infrastructure funding and planning obligations).

EC9 Workplace Training and Job Opportunities

Strategic Objectives

B A thriving local economy

Non-strategic Policy

A The Council will work with stakeholders to support the Local Plan objectives for delivering a thriving and inclusive local economy.

B Proposals for development should make reasonable efforts to actively source local businesses, recruit local workers and provide workplace training, skills development, apprenticeships and other education and training opportunities for Hertsmere residents. Consideration should be given to opportunities during the construction and end-user phases of development. Development proposals that demonstrate there are suitable arrangements in place to secure local labour and workplace training will be considered favourably.

C Major development proposals must make provision for workplace training in Hertsmere. A financial contribution will be required using the formula set out in Table 8.4. This will be secured by conditions or planning contributions and used to support the Council's local labour scheme and associated projects.

D In line with other Local Plan policies, development proposals involving a net loss of industrial capacity in designated employment locations and non-designated employment sites will be resisted, unless such loss is part of a plan-led process of employment land consolidation. Where a development proposal will result in a net loss of industrial capacity, a financial contribution will be required for workplace training, using the formula set out in Table 8.4. This will be secured by conditions or planning contributions and used to support the Council's local labour scheme and associated projects.

Table 8.4: Financial Contributions for Workplace Training

Formula for Calculating Financial Contributions from Major Residential Development
X = A x B
X = Total financial contribution (£) A = Financial contribution of £715 per dwelling B = Number of dwellings
Formula for Calculating Financial Contributions from Major Commercial Development
X = A x B
X = Total financial contribution (£) A = Financial contribution of £715 per job generated by the development.

B = Estimated number of jobs provided by the development The estimated number of jobs will be calculated based on gross new employment floorspace provided by the development, considering the relevant land use(s) and applying the (former) HCA Employment Densities Guide (2nd Edition).
Formula for Calculating Financial Contributions for the Loss of Industrial Capacity
X = A x (B – C)
X = Total financial contribution (£) A = Financial contribution of £715 per job lost because of the development. B = Estimated number of existing jobs C = Estimated number of jobs provided by the development. The estimated number of jobs lost will be calculated based on the net loss of existing employment floorspace resulting from the development, considering the relevant existing land use(s) and applying the (former) HCA Employment Densities Guide (2nd Edition).

Explanation

8.62 It is important that residents can share in Hertsmere's economic growth and prosperity. To achieve a more inclusive local economy, residents must be well equipped to access jobs, advance career prospects and fulfil their aspirations. Everyone, regardless of their background or experience, should be able to develop their skills through lifelong learning and have good access to these opportunities.

8.63 Employment and training schemes to maximise employment opportunities for local people and help address skills deficits in the local population will be supported in accordance with the Council's Economic Development Strategy. Major development proposals will be required to demonstrate how they are supporting employment, skills development, apprenticeships, and other education and training opportunities in both the construction and end-use phases, including through Section 106 obligations where appropriate. Developers are encouraged to engage with and consider the Hertsmere Creative Strategy, to ensure that its objectives for addressing skills gaps are met.

8.64 All large development schemes, providing over 1,000 m2 employment floorspace or 10 homes, will be required to contribute towards the provision of local employment skills and opportunities. Employment and Skills plans (ESP) will be required, and the developer will be expected to agree to deliver the commitments secured in the ESP. The ESP should as a minimum address, in detail, how the developer intends to deliver on the following objectives:

- Enable those people undertaking training to complete their training and apprenticeships;
- Ensure the greatest possible level of take-up by Hertsmere residents of the training, apprenticeship and employment opportunities created, with a

minimum of 25 per cent of future recruitment created by the development (in both the construction phase and for the first two years of end-use occupation of the development) being specifically targeted at residents;

- Increase the proportion of under-represented groups within the construction industry workforce;

  Engage with local schools, colleges and/or community organisations to promote amongst young people the range of careers available, skills and qualifications needed for employment in the construction and commercial sectors of the end-use occupiers in place during the first two years of the development;

- Support those sections of Hertsmere's workforce that are furthest from employment, having been out of work for a long period of time and/or having low levels of skills; and

- Provide monitoring reports on the implementation of their ESP at agreed regular intervals and set out detailed arrangements for the timing of payments (including the provision of a monitoring fee linked to the overall package of obligations).

8.65 Applicants, developers and business owners are encouraged to recruit local labour, source local businesses and provide residents with opportunities for workplace training and skills development, such as apprenticeships. Consideration should be given to sourcing at all stages in the development process, and particularly in the construction and operational phases. This will not only benefit residents, but the use of local labour and business can also support the Circular Economy and limit the environmental impact of new development, for example, by helping to reduce the need for long distance commuting and the transport of materials.

EC10 The Rural Economy

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
D Support a well-educated and skilled population
I Celebrating our local identity
K Securing the timely delivery of infrastructure

Strategic Policy

A Development must not result in the loss of the best and most versatile agricultural land, disturb or damage soils of high environmental value, or impede the continuation of a lawfully existing agricultural development and/or land use. Where this loss cannot be avoided, standing advice from Natural England shall be applied.

B Proposals for the diversification of agricultural businesses in the open countryside will be supported where they accord with other policies in the development plan and:

i. the development proposals are and will remain ancillary and related to the primary agricultural business;

ii. the development is necessary to support the continued viability of the existing agricultural business;

iii. the proposals make best use of existing infrastructure such as existing buildings, utilities, parking and vehicular access;

iv. additional buildings, structures and ancillary development are restricted to the minimum level reasonably required for the planned operation of the diversified business; are well-related to each other and existing buildings and do not form isolated or scattered development;

v. do not unacceptably affect the amenity and character of the surrounding area or landscape (including visual impacts, noise, odour, design and appearance), either on its own or cumulatively with other developments; and

vi. provide appropriate landscaping and screening.

In addition to the above, proposals for retail sales must be limited in scale and not impact on the vitality and viability of town centres in accordance with Policy EC11 Main town centre uses[1]. Where appropriate, the Council may impose conditions to control the future expansion or nature of the business when granting planning permission.

C Applications for re-use of buildings must relate to lawful permanent buildings of substantial construction. The lack of demand for the existing lawful use will need to be demonstrated. In circumstances where character and scale are important to the local setting, excessive external alterations and additions will not be permitted. Account will be taken of:

i. the change of use of the curtilage to the building;

ii. extension required to facilitate the change of use; and

iii. the impacts of such changes in use on the purposes of the Green Belt.

D Proposals for the use of land for equine uses or for the erection of stables and associated facilities and/or operational development will be considered on their merits. Assessment will include:

i. the location/layout of any buildings/structures;

ii. the need for the size of buildings and structures proposed to serve the use of the land; and

iii. the quality of the structures, buildings, and landscaping proposed.

Structures, engineering works, and buildings serving equine uses should be removed from the site when they are no longer in use and are no longer required to serve the equine use of the land.

E Proposals which promote sustainable agriculture and public participation in food growing, especially those which contribute to education, training and the development of local supply chains, will be supported.

Explanation

8.66 Hertsmere's open countryside plays an important role in defining the Borough's character and appearance. It positively contributes towards the openness and separation between the Borough's four main towns, and its smaller settlements. Green Belt policy seeks to protect the strategic integrity of that openness and separation. The Council acknowledges that the Borough's agriculture, livestock and equine uses continue to play a role in maintaining and enhancing the openness provided by the countryside that separates its settlements and places. Nevertheless, those uses must be carefully managed to ensure that they remain vibrant and vital contributors to the local economy and that they continue as appropriate uses compatible with the purposes of the Green Belt.

Protection of agricultural land

8.67 Agricultural land is an important natural resource which supports the local economy and has a key part to play in the delivery of sustainable development. National

planning policy requires that planning policies recognise the wider benefits from natural capital and ecosystem, including the economic and other benefits of the best and most versatile agricultural land. Agricultural land is classified into five grades according to a system determined by Natural England[6] with Grade 1 being the highest quality. Most of the land within Hertsmere is classified as Grade 3 with some small areas of Grade 2. Applications should demonstrate how the requirements of EC10 are being addressed, including where strategic allocations in the plan would result in proposals for the development of agricultural land.

Re-use of agricultural buildings

8.68 The extension of buildings, provided they are not disproportionate, may not be inappropriate in the Green Belt. In some cases, they may be necessary to maintain the viability of existing uses. In certain circumstances, there may be buildings within the curtilage of those proposed for extension. Their existing presence and proposed removal will only justify a larger extension where it is clearly demonstrated that they are lawful and cause harm to the openness of the Green Belt and where their removal would reduce the harm to the openness of the Green Belt when compared to the proposed development. Replacement buildings need not be inappropriate provided that the replacement is not materially larger than the building it replaces, remains in the same use, and the open character of the Green Belt is maintained. Such development must be sensitively located and designed.

8.69 The re-use of buildings which are of permanent and substantial construction is included as an exception to inappropriate development in accordance with national planning policy where the development preserves the openness of the Green Belt and does not conflict with the purposes of including land within it. However, such re-use of buildings often also results in a change of use of the land around it which can have an impact on the Green Belt, such as introducing various paraphernalia associated with the proposed use, structures, fencing, hardstanding and lighting required to facilitate the new use, as well as pressure for further development that requires planning permission. Any extensions proposed which are required to facilitate the use will also be considered about the overall impact on the openness of the Green Belt. The re-use of buildings will be considered together with the impacts of the change of use of the associated curtilage.

Equine Uses

8.70 Equine uses and structures in the Green Belt require suitable land and an acceptable location. Sufficient land should be available for grazing plus a separately fenced exercise area, proportionate to the quantity of horses. Lighting arrangements should be designed to avoid adverse environmental impacts, and the stable building, food/bedding stores, and manure bay should not be in the proximity of neighbours where it would have a significant adverse impact on their residential amenity. Keeping or stabling of riding horses should be in reasonable proximity to bridleways or suitable riding facilities, for example a large paddock. The size of the stabling and

[6] Agricultural Land Classification map Eastern Region - ALC008

facilities proposed should be appropriate to the size of the site and the need for the facilities. To avoid stables being constructed and then converted to dwellings, the conversion of existing stables to other uses is likely to be resisted to ensure the availability of such facilities in the area. If equine uses cease, there will be a need to remove associated structures to ensure that the openness of the Green Belt is maintained.

8.71 Equine development should be environmentally acceptable. Appropriate hedges with protective or other fencing must be provided and maintained. Proposals for the erection of stables should include details of an area appropriately designed and sited for the reception of soiled bedding material. Additionally, in areas particularly sensitive to pollution of groundwater, it is essential for stables to be connected to a main drainage system or a cesspool. Safe and sufficient provision for access and parking should be made for equine vehicles.

EC11 Town Centres at the Heart of Hertsmere's Communities

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
D Support a well-educated and skilled population
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities

Strategic Policy

A Town centres are and should remain at the heart of Hertsmere's settlements, neighbourhoods and communities as focal points for retail, commercial, cultural, leisure, community and civic activities. Town centres will be managed positively to ensure they are inclusive, diverse, attractive and vibrant places that are made more resilient and adaptable to future challenges and opportunities, including those presented by new technology and changes in consumer behaviour, such as online shopping, and the impacts of climate change.

B Proposals for development should support and help to secure the long-term vitality and viability of Hertsmere's town centres by:

i. Optimising the use of land within and around them;

ii. Maintaining and enhancing their distinctive features and characteristics where these make a positive contribution to the neighbourhood, including their built form, environmental, historic and cultural character.

iii. Ensuring they are inclusive, safe and healthy places by creating environments that are barrier-free and accessible to all, with high-quality buildings, spaces and public realm that are designed to:

a. Reduce vehicular dominance and promote and enable movement by walking, cycling and the use of public transport;

b. Encourage street level activity along with opportunities for social interaction and relaxation, including through provision of publicly accessible open space, in accordance with Policy SCI 3(Delivering Sports, Recreation and Play Spaces) and Policy GI3 (Open Space); and

c. Maximise opportunities to deliver new or enhanced green and blue infrastructure, including by urban greening, river restoration and

sustainable drainage systems (SuDS), in accordance with Policy SDI 7 Managing and Minimising Flood Risk.

iv. Delivering an appropriate mix and balance of residential and main town centre uses to attract visitors and ensure people have good access to a competitive range of services and facilities, as well as to support businesses and grow the local economy through provision of a wide range of workspaces and premises;

v. Ensuring town centres function as vibrant places of daytime, evening and night-time activities. Temporary activities and meanwhile uses (such as festivals, markets, exhibitions, performances and other cultural events) will be supported within town centres, with reference to Policy DM5 (Meanwhile Uses).; and

vi. Where it is appropriate, feasible and viable taking a retrofit-first approach to development in accordance with other Local Plan policies securing to sustainable place-making and responding to the climate emergency.

Explanation

8.72 Hertsmere's town centres are healthy and competitive, with below-average vacancy rates and a mix of uses and functions proportionate to their overall scale, but limited prospects for growth. Each centre performs an important role in the hierarchy, serving the shopping and service needs of their respective catchments, although retail market share analysis reveals that Borehamwood Town Centre, Potters Bar (Darkes Lane) Local Town Centre and 'non-central' stores in the Borough are the principal destinations for convenience and comparison goods shopping in Hertsmere. Value-led consumer behaviour means that retail parks, like Borehamwood Shopping Park, are performing well across the UK supported by discount-oriented mix of stores and robust trading[7]. However, retail market trends are fast-moving and so the Local Plan must equip the Borough's Town Centres with the flexibility to keep pace.

8.73 The delivery of the spatial strategy for the Borough is dependent on a well-functioning network of town centres. Proposals for development must therefore demonstrate how they will support the long-term vitality and viability of town centres in the face of a changing retail market environment.

8.74 The Local Plan makes clear the integral role the Borough's town and district centres have in supporting sustainable growth in Hertsmere. It is important that town centres are lively, attractive and inclusive places that people can access safely and easily by walking, cycling and public transport. They should be places where people are able

[7] AECOM Retail and Town Centre Uses Study, 2026

to live and are encouraged to visit, with plenty of opportunities for leisure and relaxation throughout the daytime, evening and night-time.

8.75 Proposals for development must therefore respond positively to the character and environmental quality of town centres and secure the delivery of high-quality buildings and public realm. Proposals that impact upon heritage assets found within or adjoining the Borough's town centres will be considered against the Local Plan's Heritage policies.

8.76 There is a need to ensure that town centres remain resilient and adaptable to the challenges and opportunities facing the High Street, including changes in consumer behaviour and business practices.

8.77 Optimising the use of land within and around the Borough's town centres is key to delivery of the spatial strategy. Regeneration and intensification will be directed towards the most sustainable and accessible locations within the main towns of Borehamwood, Potters Bar, Bushey and Radlett. The regeneration of Borehamwood and Potters Bar's town centres will secure opportunities for high-quality intensified mixed-use developments that secure a diverse and improved mix of main town centre uses at ground and lower floors, and compatible residential accommodation above.

8.78 Proposals are expected to maintain and enhance the key positive distinctive features of the Borough's town centres. This might include consideration of the historic nature of some of the centres for example in Bushey and Radlett, and the cultural aspects of the centre, such as Borehamwood's film heritage, as well as design and amenity considerations. Opportunities for securing higher-intensity development in Borehamwood and Potters Bar's town centres through new tall buildings will be positively considered where they demonstrably deliver high-quality design and enhancement to the wider townscape.

8.79 The natural history of an area can be a way of celebrating the local character of a town bringing nature and culture together and help achieve a 'sense of place' unique to that settlement. In urban areas this can be achieved by, for example, creating a pocket park that provides high-quality greenspace, accessible to all, and which might celebrate an aspect of the area's history or a unique feature of the local urban or natural environment.

8.80 The creation of small pockets of green space can also help with mediating localised impacts of climate change. These can include the heat island effect, which particularly impacts areas like town centres where there are more reflective surfaces and less vegetation cover[8]). The delivery of new development will seek to mitigate these effects within Hertsmere's town centres, whilst celebrating the unique built and

[8] The Urban Heat Island Effect & Climate Change |UKGBC and Urban Heat Islands | MIT Climate Portal

natural history of the area, allowing greater space for nature, and providing small, accessible areas for people to pause and relax.

8.81 The introduction of street trees, native planting schemes, pocket parks, naturalised river corridors and sustainable drainage systems (SuDS) can all form a part of development that should be designed in from the earliest stages, and which should not have a negative impact on scheme viability and deliverability

8.82 The Borough's town centres must have an opportunity to evolve and adapt over time so that they continue to support our neighbourhoods and communities. The Local Plan acknowledges that diversification is vital to the revitalisation, adaptability and long-term resilience of retail centres. This must include an appropriate mix of uses, including commercial, leisure, community, services and residential, and controls are required to retain that mix, and not result in dominance of any particular use.

8.83 The Local Plan supports the retrofit of buildings where there is a benefit to the environment through the retention of embodied carbon. Where demolition is preferred, this will be subject to the considerations of Policy SDI11 (Securing a circular economy), and developers will be required to undertake a Whole Life Carbon Assessment.

EC12 Hertsmere's Town Centre Network and Hierarchy

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities

Strategic Policy

A Proposals for development must support and reinforce Hertsmere's town centre network and hierarchy as shown in Table 7.5 and the Policies Map. They must demonstrate how the development will maintain and enhance town centre vitality and viability commensurate with the role and function of the centre, in accordance with Table 8.5.

B A 'town centres first' approach will be used to assess development proposals for main town centre uses, in line with national planning policy. The Sequential Test will be applied to ensure that main town centre uses are directed to locations within town centres or, if no suitable town centre sites are available or expected to become available within a reasonable period, to appropriate edge-of-centre locations.

C Development proposals for Class F1 learning and non-residential institutions and Class F2 local community uses are encouraged to locate in town centres and other well-connected areas.

D Development proposals for new main town centre uses in out-of-centre locations will be refused unless provision has been made for these uses within the Local Plan, including site allocations, or it passes the sequential test. This includes proposals for rural diversification that incorporate main town centre uses, where these have regard to Policy EC10 (The Rural Economy). Proposals for new farm shops or extensions to existing farm shops will only be permitted where the range of goods sold is restricted to those in connection with the land-based business and most goods sold should be produced on site.

E Retail Impact Assessments (RIAs) will be required to be submitted with proposals for development comprising main town centre uses of 350 square metres gross floorspace or more at edge-of-centre and out-of-centre locations, unless provision for main town centre uses has been made in a site allocation. RIAs should be proportionate to the nature and scale of development. Development proposals will be refused unless an RIA demonstrates that:

i. There is an identified need and market demand for the amount and type of floorspace proposed; and

ii. The proposal, either by itself or in combination with other existing, committed or planned development, will not adversely impact on the vitality and viability of Hertsmere's town centre network and hierarchy and its wider catchment.

F Development proposals within town centres should contribute to the delivery of and support the appropriate distribution of retail uses to help ensure the Borough's future need arising from strategic site allocations and increased residential densities within town centres is met. Proposals for new major Use Class E (a) retail development1 should prioritise Borehamwood and Potters Bar Darkes Lane in the site selection process before considering other appropriate locations, including District Centres.

Table 8.5: Town Centre Network and Hierarchy

Designation	Location	Role & Function
Main Town Centre	Borehamwood Town Centre	Primary retail centre, with a range of retail, retail services, food and drink and leisure uses.
Local Town Centre	Darkes Lane, Potters Bar	Second tier retail centre with a range of retail, retail services, food and drink and leisure uses.
District Centre	High Street, Potters Bar Bushey Village Bushey Heath Radlett	More specialised, smaller centres, focussed around retail services and food and drink uses, alongside retail.
Local Centre	Leeming Road, Borehamwood	Localised provision of retail uses, alongside food and drink and retail services. Significant for its proximity to the residential area within Cowley Hill Ward.
Key Neighbourhood Parades	Manor Way, Borehamwood Harcourt Road, Bushey Bushey Hall Road, Bushey Cranbourne Parade, Potters Bar	Locally accessible retail parades that provide more than purely convenience retail.
Neighbourhood Centre	Elstree Village Centre Andrew Close, Shenley	Significant local shopping parades within the two largest villages in Hertsmere, primarily important for access to local convenience retail and retail services.
Neighbourhood Parade	Croxdale Road, Borehamwood Hartforde Road, Borehamwood	Smaller parades that allow access to a range of shops and

	Howard Drive, Borehamwood Rossington Avenue, Borehamwood Aldenham Road, Bushey Bournehall Avenue, Bushey Bushey Mill Lane, North Bushey Park Avenue, North Bushey High Street North (1), Potters Bar High Street North (2), Potters Bar Battlers Green Drive, Radlett	services within walking distance of a larger number of homes away from the main shopping centres.
Individual Shops	Organ Hall Road, Borehamwood Shenley Road (North), Borehamwood Studio Way, Borehamwood Thrisk Road, Borehamwood Sparrows Herne (1), Bushey Sparrows Herne (2), Bushey High Road (1), Bushey Heath High Road (2), Bushey Heath Church Road, Potters Bar Wayside, Potters Bar Aldenham Road, Radlett London Road, Shenley St Albans Road, South Mimms	Individual shops that perform an important function in day to day life for residents without easy access to larger parades and centres.

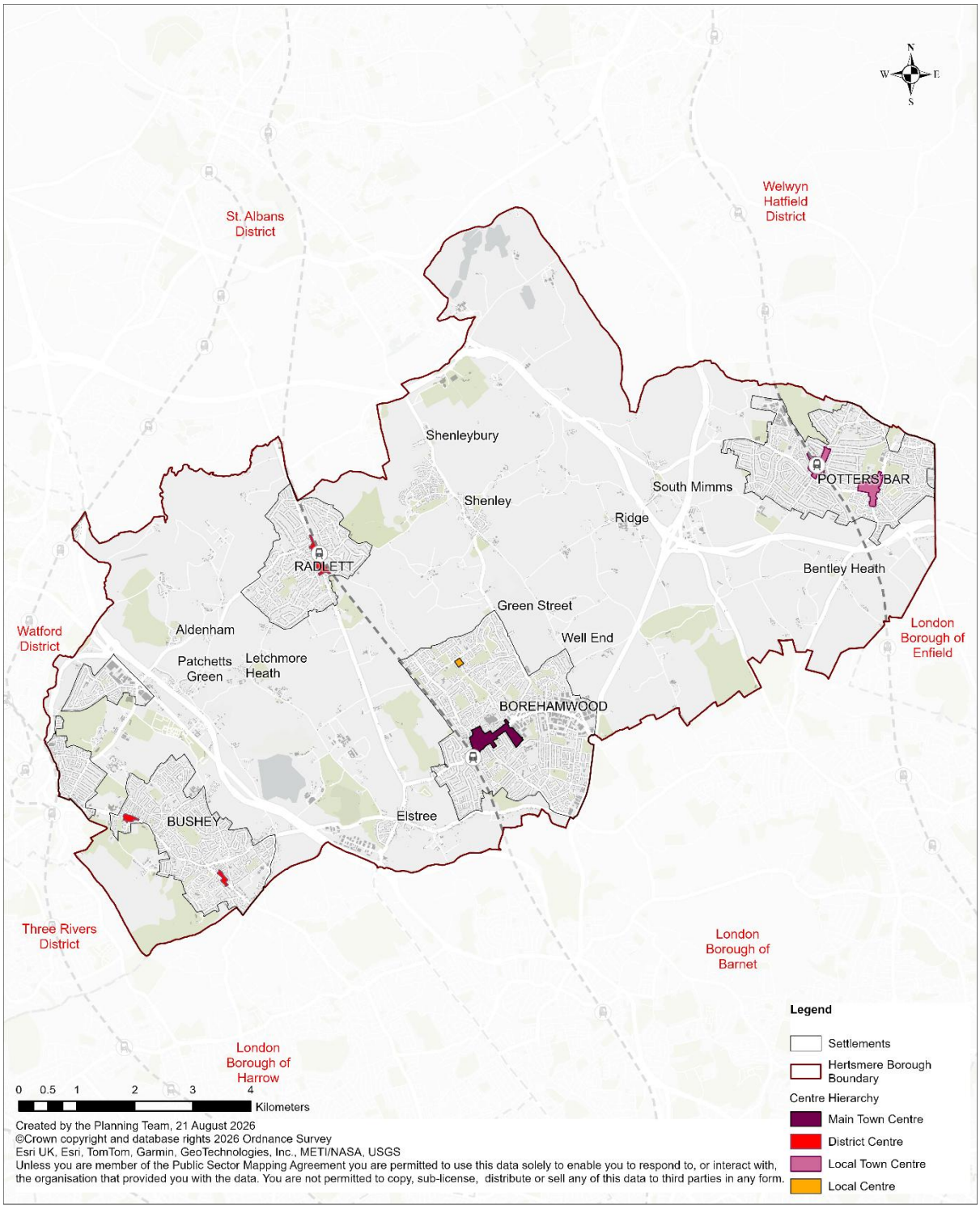


Figure 8.2: Town Centre Network and Hierarchy

Explanation

8.84 This policy establishes the Borough's town centre hierarchy and describes the main role and function of the centres within it. The Local Plan classifies Main Town Centres, Local Town Centres, District Centres and Local Centres. The boundaries of the designated town centres within this hierarchy are shown on the Policies Map, along with the corresponding Primary Shopping Areas for Major and District Centres

8.85 Proposals for development must help to facilitate the delivery of the Borough's spatial strategy by supporting and reinforcing Hertsmere's town centre network and hierarchy. The nature and mix of uses along with the design of development should be commensurate with the scale, role, function and character of a town centre within the hierarchy. Development proposals must demonstrate how they will support town centre vitality and viability by responding positively to the distinctive character and unique role of a centre in supporting the neighbourhoods and communities within its catchment, which may cover areas both within and outside of the Borough.

8.86 Borehamwood Main Town Centre is the Borough's principal town centre and a key shopping and leisure destination within the local catchment, with a variety of food and drink establishments alongside retail and service units. It includes several film and television studios, which draw in a contracted-in workforce from around London and the south-east, in relationship with other studios within the north-west London arc of film and television production and relates to central London via the mainline railway station. Public realm improvements identified through the Settlement and Place Polices in this Plan will help ensure that the vitality and viability of the Main Town Centre continue to improve.

8.87 Darkes Lane Potters Bar Local Town Centre includes one of the borough's key cultural venues in the Wyllyotts Centre, as well as a good range of food and drink and a convenience retail offer anchored by a Sainsbury's store. It is highly accessible by train, but bus links which would be of more relevance to people using the centre who live within the catchment, are infrequent and do not serve a wide range of locations. Improvements to the town centre environment form a part of the Settlement and Place Polices in this Plan.

8.88 Part 3 of this Plan includes additional policies for the Borough's main settlements. It sets out how new development within these centres will be managed to facilitate the delivery of sustainable growth and liveable neighbourhoods, consistent with the spatial strategy for the Borough.

8.89 Site allocation policies have been included for strategic development sites within and at the edge of town centres.

8.90 This policy sets out the 'town centre first' approach for the location of main town centre uses as defined by the National Planning Policy Framework. Such uses should be directed to the Borough's designated town centres or if necessary, appropriate edge-of-centre locations (unless provision for such uses have been made elsewhere by the Local Plan). Development proposals will be assessed in

accordance with the Sequential Test to site selection set out in national planning policy.

8.91 Outside of designated centres, Retail Impact Assessments will be required for proposals of 350 square meters gross floorspace or more, unless provision for retail uses has been made through a Local Plan site allocation. This local threshold is more rigorous than that set by national policy and is informed by local evidence[9]. It provides wider scope for the consideration of proposals that could adversely impact on Hertsmere's town centre hierarchy and compromise delivery of the spatial strategy.

8.92 For the Sequential Test, flexibility will be applied to proposals for Class E(g) office uses, recognising that these uses will also be acceptable in designated employment areas, consistent with Policy EC2 (Protecting employment land and delivering new workspace).

Main town centre uses in rural locations

8.93 Proposals for rural diversification will be subject to the Sequential Test to ensure that they will not undermine the vitality and viability of the Borough's retail centres, and that of any identified retail centres that lie outside of the Borough. The need for farm diversification is recognised, and proposals that pass the Sequential Test will be permitted where they are not in conflict with other policies in this plan.

8.94 To protect the role of established retail centres in Radlett as well as Potters Bar and London Colney (in neighbouring St Albans District), further retail development at Battlers Green Farm or Willows Farm will be resisted.

Retail impact assessments

8.95 Retail Impact Assessments (RIAs) apply to any main town centre uses must demonstrate that there is a clear need and demand for the type and amount of the use being proposed in that location, and that it will not adversely affect any of the Borough's retail centres, or any identified retail centres located outside of the Borough in neighbouring administrative areas.

8.96 The Council may call upon specialist consultants to review RIAs where necessary, the cost of which is to be charged to the applicant. The need for external review will be determined on a case-by-case basis, depending on factors including the size and complexity of the proposal, and the level of likely impact on retail centres.

Meeting future needs

8.97 With the levels of growth planned in the Borough up to 2043, it is important that neighbourhoods and local communities are appropriately supported with good

[9] The Hertsmere Retail and Town Centres Study (AECOM, 2026) concludes that the 2,500 square metre gross threshold set in national policy is inappropriate for Hertsmere and that a lower threshold should be used.

provision of shops, services and community facilities. The Hertsmere Retail and Town Centre Study (AECOM 2026) include an assessment of retail floorspace needs in the Borough. The study has considered current market trends, whilst recognising that the retail market is fast-moving. The indications are that there is no real scope for new retail development within Hertsmere over the plan period, and there is no need to allocate sites for new retail development[10]. Nevertheless, the Local Plan does consider the comprehensive redevelopment and replacement of existing provision that has reached the end of its lifespan or provides an out-dated platform. These places are the subject of site allocations (in Part 3) and specify the mix of uses that will be delivered through comprehensive redevelopment.

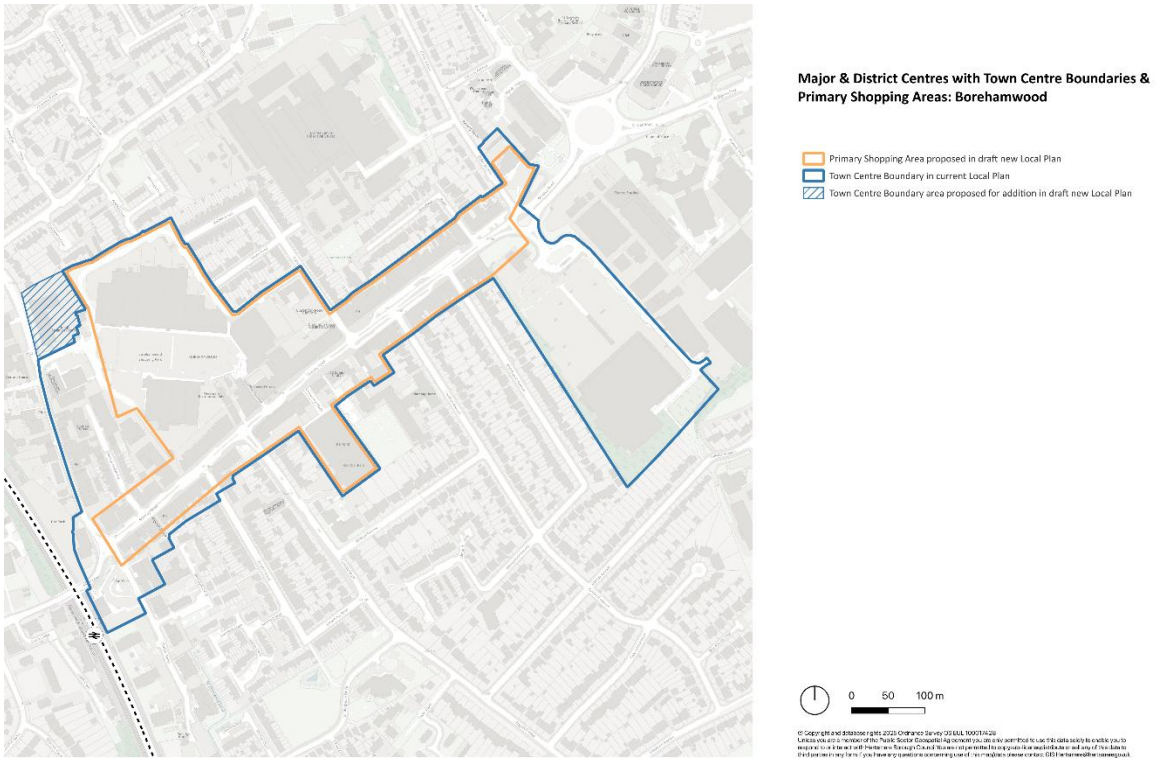


Figure 8.3: Borehamwood Town Centre

[10] The evidence recommends that the capacity forecasts, particularly beyond the next five years, should be treated with a degree of caution as they are based on various assumptions and forecasts that can and will change. Therefore, greater weight should be placed on the capacity forecasts over the next 5–10-year period. The figure is included in Policy EC11 as a benchmark to support the plan-led approach to meeting objectively assessed needs for retail, consistent with the NPPF.

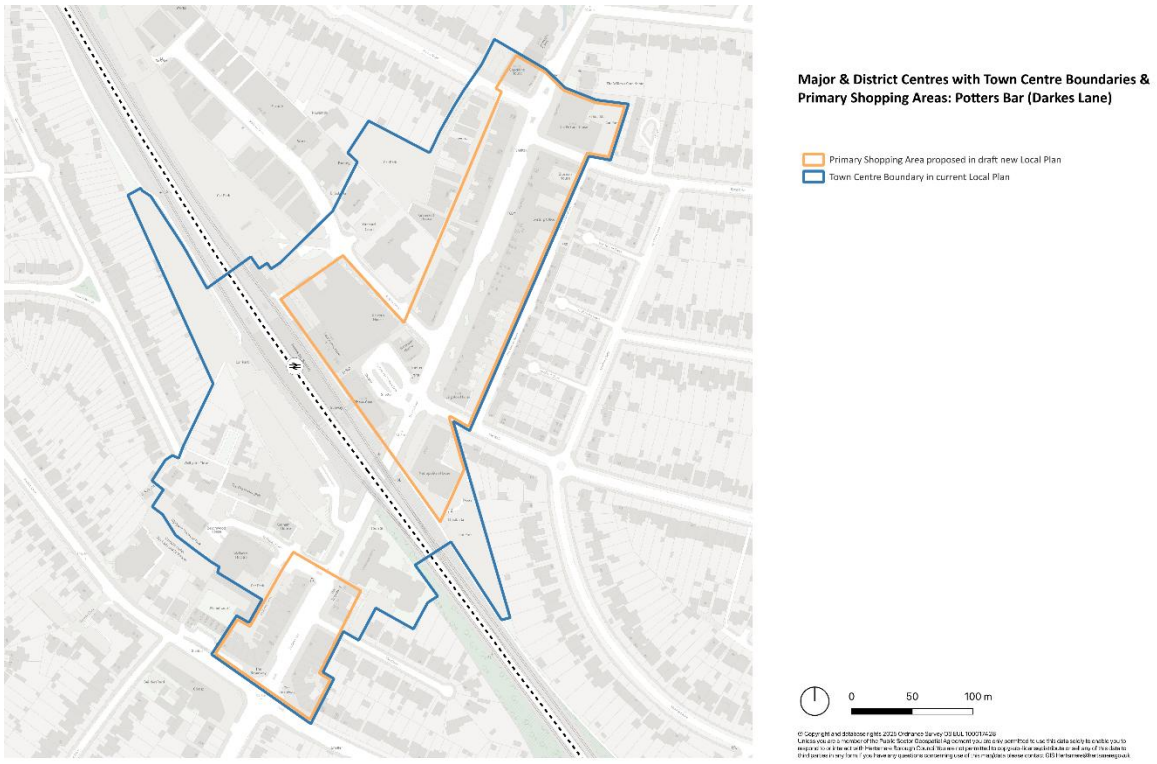


Figure 8.4: Potters Bar Local Town Centre (Darkes Lane)

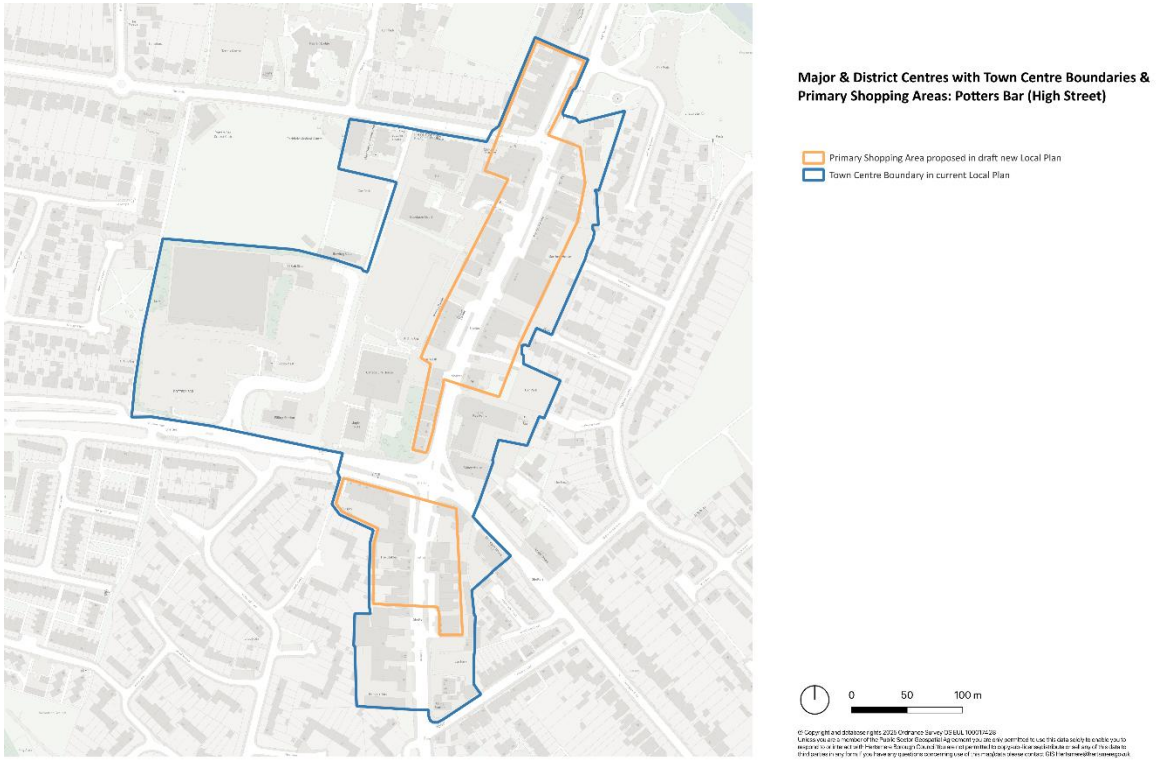


Figure 8.5: High Street, Potters Bar District Centre



Figure 8.6: Bushey Village District Centre



Figure 8.7: Bushey Heath District Centre

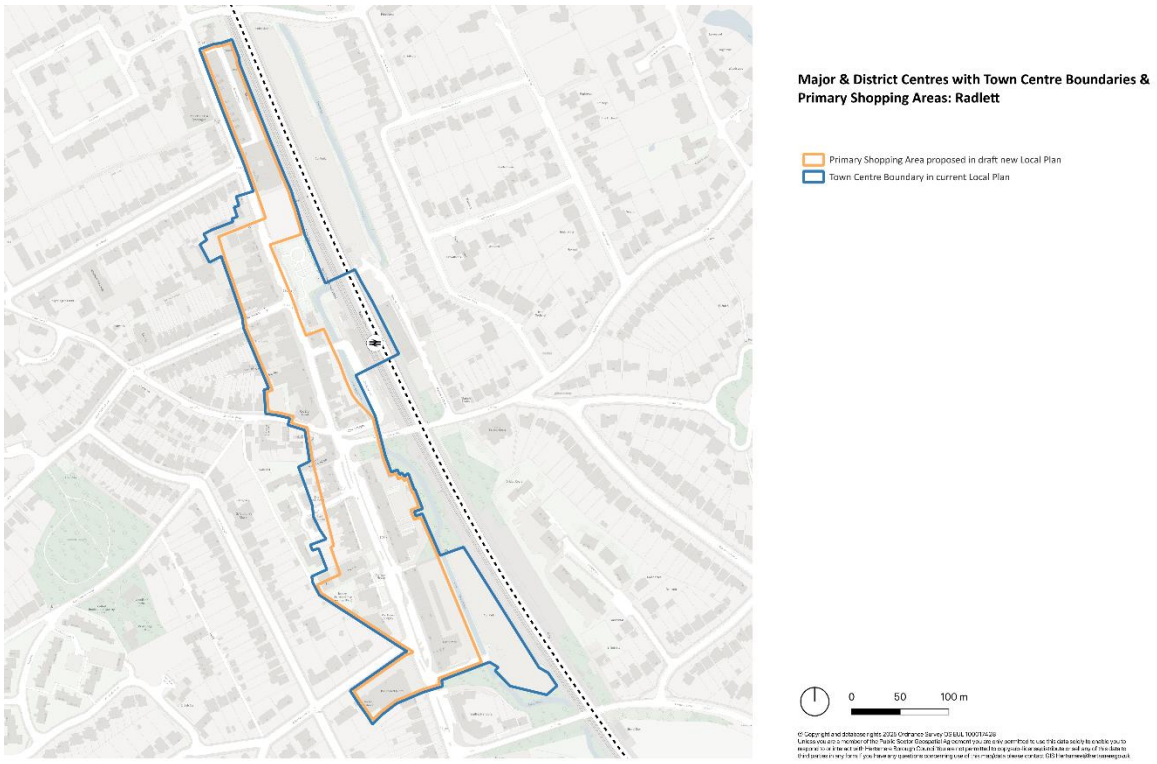


Figure 8.8: Radlett District Centre

EC13 Optimising the Use of Town Centre Land and Floorspace

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
I Celebrating our local identity
J Healthy and safe communities

Strategic Policy

A Proposals for development should optimise the use of land and floorspace within town centres and at edge-of-centre locations by:

i. Delivering new mixed-use schemes on individual sites and through comprehensive redevelopment of multiple sites, where appropriate;

ii. Investigating opportunities for the reuse and reconfiguration of existing space and buildings, or the provision of new additional space above or below commercial units; and

iii. Making the most of opportunities to incorporate multi-storey buildings and avoid single-storey development.

B Within town centres and edge-of-centre locations, mixed-use development proposals (including the expansion, reuse or reconfiguration of existing floorspace) will be considered having regard to:

i. The role and function of the centre;

ii. Impact on town centre vitality and viability;

iii. The scope to create an active and positive frontage;

iv. Compatibility of the proposed use with adjoining and neighbouring uses, both in terms of land use and character; and

v. Compliance with other policies.

C Subject to (A) and (B) above, where a development proposal includes a residential use the development must:

i. Not adversely impact on the function, appearance and character of the town centre, including its shopping and other frontages; and

ii. Provide adequate access arrangements for all the building occupiers including separate secured access for the residential element.

D Development proposals affecting an existing commercial unit must ensure any ancillary floorspace that is integral to business operations and viability of the unit is not compromised or lost.

E Where permission is required, changes of use within mixed-use site allocations will be supported provided there is no detrimental impact on the wider allocation.

Explanation

8.98 Town centres are key locations for supporting the Spatial Strategy in Hertsmere. They provide opportunities for growth and regeneration, alongside unique opportunities for new development which optimises the use of land in the most sustainable locations. This includes backland and infill sites, underused or vacant upper storeys of existing town centre buildings and airspace above relatively low-density or single-storey commercial uses. These spaces can help to accommodate a range of uses to meet local needs including for workspace, community facilities and housing, supporting the brownfield-first approach to housing delivery and helping to protect the Borough's Green Belt throughout the plan period.

8.99 Proposals for development for new single-storey development within and at the edge of town centres will be strongly resisted as this form of development is not considered to make the optimal use of the Borough's limited supply of brownfield land in sustainable locations. Town centres are better suited to a wider mix of uses and are normally suitable for higher density development. However, it is recognised that for some uses a multi-storey format may not be deliverable owing to issues of compatibility of use(s), fit with local character, site constraints or development viability. Where single-storey buildings are proposed, applicants must provide a statement and supporting evidence to clearly justify why multi-storey development is not appropriate or deliverable. Where Viability Assessments are submitted they must be independently appraised and verified by a Royal Institution of Chartered Surveyors (RICS) professional at the applicant's cost.

8.100 Mixed-use development can help to maximise land potential and promote healthy and safe communities. It provides an efficient way of supporting more intensive uses and providing wider environmental and social benefits to the area, including reducing the need to travel, increasing the possibility of living and working in the same neighbourhood, and creating more vibrant, active ground floor frontages within town centres that include activity throughout the course of the day. It may involve the intensification or reconfiguration of existing buildings and sites. Development and design parameters for strategic town centre sites are included in Part 3 of the Local Plan. Elsewhere, proposals for higher density mixed-use development will need to demonstrate that they are compatible with the role and function of the centre within which they are located and comply with other policies.

8.101 All development proposals, including changes of use, should ensure that the amount and quality of ancillary floorspace within a commercial unit is retained or enhanced.

This includes space for storage, back-office functions and amenities, such as toilets and cleaning facilities. It is important that development does not compromise the continued business operation or long-term viability of existing commercial premises, whether through the reconfiguration of space or site redevelopment.

EC14 Hertsmere's Main Town Centre and Local Town Centre

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
I Celebrating our local identity
J Healthy and safe communities

Strategic Policy

A Proposals for development within and at the edge of Hertsmere's Main and Local Town Centres must demonstrate how they will support the vitality and viability of the relevant town centre and make a positive contribution to its local character, with reference to Policy EC11 (Town centres at the heart of Hertsmere's communities).

Primary Shopping Areas

B Primary Shopping Areas (PSAs) are the locations within Hertsmere's Main and Local Town Centres where there is an active mix of retail, leisure and service uses at ground floor, high levels of daytime pedestrian activity, and a lively evening economy. Proposals for retail, leisure, retail services and other Class E uses will be permitted within the Primary Shopping Area where an active window display can be maintained.

C Development proposals for Class E and other main town centre uses which do not contribute to an active ground floor frontage must submit a Shopping Area Impact Statement. The statement must demonstrate that the development will support the retail, leisure or service function of the Primary Shopping Area and will not result in an unacceptable adverse impact on it, whether individually or cumulatively with others. Proposals will be supported where they:

i. Contribute to the vitality, viability, vibrancy and character of the Primary Shopping Area, including by ensuring that a range of consumer goods and services remain available within it, considering the role and function of the centre in the hierarchy;

ii. Provide an appropriate main town centre use at the ground floor level that will attract visitors and generate footfall within the Primary Shopping Area;

iii. Provide a positive frontage along with an active ground floor use, or if it can be suitably demonstrated that this is not possible a window display or other appropriate positive frontage at the ground floor; and

iv. Ensure local amenity is not unreasonably harmed by increased noise, odour, fumes and other nuisances, with reference to Policy EC17 Concentration of Harmful Uses.

D Planning conditions may be used to secure Class E (a) uses that contribute to the retail function of the Primary Shopping Area. Where retail units are conditioned for Class E (a) use, development proposals seeking a change to another appropriate main town centre use, including full flexibility for Class E commercial, business and service uses, must demonstrate that there is no reasonable prospect of the unit being used for continued retail use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous period of 6 months at a reasonable market value for rent or sale to the local area. Shopping Area Impact Statements must be submitted with applications for changes to a non-retail use where appropriate, with reference to (C) above.

E Elsewhere within the Main and Local Town Centres, and at long-term vacant units in the Primary Shopping Frontages, non-retail main town centre uses, businesses and services will be permitted. This includes food and drink, cultural uses, local community uses, leisure uses and other main town centre uses within Use Class E where:

i. Sufficient effective marketing of vacant units for active Class E use has occurred. Marketing should be proactive and for a continuous period of 12 months or more, using a professional agent and an appropriate range of online, on-site and other advertising media. The asking price should be demonstrated to be reasonable for Class E use and reflecting the property and location; applying throughout the marketing period.

ii. Regard has been had to Policy EC17 Concentration of Harmful Uses.

Borehamwood Main Town Centre

F Proposals for development within Borehamwood Main Town Centre Primary Shopping Area (PSA) should support the role and function of the centre by contributing to the target for the PSA to maintain a minimum of 35% of retail units as defined under Class E (a) as a proportion of all units. Proposals for development that result in the overall proportion of Class E (a) retail units within the PSA falling below 35% will only be supported where the retail function of the PSA will not be adversely impacted, with reference to (C) above.

Residential Development

G Proposals for residential development within the Main Town Centre and Local Town Centre will make effective use of land in accordance with the Spatial Strategy and other policies in this plan, in particular the Settlement and Place policies in Part 3, and will occur principally through:

i. Allocations identified in the Local Plan;

ii. High-quality conversion of upper floors or under-used buildings; and

iii. High-quality upward extensions to town centre buildings where the lower parts of the building remain in active main town centre use.

H Proposals for residential development at ground floor level or below within the Main and Local Town Centre will be strongly resisted.

Explanation

Primary shopping areas

8.102 This policy designates the Primary Shopping Areas (PSAs) within Hertsmere's Main and Local Town Centres, which are shown on the Policies Map. PSAs are characterised by their predominantly retail role and character and remain a focal point for town centre activity, particularly as they tend to be in the most accessible parts of the centre. The Local Plan seeks to ensure that the retail function of these areas is maintained and enhanced to support the long-term vitality and viability of the town centres.

8.103 The Local Plan provides flexibility for a wide range of commercial, leisure, community and cultural uses to locate within town centres. It is nonetheless important that a critical mass of retail uses is maintained within PSAs to reinforce their retail role and character as well as to ensure people have access to a range of consumer goods. Development proposals for Class E(a) retail uses are strongly encouraged to locate within these areas and only when suitable sites are not available within PSAs should other town centre locations be considered in the site selection process.

Borehamwood Main Town Centre

8.104 Borehamwood Main Town Centre is the Borough's principal town centre and a key shopping destination within the local area. The Primary Shopping Area covers most of the Town Centre, excluding the Tesco Extra on Shenley Road, the Station and commercial units on Theobald Street and Glenhaven Avenue, which includes a mix of residential and commercial uses. Local evidence[11] indicates that Borehamwood

[11] Retail and Town Centre Uses Study, April 2026

Main Town Centre makes a significant contribution to the Borough's retail floorspace capacity and will play a role in future needs over the Plan period. Borehamwood Shopping Park comprises a large part of the Primary Shopping Area and contains a significant concentration of retail uses.

8.105 Outside of the Shopping Park there are a prevalence of food and beverage uses on Shenley Road, which are a draw for visitors and complement the retail offer. It is envisaged that, alongside redevelopment of The Point and the Shopping Park, there will be an enhanced leisure offer in Borehamwood Main Town Centre, including an improved cinema, as befits a town with its film and TV history. This would take place alongside improvements to the public realm in the Main Town Centre, as referenced in the Settlement and Place Policies in Part 3 of this plan.

8.106 The Local Plan has identified the Borehamwood Town Centre Shopping Park for comprehensive redevelopment. This is the subject of a site allocation under Part 3, which envisages securing intensified and sustainable place-making across the site. It seeks the delivery of higher density mixed-use development comprised of main town centres at ground and lower levels, arranged along traditional street-patterns and high-intensity residential uses above. The site allocation seeks the re-provision of an appropriate mix of high-quality main town centres that contribute towards the town centre's regeneration and continued vitality and viability.

Potters Bar Darkes Lane Local Town Centre

8.107 In Potters Bar, the Primary Shopping Area encompasses the majority of the Darkes Lane Local Town Centre. There is strong representation from independent retailers, as well as strong restaurant and café provision. Multiple outlets represent most national convenience retail offers including food stores, and fast-food operators. Strengthening the convenience retail offer, alongside retaining and enhancing the leisure and evening economy uses, would be beneficial to supporting existing residential and employment communities located near to the Local Town Centre.

8.108 This approach will also benefit future residential and employment intensification on brownfield sites in the Local Town Centre, and Potters Bar's urban extensions. New retail provision within strategic site allocations should not aim to compete with or draw business away from the existing town centre, but should seek to provide a complimentary, largely convenience retail offer.

Main town centre uses

8.109 The creation of use Class E brings together a range of commercial, business and service uses, including retail[12]. This provides flexibility for the commercial market by expanding the scope of Permitted Development rights, as changes between Class E uses do not require planning permission. The Council recognises the benefits of Class E which can help landowners and leaseholders to quickly respond to market

[12] This includes changes to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 and amendments to the Town and Country Planning (General Permitted Development) (England) Order 2015.

signals and keep business units in viable use. At the same time, it is important to ensure the retail function of a PSA is not compromised to the extent that it adversely impacts on town centre vitality and viability, or the Council's ability to plan positively for identified needs for retail floorspace over the Plan period.

Shopping Area Impact Statements

8.110 Shopping Area Impact Statements are an important tool to assess the impact of development proposals on the retail function of a PSA. They must be submitted with all applications for uses within a PSA that do not contribute to its retail function (i.e. uses which are not Class E(a) uses), or that do not maintain an active street level frontage.

8.111 The level of detail included within a statement should be commensurate with the nature and scale of the development proposed. When assessing impacts on the PSA consideration will be given to the existing mix of uses within the PSA to establish whether the development will significantly diminish the availability of retail uses and people's access to consumer goods. The Council's latest Authority Monitoring Report should be referred for information on the mix of uses in the PSA, however applicants may need to undertake surveys to ensure decisions are informed by up-to-date information. Where non-retail uses are introduced in the PSA they must be for appropriate main town centre uses, be designed with positive frontages and maintain a contiguous active ground floor frontage with adjoining units. This will help to attract visitors and generate footfall which in turn can support the viability of existing retail uses and the PSA more generally.

Planning Conditions to Secure Class E Uses

8.112 Where applications for Class E main town centre active uses are permitted within the PSA, the Council will consider whether on a case-by-case basis whether it is prudent to make use of planning conditions to restrict the use to certain sub-categories within Class E, for example Class E (a). The Council may on occasion consider an Article 4 Direction to protect retail or other active uses within a key area of the PSA, if it is considered that the vitality and viability of the Main or Local Town Centre is being compromised by non-active uses, passive frontages and a reduction in on-street activity, or if retail uses are being pushed outside of the PSA. Of course, changing market forces and the health of the Town Centre will be a guide to whether an Article 4 Direction is the right approach.

Retail Uses Target Threshold

8.113 To support the continued retail function of the Primary Shopping Area in Borehamwood, a target threshold approach will be used to help manage the mix and balance of uses within it, so that retail uses form the majority of uses within the PSA. The 35% target threshold has been informed by our latest town centre surveys. It is considered a realistic and reasonable indicator for the point at which the PSA can retain its principal retail function and provide a balance of complimentary main town centre uses that retain and active and lively town centre for Borehamwood. Development proposals that will result in the overall percentage of retail uses falling

below this threshold target will be resisted. Flexibility will be applied where it can be suitably demonstrated that the viability and vitality of the PSA will not be adversely affected, and where positive and/or active frontages can be retained.

Continuity of Shopping Frontages

8.114 Breaks in the continuity of shopping frontages threaten to diminish the function, character or appearance of town centres. Development proposals must therefore be designed with positive frontages and maintain a contiguous active ground floor frontage with adjoining units, avoiding harmful breaks of the frontage, also considering the prevailing character of the streetscape and townscape. Active frontages should be associated with the use itself or where this is not possible or suitable, through a window display or other feature creating visual interest. This is necessary to ensure development supports town centre vitality and viability, such as by introducing a use that encourages linked trips or improves townscape and amenity by providing active uses at the street level.

Residential Uses Within Town Centres

8.115 Within town centres development proposals for residential uses on ground floor or basement levels are not considered appropriate and will be resisted. This is owing to the detrimental impact the introduction of housing at the street level can have on the vitality and viability of the town centre, along with the character of the townscape. Impacts include the introduction of harmful breaks in the continuity of frontages and, where conversion is considered, the loss or compromising of existing space for commercial and related town centre uses.

EC15 Hertsmere's District Centres

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
I Celebrating our local identity
J Healthy and safe communities

Non-strategic Policy

A Proposals for development within and at the edge of a District Centres must demonstrate how they will support the vitality and viability of the centre and make a positive contribution to its local character, with reference to Policy EC11 (Town centres at the heart of our communities).

Primary Shopping Areas

B Primary Shopping Areas (PSA) have been identified within all the District Centres. Proposals for development within the Primary Shopping Areas in the District Centres of Potters Bar High Street, Bushey, Bushey Heath and Radlett should focus on more specialist, independent provision of convenience and comparison retail, retail services, financial and professional services, and food and drink outlets.

C Proposals that incorporate small and moderately sized units for main town centre uses are encouraged to locate in the Local Town Centre and the District Centres. Where such provision already exists, it should be protected wherever possible to ensure a balanced mix of main town centre uses.

D Proposals for major development within a District Centre must make provision for a reasonable amount of small or moderately sized units suitable for micro, small and independent businesses. Where an end-user has been secured for immediate occupation on the development's completion and requires a larger unit or floor plate, this should be flexibly designed to enable sub-division into smaller units in the future.

E Proposals for development involving the change of use from Class E to other main town centre uses within Local Town and District Centres will only be supported where it is demonstrated that:

i. The replacement use is an appropriate main town centre, community, cultural or employment generating use; and

ii. An active frontage is provided at the ground floor level or, if it can be suitably demonstrated that this is not possible, a window display or other positive frontage.

F Development proposals for the change of a main town centre use to a residential use at ground floor level or below will only be permitted where:

i. it is demonstrated that the unit has been vacant for a minimum continuous period of two years, and that there is no reasonable prospect of retaining it in an appropriate main town centre, community or employment generating use. This will be demonstrated through a robust and recent marketing exercise (of a minimum continuous period of two years) at a reasonable local market value for rent or sale; and

ii. there will be no adverse impact on the character of the local area and the continuity of the shopping frontage in the District Centre.

G Planning conditions may be used to secure Class E(a) uses that contribute to the retail function of the Local Town and District Centres. Where retail development is conditioned for that use, development proposals seeking a change to another appropriate main town centre use, including full flexibility for Class E commercial, business and service uses, must demonstrate that there is no reasonable prospect of the unit being used for continued retail use. This must be evidenced by a robust and recent marketing exercise covering a minimum continuous period of 6 months at a reasonable market value for rent or sale to the local area.

Explanation

8.116 District Centres complement Hertsmere's Main and Local Town Centres and other retail centres outside of the Borough. They play an important role in providing a range of shops and services that meet the day-to-day needs of people who live and work within the Borough. In Hertsmere some of these centres also provide a specialised retail service or café and restaurant offer that make them leisure and service destinations. These centres have the potential to support sustainable neighbourhoods by enabling people to walk or cycle to access goods, services and facilities, although the evidence shows that they are generally frequented by car, and that walking and cycling connections could be improved as part of the Settlement and Place policies[13].

High Street, Potters Bar; Bushey; Bushey Heath; and Radlett District Centres

8.117 The evidence shows that the Borough's District Centres are performing well, with low vacancy levels and steady rental rates. They tend to be specialised within a particular type of main town centre uses, and do not all include a varied mix of services and uses in the same way as the higher-level centres. This is due to their function as local centres for top-up shopping, places to enjoy food and drink, or

[13] Retail and Town Centre Study (AECOM) 2026 and Settlement Visions (ARU) 2026

destinations for health and beauty services, which in are particularly strongly represented in both Bushey District centres.

8.118 The District Centres are well-placed to support intensification of residential, and employment uses in or close to the centres. Although a greater diversity of uses may be desirable to attract more pedestrian footfall across all centres, it is recognised that the District Centres perform an auxiliary function to nearby major centres, in particular Watford, St Albans, Barnet and, to a lesser degree, Borehamwood.

8.119 Any loss of retail, service or leisure provision within a District Centre has the potential to damage the integrity of the centre or retail provision in the area overall. Proposals for development that results in such damage will be resisted through:

- Supporting active main town centre uses within the Primary Shopping Area of each centre; and
- Resisting the loss of retail units to residential or non-main town centre Class E uses.

8.120 Development proposals for retail uses consisting of smaller and moderately sized units and floorplates are encouraged to locate in District Centres. Where such provision already exists, this should be protected wherever possible to ensure a balanced mix of main town centre uses and to support the role and function of the centre. However, it is recognised that the new Class E category provides greater flexibility for changes from retail to other commercial, business and service uses. Where planning permission is required, development proposals for the change of use from Class E must be for appropriate main town centre or employment generating uses.

8.121 District Centres are smaller in scale than Main and Local Town Centres, and therefore provide unique opportunities for accommodating micro, small and independent businesses which can enhance the existing niche retail, leisure and service offers in some of the Borough's centres. Major development proposals must, and all other developments should seek to, integrate a reasonable number of small units or space suitable for these types of businesses. This can include dedicated units or flexibly specified space that can be easily sub-divided. What constitutes a reasonable amount will be considered on a case-by-case basis.

8.122 Development proposals for the conversion of a main town centre use at the ground floor level or below to a residential use will be strongly resisted. This is to protect the function of Local Centres and the character of their townscape. Only where it can be suitably demonstrated through a robust and recent marketing exercise that there is no continued demand for the existing or an appropriate main town centre use will such proposals be considered. Viability will then be considered in combination with impact on the continuity of frontages and local character. Development that results in a harmful break in the frontage will not be supported. This will be considered on a case-by-case basis but generally refers to the introduction of a use that detracts

from the continuity of a publicly accessible and active frontage and is incoherent with the prevailing streetscape and townscape.

8.123 To support the role and function of District Centres the Council may use planning conditions to secure retail uses where new development comes forward. District Centres vary in terms of their size and catchment, provision of shops and services, and local character. The need for or loss of retail uses will therefore affect centres differently, for example, losses may be felt more acutely in smaller centres. The Council will therefore consider the need for conditions on a case-by-case basis. Where retail uses have been conditioned and a change of use is sought, applicants must demonstrate that reasonable efforts have been made to retain the unit in retail use in the first instance.

8.124 Positive street frontages and active ground floor frontages are vital to the vibrancy and character of District Centres. Development proposals must make a positive contribution to the townscape and create a coherent relationship with the street. Development proposals, including changes of use, must maintain the continuity of frontages in the centre and not result in a harmful fragmentation of the frontage, whether individually or cumulatively with other developments. Development proposals must provide an active ground floor frontage, preferably associated with the use itself and where this is not possible through a window display or other feature creating visual interest.

EC16 Hertsmere's Smaller Centres and Individual Shops

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
G Securing a greener Borough
I Celebrating our local identity
J Healthy and safe communities

Non-strategic Policy

A Retail uses located at shopping parades, corner shops and other service points (i.e. outside of larger shopping centres within the hierarchy) provide important day-to-day provision of consumer goods within Hertsmere's neighbourhoods and should be protected wherever possible. In Hertsmere, these smaller centres are comprised of places identified as a Local Centre, Key Neighbourhood Parades, Neighbourhood Centres and Parades, and Individual Shops.

B Development proposals involving the change of use from Class E to other main town centre or appropriate employment generating uses at shopping parades, corner shops and other service points will only be supported where it is demonstrated that:

i. Similar alternative provision is available within the local area which can be reached safely, easily and conveniently by walking, normally within 400-800 metres; and

ii. An active frontage is provided at the ground floor level, or if it can be suitably demonstrated this is not possible a window display or other positive frontage.

C At shopping parades, corner shops and other service points, development proposals for the change of a main town centre use to a residential use at the ground floor level or below will only be permitted where:

i. It is demonstrated through a robust and recent marketing exercise of a minimum continuous period of one year at a reasonable local market value for rent or sale, that the unit has been vacant during this time and there is no reasonable prospect of retaining the unit in an appropriate main town centre, community or employment generating use; and

ii. There will be no adverse impact on local area character and the continuity of the frontages within the shopping parade or other frontages.

D Where a development proposal involving a main town centre use is located outside of a Major, District or Local Centre and satisfies the Sequential Test, the Council may use planning conditions to secure an element of Class E(g) retail uses. This to ensure provision of essential daily consumer goods in the area where there is an identified need.

Explanation

8.125 There are several shops and services located outside of the designated town and local centres, which are dispersed across the Borough in shopping parades, at corner shops and other locations. These help cater to the essential day-to day needs of residents, workers and visitors that collectively ensures that the Borough's towns and settlements become more walkable places. These types of uses are distinguished from those located in out-of-centre retail parks and large format retail warehouses, which are dealt with elsewhere in the Local Plan.

8.126 It is important that people in the Borough have easy access to essential day-to-day consumer goods. Development proposals should therefore seek to retain shops outside of centres wherever possible. However, it is recognised that the new Class E category provides greater flexibility for changes from retail to other commercial, business and service uses. Where planning permission is required, development proposals for the change of use from Class E to other appropriate main town centre or employment generating uses will only be permitted where it is demonstrated that there is similar alternative provision available locally, normally within 5 to 10 minutes walking distance (roughly 400-800 metres). In terms of alternative provision, some flexibility may be applied where the use in question provides a bespoke offer which is not necessarily an essential good or service, such as a wine merchant or chocolatier. Development proposals for alternative employment generating or community uses that are compatible with the local area will be supported to secure the viability of existing units and buildings.

8.127 Out-of-centre shops and facilities are facing significant pressure for change of use, particularly to housing. However, the introduction of residential uses within shopping parades and other local service destinations can compromise their functional integrity, viability and townscape value. We will therefore seek to ensure that all reasonable efforts have been made to actively market units for other employment generating or community uses, before considering residential uses. In this instance, marketing should cover a minimum continuous period of one year at a reasonable local market rate for rent or sale.

8.128 All changes of use must maintain the continuity of frontages in the shopping parade or other frontages. Development proposals must not result in a harmful fragmentation of shopping frontages, either individually or by their cumulative impact. Additionally, development proposals must make a positive contribution to local character, consistent with other Local Plan policies. Ground floor residential development has the potential to interrupt the established rhythm of the streetscape and townscape in shopping parades.

8.129 To ensure that residents have easy access to essential day-to-day consumer goods, the Council may use planning conditions to secure new retail uses for development located in areas where there is an identified need for this provision. Local need will be assessed on a case-by-case basis having regard to the availability of retail uses within 400 to 800 metres radius of the proposed development site, which is roughly equivalent to 5 to 10 minutes walking distance. Development proposals are strongly

encouraged to consider the need for provision of essential goods, particularly in areas which do not benefit from good access to public transport.

EC17 Concentration of Harmful Uses

Strategic Objectives

A Delivering a better future for Hertsmere
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities

Non-strategic Policy

A Proposals for development must not result in a harmful overconcentration of the following Sui Generis uses:

i. Hot food takeaways;

ii. Betting offices, casinos and bingo halls;

iii. Payday loan shops;

iv. Vape shops;

v. Pawnbrokers;

vi. Nightclubs and dance halls;

vii. Drinking establishments; and

viii. Uses that contribute to localised air quality issues (e.g. BBQ, wood fired pizza).

B The harmful overconcentration of uses will be assessed based on the number of similar uses within a 400-metre radius of the development and where:

i. The vitality and viability of the town centre will be adversely impacted, considering the function of the centre in the hierarchy; and

ii. The character of the area has changed, or local amenity has been adversely impacted because of:

a. Increased noise, odour, fumes and other nuisances;

b. Traffic generation including from taxis, private hire and servicing vehicles;

c. Inadequate provision of waste management and recycling facilities;

d. Anti-social behaviour and public safety.

C Development proposals for uses listed in (A) must submit sufficient information to allow for an assessment of the concentration of uses, in line with the criteria in (B) above.

Hot food takeaways

D In addition to complying with (A) and (B) above, proposals for new hot food takeaways will only be permitted where:

i. If they are visible from an access point to a primary or secondary school, they must demonstrate that the proposed use would not undermine any existing or proposed healthy eating policy at that school; and

ii. The proportion of hot food takeaway premises in the shopping frontage complies with the thresholds set out in Table 7.6 Food and drink services

E Development proposals for uses involving the service of food and drink must make adequate arrangements to protect and manage local amenity, in line with the agent of change approach.

F Where development proposals for uses involving the service of food and drink are acceptable in principle, a condition will be sought requiring the operator to work closely with the Council's Environmental Health service to achieve and operate in compliance with high health and safety catering standards. These may be in alignment Healthier Catering Commitment Standard, which seeks to reduce the levels of saturated fat, salt and sugar in the food sold on their premises, and to make smaller portions available on request.

Table 8.6: Shopping frontage thresholds for takeaways and other harmful uses

Location	Threshold applied
Primary or secondary School	Visible from school boundary
Main / Local Town Centre	Proportion of hot food takeaways does not exceed 10% of units. No more than 5% or two consecutive betting shops, pay day loan shops, vape shops or amusement arcades within a centre.
District Centre	Proportion of hot food takeaways does not exceed 10% of units. Proportion of betting shops, pay day loan shops, vape shops or amusement arcades does not exceed does not exceed 5% of units within a centre.
Shopping Parade (20 units or more)	Maximum of 2 units in hot food takeaways use Maximum of 1 betting shops, pay day loan shops, vape shops or amusement arcades
Shopping Parade (19 units or less)	Maximum of 1 unit in hot food takeaways use

	Maximum of 1 betting shops, pay day loan shops, vape shops or amusement arcades

Explanation

8.130 Town centres play an important role in making Hertsmere's neighbourhoods and communities successful and sustainable places. Their vitality and viability rely heavily on the presence of a mix of uses and activities. It is important that development proposals do not result in a harmful concentration of uses. This is especially for certain Sui Generis Uses, whose proliferation can also adversely impact on local character, amenity, public health and safety.

8.131 In assessing whether development proposals will lead to a harmful over-concentration of uses, we will use the policy criteria above. A 400-metre radius, established as a straight-line distance from the proposed development site, is considered an appropriate range from which to assess impacts. This measure is generally accepted as 5-minutes walking distance and provides a useful benchmark against which other similar provision could be easily accessed in the locality. Development proposals must have regard to areas experiencing significant deprivation[14], where the impacts of some uses may be more pronounced. Development proposals for hot-food takeaways and betting shops must submit a desktop Health Impact Assessment in line with Policy DM6 (Health Impact Assessments).

8.132 Hot food takeaways are now recognised as an ongoing concern with respect to the wider systems approach to health and well-being. In response, many local plans seek to positively manage the concentration of such Sui Generis uses, both around schools and within town centres.

8.133 Food and drink establishments regularly attract a high number of visitors and by virtue of their operation may give rise to environmental and amenity issues. Development proposals must make adequate arrangements for operational requirements whilst ensuring protection of amenity. This includes consideration of litter, commercial waste disposal, fumes, noise, traffic and parking. Planning conditions may be used to ensure there are no adverse impacts on local area amenity.

8.134 The Herts Responsible Food Award is a scheme that helps food businesses in Hertfordshire to provide healthier food to their customers and adopt sustainable choices[15]. Hot food takeaways are often associated with unhealthy food. However, it is accepted that other uses supporting the food and beverage industry also make provision for items that are high in calories, fat, salt and sugar and which could adversely impact on health outcomes. This includes Class E business uses such as

[14] For policy implementation this should be taken as an indicative benchmark of the 20% most deprived areas, in accordance with the Government's latest Indices of Multiple Deprivation (IMD).
[15] Herts Responsible Food Award | Hertfordshire County Council

cafes, restaurants and coffee shops. To make it easier to access healthy food options in Hertsmere, we will seek that operators achieve compliance with the Herts Responsible Food Award.

EC18 Public Houses

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
I Celebrating our local identity
J Healthy and safe communities

Strategic Policy

A Public houses are an important and valued use within Hertsmere's places and neighbourhoods. There will be a presumption in favour of the retention of public houses. Development proposals involving the loss of a public house that has heritage, economic, social or cultural value to the community, including through change of use or redevelopment, will be refused unless there is robust and authoritative evidence, in accordance with the advice set out under Appendix 8, to demonstrate that:

i. Legitimate efforts have been made to preserve the facility as a public house, including through evidence of regular maintenance and upkeep, good management and through business diversification;

ii. The public house is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use, in the foreseeable future as evidenced through attempts at different business models and management, and an active marketing exercise of a minimum continuous period of two years; and

iii. Where the loss of a public house forms a part of a proposal for redevelopment of the site, all feasible options for the re-provision of the public house within the new development have been fully investigated, and, where these are not considered deliverable, sufficient justification is provided.

B Development proposals affecting a public house, including its operational and ancillary amenity space, will be refused unless there is robust and authoritative evidence to demonstrate that the viability of the pub, and its current and future operation, will not be compromised, and development will not detract from the character and appearance of the building, including any features of historic or cultural significance.

C Development proposals involving the replacement or re-provision of a public house must:

i. Ensure the replacement facility is of a high-quality design and responds positively to local character, considering the need to preserve or enhance the significance of heritage assets and their setting;

ii. Provide an appropriate amount and configuration of floorspace to enable the continued viability of the public house; and

iii. Not result in a net reduction of floorspace unless this can be sufficiently justified. This includes dedicated performance space or amenity space that has been or can reasonably be used for cultural or community uses.

D Where the change of use of a public house is considered acceptable by the Council, development proposals must retain the building and other associated features where these makes a positive contribution to local character, including by their historic, streetscape and townscape value.

E Development proposals for new public houses will be supported where they contribute to liveable and walkable neighbourhoods by improving people's access to these community facilities; and comply with other Local Plan policies.

Explanation

8.135 Public houses, or pubs, are a unique and integral feature of the British cultural identity of Hertsmere. They are fundamentally community facilities that promote social cohesion, offering a welcoming environment for people of all backgrounds to socialise and interact. Many local pubs are heritage assets or have played a part in the Borough's cultural and historical development. This may be reflected in their built form or through a pub's association with people or events that have shaped the Borough's history. Pubs often have longstanding ties to their neighbourhoods and strong affiliations with local communities and community groups and therefore contribute to people's sense of place and belonging.

8.136 There are many different community functions that pubs can perform. For example, pubs often include amenity space which is used as venues for functions, performance space, and informal meeting space for residents and community groups. Pubs also support the local economy and are particularly vital to the visitor, evening and night-time economy. Hertsmere, like many other places around the UK, has experienced a decline in public houses over time. Recognising the important social and economic role they play, we will seek to guard against the loss of these community and cultural facilities. Consideration will be given to the need to protect purpose-built, historic pubs (built in the 20th Century or earlier), especially where these are landmark features in the townscape or sited at prominent positions, within town and local centres or elsewhere in the Borough.

8.137 Development proposals involving the demolition or loss of an existing public house, including through change of use, must submit evidence to demonstrate that the pub is not financially viable and there is no reasonable prospect of the premises remaining in this use, or an alternative community use. Applications must provide full details of patronage levels and trading accounts over the past three years, including accounts from previous management where appropriate. In addition, applications must provide a statement documenting the steps taken by the owner or operator to respond to viability concerns, including falling patronage levels and profit margins. This might cover considerations given to business diversification (for example, expanding the food and beverage offer), promotions or building refurbishment. Finally, proposals will need to provide proof of a marketing exercise covering a minimum continuous period of three years, including details of commercial agents, advertisements and lease terms offered. During this time the pub must be actively marketing at a reasonable local market rent. We will consider whether any ties or restrictive covenants have affected interest. Development proposals will be refused where there is good reason to believe that the viability of the pub has been compromised by deliberate neglect or mismanagement.

8.138 Public houses require dedicated operational spaces. They also often feature function rooms or ancillary amenity space, including outdoor gardens, which are critical to supporting their role as community facilities and places of gathering. Where development proposals involve a reduction or reconfiguration of such operational and ancillary spaces, it must be demonstrated that this will not have a detrimental impact on the financial viability of the public house. Furthermore, proposals must show that the remaining residual space will be of a sufficient amount and quality to continue to meet the needs of pub users. Operational and ancillary spaces include, but are not limited to, beer gardens, function rooms, kitchens, cellars and accommodation integrated into the building.

8.139 Where sites are proposed to be redeveloped, including through comprehensive redevelopment, our priority is to protect pubs particularly where they are of historic, cultural or community interest. However, in certain circumstances it may be acceptable that a facility is replaced or re-provided. Development proposals will be required to demonstrate that they have considered all reasonable options for retaining the pub in situ. Where this is not possible, the replacement provision must be designed to a sufficient quality and standard to ensure the continued viability of the pub. The aim of this policy is to ensure there is a genuine intention to retain the facility in viable use, so to prevent against future changes to alternative uses.

8.140 National planning policy recognises the value of public houses as community facilities. We will therefore seek to protect against their loss, having regard also to Policy SCI 1 (Safeguarding and securing community infrastructure). Where the loss of a pub is proposed, development proposals must suitably demonstrate that there is similar alternative provision elsewhere in the local area. If there is sufficient evidence to support that the loss is acceptable in principle, proposals must retain the building and any ancillary land or other features, where these make a positive contribution to local character.

8.141 Development proposals involving the loss of public houses listed as Assets of Community Value will be assessed against this and other relevant Local Plan policies.

8.142 To support the implementation of this policy the Local Plan sets out marketing requirements for development proposals affecting public houses (Appendix 8) which all proposals will be assessed against, as appropriate.

EC19 Markets

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
I Celebrating our local identity

Non-strategic Policy

A Proposals for development must protect and seek to enhance existing markets and market spaces. New markets or market spaces will be encouraged and supported where they complement Hertsmere's town centre network and hierarchy and will make a positive contribution to the culture and vibrancy of the Borough.

B Development proposals for new markets or market space should be directed to appropriate town centre locations. Where new market space is proposed outside of centres, and where the Local Plan has not made provision for main town centre uses there (for example, through site allocation policies), proposals will only be supported where it is demonstrated through the sequential approach that they:

i. Will not adversely impact on the vitality and viability of the town centre network and hierarchy;

ii. Make beneficial use of vacant or underused sites;

iii. Are in well-connected areas that are well-served by public transport;

iv. Can be appropriately accommodated on streets or other areas of the public realm, where appropriate; and

v. Are temporary in nature.

C Development proposals that are likely to affect existing markets within town centres will be considered having regard to:

i. The priority given to retaining markets as part of the town centre offer and ensuring appropriate re-provision of market space, where there is a demonstrable demand; and

ii. The impact on town centre vitality and viability with particular consideration given to:

iii. Provision of a range of premises and floorspace to support small and start-up businesses;

iv. Local character, including distinctive character of the market; and

v. Public realm and townscape.

D Development proposals for markets and market space must demonstrate that there will not be an unreasonable adverse impact on local amenity, and that they will not have a detrimental impact on public health and safety and the public realm.

Explanation

8.143 For the purposes of this policy markets are defined as land and/or space that is authorised or licenced for market use, considering market space secured on temporary basis (i.e. as a meanwhile use). Markets may also include public realm that has been designed to accommodate market space, but which is not currently authorised or licenced for this use, for example outdoor public realm in town centres designed with connection-ready infrastructure, such as power outlets and water supply. The presence of a market or market space will be established on a case-by-case basis with reference to planning, licencing and Business Rate records.

8.144 Borehamwood and Potters Bar both have monthly farmers and craft markets, and Borehamwood also has a twice-weekly street market on Shenley Road. There is currently no market in Bushey or Radlett, although attempts have been made to set up monthly markets over recent years with mixed results. A farmers' market in Radlett may have strong competition from the permanent high-end and farm shop-style shopping offer at nearby Battlers Green Farm. The Settlement Visions identified that local people were keen to see improvements to the public realm to facilitate a market within Radlett town centre.

8.145 Proposals for the development of new markets and market space will be expected to apply the 'town centre first' principle of site selection. Markets should complement and support the vitality and viability of the Borough's town centre network and not compete with existing centres for trade. However, it is recognised that site availability and other constraints may prohibit additional provision from coming forward in town centres. Further, there may be vacant or underutilised sites (such as those with planning consent but where development has not yet commenced) which offer interim opportunities for optimising the use of land in the Borough. We will therefore consider out-of-centre proposals where it can be demonstrated the town centre hierarchy will not be compromised.

8.146 The existing farmers and craft markets in Borehamwood and Potters Bar take place just outside of the town centres, and the Council seeks to encourage these markets

to continue, and, ideally, move inside of the town centres following improvements to the public realm that form a part of the Settlement and Place Policies.

8.147 Applications should detail how the goods and services provided will not undermine the offer in existing centres. Markets should not normally be in poorly connected areas. Given the high levels of footfall markets attract it is important that visitors can easily and safely access them during their operating hours. Temporary consents or planning conditions may be used to ensure flexibility for assessment of impacts over time.

8.148 Where new development relates to or may impact on existing markets, proposals must demonstrate how they will safeguard market space including appropriate re-provision. Where market space is to be reconfigured or reduced proposals will be expected to show that sufficient provision will remain to meet local needs for employment floorspace, particularly for small and start-up businesses. Development offers the opportunity to improve the functional and aesthetic quality of town centres and the market spaces within them. All proposals should seek to maintain and enhance the unique features of the market and its associated public realm where these make a positive contribution to local character.

8.149 Proposals for development must make adequate arrangements to avoid or mitigate unreasonable impacts on local amenity. This includes consideration of congestion on footpaths and the road network, refuse storage and collection, noise and odour. Proposals for street markets must demonstrate that there will be no detrimental effect on the functioning of the road network.

EC20 Visitor accommodation

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy

Non-strategic Policy

A Proposals for serviced visitor accommodation must be appropriately located at sites within or at the edge of town centres, or other sites that are well-connected by public transport.

B Proposals for serviced visitor accommodation should ensure a range of high-quality provision in the Borough catered to the varying needs of visitors. Proposals will be supported where they:

i. Are proportionate to their location in terms of size, scale and function;

ii. Do not result in a harmful overconcentration of serviced visitor accommodation in the area;

iii. Comply with the relevant parking standards;

iv. Ensure adequate access, drop-off/pick-up and servicing arrangements;

v. Are of a high-quality design, ensure adequate space and amenity for occupants and provide sufficient choice for people who require an accessible bedroom;

vi. Make appropriate arrangements for long-term adaptability and sustainability;

vii. Demonstrate that an agreement is in place to secure an operator prior to the commencement of the development; and

viii. Do not negatively impact the vitality and viability of a town centre through the provision of extensive ancillary uses (for example cafés and restaurants, conference facilities, salons, fitness studios and other uses) in edge of centre locations.

C Proposals for serviced visitor accommodation must be designed with positive frontages, including active ground floor frontages. Where the development incorporates ancillary uses and facilities these should be made available for public use, where appropriate, and access not unreasonably restricted.

D Proposals for visitor accommodation must not result in the net loss of housing, including through the conversion or change of use of dwelling units.

E The use of a residential property for ‘temporary sleeping accommodation’ (short-term let or holiday let) must not exceed 90 nights within a calendar year.

F Proposals for the conversion or change of use of serviced visitor accommodation to housing must demonstrate that the relevant Local Plan policies for housing will be satisfied including on design quality, space standards and provision of affordable housing.

Explanation

8.150 The visitor economy is an integral part of the local and wider regional economy. It provides residents with job opportunities, supports local businesses and helps to ensure the viability of cultural and leisure facilities. Visitor accommodation in Hertsmere supports the itinerant workforce associated with the film and television industry, and is also within easy travelling distance of London, especially Borehamwood which is on the Thameslink railway line between Luton Airport and St Pancras, making it a convenient base for visitors to explore the Capital.

8.151 For this policy, serviced visitor accommodation pertains to uses within the C1 Use Class including hotels, bed and breakfasts, traveller / youth hostels, short-term holiday lets and serviced self-catering apartments.

8.152 Serviced visitor accommodation is defined by national planning policy as a main town centre use. It should therefore be located within or at the edge of town centres[16]. These locations are well-suited to supporting visitors with a range of facilities and services and generally benefit from good public transport links. Development proposals outside of town centres will need to be sufficiently justified, having regard to the sequential approach for main town centre uses.

8.153 Proposals for visitor accommodation must contribute positively to the local area, including its character. The nature and scale of the development should be proportionate to its surroundings.

8.154 Proposals for visitor accommodation must ensure adequately sized amenity spaces and bedrooms. New development should be capable of achieving accreditation by the National Quality Assurance Scheme.

8.155 Proposals for visitor accommodation must be designed with positive frontages. They should also maximise opportunities to integrate active ground floor frontages and appropriate ancillary uses, particularly to support town centre vitality and viability. Ancillary uses may include cafés and restaurants, conference facilities, salons, fitness studios and other uses. Access to facilities should not be unreasonably restricted and made available for use by the wider public. Equally, the provision of such facilities within an edge-of-centre location should not undermine the integrity of a town centre.

[16] This is in line with the Sequential Approach to the location of main town centres uses established by the NPPF and London Plan (2021) Policy SD7 Town centres: development principles and Development Plan Documents.

8.156 Development proposals must demonstrate that the visitor accommodation is both sustainable and feasible and should comply with other policies in this plan with reference to policies within the Sustainable Design chapter. Applications must demonstrate that an operator will be identified and secured prior to the commencement of the development. This is necessary to guard against speculative hotel development for which there is no clearly established business demand, and which might preclude the use of land for more beneficial uses that support the delivery of the spatial strategy.

8.157 Hertsmere has significant housing needs and development proposals involving the net loss of housing will therefore be refused. In recent years the visitor economy has been bolstered by the growth in short-term serviced accommodation, often offering a more unique and affordable alternative to serviced accommodation. It is important that the Borough's housing supply is not compromised by unlawful use of residential premises for visitor accommodation.

Chapter 9: Social and Community Infrastructure

Section	Page
SCI1 Safeguarding and Securing Social and Community Infrastructure	204
SCI2 Delivering High Quality Social and Community Infrastructure	211
SCI3 Delivering Sports, Recreation and Play Spaces	216
SCI4 Nurseries and Childcare Facilities	222
SCI5 Burial Spaces	224

SCI1 Safeguarding and Securing Social and Community Infrastructure

Strategic Objectives

A Delivering a better future for Hertsmere
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A The Council will work positively and collaboratively with Hertfordshire County Council, the Hertfordshire and West Essex Integrated Care Board and successor health bodies, education providers, emergency services, town and parish councils, community and voluntary organisations, faith groups, sports organisations and other infrastructure providers to:

i. Identify current and future needs for social and community infrastructure;

ii. Protect existing facilities, services and sites that are needed to serve existing and future communities;

iii. Identify opportunities to improve, expand, relocate or co-locate facilities; and

iv. Secure the timely delivery of the infrastructure necessary to support planned growth.

The identification of network improvements will consider the latest Infrastructure Delivery Plan and project schedule, site-allocation policies, relevant evidence-base documents and the plans, strategies and requirements of infrastructure providers.

B Development proposals must, where necessary and proportionate, address the additional demand for social and community infrastructure generated by the development.

Where a site-allocation policy or the latest Infrastructure Delivery Plan identifies a requirement for social or community infrastructure, development proposals must demonstrate how the necessary land, buildings, floorspace, works, funding and delivery arrangements will be secured.

Infrastructure requirements may be met through one or more of the following:

i. Direct provision within the development;

ii. The expansion, improvement or reconfiguration of an existing accessible facility;

iii. Provision at an appropriate off-site location; or

iv. A financial contribution towards an identified infrastructure project.

The appropriate means of provision will be determined having regard to the nature and catchment of the infrastructure, the scale and location of the development, the capacity, quality and accessibility of existing facilities, opportunities for co-location and the latest Infrastructure Delivery Plan.

Site allocations and other large or complex developments must identify infrastructure requirements at an early stage through the masterplanning process. Infrastructure must be appropriately phased and delivered in step with the development and population it is intended to serve.

Planning obligations will be secured in accordance with Policy DM2 Infrastructure Funding and Planning Obligations and must meet the relevant statutory and national policy tests.

C Existing social and community infrastructure will be safeguarded. Development proposals affecting an existing facility must retain and, wherever practicable, enhance that provision.

For the purposes of this policy, the loss of social and community infrastructure includes:

i. Demolition or change of use of a facility;

ii. A material reduction in its floorspace, capacity, functionality or accessibility;

iii. The loss or material restriction of formally secured community access; and

iv. Development that would prejudice the continued operation, improvement or expansion of a facility.

Land or floorspace identified for future social or community infrastructure in the Local Plan, a site-allocation policy, the latest Infrastructure Delivery Plan project schedule or an infrastructure requirement endorsed by the relevant provider will also be safeguarded.

Development that would prevent or prejudice the delivery of identified infrastructure will not be permitted unless the Council and relevant infrastructure provider are satisfied that:

v. the infrastructure is no longer required; or

vi. the requirement can be met through equivalent or better provision in another suitable and accessible location without prejudicing the delivery of the Local Plan.

D Development involving the loss, relocation or substantial reconfiguration of social or community infrastructure will be supported where equivalent or better replacement provision is secured.

Replacement provision will be assessed having regard to:

i. Its capacity and usable floorspace;

ii. Its quality, condition and fitness for purpose;

iii. Its functionality and the range of activities or services it can accommodate;

iv. Its location, accessibility and relationship to the community or catchment served;

v. Its hours and periods of availability;

vi. The affordability of access, where relevant;

vii. Supporting and ancillary facilities; and

viii. Its funding, management and long-term maintenance.

Replacement provision should normally be available for use before the existing facility is lost. Where this is not practicable, an agreed phasing and continuity plan must demonstrate how the needs of the affected community will be met during the intervening period.

E Development resulting in the loss of social or community infrastructure without equivalent or better replacement provision will only be permitted where robust and proportionate evidence demonstrates that:

i. there is no current or reasonably foreseeable future need for the existing use;

ii. there is no identified need for another social or community use that could reasonably be accommodated at the site or premises;

iii. the facility is no longer required by the relevant infrastructure provider; and

iv. the loss would not result in an unacceptable reduction in the accessibility, capacity, quality or resilience of provision available to the community served.

The assessment must take account of planned development, demographic change, relevant provider strategies, the potential for investment or reconfiguration, and the availability and accessibility of alternative provision.

Where appropriate to the type, ownership and operation of the facility, proportionate evidence of active marketing for continued social or community use will be required. The method, terms and duration of marketing must be agreed with the Council before the marketing exercise begins.

F Development involving the loss, relocation or consolidation of infrastructure as part of a public-service or public-estate transformation programme will be supported where:

i. The programme is endorsed by the relevant infrastructure provider;

ii. It will secure an equivalent or improved service for the community concerned;

iii. Reasonable access to the service will be maintained;

iv. The proposal will not result in an unacceptable net loss of service capacity or quality; and

v. Suitable arrangements are made to maintain continuity of service during the transition.

The disposal of a facility solely to generate a capital receipt will not, by itself, demonstrate compliance with this policy.

G Proposals involving sports, recreation and play facilities, nurseries and childcare facilities or burial space must also meet the requirements set out under the Local Plan's Policies SCI3, SCI4 or SCI5, as applicable.

Residential care, supported housing, extra-care housing and other forms of specialist accommodation will be assessed primarily under the relevant housing policies. This policy will apply where a proposal also involves the loss of a distinct community-facing service or facility.

Explanation

9.1 Social and community infrastructure[1] comprises the land, buildings and physical facilities that support the health, wellbeing, education, safety and social and cultural life of Hertsmere's communities. It includes:

[1] The term is used in this chapter to describe social and community facilities. It is not synonymous with the wider definition of infrastructure used for the Community Infrastructure Levy or the Infrastructure Delivery Plan.

- Schools, further education, training and special educational needs provision;
- Early-years, childcare, youth and family facilities;
- Primary, community and mental-health facilities;
- Community centres, village halls and other community meeting spaces;
- Libraries, cultural facilities, museums and local-history services;
- Places of worship and faith-based community facilities;
- Indoor sport and recreation facilities;
- Emergency and public-service facilities;
- Adult social-care and community support facilities; and
- Burial facilities.

9.2 Social and community infrastructure is essential to the creation of healthy, inclusive and sustainable places. It enables people to access essential services, participate in community life, build social connections and remain active and independent. It is critically important that the Borough's existing social and community infrastructure networks remain integrated into Hertsmere's settlements and places, as they are a key component in ensuring that needs are met as part of successful and sustainable place-making. The Council will therefore plan positively for new and improved infrastructure while guarding against the unnecessary loss of facilities that continue to meet, or can meet, community needs.

9.3 Hertsmere's Infrastructure Delivery Plan (IDP) is the principal document for identifying the infrastructure required to support the Local Plan. It covers early-years and education provision, community centres, libraries, places of worship, health and social care, emergency services and indoor and outdoor sports. The IDP's project schedule will identify individual infrastructure projects, the development they serve, their location, delivery parties, priority, phasing, cost, funding and any funding gap.

9.4 The IDP is a live document and will be updated as the development strategy, provider requirements and infrastructure projects evolve. The absence of a quantified requirement or project from an earlier version of the IDP will not, by itself, demonstrate that an existing facility is no longer needed. It will consider and take account of the latest evidence, provider information, demographic change and committed and planned development.

9.5 Hertsmere contains a varied network of facilities delivered through different ownership and management arrangements. These include facilities operated by the borough and county councils, NHS bodies, schools, community and voluntary organisations, faith groups and private providers. Some services also operate across local-authority boundaries. The capacity or accessibility of the wider infrastructure network cannot therefore be assessed solely by counting facilities within the borough.

9.6 The Borough's social and community infrastructure facilities are not evenly distributed. The IDP identifies a concentration of community centres in Borehamwood and Elstree, with more limited provision in some other settlements. The Settlement Hierarchy Review also shows significant differences in access to

schools, GPs, pharmacies and leisure facilities between Hertsmere's principal settlements and its smaller villages.

9.7 The settlement studies for the four main towns identify locally specific priorities. These include additional health and community hubs and more affordable access to facilities in Borehamwood; maintaining the role of Radlett's library and community spaces; strengthening the Wyllyotts Theatre cultural hub in Potters Bar; and improving the visibility, accessibility and inclusivity of community hubs in Bushey. These priorities reinforce the need for the infrastructure response to reflect local circumstances rather than rely solely on borough-wide standards.

9.8 Hertsmere's changing population will affect future infrastructure needs. The Local Housing Needs Assessment identifies a significant need for specialist housing and support for older people, while the Equality Impact Assessment identifies the importance of delivering infrastructure in step with growth and improving accessibility to services for older and disabled people.

9.9 Social and community infrastructure assets and facilities may remain valuable even where they are not operating at full capacity or are not financially profitable. Inclusion on the statutory list of Assets of Community Value will be a relevant consideration but will not, by itself, determine a planning application. Within this context, relevant considerations include:

- The nature of the service or activities provided;
- The population, geographic area and groups served;
- The affordability and accessibility of the facility;
- The availability of reasonable alternatives;
- Its contribution to health, wellbeing, culture or community cohesion;
- Evidence of community use and support; and
- Its potential for modernisation, co-location or another community use.

9.10 Hertsmere's indoor sports evidence illustrates the importance of considering quality and availability as well as numerical capacity. Although the existing network broadly meets current borough-wide demand, parts of the stock are ageing and community access to some school facilities is not secure or consistently available. The loss or restriction of an individual facility may therefore reduce the resilience of the wider network even where a borough-wide quantitative shortfall has not been identified.

9.11 A needs assessment submitted under Part E of the policy should be proportionate to the nature and scale of the proposal. It should normally address:

- Existing use, capacity and patterns of demand;
- The condition and suitability of the facility;
- Existing and forecast population and service needs;
- Committed and planned development within the catchment;
- Evidence from the relevant infrastructure provider;
- The availability, capacity, accessibility and affordability of alternatives;
- Opportunities for investment, shared use or reconfiguration; and

- The potential for another social or community use.

9.12 Where marketing evidence is required, it must demonstrate that the premises have been actively and appropriately marketed for social and community uses at a realistic value and on terms that do not discourage such uses. Evidence should include the marketing method, asking price or rent, enquiries and offers received, and the reasons these were not pursued. Marketing will not normally be required where a proposal forms part of an endorsed public-service transformation programme and the requirements of Part F are met.

9.13 It is acknowledged that public bodies may need to modernise their estates, consolidate services or deliver services through different models. Co-location and estate transformation can improve accessibility and service quality but should not be used simply to justify the loss of a valued facility. Evidence should demonstrate the benefits of the proposed service model and how the needs of the affected community will continue to be met.

9.14 Development-generated requirements must be based on a clear relationship between the development and the infrastructure sought. The scale and form of provision will vary between infrastructure types because schools, health facilities, libraries, emergency services, community halls and sports facilities have different catchments, capacity measures and delivery arrangements. Contributions will therefore be informed by the relevant provider methodology, the latest IDP and the statutory tests for planning obligations.

SCI2 Delivering High Quality Social and Community Infrastructure

Strategic Objectives

A Delivering a better future for Hertsmere
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic Policy

A Proposals for new, expanded, altered or reconfigured social and community infrastructure will be supported. Significant weight will be given to the benefits of providing new, expanded or upgraded public-service infrastructure. Proposals must demonstrate that the facility:

i. responds to an identified need or provides an evidenced improvement to existing provision;

ii. is appropriately located for its intended function and catchment;

iii. is safely and conveniently accessible by walking, wheeling, cycling and public transport, having regard to the needs of the people it is intended to serve;

iv. is welcoming, inclusive and accessible to people of different ages, backgrounds and abilities;

v. is of a high-quality, safe, flexible and adaptable design;

vi. includes the internal accommodation, storage, servicing and supporting facilities necessary for its effective operation;

vii. is compatible with surrounding uses and would not result in unacceptable impacts on residential amenity, highway safety or the local environment;

viii. incorporates appropriate climate-resilience, energy-efficiency and environmental measures; and

ix. complies with the relevant design, transport, environmental and health policies of the Local Plan.

B Proposals must make effective use of land and buildings, including the public-sector estate. Proposals that deliver the following will be supported:

i. the co-location of compatible services;

ii. multi-purpose community hubs;

iii. shared use of facilities;

iv. the incorporation of social and community infrastructure within mixed-use development;

v. the extension or reconfiguration of existing facilities; and

vi. the use of appropriate education, health, cultural, public-sector and sports facilities by the wider community.

Co-location or shared use must not compromise the capacity, functionality, privacy, safeguarding, security or operational requirements of the services involved.

C Where a facility is intended to meet wider community needs, access must be appropriate to the function of the facility and must not be unreasonably restricted.

Where community access is relied upon to meet an identified infrastructure requirement, it must be secured through a community use agreement, management agreement, planning obligation or equivalent mechanism.

The agreement must address, where relevant:

i. the groups and activities able to use the facility;

ii. opening hours and periods of availability;

iii. arrangements during school holidays, examinations or other interruptions;

iv. affordability and charging arrangements;

v. booking and access procedures;

vi. safeguarding, security and servicing;

vii. management responsibilities;

viii. maintenance and lifecycle costs; and

ix. procedures for reviewing or varying the agreement.

Access to facilities provided as part of residential development must not be unreasonably restricted by housing tenure or the part of the development in which a person lives.

D New and improved social and community infrastructure must be supported by appropriate arrangements for its funding, management, operation and maintenance over its intended lifetime.

Applications must be accompanied by information proportionate to the nature and scale of the facility. This may include:

i. an operational or management plan;

ii. a business or funding plan;

iii. a community use agreement;

iv. a maintenance and lifecycle plan; and

v. details of the intended owner, operator or infrastructure provider.

Where the operation of the facility depends on a third-party provider, the proposal must demonstrate that the provider has been appropriately involved and that the proposed facility is capable of being operated on a sustainable basis.

E Proposals to alter, extend, refurbish or reconfigure existing social and community infrastructure will be supported where they:

i. improve its quality, accessibility, capacity, flexibility or environmental performance;

ii. support a wider range of services or community activities;

iii. secure or improve community access; and

iv. accord with other relevant policies of the Local Plan.

Explanation

9.15 The Council will take a positive approach to proposals for new and improved social and community infrastructure. Well-designed facilities can improve access to services, promote social interaction, reduce health inequalities and strengthen community identity. National policy gives significant weight to the importance of new, expanded and upgraded public-service infrastructure.

9.16 The appropriate location of a facility will depend on its function, catchment and operational requirements. Town centres, local centres, neighbourhood hubs and locations accessible by sustainable transport will often be appropriate for frequently used community services. Some specialist, emergency or strategic facilities may require different locations because of their land, access, security or operational requirements.

9.17 Geographic proximity alone does not demonstrate that a facility can meet the needs generated by development. Proposals must consider:

- Its capacity and quality;
- The services and activities provided;
- Opening hours and periods of availability;
- Affordability;
- Accessibility for disabled and older people; and
- Whether the facility is suitable for the population or activity concerned.

9.18 This is particularly important in Hertsmere's smaller settlements and rural areas, where residents may rely on facilities in another settlement and public transport access may be more limited. The Settlement Hierarchy Review assesses access by walking, wheeling, cycling and public transport and identifies significant differences between settlements.

9.19 Inclusive design must be considered from the outset. Facilities should be easy to identify, enter and navigate and should provide appropriate lighting, signage, toilets, changing facilities, seating and other supporting infrastructure. The design must respond to the needs of disabled people, older people, children and young people, carers and groups that may otherwise experience barriers to access. Hertsmere's Equality Impact Assessment identifies improved accessibility to services and facilities as an important potential benefit of new development.

9.20 Flexible and adaptable facilities can respond to changing community needs and support a wider range of activities. Appropriate provision may include flexible rooms, storage, kitchens, digital connectivity, accessible toilets, changing facilities and spaces capable of being used independently at different times. However, flexibility should not come at the expense of specialist facilities or spaces required by groups.

9.21 Co-location can enable people to access several services in one visit, make more efficient use of land and buildings, and support the viability of facilities. Hertfordshire County Council's library strategy and the IDP identify co-location with other services as an important opportunity for improving library buildings and extending the range of services available.

9.22 Community hubs and shared facilities may be particularly appropriate within strategic developments and settlement centres. They should be designed around compatible uses and include sufficient floorspace, storage, servicing, privacy and operational independence for each service. A shared building should not be treated as providing adequate infrastructure where the space available is insufficient, access is unreliable or the services cannot operate effectively alongside one another.

9.23 Where a community facility is incorporated into a mixed-use building, it should normally have a clear public presence, convenient and inclusive access, appropriate servicing and, where necessary, an independent entrance. The design must minimise the potential for conflict with residential or other sensitive uses and must allow the community facility to operate at the times it is needed.

9.24 Education facilities form an important part of Hertsmere's wider community and sports network. The Local Plan's technical evidence base identifies school sports halls as important to meeting demand but also records disruption to community use during examinations, school holidays and other school activities. Where education facilities are relied upon to meet wider needs, reliable and affordable access must therefore be secured for the long term.

9.25 Community use agreements should be tailored to the facility concerned. For school facilities, agreements must ensure that community access is compatible with the primary educational function while providing sufficient certainty for clubs and other

users. Where investment or developer contributions are used to improve a facility, the scale and duration of community access secured must reflect the public investment made.

9.26 The design and construction of a facility is only one part of effective infrastructure delivery. Applicants must engage with the intended operator at an early stage and demonstrate that appropriate arrangements exist for occupation, management, maintenance and lifecycle replacement. A building without a realistic means of being operated will not normally constitute effective infrastructure provision.

9.27 The planning system can secure land, buildings, physical works and contributions necessary to mitigate the impacts of development. It cannot normally be used to fund general staffing or revenue costs that are not directly related to the development. This distinction is particularly relevant to emergency, health and social-care services, where growth may create operational and staffing requirements as well as a need for physical infrastructure. The IDP, for example, indicates that some ambulance and fire-service requirements may relate principally to staffing, vehicles and operational capacity rather than new premises.

9.28 Infrastructure required to serve larger developments must be identified and planned at the earliest possible stage. Detailed requirements for strategic sites must also be set out in the relevant site-allocation policy and masterplan. Planning applications must explain:

- The need being addressed;
- The proposed form and location of provision;
- The intended owner or operator;
- How the infrastructure will be funded;
- When it will be delivered in relation to occupation; and
- How it will be managed and maintained.

9.29 Infrastructure evidence and provider requirements will change over the plan period. The Council will therefore monitor the delivery, capacity and condition of social and community infrastructure and review the IDP and project schedule as necessary. Development proposals must have regard to the most recent available evidence at the time an application is determined.

SCI3 Delivering Sports, Recreation and Play Spaces

Strategic Objectives

A **Delivering a better future for Hertsmere**

G **Securing a greener Borough**

J **Healthy and safe communities**

K **Securing the timely delivery of infrastructure**

Non-strategic Policy

A Proposals for development should help to ensure that people of all ages and abilities have access to a wide range of opportunities for sports, recreation and play. They should maximise opportunities to provide new or improved social and community infrastructure, along with public realm enhancements, so that sports and recreation facilities and play spaces can be reached safely and easily throughout the Borough. Proposals for new provision, and enhancements to existing facilities will be designed to ensure that they are publicly accessible and inclusive so that it positively contributes to providing a wide range of multifunctional environmental, social, public health and economic benefits. Where it is appropriate and reasonable, proposals will contribute towards improvements and enhancements that increase the accessibility and capacity of existing local (to the proposal) facilities.

Sports and recreation facilities

B Existing sports and recreational facilities should be retained. Opportunities to increase or enhance the accessibility and capacity of existing facilities, to meet future needs arising from growth, will be explored, assessed and where appropriate implemented. Development proposals involving the loss of such facilities will be supported where they robustly demonstrate that the facilities are either genuinely surplus to needs or will deliver improved replacement provision. Applications will be assessed considering the Infrastructure Delivery Plan along with the Council's Playing Pitch Strategy, and other strategies as appropriate.

Play and informal recreation

C Development proposals that are likely to be occupied or used by children and young people must increase opportunities for play and informal recreation, inclusive of the provision of new informal recreation spaces. Where located in areas with identified deficiencies in play space, new housing development must provide demonstrable improvements in the quantity and quality of play space.

D Development proposals for new housing must incorporate well-designed and high-quality formal play provision that responds to the minimum standards set out under Table 9.1.

Table 9.1 Minimum open space standards

Typology	Quantity standard	
	Hectares per 1,000 population	**Square metres per person**
Parks & gardens	0.80	8 m^2
Natural & semi-natural greenspace	1.80	18 m^2
Amenity greenspace	0.60	6 m^2
Provision for children & young people	0.55	5.5 m^2
Allotments	0.25	2.5 m^2

Provision should be delivered on-site and made accessible to all children in the development without being segregated by housing tenure. Off-site provision will only be acceptable in exceptional circumstances, where it can be suitably demonstrated that on-site provision is not feasible and there is existing play space, or new provision that will be secured, in proximity to the development that can be accessed safely and easily by residents of the age group it is intended. Proposals for off-site provision, including new, or improvements to existing facilities, must demonstrate that they will meet the needs of the development, whilst continuing to meet those of existing residents. Where it can be demonstrated to the satisfaction of the Council that off-site provision is acceptable this will be secured through planning obligations, legal agreement or other appropriate mechanism, with payments in lieu calculated using the formula in Table 9.2.

Table 9.2 Play space payments in lieu

Formula for calculating payments in lieu
X = ((A x B) – C) x D
X = Financial contribution (£) A = Number of children generated by the development (child yield calculated considering bedroom size(s) and tenure mix) B = 10 square metres per child (play space requirement) C = Square metres of play space proposed by the development D = Average cost per square metre of play space

E All play space and provision for informal recreation must be sensitively integrated into the site and neighbourhood, and be designed to:

i. Ensure that public access is encouraged and not unreasonably restricted, and made free-to-use wherever secured as part of new housing development;

ii. Provide a stimulating and pleasant environment that promotes social cohesion, including by enabling users of different ages and abilities to interact as well as to move around and play independently;

iii. Provide opportunities for respite, such as benches or seating areas;

iv. Enable informal supervision through passive surveillance;

v. Integrate natural features such as trees, landscaped play areas and other greening measures; Maximise the use of permeable surfaces and Sustainable Drainage Systems; and

vi. Where possible, site play spaces at the street or ground floor of development.

F Where large-scale public realm is provided as part of a development proposal, this should incorporate incidental play space to make the public realm more playable. Incidental play space should supplement formal play provision elsewhere in the Borough and provide additional opportunities for physical activity.

G Development proposals including new or enhanced play space must ensure the provision will be appropriately managed and maintained over its lifetime.

H Development proposals that will result in the loss of play space, whether existing or consented but not built, will be refused unless:

i. Replacement provision of at least an equivalent amount and improved quality will be provided, either on-site or in proximity to it, within a reasonable walking distance for the intended age group; or

ii. It can be suitably demonstrated that there is no ongoing or future demand for the play space.

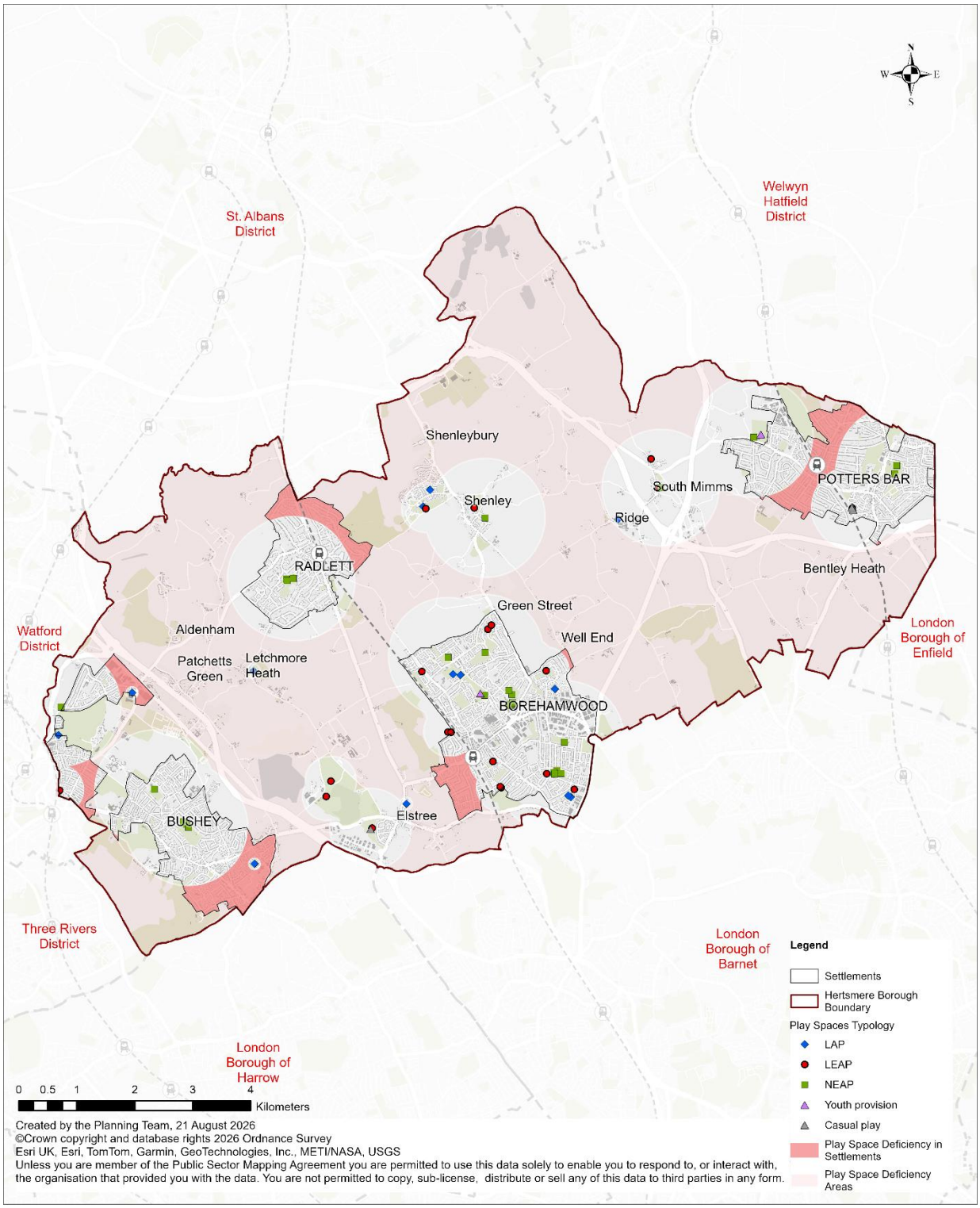


Figure 9.1: Play Space mapping and deficiency areas

Explanation

9.30 Healthy and liveable neighbourhoods provide ample opportunities for people of all ages and abilities to participate in sport, recreation and play. Safe and stimulating play is essential to childhood development. It can impact positively on physical health, helping to address and prevent obesity. The delivery of healthy and liveable neighbourhoods will contribute towards successful and sustainable place-making across the Borough.

9.31 All new play space should be delivered through the design-led approach with careful consideration given to the requirements of the intended users. Play space should be integrated at the street or ground floor level, where possible as the siting of play provision on rooftops and podiums may impede safe access and result in microclimate conditions that are not comfortable. Rooftop and podium play spaces will only be acceptable where they have a clear design rationale and the provision is of a high quality. Developments should maximise opportunities to integrate natural or semi-natural features into play space, including tree planting and landscaped play areas. Naturalised spaces provide for stimulating and pleasant environments, enhance access to nature, and help to reduce the need for hardstanding which is important for climate change adaptation and mitigation.

9.32 New housing developments must incorporate well-designed and high-quality formal play provision that responds to the minimum standards set out under Table 9.1. Provision must be proportionately based on the number of children expected to occupy the development and an assessment of future needs. Play space should be delivered on-site.

9.33 To address local deficiencies and improve access to provision throughout the Borough, new development, particularly for housing and social and community infrastructure, should investigate and seek to increase opportunities for play for all age groups, considering the types of provision needed for them. Diverse equipment to cater for a range of ages and abilities is important and enhances value. Inclusive provision as well as facilities catering for older ages (for example, skate parks and MUGAs) are often highly valued play forms.

9.34 Off-site provision will only be considered in exceptional circumstances. Applicants will be required to provide evidence to demonstrate that delivery on-site is not feasible, including a design options appraisal, and that the needs generated by the development will be adequately met. Off-site provision will be more appropriate for older children and young people as they are able to travel slightly longer distances by walking, wheeling and cycling. In addition, suitable play provision for this group might not be compatible within the development and could be better provided elsewhere, for example, as with skateboard parks. In all cases, proposals for off-site provision, whether that is for entirely new provision, or provided through financial contributions that improve existing facilities, must demonstrate that they will meet the needs of the development proposal, whilst continuing to meet those of existing residents. This approach is in alignment with the London Plan. Off-site provision will be secured by planning obligations or legal agreements, using the formula set out in

Table 9.2 (Play space payments in lieu). The Council will look to review costs regularly to ensure they are reflective of real-term costs and will link costs to inflation or consumer indexes.

9.35 To support inclusive neighbourhoods and communities we will seek to ensure that all play space is free to use and made accessible to the wider public. Development proposals that unreasonably restrict access to play space, for example, by fencing or other measures will be refused. Play space to which access is segregated by housing tenure is wholly unacceptable. It is recognised that some controls may be required in the interests of public health and safety as well as local amenity, for example, to ensure the use of facilities is limited to regular daytime or early evening hours. Site Management and/or Maintenance Plans must be submitted to address any such matters, along with arrangements for upkeep of space and equipment over the lifetime of the development.

9.36 Activity and play need not be restricted to parks and other types of formal play spaces. Incidental play space can be provided where features of the urban environment are made more playable. This is particularly in areas with large-scale public realm (for example around town centres, stations and community facilities) where people of all ages are likely to visit. The design of the public realm must encourage everyone to move around freely and independently in active ways, having regard to the Healthy Streets Approach and relevant good practice guidance, such as Sport England's Active Design Guidance. Development proposals must assess how the design and configuration of spaces and buildings might function to impede or enhance safe access to play opportunities.

SCI4 Nurseries and Childcare Facilities

Strategic Objectives

A Delivering a better future for Hertsmere

J Healthy and safe communities

Non-strategic Policy

A Proposals for day nurseries and childcare facilities (including childminding, playgroups and related activities) must:

i. Be located where they can be safely and easily accessed by walking, wheeling, cycling and public transport;

ii. Not have an unacceptable adverse impact on the road network and ensure adequate arrangements for car parking including access, egress, cross-site movement and drop-off areas, with consideration given to needs of disabled users;

iii. Protect, manage and not adversely impact on local amenity;

iv. Respond positively to local character; and

v. Secure provision of fit-for-purpose facilities to accommodate the intended use and all likely users, including suitable outside play space where appropriate.

B The use of residential floorspace for day nurseries and childcare facilities will be supported where it is robustly demonstrated through evidence that:

i. The development will not result in the loss of a dwelling and the residual residential floorspace meets the requirements and standards for self-contained housing, as set out elsewhere in the Local Plan;

ii. The community use is ancillary to the residential use;

iii. There is a demonstrable local need or market demand for the use proposed; and

iv. There are no suitable and available non-residential premises to accommodate the use.

Explanation

9.37 The Council is committed to ensuring that there is sufficient provision of good quality, affordable and flexible nurseries and childcare facilities to accommodate the diverse needs of households within the Borough. All development proposals for

nursery and childcare provision should therefore refer to the latest assessment to identify opportunities for meeting demand and area-specific requirements.

9.38 New nurseries and childcare facilities should be appropriately located at safe, well-connected and easily accessible locations. Applicants should investigate opportunities to locate such uses in Class E units before considering residential premises. Where it is proposed to incorporate a nursery or childcare facility within an existing self-contained (Class C3) property, this must not result in the loss of a dwelling unit. In most circumstances a detached C3 use will be more appropriate than a semi-detached unit, which in turn is preferable to a terraced dwelling. End of terrace locations will be treated the same as semi-detached properties. We may apply conditions to ensure residential uses are reinstated in any future change of use from a Class E community use.

9.39 It is important that nurseries and childcare facilities are designed to a high standard and will meet the needs of intended use and all intended users. Development proposals must demonstrate how the policy requirements will be satisfied. A statement should be submitted setting out details of operations including nature of activity; numbers of staff and visitors expected; days and hours of operation; access, parking and servicing arrangements; and measures to protect local amenity.

SCI5 Burial Spaces

Strategic Objectives

G Securing a greener Borough

K Securing the timely delivery of infrastructure

Non-strategic Policy

A The Council will ensure that sufficient burial provision is available to meet the current and future needs of Hertsmere's communities. This will be achieved by:

i. Safeguarding existing cemeteries, burial grounds and associated facilities from development that would result in their loss or negatively impact their continued operation;

ii. Supporting the appropriate expansion, enhancement and efficient use of existing cemeteries where this can be achieved without unacceptable environmental or amenity impacts;

iii. Planning positively for future burial needs, having regard to population growth, population ageing, mortality projections, changing community demographics and the requirements of faith groups and communities for whom burial is the preferred or sole option;

iv. Supporting the delivery of additional burial capacity where evidence demonstrates an identified current or future need.

B Development proposals for new cemeteries, cemetery extensions, burial grounds or associated facilities will be supported where they demonstrate that:

i. The proposal meets an identified need for burial provision within Hertsmere;

ii. The scale and capacity of the development are sufficient to meet long-term requirements and have regard to projected future demand;

iii. The site is appropriately located relative to the community it is intended to serve and is accessible by sustainable modes of transport;

iv. Appropriate provision is made for supporting infrastructure, including access roads, parking, drainage, landscaping, buildings and maintenance facilities;

v. The proposal would not result in unacceptable impacts on residential amenity, highway safety, landscape character or neighbouring land uses;

vi. The proposal protects and enhances biodiversity, ecological networks and green infrastructure;

vii. The proposal is informed by appropriate archaeological, heritage, ecological and arboriculture assessments; and

viii. The proposal demonstrates that the site is suitable in hydrogeological terms and will not result in unacceptable impacts on groundwater, watercourses or the wider environment.

Explanation

9.40 Hertsmere Borough Council is home to many communities and faith groups which require different burial requirements. There is no statutory duty for the Council to provide burial spaces. However, recognising the importance of providing opportunities for all individuals and communities to practise their faith, we have an interest in supporting provision to meet local needs wherever possible. The Council is exploring possible opportunities for the expansion of existing public burial sites.

9.41 Existing cemeteries, churchyards and burial grounds represent valuable community assets and often make important contributions to local character, green infrastructure networks and the historic environment. The continued operation of these facilities should be protected from incompatible development, and opportunities should be taken, where appropriate, to improve their accessibility, environmental quality and operational efficiency.

9.42 Information on the burial space provision is drawn from the Hertsmere Burial Space Strategy 2020[2] and the Open Space Needs Assessment 2026[3]. There are 11 sites classified as churchyards/graveyards in Hertsmere, all of which are facing increasing pressure on burial capacity as part of population growth and demographic change. With the predicted increase in Hertsmere's population over the plan period and faith communities' religious preferences, this pressure on burial capacity is set to increase. It is noted that some religious burial sites perform a more strategic role beyond the borough's boundaries. It is therefore important to ensure that adequate burial provision is maintained for both current and future generations.

9.43 New burial provision can require significant areas of land and long-term management arrangements. As such, proposals must be supported by robust evidence of need and should be planned on a strategic basis to ensure they can meet future demands over an extended period. Sites should be accessible to the communities they serve and accommodate associated facilities and infrastructure required for their effective operation.

9.44 The location and design of cemeteries and burial grounds must also carefully consider their environmental impacts. Regard should be given to landscape character, biodiversity, heritage assets, trees, water resources and residential amenity. Burial activities have the potential to affect groundwater and water quality in

[2] Hertsmere Burial Space Strategy 2020
[3] Hertsmere Borough Council Open Space Needs Assessment 2026

certain circumstances, and therefore proposals should be informed by appropriate hydrogeological assessments and demonstrate that they will not result in unacceptable environmental harm.

Chapter 10: Green and Blue Infrastructure

Section	Page
GI1 Hertsmere's Green and Blue Infrastructure Network	228
GI2 Hertsmere's Watercourses and Blue Infrastructure	231
GI3 Local Nature Recovery Strategy	234
GI4 Protecting and Enhancing Biodiversity, Habitats and Ecological Networks	236
GI5 Protection from Environmental Pollution	241
GI6 Urban Greening, Trees and Landscaping	246
GI7 Open Space	251
GI8 Communal Gardens and Food Growing	257
GI9 Geodiversity	259

GI1 Hertsmere's Green and Blue Infrastructure Network

Strategic objectives

A Delivering a better future for Hertsmere
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Proposals for new development should protect, maintain, create and enhance existing habitats, and contribute towards a blue and green network that improves habitat connectivity and resilience, taking account of the Hertfordshire Local Nature Recovery Strategy (LNRS) and other local and national biodiversity evidence.

B Proposals for development must take account of the natural environment from the earliest stages of the design-led process, and:

i. Improve existing connections and create new links between existing green infrastructure assets, including nationally and locally designated or identified sites, and avoid fragmentation of the Borough's green and blue infrastructure network to support a multifunctional and connected network across the Borough.

ii. Safeguard and create priority habitats within green and blue infrastructure, as well as the safeguarding priority areas for habitat enhancement regarding the Hertfordshire Local Nature Recovery Strategy, in accordance with Policy GI3 Local Nature Recovery Strategy.

iii. Investigate and maximise opportunities to retain, enhance and create green infrastructure as an integral part of site design, having regard to the Hertsmere Green and Blue Infrastructure Study[1], Natural England's Green Infrastructure Framework, and other relevant evidence.

iv. Conserve and, where appropriate, enhance the character, quality and condition of the Borough's landscapes, having regard to the Hertsmere Landscape Sensitivity and Visual Impact Assessment, Landscape Character Assessments and other relevant evidence.

v. Respond positively to landforms including by retaining or enhancing landscape features of historic, ecological and visual amenity value.

vi. Protect and enhance ecological connectivity, including links between habitats, open spaces, waterways, the wider countryside and neighbouring authorities where appropriate, having regard to the Hertfordshire Local Nature Recovery Strategy.

vii. Incorporate multifunctional green and blue infrastructure that contributes towards biodiversity recovery, climate change mitigation and adaptation, sustainable drainage, improved air quality, recreation, active travel and healthier communities.

viii. Make suitable arrangements for the long-term management, maintenance and stewardship of green and blue infrastructure, including existing and newly created planting, woodland, trees, sustainable drainage, and other landscape features.

ix. Where appropriate, improve public access to green and blue infrastructure and strengthen connections between settlements, neighbourhoods, open spaces, rights of way, water bodies and the wider countryside, where this is compatible with the protection of biodiversity and other environmental assets.

C Development proposals that would result in the fragmentation, deterioration or unjustified loss of strategically important green infrastructure, or prejudice opportunities to strengthen the Borough's green infrastructure network, will not be supported unless it can be demonstrated that the harm is clearly outweighed by other material planning considerations, and appropriate mitigation or compensation has been secured in line with the mitigation hierarchy.

Explanation

10.1 Hertsmere's network of green and blue infrastructure is a fundamental component of Hertsmere's natural environment. It contributes to the Borough's distinctive landscape, biodiversity, heritage, climate resilience, health and wellbeing, and supports sustainable, attractive and inclusive places. The integration of the Borough's green and blue infrastructure networks will contribute towards meeting growth needs, and successful and sustainable place-making.

10.2 The natural environment is a critical determinant of health. Access to nature and green spaces is important for physical activity and mental wellbeing. It is also important that environmental risks such as air pollution, flooding and extreme heat are mitigated to prevent harm to public health, especially in respect of the Borough's vulnerable groups and areas of high deprivation.

10.3 Green and blue infrastructure refers to the Borough's network of green and open spaces, waterways, street trees, green roofs, public and private residential gardens, allotments and other assets, such as semi-natural and natural drainage features. It includes parks and public spaces as well as private gardens and other spaces with vegetation. Together these elements of the environment help to support strategic objectives across several policy areas such as promoting public health and wellbeing, mitigating against and adapting to the impacts of climate change (including by reducing flood risk), improving air and water quality, and conserving natural habitats and species. A strategic approach to green infrastructure is necessary to ensure that green assets are protected, planned for, designed and

managed in an integrated way. Green infrastructure must not be considered in isolation of other aspects of the built environment.

10.4 Green and blue infrastructure covers a broad range of land use types that are not always necessarily wildlife rich. For that reason, the Borough's local wildlife-rich habitats, and wider ecological networks are important for successful and sustainable place-making.

10.5 The Borough's green and blue infrastructure provides multifunctional resources that contribute to biodiversity recovery, landscape character, climate resilience, sustainable water management, carbon storage, improved air and water quality, recreation, active travel, and the health and wellbeing of communities. Planning for green infrastructure as an integrated network helps to ensure these multiple benefits are delivered efficiently and supports the creation of sustainable, resilient and attractive places.

Local Nature Recovery Strategy

10.6 The Levelling Up and Regeneration Act (LURA) 2023 states that local plans must take account of Local Nature Recovery Strategies (LNRSs). National planning policy states that Local Plans should take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale.

10.7 The Council strongly supports the integration of the following standards within new development, in line with Natural England's Green Infrastructure Framework[1]:

- Green Infrastructure Strategy
- Accessible Greenspace Standard
- Urban Nature Recovery Standard
- Urban Greening Factor (UGF)
- Urban Tree Canopy Standard

10.8 The Council considers the Green Infrastructure Strategy Standard as a useful tool to assist local authorities in strategically planning their green infrastructure provision as part of a Green Infrastructure strategy and study, as well as supporting the delivery of high-quality green space within major developments.

[1] Natural England's Green Infrastructure Framework

GI2 Hertsmere's Watercourses and Blue Infrastructure

Strategic objectives

A Delivering a better future for Hertsmere
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Hertsmere's watercourses and blue infrastructure provide multifunctional social, economic and environmental benefits that support sustainable neighbourhoods and communities. Development proposals should identify and respond positively to the unique attributes of waterways, considering:

i. Environmental function and ecological qualities of blue infrastructure;

ii. Safeguarding and creating priority habitats within blue infrastructure, in particular protecting and enhancing the ecological quality of the borough's chalk streams;

iii. Safeguarding priority areas for habitat enhancement in the Local Nature Recovery Strategy, in accordance with Policy GI3 Local Nature Recovery Strategy;

iv. Contribution to the Borough's network of open spaces;

v. Recreational and amenity value;

vi. Distinctive features that help to shape and reinforce the Borough's physical, cultural and historical character; and

vii. Support for the visitor economy.

B Development proposals on sites containing or adjacent to a main river, ordinary watercourse or other water space must:

i. Maintain an undeveloped buffer zone of at least 10m that is designed and managed for the benefit of ecology and biodiversity, and includes a long-term landscape and ecological management plan which includes the management of invasive non-native species (INNS);

ii. Investigate and maximise opportunities to enhance or restore river channels and their riparian zones, flood flow pathways, floodplains and other natural flood management features with the objective of returning them to their natural state wherever possible;

iii. Incorporate measures to enhance the ecological value of water spaces, including integrating riparian planting, wet woodland and soil protection where these are ecologically appropriate, and removing artificial structures

that act as barriers to the movement of animal species, including de-culverting where feasible.

iv. Not include buildings that introduce permanent overshading to a watercourse, propose the culverting of a watercourse, or prejudice future opportunities for de-culverting;

v. Incorporate measures to enhance the amenity, recreational and historic value of water spaces, including enhancing public access to these spaces. Where access to a watercourse is proposed the development must include appropriate zoning to establish areas for people and areas for wildlife as agreed by the Environment Agency; and

vi. Contribute to a safe riverside environment by making appropriate provision for riparian life-saving equipment such as grab chains, access ladders, life buoys, along with information signage and CCTV.

vii. Protect hydrology, soil conditions and natural drainage patterns, especially in situations when nearby woodland, wet habitats or veteran trees may be affected. Applicants should assess and avoid impacts on adjacent habitats arising from changes in runoff, drainage, water levels or ground conditions.

viii. Give preference to flood mitigation measures which restore and work with natural processes and favour Natural Flood Management techniques (NFM). Sustainable drainage solutions should minimise the requirement for hard engineering to rivers. SUDs features should be designed so that they have biodiversity value in addition to their flood management function.

Explanation

10.9 The Council considers that the Borough's watercourses and blue infrastructure provide multifunctional social, economic and environmental benefits that support sustainable neighbourhoods and communities. They can make a valuable contribution towards successful and sustainable place-making. In this policy, a watercourse includes Main Rivers (as defined by the Environment Agency) and ordinary watercourses. Ordinary watercourses are passages of water that do not form part of a Main River; they can include streams; ditches, drains, mills, dams, culverts and weirs.

10.10 It is acknowledged that Hertfordshire has a variety of different habitats that are worthy of protection. Within the context of the Borough's watercourses there is an established international and national responsibility for protecting its special chalk rivers and their unique ecology. It is highlighted that there are only 260 chalk streams globally, and Hertfordshire is the custodian of about 10% of that resource.

10.11 It is further noted that not all chalk streams are fully recognised/protected by statutory or non-statutory designations. Rivers, chalk streams and floodplains are an important element of the Hertfordshire Nature Recovery Strategy. Consequently,

the Council agrees that it is important that local plans explicitly recognise them as a priority habitat reflected by policy.

Development Proposals Involving Watercourses

10.12 The policy seeks at least a 10m undeveloped buffer zone between new development and watercourses and blue infrastructure. This is in accordance with the definition of a riparian zone set out in the Statutory Biodiversity Net Gain metric. This width ensures development does not encroach on waterways, potentially damaging banks, and provides the minimum width of habitat needed to provide for the functioning of wildlife habitats and reduce the levels of diffuse pollution reaching the watercourse. There may be instances where a smaller buffer is agreed with those proposing development, where circumstances demonstrably merit. Nevertheless, at least a 10m undeveloped buffer should be considered the standard.

10.13 Riparian zones support the ecological functioning of watercourses, providing habitat, buffering watercourses from disturbance and pollution, improving water quality, and supporting natural flood management.

10.14 Opportunities for de-culverting of watercourses should be actively pursued as an integral part of associated development proposals. Planning permission will be granted for proposals that do not involve the culverting of watercourses, and which do not prejudice future opportunities for de-culverting. Where this is clearly demonstrated not to be possible, planning obligations will be used to secure funding to help enable enhancement works to sections of watercourse in the vicinity.

10.15 De-culverting watercourses can provide a range of benefits. These include:

- Improved biodiversity, habitat connectivity and climate resilience;
- Reduced flood risk from blockages or collapse and slowing the flow; and
- Improved social health and mental wellbeing through amenity and access to nature, urban cooling, improved air and water quality by filtration of air and water by aquatic and riparian vegetation.

10.16 As part of the plan-making process, the Council notes the Environment Agency's opposition in principle to the culverting of watercourses, due to the potential adverse ecological, flood risk, geomorphological, human safety and aesthetic impacts. It is understood that changes to national planning policy will include measures that seek to prevent the enclosure of watercourses and encourage their de-culverting and the re-naturalising of river channels. These measures are intended to deliver multiple social and environmental benefits of re-naturalising rivers, including improvements to water management.

10.17 Proposals for development must ensure that new buildings do not overshadow a watercourse. This is necessary because excessive shade inhibits aquatic plant growth which can lead to a loss of biodiversity and a decrease in water quality due to loss of filtration and oxygenation provided by aquatic plants. It can also lead to the loss of riparian vegetation which prevents bank erosion and maintains water quality by filtering run-off.

GI3 Local Nature Recovery Strategy

Strategic objectives

A Delivering a better future for Hertsmere
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Proposals for development that deliver the objectives of the Hertfordshire Local Nature Recovery Strategy (LNRS) and improve the connectivity and resilience of biodiversity, including Local Wildlife Sites and Local Nature Reserves, will be supported.

B The Council will consider the Hertfordshire LNRS as part of its on-going plan-making and decision-making responsibilities. Development proposals should support the delivery of the Hertfordshire LNRS's priorities by:

i. Avoiding harm to areas identified as important for biodiversity;

ii. Contributing to habitat creation, restoration and enhancement in areas identified as opportunities for nature recovery;

iii. Supporting the establishment of a coherent Nature Recovery Network.

Explanation

10.18 The Hertfordshire Local Nature Recovery Strategy (LNRS) makes a commitment to restoring and enhancing nature across Hertfordshire and playing our part in the restoration of nature across England. It sets out a shared vision and identifies priority areas for investment and action, including protecting our ancient chalk streams. The partnership brings together organisations from the public, private and voluntary sectors, working closely with land managers, citizen scientists and local communities.

10.19 Earlier in 2026, the Government updated Natural Environment and Plan-making Planning Practice Guidance on LNRSs. These updates include references to how LNRSs will provide valuable evidence in support of the local plan-making process and how they can inform local planning authority decision making.

10.20 In response to these changes in national planning practice guidance, the Council has sought to embed the Hertfordshire Local Nature Recovery Strategy within the Hertsmere Local Plan. This approach is specifically reflected within the Local Plan's site allocations.

10.21 In addition, the policy seeks to ensure that the Hertfordshire Local Nature Recovery Strategy is a consideration and informs decision making in respect of development proposals that are not identified as site allocations. The policy seeks to ensure that development proposals consider green space/ environment improvement projects set out within the Strategy. These can include, but are not limited to:

- Restoration and protection of swift populations within urban areas with an aim to promote connectivity between sites;
- Restoration of wood pasture and veteran trees, taking account of opportunities to bolster protected sites such as Wormley Hoddesdon Park Wood SSSI/ SAC;
- Creation and restoration of fens and reedbeds;
- Creation and restoration of open and still waters.

GI4 Protecting and Enhancing Biodiversity, Habitats and Ecological Networks

Strategic objectives

A Delivering a better future for Hertsmere
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Proposals for development are expected to protect, maintain and where possible enhance sites that are important for nature conservation, habitats, and ecological networks.

B Where there is a reasonable likelihood of the presence of statutorily protected species or their habitats, development will be supported where:

i. An up to date, proportionate, ecological survey and assessment demonstrating that the proposals would not result in a negative impact upon those species and habitats; and

ii. A minimum buffer of 10m of complementary habitat is provided to all retained priority habitats, except for woodland where a 15m buffer will be required.

C Proposals for development likely to result in loss or harm to designated and other important sites for biodiversity and geodiversity will only be supported where:

iii. The mitigation hierarchy has been followed, to firstly avoid, reduce and remediate direct and indirect adverse impacts before considering compensation as a last resort; and

iv. Exceptional circumstances demonstrate that public need for and benefit from the development outweigh the harm and are proportionate to the ecological importance of the site.

D Development proposals that deliver the Hertfordshire Nature Recovery Strategy, or other local nature recovery objectives and improve the connectivity and resilience of biodiversity, including Local Wildlife Sites and Local Nature Reserves, will be supported.

E Development resulting in the loss of irreplaceable habitats (such as Ancient Woodland or veteran trees) will be refused unless there are demonstrable exceptional reasons, and a suitable compensation strategy exists.

F All proposals for development must consider potential impacts upon notable species (including protected, priority (of principle importance under the Natural Environment and Rural Communities Act) or those which are suffering significant declines) and consider the need and potential for species recovery.

G Development proposals that have the potential to impact on designated international or national nature conservation sites located outside of the Borough must ensure that impacts are assessed in accordance with the relevant legislative requirements. Proposals will be considered having regard to national planning policies and legislation.

H Planning conditions and/or legal agreements will be used to secure Management Plans where these are considered necessary to support nature conservation objectives.

Biodiversity Net Gain

I Relevant development proposals, as defined in national legislation (Environment Act 2021), must secure Biodiversity Net Gain of 20%. The Hertfordshire LNRS should inform the location and type of biodiversity net gain, with support given to measures that align with identified priorities and mapped opportunities.

Biodiversity Net Gain (BNG) will be calculated using the statutory Biodiversity Metric, and should:

i. Be fully integrated into the design-led approach from the earliest stages, with consideration to the site context and its wider landscape setting, including the linkages with the Local Nature Recovery Strategy.

ii. Be delivered onsite wherever possible, including enhancing existing on-site habitats and creating new on-site habitats. Where Biodiversity Gain Sites are used, they should be located close to the development.

iii. Deliver gains that are significant at a local or landscape scale. Habitat enhancements should be designed to provide significant contributions to nature's recovery in line with the latest Local Nature Recovery Strategy.

J Where proposals involve the creation of significant natural areas and habitats integral to the development, they should be accompanied by a long-term management and monitoring plan which must be approved by the Local Planning Authority.

K All development proposals where the habitats fall below the de minimis threshold for biodiversity net gain, should seek to incorporate biodiversity enhancements into designs.

Access to Nature

L Proposals for development that help to reduce deficiencies in the population's access to nature, using the Natural England Accessible Greenspace Standard, will be considered favourably.

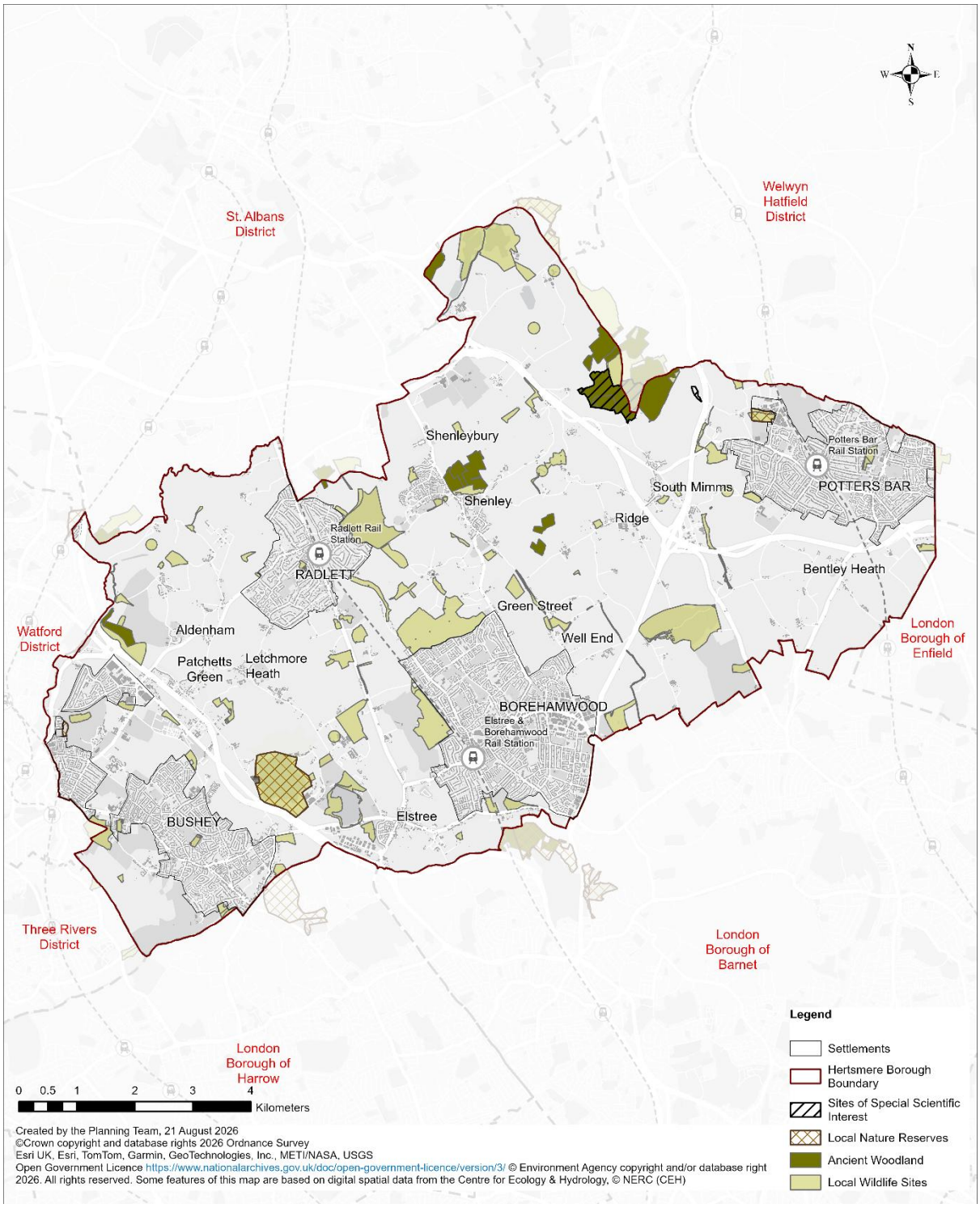


Figure 10.1: Designated Nature Conservation Sites

Explanation

10.22 The Borough has numerous natural assets, which make a significant contribution to the quality of life and identity of the local area. A number of these assets, such as Aldenham Country Park and Willows Farm, are also destinations for visitors from further afield.

10.23 Many habitats and species exist locally including woodland, neutral and other high value grassland, together with river corridors and small amounts of wetland and heathland - comprising a significant proportion of all heathlands in Hertfordshire.

10.24 The diverse range of natural and historic assets in the Borough includes both statutory national designations and sites and areas of local importance, including:

- Sites of Special Scientific Interest (SSSI)
- Local Nature Reserves
- Local Wildlife Sites
- Tree Preservation Orders
- Hedgerows
- Town and village greens
- Ecological links and green infrastructure
- Riparian habitats
- Grades 1, 2 and 3a Agricultural Land
- Minerals reserves (sand and gravel)
- Historic Parks, Gardens and Battlefields
- Watling Chase Community Forest ‘Gateway Sites’

10.25 It is highlighted that national planning policy draws attention to the difference between international, national and locally defined sites. Sites that are protected by statutory and non-statutory designations are regularly reviewed by other organisations such as the Wildlife Trust, Natural England, and Hertfordshire Ecology. Sites identified in the Hertsmere Local Plan are based upon the latest available information. The status of a site is based on its designation, taking account of its context in the local environment, the setting of the Borough and the wider ecological network.

10.26 The Council supports habitat conservation, improvement and extension, species recovery and where necessary mitigation measures. It is important to retain the ecological, geological and biodiversity benefits of sites. Policies also seek protection of species. Where it has been identified that a habitat or species protected in European or Statutory legislation could be affected by a proposed development, the Council will require sufficient survey information and mitigation or compensation proposals at the time the application is submitted. This is to ensure that an assessment is undertaken of the possible impacts, any appropriate mitigation or compensatory measures, including planning obligations, and future management of the site and any protected species.

Biodiversity Net Gain

10.27 The Council requires a 20% increase in habitat value for wildlife compared with the pre-development baseline, to make a meaningful contribution to coherent ecological networks. The need to deliver Biodiversity Net Gain (BNG) applies to types of development defined in the Environment Act 2021 and any subsequent updates to this legislation.

10.28 The Council notes that many commentators have expressed concerns that, due to the risks involved, the statutory minimum 10% requirement does little more than achieve a position of 'no net harm' to biodiversity. Natural England has admitted publicly and in Defra's impact assessment that the 10% BNG target is likely to only balance out nature loss, not secure nature gain, meaning that higher ambition is needed to secure any notable increase in nature recovery.

10.29 It is highlighted that local authorities are legally allowed to set requirements for gain above 10%. However, national guidance says that local authorities should not set requirements above the legally required 10% for BNG unless justified[2].

10.30 Technical evidence prepared in support of the Hertsmere Local Plan[3] assessed development viability based on providing 20% BNG. The cost of providing 20% BNG is taken to be 150% of the cost of 10% BNG. The assessment concluded that the requirement for 20% BNG would not adversely impact on most of the proposed allocations' capacity and has been considered when estimating site capacity. It is noted that most of the sites under consideration are in arable production or are improved grassland and so have a relatively low BNG baseline.

Access to nature

10.31 Green infrastructure has a critical role to play in improving health and wellbeing. The Local Plan seeks to ensure that new development contributes to the delivery of the government's target that every household is within 15 minutes of good quality green infrastructure. The delivery of connected green infrastructure networks will ensure a joined-up approach between policy areas, such as health and active travel planning, by providing green corridors and cycleways.

10.32 Access to nature for people can be assured using the established Natural England Accessible Greenspace Standard[4], part of Natural England's Green Infrastructure Framework. This includes measures to ensure that greenspaces include a degree of naturalness, providing contact with nature and contributing to nature recovery networks.

[2] NPPG Paragraph: 006 Reference ID: 74-006-20240214
[3] Hertsmere Whole Plan Viability Assessment (AECOM/ HDH Planning and Development, September 2026)
[4] Green Infrastructure Strategy Standard

GI5 Protection from Environmental Pollution

Strategic objectives

A Delivering a better future for Hertsmere
H Responding to the climate emergency
J Healthy and safe communities

Strategic Policy

A Development proposals that would cause harm to the environment or neighbouring land or properties from a significant increase in pollution (into the air, soil or any water body) by virtue of the emissions of fumes, particles, effluent, radiation, smell, heat, light, noise or noxious substances, will not be permitted.

B Development proposals must ensure that neighbouring land, properties and uses are not adversely affected by environmental pollution, including cumulative effects, in accordance with the 'agent of change' principle. Appropriate mitigation must be demonstrated for any remaining adverse impacts.

C The design of development must locate environmentally vulnerable or sensitive groups, and associated key facilities and services, in areas that minimise exposure to emissions.

Air pollution

D Development will be expected to minimise potential adverse impacts on air quality and where possible identify measures where it can be improved by:

i. Incorporating Public Health England's 'net health gain' principles and Hertfordshire's Health and Wellbeing Planning Guidance into designs;

ii. Supporting improvements identified for Air Quality Management Areas (AQMAs) set out within Air Quality Action Plans and Strategies;

iii. For developments likely to result in breaches of a relevant limit value or national objective for pollutants or located within or near an Air Quality Management Area and could harm air quality standards (including cumulative impact), provide an air quality report assessing the impacts of the proposed development on the surrounding environment. Proposals for mitigation or avoidance must be provided where it is predicted that a limit value or objective will be exceeded, to be agreed with Environmental Health and appropriately secured; and

iv. Being in accordance with any further Council guidance on air quality.

Soil pollution and land contamination

E Development will be expected to reduce the health and environmental impact of contaminated land and soil pollution by:

i. Maintaining soil quality standards and remediating contaminated land in line with Environment Agency, Defra and Natural England guidance;

ii. Where there is a risk of harm to receptors and the land, soil, ground or surface water is known or suspected to be contaminated, a preliminary land contamination risk assessment must be submitted. Advice will be taken from Environmental Health on the need for any further intrusive site investigation, remedial measures and validation report that may need to be secured by planning condition to ensure that the site is made suitable and safe for the proposed use before development can proceed; and

iii. Taking advice on the storage and handling of hazardous substances from the Health and Safety Executive and the Environment Agency as the statutory Competent Authority.

Water pollution

F Development proposals should adhere to the objectives of the Thames River Basin Management Plan. As such, development proposals must ensure that works do not result in any deterioration within water bodies, and that the development does not prevent the attainment of good status/potential. Consideration must be given to all quality elements including biological, physico-chemical, hydromorphological, and chemical.

G A Water Framework Directive Assessment must be carried out for any development which may impact a waterbody, whether surface water or groundwater.

H For developments involving new or altered foul drainage, a Foul Drainage Assessment must be submitted. Discharge to non-mains drainage will only be permitted where satisfactory justification has been provided to show that connection to mains drainage is not feasible, the non-mains system will not cause pollution of groundwater or surface water, Building Regulations Approved Document H will be met as necessary, confirmation from the Environment Agency that an Environment Permit could be issued where necessary, and adequate details of maintenance of the system have been provided.

I Development which could adversely affect the quality of groundwater, including and specifically within Source Protection Zones, will not be permitted.

Noise pollution

J Development will be expected to minimise the impact of noise on the surrounding environment and noise sensitive receptors.

Developments that are noise sensitive and in locations where surrounding existing lawful land uses are likely to have an adverse effect on the occupants of new development, must submit an appropriate noise impact assessment including mitigation measures to address the identified impacts;

Where it is achievable to offset the adverse impact of noise and to protect existing / future sensitive receptors, applications for new development shall be supported by an assessment of the typical worst case noise impact and consideration of achievable mitigation measures to ensure adequate protection of those sensitive receptors. Where the impact cannot be offset then development should be avoided;

Good design must be used to improve and enhance the acoustic environment and reduce the impact of noise on and generated by the development, in accordance with the High-Quality Design policies in this Plan; and

The development of land for noisy countryside sports will only be permitted where:

i. The activity would not adversely affect noise sensitive receptors nearby;

ii. There would be no adverse impacts on wildlife and areas of ecological value;

iii. The scale and nature of the activity respects the countryside setting and surrounding area;

iv. The safety of adjoining users is not prejudiced; and

v. The enjoyment of users of public rights of way/the countryside would not be significantly adversely affected.

Light pollution

K Development proposals for new exterior lighting schemes will be expected to demonstrate that there would be no significant (or material) adverse impact upon important features of the urban and rural environment including a dark skies landscape, the amenity of residential areas, wildlife habitats and biodiversity, and the character of the natural and historic environment.

Where exterior lighting is a health and safety requirement of the development, lighting must be kept to the minimum level required.

Exterior lighting must be avoided in any identified areas that are important to be kept dark for wildlife.

All lighting schemes must:

i. Avoid dazzle and disturbance to highway users;

ii. Minimise sky glow, glare, light spillage and light intrusion;

iii. Minimise light pollution to watercourses, achieving less than 2 lux within 10m of the top of the bank of the river wherever possible;

iv. Minimise light pollution along existing and newly planted hedgerows; and

v. Minimise impacts on nocturnal wildlife.

All proposals including an exterior lighting scheme must submit a lighting statement by a qualified lighting professional. This should clearly show light impacts on all affected sensitive environmental and ecological receptors including sensitive landscapes/streetscapes, rivers, river corridors, hedgerows and ancient woodlands.

Explanation

10.33 The Environment Act 2021 enables the Government to set new long-term targets in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction, as well as a target for fine particulate matter, and establishes a new framework of environmental protection.

10.34 Planning plays a key role in preventing polluting emissions and limiting their impact on communities. National planning policy directs plan-making and decision making to consider contamination[5], noise and light pollution[6], and pollutants[7] when assessing the suitability of a site or development. New development is also expected to be compatible with the existing uses of the area and not lead to neighbouring activities being restricted[8].

10.35 In Hertsmere special consideration needs to be given to the following matters as part of the consideration of development proposals:

- the quality of the groundwater supplying the chalk aquifer;
- the maintenance of higher quality agricultural areas and the sand and gravel belt;
- limiting the effects of noise and air pollution along major routes (i.e. M25, M1 and A1(M) corridors and national rail routes);
- limiting light pollution, especially in the rural parts of the Borough; and
- ensuring that development land affected by ground contamination is safe and suitable for its proposed use to protect human health and the wider environment.

Water pollution

10.36 The Water Framework Directive is implemented through River Basin Management Plans (RBMPs), specifically under the Water Framework Directive Regulation 33.

[5] NPPF Paragraphs 189 and 190 (December 2024)
[6] NPPF Paragraphs 190 and 191 (December 2024)
[7] NPPF Paragraph 192 (December 2024)
[8] NPPF Paragraph 193 (December 2024)

Consequently, the Council has a legal responsibility to have regard to the Thames River Basin Management Plan, which seeks to prevent the deterioration of the status of water bodies and aims to achieve good status for all water bodies, including groundwater.

10.37 All improvements to water bodies should aim to achieve good status/potential. Development should reduce physical modification to any water body, prevent culverting, and introduce and protect buffer zones.

10.38 A Water Framework Directive Assessment (WFDA) is essential to fully understand and adequately address any impacts the development and its activities may have on the surrounding water bodies. The WFDA objectives are set out in Regulation 13 of The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.

10.39 The WFDA covers all waters, including surface waters (such as rivers, lakes and canals) and groundwaters, including undesignated WFD water bodies. This includes main rivers and ordinary watercourses. For surface waters, the water body includes all the land within the defined area, not just the wet environment. For instance, a water body might include all the land which drains into a watercourse, tributaries, a lake, a stretch of coastal water, and/or a groundwater unit.

Mitigating light impacts

10.40 Lighting statements must be produced by a qualified lighting professional and include full details (supported by plans and drawings) of all aspects of the installation, including siting, luminaire and lamp type, brightness, lux contours/distribution diagrams, column height and design, and proposed finished colour(s), dimming control and hours of luminance. This should clearly show light contours and lux levels on all affected sensitive environmental and ecological receptors including sensitive landscapes/streetscapes, rivers, river corridors, hedgerows and ancient woodlands.

GI6 Urban Greening, Trees and Landscaping

Strategic objectives

A Delivering a better future for Hertsmere
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic Policy

A Proposals for development must demonstrate how the design-led approach has been used to maximise opportunities for urban greening. This includes the integration of high-quality and species diverse landscaping, hedges, street trees, wildlife habitat, green roofs and walls and Sustainable Drainage Systems including rain gardens and tree pits. These features must:

i. benefit priority or threatened urban species, such as swifts, bats and hedgehogs;

ii. be designed with consideration given to the site context and the wider landscape setting as well as the layout, design, construction and long-term management of buildings and spaces;

iii. be designed in accordance with the latest industry good practice guidance to help ensure that green roofs and walls are designed to maximise environmental benefits and will function effectively over the lifetime of the development.

B Development proposals must respond positively to landforms including by retaining or enhancing landscape features of historic, ecological and visual amenity value.

C Major development proposals must increase green cover on-site to achieve the recommended target Urban Greening Factor (UGF) in the Natural England Green Infrastructure Framework, unless it can be suitably demonstrated that this is not feasible. Major development should meet National Urban Greening Factors of at least 0.3 for commercial development, 0.4 for residential development, (and, where appropriate, 0.5 for residential greenfield development). Existing green cover retained on-site will count towards the target score. Planning contributions may be sought where the target UGF is not achieved.

D Where it is not possible to incorporate these measures, major development proposals must demonstrate that the feasibility of integrating these measures has been fully investigated. Minor development proposals are strongly encouraged to incorporate them.

E Integral swift and bat bricks should be incorporated within all new buildings at a ratio of one brick per dwelling.

Trees

F Development proposals must seek to retain existing trees as well as the associated habitat. They should also maximise opportunities for additional tree planting particularly in urbanised locations such as streets and town centres and seek to meet the Urban Tree Canopy Standard. Development proposals must demonstrate that they will:

i. Provide for the sensitive integration of all trees whilst ensuring any new or replacement on-site provision is of a high ecological quality (including appropriate species, stem girth and life expectancy) and contributes positively to the microclimate;

ii. Protect veteran trees and ancient woodland;

iii. Retain trees of quality and associated habitat, wherever possible, with appropriate arrangements to secure their protection throughout demolition, construction, and external works, to the occupation stage of development;

iv. Avoid the loss of, and mitigate against adverse impacts on, trees of significant ecological, amenity and historical value;

v. Ensure building foundations are sufficient to be climate change resilient in proximity to trees; and

vi. Ensure adequate replacement tree planting where the retention of trees is not reasonably practicable, with replacement provision that meets the requirements of (a) above.

G Development proposals must look to retain protected trees (i.e. those covered by a Tree Preservation Order and trees within Conservation Areas). Developments should avoid imposing detrimental impacts on the health of protected trees and visual amenity they provide. The Council may identify and seek to protect trees that are of a significant amenity, heritage, ecological, or other value through the development management process.

Landscaping

H Major development proposals, and where appropriate other development proposals, will be required to submit a Landscape Design Strategy and Arboriculture Survey to demonstrate that landscaping and other urban greening measures are appropriate to the site, can be implemented effectively and will be suitably managed over the lifetime of the development.

Explanation

10.41 Urban greening is a term used to describe a wide range of measures that can be incorporated into buildings and spaces to increase green cover in the Borough. These measures include but are not limited to tree planting, naturalised biodiverse landscaping, green roofs and walls, hedges, climbers, plants for pollinators, de-paving, rain gardens and sustainable drainage systems using natural or semi-natural features. Urban greening can provide multifunctional benefits such as for climate change resilience, amenity including air quality, nature conservation and local character.

10.42 The Council is seeking to meet the Urban Greening Factor (UGF) requirement for major developments as set by the Urban Greening Factor Standard. The UGF is a model used to provide a baseline for green cover that development will be expected to achieve, considering various site development factors. We will apply the recommended UGF factors for major residential and commercial development as set out in the national UGF Standard. Existing green cover retained on-site as part of a development proposal will count towards the target UGF score. Relevant major development proposals should meet and seek to exceed the target score. Some flexibility may be applied on a case-by-case basis where it is suitably demonstrated that the target cannot be achieved for reasons of technical feasibility or financial viability, in which case proposals should show that they have been designed to achieve the highest score possible.

10.43 Green roofs and walls will normally be required as part of the package of urban greening measures delivered on-site. They will be supported where they appropriately respond to local character and comply with other Local Plan policies. This includes consideration for the historic environment, where development must preserve the significance of heritage assets. Green roof assembly should as a minimum consist of a root repellent system, a drainage system, a filtering layer, a growing medium and plants, and be installed on a waterproof membrane on an applicable roof. Buildings should be designed to have sufficient structural capacity and integrity to resist all loads from soil, moisture, plants, rain and wind uplift, safely, effectively and permanently. It is important that living roofs are included in the early planning and design stage and supported by a qualified and accredited installer. Green roofs should be designed with photovoltaic panels. Development proposals must demonstrate how the installation and maintenance will comply with the latest industry standards, currently the Green Roof Code of Best Practice for the UK 2014, or any national equivalent.

10.44 Swifts are summer migrants to the UK and a familiar species in urban areas, but their numbers declined by 62% between 1995 and 2021 and they are now on the Red List of Birds of Conservation Concern. The loss of suitable nesting sites when buildings are renovated or demolished is likely to be a key factor in their decline, so providing integral swift bricks (which are more durable and less obtrusive than external boxes) in new buildings is an easy and cheap solution. Even when they are not used by Swifts, they benefit other red listed urban species such as House Sparrows, Starlings and House Martins. Until they are mandated through building

regulations, local plans have an important role to play by requiring them in all new buildings. For housing developments this should be at a ratio of one brick per dwelling, as recommended by National Planning Practice Guidance.

10.45 All species of bats are legally protected and, like Swifts, have suffered population decline which may be due in part to the loss of roosting sites in modern buildings. Integral bat bricks are part of the solution for new developments.

Trees

10.46 Trees and woodland are an integral part of the Borough's network of green infrastructure and have many beneficial functions. In addition to enhancing local character and amenity, including air quality, they provide extensive areas of habitat for wildlife. Trees also have an important role in climate change adaptation and mitigation. For example, they reduce strain on drainage systems by absorbing rainfall and enable positive microclimatic effects through cover and shade.

10.47 Trees should be considered at the early stages of the design-led approach to maximise their many beneficial effects. Where development proposals include elements of public realm, tree provision must be commensurate with the nature and scale of development. Development proposals will be expected to retain and protect existing trees, ensuring they can be sustained over the long-term. This includes trees of quality which are Category A and B trees as defined by British Standard BS5837:2012 and Category C & U trees within biodiverse habitat areas. New development should not result in an unacceptable harm to or loss of trees, particularly where these are protected by a Tree Preservation Order, are in a Conservation Area or make a significant contribution to local ecology, public amenity and local character, including historic character. Whilst acknowledging the Council has limited control in terms of the protection of trees in private residential gardens, it will seek to promote the multifunctional benefits of trees and prevent the loss of trees wherever possible.

10.48 Where it can be suitably demonstrated that the loss of a tree is acceptable, such as when the tree is considered dangerous to the public or where its removal is necessary to secure site redevelopment consistent with the spatial strategy, then replacement planting will be required. Priority will be given to on-site replacement unless it can be demonstrated there are exceptional circumstances which necessitate off-site provision, in which case planning contributions may be sought. When a financial obligation is required for replacement trees the value may be calculated using the Capital Asset Value for Amenity Trees (CAVAT) or a similar methodology. Financial contributions will be expected to include on-going maintenance costs where trees are planted in the public realm.

10.49 New or replacement species should be selected to avoid the risk of decline or death arising from increases in non-native pests and diseases. When purchasing trees, they should be responsibly sourced ideally from a domestic nursery with UK grown or imported trees appropriately quarantined for a minimum of one year within the UK before sale. This ensures plant health and non-infection by foreign pests or disease.

10.50 The Council makes Tree Preservation Orders (TPOs) to protect specific trees or areas, groups or woodland with amenity value from deliberate damage and destruction. If a tree is subject to a TPO, consent will be required before any work that might affect the tree can be carried out. It is a criminal offence to prune, fell or damage protected trees without appropriate consent, and the Council will enforce breaches in accordance with relevant policy and legislation.

Landscape design strategy

10.51 A site's landscape and its relationship to existing and future development, and immediate surroundings, should be considered comprehensively from the start of the design-led approach. Proposals should have regard to the existing character of the site including landform and features of the natural landscape (such as trees on or in proximity to the site). Where existing landscapes contribute to local distinctiveness, development should respond positively to those features.

10.52 A Landscape Design Strategy must be included with all major development proposals and proposals for sites where a Tree Preservation Order is in place. Other applications may also be required to provide this information having regard to individual site circumstances and the biodiversity interests involved. The Landscape Design Strategy must include an assessment of the relevant site features and nature conservation interests, details of work required to ensure the successful implementation of the strategy, and a Management Plan.

10.53 The Management Plan should address maintenance of hard and soft landscaping features over the lifetime of the development, with specific details covering a minimum 5-year period from occupation. Considerations may include: planting plans with species, frequency of maintenance operations such as weeding, irrigation and the use of hydration bags for trees, checking stakes and ties, plant condition, mowing times for long grass sward areas, materials and minimising hard surfacing, details of building subsidence and other liabilities such as climate change resilient foundations within zone of influence of trees, permeable surfacing and Sustainable Drainage Systems, wildlife connectivity such as hedges for boundary treatment and hedgehog gaps when fencing is used, underground services and infrastructure in relation to root protection areas of existing trees and new tree planting areas, security and access arrangements to landscaped areas.

10.54 Arboriculture Surveys should be undertaken separately and help to inform the Landscape Design Strategy, where one is required. Surveys should provide details of existing species (with information on spread, roots and position of trees), details of trees affected by the development (including measures to be taken to protect retained trees during the construction process), and other plans for the positive management of trees. Plans and documents will be expected to be submitted in accordance with the British Standards 5837 (2012).

GI7 Open Space

Strategic objectives

A Delivering a better future for Hertsmere
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Open spaces form an integral part of Hertsmere's green infrastructure network and contribute to the Borough's landscape character, biodiversity, health and wellbeing, climate resilience and the creation of sustainable communities. The Council will protect, enhance and expand the Borough's network of publicly accessible open spaces to meet the needs of existing and future communities.

Protecting Open Space

B Development proposals resulting in the loss of, or harm to, existing open space, including publicly accessible parks, recreation grounds, natural and semi-natural greenspace, amenity greenspace, allotments, playing fields and other designated open spaces, will only be permitted in the following exceptional circumstances:

i. The open space is surplus to current and future requirements, having regard to the Council's Open Space Assessment and other relevant evidence;

ii. Replacement provision of at least equivalent quantity, quality and accessibility is provided in a suitable location that serves the same community; or

iii. The development would deliver substantial public benefits that clearly outweigh the loss of the open space;

iv. There will be no adverse impact on biodiversity;

v. Suitable replacement provision will be made for outdoor sports facilities or playing fields, as well as allotments and community gardens where appropriate; and

vi. Where the development involves part of an area of open space the quality of any remaining open space will not be eroded by the development.

C Where replacement provision is required, it should be available for use before the loss of the existing open space unless otherwise agreed by the Council.

New Open Space Provision

D Development proposals shall deliver new or enhanced open space where their provision is required to meet the needs arising from the development, having regard to the Council's Open Space Assessment, Natural England's Accessible Greenspace Standard and the scale and nature of the proposal.

E Major development proposals should incorporate publicly accessible open space within the site wherever practicable and demonstrate that open space has been planned, as part of the master planning and/ or design-led process, as an integral component of the development from the outset.

F Where on-site provision is demonstrated to be impracticable or inappropriate, appropriate off-site provision or financial contributions towards improving existing open spaces may be secured where they would address identified deficiencies.

Quality and Function

G New and enhanced open spaces should:

i. be safe, inclusive and accessible to all users;

ii. be multifunctional and contribute towards recreation, biodiversity, climate resilience and sustainable drainage where appropriate;

iii. respond positively to local landscape character and townscape;

iv. integrate with the Borough's wider green infrastructure network;

v. incorporate appropriate arrangements for their long-term management and maintenance; and

vi. use the Natural England Accessible Greenspace Standard to ensure that everyone has access to good quality green and blue spaces close to home for health and wellbeing and contact with nature.

Improving the Open Space Network

H Development proposals should:

i. Contribute, where appropriate, to improving the quality, accessibility and connectivity of Hertsmere's open space network, particularly within areas identified by the Council as experiencing deficiencies in open space provision.

ii. Provide or improve accessible natural greenspace, including woodland and semi-natural habitats.

iii. Where adjacent to open space, protect and, where possible, enhance its character, biodiversity, recreational function, accessibility and visual amenity.

Ancillary uses

I Development proposals for ancillary uses on open space that help to improve the quality of open space and promote access to a wide range of users will be supported where they:

i. Are demonstrably ancillary to the use of land as open space;

ii. Are necessary to facilitate or support the appropriate use of the open space;

iii. Do not have a detrimental impact on the environmental function of the open space, including support for nature conservation;

iv. Respond positively to local character, including by maintaining or enhancing the visual quality of the open space and its setting;

v. Are of a scale and function that is proportionate to the nature of the open space; and

vi. Are of a high-quality design, including by following inclusive and safe design principles, and do not detract from the amenity provided by the open space.

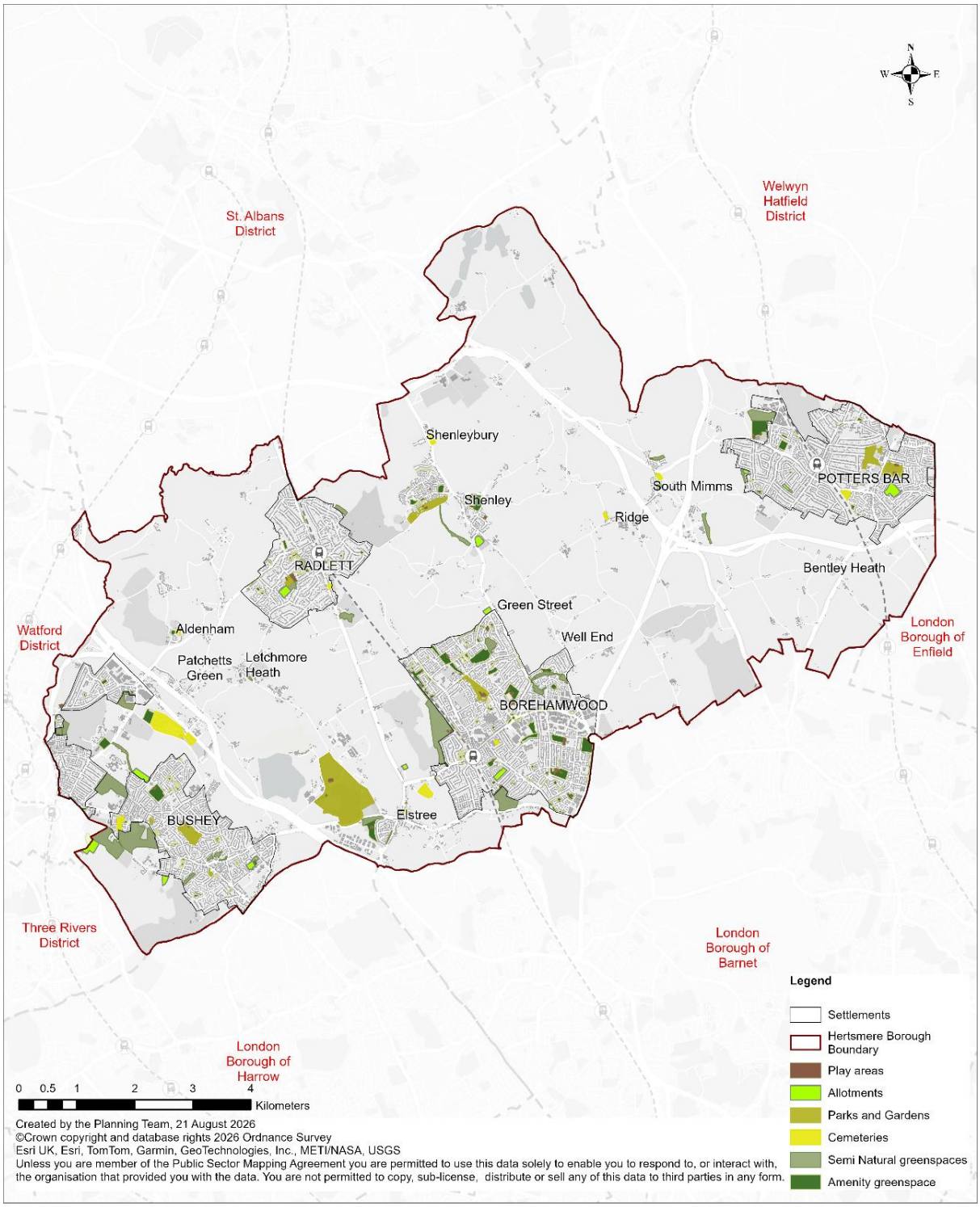


Figure 10.2: Hertsmere's Open Space Network

Explanation

10.55 Open spaces form a vital component of Hertsmere's green infrastructure network. Open spaces, including waterways and water spaces, make a significant contribution to the environmental quality and character of the Borough. They also play a key role in supporting the physical and mental health and wellbeing of the local population by providing opportunities for leisure and recreation as well as enabling people to lead active lifestyles. Hertsmere benefits from provision of a wide range of good quality open spaces. Some open spaces contain protected habitats or species and are protected under national and local designations.

10.56 As the Borough's population increases the pressure on existing parks and open spaces will invariably rise. Hertsmere Open Spaces Assessment (2026) considers the amount of open space that is needed to support the projected future population over the Plan period, based on a fixed quantity standard. This suggests that additional publicly accessible provision will be required to maintain the standard over the long-term. The Spatial Strategy seeks to deliver future growth through regeneration of the Borough's four main towns, the considered release of land from the Green Belt to allow for urban extensions, and through the provision of a new settlement at Bowman's Cross. It is therefore vitally important that existing open spaces, particularly those within the four main towns, are protected, measures are taken to improve their function and quality, and that inclusive public access to open space is enhanced. In addition, the Council considers it important that major and other developments maximise opportunities to integrate new publicly accessible open space. Development proposals for publicly accessible open space must submit a desktop Health Impact Assessment in line with Policy DM6 (Health Impact Assessments).

10.57 Development proposals involving the loss of open space should be avoided and will only be permitted in exceptional circumstances, as set out in the policy above. The reconfiguration of open spaces can be an effective approach to addressing deficiencies in the quantity and quality of provision. It can also help to overcome site constraints where it would otherwise be difficult to deliver new development, such as for housing, workspace or community facilities, or area improvements. Development proposals involving the reconfiguration of open space must provide demonstrable improvements in the functional value of open space and public access to it. To ensure certainty over the protection of open space and beneficial outcomes for the wider community and the environment, all proposals for reconfiguration must be delivered through comprehensive redevelopment and in line with a site-wide masterplan.

10.58 Whilst all development proposals should investigate and maximise opportunities to enhance open space, this is particularly important in areas of deficiency. Where it is appropriate and deliverable, proposals for new development should also consider open space improvements that address existing deficiencies. This may include measures, where they are appropriate and deliverable, that increase the capacity of existing open spaces. We will expect all development proposals to refer to and engage with the Open Spaces Assessment, or any subsequent update, through the

design-led approach. Where appropriate, health impact assessments prepared in support of development proposals will consider improvements to open space access that specifically seek to address the causes of localised health and social inequalities.

10.59 New development can help to enhance access to open space even where it is not feasible to deliver new public open space on-site. Through the design-led approach development proposals should seek to deliver public realm enhancements to create new routes or improve connections to existing or planned new open spaces, particularly in areas of deficiency. New provision should be sited and located, within the proposal site, to optimise inclusive public access. Proposals that marginalise or restrict the use of open space will be resisted. Planning contributions towards open space provision may be sought, particularly where development is likely to generate additional demands on existing provision, such as through the introduction of more residential units and households. Contributions may include measures that support public access to open space along with the functional quality and amenity value of it.

10.60 National planning policy enables neighbourhood forums to designate Local Green Space through the neighbourhood plan process. Local Green Space is afforded the same level of protection as Green Belt. Forums are well placed to identify high-quality green spaces that are valued by the local community and whose protection will support the delivery of the Local Plan. Forums are encouraged to undertake detailed assessments to justify the designation of Local Green Space using a robust methodology. Assessments should be published as part of the evidence base to support the plan-making and examination process. The Council remains committed to developing positive working relationships with neighbourhood forums and the Borough's other formally constituted community groups to deliver good quality, inclusive and accessible open space. The Council will positively consider proposals, from these groups, that demonstrably deliver such improvements. The Council will consider opportunities to work with other local community groups, such as those that focus upon maintaining and improving specific open spaces, when they arise. Such opportunities will be considered on their merits and the demonstrable benefits and value that they could secure for local communities.

GI8 Communal Gardens and Food Growing

Strategic objectives

A Delivering a better future for Hertsmere
G Securing a greener Borough
J Healthy and safe communities

Non-strategic Policy

A Existing allotments and community gardens will be protected from development where they contribute to local food production, biodiversity, recreation and community wellbeing.

B The Council will support proposals which create new opportunities for food growing within urban areas, including the temporary or permanent use of vacant, under-utilised or previously developed land for allotments, community gardens, orchards and other food-growing initiatives.

C Development proposals resulting in the loss of existing allotments or community gardens will not be permitted unless:

i. there is a clearly demonstrated surplus to current and future requirements, or

ii. replacement provision of equivalent or greater quality and accessibility is secured within a suitable location.

D New food-growing spaces should be integrated into the overall layout and landscape strategy of development proposals and should:

i. be safe, accessible and inclusive for all ages and abilities;

ii. receive adequate sunlight and suitable growing conditions;

iii. provide access to water and, where appropriate, composting and water harvesting facilities; and

iv. contribute to green infrastructure, biodiversity, climate resilience and community cohesion;

v. be supported by long-term management and maintenance arrangements.

Explanation

10.61 Access to local food growing opportunities is an important component of successful and sustainable place-making. Food growing opportunities promote healthy diets, improve food security, provide the opportunity for community cohesion and benefit mental health and wellbeing.

10.62 Allotments and community gardens make a valuable contribution towards the Borough's network of green infrastructure. They are an important resource for local food production, support biodiversity and promote sustainable communities, for example, by providing opportunities for recreation and social interaction. For children and young people, food growing offers opportunities for education outside of the traditional classroom setting. Allotments and communal gardens are invaluable to those who do not have access to a private garden and therefore help to promote more inclusive communities. Whilst recognising that private gardens provide opportunities for food growing, this policy does not apply to gardens as these are dealt with separately in the Local Plan.

10.63 The provision of these facilities as part of new development could include:

- Communal growing gardens;
- Allotment plots;
- Community orchards;
- Edible landscaping;
- School and educational growing areas;
- Innovative food-growing opportunities including vertical growing;
- Temporary or meanwhile growing spaces on phased development sites.

10.64 All major development proposals for residential and community uses are encouraged to include provision for food growing. This should be considered early in the design-led approach so that provision is of a high-quality, suitably meets the needs of the intended end users, and is accessible to people of all ages and abilities. Consideration should also be given to the integration of ancillary facilities, such as storage space for equipment and connections to power and water sources, which are vital to ensuring that provision is convenient and functional.

GI9 Geodiversity

Strategic objectives

G Securing a greener Borough

Non-strategic Policy

A Development proposals should conserve, improve the understanding of and, where possible, enhance geodiversity assets and their settings within the Borough.

B Development proposals should make a positive contribution to the protection and enhancement of designated geodiversity sites and other sites of geological interest. Proposals resulting in the loss of, damage to, or adverse impact upon a geodiversity asset or Regionally Important Geological Site will be permitted where:

i. It can be demonstrated that there is no reasonable alternative for the proposed development;

ii. The benefits of the development clearly outweigh the importance of the geodiversity asset; and

iii. Appropriate mitigation or compensation measures are secured.



Figure 10.3: Hertsmere's RIGs Sites

Explanation

10.65 Geodiversity comprises the variety of geological features that contribute to the Borough's landscape and character, including rocks, minerals, soils, landforms and the natural processes that shape them. It underpins biodiversity, influences landscape character and contributes to the Borough's natural and historic environment. As geodiversity is a finite resource that cannot readily be recreated or replaced, it is important that geological interests are appropriately conserved and managed.

10.66 There are two Regionally Important geological Sites in the Borough; Shenley Chalk Mine and Radlett Plantation. Shenley Chalk Mine is a natural chalk deposit which was mined as primitive fertiliser. The mine consists of three shafts as deep as 20m and a complex of tunnels. The mine now functions as an important bat hibernaculum. As the mine is situated on private land, access is limited to organised visits.

10.67 Radlett Plantation is recognised for being one of the few locations which Hertford Puddingstone is visible on the surface. Deposits are visible within shallow pebble beds and around exposed tree root systems. The site is located on private land and is not publicly accessible.

10.68 The Borough's geological assets contribute to local distinctiveness, scientific understanding and education. Development proposals should seek to avoid adverse impacts on these assets and, where appropriate, take opportunities to conserve, enhance and improve understanding of the Borough's geodiversity resource.

Chapter 11: Sustainable Design

Section	Page
SD1 Responding to the Climate Emergency	263
SD2 Sustainable Design and Retrofitting	265
SD3 Managing Heat Risk	269
SD4 Minimising Greenhouse Gas Emissions	271
SD5 Improving Air Quality	274
SD6 Energy Infrastructure	277
SD7 Minimising and Managing Flood Risk	281
SD8 Water Supply and Wastewater	286
SD9 Ground Conditions	291
SD10 Reducing and Sustainably Managing Waste	293
SD11 Securing a Circular Economy	298
SD12 Minerals Consultation Area	300

SD1 Responding to the Climate Emergency

Strategic Objectives

H Responding to the climate emergency

Strategic Policy

A Hertsmere Borough Council has declared a climate emergency. In response to this a strategic and coordinated approach will be taken to ensure that the Borough contributes significantly to mitigating climate change and is made more resilient to its environmental, social and economic impacts. Local actions are both necessary and integral to supporting wider regional and national actions to address global climate change.

B To contribute towards ensuring that the Borough develops in a way that is environmentally sustainable all development proposals must:

i. Help Hertsmere to become a net zero-carbon Borough;

ii. Protect and maximise opportunities to enhance the network of green and open spaces, as well as improve linkages to and between them;

iii. Conserve sites of importance for biodiversity, protect habitats and species within the local ecological network, and deliver biodiversity net gain;

iv. Implement measures to reduce flood risk and ensure resilience against the impact of flooding, and seek to improve the quality of water bodies;

v. Not adversely impact on the amenity of the local population and habitats; and

vi. Contribute towards Hertfordshire achieving waste net self-sufficiency by applying the waste hierarchy and circular economy principles.

C A plan-manage-monitor approach will be used to support the successful transition to a net zero-carbon Borough. This approach will help to ensure that the Local Plan reflects current national and regional planning policy requirements and standards for carbon management, along with the Council's latest technical studies and strategies to deliver low and zero carbon outcomes.

Explanation

11.1 Climate change is one of the biggest challenges the world faces today. During September 2019 Hertsmere Borough Council declared a climate emergency, recognizing the urgent need to address climate change and its impacts on the community. This declaration has been made recognising that a changing climate will have severe and enduring social, economic and environmental implications, and that tackling climate change is an issue of inequality as the greatest impact will be on the most vulnerable and those least able to protect themselves. A strategic and coordinated approach to addressing climate change is necessary.

11.2 In response the Council has committed to achieving net zero carbon emissions no later than 2050. To achieve this objective, it has adopted the Hertsmere Climate Change and Sustainability Strategy (2025 - 2030) that will:

i. Enable the Council to reduce its own emissions leading up to net-zero emissions by 2050;

ii. Enable the Council to offset its own operational emissions that are unavoidable;

iii. Further the implementation of environmental sustainability and circular economy in the operations of the Council;

iv. Influence, enable and support residents, businesses and public and third sector organisations in the Borough to reduce and offset their own emissions;

v. Help the Council and the Borough to adapt and build resilience against impacts of climate change;

vi. Promote zero carbon and environmentally sustainable growth and development of the Council;

vii. Support nature recovery in the Borough and surrounding areas;

viii. Promote a just transition to a greener economy; and

ix. Improve well-being and quality of life of the residents of the Council.

11.3 The Local Plan has a critical role and will work together with the Hertsmere Climate Change and Sustainability Strategy (2025 - 2030), in setting out a roadmap for acting on climate change across Hertsmere.

11.4 The Local Plan will play an important role in helping the Borough respond to the climate emergency. It provides the strategic framework for climate change mitigation and adaption in respect of the future use and management of land within Hertsmere. It also sets out policies to ensure that new development is designed, constructed and operated in a sustainable way. These policies cut across several topic areas, many of

which are included in the following section, and reflect the complexity of matters that must be considered when planning positively for climate change resilience.

11.5 A plan, manage and monitor approach will be used to support the successful transition to a net zero-carbon Borough. We will regularly assess performance against our strategic objectives through the Authority Monitoring Report process. This will help to inform any necessary changes to the policy approaches set out in this Local Plan. In addition, we will take the opportunity to regularly review policies to ensure they reflect the latest requirements and standards at the regional and national levels, also taking account of the Council's latest technical evidence and strategies.

SD2 Sustainable Design and Retrofitting

Strategic Objectives

H Responding to the climate emergency
J Healthy and safe communities

Strategic Policy

A Proposals for development must submit a Sustainable Design Statement. This should clearly set out how the design-led approach has been used to ensure the integration of sustainable design principles, including consideration of the construction and operation phases of development. The statement should be proportionate to the nature and scale of development proposed with a sufficient level of detail to demonstrate that the relevant policy requirements have been satisfied. For major development proposals the Sustainable Design Statement should refer and complement other detailed statements including for:

i. Landscape design and urban greening;

ii. Nature conservation;

iii. Energy use and heat risk management;

iv. Air quality;

v. Flood risk and water management;

vi. Ground conditions; and

vii. Waste reduction and the circular economy.

B Proposals for new self-contained major and minor residential development should seek to achieve the BRE Home Quality Mark.

C Proposals for new non-residential development of 500 square metres gross floorspace or more, including mixed-use development, must achieve an 'Excellent' rating under the BREEAM New Construction (Non-Domestic Buildings) 2018 scheme, or future equivalent, unless it can be demonstrated that this is not feasible.

Sustainable retrofitting

D The use of sustainable retrofitting measures will be encouraged and supported to improve the energy efficiency and environmental performance of housing and other buildings, as well as the quality of living spaces for their occupants. Retrofitting measures should be integrated using the 'whole house' or 'whole building' approach, which requires an understanding of how a building has been constructed, its context and all the factors affecting energy use.

E Development proposals for major residential domestic refurbishment must achieve a certified 'Excellent' rating under the BREEAM Domestic Refurbishment 2014 scheme, or future equivalent, unless it can be demonstrated that this is not feasible.

F Development proposals for major non-residential refurbishment, including mixed-use development, will be required to achieve a certified 'Excellent' rating under the BREEAM Non-Domestic Refurbishment scheme, or future equivalent, unless it can be demonstrated that this is not feasible.

G Where planning consent is required, sustainable retrofitting measures to existing buildings and other development will be supported where other place-making objectives are demonstrably satisfied, including those that relate to the historic environment and heritage assets.

Explanation

11.6 A significant step change in the design quality and environmental performance of buildings and spaces is needed to achieve the Local Plan's strategic objectives, particularly for climate change adaptation and mitigation. Sustainable design principles should therefore be considered early in the planning and design stages and be fully integrated throughout the development process, including the construction and occupation stages. The principles cut across several topic areas within the Local Plan but are most predominant in the policies included in this section. All applicants must submit a Sustainable Design Statement explaining how the proposed development positively engages with these principles. The statement should clearly identify the need for any site-specific mitigation and demonstrate that adequate measures will be delivered and effectively implemented.

11.7 The Home Quality Mark is an established and nationally recognised standard for new housing that has been established by the Building Research Establishment. It provides an indication of the expected health and well-being benefits and environmental footprint of new residential development. All proposals for new self-contained residential development should seek to achieve the Home Quality Mark, as demonstrated through an independent assessment by a qualified assessor. Proposals are strongly recommended to achieve a minimum 3-star rating and for developers and/or agents to make the Home Quality Mark assessment publicly available, for example, as part of any promotional material. Published ratings will also assist the Council with monitoring implementation of the Local Plan policies.

11.8 Proposals for new non-residential development (including refurbishments) and non-self-contained housing will be expected to meet the Building Research Establishment Environmental Assessment Methodology (BREEAM) 'Excellent' standard. BREEAM provides a nationally recognised sustainable design standard for different types of development and covers a wide range of sustainability considerations. Applications for qualifying development are encouraged to submit BREEAM pre-assessments as part of the Sustainable Design Statement, identifying the credits to be targeted and measures to achieve these. All proposals will be considered having regard to individual site circumstances and the nature of development proposed. Planning contributions, such as carbon offsetting, may be sought where it is suitably demonstrated that the policy requirements cannot be sufficiently satisfied such as for reasons of technical feasibility.

11.9 For commercial and industrial uses applicants must justify that the required 'Excellent' rating cannot be reasonably delivered on-site, including through evidence of a BREEAM preassessment. It is recognised that for some types of developments the BREEAM requirements may pose challenges, for example, where there is no defined end-user and/or the Council has agreed that buildings require a certain level of fit out. However, our expectation is that shell only and shell and core proposals, where appropriate, should be capable of meeting the BREEAM credits considering the flexibility provided by the BREEAM methodology.

11.10 Where the Home Quality Mark or BREEAM assessments are submitted, these must be prepared by a suitably qualified and independent assessor. The Council will consider applying alternative established and recognised standards in circumstances where their application demonstrably benefits the process and results in the delivery of the set objectives.

Sustainable retrofitting

11.11 Housing is a significant contributor of carbon emissions in Hertsmere, with about 24% of emissions coming from energy used within homes. Many homes in the area are poorly insulated, contributing to higher energy costs and carbon emissions. Sustainable retrofitting measures can help to improve the energy performance of existing buildings and minimise carbon emissions produced in the Borough. Even small-scale development, such as householder schemes, can incorporate measures that improve the environmental performance of buildings. This

may include internal roof, floor and wall insulation, energy efficient fixtures, or urban greening.

11.12 The most appropriate type of sustainable retrofitting measures will vary depending on the type of building, its context and location, including character setting. A ‘whole house’ or ‘whole building’ approach is one that looks at the energy performance of a building in a comprehensive and integrated way. It helps to ensure that improvements are carried out in an organised, sensible order, with installations and refit measures complementing rather than working against each other. For instance, some standard retrofitting measures can cause damage to traditional or historic buildings, causing problems with trapped moisture which may reduce energy efficiency and bring risks to the health of occupants. In addition, the budget available to householders and other developers will impact on the type and amount of retrofitting works they are able to carry out. The whole house approach can be useful to inform the most appropriate and cost-effective measures, along with phasing of works delivered over a longer period.

11.13 Householders and other developers are encouraged to refer to good practice guidance when considering retrofitting. The Council encourages developers and householders to consider, and use established and recognised guidance such as the Climate Emergency Retrofit Guide published by the London Energy Transformation Initiative (LETI). Given Hertsmere’s location within London’s immediate hinterland this is relevant and appropriate guidance.

11.14 It is important that retrofitting of historic buildings is carried out in a way that does no harm to the significance of heritage assets or their setting in line with other Local Plan policies. Where heritage assets are concerned, applicants are encouraged to refer to the latest Historic England guidance on energy efficiency and retrofit to inform their proposals. Retrofitting works to the fabric of buildings and structures that form part of the statutory list are likely to require consent. Those contemplating such works should seek guidance from the local planning authority. Failure to gain an appropriate and necessary consent may result in unlawful development.

SD3 Managing Heat Risk

Strategic Objectives

H **Responding to the climate emergency**

J **Healthy and safe communities**

K **Securing the timely delivery of infrastructure**

Strategic Policy

A Proposals for development must minimise the adverse impacts on the urban heat island through the design of buildings and spaces, as well as using materials and urban greening measures.

B All new development must be designed to reduce the potential for internal overheating and reliance on air conditioning systems. Development proposals will only be supported where there is sufficient evidence to demonstrate that priority has been given to the implementation of feasible measures at the higher level of the hierarchy.

C Major development proposals must submit an Energy Statement to demonstrate how they will meet the requirements of (A) and (B) above.

D Major development proposals incorporating public realm, including amenity and open space, should be designed to create a comfortable environment in the public realm through the provision of shade and other passive cooling measures, giving priority to urban greening measures.

Explanation

11.15 In recent years Hertfordshire has experienced higher than historic average temperatures along with more severe hot weather events. Heat risk is becoming an increasingly important issue, particularly in the context of a growing population and global climate change.

11.16 The urban heat island is experienced in places where there is extensive urban development. Hertsmere's Local Plan spatial strategy is seeking to optimise the use of urban land supply to meet the Borough's development needs over the plan period. Consequently, addressing the urban heat island is a matter for successful and sustainable place-making. Buildings and spaces in these areas absorb and retain heat during the day and night. In increasingly urbanised places, such as Hertsmere's four main towns, this process results in air temperatures being several degrees warmer than its surrounding areas. The urban heat island poses a significant health risk to vulnerable groups, such as older people or those with certain health conditions, particularly during peak summer months. All new development must

therefore use the design-led approach to minimise internal heat gain and manage heat risk.

11.17 Applicants should refer to the latest Chartered Institution of Building Services Engineers (CIBSE) guidance on assessing and mitigating overheating risk in new developments, including TM59 for domestic development and TM52 for non-domestic development. Proposals should undertake dynamic thermal modelling to ensure that development does not overheat, and this should address temperatures likely to be experienced over the lifetime of the development, having regard to CIBSE guidance and datasets included in document TM49.

11.18 Severe hot weather events can discourage physical and outdoor activity. Development proposals must therefore be designed to provide for a comfortable environment. This may include shaded areas integrated into the public realm or measures to ensure indoor amenity spaces are cool and well-ventilated. Planning contributions for cooling measures outside the site boundary may be necessary to mitigate heat risk generated by the development, for example, to make the public realm more comfortable, in line with the Healthy Streets Approach.

11.19 All major development proposals must submit an Energy Statement as part of the Sustainable Design Statement. This should clearly set out how measures at the higher end of the cooling hierarchy have been considered and given priority through the design-led approach. We will refuse proposals that use measures at the lower levels of the hierarchy unless there is evidence to demonstrate that this is necessary, for example, for reasons of technical feasibility.

11.20 It is recognised that the feasibility of measures in the cooling hierarchy will often depend on the nature and scale of development. Minor developments such as householder extensions may have limited scope to implement measures at the higher end of the hierarchy. The urban heat island effect can be mitigated through the cumulative positive impacts of smaller developments. For this reason, the loss of established soft landscape features without replacement will be resisted for all proposals and new soft landscaping will be encouraged wherever possible.

SD4 Minimising Greenhouse Gas Emissions

Strategic Objectives

H Responding to the climate emergency

J Healthy and safe communities

Strategic Policy

A To help Hertsmere to become a net zero-carbon Borough development proposals must be designed to reduce greenhouse gas emissions in operation and minimise energy demand (annual and peak).

B Major development proposals must be net zero-carbon and:

i. Meet the minimum on-site reduction of carbon emissions of at least 35% beyond the baseline of Part L of the Building Regulations 2021 Future Home Standard; and

ii. Calculate and minimise emissions from any part of the development that are not covered by Building Regulations (e.g. unregulated emissions).

C Where it is clearly demonstrated that the net zero-carbon target cannot be achieved on-site, development proposals must make contributions to meet the identified shortfall through:

i. A cash-in-lieu contribution to Hertsmere's carbon offset fund. Where it can be demonstrated to the satisfaction of the Council that off-site contributions are acceptable these will be secured through planning obligations, with payments in lieu calculated using Table 11.1 (Carbon offset payments in lieu).; and/or

ii. Appropriate off-site measures where these can be demonstrated to be deliverable.

Table 11.1 Carbon offset payments in lieu

FORMULA FOR CALCULATING PAYMENTS IN LIEU
(A – B) x C) x D = X A = Target carbon emissions to meet a 35% reduction onsite B = Projected onsite contribution to carbon reductions

C = Charge for every tonne of CO2 required to be offset to meet the target figure (Hertsmere will charge £100 per year for every tonne of CO2 to be offset)

D = The assumed lifespan of the offset measures (30 years)

A worked example to illustrate the above calculation:

Development A has annual CO2 emissions of 100 tonnes. To meet the policy requirement the developer needs to reduce this by 35 tonnes, however the developer is only able to reduce carbon emissions by 30 tonnes onsite, which means 5 tonnes is required to be offset:

((35 – 30) x 104) x 30 = £31,200

D Major development proposals are encouraged to assess embodied carbon emissions and maximise opportunities to reduce these emissions.

E Details of the approach used to meet the net zero-carbon target must be clearly set out in an Energy Strategy submitted as part of the Sustainable Design Statement.

F Development proposals should minimise energy demand of the building(s) in-use by seeking to achieve the London Energy Transformation Initiative (LETI) targets for projected Energy Use Intensity (EUI).

Explanation

11.21 The Hertsmere Climate Change and Sustainability Strategy (2025 - 2030) sets the objective for the Borough to become a zero-carbon place by 2050. To meet this objective and ensure that Hertsmere becomes a net zero-carbon Borough, it will be necessary for new development to maximise energy efficiency and reduce carbon emissions.

11.22 The Borough Council has sought to meet the zero-carbon target for all major developments since 2020; by publishing the Climate Change and Sustainability Interim Planning Policy Position Statement (2020). That document sought to provide guidance based on policy available at that time.

11.23 To meet the Borough's zero-carbon target, the Local Plan requires major developments to provide an on-site reduction of at least 35% beyond the baseline of Part L of the Building Regulations 2021 Future Home Standard.

11.24 Embodied carbon refers to the greenhouse gas emissions arising from the manufacturing, transportation, installation, maintenance and disposal of building materials. This is distinguished from operational carbon which refers to emissions

arising from building energy consumption. To help ensure that the carbon emissions are fully accounted for and minimised during the development process, applicants are encouraged to assess and address embodied emissions through the design-led approach. Good practice guidance on this element of low carbon design should be considered and referred to as part of the development process. The Council encourages the use and application of established and recognised guidance, such as that prepared by the London Energy Transformation Initiative (LETI). The Council considers that given Hertsmere's location within London's immediate hinterland this is relevant and appropriate guidance.

11.25 New development is expected to be net-zero carbon and where this is not feasible, it should get as close as possible to zero-carbon on-site. Off-site contributions will not normally be considered as an alternative. They will only be acceptable where it is clearly demonstrated that carbon targets cannot be fully achieved on-site. These contributions must address any identified shortfall and will be secured by planning obligations. Off-site provision will be secured through planning obligations with any payments in lieu calculated using Table 11.1.

11.26 The LETI Climate Change Design Guide sets out a roadmap to zero carbon development. It recommends the use of an Energy Use Intensity (EUI) metric. The EUI is an annual measure of the total energy consumed in a building. It is a good indicator for building performance as the metric is solely dependent on how the building performs in-use; rather than carbon emissions, which also reflect the carbon intensity of the grid. EUI can be estimated at the design stage and easily monitored in-use as energy bills are based on kilowatt hour (kWh) of energy used by the building. EUI includes all the energy consumed in the building such as regulated energy (heating, hot water, cooling, ventilation, and lighting) and unregulated energy (plug loads and equipment e.g. kitchen white goods, ICT/ AV equipment). It does not include charging of electric vehicles. Development proposals should make reasonable efforts to reduce energy consumption of buildings in-use, including by reducing space heating demand. Details should be set out in the Energy Statement, where appropriate. The EUI targets in Table 11.2 are non-binding and should be used as a guide to help future-proof development, until such time EUI targets are set out in higher level policy or Building Regulations.

Table 11.2 Targets for Energy Use Intensity by Building Type[1]

Building type	Reduce consumption to	Reduce space heating demand to
Minor Residential	35 kWh/m2/year	15 kWh/m2/year
Major Residential	35 kWh/m2/year	
Commercial Office	55 kWh/m2/year	
Education	65 kWh/m2/year	

[1] All targets are set out in kilowatt hour (kWh) per metre square (m2) per year by Gross Internal Area (GIA) and excluding renewable energy contribution. The LETI Climate Emergency Design Guide should be referred for further information.

SD5 Improving Air Quality

Strategic Objectives

A Delivering a better future for Hertsmere

H Responding to the climate emergency

J Healthy and safe communities

Strategic Policy

A Poor air quality can have a significant impact on public health. All new development must use the design-led approach and integrate on-site measures to improve air quality and prevent or minimise the population's exposure to poor air quality.

B Development proposals must:

i. Seek to improve air quality and be at least air quality neutral;

ii. Not lead to a further deterioration of existing poor air quality;

iii. Not create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits; and

iv. Not create unacceptable risk of high levels of exposure to poor air quality.

C Air Quality Assessments must be submitted with proposals for:

i. Major development;

ii. Minor development within an Air Quality Management Area and/or Air Quality Focus Area if the development is likely to adversely impact on air quality or introduce new sensitive receptors to exposure to an area of existing poor air quality; and

iii. Community infrastructure or other uses (including public open space) that are likely to be used by large numbers of particularly vulnerable groups, such as older people and children and young people.

D Development proposals must demonstrate how they will reduce emissions from the demolition and construction of buildings.

E Development proposals will be considered having regard to their individual and cumulative impacts on air quality. Proposals that do not meet the requirements of (A) and (B) above will be refused unless it can be suitably demonstrated that adverse impacts can be mitigated to an acceptable level. Mitigation should be provided onsite. In exceptional circumstances where it is demonstrated that on-site mitigation is not feasible, off-site provision may be acceptable where equivalent air quality benefits will be delivered in the area affected by the development.

Explanation

11.27 The link between air quality and public health outcomes is well documented. Air pollution is estimated to reduce life expectancy of every person in the UK by an average of 7 to 8 months. This policy supports national planning policy objectives, set out in the NPPF which require that local plans should sustain and contribute towards compliance with the relevant limit values or national objectives for pollutants.

11.28 Hertsmere is a member of the Hertfordshire and Bedfordshire Air Pollution Monitoring Network (HBAPMN). As part of our wider Environmental Health responsibilities, we continue to regularly assess air quality across Hertsmere and compare it against national objectives. These are set out in the Government's Clean Air Strategy. These objectives relate to several pollutants including carbon monoxide, benzene, 1,3 butadiene, lead, nitrogen dioxide, particulate matter and sulphur dioxide. Where air quality is poor the Council will consider the need to declare an Air Quality Management Area (AQMA). Where necessary, local action may be taken to improve the air in that area. Following sustained compliance with the National Air Quality Objective for nitrogen dioxide, all six of Hertsmere Borough Council's AQMAs were revoked in May 2024.

11.29 To ensure that air quality is maintained new development must be at least ‘air quality neutral’ and not lead to a further deterioration of existing poor air quality. Development proposals must also reduce the population’s exposure to poor air quality, particularly for those groups who are most vulnerable to its impacts such as children and young people and older people. New development, as a minimum, must not cause new exceedances of legal air quality standards or compromise achievement of compliance in those areas currently in exceedance, as currently provided by the Air Quality Standards Regulations 2010. The Healthy Streets Approach should be used wherever possible to help address poor air quality. Development proposals will be considered considering individual and cumulative impacts of development in an area, consistent with national policy.

11.30 Applicants should consider the Government’s Clean Air Strategy (2019), in relation to matters of health; protecting the environment; securing clean growth and innovation; and reducing emissions from development; where it is relevant, particularly in respect of specific pollutants.

11.31 Air Quality Assessments (AQAs) will be required for qualifying development set out in the policy and must address impacts arising during the construction, occupation and operation phases of development. They should also consider the wider cumulative impacts on air quality arising from development within the locality.

11.32 Where an AQA indicates a potential negative impact on air quality, appropriate measures that will minimise or offset impacts from the development should be identified and implemented on-site. Planning permission will be refused unless appropriate mitigation measures are adopted to reduce the impact to acceptable levels. In practice, it may not always be possible to achieve Air Quality Neutral standards or to acceptably minimise impacts using onsite measures alone. If on-site measures are insufficient to make the development acceptable, the AQA should demonstrate that it is possible to include measures in the local area with equivalent air quality benefits. Mitigation measures may be secured either by planning condition or legal agreement, where appropriate.

11.33 An AQA with full dispersion modelling is required for all proposed Biomass and CHP boilers and this must demonstrate that the impact on nearby receptors is minimal.

11.34 Development that involves significant demolition, construction or earthworks will be required to assess the risk of impacts according to the Institute of Air Quality Management Dust Guidance. Mitigation measures should be included in the Construction Management Plan. All medium and high-risk sites should include real time construction dust monitoring.

SD6 Energy Infrastructure

Strategic Objectives

H **Responding to the climate emergency**

J **Healthy and safe communities**

K **Securing the timely delivery of infrastructure**

Strategic Policy

A Proposals for development must be designed in response to a site-specific assessment of the most effective and efficient energy supply options, considering the opportunities identified through technical evidence that supports the Local Plan. For large-scale schemes such as major developments, applicants should engage at an early stage with the relevant energy suppliers and bodies to establish future energy and infrastructure requirements necessary to support the development.

B Development proposals should prioritise connection to decentralised heat networks. Major development proposals must provide a Feasibility Assessment for connecting to, and if possible, extending or interconnecting, existing or planned future heat networks located on or in proximity to the site. Proposals for minor new-build development, conversions and building alterations must demonstrate that they have investigated and maximised opportunities to connect to existing heat networks.

C Proposals for new major development should engage with UK Power Networks at an early stage in the process to assess and establish whether the primary substation network has capacity to accommodate the completed scheme. Where capacity is demonstrably an issue, proposals should seek to incorporate appropriate and proportionate measures, such as microgrids, to manage supply. Such measures will be embedded into the master planning for the site and secured through legal agreements.

D Where a decentralised heat network is planned or likely to be delivered in the future, development proposals should be designed to enable a cost-effective connection to it, having regard to Heat Network Priority Areas identified through the Local Plan technical evidence base.

E Major development proposals within Heat Network Priority Areas should have a communal low temperature heating system.

F Development proposals for CHP and ultra-low NOx gas boiler communal or district heating systems will only be acceptable where it is demonstrated that other options in the heating hierarchy have been fully investigated and are not feasible, and there will be no adverse impact on air quality. Air Quality Assessments must include full dispersion modelling to assess impacts on nearby receptors.

G Where CHP and ultra-low NOx gas boiler systems are acceptable in line with (E) above, proposals should be designed in a way that enables, and does not preclude, the decarbonisation of the site-wide communal network in the future.

H Major housing development proposals must, and all minor housing proposals should, submit an estimated heat unit supply price (£/kWh), annual standing charges and projected annual maintenance costs for their proposed Energy Strategy. This should include information detailing any assumptions the calculations are based on

Explanation

11.36 To become a net zero-carbon Borough it will be necessary for Hertsmere to change the way in which energy is used and supplied. This means shifting from a reliance on natural gas as the main energy source to a wider range of low and zero-carbon and renewable sources. Decentralised energy covers a range of technologies that do not rely directly on the electricity transmission network or gas grid. It is expected to play an increasingly important role in London's energy supply. Decentralised energy is vital to energy security and helping Hertsmere become more energy self-sufficient. It also offers opportunities for carbon reduction as a more sustainable energy source.

11.37 Development proposals should prioritise connection to decentralised heat networks wherever technically feasible. The Council is preparing studies to support decentralised energy network development across the Borough. All development proposals should refer to the Council's latest energy masterplans and studies to ensure that opportunities for decentralised energy are maximised.

11.38 The Hertsmere Local Area Energy Plan (LAEP) anticipates that the Borough's electricity primary substation network will exceed its ability to supply the growth planned-for during the plan period. This may have an adverse impact on affordability of new homes, and upon the industry's ability to deliver consents in a timely manner. This is a matter that will become more prominent during the plan period as the nation's energy network, and consumer demand, is electrified. To minimise these risks, those proposing development should engage with UK Power Networks at an early stage in the process to establish local network capacity. That process should seek to identify appropriate and proportionate solutions that will be incorporated into the scheme as part of the master planning process. This approach will contribute towards the positive management of the network and ensure that individual developments do not prejudice the delivery of the wider Local Plan.

11.39 All proposals for major residential and commercial development must submit a Feasibility Assessment to fully evaluate connecting to an existing or planned future heat network, or the opportunities for creating new networks. The assessment should evaluate technical and financial viability and consider a range of factors included but not restricted to capability of the network to supply part of the heat demand, location of development and distance to network pipes, physical barriers and other developments in the areas that may also be required to connect. For this policy, a planned future network is one that is considered by the Council likely to be operational within 3 years of the grant of planning permission.

11.40 All proposals for minor new-build development, extensions and alterations should also seek to secure connection to heat networks, where this is a reasonable possibility. Major development proposals must include an Energy Statement as part of the Sustainable Design Statement. This should provide sufficient information to demonstrate that feasibility has been fully investigated. Consideration of feasibility should consider potential connections to networks both within and outside the Borough. Where it can be suitably demonstrated that other Local Plan policy requirements can be satisfied without the submission of this information at the planning application stage, the Council will seek to secure this through planning obligations or through Building Control arrangements.

11.41 In areas where there is no existing or planned district heat networks proposals should be designed for future connection to a heat network. Designs should entail a wet heating system, single point of connection into heating system, additional plant room space for thermal substation and low temperature heating systems (60 degrees Celsius or lower) to support low temperature heat networks. This will help to ensure that connection is made more financially viable and technically feasible in future years.

11.42 All major development proposals within Heat Network Priority Areas should have a communal heating system served from a single energy centre, with the heat source for the system selected in accordance with the heating hierarchy. Proposals will be expected to demonstrate that the feasibility and viability of implementing options at the higher end of the hierarchy have been fully investigated before considering the use of CHP or gas boiler systems. We will refuse proposals that rely on CHP or gas boiler systems where their use is not sufficiently justified. Where the use of an ultra-low NOx boiler is justified, this should achieve an emissions rating of <40 mg/ kWh. Furthermore, all such proposals must not result in any adverse impact on air quality, in line with other Local Plan policies.

11.43 Where development proposals including CHP and ultra-low NOx gas boiler systems are acceptable in principle, they should be designed in a way that enables, and does not preclude, the decarbonisation of the site-wide communal network in the future. Proposals should include information on the opportunities and potential measures in this respect. This could include, for example, details describing how the development could accommodate the plant space required for such decentralised energy

networks, and how the individual dwellings have been designed to enable future connections.

11.44 Where site-wide communal and district heating systems are operational, heat and energy service providers are encouraged to enter customer charters with domestic and small business customers. Heat networks and communal heating systems must be designed, constructed, commissioned and operated in accordance with CIBSE/CABE Code of Practice CP1 or equivalent. All developments that are required to connect to an existing or planned heat network in accordance with policy must demonstrate in the Energy Strategy how the scheme will comply with the above Code of Practice.

11.45 Where households and businesses are reliant on decentralised heat networks it is important that there are clear expectations for service standards. We will encourage the use of customer charters or publicly available right of challenge in a fair and independent way. Such charters and ombudsmen are useful in establishing clarity on matters such as system maintenance and end user pricing and can be particularly helpful to more vulnerable uses (for example, those in or at risk of fuel poverty or start-up and microbusinesses). All developments that are required to connect to an existing or planned heat network in accordance with this policy should ensure that the future network operator will be registered with the Heat Trust Scheme (Heat Customer Protection Ltd.) The scheme sets out common customer service standards and protection requirements that are comparative to regulated utilities, drawing on legislation and good practice guidance.

SD7 Minimising and Managing Flood Risk

Strategic Objectives

H Responding to the climate emergency

J Healthy and safe communities

K Securing the timely delivery of infrastructure

Strategic Policy

A In those circumstances where it is necessary to minimise and manage flood risk proposals for development must:

i. Apply a sequential approach to the location of new development to avoid flood risk to the population and property whilst taking account of the long-term impact of climate change;

ii. Not increase flood risk and reduce the risk of flooding from all sources;

iii. Make space for water by providing an undeveloped setback from rivers and other watercourses;

iv. Where appropriate, carry out a condition survey of flood defence and other watercourse infrastructure and if necessary, provide for maintenance, repairs or remediation to secure its functional integrity over the lifetime of the development; and

v. Be designed to remain safe and operational under flood conditions.

B A site-specific Flood Risk Assessment (FRA) will be required for all relevant development proposals within Flood Zone 2, 3a and 3b, all major development in Flood Zone 1, and elsewhere in the Borough where development may be at risk of other sources of flooding. The FRA must provide sufficient information for the Council to assess whether the requirements of the Sequential and Exception Tests have been satisfied. In circumstances where it is required the FRA must:

i. Be proportionate with the degree of flood risk posed both to and by the development;

ii. Take account of all potential sources of flooding both on and off-site;

iii. Make an appropriate allowance for the hazard posed by climate change over the lifetime of the development; and

iv. Have regard to the recommendations of the latest Hertsmere SFRA and Local Flood Risk Management Strategy.

C Where development proposals are required to satisfy the Sequential and Exception Tests, they must be designed to ensure that:

i. The most vulnerable land uses are directed to areas of the site that are at lowest risk of flooding;

ii. There is no net loss of flood storage capacity and adequate provision is made for flood storage and compensation, with priority given to on-site provision;

iii. There is no detrimental impact on the natural function of the floodplain and floodwater flow routes across the site; and

iv. Appropriate mitigation measures are incorporated to address any residual flood risk, including safe access and egress for all likely users of the development.

D Development proposals must provide a site-specific Flood Emergency Response Plan to manage actual and/or residual flood risk, where appropriate.

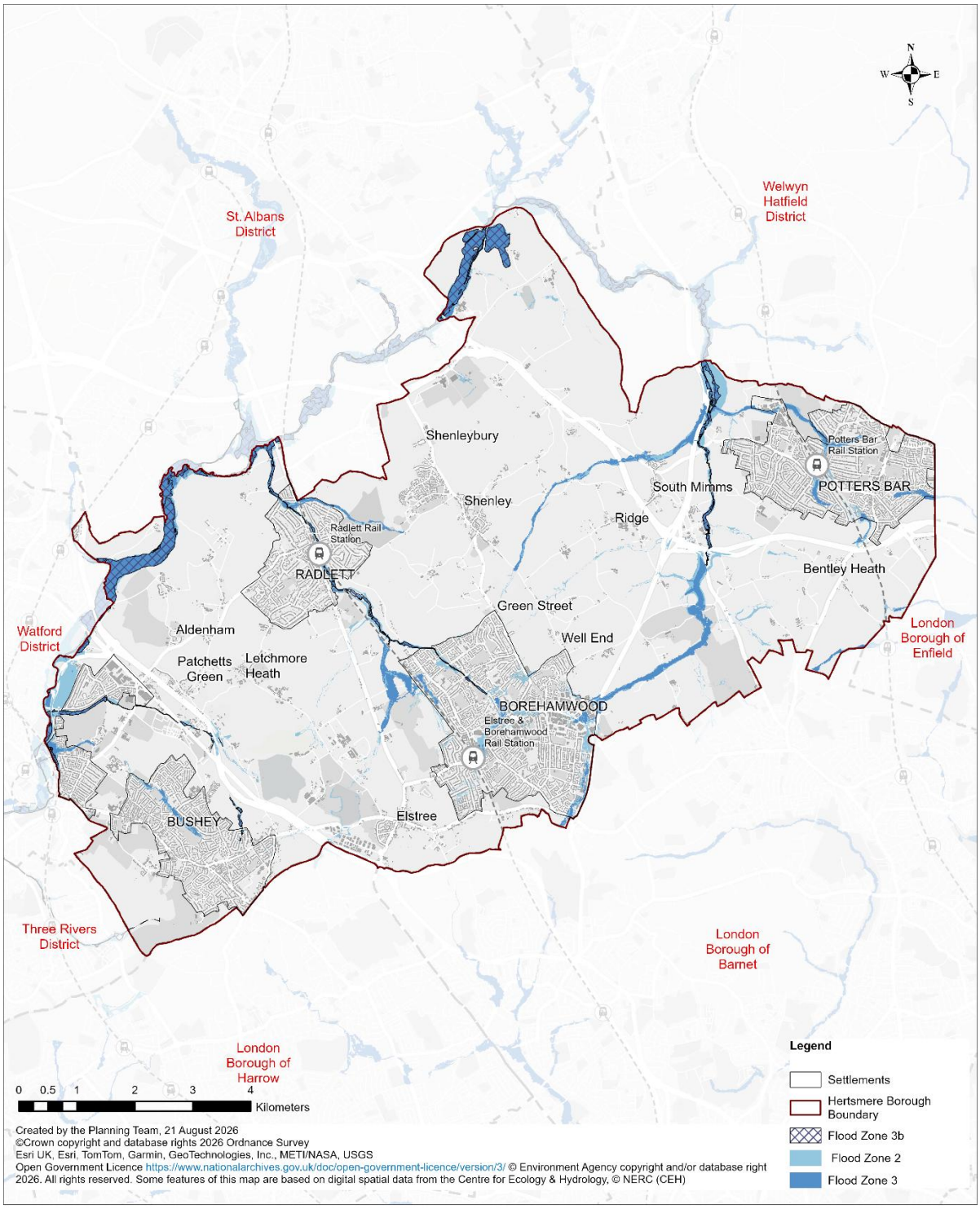


Figure 11.1: Hertsmere Flood Zones and Critical Drainage

Explanation

11.47 Hertsmere's most significant main rivers are the River Colne and Mimmshall Brook. The River Colne has the widest floodplain, with the watercourse forming the boundary between Watford and Bushey in the east. The Mimmshall Brook flows through a largely rural part of the Borough and is subsequently not a major flood risk to people and property.

11.48 Other noteworthy watercourses include the Radlett Brook, otherwise known as Tykes Water, which runs through the centre of Radlett. Its course is largely protected by a flood storage area at the upstream end of the town. The most recent Strategic Flood Risk Assessment (Level 2 June 2026), notes that the Environment Agency dataset Recorded Flood Outlines[2] notes that fluvial flooding has also been recorded along the Tyke's Water in Radlett.

11.49 Elsewhere there are localised areas across Hertsmere that are at potential risk from other sources of flooding including through surface water run-off, ground water flooding, surcharge from the sewer network and the blockage of culverts and gullies.

11.50 New development must not increase flood risk to people and properties. Development proposals should proactively seek to minimise and mitigate flood risk by considering risk from all sources using appropriate and up-to-date information. Early engagement with relevant stakeholders, including the Hertfordshire County Council as Lead Local Flood Authority, the Environment Agency (EA), Thames Water Utilities and Affinity Water is strongly advised.

11.51 The Council regularly reviews the Hertsmere Strategic Flood Risk Assessment (SFRA), they are intended to be living documents which are kept up to date as information on flood risk management changes. The purpose of the Level 1 SFRA (2023) is to collate and analyse the most up to date readily available flood risk information for all sources of flooding and provide an overview of flood risk issues across the Borough. The Level 1 SFRA considers the risk of flooding now and in the future because of climate change. It maps the Borough into flood zones according to the probability of flooding occurring, discounting the presence of any flood defences and alleviation measures.

11.52 Flood Zone 3b is the functional floodplain, where water must flow or be stored in times of flood. Applicants should consult the Environment Agency (EA) for site specific flood model outputs to better understand flood risk, and to establish whether the flood zones in the SFRA have been updated.

11.53 In line with national planning policy a sequential approach must be used to ensure that new development is directed to those areas of the Borough, and locations within sites, that are at the lowest risk of flooding. We will consider the appropriateness of development having regard to the Sequential and Exception Tests, and FRAs

[2] Environment Agency Recorded Flood Outlines https://www.data.gov.uk/dataset/16e32c53-35a6-4d54-a111-ca09031eaaaf/recorded-flood-outlines (Accessed August 2025)

submitted by applicants. FRAs must consider the long-term hazard posed by climate change. The latest standing advice on climate change allowances published by the EA should be referred and form the basis of assessments.

11.54 The Council has also prepared and published a Level 2 SFRA (June 2026). That document considers the detailed nature of the flood characteristics within a flood zone including, where possible flood probability; flood depth; flood velocity; rate of onset of flooding; and duration of flood. This enables users to apply the Sequential Test by identifying the severity and variation in risk within medium and high flood risk areas for all sources of flood risk; establish whether proposed site allocations or windfall sites, on which the emerging Local Plan will rely, are capable of being made safe throughout their lifetime without increasing flood risk elsewhere; and begin to consider the application of the Exception Test, where it is relevant.

11.55 National planning policy states that the Exception Test may be satisfied where development provides wider sustainability benefits to the community that outweigh flood risk. This will be considered on a case-by-case basis however all such development must be demonstrably necessary to support the delivery of the spatial strategy, for example, community or other types of infrastructure.

11.56 As part of the plan-making process the Council has undertaken a Sequential Test to assist in the site allocation selection process. Allocated sites that have passed the Sequential Test will not need to apply this test again, unless the proposed use is not consistent with the site allocation.

11.57 Where the Sequential and Exception Tests are satisfied development proposals must fully investigate opportunities to avoid, reduce, manage and mitigate flood risk through site layout and development design. This includes appropriate measures to ensure development is safe. Proposals should fully assess and address residual risk, including through flood resistant design (e.g. to prevent water from entering the building and damaging its fabric) and resilient design (e.g. to ensure the building's structural integrity is maintained and that drying and cleaning can be facilitated).

11.58 In circumstances where it is relevant and necessary proposals for development must be accompanied by a Flood Emergency Response Plan to ensure safe access and egress from actual and/or residual flooding, where appropriate. This measure is necessary to ensure that building occupiers can be made aware of the responses to various types and scale of flood threat, evacuation logistics, evacuation routes and other safety arrangements in terms of dry access, egress and refuge. Examples of such developments can include proposals with water compatible uses, alterations to existing buildings and building floor levels that have been raised, but where there is remaining flood risk under the 0.1% AEP event.

SD8 Water Supply and Wastewater

Strategic Objectives

H Responding to the climate emergency

J Healthy and safe communities

K Securing the timely delivery of infrastructure

Strategic Policy

A Proposals for development for new water supply and wastewater facilities or the expansion of existing facilities will be supported where the development:

i. Makes provision for infrastructure that is required within the Borough as demonstrated by an asset management or similar investment plan;

ii. Will not result in an unacceptable adverse impact on the environment, human health, public safety, amenity and local character; and

iii. Will be constructed in a timely and sustainable manner.

B Development proposals should have regard to Drainage and Wastewater Management Plans (DWMPs) and must demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve demand arising from the development; or where such capacity does not exist and there are no programmed works, arrangements are made to ensure adequate provision prior to occupation. A Water Supply and/or Drainage Strategy may be required to demonstrate that suitable arrangements are in place to serve the development.

C Development proposals should ensure the separation of surface and foul water systems, including by rectifying misconnections. Proposals should prioritise mains foul drainage and avoid the use of non-mains drainage for foul water disposal, particularly in Source Protection Zones. Where non-mains drainage is proposed for foul water the most sustainable drainage options must be implemented, as supported by a Drainage Strategy.

D Development proposals should be designed to be water efficient, reduce water consumption and minimise pressure on the combined sewer network by integrating SuDS and other relevant necessary measures. Planning conditions will be applied to ensure that water efficiency standards are met.

E Development proposals within a Source Protection Zone will only be supported where there is no risk of contamination to groundwater sources, or if a risk is

identified, it is suitably demonstrated that adequate mitigation measures will be implemented.

F Development proposals for piled foundations must ensure that disturbances to the ground will not lead to adverse impacts on water quality, including turbidity in the water supply. Development proposals on or in proximity to sites with contaminated land must not introduce new pathways for contaminants to reach groundwater.

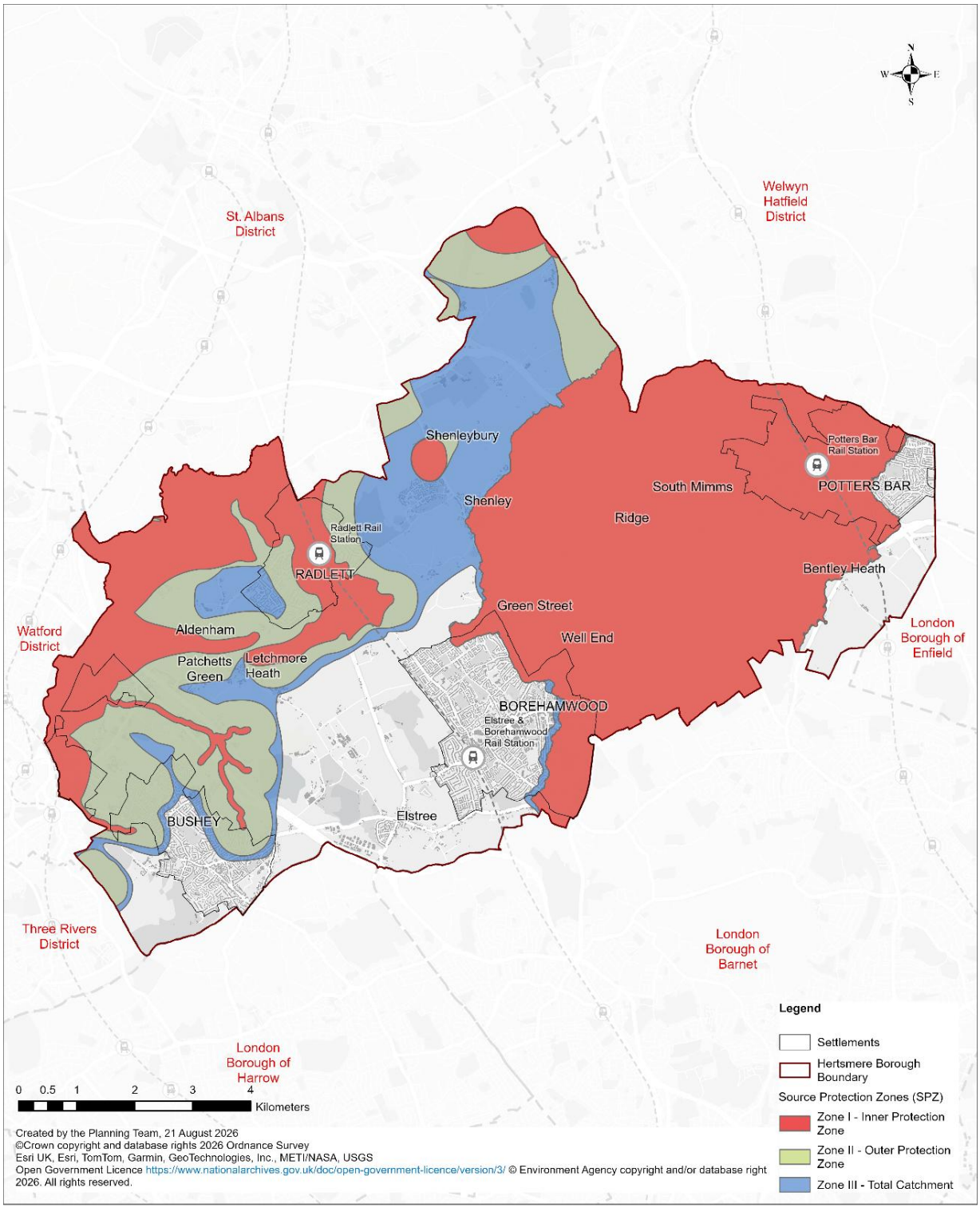


Figure 11.2: Groundwater Source Protection Zones

Explanation

11.59 Development sites and localities must be supported by efficient and well-functioning sewerage and wastewater infrastructure. The Council will continue to work with its key stakeholders, including Thames Water and other water companies, on its Infrastructure Delivery Plan. However, the short-term nature of water companies' investment plans means that it is not possible to identify all the infrastructure required over the Plan period. The Local Plan is therefore supportive of new or upgraded water supply and wastewater infrastructure where required.

11.60 Hertsmere's towns, settlements and places are served by a mix of separate and combined sewer systems. Sewer flooding can arise in the foul system when surface water enters via misconnection, or where the capacity of combined systems is exceeded. In both cases this results in surcharge of contaminated surface water. Local water providers record reported sewer flooding incidents by postcode area, and reference should be made to this information.

11.61 Applicants should engage with the local relevant water and sewerage undertakers, early in the planning and design process. Where there is a capacity issue and there are no planned capacity works or upgrades, the applicant should agree with the infrastructure provider a programme of necessary improvements. These should be implemented prior to occupation. A Water Supply and/or Drainage Strategy may be required, such as for major development in areas where there are concerns about existing infrastructure provision. This supporting information should include a detailed model of the network capacity to determine whether mitigation is required.

11.62 New development should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. Where it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Where it is proposed to discharge to a public sewer, prior approval from Thames Water will be required. Connections to trunk sewers should be avoided. An alternative point of connection to a non-trunk sewer or requisition a new connection and associated pipe laying will be required. It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer as this is the major contributor to sewer flooding.

11.63 The built environment plays a significant role in the way water is consumed, distributed and disposed of. The Environment Agency has declared the Thames Water region to be "seriously water stressed" and this trend is likely to be exacerbated by climate change. This policy supports wider objectives for delivering a sustainable and secure water supply and addressing water scarcity.

11.64 New residential development must meet the standards for mains water consumption set out in the Optional Requirement of the Building Regulations Part G. All new residential developments (including replacement dwellings) will meet the Building Regulation optional higher water efficiency standard of 110 litres per person per day, using the 'Fittings Approach' in table 2.2 as set out in Building Regulations Part G2.

Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met. Major non-residential development must meet BREEAM excellent standard for the ‘Wat 01’ water category, to achieve at least a 12.5% improvement over defined baseline performance standard. In addition, major developments and high or intense water use developments (such as hotels) should include a grey water and rainwater harvesting system, and applications must provide robust justification where this is not considered feasible. Planning conditions will be used to ensure water efficiency targets are met.

11.65 There are groundwater abstraction points in Hertsmere that are used for the public water supply. The Environment Agency has identified and mapped Source Protection Zones (SPZs) and aquifers within the Borough. Development proposals must assess and manage risk to groundwater contamination in these areas and elsewhere across the Borough. Proposals that present an unacceptable risk to groundwater quality will be refused.

SD9 Ground Conditions

Strategic Objectives

H Responding to the climate emergency
J Healthy and safe communities

Strategic Policy

A Proposals for development that enable contaminated sites to be brought back into beneficial use will be supported where the requirements of B-D below are satisfied.

B Development proposals must demonstrate that any risks associated with land contamination, including to human health, public safety and the environment will be adequately addressed to make the development safe.

C Development proposals on land, which is suspected of being contaminated or potentially contaminated, or if a sensitive use is proposed, must submit a Preliminary Risk Assessment (Phase 1 Study) to identify the level and risk of contamination on the site and adjacent land, and where necessary:

i. Undertake a Site Intrusive Investigation (Phase 2 Study) to provide a detailed assessment of contamination and risks to all receptors;

ii. Prepare a Risk Management and Remediation Strategy appropriate to the individual site circumstances; and

iii. Submit a Verification Plan and Closure Report prior to the occupation of the development.

D Development proposals involving the storage or use of hazardous substances, or development of a site in the vicinity of a hazardous installation, will only be permitted where it is demonstrated that appropriate safeguards are in place to ensure there is no unacceptable risk to human health, public safety and the environment.

E Planning conditions may be applied to ensure that remedial measures will be implemented, and the development is safe prior to occupation.

Explanation

Contaminated land

11.66 Contaminated land is defined within the Environmental Protection Act 1990. It refers to land that has been polluted with harmful substances to the point where it could pose an unacceptable risk to human health and the environment. Environmental health and planning legislation requires the Council to ensure that land is assessed for contamination and made suitable for current and proposed future uses. Through the planning process we will seek that all development is appropriate to its location, whilst requiring landowners and developers to fulfil their responsibility for securing safe development where a site is affected by contamination.

11.67 To appropriately identify and manage the risks associated with land contamination development proposals must undertake a series of steps to ensure that development is safe. In the first instance a Preliminary Risk Assessment must be undertaken. This should consist of a desktop study and site walkover report that shows all previous and existing uses of the site and adjacent land. It should assess the potential contamination risks to identified receptors. Following this preliminary assessment applicants will be required to submit, where appropriate:

- A Site Intrusive Investigation which provides a more detailed assessment of site characteristics and risks to receptors;
- Where contamination is present, a Risk Management and Remediation Strategy to deal with the identified hazards to human health and the environment, along with site management and monitoring arrangements;
- A Verification Plan for any remediation works, completed by a suitably qualified professional, to ensure effective measures to protect occupiers of the development and neighbouring land uses; the structural integrity of new and existing buildings; and any watercourses or aquifers; and
- A Verification/Closure Report, to be submitted prior to occupation, which demonstrates completion and validation of the works set out in the approved Risk Management and Remediation Strategy, including results of sampling and monitoring carried out in accordance with the Verification Plan.

11.68 Planning conditions may be used to secure appropriate measures prior to the commencement and occupation of development.

11.69 When contaminated land has the potential to affect watercourses or groundwater, the Environment Agency should be contacted, as in certain circumstances it is the responsible authority under the Environmental Protection Act 1990.

Hazardous substances

11.70 Hazardous installations consist of sites and facilities for chemical processing, fuel and chemical storage and pipelines. It is important that any risks associated with hazardous substances (including to human health, safety and the environment) are appropriately managed and mitigated. There are listed hazardous installations both within and in proximity to the Borough. Whilst hazardous substances are controlled by the separate need for hazardous substances consent along with health and safety regulations, the Local Plan also has a role in ensuring public safety from major accidents, consistent with the NPPF and its associated guidance.

11.71 All planning applications for hazardous installations, or the use of land in proximity to them, must suitably demonstrate that development will not constitute a risk to the population or the environment. In considering proposals and potential risks, we will apply the Health and Safety Executive (HSE) land use planning methodology and consult with the HSE, Environment Agency and other stakeholders as appropriate. Depending on individual site circumstances proposals may be required to submit a Preliminary Risk Assessment and/or a Risk Management Strategy that clearly identifies risks and sets out measures to appropriately manage and mitigate these upon implementation.

SD10 Reducing and Sustainably Managing Waste

Strategic Objectives

H Responding to the climate emergency
J Healthy and safe communities

Strategic Policy

A The Council will ensure that waste is sustainably managed in ways which protect human health and the environment. A circular economy approach will be promoted in Hertsmere to conserve and make a more efficient use of resources, to achieve increases in the re-use and recycling of materials and reductions in waste going for disposal. Development proposals must apply the waste hierarchy and follow circular economy principles.

B To help Hertsmere achieve waste net self-sufficiency, meet the Borough's strategic waste apportionment target and other requirements, the Council will work in partnership with stakeholders including Hertfordshire County Council[1]. The strategically safeguarded waste sites in Hertsmere are shown in Figure 11.3.

C Development proposals that will result in the loss of an existing waste site through a change of use will only be permitted where adequate replacement waste processing capacity is secured.

D Development proposals for new waste management facilities will only be permitted where:

i. They are required within the Borough to meet an identified strategic need, having regard to the proximity and self-sufficiency principles;

ii. It is demonstrated that the waste management capacity at existing safeguarded waste sites has been maximised, and there are no opportunities for appropriately increasing capacity at these sites to meet the identified need;

iii. They are located within a Strategic Industrial Location (SIL), or involve alterations or extensions to an existing facility located outside a SIL, and have high-quality supporting infrastructure necessary for the intended use;

iv. They achieve a positive carbon outcome or demonstrate that steps are in place to meet the minimum greenhouse gas performance target; and

v. They will not result in any adverse impacts on human health, the natural environment and local amenity, having regard to relevant legislation and other development plan policies.

E Development proposals for waste management facilities must be located and designed with reference to the Agent of Change principle. They should be fully enclosed on all sides and have a roof along with fast-acting doors and must be designed with these measures where the development is likely to have a significant impact on impact local amenity.

F Where development proposals involve alterations to an existing waste management facility, they must demonstrate how they have maximised opportunities to improve the environmental performance of the facility as well as to reduce and mitigate its impact on local amenity.

Explanation

11.72 The waste hierarchy is set out by the Waste Framework Directive 121[3] and provides a framework for how waste management can be made more sustainable. The aim is to move up the hierarchy away from a reliance on waste disposal. The circular economy is one where materials are retained in use at their highest value for as long

[3] https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02008L0098-20251016 and https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32025L1892&qid=1760531838376

as possible and are then re-used or recycled, leaving a minimum of residual waste. The successful implementation of the waste hierarchy and circular economy principles are necessary to reduce the volume of waste that is produced and will need to be managed across the Hertsmere. The policy supports the Council's Waste Management Strategy 2021- 2031.

11.73 The Hertfordshire Waste Plan 2012-2026[4] sets out a vision that by 2026, Hertfordshire will be waste aware and responsible, and the county council and its partners will lead the county in its adoption, promotion and implementation of the waste hierarchy. Waste management facilities will be well designed, appropriately sized and sensitively located so that they reduce the environmental and social impacts, meet the needs of communities and businesses, and seek enhancement of the locality. Sufficient waste management facilities (to reduce, reuse, recycle) will be located as close as practicable to the origin of waste, particularly in areas where future growth is likely to occur.

11.74 To ensure a sustainable future for waste management, the Waste Plan sets out strategic objectives that include promoting the provision of well-designed facilities that reduce the volume of waste that goes to landfill; to locate facilities as close as possible to the origin of waste; to facilitate the increased use of recycled materials (e.g. aggregates); to work with all partners in the county to encourage integrated spatial planning, aligning with other local waste strategies and local authority objectives which take account of waste issues, recognising that waste management generates employment and is part of the infrastructure which supports businesses and communities.

11.75 Several sites in Hertsmere have been identified as Employment Land Areas of Search (ELAS) in the Waste Site Allocations document. These are sites that the county council considers may be compatible with waste management uses but currently have little immediate potential for redevelopment. Employment land areas that are predominantly used for general industry (B2) and storage and distribution (B8) have been included, as these areas are considered compatible with waste management uses. Where practicable, potential waste facilities should be enclosed in a building to ensure that surrounding uses are not adversely affected by noise, dust and odour generation.

ELAS021	Employment Area Cranborne Road
ELAS190	Stirling Way, Borehamwood
ELAS191	Elstree Way Employment Area
ELAS192	Otterspool Way Industrial Estate
ELAS235	The White House Commercial Centre

11.76 Employment Land Areas of Search are not restricted by any particular technology or waste stream that should be on any particular site. However, whatever technology

[4] Adopted Waste Local Plan | Hertfordshire County Council

and/or waste stream being proposed should be compatible with the needs of the particular site and area.

11.77 The county council has also identified two areas in Hertsmere which are not designated as employment land in their respective local plans. As these areas contain B2/B8 uses they have been assessed as Employment Land Areas of Search which are considered to be compatible with waste uses:

ELAS230	Cantilion Haulage and Adjoining Land
ELAS233	Lismirrane Industrial Park

11.78 One site in Hertsmere is safeguarded as an existing strategic waste site. In order to achieve and maintain a sustainable distribution of waste management facilities it is important to ensure that suitable sites are not lost. Safeguarding existing sites reduces the need for new facilities and searching for new sites in a very limited environment like Hertfordshire. Safeguarding sites also contributes towards the aims of dealing with the equivalent of the county's own waste arisings. PPS10 (Planning for Sustainable Waste Management, Locational Criteria) places responsibility on planning authorities to consider the likely impact of proposed, non-waste related development on existing waste management facilities' sites and on areas allocated for waste management.

SA236	Land at Redwell Wood Farm, Ridge

11.79 Hertfordshire County Council consulted on a new Minerals and Waste Local Plan from July to September 2022 and published several evidence reports in 2024. The preparation of this new plan has not yet been completed. The Spatial Strategy in the new Waste Plan will be linked to the key locations for growth in district and borough Local Plans, as follows:

- Support proposals which meet an identified need and move waste up the waste hierarchy;
- Support in principle waste development on existing waste management sites, sites allocated for employment uses, or existing employment land within the main settlements likely to experience growth over the plan period;
- Provide additional restrictions / requirements for certain waste management methods.

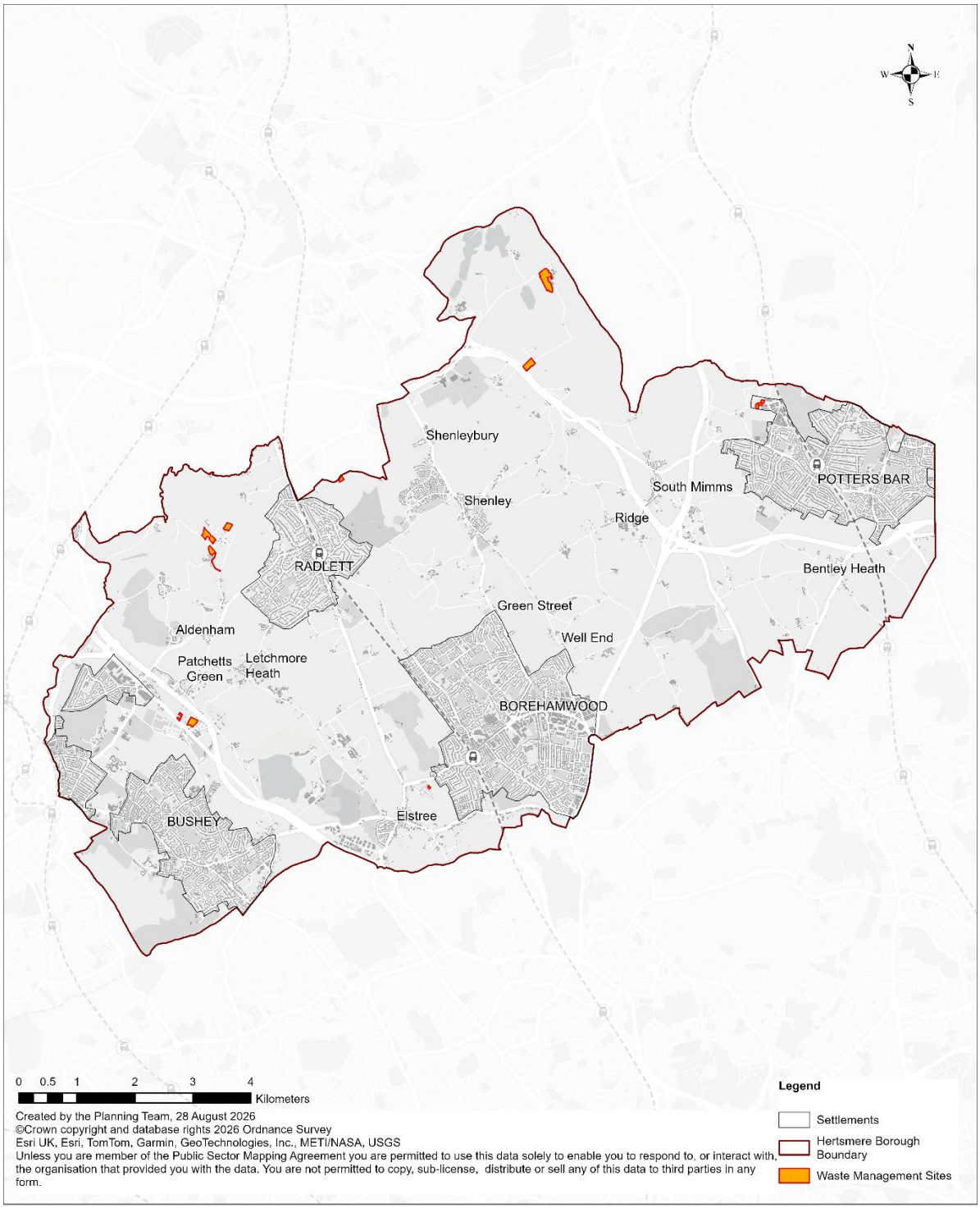


Figure 11.3: Safeguarded Waste Sites

SD11 Securing a Circular Economy

Strategic Objectives

H Responding to the climate emergency
J Healthy and safe communities

Strategic Policy

A Proposals for development should apply circular economy principles to conserve resources and improve resource efficiency.

B Major development proposals should aim to be net zero-waste.

C Development proposals must sustainably manage both the type and volume of recyclable materials and waste arising from the development during the construction and operational phases.

D Development proposals must be designed to ensure adequate on-site provision for the sorting of recyclable materials, composting of organic material and the disposal of general waste during the occupation stage. They must make provision for:

i. Dedicated internal and external storage facilities, with flatted residential development including temporary storage space for each unit and communal storage for waste materials pending collection;

ii. Safe and convenient access to storage facilities, both for building occupiers and collection services;

iii. Well sited and designed development that avoids and mitigates adverse impact on the amenity of building occupiers and neighbouring site users and uses; and

iv. Separate provision for commercial and household waste where mixed-use development is proposed.

E All proposals for new multi-storey development, including flatted residential development, must also make provision for sensitively designed storage and collection systems at each floor unless it is suitably demonstrated that other designs can appropriately service the development. Proposals should avoid the use of forecourts or ground floor internal waste storage where this may adversely impact on the amenity of the building's occupiers and surrounding properties

F Where public realm is included as part of a development proposal appropriate provision for recycling and waste disposal facilities will be required. Provision should be sensitively located and designed with accessible and clearly legible facilities to enable the public to easily distinguish between options for sorting of recyclable materials, disposal of general waste and where appropriate, composting of organic material.

Explanation

11.80 Major development proposals present significant opportunities for innovative design and construction. Proposals for development will be encouraged to submit a Circular Economy Statement demonstrating how the circular economy principles have been considered. This should be included as part of the Sustainable Design statement.

11.81 Development proposals should maximise opportunities to design adaptable buildings and spaces. Residential developments are unlikely to change use given housing needs and residential land values in the Borough. However, this should not discourage designs that can extend the life of developments, for example, with durable materials and adaptable spaces. Non-residential developments, such as retail and commercial uses, are likely to have shorter lifespans or a range of end-users and are therefore well suited to adaptive design.

11.82 All development proposals must consider options for sustainably managing the materials used and arising from the development using the design-led approach. This will ensure the most appropriate and practical solutions are employed during the construction and occupation stages. It is important that recycling, composting and waste management facilities are well designed, particularly in the interests of amenity. Higher intensity developments, such as the new taller buildings (flats and apartments) envisaged by the spatial strategy pose unique challenges. This is particularly the case given the number of households that will require provision, the limited space available for sorting, collection and servicing, and the unique nature of managing waste through vertically stacked buildings. However, this should not preclude occupiers benefitting from suitable and convenient access to facilities, and that waste collection services are not compromised by poorly designed and laid out buildings.

11.83 The delivery of improved public realm across the Borough's four main towns is a key regeneration objective of the Local Plan's spatial strategy. For it to be successful it must be adequately serviced with readily accessible and clearly legible recycling and waste disposal facilities, where appropriate. Public spaces should include adequate provision of facilities that encourage easy separation of recyclable and waste materials at the point of disposal. Not only will this assist with reducing waste, but it can help to protect local amenity through the avoidance of unsightly litter.

SD12 Minerals Consultation Area

Strategic Objectives

K Securing the timely delivery of infrastructure

Non-strategic policy

A The Council identifies the Minerals Consultation Area, on behalf of the Mineral Planning Authority, as a planning policy designation that forms part of Hertsmere's development plan. The extent of the Consultation Area is shown under Figure 11.4. We will seek the advice of Hertfordshire County Council as the Mineral Planning Authority on any significant proposal.

B Proposals for development within the identified Minerals Consultation Area must consider their potential impact upon the mineral extraction. Proposals within the Consultation Area must demonstrate that they will not have a harmful impact upon, sterilise or prevent mineral extraction.

C Those proposing major development within the Minerals Consultation Area must demonstrate, through evidence, how they have engaged and reached agreement with the relevant mineral planning authority.

Explanation

11.84 Proposals for new development, including those delivering homes, employment uses, and infrastructure, are encouraged to consider the reuses, retrofitting and recycling of existing building/ construction materials where it is viable and a realistic proposition. Such an approach secures a circular economy and makes a positive contribution in mitigating the adverse impacts of climate change.

11.85 Nevertheless, national planning policy requires[5] that sufficient sources of mineral supply are conserved to meet national needs. That approach is inclusive of safeguarding areas that secure on-going and future supply from extraction at source.

11.86 National planning policy states that planning policies should safeguard mineral resources by defining Mineral Safeguarding Areas and Minerals Consultation Areas. In Hertfordshire this is primarily the responsibility of Hertfordshire County Council, acting as the local Mineral Planning Authority. The Hertfordshire Minerals Local Plan Review 2002 -2016 was adopted in March 2007 and forms part of Hertsmere's development plan.

[5] NPPF Paragraph 222 (December 2024).

11.87 The Minerals Planning Authority has defined Minerals Consultation Areas (MCAs) as part of its Minerals Consultation Areas Supplementary Planning Document (MCASPD). A significant proportion of Hertsmere is identified in the MCASPD as a MCA for sand and gravel. This includes Harper Lane Rail Depot MCA which extends into Hertsmere.

11.88 Within Hertsmere, the Tyttenhanger Quarry at Colney Heath is identified as a source of sand and gravel supply for the period until 2032. The Quarry is being progressively extracted and infilled with inert waste as the landscape is restored. It is anticipated that the Quarry will cease to be a viable source of supply during the plan period. The restoration of the Quarry will be delivered as part of the new settlement at Bowman's Cross.

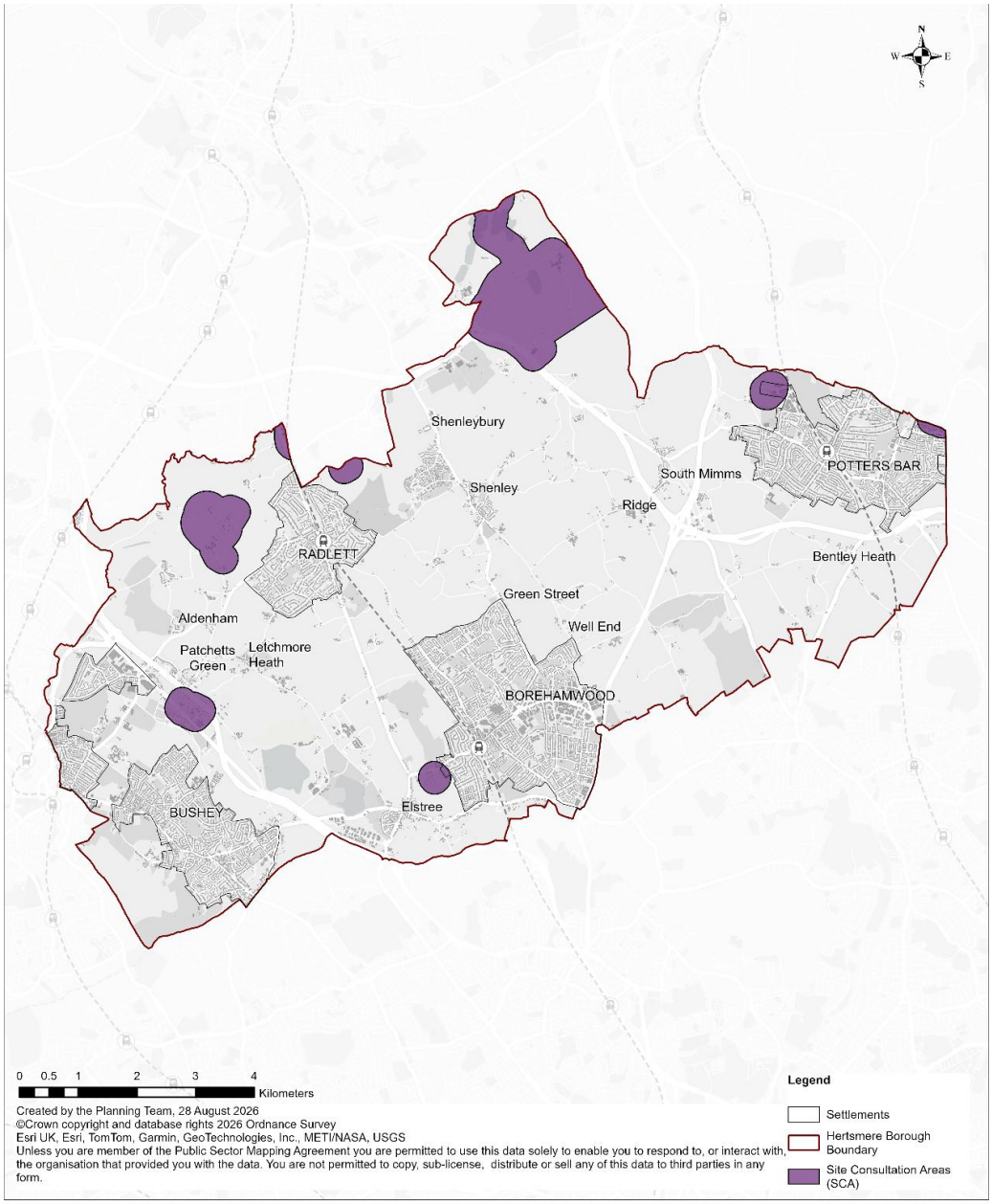


Figure 11.4: Minerals Consultation Areas

Chapter 12: Transport and Connectivity

Section	Page
TR1 Sustainable Transport and Movement	303
TR2 Transport Requirements for New Developments	307
TR3 Parking	312
TR4 Deliveries, Services and Construction	315
TR5 Taxis and Private Hire Vehicles	318
TR6 Digital Connectivity	320
TR7 Airspace Safeguarding	323

TR1 Sustainable Transport and Movement

Strategic Objectives

A Delivering a better future for Hertsmere
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic policy

A The integration of land use and transport, along with an effective public transport network, are essential to delivering inclusive, safe, healthy, liveable, walkable and sustainable settlements and places across Hertsmere. Development proposals must make the most effective use of land and optimise the capacity of sites by considering connectivity and access to existing and planned future public transport. Priority should be given to reducing car use and both promoting and enabling movement by walking, cycling and the use of public transport.

B Development proposals should seek to improve and must not adversely impact on the effective functioning and safe use of Hertsmere's transport network and public realm, including walking and cycling transport infrastructure.

C Development proposals will provide protection for, not prejudice, and respond positively to the need to facilitate the delivery of, the Borough's network of transport infrastructure as set out in the Council's Infrastructure Delivery Plan. Land, buildings, space and supporting infrastructure required for the construction and operation of Hertsmere's network of strategic and other transport infrastructure will be safeguarded under planning policy.

D To encourage and enable modal shift away from car use to more sustainable transport modes, as well as to tackle local deprivation by ensuring equality of access to opportunities, the Council will work positively and in partnership with stakeholders to secure improvements to the public transport network including:

i. Securing inclusive and welcoming pedestrian networks that connect between places, inclusive of predominantly residential areas, main town centre uses, employment uses and community infrastructure;

ii. Improvements at Hertsmere's stations, including enhancements to accessibility and interchange between modes, such as step-free access;

iii. Bus priority and bus stop infrastructure; and

iv. Expansion of cycle hire.

E Development proposals should use the design-led approach to maximise opportunities to remove barriers to access and introduce measures that encourage and enable movement by walking and cycling. They must address the movement and connective function of the public realm along with its place qualities with reference to other Local Plan Policies relating to public realm and connecting places, and Healthy Streets as part of healthy neighbourhoods.

Assessing and mitigating transport impacts

F Transport Assessments, Transport Statements and/or Travel Plans must be submitted with applications for Major development and other development proposals that are likely to impact on the capacity and functioning of the transport network (including walking and cycling transport infrastructure, deliveries and servicing, and the Bakerloo line extension). These should be commensurate with the nature and scale of development proposed and provide a sufficient level of information for the Council, and other relevant authorities to assess applications, and for development proposals to adequately address impacts at the local, network-wide and strategic level where relevant.

G Development proposals that do not comply with (B) and (C) above or otherwise prohibit or prevent the necessary and safe functioning of Hertsmere's transport infrastructure and network, will be refused unless it can be demonstrated that adverse impacts will be avoided or appropriately mitigated. Proposals must deliver direct mitigation measures, with suitable alternative provision that is agreed by the relevant transport authorities and service providers, and/ or planning contributions, where appropriate.

H Development proposals will be assessed having regard to the cumulative impact of development including within Hertsmere and neighbouring local authority areas.

I Where there are identified capacity issues with respect to the additional travel demand expected to be generated by new development proposals, planning permission will be contingent on the provision of the necessary public transport and/or walking and cycling infrastructure to cater for this demand. Consideration will be given to both existing and planned transport infrastructure, considering timeframes and funding committed for any future schemes. The Council will use measures to ensure that development is appropriately phased to avoid excessive strain on the transport network and to ensure additional infrastructure demands arising from the development (including for community and green infrastructure) can be appropriately accommodated.

Explanation

12.1 An effective, resilient and safe transport network is necessary to ensure equality of access to opportunities for people across Hertsmere and to facilitate successful and sustainable growth. The integration of land use and transport is an important consideration both at the strategic Borough-wide and site level. The Local Plan seeks to rebalance the transport system away from reliance upon car use and towards more sustainable transport modes. This policy sets out our approach to facilitate this 'modal shift'. The policy also forms part of our response to the climate emergency to significantly reduce greenhouse gas emissions locally, along with tackling the associated issues of poor air quality and noise.

12.2 There is an uneven distribution of public transport provision in the Borough. The Borough's four main settlements are served by public transport, primarily through north-to-south railway links and bus services with varying degrees of frequency. The railway services through three of the Borough's main towns - Borehamwood, Potters Bar and Radlett - have direct access to the railway network, with regular services travelling to Central London to the south, and St Albans and Cambridgeshire to the north. The Borough's other main town, Bushey, has access to the railway network via a named station located across the administrative boundary to the west.

12.3 However, other parts of the Borough do not benefit from the same level of provision and connectivity to public transport. This situation, combined with the uneven distribution of public transport infrastructure, has contributed to a greater reliance on car use in those areas. This is considered unsustainable and is the reason why the Local Plan's Spatial Strategy directs growth and associated infrastructure investment towards the Borough's four main towns. The exception to this approach being the new settlement at Bowman's Cross, which provides an opportunity to both deliver growth at a scale and intensity that secures an appropriate and proportionate level of investment to make a successful and sustainable place.

12.4 Investment in transport infrastructure is necessary to support the levels of growth planned within the Borough as well as to substantially increase the proportion of journeys being made by walking, cycling and public transport. These schemes have been signposted through the Borough-wide Infrastructure Delivery Plan, and through individual site allocations. They will play a key role in supporting the delivery of the spatial strategy for the Borough.

12.5 We will work proactively with key stakeholders, including Hertfordshire County Council and Transport for London and Network Rail, along with landowners and development industry partners to deliver new and improved transport infrastructure. This includes safeguarding the land, sites, buildings, space and associated infrastructure required to facilitate the construction and safe operation of Hertsmere's transport network. Development proposals will be required to provide adequate protection for, and respond positively to the need to facilitate, strategic and other transport infrastructure.

12.6 High-quality public realm underpins the integrated approach to land use and transport. By improving the public realm and making places and streets well-connected, greener, safer and more accessible, we aim to encourage and better enable movement by walking, cycling and public transport. Further details on public realm are set out in Policies HQD3 (Public realm and connecting places) and TR2 (Transport Requirements for New Developments).

Assessing and mitigating transport impacts

12.7 It is important that new development avoids and/ or mitigates any potential adverse impacts on the transport network. To ensure that impacts are appropriately identified and addressed through the planning process, development proposals will be required to include a Transport Assessment, Transport Statement and/or Travel Plan, where appropriate. The information should be sufficiently detailed and accurate to allow for the clear identification and assessment of specific impacts and to inform any necessary mitigation measures.

12.8 Transport Assessments should be undertaken in line with relevant good practice guidance. Transport modelling may be required to demonstrate that a proposal will not result in any adverse impacts, either individually or cumulatively in combination with other development. Healthy Streets Assessments must be included as part of the Transport Assessment for major development proposals, in line with Policy TR2 (Transport Requirements for New Developments). Where new or improved public realm is proposed within or around open spaces and biodiversity sites, this must be sensitively integrated to ensure that there will be no adverse impact on the environment.

12.9 Travel Plans must reflect the Local Plan priority given to supporting and enabling sustainable transport modes, including active travel along with use of public transport. They should address the accessibility requirements of all likely users of the development, considering the needs of disabled people and others with specialist mobility requirements.

TR2 Transport Requirements for New Developments

Strategic Objectives

A Delivering a better future for Hertsmere
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic policy

A The Healthy Streets Approach will be promoted and implemented across Hertsmere to support the delivery of inclusive, healthy, welcoming, liveable, walkable and sustainable neighbourhoods. Priority will be given to approaches and measures that encourage and enable movement by walking, cycling and public transport, so that over the life of the plan they become people's preferred choice of travel in Hertsmere.

B Development proposals must demonstrate how they have applied the Healthy Streets Approach and Indicators through the design-led approach. All major development proposals must submit a Healthy Streets Assessment as part of the Transport Assessment. Proposals will be supported where they have engaged positively with the Healthy Streets Approach to deliver public realm and other improvements that support walking, cycling and the use of public transport.

C The Healthy Streets Approach will have particular importance within town centres, along and around identified areas that will support future growth and other key movement corridors that link Hertsmere's neighbourhoods and town centres with each other and those outside of the Borough.

D Development proposals must safeguard and contribute to maintaining and enhancing Hertsmere's network of walking routes and cycleways. Opportunities to enhance connections between existing and proposed future routes should be investigated and implemented wherever appropriate and feasible, including the expansion of cycle hire along these routes. Development proposals that adversely impact on the safety, quality and convenience of the Borough's network of walking routes and cycleways, and associated infrastructure (including dedicated cycle parking provision), will be refused unless appropriate mitigation measures are provided.

E High-quality public realm is integral to the delivery of the Healthy Streets Approach. In line with the Local Plan policy on public realm and connecting place, development proposals must be designed to maximise the contribution

that public realm makes to encourage and enable active modes of travel. This includes measures to reduce vehicle dominance and enhance access, permeability and connectivity to and within sites by maintaining or integrating safe and legible routes for walking and cycling along with removing barriers to movement, such as gates, guardrails and stepped kerbs.

F To support the Healthy Streets Approach development proposals should provide end-of-trip facilities for cyclists that are easy to access and designed in accordance with appropriate and relevant cycling design standards. These facilities should be provided at a level that is commensurate with the nature and scale of development and the required level of cycle parking, in line with the parking standards set out in the Local Plan's car parking policy.

G To help facilitate the delivery of liveable and sustainable neighbourhoods across Hertsmere, the Council will work with stakeholders and local communities to investigate the feasibility of, and implement where appropriate, traffic management and other measures to improve the quality and amenity of residential areas. This may include interventions to reduce, re-route or calm vehicular traffic (particularly around schools and other community facilities) and/or lower speed limits in localities, as well as to enhance the quality and safety of the walking and cycle environment.

H Development proposals must be designed to ensure that the public realm is not adversely impacted by installations, including advertising columns, and seek opportunities to remove redundant installations wherever possible.

I To help facilitate modal shift, the Council will work positively with its partners and stakeholders to raise awareness of active travel and to enhance opportunities for the public to access related training and funding.

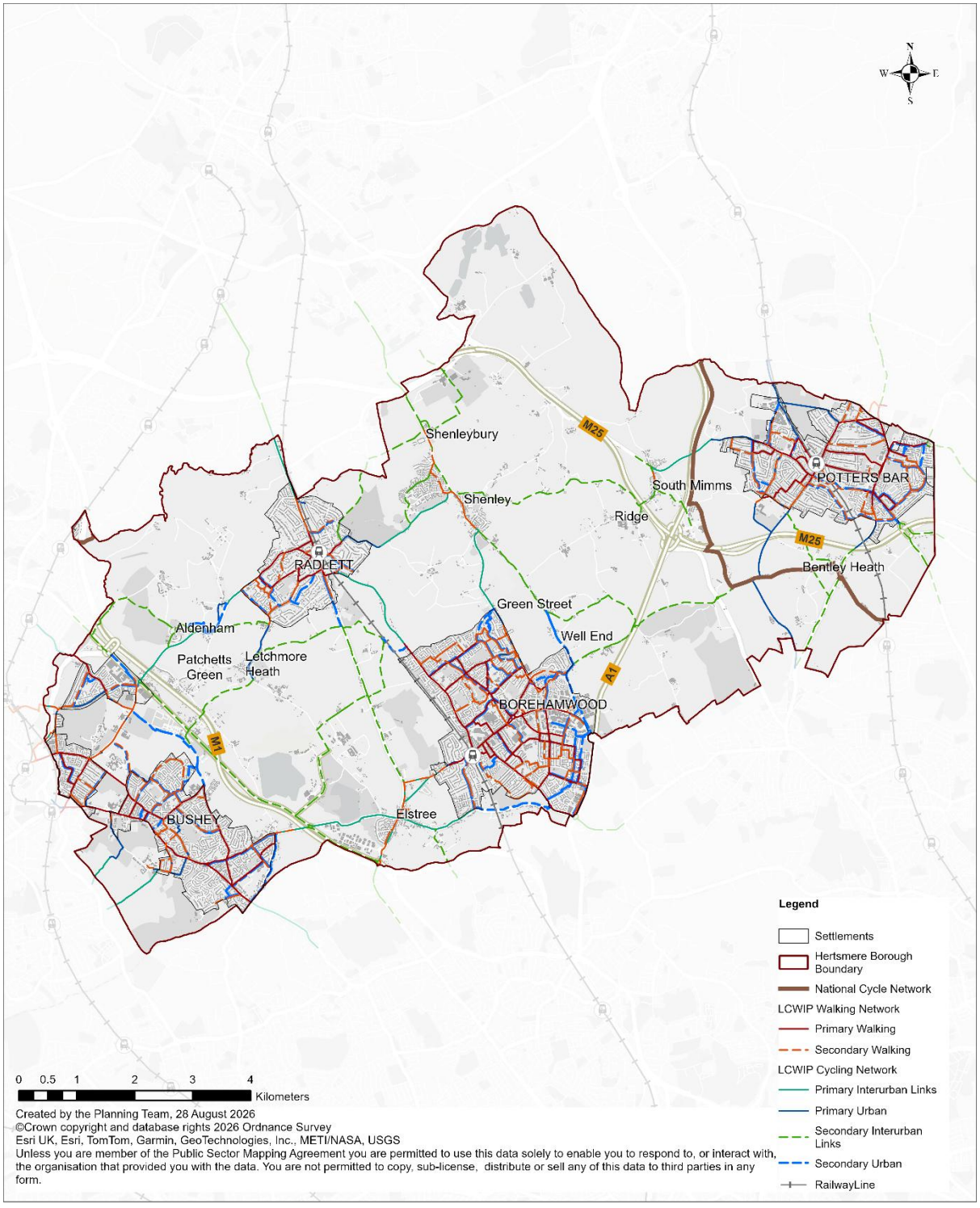


Figure 12.1: LCWIP Network

Explanation

12.10 The Healthy Streets Approach supports the Local Plan policies that seek to secure and deliver successful and sustainable growth. It will be strongly supported in Hertsmere to achieve a significant step-change away from car use to walking, cycling and the use of public transport.

12.11 Guided by the Healthy Streets Approach and its associated 'Indicators' we will work with stakeholders and development industry partners to deliver a wide range of public realm improvements. Together these will contribute to making Hertsmere's settlements and places more liveable and its streets safer, greener, less polluted, more legible and accessible to all. Development proposals should give priority to movement by walking and cycling to make active travel a more attractive option for people to move throughout the Borough.

12.12 The planned-for growth that will be delivered by the Local Plan will result in a commensurate increase in Hertsmere's resident population. Maintaining the current levels and high proportion of journeys made by car is not efficient or sustainable. The Borough must look forward to a new Century and must embrace innovation and change in respect of travel. Many of the Borough's settlements and places are congested and the road network has limited capacity to absorb further increases in the number of vehicles. In response to this situation, we will seek to deliver a more efficient and effective use of land. This includes rebalancing road space by promoting travel by walking, cycling and public transport.

12.13 The Healthy Streets Approach will apply to all streets in the Borough. However, to support the Spatial Strategy the Local Plan emphasises the need for public realm improvements in key locations, such as the four main town centres and their surrounding urban areas. In addition to these, it is imperative that there is good connectivity across the four main towns, inclusive of their new urban extensions, along with improved access to community facilities and public transport nodes. This approach will also apply, from the outset, for the master planning and delivery of the new settlement at Bowman's Cross.

12.14 Development proposals should support the delivery of a fully integrated active travel and public transport network across Hertsmere. These will also secure, in circumstances where it is necessary, good linkages to the countryside surrounding the four main towns and provide connectivity to neighbouring Boroughs, and settlements and places beyond.

12.15 High-quality and effectively managed public realm is integral to the successful delivery of the Healthy Streets Approach. This policy will work together with Policy HQD3 (Public realm and connecting places). Development proposals must identify and proactively respond to issues of severance, poor connectivity, amenity and pollution, including air quality, to support the creation of healthy, attractive, vibrant and accessible neighbourhoods and places. By transforming the quality of streets and other elements of the public realm, we also aim to encourage people to spend more time in public spaces. This can in turn provide more opportunities for

recreation and socialising as well as help to support the vitality and viability of town centres and other places.

12.16 By referring to the Indicators of the Healthy Streets Approach, and relevant guidance, development proposals should demonstrate how buildings, including their main access points, create a positive relationship with the street and help to improve local area amenity. Proposals should explore options to increase widths to footpaths and design buildings with vehicular access sited away from adjoining street junctions. Where such interventions cannot feasibly be delivered planning contributions may be sought for public realm enhancements to help mitigate impacts.

12.17 Improving safety on Hertsmere's roads is also a key objective of this policy. Where priority is given to safe movement by walking and cycling, there is a greater likelihood of reducing car use as well as the dominance and speed of vehicles.

12.18 Addressing the current high levels of inactivity among residents is a further focus of the Healthy Streets Approach. This lack of activity is a cause of many of public health issues, including Type 2 diabetes, colon cancer, coronary heart disease and depression. Implementation of this policy within the Borough will deliver people-oriented infrastructure (such as street furniture, landscaping, and cycle parking) to encourage active travel, improving the health of our local communities over the long-term.

TR3 Parking

Strategic Objectives

K Securing the timely delivery of infrastructure

Non-strategic policy

A Hertsmere will take a carefully managed approach to parking, particularly car parking, to support the delivery of inclusive, healthy, safe, liveable and sustainable neighbourhoods. Development proposals should be designed from the starting point that walking, cycling and public transport will become the preferred modes of travel during the life of the plan, and consequently are places that are, or are planned to be well-connected by these networks with developments elsewhere designed to be car-lite.

B Development proposals for car-free and car-lite development will be supported where they are in highly accessible and well-connected locations. Elsewhere, car-free and car-lite development will be supported where it can be suitably demonstrated that:

i. The development is appropriately located at a well-connected location with good walking and cycling access to local amenities and services; or

ii. The development is appropriately located within an area identified by the spatial strategy for future growth or town centre where the Local Plan makes provision for significant public realm enhancements that will bring about attractive conditions for walking and cycling and improve access to local amenities and services; or

iii. There is an existing Controlled Parking Zone (CPZ), or a future CPZ can be established through planning contributions; or

iv. There is sufficient capacity on the public transport network or potential for active travel interventions or implementation of Low Traffic Neighbourhoods in the local area to cater to the additional demand arising from the development, considering existing and planned transport infrastructure.

C Development proposals must not exceed parking standards set out under Appendix 7 Sustainable Parking Standards.

D Development proposals must make adequate provision for residential and non-residential disabled persons parking, recognising that car free development has no general parking but should still provide disabled persons parking. All such

provision must be in accordance with the relevant standards and the requirements for design and management of parking bays.

E Development proposals must make provision for high-quality and fit-for-purpose cycle parking in accordance with the Cycle Design Standards. This includes sufficient provision of short and long-stay spaces along with spaces to accommodate larger cycles including adapted cycles for disabled people and cargo bikes.

F Major development proposals, development proposals located within town centres and employment areas, or other developments likely to generate a significant number of visitors should integrate dedicated space for cycle hubs to accommodate provision of cycle parking including for cycle hire schemes and space for cargo bikes wherever feasible. Proposals for the comprehensive development of sites, including through masterplans, must demonstrate how they have maximised opportunities to deliver this provision in order encourage and enable cycling.

G The Council will consider the need for CPZs to manage additional or new demand arising from development across the Borough and will implement these where appropriate.

H To manage the parking demand associated with new development the Council will consider on a case-by-case basis whether it is appropriate to require that the development is Permit Free (except for Blue Badge holders). Proposals for new car-free development must be Permit Free.

I Parking Design and Management Plans (PDMPs) must be submitted with development proposals that include parking. PDMPs must also be submitted for development proposals without parking but which are likely to generate a significant demand for parking or impact on existing parking provision.

J Development proposals for residential and commercial uses will be expected to investigate opportunities to implement rapid charging points, having regard to the Council's approach towards Low Emissions Vehicle Charging.

K Surface-level car parking should be designed to be permeable, with reference to the Local Plan's Policy towards Sustainable drainage.

Explanation

12.20 An effective and well-functioning road network is essential to supporting local businesses and Hertsmere's economy, the resilience and efficiency of emergency services and the public transport network. As the population grows the road network will not be able to absorb the additional cars that would result from continued levels of car ownership and use. To achieve the Local Plan's strategic objectives for

sustainable place making by increasing the number of journeys made by walking, cycling and the use of public transport, parking must be carefully managed and controlled. Reduced car parking provision together with improved walking and cycling infrastructure can support the creation of places that are designed for people rather than vehicles.

12.21 Borough-wide sustainable parking standards will be applied including the maximum standards for car parking. These are set out under Appendix 7 Sustainable Parking Standards. The residential parking standards apply to all developments requiring planning permission involving the provision of 1 or more residential units (gross).

12.22 The non-residential parking standards will apply to all developments requiring planning permission that result in the creation of non-residential floorspace. This includes the extension and alteration of existing non-residential premises and all changes of use. Where applications for prior approval are received, these parking standards will be a material consideration in the assessment of the potential transport and highway impacts of the development, where this is one of the relevant assessment criteria in the General Permitted Development Order.

12.23 Where mixed-use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually using the standards set out under Appendix 7. Where appropriate, the Council will consider the shared use of parking between residential and commercial elements where it can be demonstrated that the relevant standards are met.

12.24 Development proposals must be designed to encourage and enable movement by walking and cycling. This will require that careful consideration is given to the design of public realm along with the provision of high-quality and dedicated facilities for cyclists, including easily accessible, and safe and secure cycle parking.

12.25 The cycle parking standards are informed by the Department for Transport Cycle Infrastructure Design Local Transport Note. There should be 5% set aside for provision of non-standard/accessible cycle parking. This may include trailers, family bikes or 3 wheelers. Accessible cycle parking spaces shall be served by a route at least 1,500mm in width and the spaces shall be wider than standard cycle parking spaces. Such spaces could be provided at the end of a rack of cycle parking.

12.26 Measures such as car clubs and electric or Ultra-Low Emission vehicles can provide an alternative to car ownership and conventional gas fuelled vehicles. Development proposals should have regard to Part S of Schedule 1 and regulation 44D of the Building Regulations 2010 on Electric Vehicle Charging Points (EVCP) provision. However, within the context of the climate emergency the use of car clubs and Ultra-Low Emission vehicles will need to be carefully managed. Whilst electric vehicles reduce tailpipe emissions, they are carbon intensive to produce and still add to congestion, road danger and severance. They also generate Particulate Matter through tyre and brake wear and can therefore contribute to poor air quality.

12.27 Car clubs can be useful in supporting car-free development. They are best implemented in association with reductions in the overall number of parking spaces being provided in an area. Simply adding car club cars to areas with lots of parking is not an effective way to reduce car ownership or use and only serves to increase the dominance of vehicles on the streets in new developments. Consequently, car clubs should be deployed as a means to reduce the overall volume of parking, specifically in locations where they can provide for occasional car use for households that are prevented from owning their own car, where parking levels are very low, and they should include electric vehicle charging points.

TR4 Deliveries, Services and Construction

Strategic Objectives

B A thriving local economy
K Securing the timely delivery of infrastructure

Non-strategic policy

A Proposals for development should facilitate sustainable freight, where possible, through water, rail, and road including for 'last-mile distribution'. They must also facilitate and enable safe, clean and efficient delivery and servicing for all the development's intended occupiers and uses, including emergency services. Delivery and servicing requirements should be considered at the early stage of the design-led approach, particularly in mixed-use development, to ensure practical site layouts and building designs that protect local amenity and avoid or mitigate adverse impacts to the highway network.

B Provision of adequate space and facilities for deliveries and servicing should be made off-street, with on street loading bays or other facilities only used where it is demonstrated this is necessary due to feasibility. Major and other larger developments should make provision for well-integrated facilities to allow for deliveries to be received outside of peak hours and for secure, temporary storage of parcels or goods.

C Development proposals for commercial and industrial uses should ensure that parking provision for servicing and delivery is commensurate with the specific operational needs of the development. The level and type of parking provision will be considered on a case-by-case basis with reference to the Local Plan's Parking Policy. Proposals must provide evidence to demonstrate that the provision is appropriate to location, nature and scale of commercial or industrial use.

D Major developments and other development proposals that are likely to generate a significant number of vehicle movements from deliveries, servicing or

construction will be required to submit a Delivery and Servicing Plan and/or Construction Logistics Plan as part of the Transport Assessment. This should provide a sufficient level of detail about the servicing, delivery and freight requirements of the development from the construction to occupation stages and demonstrate that all likely adverse impacts on local amenity and the highway network have been avoided or mitigated, recognising that final details may be sought by condition. Consideration should be given to the timing of deliveries.

E For major developments and other developments which are to be delivered comprehensively through a masterplan, proposals will be required to prepare and implement a site-wide strategy for deliveries, servicing and construction. This should support the design-led approach and help to enable coordination and integration of servicing requirements across the site(s). Development proposals, particularly those including commercial uses, are encouraged to optimise the use of land by making provision for shared storage, micro-consolidation and distribution facilities appropriate to use(s), scale and location of development.

Explanation

12.28 Freight movement is an important consideration in the planning and design process. The Local Plan encourages efficient and sustainable freight movement by appropriate and suitable modes - through the consolidation of activities, modal shift and improved coordination in the timing of deliveries.

12.29 Careful consideration will need to be given to development proposals involving large-scale freight consolidation and distribution activities. All such proposals should be appropriately located, for example, in Key and Main Employment Areas. Consideration may also be given to the potential use of employment sites to support small scale, last-mile distribution. Proposals must clearly demonstrate how they will address sustainable freight movement in the Borough without adversely impacting on the road network, local amenity or the environment. Consolidation and distribution uses should also be commensurate with the role and function of the site or area within which they are located.

12.30 To support sustainable freight, we will explore options and work with stakeholders to make provision for centralised delivery hubs, including secure lockers, in appropriate locations throughout the Borough. This will support our objectives around delivering walkable places, traffic reduction and reducing road danger, with consequential benefits in terms of addressing traffic congestion, poor air quality and noise pollution.

12.31 Largely driven by advances in technology, the logistics and freight industry is rapidly shifting to a model of ‘last mile’ delivery. It is also adapting to changes in consumer behaviour and the rising popularity of home deliveries, including for groceries, other retail items and takeaway meals. These changes have contributed to the prevalence of delivery vehicles on the road network. They have also introduced new challenges for the design of buildings and spaces.

12.32 Delivery and servicing requirements for new development need to be considered at the early stage of the design-led approach. Provision of adequate space and facilities should be made off-street and well-integrated into the site and locality. Larger developments, including residential and mixed-use schemes, have the capacity to generate a significant number of service and delivery trips, which will need to be addressed. Proposals should incorporate delivery receipt and storage facilities that suit the needs of the intended occupiers and uses, include secure storage and where possible, containerised (cold storage). Opportunities should be taken to consolidate or coordinate provision in order reduce the number of vehicle movements.

12.33 All major development proposals, and other proposals that are likely to result in a significant number of freight movements, including in the construction and operation stages will be required to submit a Delivery and Servicing Plan and/or Construction Logistics Plan.

TR5 Taxis and Private Hire Vehicles

Strategic Objectives

K Securing the timely delivery of infrastructure

Non-strategic policy

A Development proposals for offices, taxi ranks, and other operational space associated with taxis and private hire vehicle businesses (including minicabs) will only be supported where:

i. They are appropriately located, with priority given to sites within or near town centres and at or near stations;

ii. The development will not result in a harmful overconcentration of similar uses in the locality;

iii. It is suitably demonstrated that there will be no adverse impact on amenity and the highway network;

iv. Walking routes and cycleways will not be adversely impacted, particularly where these are used for access to bus stops, station entrances and other public transport services;

v. The development is of a high-quality design;

vi. Offices and ranks are accessible and safe during operational hours, including using appropriate lighting and CCTV; and

vii. Parking spaces delivered on-site to meet the operational use of a building (including offices, hotels, community facilities and major public facilities) have active charging points for all designated taxi spaces.

Explanation

12.34 This policy sets out requirements for new development associated with taxi and private hire vehicle businesses, including minicabs. This type of development is distinguished from the land and facilities used for car clubs or car share services, which are dealt with separately in Policy TR3 (Parking).

12.35 The Local Plan seeks to deliver inclusive, healthy, liveable and sustainable neighbourhoods by encouraging and enabling active travel and the use of public transport. However, it is recognised that other modes of travel play a role in supporting residents, businesses and visitors, including taxis and private hire vehicles. Whilst taxi and private hire journeys make up a relatively small proportion of local journeys, they play an important role in the Borough's transport network;

being valuable for a wide range of users. This includes people with reduced mobility who require accessible door-to-door transport services, or those who do not have access to reliable alternative means of travel, for example, due to the lack of public transport accessibility or infrequent services.

12.36 Taxis and minicabs also provide a safe and regulated transport option. They assist people to complete journeys beyond the reach of the bus or train network, or in many cases, provide the only safe and convenient transport option during the early morning, evening and night-time. In addition, the taxi and private hire vehicle industry plays a role in the local and wider regional economy and is a source of jobs.

12.37 A carefully managed approach is therefore necessary to ensure the appropriate management of land for transport functions, including that required for taxis and private hire vehicles. Facilities should ideally be near town centres or train stations where there are compatible land uses, opportunities for linked trips and where journeys are most likely to originate or end. Proposals will be expected to demonstrate that development will not result in an overconcentration of similar uses in the locality. The cumulative impact of development will therefore be a consideration in the assessment of proposals.

12.38 Development proposals for taxis and private hire vehicles must be of a high-quality design. Taxi offices, ranks and other facilities should be appropriately sited and provide all users of the development with good levels of safety and security, including through sensitively integrated lighting and the use of CCTV. It is also important that facilities are designed to be accessible to all.

TR6 Digital Connectivity

Strategic Objectives

A Delivering a better future for Hertsmere
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic policy

A Digital connectivity infrastructure is necessary for access to services and other opportunities, supporting inclusive communities and the growth and diversification of the local economy. The Council will work with stakeholders to address barriers to digital access and secure the provision of high-quality, fast and reliable digital infrastructure across Hertsmere.

B Development proposals will be required to take appropriate measures to enable full-fibre, or equivalent infrastructure, connectivity to all end users within new development, along with meeting the expected demand for mobile connectivity generated by the development. Proposals must demonstrate that the development will be 'connection-ready' on first occupation.

C Development proposals must demonstrate how they will improve digital connectivity on sites located in areas where full-fibre broadband, or equivalent infrastructure, is not currently available or on sites that are otherwise poorly served by broadband coverage, including in designated employment areas and town centres. Proposals must have regard to Hertsmere's Infrastructure Delivery Plan and other relevant information on broadband coverage.

Infrastructure and equipment design

D Development proposals for digital connectivity infrastructure and associated equipment will be supported where it can be suitably demonstrated that:

i. The infrastructure and equipment is the minimum needed to meet operational requirements, having regard to future demand or planned improvements;

ii. Opportunities for infrastructure and equipment sharing have been fully investigated and considered;

iii. There will be no significant adverse impact on the visual amenity of the occupiers of the host building, where relevant, and neighbouring occupiers;

iv. The connection and consumption of power and water supplies has a neutral impact on the wider utility network;

v. There will be no adverse impact on open space and biodiversity;

vi. If located on a main road or walking route, a minimum residual footway is provided;

vii. Detrimental impact on the external appearance of the host building or structure, street scene or space on which the equipment is located will be avoided or appropriately mitigated; and

viii. The infrastructure and equipment is sensitively located and appropriately designed, and does not detract from local area character, having regard to:

ix. The need to preserve or enhance the significance of heritage assets, including Listed Buildings and conservation areas;

x. The use of design treatments to ensure the least possible visual impact, including colour, landscape and other interventions to help screen or conceal cabling and other apparatus; and

xi. The cumulative impact of telecommunications installations on a structure, site or area.

E In order to minimise visual impact all digital connectivity infrastructure and equipment should be removed as soon as reasonably practicable once it is not required for use, and older equipment should be upgraded wherever feasible.

Explanation

12.39 Digital connectivity infrastructure, including data centres, is playing an increasingly important role in the functioning of cities and society. It is transforming how infrastructure and services are provided, with innovative ‘Smart City’ technologies that make use of information to deliver more resource and cost-efficient provision. It is also helping to facilitate different forms of communication between people as well as enabling more convenient and wider access to goods and services. In addition, digital connectivity infrastructure is important for business and now considered essential to sustainable economic development.

12.40 Digital connectivity infrastructure also has implications for physical connectivity and the transport network. For example, new technologies are changing the way in which people work and commute, often reducing the need for workers in some industries to travel. Changes in work patterns have accelerated in the aftermath of the global pandemic, with an increased transition to online and flexible working arrangements. Further, smart technologies are supporting efficiencies in the distribution and logistics sector, with improved timing and coordination in servicing and deliveries.

Over time these technologies may have significant impacts on the transport network by helping to reduce demand and/or the volume of movements, particularly during traditional peak hours.

12.41 Digital connectivity infrastructure is necessary to support inclusive and sustainable neighbourhoods and communities. It will make a significant contribution towards the future management of wider networks – including those associated with transport, utilities and employment. Consequently, it is important that digital networks continue to be maintained and enhanced. This is to ensure equality of access to services for Hertsmere's residents and communities and to support our economic development objectives, particularly to maintain Hertsmere's position as an international centre for film and television production. Consequently, we will work with industry stakeholders and development industry partners to ensure the provision of high-quality, fast and reliable digital connectivity infrastructure across the Borough.

Infrastructure and equipment design

12.42 It is important that digital connectivity infrastructure is of a high-quality design and appropriately managed. This will ensure that development does not adversely impact on amenity, local character, heritage assets, the provision of power and water supply, open space and biodiversity and the functioning of the public realm. Development proposals should be sited and designed to avoid or have the least detrimental visual impact and must respond positively to local character including the significance of heritage assets and their setting. Proposals should consider how to conceal equipment by using design treatments including colour, landscaping and GRP shrouds or screens. Development located on a principal street frontage must be well designed and sensitively integrated onto or within a building, structure, or space and disguised from view wherever feasible.

12.43 Proposals that seek to deliver new data centres, or ancillary digital connectivity uses, such as battery energy storage systems, will also be considered in respect of requirements set out under the Local Plan's policies relating to industrial employment uses. This is inclusive of proposals that seek to reuse existing industrial employment provision.

12.44 Proposals for development must demonstrate that they have optimised opportunities to mitigate visual impacts. Applicants should engage with neighbouring landowners, infrastructure providers and service operators to investigate the feasibility for sharing sites and equipment, such as masts and cabinet boxes. This should include consideration of any planned future improvements necessary to meet the needs of current or future occupiers within a site or area.

12.45 The Manual for Streets should be referred for guidance on appropriate residual distances where development is located on a main road. In town centres and other high traffic areas, the minimum residual distance of two metres may not be sufficient to enable appropriate pedestrian flow, and the minimum width will be determined based on the number of pedestrians per square metre and pedestrian flows per minute.

12.46 Digital connectivity infrastructure including supporting structures and equipment (such as masts, cabinet boxes, satellite and other dishes, antennae, cabling, shrouds and stands) should be removed as soon as reasonably practicable once it is not required. This will help to ensure that the quality of townscapes, streetscapes and public realm are not adversely impacted by unnecessary clutter.

TR7 Airspace Safeguarding

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
J Healthy and safe communities

Strategic policy

A Proposals for development will not be permitted where it is demonstrated that they would have an adverse impact on the operational integrity or safety of the identified safeguarded civil and military aerodromes or associated aerodrome navigation aids, radio aids or telecommunications systems.

The Council will consult the Airport Operator on proposed wind turbine developments within the Heathrow Airport Safeguarding Zone, as identified on the Policies Map.

The Council will consult with the Elstree Airport Licensee on relevant proposals for development. It will only permit development proposals which:

i. will not compromise the Aerodrome's operational integrity and general safety; and

ii. are compatible with the continued use of the site as an aerodrome.

Explanation

12.47 National planning policy requires local planning authorities to take account of the growth and role of aerodromes in serving business, leisure, training and emergency service needs.

12.48 Hertsmere's location within the Capital's hinterland places it within the safeguarded airspace around three important aerodromes: Elstree Aerodrome; Heathrow; and RAF Northolt. Proposals for development should consider their impact upon these strategic transport hubs.

Elstree Aerodrome

12.49 Elstree Aerodrome lies between Elstree and Aldenham. It is a privately operated airfield licensed by the Civil Aviation Authority (CAA) for paid passenger flights and flying instruction. The Aerodrome is also used by other aircraft and non-aircraft related businesses and provides a location for filming and other events.

12.50 The Council recognises the contribution to the local economy which businesses based at the Aerodrome make; its role in the national transport infrastructure, providing connectivity, particularly for business travellers, with locations outside the Borough; and the opportunities for access to aviation for sport and leisure that flying schools and aircraft hire companies based here offer. When considering proposals for new development it is important that the Council has regard to their compatibility with the future operation of the Aerodrome.

12.51 Elstree Aerodrome is a CAA licensed airport but not officially safeguarded. The Aerodrome Operator is however required to take all reasonable steps to ensure the Aerodrome and its airspace are safe for use by aircraft. Government advice is that aerodromes such as Elstree should agree a consultation procedure between themselves and the Local Planning Authority to protect their locations from the effects of possible adverse development (The Town and Country Planning (Safeguarded aerodromes, technical sites and military explosives storage areas) Direction 2002[1].

12.52 The Elstree Aerodrome Operator has provided the Council with safeguarding information in the form of a safeguarding chart indicating areas within which they wish to be consulted on specific types of proposals - either due to their height or because they involve major tree planting, mineral extraction or quarrying, a refuse tip, reservoir, sewage disposal works, nature reserve or bird sanctuary, or are connected with an aviation use. It is therefore important that the Council consults with the Aerodrome as requested to ensure that general safety around the Aerodrome and the operational integrity and safety of the Aerodrome itself are not compromised.

12.53 The detailed safeguarding chart for Elstree Aerodrome is available on the Council's website. The extent of the safeguarded airspace is shown at Figure 12.2.

Heathrow Airport

12.54 Significant areas of the Borough also fall within the 30km radius official safeguarding area for Heathrow Airport; the Council is required to consult the Airport Operator on proposed wind turbine developments within this area.

[1] Safeguarding aerodromes, technical sites and military explosives storage areas - GOV.UK

12.55 The establishment and possible updating of these safeguarded areas are not the responsibility of the local planning authority. The boundary of the Heathrow Airport official safeguarding area is shown at Figure 12.3.

RAF Northolt

12.56 RAF Northolt is a military airbase located to the north-west of London. Aircraft operating into and out of RAF Northolt fly over parts of Hertsmere. As part of operations, safeguarding zones cover the Borough. This identifies when the Ministry of Defence will act as a statutory consultee as part of the decision-taking process.

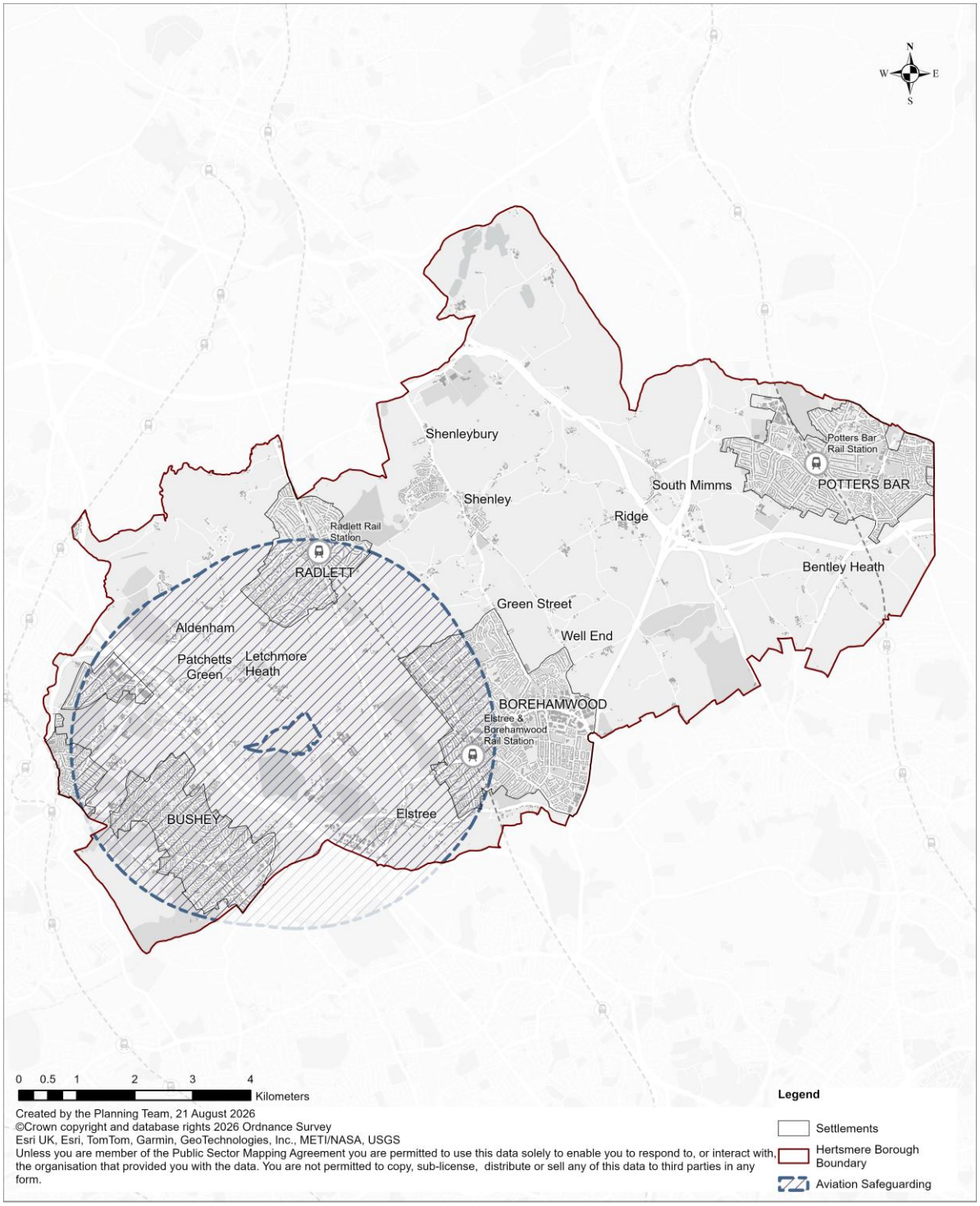


Figure 12.2: Elstree Aerodrome Safeguarding Zone Map

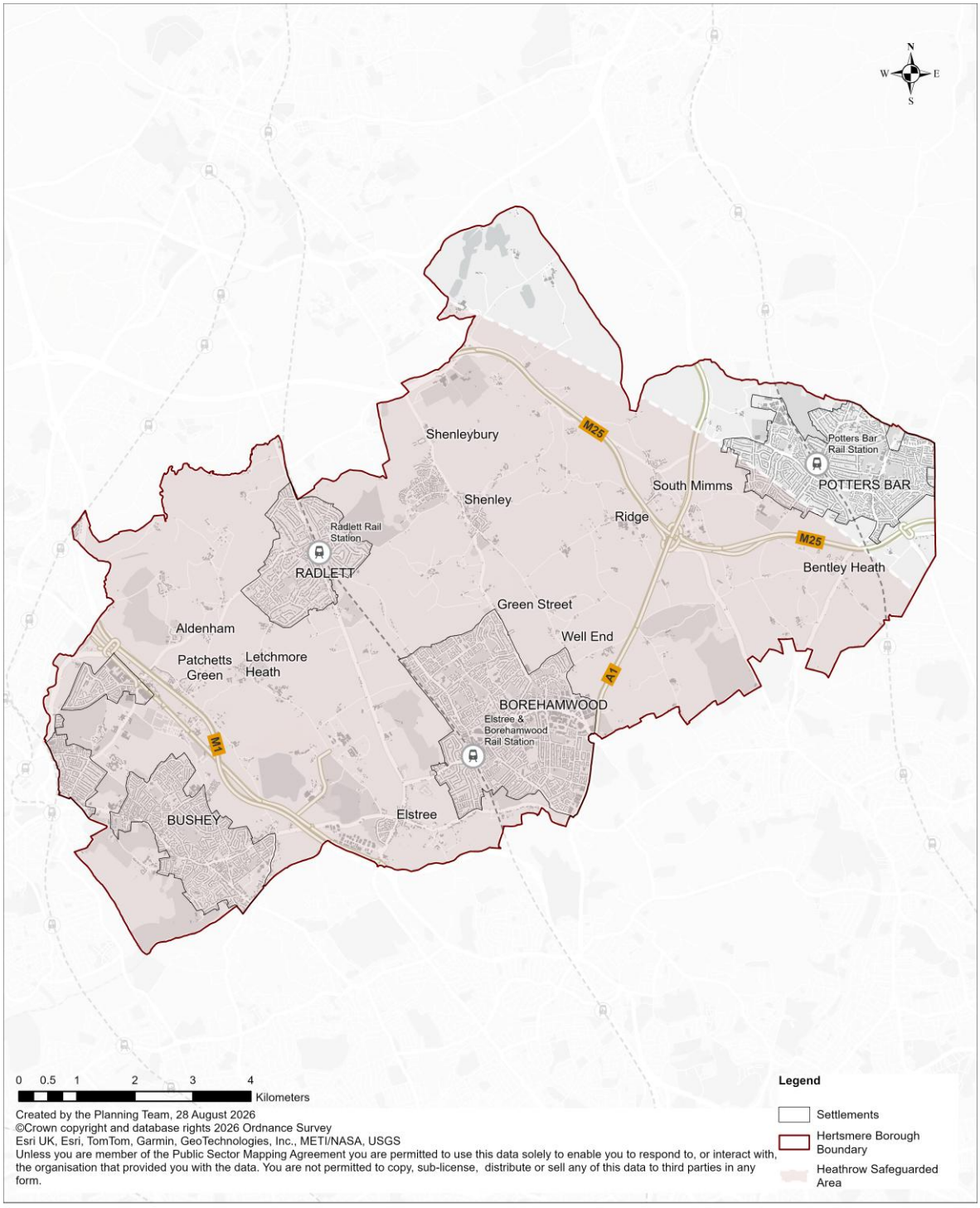


Figure 12.3: Heathrow Airport Safeguarding Zone

PART 3

Hertsmere's Towns and Places

SETTLEMENT POLICIES
SITE ALLOCATIONS

Chapter 13: Introduction - Hertsmere's Towns and Places

Section	Page
Celebrating Hertsmere	330
Hertsmere in its wider context	332
Delivering the spatial strategy and meeting local needs	334

Celebrating Hertsmere

13.1 Hertsmere is a diverse borough located in the south of Hertfordshire. It is made up of towns, neighbourhoods and rural communities, each with its own identity and character. These places are shaped by their communities, historic development, built form, landscape setting, centres, green spaces and connections with neighbouring areas. Together, they create the qualities that make Hertsmere distinctive.

13.2 The Hertsmere Local Plan seeks to accommodate growth in a way that celebrates and strengthens the Borough's local distinctiveness. To achieve this objective, development must understand local context and respond positively to the character, function and needs of the place in which it is located. Respecting established character and accommodating change should not be seen as mutually exclusive. High-quality development can reinforce valued characteristics, repair weaknesses in the built environment and add a positive new layer to the identity of a place.

13.3 This part of the Local Plan is organised around Hertsmere's four principal settlement areas. These are comprised of the following towns:

- Borehamwood
- Potters Bar
- Bushey
- Radlett

13.4 These towns occupy different positions within the Borough's settlement hierarchy and have different roles, levels of accessibility, infrastructure, development opportunities and environmental constraints. This is evidenced through the Hertsmere Settlement Hierarchy and Services Study. Borehamwood is the Borough's principal settlement and focus for homes, employment and services. Potters Bar and Bushey are significant settlements with established centres and strong relationships with neighbouring areas, while Radlett is a smaller town with a well-defined centre and strong rail accessibility. The spatial strategy responds to these differences rather than applying a uniform approach to growth across the Borough.

13.5 Hertsmere's smaller settlements are also important to the Borough's identity. They provide homes, local facilities and community networks and contribute significantly to Hertsmere's historic and rural character. They are addressed through the Borough-wide policies, the settlement hierarchy, relevant site allocations and policies relating to development in the countryside and Green Belt. Their omission from the four settlement chapters does not diminish their importance or imply that their needs and relationships with the principal settlements have not been considered.

13.6 As a key part of the plan-making process, the Council prepared and published Settlement Visions for the Borough's four main towns. These have helped to

establish a place-based framework for the four principal settlements. They have been informed by baseline research and engagement with residents, community organisations and other stakeholders. The Visions identify common priorities around connectivity and active travel, sustainable growth, town centres and public realm, green and blue infrastructure, environmental resilience, community life and local prosperity. They also reflect the identity and circumstances of each place.

13.7 Borehamwood's identity is shaped by its diverse communities, its role as Hertsmere's principal town and its internationally significant film and television industries. The Vision for Borehamwood seeks to secure a better-connected network of neighbourhoods, a safer and more distinctive town centre, a wider choice of homes and improved parks, infrastructure and access to the surrounding countryside.

13.8 Potters Bar is characterised by its established residential neighbourhoods, two complementary town centres, strong rail connections, green setting and cultural focus at the Wyllyotts Theatre[1]. The Vision for Potters Bar is for brownfield-led growth, inclusive homes, better connections between its centres and green spaces, an improved public realm and a more resilient green and blue infrastructure network.

13.9 Bushey comprises a series of distinctive communities, including Bushey Village, Bushey Heath and North Bushey. Its identity is closely associated with its heritage, artistic traditions, wooded landscape, local centres and strong relationship with the surrounding countryside. The Vision for Bushey is for sensitive and pragmatic growth that supports affordable and inclusive homes, a thriving local economy and accessible connections to nature while reinforcing the character of its different neighbourhoods.

13.10 The small town of Radlett is shaped by its historic development along Watling Street, its railway connections, established neighbourhoods, conservation areas and leafy setting. The Vision for Radlett seeks sensitively managed growth, a lively and welcoming centre, safer walking and cycling routes, improved links across the railway and the protection of its heritage, local character and relationship with the countryside.

13.11 Hertsmere's Local Plan Part 3 is comprised of separate chapters for each of the four main towns. These set out the context and character of the area, a long-term vision, key spatial objectives and place-based policies. These provide the framework for directing investment, managing change and assessing how development proposals should respond to the opportunities and challenges of each settlement. The four

[1] Wyllyotts Theatre is Potters Bar's main theatre and cinema venue, providing a diverse programme of live performances, films and community activities, serving as a key cultural hub for the town.

main settlement chapters also include the site allocations that will supply and deliver much of the Borough's future growth over the plan period.

13.12 Part 3 also includes a further chapter that addresses the new settlement allocation being proposed for land at Bowmans Cross. The new settlement allocation will secure housing supply and delivery across the latter stages of the plan period into the next.

13.13 The settlement chapters must not be read in isolation and should be read alongside the Borough-wide Spatial Strategy and the planning policies set out under Part 2. The Settlement Vision implementation and delivery work will also help to coordinate investment, infrastructure and regeneration activity, but does not replace the statutory policies of the Local Plan.

Hertsmere in its wider context

13.14 Hertsmere's places and communities are not defined solely by the Borough boundary. The Borough has strong social, economic, transport and environmental relationships with Watford, St Albans, Welwyn Hatfield, Three Rivers and the adjoining London Boroughs of Barnet, Enfield and Harrow. Residents travel across these boundaries for employment, education, healthcare, shopping, leisure and cultural activities, while settlements outside Hertsmere also rely on facilities and employment within the Borough.

13.15 The Borough's cross-boundary relationships are reinforced by the rail network, the M1, M25 and A1(M), other strategic roads, bus services, walking and cycling routes and networks of green and blue infrastructure. These highly accessible travel networks create shared challenges, including congestion, infrastructure pressures, environmental impacts and the need to coordinate strategic growth. The Council will continue to work with neighbouring authorities, Hertfordshire County Council and infrastructure providers to address strategic matters and support the successful delivery of the Local Plan. Hertsmere's location adjoining London and within South West Hertfordshire is an important consideration for the spatial strategy and the Visions for the four main settlements.

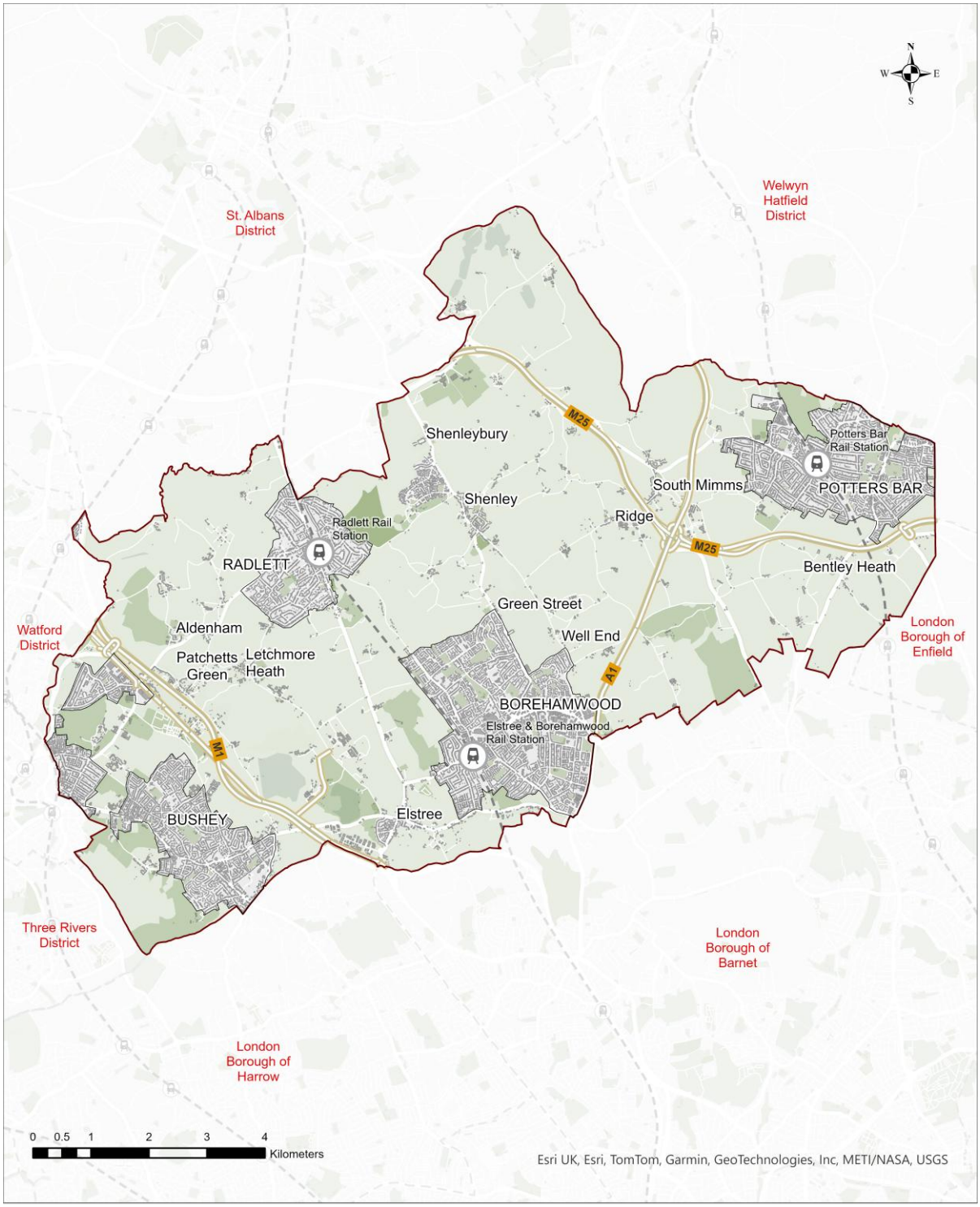


Figure 13.1: Hertsmere's principal settlement areas and wider context

Delivering the spatial strategy and meeting local needs

13.16 Hertsmere's Local Plan Part 3 settlement chapters and site allocations are central to the delivery of the Borough's Spatial Strategy. They provide the place-based framework through which the Borough will meet its needs for new homes, employment, town-centre uses and supporting infrastructure while protecting and enhancing the qualities that make its settlements distinctive.

13.17 The Spatial Strategy prioritises the effective use and regeneration of previously developed land, particularly within the four main settlements and their town centres. This includes the redevelopment of underused land and buildings, appropriate intensification, the renewal of town centre sites and the delivery of mixed-use development. This brownfield-first approach supports the delivery of new homes and jobs while enabling investment in public spaces, local centres, transport connections, community infrastructure and green infrastructure.

13.18 Evidence prepared to inform the plan-making process demonstrates that the capacity of the Borough's previously developed urban land is insufficient on its own to meet all Hertsmere's needs. The Local Plan therefore also allocates appropriate sites at the edges of existing settlements and a new settlement at Bowmans Cross. These sites have been selected having regard to the settlement hierarchy, accessibility, Green Belt and other environmental considerations, infrastructure requirements, deliverability and their ability to contribute to sustainable patterns of growth. They have been tested through Sustainability Appraisal (SA).

13.19 The Local Plan's site allocations establish the land-use principles and development requirements that are important to the delivery of the spatial strategy. Depending on their scale and location, the allocation policies identify:

- The expected uses and development capacity
- Design and place-making principles
- Access and movement requirements
- Social, transport and utility infrastructure
- Green and blue infrastructure
- Requirements for comprehensive development
- Relationships with adjoining sites and neighbourhoods
- Delivery and phasing considerations

13.20 Future development proposals will not be considered solely within the boundary of an individual allocation. Proposals should demonstrate how they contribute to the relevant settlement vision and spatial objectives, connect successfully with their surroundings and support the coordinated delivery of infrastructure and wider place-making benefits. Where sites are interdependent or require shared access, infrastructure or open space, they must be planned comprehensively in accordance with Policy DM3.

13.21 The development capacities identified in the site-allocation policies are based on the evidence available at the time the Local Plan was prepared. They are indicative and identify the scale of development that the Council expects sites to deliver and are important to demonstrating that the Plan can meet identified needs.

13.22 The site allocation capacities should not generally be treated as absolute maxima. The appropriate capacity of a site must be established through a design-led approach having regard to its context, accessibility, character, heritage, landscape, infrastructure requirements and relevant Local Plan policies. Development below the expected capacity will need to be justified by robust site-specific evidence. Proposals for additional capacity will be supported where they maintain high standards of design and place-making and do not compromise infrastructure delivery, amenity, environmental quality or the successful implementation of the wider spatial strategy.

13.23 The allocation of land does not remove the need for development to be supported by the infrastructure required to make it sustainable. The Infrastructure Delivery Plan identifies the strategic and local infrastructure necessary to support planned growth, including education, healthcare, transport, utilities, community facilities, sport and recreation and green and blue infrastructure. Allocation policies identify site-specific requirements where these are necessary to address the impacts of development or support the creation of successful and sustainable places.

13.24 Infrastructure must be planned and delivered in step with development. Larger and more complex sites will be expected to demonstrate how infrastructure, facilities and place-making improvements will be funded, phased and delivered. Development should also contribute to improvements that benefit existing communities where these are necessary and directly related to the growth proposed.

13.25 Table 13.1 summarises the minimum scale of housing, employment and town-centre development expected from the site allocations and other sources of housing and employment supply[2] over the Plan period. It should be read alongside the housing trajectory, individual allocation policies and the delivery and monitoring framework. The table demonstrates how the allocations collectively implement the Spatial Strategy and provide sufficient flexibility to respond to changes in the timing and delivery of individual sites.

[2] Including planning commitments, historic small windfall delivery trends for housing and other housing sites with capacity to deliver up to 50 homes.

Table 13.1: Settlement Areas and Development for Plan Period

Settlement Area	Homes (Net)	Employment (Gross Floorspace sqm)
Borehamwood	4,242	150,000
Potters Bar	3,369	219,000
Bushey	3,214	88,000
Radlett	2,907	9,500
Bowmans Cross	2,500	TBC
Other locations	661	15,700
Total for Plan Period	**16,893 homes**	**482,200 sqm**

13.26 The following chapters set out how each of Hertsmere's principal settlements contribute to the delivery of this strategy. They should be read as part of the Local Plan as a whole. Development that complies with an individual allocation policy must also comply with all other relevant strategic and development-management policies.

Borehamwood Area

Chapter 14: Borehamwood Area

Section	Page
Context and Character	339
Vision	342
Elstree and Borehamwood railway station	342
Key Spatial Objectives for Borehamwood	343
HBA1 Borehamwood Principal Location for Growth	344
HBA2 Borehamwood Town Centre Regeneration	347
HBA3 Elstree Way Employment Corridor	351
HBA4 Sustainable Movement and Connectivity in Borehamwood	355
HBA5 Green Infrastructure and Landscape Setting	359

Context and Character

14.1 Borehamwood is Hertsmere's largest settlement and functions as the Borough's principal town and economic centre. Together with the adjoining settlement of Elstree, it forms a well-established urban area that plays a central role in delivering the Local Plan's spatial strategy. Borehamwood contains the greatest concentration of homes, employment, services, public transport infrastructure and town centre activity in Hertsmere and is therefore one of the Borough's most sustainable and accessible locations for accommodating growth.

14.2 The Borough's principal town is in the south of Hertsmere, close to the boundary with Greater London. The town benefits from strong strategic and local connections, including Elstree & Borehamwood railway station, which provides direct Thameslink services to central London and other destinations. The town is also well connected by road, with access to the A1 and nearby M25, and is served by local bus routes linking Borehamwood with surrounding settlements.

14.3 The town's urban form reflects its historic growth and significant twentieth-century expansion. The town includes established residential neighbourhoods, post-war estates, commercial areas, employment sites and more recent higher-density development within and around the town centre. These areas are supported by schools, parks, community facilities and local centres. The town is also closely related to the surrounding countryside, which contributes to its landscape setting and helps maintain separation from neighbouring settlements.

14.4 Borehamwood Town Centre is Hertsmere's principal retail and service centre. It includes Shenley Road, the Boulevard Retail and Leisure Park, restaurants, cafés, leisure uses, community facilities and a range of local services. The presence of Elstree & Borehamwood railway station within the town centre area reinforces its accessibility and its role as a focus for activity, investment and regeneration.

14.5 Borehamwood is also a major employment centre within Hertsmere and the wider sub-region. The town is internationally recognised for its association with film and television production, centred on Elstree Studios and the BBC Elstree Centre. These facilities form part of a wider creative and media-related cluster that contributes significantly to the local economy, local identity and the Borough's employment offer.

14.6 The adjoining settlement of Elstree forms part of the same urban area as Borehamwood, sharing services, employment opportunities and some transport connections. Elstree Village is a separate settlement and is identified as a Category V village in the settlement hierarchy. Other nearby settlements, including Shenley and Ridge, also have close social and economic links with Borehamwood, with residents often relying on the town for shops, services, employment and public transport.

14.7 The Local Plan identifies Borehamwood as the principal focus for housing-led growth and regeneration in Hertsmere. This reflects the town's role in the settlement hierarchy, its accessibility, its concentration of services and employment, and the

opportunity to make efficient use of previously developed and under-optimised land in one of the Borough's most sustainable locations.

14.8 The scale of Hertsmere's housing need means that Borehamwood must play a leading role in delivering new homes over the plan period. Housing-led regeneration is therefore a central part of the strategy for Borehamwood. New homes will help unlock the renewal of under-used and under-optimised land, support the vitality and viability of the town centre, provide a larger local catchment for shops and services, improve public realm and help fund the infrastructure needed to support sustainable growth.

14.9 The Council's response towards meeting the Borough's growth needs is to take the brownfield-first approach. Growth in Borehamwood will therefore focus on the redevelopment, intensification and renewal of suitable previously developed land, regeneration sites and other accessible locations within the existing urban area before considering less sustainable locations. Where development is required at the edge of the town to meet identified needs, it must be comprehensively planned, landscape-led, infrastructure-led and well connected to the existing urban area.

14.10 The Council will seek to move away from piecemeal redevelopment and towards a coordinated framework for growth, regeneration and placemaking. Housing-led mixed-use development will be expected to support, rather than displace, the town centre's retail, leisure, cultural, civic, community and employment functions. Where major sites come forward, development should be planned comprehensively and should contribute to the wider renewal of Borehamwood.

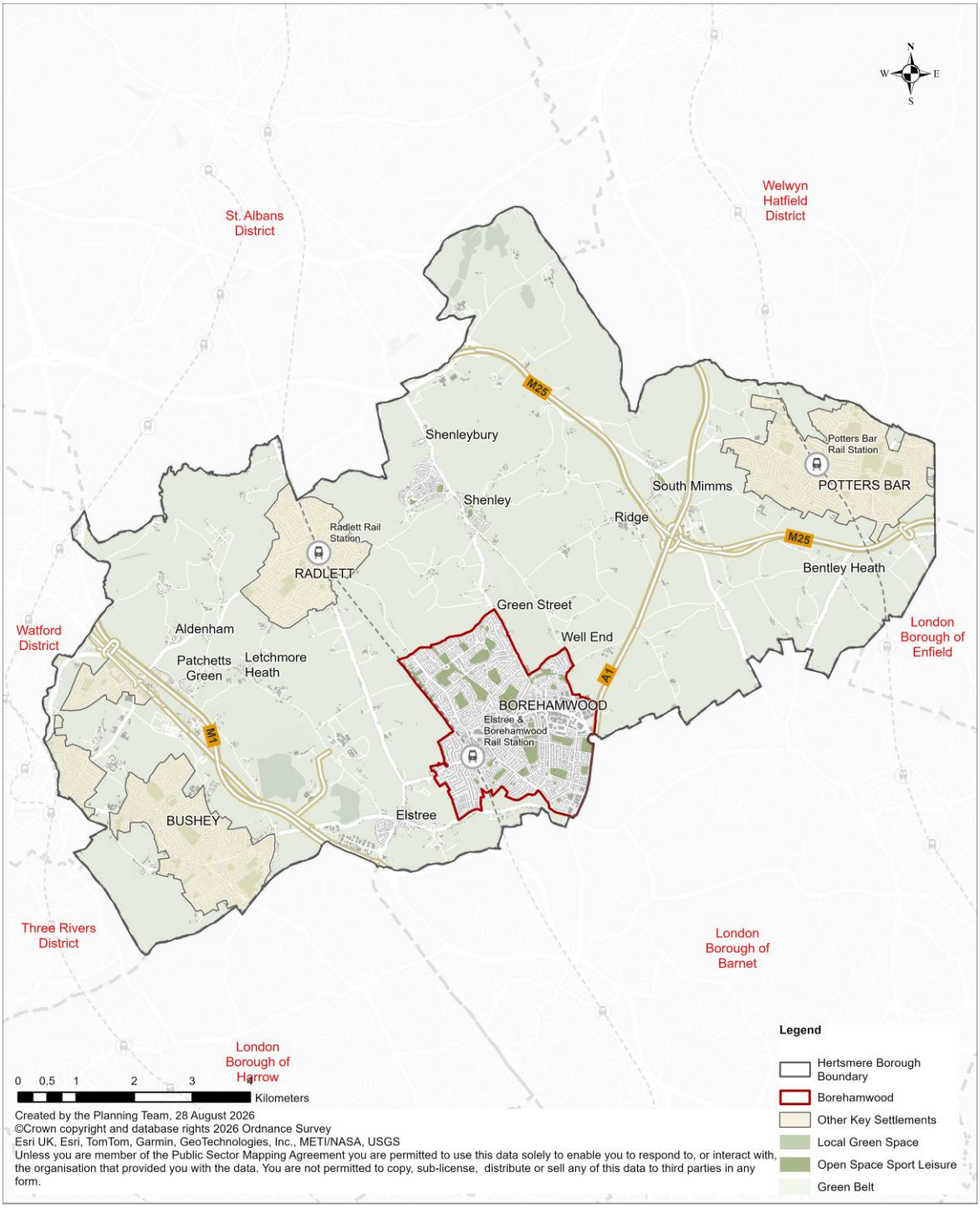


Figure 14.1: Borehamwood Area

14.11 Figure 14.2: Borehamwood Spatial Strategy identifies the broad spatial priorities for housing-led growth, town centre regeneration, employment and creative industry growth, sustainable movement, green infrastructure and landscape setting.

14.12 Figures 14.3 to 14.6 provide more detailed policy maps for the town centre, Elstree Way Employment Corridor, sustainable travel network and green infrastructure network.

14.13 The maps in this chapter should be read alongside the Policies Map, and site allocation policies. Figure 14.2 identifies broad spatial priorities and does not define site allocations, development boundaries or precise route alignments. Where detailed boundaries or designations are required for decision-making, these are shown on the Policies Map, site allocation policies or relevant policy maps.

14.14 The Council will prepare a new Design Code for Hertsmere. It is anticipated that this will work alongside the National Design Code, providing local guidance that is specific to Hertsmere as a place. It is anticipated that it will include guidance on movement, public realm, town centres, local centres, residential areas, building heights, active frontages, materials, parking, servicing, green infrastructure, blue infrastructure, sustainability and character areas.

Vision

14.15 Borehamwood will continue to be Hertsmere's principal town and the Borough's focus for housing-led growth, regeneration and infrastructure investment. New homes will be used as a catalyst for wider renewal, helping to deliver a more vibrant town centre, stronger local economy, improved public realm, better movement connections, enhanced green infrastructure and the community facilities needed to support a growing population.

14.16 Borehamwood Town Centre will be regenerated as a more attractive, mixed-use and accessible Borough-wide destination. Shenley Road will be strengthened as the town's main civic, commercial and social spine, supported by active frontages, improved public spaces, better walking and cycling connections, a stronger cultural and leisure offer, and providing a more welcoming arrival experience around Elstree & Borehamwood Railway Station.

Elstree and Borehamwood railway station

14.17 The town's internationally significant film and television identity will be protected, strengthened and better connected to local communities, businesses, education and the high street. The Local Plan will support the continued success of Elstree Studios, BBC Elstree and the wider creative industries cluster, while enabling opportunities for supporting businesses, creative workspace, cultural activity and local employment.

14.18 Growth in Borehamwood will be design-led and infrastructure-led. Development will be expected to make efficient use of land, deliver a wider mix of homes, including affordable homes, and contribute to high-quality streets, public spaces, sustainable transport, social infrastructure, green and blue infrastructure and improved access to services.

14.19 Borehamwood will grow as a network of connected neighbourhoods. New development will strengthen links between the town centre, station, Elstree Way, employment areas, schools, parks, community facilities and surrounding residential areas. Growth will also be expected to respect the landscape setting of the town and maintain the separate identity of surrounding settlements.

Key Spatial Objectives for Borehamwood

To achieve this vision, the key spatial objectives for Borehamwood are to:	
1	Make a significant contribution to meeting the Borough's housing requirement through the redevelopment, intensification and renewal of suitable previously developed land, under-used land and regeneration sites.
2	Focus residential-led mixed-use development within Borehamwood Town Centre, around Elstree & Borehamwood railway station, along the Elstree Way Employment Corridor and in other highly accessible locations where growth can support public realm, infrastructure, employment, community facilities and sustainable transport improvements.
3	Use new housing as a catalyst for comprehensive regeneration, ensuring that development contributes to active streets, improved town centre vitality, better walking and cycling connections, high-quality public spaces and social and community infrastructure.
4	Strengthen Borehamwood Town Centre as Hertsmere's principal retail, service, leisure, cultural and civic centre.
5	Protect and strengthen Borehamwood's role as a nationally significant centre for film, television and creative industries, including through the safeguarding, modernisation and expansion of studio-related and creative employment uses.
6	Support the Elstree Way Employment Corridor as a focus for employment, creative industry growth, civic uses, social infrastructure, public realm improvement and housing-led mixed-use regeneration where appropriate.
7	Improve the quality, safety, accessibility and legibility of Shenley Road, Elstree Way, the station gateway and other key movement corridors.
8	Deliver high-quality, design-led development that responds to Borehamwood's character, provides active frontages, improves the public realm and integrates successfully with surrounding neighbourhoods.
9	Provide a wider mix of homes, including affordable housing, family housing, homes for younger people, homes for older people and accessible homes.
10	Protect and enhance green and blue infrastructure, including local parks, trees, green corridors, sustainable drainage, biodiversity assets, watercourses and access to the surrounding countryside.
11	Ensure that major development is comprehensively planned and phased so that it is supported by the necessary social, community, health, education, transport, utilities and green infrastructure.

HBA1 Borehamwood Principal Location for Growth

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Borehamwood will be the principal location for housing-led growth, regeneration and infrastructure investment in Hertsmere over the plan period.

B The Council will support residential-led mixed-use development in appropriate locations where it enables the renewal of under-optimised land, contributes to meeting the Borough's housing requirement, strengthens Borehamwood Town Centre, supports the local economy and delivers wider placemaking, infrastructure and public realm benefits.

C Development in Borehamwood will be expected to support the spatial strategy by:

i. Delivering a significant proportion of the Borough's new homes through the redevelopment, intensification and renewal of suitable previously developed land, under-used land and regeneration sites;

ii. Focusing housing-led mixed-use development within Borehamwood Town Centre, around Elstree & Borehamwood railway station, along the Elstree Way Employment Corridor and in other highly accessible locations identified in Figure 14.2: Borehamwood Spatial Strategy;

iii. Making efficient and effective use of land, including through higher-density development in locations where this can be successfully accommodated by the townscape, infrastructure and public transport network;

iv. Delivering affordable housing and a mix of housing types and sizes that respond to local needs;

v. Ensuring that housing-led redevelopment contributes to town centre vitality, active streets, employment opportunities, community facilities, public realm improvements and the delivery of supporting infrastructure;

vi. Supporting the renewal and enhancement of Borehamwood Town Centre as Hertsmere's principal retail, service, leisure, cultural and civic centre;

vii. Protecting and strengthening Borehamwood's role as a major employment location, including its nationally significant film, television and creative industries cluster;

viii. Improving walking, cycling, wheeling and public transport connections between residential neighbourhoods, the town centre, the railway station, schools, employment areas, open spaces and surrounding settlements;

ix. Protecting and enhancing green and blue infrastructure, including parks, trees, green corridors, sustainable drainage, biodiversity and access to the countryside;

x. Delivering high-quality, design-led development that responds positively to local character, improves the public realm and supports a coherent townscape; and

xi. Ensuring that development is supported by the necessary infrastructure, including education, health, community, transport, utilities, green infrastructure and public realm improvements.

D Development proposals must demonstrate how they respond, where relevant and proportionate, to Map 14.2: Borehamwood Spatial Strategy, the Policies Map, and relevant site allocation policies.

E Major development must demonstrate how it contributes to the comprehensive planning of Borehamwood, including coordinated access, movement, public realm, infrastructure delivery, phasing, land use, design and relationship with adjoining sites.

F Where sites are in multiple ownerships or form part of a wider regeneration area, proposals must demonstrate that they will not prejudice the coordinated delivery of adjoining or related sites, infrastructure, public realm or placemaking objectives.

Explanation

14.20 Policy HBA1 establishes Borehamwood's role as the Borough's principal focus for housing-led growth and regeneration. This reflects Borehamwood's position in the settlement hierarchy, its accessibility, its employment role, its services and facilities,

and the opportunity to make better use of previously developed and under-optimised land.

14.21 The policy is intended to ensure that housing growth is used positively as a catalyst for regeneration. New homes will help support the vitality of the town centre, increase footfall, enable investment in public realm and infrastructure, and support the delivery of more sustainable patterns of development.

14.22 Figure 14.2: Borehamwood Spatial Strategy identifies the broad spatial priorities for the town and should be read alongside the more detailed policy maps in this chapter. It provides the strategic context for housing-led growth, town centre renewal, Elstree Way, sustainable movement and green infrastructure. It does not define site allocations, development boundaries or precise route alignments.

14.23 The Council will use the Policies Map, site allocation policies, the maps in this chapter, infrastructure planning, partnership working and, where appropriate, its land ownership and regeneration functions to support comprehensive housing-led regeneration. Where proposals come forward on sites that form part of a wider regeneration area, applicants will be expected to demonstrate how development contributes to the wider spatial strategy and does not prejudice the delivery of adjoining or related sites.

14.24 Development at the edge of Borehamwood will need to be comprehensively planned, landscape-led and well connected to the existing town. Such development will need to provide necessary infrastructure, maintain a clear and defensible settlement edge, and integrate with wider walking, cycling, public transport and green infrastructure networks.

HBA2 Borehamwood Town Centre Regeneration

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
D Support a well-educated and skilled population
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Proposals for development located within Borehamwood Town Centre, as identified on Figure 14.3: Borehamwood Town Centre Regeneration, must contribute to the housing-led mixed-use regeneration of the town centre, support active streets, improve public realm, provide or re-provide town centre uses and contribute to the infrastructure required to support growth.

B Development proposals within Borehamwood Town Centre will be supported where they:

i. Make a significant contribution to housing delivery through the redevelopment and intensification of suitable town centre sites;

ii. Deliver residential development above, behind or alongside active town centre uses where this would support town centre vitality and provide an appropriate standard of residential amenity;

iii. Maintain and enhance the vitality and viability of the town centre;

iv. Provide an appropriate mix of retail, food and drink, leisure, cultural, civic, community, workspace, employment and residential uses;

v. Provide active ground floor frontages on Shenley Road, the station approach, key public spaces and other frontages identified on Figure 14.3;

vi. Strengthen Shenley Road as the town's principal civic, commercial and social spine;

vii. Improve the arrival experience at Elstree & Borehamwood railway station, including through public realm, interchange, walking, cycling, bus and wayfinding improvements;

viii. Support a stronger evening, leisure and cultural economy where compatible with residential amenity, public safety and the role of the town centre;

ix. Retain, modernise or re-provide community, cultural, health, civic and social infrastructure, where affected by redevelopment, unless it is demonstrated that the facility is no longer required;

x. Provide high-quality shopfronts, signage and building frontages that contribute positively to townscape character;

xi. Improve the quality, safety, accessibility and attractiveness of streets and public spaces, including through better footways, crossings, greening, seating, lighting, public art and wayfinding;

xii. Manage servicing, deliveries, parking, access and waste so that these do not dominate streets or public spaces; and

xiii. Contribute to infrastructure and public realm improvements identified in Figure 14.2: Borehamwood Spatial Strategy, Figure 14.3: Borehamwood Town Centre Regeneration, the Infrastructure Delivery Plan and relevant site allocation policies;

C Residential development will be supported where it forms part of a mixed-use approach that maintains or strengthens the town centre's retail, leisure, cultural, community, civic and employment role. Residential-only redevelopment of strategically important town centre sites will not be supported unless it is demonstrated that mixed-use development is not viable or is not necessary to support the role, function and vitality of the centre.

D Major development within the town centre must be accompanied by a masterplan, design and access statement, or other proportionate material demonstrating how the proposal contributes to the comprehensive regeneration of the town centre, responds to the priorities identified in Figure 14.3: Borehamwood Town Centre Regeneration.

E Development that would result in inactive frontages, poor pedestrian environments, isolated residential blocks, car-dominated layouts, loss of important town centre uses, or fragmented development that undermines the wider town centre strategy will not be supported.

Explanation

14.25 Borehamwood Town Centre is Hertsmere's principal retail and service centre and is the most appropriate location in the Borough for significant housing-led mixed-use regeneration. The town centre benefits from strong accessibility, including proximity to Elstree & Borehamwood railway station, and contains several sites where redevelopment and intensification can make a significant contribution to housing delivery and place-making.

14.26 Policy HBA2 ensures that new homes are delivered as part of a wider mixed-use approach. Residential development should increase footfall, support shops and services, contribute to the evening and leisure economy, and help fund improvements to streets, public spaces, community infrastructure and movement networks.

14.27 Housing-led regeneration must not result in the loss of the town centre's role or function. Development should support active frontages, maintain or re-provide important town centre uses, and contribute to a more attractive and welcoming town centre. Strategically important town centre sites should be planned comprehensively and should not come forward as isolated residential schemes unless robustly justified.

14.28 Shenley Road will remain the main civic, commercial and social spine of Borehamwood. Development should support its role through active frontages, improved shopfronts, better public realm, enhanced pedestrian and cycle movement, and a stronger cultural, leisure, community and evening economy offer.

14.29 Figure 14.3: Borehamwood Town Centre Regeneration identifies the broad area and priorities to which Policy HBA2 applies. It should be read alongside Figure 14.2: Borehamwood Spatial Strategy, the Policies Map, and relevant site allocation policies.

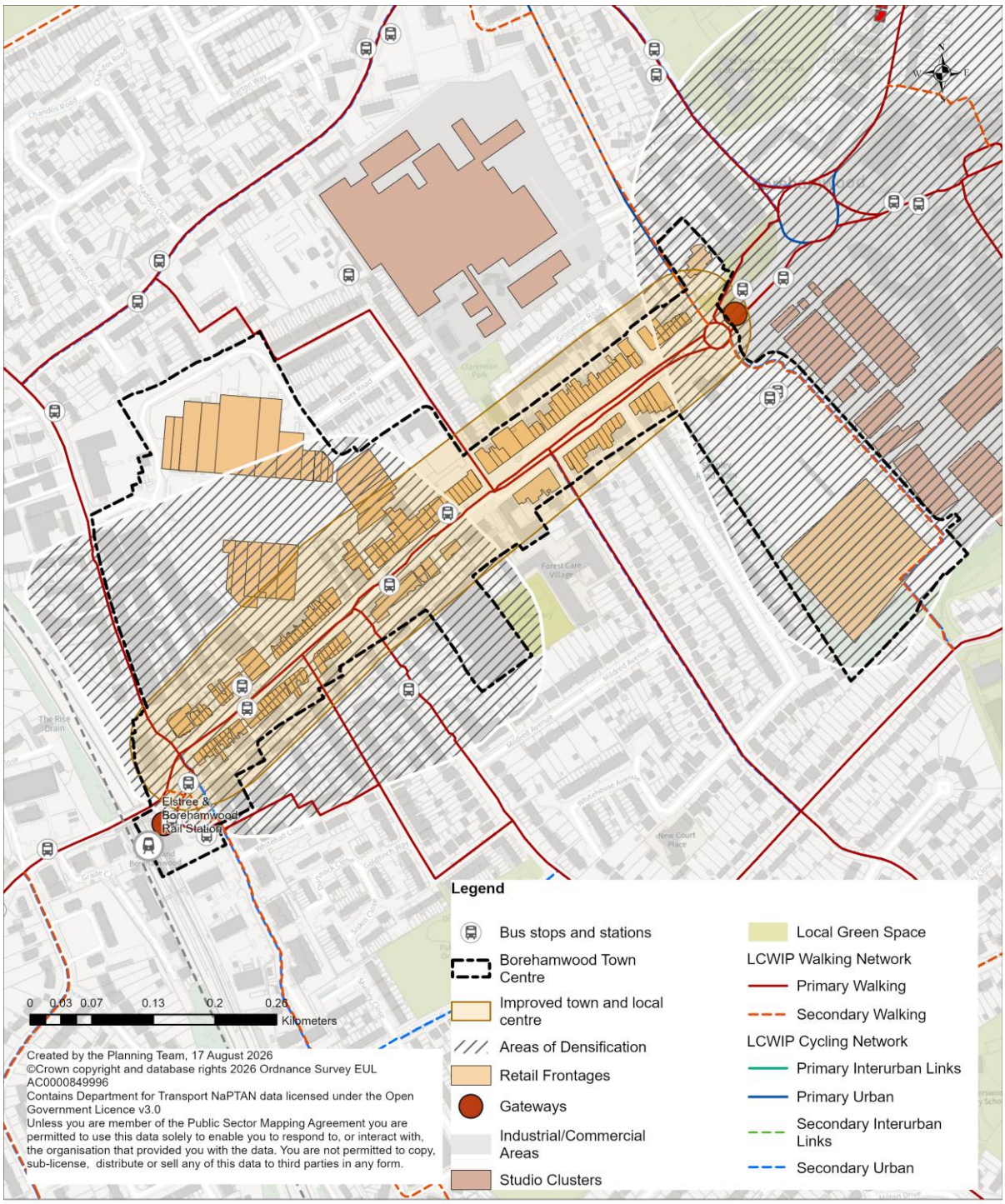


Figure 14.3 Borehamwood Town Centre Regeneration

HBA3 Elstree Way Employment Corridor

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure

Strategic Policy

A The Elstree Way Employment Corridor, as identified on Figure 14.4: Elstree Way Employment Corridor, will be planned as a mixed-use employment, creative, civic and housing-led regeneration corridor linking Borehamwood Town Centre, civic facilities, employment areas, studio-related activity and surrounding neighbourhoods.

B Development will be expected to deliver new homes alongside workspace, social infrastructure, public realm improvements and better connections between the town centre, station, studios, employment areas and surrounding neighbourhoods.

C Development proposals within the Elstree Way Employment Corridor will be supported where they:

i. Deliver an appropriate mix of homes, employment floorspace, workspace, community infrastructure, health facilities, education or training uses, and public realm improvements;

ii. Support residential-led mixed-use redevelopment of suitable under-used or under-optimised sites where this would contribute to the wider regeneration of Borehamwood;

iii. Protect, modernise and intensify employment land and premises where these contribute to Borehamwood's economic role;

iv. Support the growth of film, television, digital, technical, production and wider creative industries;

v. Provide flexible workspace, affordable workspace, studios, workshops, co-working space and supporting supply-chain uses where appropriate;

vi. Provide active lower floors and avoid blank frontages along Elstree Way and other key routes;

vii. Improve walking, cycling and public transport connections between the town centre, station, civic facilities, employment areas, schools, studios and residential neighbourhoods;

viii. Provide a coherent public realm, including street trees, planting, seating, wayfinding and safe crossings;

ix. Integrate social and community infrastructure into mixed-use development where this would support local needs and service accessibility;

x. Provide an appropriate transition in scale, height and massing between the town centre, employment areas and adjoining residential neighbourhoods;

xi. Contribute to infrastructure and public realm improvements identified in Figure 14.2: Borehamwood Spatial Strategy, Figure 14.4: Elstree Way Employment Corridor, the Infrastructure Delivery Plan and relevant site allocation policies; and

xii. Demonstrate how development contributes to the wider regeneration of Borehamwood rather than functioning as a stand-alone scheme.

D Proposals involving the loss of employment floorspace, creative workspace, community infrastructure or public-sector facilities must demonstrate that the loss is justified and that appropriate replacement, reprovision or mitigation is secured where required by other policies in the Plan.

E Residential-led redevelopment within the Elstree Way Employment Corridor will be expected to support, and not displace, the corridor's employment, civic, creative and community functions.

F Major development within the Elstree Way Employment Corridor must demonstrate consistency with Figure 14.4: Elstree Way Employment Corridor.

Explanation

14.30 Elstree Way is a key corridor between Borehamwood Town Centre, civic facilities, employment areas, residential neighbourhoods and the town's wider film and television cluster. It contains a range of sites capable of supporting new homes, employment, workspace, community infrastructure, education, health, leisure and public realm improvements.

14.31 Policy HBA3 seeks to ensure that Elstree Way evolves as a coordinated mixed-use employment corridor rather than as a series of isolated redevelopment sites. Housing-led mixed-use development will be supported where it helps renew under-optimised land, improves the public realm, delivers infrastructure and strengthens connections with the town centre and employment areas.

14.32 The corridor also has an important employment function. Development should support the continued success of Borehamwood's creative economy, including film, television, digital, technical and production-related businesses. Where employment land or floorspace is affected, proposals will need to demonstrate that the change is justified and that the corridor's economic role is protected or strengthened. Developers will be encouraged to engage with the Hertsmere Creative Strategy[1] to ensure that its objectives for culture and creativity are met.

14.33 Development along Elstree Way should provide active frontages, improved walking and cycling routes, better crossings, street greening and a coherent public realm. It should also provide appropriate transitions in height and massing to neighbouring residential areas.

14.34 Figure 14.4: Elstree Way Employment Corridor identifies the broad area and priorities to which Policy HBA3 applies. It should be read alongside Figure 14.2: Borehamwood Spatial Strategy, the Policies Map, relevant site allocation policies, and the Infrastructure Delivery Plan.

[1] Hertsmere Creative Strategy (pdf 3.8 Mb)

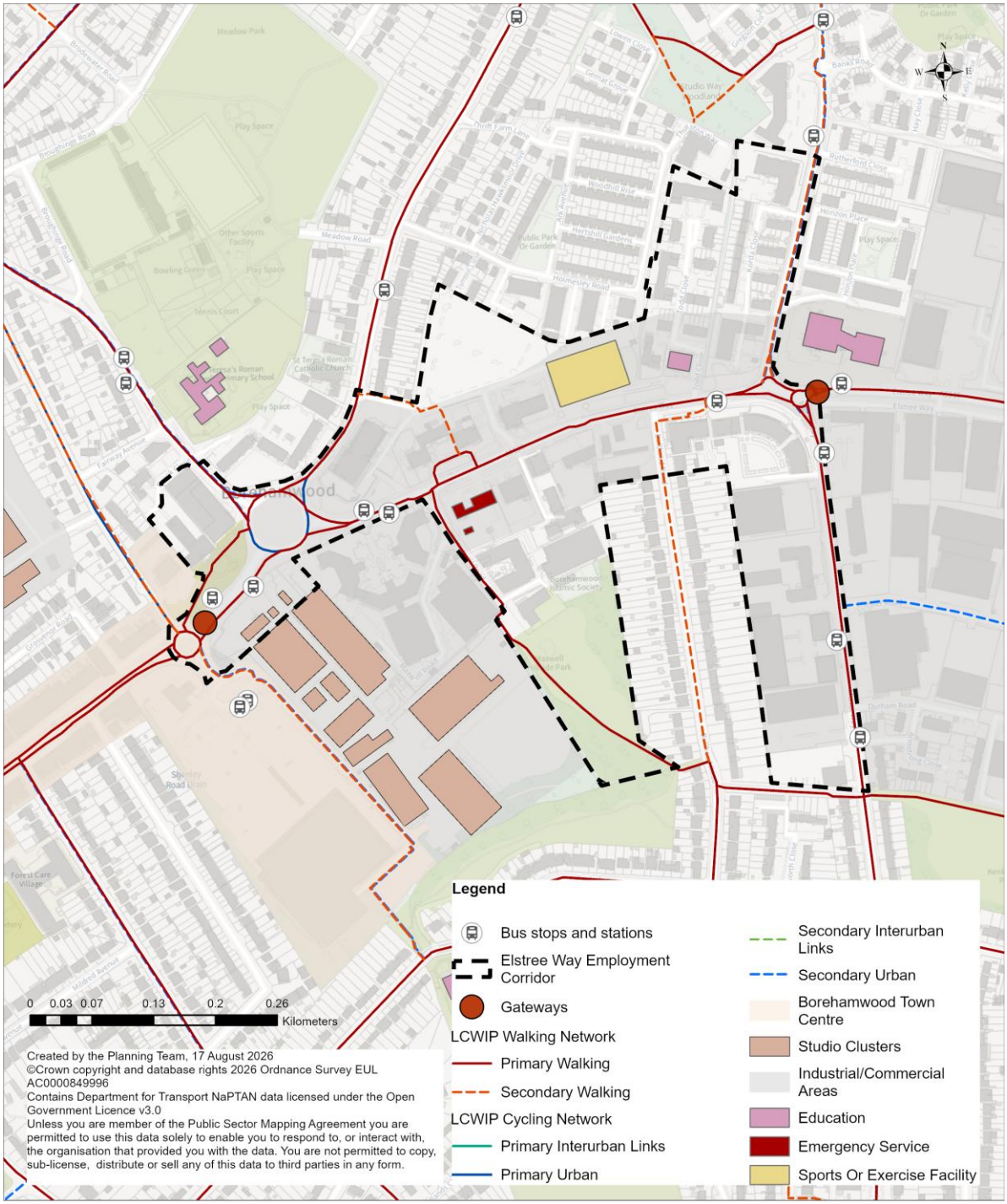


Figure 14.4: Elstree Way Employment Corridor

HBA4 Sustainable Movement and Connectivity in Borehamwood

Strategic Objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Development in Borehamwood must contribute to a safer, more accessible and more sustainable movement network.

B Development proposals across Borehamwood should:

i. Prioritise walking, cycling, wheeling and public transport in accordance with the transport user hierarchy;

ii. Provide safe, direct, attractive and accessible routes to Elstree & Borehamwood railway station, Shenley Road, schools, parks, community facilities, employment areas and local centres;

iii. Improve east-west and north-south connections across the town, including connections across or around barriers created by major roads, the railway and large development blocks;

iv. Improve the station gateway as a safe, legible and accessible arrival point and interchange;

v. Contribute to public realm and highway improvements that reduce traffic dominance and improve pedestrian and cyclist safety;

vi. Provide high-quality cycle parking and support facilities in accessible and overlooked locations;

vii. Integrate with existing and planned walking and cycling networks, including priorities identified through the Hertsmere Local Cycling and Walking Infrastructure Plan and other relevant transport evidence;

viii. Support improved public transport access, bus stop improvements and interchange improvements where required;

ix. Manage parking, servicing, deliveries and construction impacts so that they do not undermine pedestrian safety, public realm quality or the operation of the local highway network;

x. Provide appropriate disabled parking and accessible drop-off arrangements close to key destinations;

xi. Contribute to transport infrastructure and mitigation measures identified through the Infrastructure Delivery Plan, Transport Assessment, site allocation policies and other relevant evidence; and

xii. Respond, where relevant and proportionate, to the routes, links, corridors and opportunities identified on Figure 14.5: Sustainable Travel Networks and Opportunities Across Borehamwood.

C Major development must demonstrate how its layout, access, street design and public realm will support reduced car dependency and increased use of walking, cycling, wheeling and public transport.

D Where development forms part of a wider regeneration area or group of related sites, proposals must demonstrate how access and movement arrangements have been coordinated with adjoining sites, Figure 14.2: Borehamwood Spatial Strategy and Figure 14.5: Sustainable Travel Networks and Opportunities Across Borehamwood.

E Development that would prejudice identified walking, cycling, public transport, station gateway or public realm improvements will not be supported.

Explanation

14.35 Borehamwood's role as a focus for housing-led growth means that sustainable movement improvements are essential. New development must be planned so that walking, cycling, wheeling and public transport are attractive, safe and convenient choices for local journeys.

14.36 The railway station, Shenley Road, Elstree Way, employment areas, schools, parks and surrounding neighbourhoods are key destinations within the town. Development should strengthen connections between these places and help address severance caused by major roads, the railway and large development blocks.

14.37 Major development will be expected to demonstrate how it contributes to a coordinated movement network. This includes improved pedestrian and cycle routes, better crossings, high-quality cycle parking, bus stop and interchange improvements, and public realm measures that reduce traffic dominance.

14.38 Figure 14.5: Sustainable Travel Networks and Opportunities Across Borehamwood identifies existing and proposed sustainable travel routes and opportunities across Borehamwood, including connections to the town centre, railway station, local

centres, employment areas, schools, parks, community facilities and surrounding settlements. It should be read alongside Figure 14.2: Borehamwood Spatial Strategy, the Policies Map, relevant site allocation policies, the Infrastructure Delivery Plan, and transport evidence.

14.39 Transport mitigation should not be limited to site access and highway capacity. Development should contribute to the wider placemaking and regeneration objectives for Borehamwood by creating streets and spaces that are safe, attractive and accessible for all users.

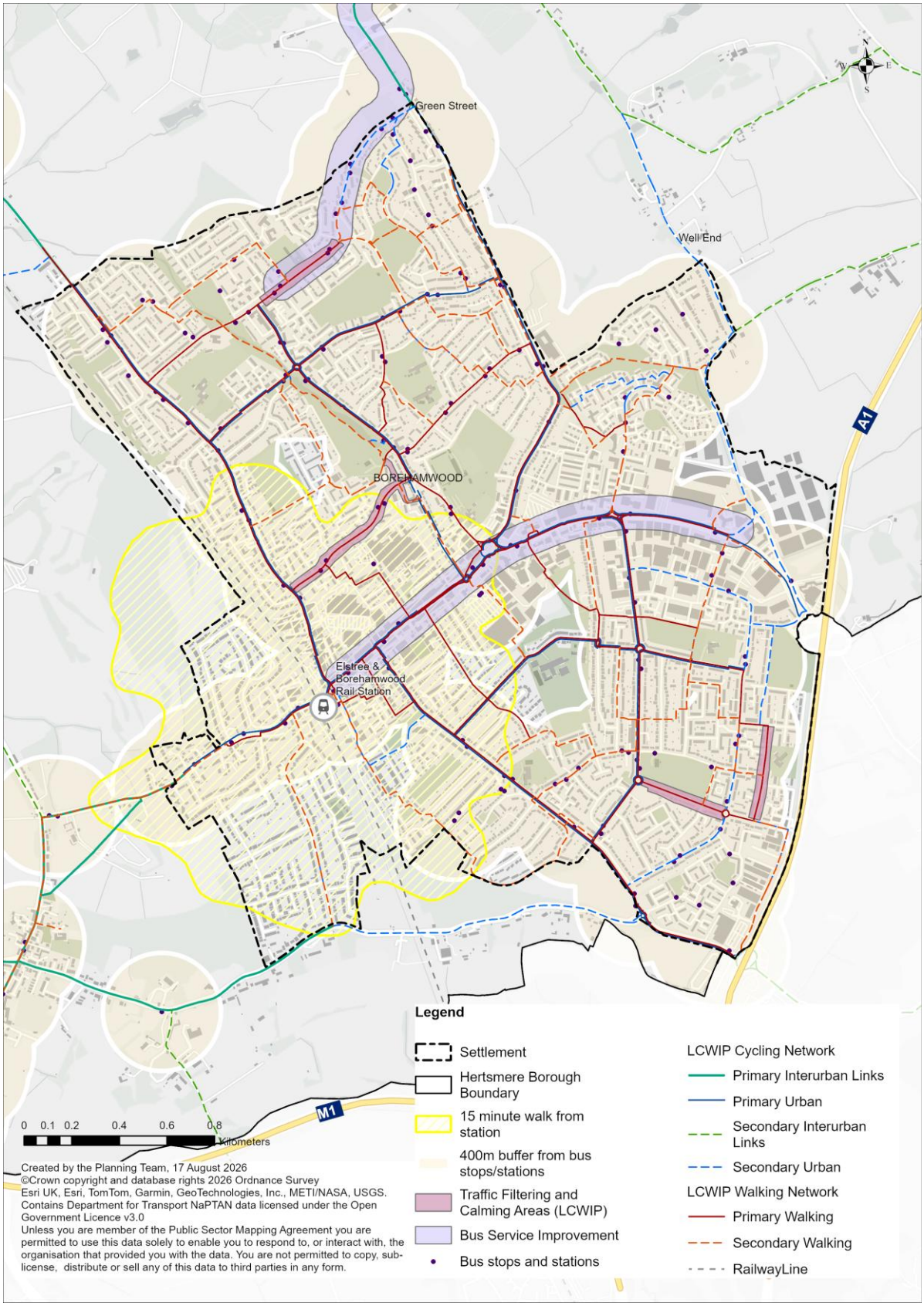


Figure 14.5: Borehamwood Sustainable Travel Networks and Opportunities

HBA5 Green Infrastructure and Landscape Setting

Strategic Objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Development in Borehamwood must protect, enhance and extend the town's green and blue infrastructure network.

B Development proposals across Borehamwood should:

i. Protect existing parks, open spaces, trees, hedgerows, green corridors, habitats, watercourses and landscape features;

ii. Provide new or enhanced green infrastructure where required to support growth, improve health and wellbeing, increase biodiversity and respond to climate change;

iii. Improve walking and cycling links between neighbourhoods, the town centre, parks, schools, community facilities and the surrounding countryside;

iv. Incorporate street trees, planting, sustainable drainage, biodiversity enhancements and urban greening as integral components of design;

v. Support the creation or enhancement of green corridors identified in Figure 14.6: Borehamwood Green Infrastructure Network;

vi. Improve access to high-quality open space in areas of deficiency or where growth increases demand;

vii. Maintain the landscape setting of Borehamwood and avoid unacceptable coalescence with nearby settlements;

viii. Use landscape buffers, green edges and publicly accessible open space to define the relationship between new development and the surrounding countryside;

ix. Explore opportunities to restore, re-naturalise or improve constrained watercourses where feasible;

x. Avoid unacceptable recreational pressure on sensitive habitats and open spaces, or provide appropriate mitigation where required; and

xi. Contribute to green and blue infrastructure priorities identified in Figure 14.2: Borehamwood Spatial Strategy and Figure 14.6: Borehamwood Green Infrastructure Network.

C Development at the edge of Borehamwood must be landscape-led and must demonstrate how it will create a clear, defensible and attractive settlement edge. Such development must provide appropriate green infrastructure, active travel connections and open space as part of a comprehensive design approach.

D Development that would fragment the green infrastructure network, reduce access to open space, harm important landscape features, increase flood risk, or fail to provide appropriate mitigation for increased recreational pressure will not be supported.

Explanation

14.40 Green and blue infrastructure will be an essential part of Borehamwood's growth and regeneration. As the town accommodates new homes, jobs and services, development must protect existing green assets and provide new or enhanced green infrastructure to support health, wellbeing, biodiversity, climate resilience and access to open space.

14.41 Borehamwood's parks, open spaces, trees, green corridors and surrounding countryside contribute to the quality of life of existing and future residents. Development should improve connections between neighbourhoods, the town centre, schools, community facilities, parks and the countryside.

14.42 Higher-density and mixed-use development in accessible locations will need to be supported by high-quality public realm, street greening, sustainable drainage, biodiversity enhancements and access to open space. Green infrastructure should be integrated from the outset of the design process rather than treated as residual landscaping.

14.43 Figure 14.6: Borehamwood Green Infrastructure Network identifies the broad green and blue infrastructure network and opportunities relevant to Borehamwood. It should be read alongside Figure 14.2: Borehamwood Spatial Strategy, the Policies

Map, relevant site allocation policies, open space and green infrastructure evidence, and the Infrastructure Delivery Plan.

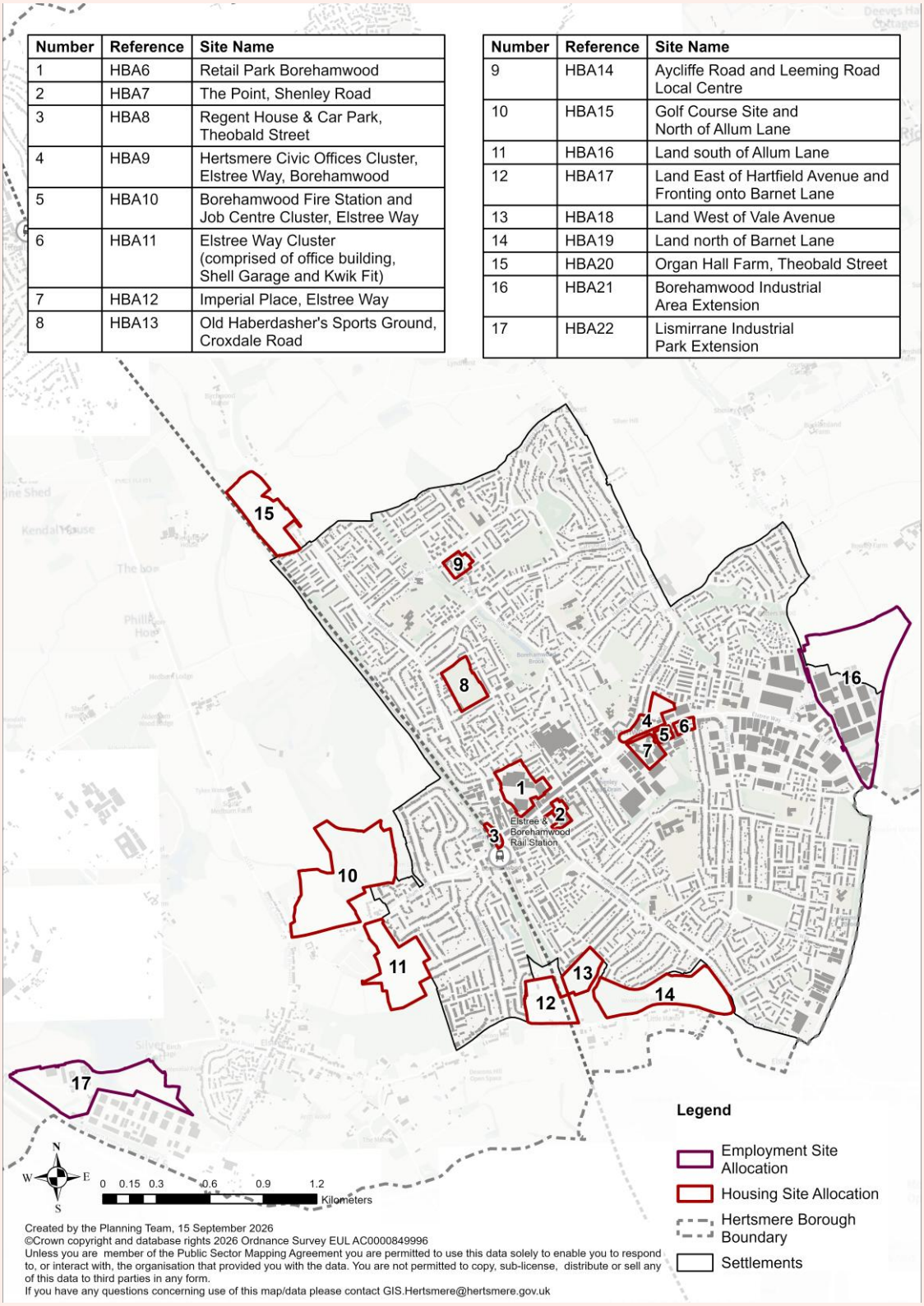
14.44 Development at the edge of Borehamwood must be carefully planned to protect the town's landscape setting and to avoid unacceptable coalescence with nearby settlements. Landscape buffers, green edges, active travel routes and publicly accessible open space should be used to create a clear and attractive long-term settlement edge.



Figure 14.6: Borehamwood Green Infrastructure Network

Number	Reference	Site Name
1	HBA6	Retail Park Borehamwood
2	HBA7	The Point, Shenley Road
3	HBA8	Regent House & Car Park, Theobald Street
4	HBA9	Hertsmere Civic Offices Cluster, Elstree Way, Borehamwood
5	HBA10	Borehamwood Fire Station and Job Centre Cluster, Elstree Way
6	HBA11	Elstree Way Cluster (comprised of office building, Shell Garage and Kwik Fit)
7	HBA12	Imperial Place, Elstree Way
8	HBA13	Old Haberdasher's Sports Ground, Croxdale Road

Number	Reference	Site Name
9	HBA14	Aycliffe Road and Leeming Road Local Centre
10	HBA15	Golf Course Site and North of Allum Lane
11	HBA16	Land south of Allum Lane
12	HBA17	Land East of Hartfield Avenue and Fronting onto Barnet Lane
13	HBA18	Land West of Vale Avenue
14	HBA19	Land north of Barnet Lane
15	HBA20	Organ Hall Farm, Theobald Street
16	HBA21	Borehamwood Industrial Area Extension
17	HBA22	Lismirrane Industrial Park Extension



Created by the Planning Team, 15 September 2026

©Crown copyright and database rights 2026 Ordnance Survey EUL AC0000849996
Unless you are member of the Public Sector Mapping Agreement you are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-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

Chapter 14: Borehamwood Site Allocations

Section	Page
HBA6 Retail Park, Borehamwood	365
HBA7 The Point, Shenley Road, Borehamwood	370
HBA8 Regent House & Car Park, Theobald Street, Borehamwood	374
HBA9 Hertsmere Civic Offices Cluster, Elstree Way, Borehamwood	378
HBA10 Borehamwood Fire Station and Job Centre Cluster, Elstree Way, Borehamwood	382
HBA11 Elstree Way Cluster, Borehamwood	386
HBA12 Imperial Place, Elstree Way, Borehamwood	390
HBA13 Old Haberdasher's Sports Ground, Croxdale Road, Borehamwood	394
HBA14 Aycliffe Road and Leeming Road Local Centre	398
HBA15 North of Allum Lane, Elstree, Borehamwood	402
HBA16 Land South of Allum Lane, Elstree, Borehamwood	406
HBA17 Land North of Barnet Lane (West), Elstree, Borehamwood	410
HBA18 Land West of Vale Avenue, Borehamwood	414
HBA19 Land north of Barnet Lane, Borehamwood	418
HBA20 Organ Hall Farm, Theobald Street, Borehamwood	422
HBA21 Borehamwood Industrial Area Extension	426
HBA22 Lismirrane Industrial Park Extension	432

HBA6 Retail Park, Borehamwood



Site Address	**Retail Park Borehamwood**		
Site Characteristics	**Site Size ha** 5.01 ha	**Setting** Urban	**Ownership** Public and Private
Current Uses	The site is comprised of approximately 20,000 sqm of main town centre floorspace**,** principally comprised of large-format retail units, together with leisure and health uses. The site also includes The Grove Surgery, gym provision, extensive surface customer parking and servicing areas.		
How Site was Identified	Identified through the Council's Local Plan urban capacity and site-selection process and assessed through the HELAA.		
Planning Designations and Site Considerations	Strategic urban redevelopment site within Borehamwood Town Centre and forming a substantial component of the proposed Primary Shopping Area; the culverted Borehamwood Brook/Main River beneath part of the existing car park; reservoir and other flood risk.		
Planning Status	No recent relevant planning history.		
Indicative Development Capacity	500 dwellings Reprovision of 20,000 sqm of main town centre uses		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
H Responding to the climate emergency
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.46 Borehamwood Town Centre Retail Park is allocated for comprehensive mixed-use redevelopment comprising residential development together with an appropriate quantum and range of main town centre uses, including retail; and compatible leisure, employment, health, commercial and community uses. The re-provided town centre will be supported by new public realm, public open space and green and blue infrastructure. The site allocation will deliver at least 500 new homes during the latter stages of the plan period.

14.47 Development must maintain and strengthen the site's important contribution to the vitality and viability of Borehamwood Town Centre while transforming its existing low-density and car-dominated urban form.

Opportunities

14.48 The site forms a substantial part of Borehamwood Town Centre and the Primary Shopping Area but is currently characterised by single-use large-format retail buildings, extensive surface parking and a relatively inward-looking urban form.

14.49 Comprehensive redevelopment provides an opportunity to create a more efficient and sustainable mixed-use part of the town centre while retaining and modernising its important retail and other town-centre functions.

14.50 Development provides opportunities to deliver a range of regeneration objectives. These include substantial new housing in one of the Borough's most accessible locations; retention and modernisation of important appropriate and compatible retail, employment, health, leisure and community functions. It will also deliver the re-establishment of a traditional town centre street and block structure with active ground-floor uses and residential development above. This will secure the improvement of physical and visual connections with Shenley Road; the creation of new east-west and north-south pedestrian and cycle routes through the site; the substantial reduction in the dominance of surface parking. It will also secure the delivery of new public spaces, landscaping and urban greening; the enhancement

in the relationship with Borehamwood Brook and explore opportunities for de-culverting or naturalisation where technically feasible.

14.51 The redevelopment must be planned as a coherent whole rather than as a series of disconnected redevelopment parcels. The masterplan should establish the overall spatial and land-use framework, development parcels and phasing, movement hierarchy, public realm and blue-green infrastructure, building heights and massing, parking and servicing strategy and infrastructure requirements.

14.52 Given the importance of the existing Shopping Park to Borehamwood's retail offer, the masterplan must demonstrate how redevelopment can be phased while maintaining an appropriate critical mass of retail and other town-centre activity.

Development Requirements

14.53 Development must be planned comprehensively in accordance with Policy DM3 (Masterplans and comprehensive development). A site-wide masterplan must demonstrate how the allocation will deliver a coordinated mix of residential, retail, leisure, commercial, health, community and other compatible town centre uses.

14.54 Landowners and other relevant interests must work positively together in preparing and delivering the masterplan. The lead landowner or developer bringing forward the site-wide masterplan must demonstrate that reasonable efforts have been made to undertake positive and meaningful engagement with other landowners, occupiers and interests whose land is necessary for or may be affected by the comprehensive redevelopment of the allocation.

14.55 The masterplan must establish the overall spatial framework for the allocation, including:

- The distribution and relationship of uses;
- Development parcels and phasing;
- The street and movement hierarchy;
- Connections to Shenley Road, Theobald Street and surrounding neighbourhoods;
- Public realm and open space;
- Green and blue infrastructure;
- Building heights and massing;
- Parking, servicing and delivery arrangements; and
- Infrastructure requirements and their delivery.
- The masterplan must demonstrate how individual phases can be delivered without prejudicing the comprehensive redevelopment of remaining parts of the allocation or the achievement of the wider regeneration objectives for Borehamwood Town Centre.

14.56 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high intensity mixed-use development that provides positive frontages that address key routes and public spaces. This will incorporate high-quality and high-density residential, active ground floor frontages

in line with the Retail and Town Centre policies and incorporate new and improved public realm and open space.

14.57 The masterplan must contain a site-wide design code consistent with policy HQD1(K) and undergo assessment through the Design Review Panel.

14.58 Greater height and density are appropriate in principle within this highly accessible town-centre location. Taller elements should be located through the master planning process having regard to townscape, public realm, movement, daylight and sunlight, microclimate and transitions to adjoining lower-rise residential areas. The site is located within the Borehamwood Town Centre Tall Building Suitability Zone. This identifies a maximum building height of 20-storeys. This is not an assumed target height, and remains subject to townscape, heritage, microclimate and amenity evidence.

14.59 Development must retain and strengthen the site's main town centre function and re-provide an appropriate quantum and range of retail and other main town centre floorspace. The amount and type of retail, leisure, health and community floorspace must be justified against the Retail and Town Centres evidence and the objective of maintaining town-centre vitality.

14.60 The phasing strategy must demonstrate how an appropriate retail and service offer will be maintained during redevelopment so that the vitality and viability of Borehamwood Town Centre is not unacceptably harmed.

14.61 The site must be fully reintegrated with the surrounding street network, with substantially improved access and permeability between Shenley Road, Theobald Street and surrounding neighbourhoods.

14.62 Development must establish a hierarchy of new routes through the site, including strong east-west and north-south pedestrian and cycle connections linking redevelopment directly with Shenley Road.

14.63 Development must provide positive and active ground-floor frontages within the Primary Shopping Area and along principal new streets and public spaces.

14.64 A site-wide public realm strategy must deliver new and improved public spaces, street trees, landscaping, urban greening and high-quality pedestrian environments and complement wider improvements to Borehamwood Town Centre.

14.65 The culverted Borehamwood Brook, flood risk and drainage constraints must inform the masterplan from the outset. The masterplan must investigate opportunities to de-culvert, naturalise or otherwise enhance the watercourse where technically feasible and environmentally beneficial. The masterplan should explore opportunities for Borehamwood Brook to become a positive component of the public realm and blue-green infrastructure network rather than remaining solely as buried infrastructure. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.66 Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

14.67 Development adjoining existing residential areas must provide appropriate transitions in scale and protect residential amenity.

14.68 Existing health and community facilities, including The Grove Surgery where a continuing need is demonstrated, must be retained, appropriately re-provided or relocated to suitable modern accommodation as part of redevelopment.

Development Guidance

14.69 Development should create a new piece of Borehamwood Town Centre rather than simply rebuild the existing retail park.

14.70 The masterplan should generally establish a street-based urban form, with main town centre and other active uses concentrated at ground and lower levels and residential development above.

14.71 A range of building footprints should be provided to accommodate larger-format retail uses alongside smaller retail, leisure, commercial, health and community premises. Buildings should be designed to allow adaptation and subdivision over time.

14.72 Higher development may be appropriate towards the central and more accessible parts of the allocation, with scale generally stepping down towards sensitive residential edges.

14.73 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that secures maximum standards for the site that will secure a shift towards a car-lite / car-free future.

14.74 Phasing should be integral to the masterplan. Early phases must establish routes, public spaces and development parameters that enable rather than constrain subsequent phases.

HBA7 The Point, Shenley Road, Borehamwood



Site Address	**The Point, Shenley Road, Borehamwood**		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	1.02 ha	Urban	Public
Current Uses	Single-storey commercial building containing leisure uses (cinema, gym and bingo hall), with rooftop public car parking.		
How Site was Identified	Call for sites and HELAA		
Planning Designations and Site Considerations	Consideration should be given to the re-provision of the existing public (local authority) car parking and leisure uses (cinema and gym), either on-site or elsewhere within Borehamwood Town Centre. The site is within the setting of a Locally Listed church and adjoins its cemetery.		
Planning Status	No recent relevant planning history.		
Indicative Development Capacity	200 Dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.75 The Point is allocated for comprehensive residential-led mixed-use redevelopment that will deliver at least 200 new homes together with compatible main town centre, leisure and community uses. Development should contribute to the wider regeneration of Borehamwood Town Centre, and improve the relationship between the site, Shenley Road, Centenary Place and Furzehill Road. This could include a public square or appropriate public space fronting Shenley Road.

14.76 Redevelopment should make more efficient use of this previously developed site while maintaining an appropriate town-centre leisure offer and addressing the future role of public car parking as part of the wider town-centre strategy.

Opportunities

14.77 The site provides an opportunity to replace a large-footprint, predominantly single-storey building with a more efficient mixed-use development. Public ownership, by the Council, provides an opportunity to coordinate redevelopment with adjoining public assets, including 80 Shenley Road, and to improve the currently weak backland relationship with the High Street.

14.78 Redevelopment can provide new housing, including genuinely affordable homes, in a highly accessible location, improve public routes and spaces, strengthen activity around Centenary Place and support the evening and leisure economy. There is the opportunity to create public space where the site interacts with Shenley Road

Development Requirements

14.79 Development must be planned and delivered comprehensively in accordance with Policy DM3. A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation. Development must be planned

comprehensively across the allocation and, where relevant, coordinated with adjoining Council-owned land so that individual proposals do not prejudice a more effective wider regeneration scheme.

14.80 The masterplan must use the design-led approach to achieve a high intensity mixed-use development that includes positive frontages that address key routes and public spaces. This will incorporate high-quality, medium-density, town centre homes, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space which addresses existing rights of way.

14.81 The masterplan must consider the site and its surroundings. Development must deliver a significantly improved pedestrian connection between Shenley Road, Centenary Place and the site, with a safe and legible relationship to Furzehill Road. Routes must be accessible, overlooked and integrated with the wider town-centre public realm.

14.82 Existing leisure uses must be retained, modernised or appropriately re-provided within Borehamwood Town Centre where continuing need is demonstrated. The phasing of redevelopment must maintain a reasonable continuity of leisure provision where replacement is required.

14.83 Development must conserve the significance and setting of All Saints Church, its graveyard and other relevant heritage assets. Layout, height, massing and roofscape must demonstrate how the heritage context and adjoining residential development have informed the design.

14.84 Servicing, deliveries, refuse and vehicle access must be integrated into the scheme so that they do not dominate Centenary Place, principal pedestrian routes or new public spaces.

Development Guidance

14.85 Development should generally be mid-rise rather than tall. Building height should respond to the site's backland position, heritage context and adjoining lower-rise housing, with any increase in height justified through townscape and heritage analysis and demonstrated not to cause unacceptable enclosure, overlooking or loss of daylight.

14.86 Active and flexible non-residential uses should be concentrated at ground and lower levels along the principal pedestrian routes. Entrances and active frontages should strengthen the relationship with Centenary Place and encourage activity throughout the day and evening.

14.87 The layout should create outward-facing streets and spaces rather than an inward-looking residential enclave. New public routes should be direct, legible and naturally supervised, and should connect into the wider pedestrian network towards Shenley Road and the town centre.

14.88 Public realm should be designed as an integral part of the redevelopment and include high-quality paving, seating, lighting, wayfinding, planting and urban

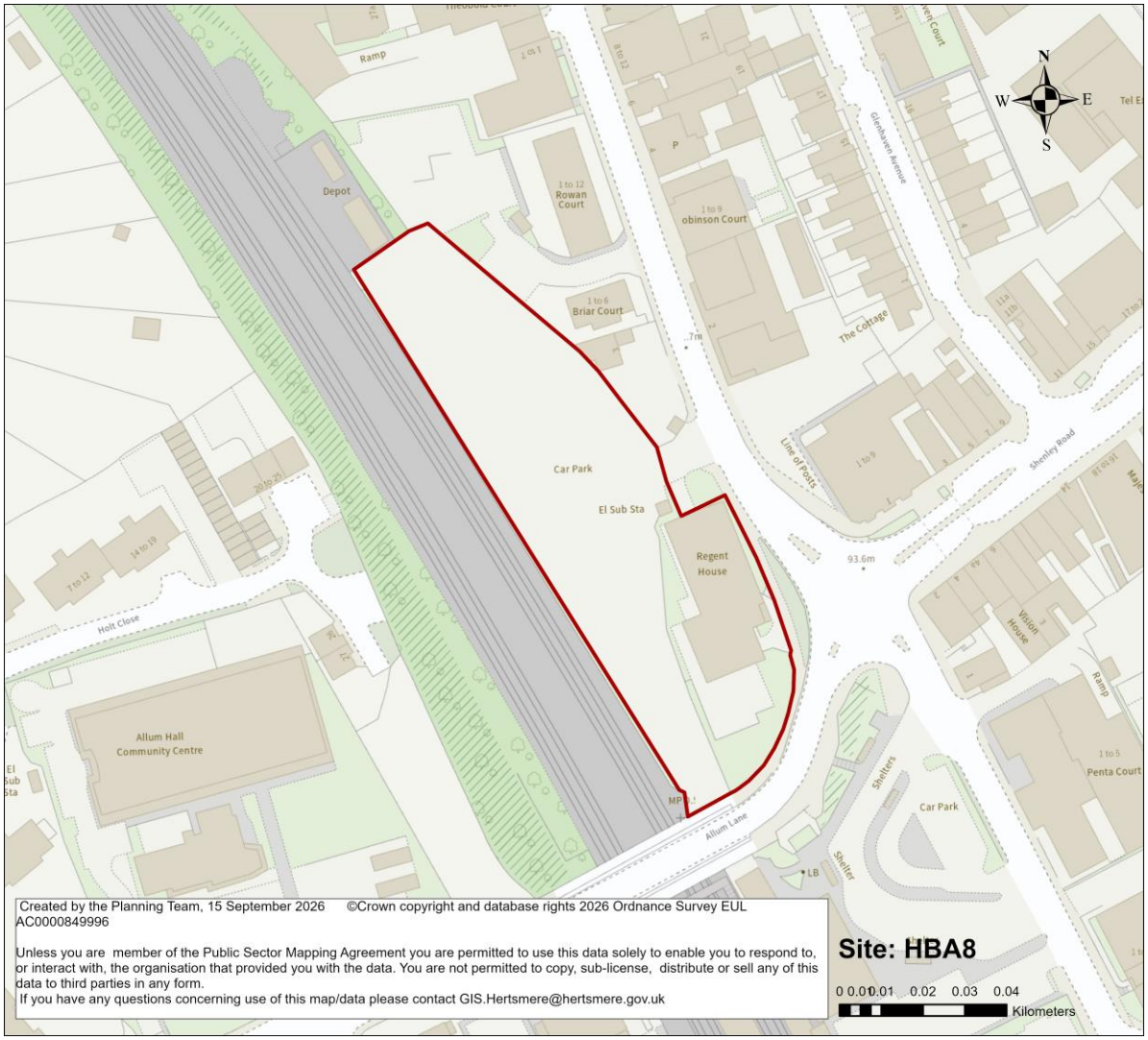
greening. The design should reinforce Centenary Place as a clear arrival point from Shenley Road.

14.89 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

14.90 Parking and servicing should wherever practicable be incorporated within or behind built development so that they are visually subordinate to the pedestrian environment. Opportunities to reduce overall parking demand through the site's central location and access to public transport should be considered alongside the Car Park Study.

14.91 Any redevelopment incorporating adjoining Council-owned land should use the additional frontage and site depth to improve permeability, development form and viability rather than simply increasing the quantum of development without corresponding public-realm benefits.

HBA8 Regent House & Car Park, Theobald Street, Borehamwood



Site Address	Regent House & Car Park, Theobald Street, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	0.55 ha	Urban	Mixed, private ownership of Regent House and public ownership of the rear car park.
Current Uses	Office building with car parking that serves Elstree and Borehamwood Railway Station.		
How Site was Identified	Regulation 18 candidate site through the Council's site-selection process.		
Planning Designations and Site Considerations	Urban redevelopment opportunity for residential development and public realm, with potential vertical intensification. Development has potential to affect the setting of the Grade II listed Manor House. Its location close to the railway station gives the site strong sustainable-transport credentials.		
Planning Status	No recent relevant planning history identified in the reviewed evidence.		
Indicative Development Capacity	55 dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
I Celebrating our local identity
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.92 Regent House and the associated car-park land are allocated for residential-led redevelopment. It will deliver at least 55 homes, together with public realm and other compatible main town centre uses appropriate to this highly accessible station-edge location.

14.93 Development must make efficient use of the site while conserving the significance and setting of the Grade II listed Manor House and maintaining an appropriate approach to station access, parking and servicing.

Opportunities

14.94 Redevelopment provides an opportunity to intensify an under-used urban site close to one of Hertsmere's most important public transport nodes. It can improve the townscape of the Allum Lane/Theobald Street junction and strengthen the pedestrian route between the station, nearby neighbourhoods and the wider town centre.

14.95 The site also provides an opportunity to reduce the visual dominance of surface parking, create a stronger built frontage and improve walking and cycling conditions around the station area.

Development Requirements

14.96 Development must be planned and delivered comprehensively in accordance with Policy DM3. A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation.

14.97 The masterplan must use the design-led approach to achieve a high intensity mixed-use development that includes positive frontages that address key routes and public spaces. This will incorporate high-quality, medium-density, town centre

homes, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space.

14.98 Landowners and other relevant interests must work positively together in preparing and delivering the masterplan. The lead landowner or developer bringing forward the site-wide masterplan must demonstrate that reasonable efforts have been made to undertake positive and meaningful engagement with other landowners, occupiers and interests whose land is necessary for or may be affected by the comprehensive redevelopment of the allocation.

14.99 Consistent with policy HQD4(D) any application must address comprehensive treatment of the two sites, so that development of one interest does not prejudice optimisation of the whole site.

14.100 A heritage assessment must demonstrate how the significance and setting of the Grade II listed Manor House have informed the layout, scale, height, massing, materials and treatment of important views.

14.101 Development must improve pedestrian and cycle connections to Elstree & Borehamwood railway station, Allum Lane and Theobald Street and contribute, where proportionate, to the wider station-gateway and sustainable-movement improvements identified for Borehamwood.

14.102 Development adjoining the railway line should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with Network Rail.

14.103 Vehicle access, servicing, cycle parking and refuse must be arranged so that they do not dominate the Allum Lane or Theobald Street frontages and do not create conflict with the principal pedestrian routes to the station.

Development Guidance

14.104 Development should have a distinctly urban, station-oriented character, with density reflecting the site's accessibility while remaining sensitive to the listed building and the scale of adjoining development.

14.105 Built form should positively define the Allum Lane/Theobald Street junction and establish clear entrances and active residential frontages. Blank elevations, exposed service areas and extensive surface parking on principal frontages should be avoided.

14.106 Building height should be established through a design-led approach. Greater height may be appropriate where it helps define the junction or station approach, provided there is an appropriate transition to the heritage asset and surrounding lower-scale development and acceptable daylight, sunlight and amenity outcomes are demonstrated.

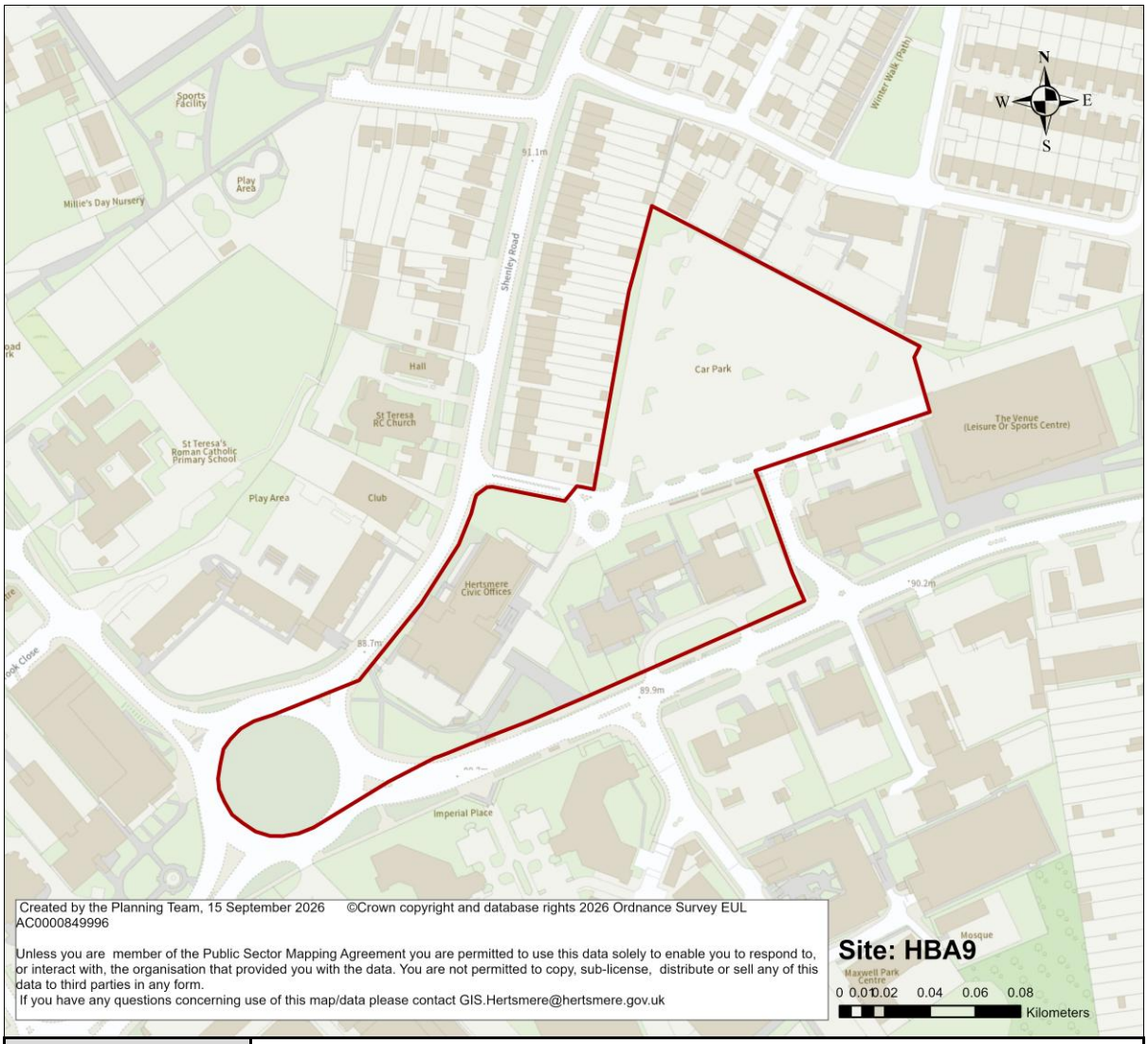
14.107 Public realm should reinforce the route to the station through widened or improved pedestrian space where feasible, high-quality landscaping, secure cycle parking, legible wayfinding and safe crossing arrangements.

14.108 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

14.109 Any loss or reduction of station-related or public car parking must be justified through the Car Park Study and a site-specific parking and station-access assessment. The proposal must demonstrate that parking changes will not unacceptably displace demand onto surrounding streets or undermine station accessibility.

14.110 If station parking is reduced, the development should support sustainable access to the station through measures such as improved cycle parking, pedestrian access, bus interchange or other travel-plan measures appropriate to the final parking strategy.

HBA9 Hertsmere Civic Offices Cluster, Elstree Way



Site Address	Hertsmere Civic Offices Cluster, Elstree Way, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	2.23 ha	Urban	Public
Current Uses	Civic offices, police/public-service facilities, NHS/health facilities, children's nursery, community pantry/community uses and public surface car park. 345 dwellings social and community floorspace		
How Site was Identified	Call for sites and HELAA		
Planning Designations and Site Considerations	Culverted watercourse (Main River) runs beneath the existing car park area. Reservoir flooding.		
Planning Status	No recent relevant planning history identified for the component sites.		
Indicative Development Capacity	345 dwellings, social / community floorspace.		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objective

B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
H Responding to the climate emergency
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.111 The Hertsmere Civic Offices Cluster is allocated for comprehensive mixed-use regeneration that will deliver at least 345 homes together with appropriate and compatible civic, health, community and other uses, public realm and green infrastructure.

Opportunities

14.112 The cluster provides an opportunity to transform an area dominated by public buildings and surface parking into a more efficient mixed-use quarter at one of the principal gateways to Borehamwood Town Centre.

14.113 Consolidation and modernisation of public services can release under-used land for housing while providing better civic and community facilities, active lower floors, new public spaces and stronger walking and cycling links between Shenley Road, Elstree Way, Maxwell Park and surrounding neighbourhoods.

Development Requirements

14.114 Development must be planned and delivered comprehensively in accordance with Policy DM3. A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation.

14.115 The masterplan must use the design-led approach to achieve a high intensity mixed-use development that includes positive frontages that address key routes and public spaces. It must demonstrate that early phases will not prejudice the comprehensive redevelopment of later phases or adjoining related sites.

14.116 Existing health, nursery, community, civic and public-service functions must be retained, modernised or appropriately re-provided where a continuing need is demonstrated. The location and form of replacement facilities should maximise accessibility and opportunities for shared or flexible use.

14.117 Development must be phased so that required public services remain operational until suitable replacement provision is available. Where facilities are relocated outside the allocation, the delivery mechanism and timing must be secured before the existing facility is lost.

14.118 Development must create active and outward-facing frontages to Elstree Way and the principal junction and provide a clear hierarchy of streets and pedestrian routes through the cluster. Blank civic or residential frontages and large areas of exposed surface parking should not define the public realm.

14.119 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the master planning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This work should demonstrably set out a sustainable transport approach to the strategic urban extension, in respect of connectivity and mitigation of highway impacts. It is anticipated that mitigation will include necessary off-site works to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. Development must contribute to substantial walking, cycling, crossing and public-realm improvements at the Shenley Road/Elstree Way/Brook Road gateway and connect effectively with the town centre, Maxwell Park and the wider Elstree Way corridor.

14.120 Flood risk and surface-water drainage must inform the masterplan from the outset. More vulnerable uses should be directed away from areas of greater risk and multifunctional SuDS should be integrated with public space, landscape and biodiversity measures. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.121 Development must provide new or improved public space, street trees, planting and green infrastructure appropriate to the scale of development, with routes and spaces designed to be safe, overlooked and accessible throughout the day.

Development Guidance

14.122 Greater height and density are appropriate in principle within this highly accessible town-centre location. Taller elements may be appropriate at the principal Elstree Way gateway and on the most accessible parts of the cluster. Proposals for tall buildings will consider townscape, public realm, movement, daylight and sunlight, microclimate and transitions to adjoining lower-rise residential areas.

14.123 The masterplan should use buildings to define Elstree Way as an urban street rather than an area of freestanding buildings behind parking. Entrances, active uses, street trees and pedestrian space should strengthen the corridor’s role as a civic and mixed-use connection to the town centre.

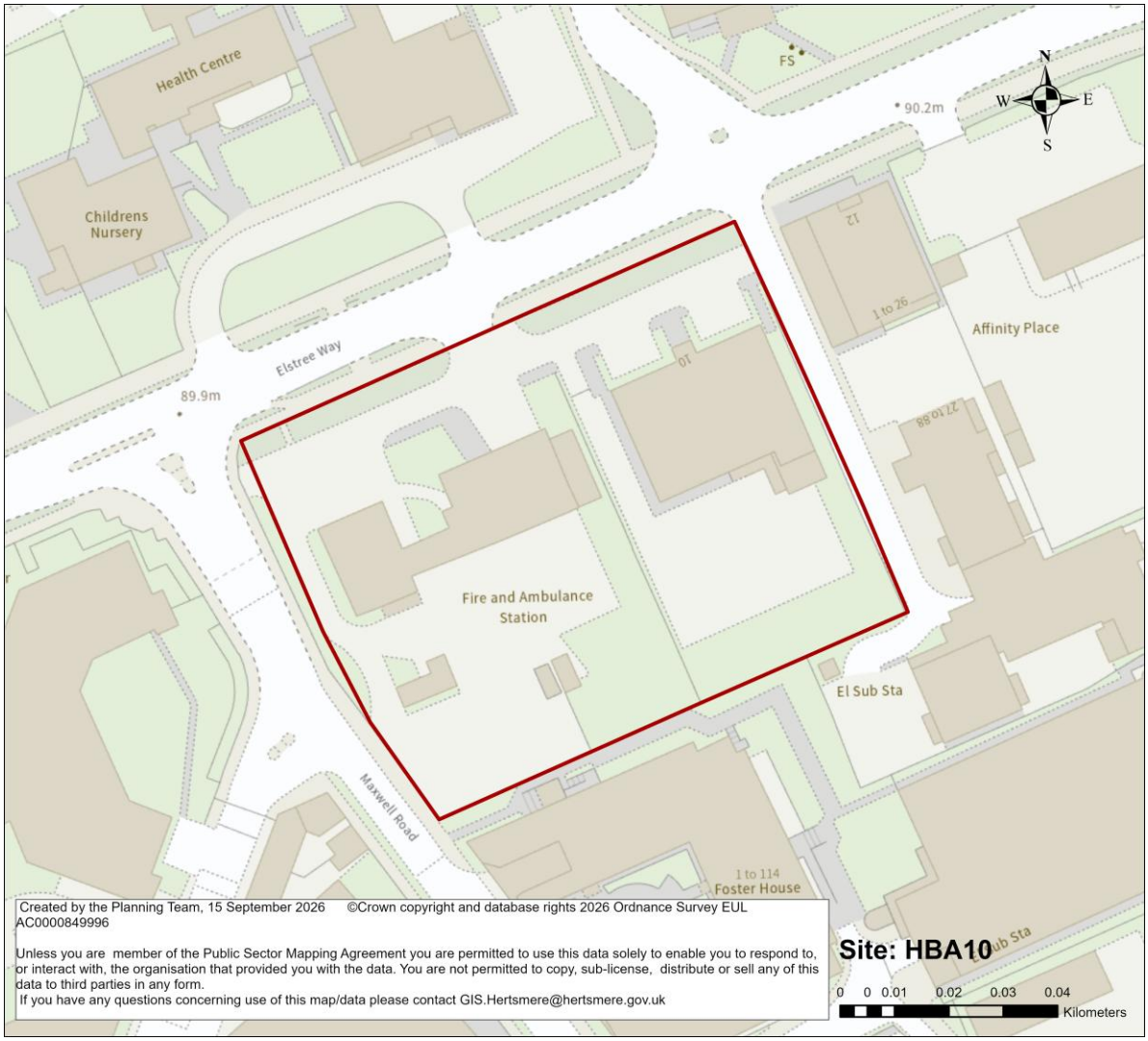
14.124 Ground and lower floors should be designed with sufficient flexibility to accommodate civic, health, community, workspace or other active uses over the life of the development. Principal public-service entrances should be clearly visible from public streets and spaces.

14.125 Public realm should be coordinated across ownerships and phases so that paving, landscape, lighting, seating, wayfinding and crossing arrangements read as a coherent whole rather than being delivered as disconnected schemes.

14.126 Development should improve the relationship with Maxwell Park and other nearby green spaces through direct, attractive and overlooked walking and cycling connections and through street planting that strengthens the wider green-infrastructure network.

14.127 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

HBA10 Borehamwood Fire Station and Job Centre Cluster, Elstree Way



Site Address	Borehamwood Fire Station and Job Centre Cluster, Elstree Way, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	0.63 ha	Urban	Public, multiple public-sector interests.
Current Uses	Fire Station and Job Centre/public-service accommodation		
How Site was Identified	Regulation 18 candidate sites.		
Planning Designations and Site Considerations	Fire-station relocation would be necessary before its redevelopment. Flood Zone 2 affects the vicinity of the site access.		
Planning Status	No recent relevant planning history identified for the component sites.		
Indicative Development Capacity	63 dwellings with non-residential floorspace at ground floor level		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.128 The Fire Station and Job Centre Cluster is allocated for comprehensive residential-led mixed-use redevelopment that will deliver at least 63 homes during the plan period. It will also secure improved appropriate public, community, social or other active uses.

Opportunities

14.129 Combining the component sites provides an opportunity to achieve a more coherent urban block, coordinated access and servicing, improved public realm and a stronger frontage to Elstree Way than would be possible through piecemeal redevelopment.

14.130 Redevelopment can also improve connections towards Maxwell Road and Maxwell Park and make more efficient use of centrally located public-sector land while retaining appropriate public-service functions within Borehamwood.

Development Requirements

14.131 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how this urban site will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

14.132 The masterplan must use the design-led approach to achieve a high intensity mixed-use development that includes positive frontages that address key routes and public spaces. This will incorporate high-quality, medium-density, town centre homes, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space.

14.133 Landowners and other relevant interests must work positively together in preparing and delivering the masterplan. The lead landowner or developer bringing forward the site-wide masterplan must demonstrate that reasonable efforts have been made to undertake positive and meaningful engagement with other landowners,

occupiers and interests whose land is necessary for or may be affected by the comprehensive redevelopment of the allocation.

14.134 The Fire and Rescue Service must be satisfied that operational requirements are maintained. Where relocation of the fire station is necessary, suitable replacement accommodation must be secured and available before the existing facility is lost, unless an alternative arrangement has been formally agreed with the relevant service provider.

14.135 Other public-service functions, including the Job Centre or successor services, must be retained or appropriately re-provided where continuing need is demonstrated. Replacement facilities should be accessible by walking, cycling and public transport.

14.136 Flood Zone 2 and surface-water flood risk must inform the layout and phasing of development. More vulnerable uses should be directed towards areas of lower risk and SuDS should be integrated with landscape and public realm from the earliest design stage. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.137 New landscape and SuDS should contribute to the wider green-infrastructure network and improve the connection towards Maxwell Park, including street trees and planting along principal routes.

14.138 Development must investigate and, where necessary, remediate potential land contamination associated with historic operational uses or neighbouring activities before sensitive uses are occupied.

14.139 Development must provide an active and well-defined Elstree Way frontage and improve pedestrian and cycle connections towards Maxwell Road, Maxwell Park and the wider town centre. Vehicle access and emergency-service requirements must be designed so that they do not undermine pedestrian safety or public-realm quality.

Development Guidance

14.140 Mid-rise development is appropriate in principle in this part of Elstree Way, with the potential for increased height at suitable locations where this responds to the corridor townscape and is compatible with adjoining development. The final scale should be tested through townscape, daylight/sunlight and microclimate analysis.

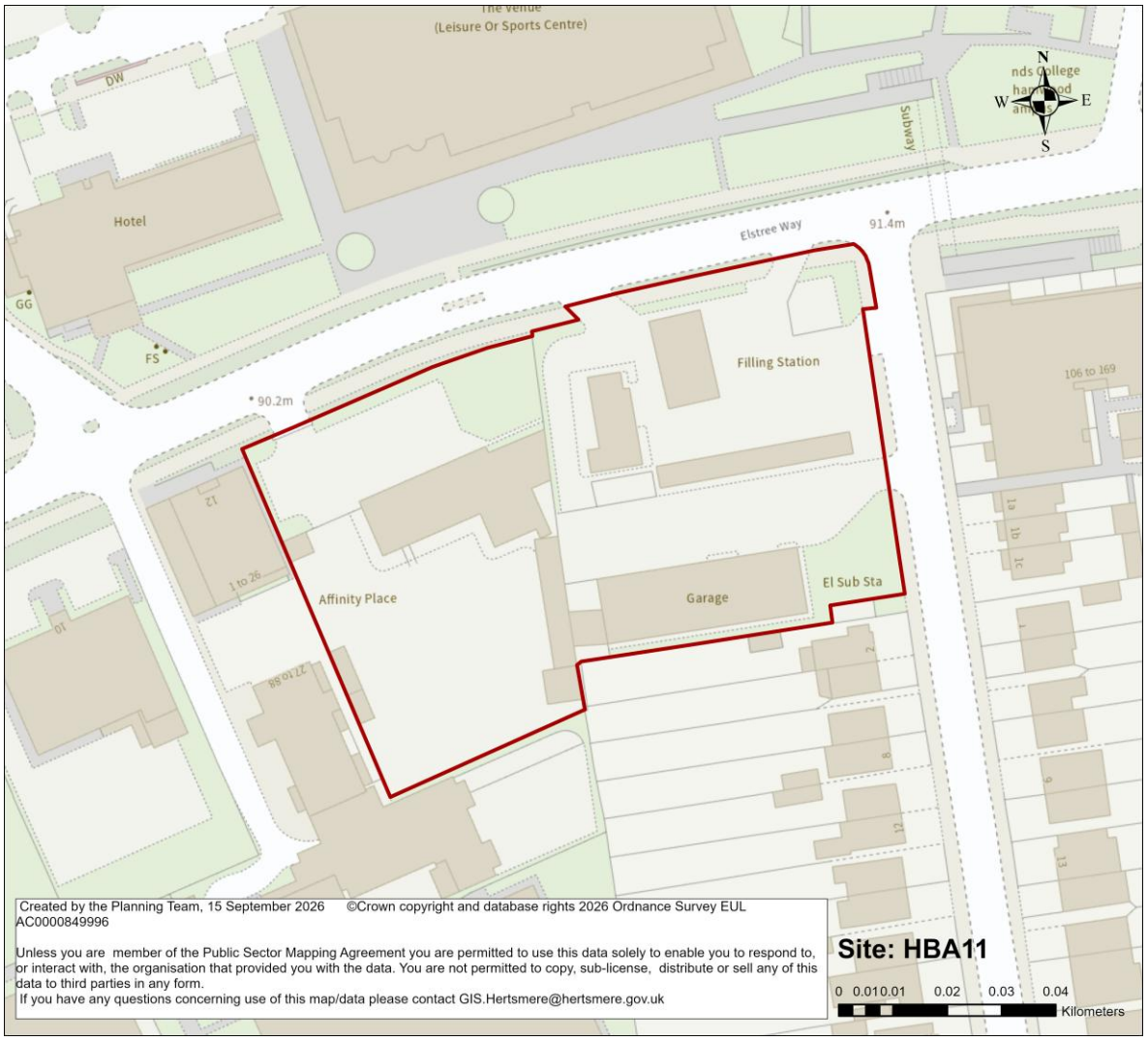
14.141 Ground floors should be capable of accommodating public, community, employment or other active uses where appropriate (including appropriate main town centre uses defined under Class E). Building layouts should allow public service uses to be accessed independently and to adapt over time.

14.142 The site should be designed as part of the Elstree Way corridor rather than as an isolated housing scheme. Building lines, landscape, active frontages and public space should align with neighbouring regeneration sites and contribute to a coherent urban street.

14.143 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future. Parking, servicing, loading and refuse must be coordinated across the allocation and located so that they do not dominate Elstree Way or principal pedestrian routes.

14.144 Where emergency-service access is retained, the design should clearly separate operational movements from principal pedestrian and cycle routes while maintaining rapid and reliable access to the highway network.

HBA11 Elstree Way Cluster



Site Address	Elstree Way Cluster (comprised of office building, Shell Garage and Kwik Fit), Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	0.74 ha	Urban	Private
Current Uses	Former police/office building, petrol filling station and motor-repair premises		
How Site was Identified	Regulation 18 candidate urban-regeneration site.		
Planning Designations and Site Considerations	Historic petrol-filling and vehicle-repair activities mean ground conditions should be appropriately investigated as part of redevelopment.		
Planning Status	No recent relevant planning history identified in the reviewed material.		
Indicative Development Capacity	170 dwellings with employment/main town centre uses on ground floor and potentially other lower levels.		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.145 The Elstree Way Cluster is allocated for comprehensive residential-led mixed-use redevelopment. It will deliver at least 170 new homes together with retained or re-provided employment, workspace or other compatible active uses at ground and lower levels.

14.146 Development must support the wider employment, creative and mixed-use role of Elstree Way and should replace the existing fragmented and vehicle-oriented layout with a coherent urban form.

Opportunities

14.147 The site provides an opportunity to replace low-intensity office, petrol filling and motor-repair uses with a more efficient mixed-use development that creates a stronger frontage to Elstree Way and contributes to the corridor's regeneration.

14.148 Redevelopment of the site allocation could provide flexible workspace for SMEs, creative, digital or production-related businesses, improve public realm and reduce the visual dominance of forecourts, vehicle servicing and surface parking.

Development Requirements

14.149 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban site will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

14.150 The masterplan must use the design-led approach to achieve a high intensity mixed-use development that includes positive frontages that address key routes and public spaces. This will incorporate high-quality, medium-density, town centre homes, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space.

14.151 Landowners and other relevant interests must work positively together in preparing and delivering the masterplan. The lead landowner or developer bringing forward the site-wide masterplan must demonstrate that reasonable efforts have been made to undertake positive and meaningful engagement with other landowners, occupiers and interests whose land is necessary for or may be affected by the comprehensive redevelopment of the allocation.

14.152 Development must retain or re-provide an appropriate employment/ workspace component and demonstrate how the scheme supports rather than displaces the economic function of the Elstree Way corridor.

14.153 Development must establish an active ground-floor frontage to Elstree Way, with principal entrances and non-residential uses positioned to animate the street and avoid long blank elevations.

14.154 A proportionate ground investigation and remediation strategy must address potential contamination associated with historic petrol-filling, vehicle-repair and related activities before residential or other sensitive uses are occupied.

14.155 Flood risk and surface-water drainage must be assessed at site level and must inform the layout where relevant. SuDS should be integrated with landscape and public realm rather than treated solely as engineered infrastructure. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

Development Guidance

14.156 Built form should establish a clear urban street edge to Elstree Way. Height and massing should respond to the emerging corridor scale while providing an appropriate transition towards lower-rise residential areas and neighbouring uses.

14.157 Ground and lower floors should be designed as flexible commercial space capable of subdivision or combination over time. Uses that support SMEs, creative industries, studios, workshops or co-working should be encouraged where compatible with residential amenity.

14.158 The layout should minimise exposed vehicle forecourts and service areas. Where parking or servicing is required at ground level, it should be placed behind or within development and screened from Elstree Way through building orientation and landscape.

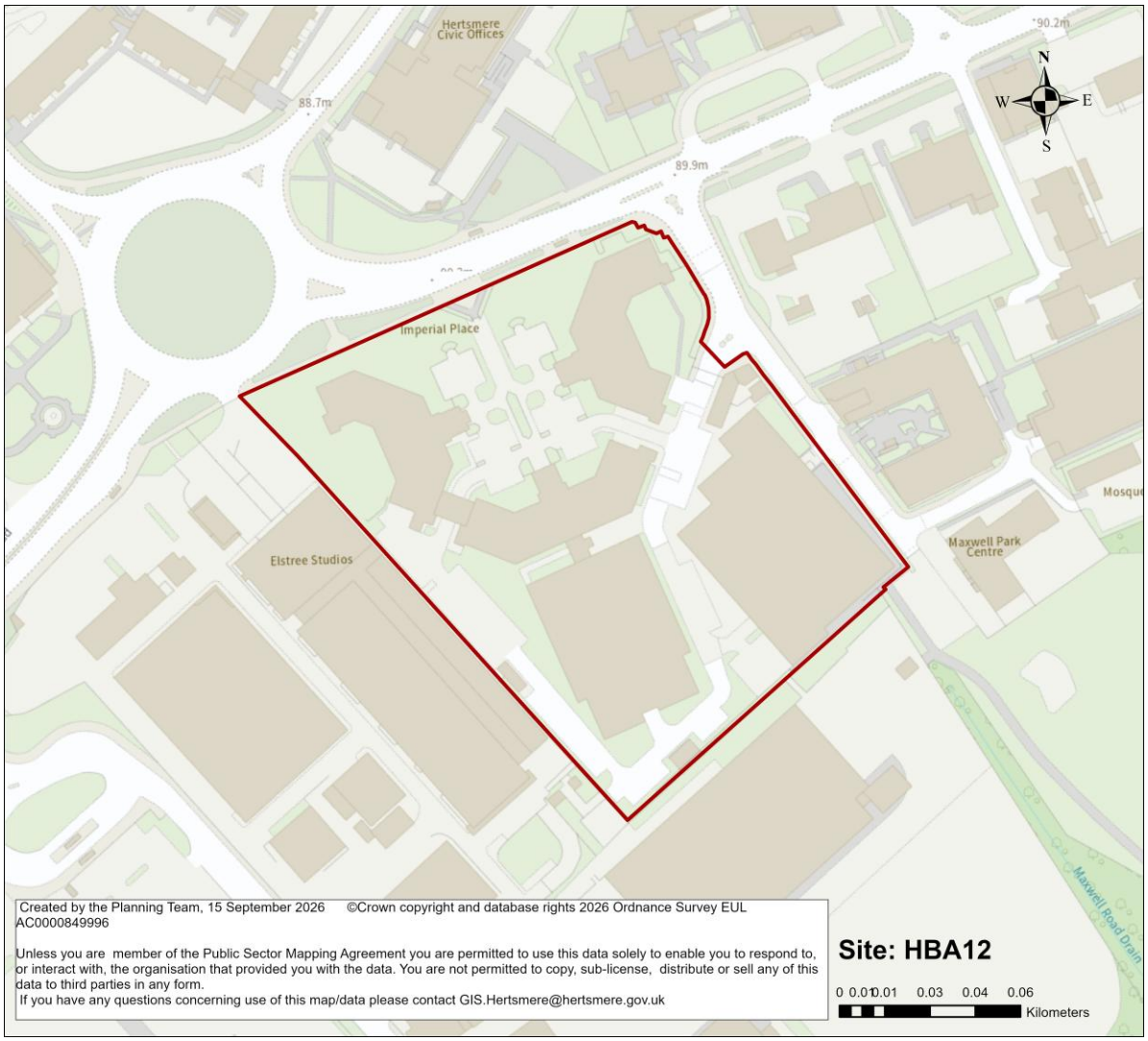
14.159 Public realm should include street trees, planting, pedestrian space, lighting and secure cycle parking and should align with the treatment of adjoining Elstree Way sites so that the corridor reads as a coherent place.

14.160 Residential entrances and amenity space should be separated from servicing, deliveries and any retained commercial operations to ensure acceptable living conditions without constraining legitimate employment activity.

14.161 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The

masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future. Parking, servicing, loading and refuse must be coordinated across the allocation and located so that they do not dominate Elstree Way or principal pedestrian routes.

HBA12 Imperial Place, Elstree Way



Site Address	Imperial Place, Elstree Way, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	2.2 ha	Urban	Private
Current Uses	Office buildings and associated multi-storey car park.		
How Site was Identified	Regulation 18 candidate regeneration site		
Planning Designations and Site Considerations	Public right of way adjoining the site; culverted watercourse on the eastern boundary; the multi-storey car park lies within Flood Zones 2 and 3 and much of the site is affected by surface-water flood risk.		
Planning Status	No recent relevant planning history.		
Indicative Development Capacity	550 Dwellings, and commercial, retail floorspace		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
H Responding to the climate emergency
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.162 Imperial Place is allocated for comprehensive mixed-use regeneration. It will deliver at least 550 new homes during the first half of the plan period. It will also secure retained, re-provided or intensified employment and workspace uses, public realm and green infrastructure.

Opportunities

14.163 The scale of Imperial Place provides an opportunity to renew an established office location, substantially reduce land devoted to parking and create a new network of streets, spaces and mixed-use buildings within the Elstree Way corridor.

14.164 The culverted watercourse, flood-risk areas and existing public right of way provide an opportunity to structure a stronger blue-green and active-travel network. The site can also provide modern flexible workspace supporting Borehamwood's film, television, digital and wider creative economy.

Development Requirements

14.165 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the strategic urban site will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

14.166 The masterplan must use the design-led approach to achieve a high intensity mixed-use development that includes positive frontages that address key routes and public spaces. This will incorporate high-quality, medium-density, town centre homes, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space.

14.167 Development must safeguard and strengthen the site's employment role. An appropriate quantum of modern employment or workspace must be retained or re-

provided, with proposals demonstrating how the development supports the wider Elstree Way employment and creative cluster.

14.168 Development must respond appropriately to the operational requirements of Elstree Studios and other neighbouring employment uses. Residential amenity must be secured without imposing unreasonable constraints on established lawful employment activity.

14.169 Flood Zones 2 and 3, surface-water flood risk and the culverted watercourse must shape the masterplan from the outset. More vulnerable development should be directed to areas of lower risk and a sequential approach applied within the site. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.170 The masterplan must investigate opportunities to enhance the watercourse corridor, including de-culverting or ecological improvement where technically feasible, and integrate SuDS with public realm, biodiversity and landscape.

14.171 The adjoining public right of way must be retained and enhanced as part of a safe, overlooked and accessible walking and cycling network connecting Elstree Way, Maxwell Road and surrounding destinations.

14.172 Development must respond positively to the site's Areas that Could Become of Importance for Biodiversity designation and deliver biodiversity net gain through a connected landscape and habitat framework. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

Development Guidance

14.173 Greater height and density are appropriate in principle within this highly accessible town-centre location. Taller elements may be appropriate at the principal Elstree Way gateway and on the most accessible parts of the cluster. Proposals for tall buildings will consider townscape, public realm, movement, daylight and sunlight, microclimate and transitions to adjoining lower-rise residential areas.

14.174 The masterplan should use buildings to define Elstree Way as an urban street rather than an area of freestanding buildings behind parking. Entrances, active uses, street trees and pedestrian space should strengthen the corridor's role as a civic and mixed-use connection to the town centre.

14.175 The masterplan should create a clear hierarchy of streets, pedestrian routes and public spaces, with active employment or other non-residential uses focused along Elstree Way and the most important internal routes.

14.176 Employment floorspace should be flexible and adaptable, capable of accommodating offices, studios, workshops, co-working or other creative and technical businesses. Ground-floor depths and servicing arrangements should allow genuine long-term commercial occupation.

14.177 The eastern watercourse corridor should be treated as a positive placemaking feature rather than a residual service edge. Landscape, SuDS and habitat improvements should be coordinated with walking and cycling where compatible with flood and ecological functions.

14.178 Building and landscape design should ensure that new residential uses can coexist with Elstree Studios and other employment activity, including through appropriate orientation, acoustic design, separation and internal layout where necessary.

14.179 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

HBA13 Old Haberdasher's Sports Ground, Croxdale Road



Site Address	Old Haberdasher's Sports Ground, Croxdale Road, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	4.1 ha	Urban	Public (leased to a third party)
Current Uses	Sports ground		
How Site was Identified	Regulation 18 candidate site		
Planning Designations and Site Considerations	Existing sports/open-space use. The site lies north of Shenley Road and west of Aberford Park and has good accessibility to local facilities and public transport.		
Planning Status	No recent relevant planning history.		
Indicative Development Capacity	200 dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.180 Old Haberdasher's Sports Ground is allocated for the development of at least 200 new homes. It will also deliver publicly accessible open space, green infrastructure, sustainable drainage, biodiversity enhancement and associated infrastructure.

14.181 Development will only be acceptable where the redevelopment of the existing sports and recreation provision has been satisfactorily addressed in accordance with national policy and the relevant Local Plan policies. This is inclusive of equivalent or better replacement provision unless robust and up-to-date evidence demonstrates that the existing provision is surplus to requirements.

Opportunities

14.182 The site lies wholly within the existing Borehamwood urban area and is surrounded principally by residential development. It provides an opportunity to deliver additional homes without extending the built-up area, inclusive of consequential Green Belt release, and benefits from relatively good access to local services, buses and the town centre.

14.183 Redevelopment also provides an opportunity to create a design-led residential scheme with new publicly accessible green space, improved biodiversity, multifunctional SuDS and stronger walking and cycling connections towards Aberford Park and surrounding neighbourhoods. These benefits must be considered alongside the site's current role as valued sports and green space.

Development Requirements

14.184 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the site will deliver new homes in accordance with the site allocation.

14.185 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. Layout,

scale, density and massing must respond sensitively to adjoining residential properties and protect reasonable levels of privacy, daylight, sunlight and outlook.

14.186 Prior to the loss of the existing playing fields or sports facilities, development must demonstrate compliance with national and Local Plan policy relating to existing open space, sport and recreation. The assessment must be informed by the Council's most up-to-date Open Space Assessment and Outdoor Sports and Playing Pitch Study.

14.187 In circumstances where evidence demonstrates that the existing sports provision is surplus to requirements, equivalent or better replacement provision must be secured in terms of quantity and quality at a suitable and accessible location. Replacement facilities must be available for use before the existing provision is lost unless an alternative phasing arrangement has been agreed that maintains appropriate continuity.

14.188 The location, specification, funding, delivery arrangements and long-term management of replacement sports provision must be demonstrated through the planning application and secured through appropriate planning obligations. Replacement provision must not be deferred to an unspecified later project.

14.189 Development must provide an appropriate amount and range of publicly accessible open space, play space and green infrastructure within the site, reflecting identified local needs. This is additional to any off-site replacement provision required specifically to address the loss of existing sports facilities.

14.190 Surface-water flood risk must inform the layout from the earliest design stage. Development should avoid areas at greatest risk where practicable and incorporate multifunctional SuDS, landscape and open space that manage water while contributing to climate resilience, biodiversity and amenity. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.191 Development must protect and enhance the site's ecological network and respond positively to its Areas that Could Become of Importance for Biodiversity status. Existing protected and other important boundary trees and vegetation must be retained wherever practicable and incorporated into a connected habitat framework delivering biodiversity net gain. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

14.192 Development must provide safe and attractive walking and cycling connections to Croxdale Road and surrounding residential streets and should improve connections towards Borehamwood Town Centre and nearby parks. The internal street network must prioritise walking and cycling and provide secure cycle parking.

Development Guidance

14.193 Development should be landscape-led, with retained trees, new planting, open space and SuDS forming the organising framework rather than residual areas around housing parcels. The layout should retain an appreciable green character across the site in recognition of its current recreation and climate-adaptation role.

14.194 Residential development should generally be low to medium rise and should respond to the established scale and character of surrounding streets. Any increase in height or density should be focused where it can be accommodated without unacceptable effects on neighbouring amenity or the open-space framework.

14.195 New public open space and walking routes should be overlooked by homes, provide good natural surveillance and connect clearly with surrounding streets and green spaces. The design should avoid isolated rear boundaries or inaccessible strips of residual landscape.

14.196 SuDS should be integrated into usable landscape and, where appropriate, include swales, rain gardens or attenuation features that also provide habitat and visual amenity. The design should retain permeability and avoid unnecessary hard surfacing. Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

14.197 Development should take advantage of the site's relatively good sustainable accessibility. Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

14.198 The relationship between new on-site open space and any off-site replacement sports facility should be explained clearly so that the allocation delivers both a satisfactory residential environment and a demonstrable overall recreation outcome.

HBA14 Aycliffe Road and Leeming Road Local Centre



Site Address	Aycliffe Road and Leeming Road Local Centre, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	1.42 ha	Urban	Public for the main commercial/ maisonette blocks; adjoining residential land has different ownership interests.
Current Uses	Local centre comprising ground-floor shops/services with residential accommodation above, adjoining residential blocks, parking, garages/service areas and amenity/open space.		
How Site was Identified	Regulation 18 urban-regeneration opportunity		
Planning Designations and Site Considerations	Existing local-centre function must be maintained or re-provided; adjacent public right of way and surface-water issues; brook to the south; multiple residential/leasehold interests and need to maintain retail operation during redevelopment.		
Planning Status	No recent relevant planning history.		

Indicative Development Capacity	200 dwellings

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

14.200 Aycliffe Road and Leeming Road Local Centre is allocated for phased residential-led mixed-use regeneration. It will deliver at least 200 homes, an improved local centre, comprised of main town centre uses that include community uses where appropriate, public realm, open space and green infrastructure.

14.201 Development must maintain and strengthen the local centre's role in meeting day-to-day convenience retail needs and should be planned comprehensively where redevelopment affects multiple blocks, landowners or phases.

Opportunities

14.202 The allocation provides an opportunity to modernise an established local centre, deliver high-quality new homes on previously developed land and improve the quality of the public realm, parking, landscaping and communal spaces.

14.203 Redevelopment will also make more efficient use of under-performing rear service areas and residential blocks, improve children's play and communal amenity and strengthen biodiversity and drainage through a connected green-infrastructure approach.

Development Requirements

14.204 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban regeneration site will deliver new homes and other compatible uses in accordance with the site allocation.

14.205 The masterplan must use the design-led approach to achieve a high intensity mixed-use development that includes positive frontages that address key routes

and public spaces. This will incorporate high-quality, medium-density, town centre homes, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space.

14.206 Development must maintain and strengthen the role and function of Leeming Road Local Centre. Existing shops and services must be retained, re-provided or replaced with an equivalent or improved offer unless robust evidence demonstrates that a particular use is no longer required.

14.207 The redevelopment must be phased to maintain reasonable continuity of local-centre trading and access to essential services. A phasing strategy must address temporary arrangements where shops, community facilities or access are disrupted during construction.

14.208 Where existing residential tenants or leaseholders are affected, proposals must demonstrate a credible phasing and rehousing strategy and show how redevelopment can proceed without creating isolated retained blocks or prejudicing later phases.

14.209 Development must improve pedestrian accessibility, public realm, landscaping and the arrangement of parking and servicing throughout the local centre. Principal routes and entrances must be legible, overlooked and accessible to people of all ages and abilities.

14.210 New and improved communal open space and children's play provision must be integrated into the redevelopment and designed to receive appropriate daylight, natural surveillance and convenient access from homes.

14.211 Surface-water flood risk must inform the layout and a site-wide drainage strategy. SuDS should be integrated with public realm, planting and any open-space improvements and should be designed to reduce runoff while providing biodiversity and amenity benefits. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.212 Development must respond positively to the site's Areas that Could Become of Importance for Biodiversity status and provide biodiversity net gain through new planting, habitat features and connected green infrastructure, including links to nearby ecological and drainage corridors where feasible. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

14.213 Development must provide an appropriate parking and servicing strategy that supports the local centre while reducing vehicle dominance and avoiding conflict with pedestrian routes, shopfronts and residential amenity.

Development Guidance

14.214 A mix of refurbishment, infill and comprehensive redevelopment may be appropriate. The masterplan or development framework should identify which buildings can be retained or improved and where redevelopment is necessary to achieve better homes, shops, movement and public space.

14.215 Redeveloped local-centre frontages, at ground floor level, may accommodate increased height where this helps provide modern main town centre use space and housing above. Decisions on this matter will be subject to appropriate transitions to surrounding residential streets, daylight/ sunlight and securing high-quality design.

14.216 New retail and community units should have flexible floorplates, servicing and ceiling heights that allow a range of uses over time. Shopfronts and entrances should directly address the principal public spaces and routes.

14.217 Landscape and SuDS should be used to improve the quality of communal courtyards, routes and parking areas. Opportunities for rain gardens, additional tree planting and habitat features should be incorporated where compatible with utilities and servicing.

14.218 Rear service courts and parking areas should be reorganised to support safer pedestrian routes and, where appropriate, may accommodate carefully designed infill or mews development provided servicing, refuse, fire access and residential amenity are satisfactorily resolved.

14.219 Given the local centre's bus accessibility and the relatively urban character of the site, development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future. Convenient cycle parking should be provided for residents.

HBA15 North of Allum Lane, Elstree



Site Address	Land North of Allum Lane / Golf Course Site, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	22.18 ha	Urban Extension	Private
Current Uses	Undeveloped land and golf course.		
How Site was Identified	Call for Sites process		
Planning Designations and Site Considerations	A public right of way exists across the site. Proximity to existing Allum Lane allotments. Surface water flood risk through the site. Development potential to impact the setting of two Grade II listed buildings at Nicoll Farm. Individual Tree Preservation Orders present. Adjacent to Local Wildlife Site. Pockets of surface water flood risk and limited areas of Flood Zone 2.		
Planning Status	26/0318/OUT: Outline planning application (with all matters reserved except access) for residential development of 136 dwellings, including affordable housing (Class C3), associated parking, infrastructure, landscaping and open space including allotments, and creation of new vehicular access from Allum Lane.		

Indicative Development Capacity	486 dwellings

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic objectives

C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
K Securing the timely delivery of infrastructure

Non-strategic policy

Existing Planning Consents

14.220 Planning application 26/0318/OUT seeks outline consent (with all matters reserved except for access) for residential development of 136 dwellings, including affordable housing (Class C3), associated parking, infrastructure, landscaping and open space including allotments, and creation of new vehicular access from Allum Lane.

Site Allocation

14.221 The site allocation proposes development for at least 486 homes that will provide an urban extension to Borehamwood. It is anticipated that it will deliver medium-density, low-rise residential dwellings, including new genuinely affordable homes during the first half of the plan period. The development of the site provides an opportunity to deliver on-site connectivity improvements for active travel, substantial green infrastructure, public open space and biodiversity enhancement.

14.222 The allocation is located within the Metropolitan Green Belt. The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. Whilst the site contributes towards both Purpose A and B, and is not defined as grey belt, the Council considers that meeting Hertsmere's housing needs in such an accessible location provides an exceptional circumstance for its release. The comprehensive development of the urban extension must secure a defensible Green Belt Boundary along the site's western and northern extent.

Opportunities

14.223 This urban extension is in an accessible location, near to Elstree and Borehamwood train station and Borehamwood high street. It provides a genuine opportunity to contribute to meeting Borehamwood's housing needs, particularly in

terms of the provision of new genuinely affordable homes, in a sustainable location during the early years of the plan period. The development of the site also provides an opportunity to deliver on-site biodiversity enhancements and active travel improvements to the Public Rights of Way network.

14.224 The delivery of the site provides an opportunity to enhance the walking and cycling provision along Allum Lane, in line with the LCWIP. The site should provide funding for the creation of a proposed shared-use path on the northern-side of Allum Lane.

14.225 Landowners should work together to ensure that a suitable access point servicing the whole site can be provided off Allum Lane and works in tandem with active travel infrastructure.

Development Requirements

14.226 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

14.227 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. The design and layout of the development must address the existing housing typologies to the south-east of the site, specifically The Stables and Blattner Close.

14.228 The urban extension will be integrated into Borehamwood's existing transport infrastructure networks. Improvements will maximise access and permeability for active travel modes, pedestrian, cycle and vehicular access from Theobald Street, improved walking and cycling provision along Theobald Street. These will be in accordance with the proposals in the Local Cycling and Walking Infrastructure Plan (LCWIP). The improvements will provide a connection with Footpath Aldenham 54 to the south.

14.229 Development must be phased to ensure the timely provision of the infrastructure necessary to support the urban extension that contributes to Borehamwood being a self-sustaining place. This must include the timely investment in community infrastructure to meet demand arising from the development.

14.230 The delivery of the urban extension will provide new and improved public realm and suitable open space in accordance with a site-wide public realm strategy. This must incorporate, retain and enhance the row of mature field-edge trees located on the site's southeastern boundary to form a defensible Green Belt boundary in the long term. The public realm strategy will also secure the retention of existing tree and hedge cover along Theobald Street. This will benefit biodiversity by providing a link to other areas of enhanced habitat within and adjoining the site.

Development Guidance

14.231 The delivery of the urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation

measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.232 Development must deliver biodiversity net gain (BNG) and enhancement of the habitat network in line with the actions identified in the Hertfordshire Local Nature Recovery Strategy (LNRS). Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain incorporate the relevant actions in the LNRS.

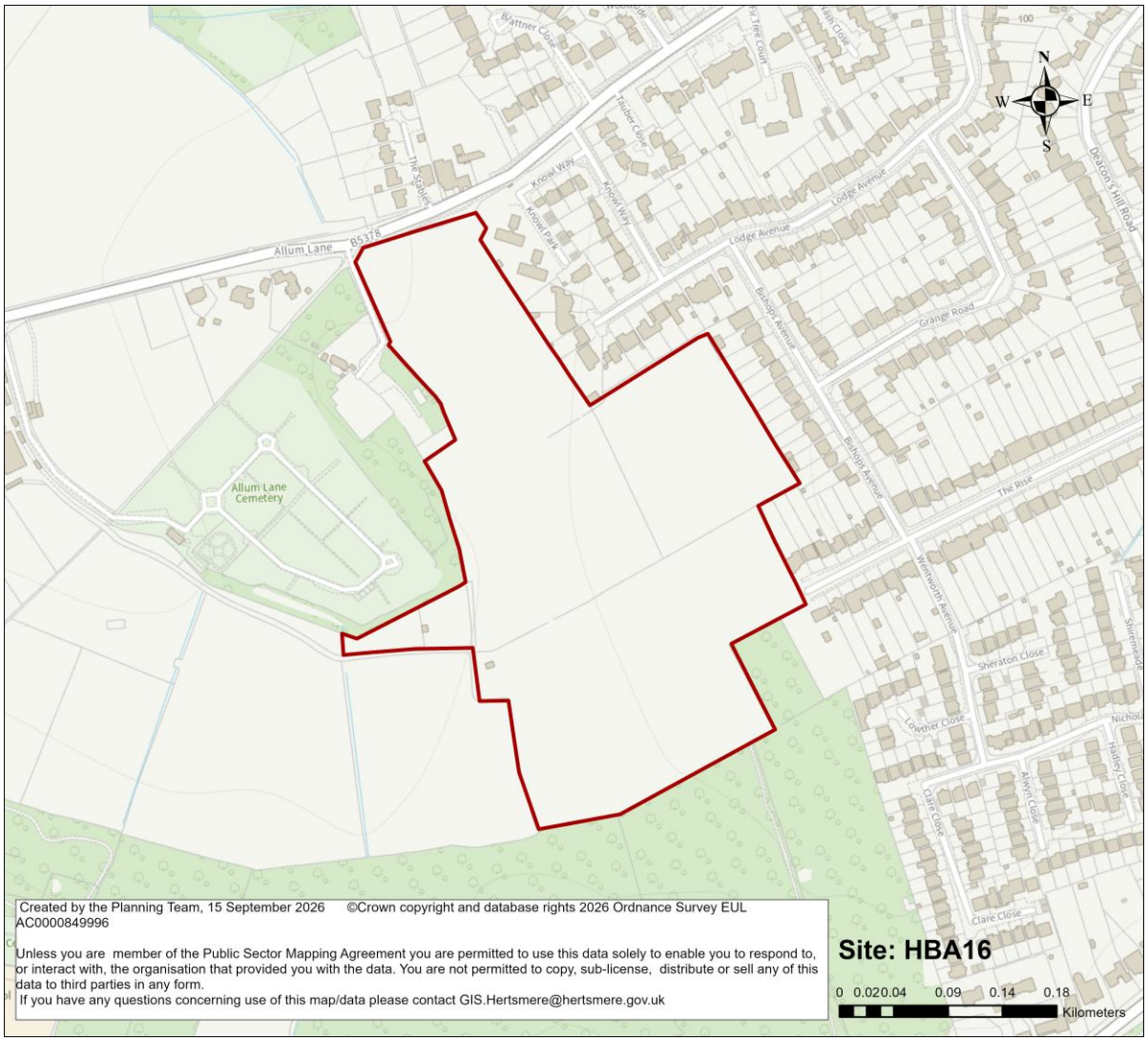
14.233 Applicants should engage with Thames Water early in the design process, and work in partnership with them to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

14.234 Development must respond positively to heritage assets including nearby listed buildings at Christchurch, Watling Street and the Cat and Fiddle (former public house), Watling Street and the Radlett South Conservation Area (which covers Watling Street at the junction of Theobald Street). Proposals must address impacts on the significance of these heritage assets and their setting, including the impact on views from within the Conservation Area.

14.235 Development should be designed to improve connectivity with, and maximise the value of, nearby open space King George V Recreation Ground, including Wellhouse Dell, and celebrate the site's location on the edge of Hertsmere's beautiful countryside. The site will deliver a link with Footpath Aldenham 54, which connects with King George V Recreation Ground and on to Watling Street and other Public Right of Way (PROW) links into the countryside on the southern edge of Radlett, providing residents with opportunities for improving their health and well-being.

14.236 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

HBA16 Land South of Allum Lane, Elstree



Site Address	Land South of Allum Lane, Elstree		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	10.46 ha	Urban Extension	Private
Current Uses	Open/agricultural land, including horticultural or equine uses in parts.		
How Site was Identified	Call for Sites / HELAA 2025 CFS-2025-065 and Regulation 18 site-selection work.		
Planning Designations and Site Considerations	Green Belt release/settlement-edge site. Public right of way across the site; TPOs near site edges; archaeological site ARCH-17; potential effects on the setting of two Grade II listed buildings at Nicoll Farmhouse; limited surface-water flood risk and Flood Zone 2 near the eastern edge. The landscape gap between Borehamwood and Elstree Village is a key strategic consideration.		
Planning Status	24/0442/FUL for an Integrated Retirement Community of 150 homes, associated facilities and relocation/provision of a doctor's surgery affects most of the site. The allocation extends beyond the application area.		
Indicative Development Capacity	150 dwellings and healthcare and community provision		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic objectives

C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
K Securing the timely delivery of infrastructure

Non-strategic policy

Existing Planning Consents

14.237 Planning application 24/0442/FUL seeks to gain full consent for an Integrated Retirement Community of 150 homes, associated facilities and relocation/provision of a doctor's surgery affects most of the site. The site allocation relates to a wider area.

Site Allocation

14.238 Land South of Allum Lane is allocated to deliver at least 150 new homes, including specialist accommodation for older people, together with healthcare/community facilities, public open space, green infrastructure and associated infrastructure. Delivery is anticipated to take place during the first half of the plan period.

14.239 The allocation is located within the Metropolitan Green Belt. The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It is noted that the site makes a moderate contribution towards both Purpose A and B and is defined as provisional grey belt. The comprehensive development of the urban extension must secure a defensible Green Belt Boundary along the site's western and southern extent.

Opportunities

14.240 This urban extension is in an accessible location, near to Elstree and Borehamwood train station and Borehamwood high street. It provides an opportunity to deliver specialist housing and a new or relocated GP surgery together with additional housing on the wider allocation during the first half of the plan period.

14.241 Comprehensive planning provides an opportunity to establish a high-quality landscape edge, retain a meaningful gap towards Elstree Village, integrate existing rights of way and trees and improve walking and cycling connections to the station, town centre and surrounding neighbourhoods.

Development Requirements

14.242 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation. Early development must not prejudice access, landscape, infrastructure, housing capacity or connections required by later phases.

14.243 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. Development must retain and reinforce a strong landscape separation between Borehamwood and Elstree Village. The extent, scale and landscape treatment of development must establish a durable settlement edge and avoid visual or physical coalescence.

14.244 The significance and setting of the Grade II listed buildings at Nicoll Farmhouse must inform the layout, landscape, building scale, materials and important views. A heritage assessment must address cumulative effects across the whole allocation rather than only individual phases.

14.245 Archaeological significance, including the proximity of ARCH-17, must be appropriately investigated. Evaluation and mitigation must be undertaken at a stage that allows significant archaeology to influence the masterplan and disposition of development.

14.246 Existing TPO trees, important hedgerows and other landscape features must be retained wherever practicable and incorporated into the green-infrastructure framework. Replacement planting must reinforce the long-term settlement edge and ecological connectivity.

14.247 The existing public right of way must be retained and enhanced within a safe, direct and overlooked walking network. Development must provide high-quality walking and cycling connections towards the railway station, town centre and Elstree Village.

14.248 Flood Zone 2 and surface-water flood risk must inform the layout. Vulnerable uses must be directed towards areas of lower risk and SuDS integrated with landscape and public open space. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.249 The healthcare facility proposed as part of the site must be appropriately located, accessible by sustainable modes and delivered in accordance with identified primary-care needs and the phasing of development.

14.250 The Borough wide Stage 2 Green Belt Assessment identifies the site as provisional grey belt. Development must establish a strong and permanent Green Belt boundary along the western and southern edges of the released land, using retained hedgerows, woodland and other permanent landscape features. The

landscape framework must maintain an effective physical and visual distinction between Borehamwood and Elstree Village.

Development Guidance

14.251 Where the wider allocation is delivered in separate phases, design parameters, landscape structure, access and infrastructure should be fixed through the site-wide framework so that later phases form a coherent extension rather than a visually and functionally separate scheme.

14.252 The character of development should be predominantly design-led and residential, with building scale stepping down towards the more sensitive Elstree Village and countryside edges. Higher density should be focused on the most accessible parts of the allocation where it can be accommodated without harm to heritage or landscape separation.

14.253 Specialist housing should be integrated into the wider neighbourhood rather than designed as an isolated institutional campus. Streets, paths, open space and community facilities should be shared and legible, while specialist accommodation should retain appropriate privacy, accessibility and care requirements.

14.254 The GP surgery or other healthcare provision should occupy a visible and accessible location close to principal walking, cycling and public-transport routes. Parking and servicing should be arranged so that the facility can operate effectively without dominating the public realm.

14.255 Development should use retained trees, hedgerows and new structural planting to define neighbourhood edges and frame views. These should be identified through the master planning process. Landscape buffers should perform multiple functions, including biodiversity, SuDS, recreation and visual separation. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

14.256 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

14.257 The public right of way and new active-travel routes should connect directly to internal streets and public spaces and should not be confined to narrow rear corridors. Routes should be overlooked and designed for year-round use.

HBA17 Land North of Barnet Lane (West), Elstree



Site Address	Land East of Hartfield Avenue and Fronting onto Barnet Lane, Elstree Land North of Barnet Lane (West)		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	5.8 ha	Urban Extension	Private
Current Uses	Paddocks/ open land		
How Site was Identified	Regulation 18 candidate site		
Planning Designations and Site Considerations	Part of site above railway tunnels; Local Wildlife Site covers more than half of the site; group TPO; registered Village Green within the site which must be retained and protected.		
Planning Status	23/0053/OUT for up to 74 dwellings, landscaping, amenity space, self/custom-build, SuDS and associated works, allowed on appeal. 25/1122/REM subsequently submitted for 73 dwellings.		
Indicative Development Capacity	74 dwellings		

Timeframe for delivery

Strategic objectives

C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
K Securing the timely delivery of infrastructure

Non-strategic policy

Existing Planning Consents

14.258 The site benefits from a consent, gained at appeal, under reference 23/0053/OUT. This consents a proposal for up to 74 dwellings, and includes landscaping, amenity space, self/custom-build, SuDS and associated works, allowed on appeal.

14.259 The site is the subject of a further proposal under reference 25/1122/REM, which seeks consent for 73 dwellings.

Site Allocation

14.260 The site is allocated for at least 74 homes together with public and private amenity space, green infrastructure, biodiversity enhancement, sustainable drainage and associated infrastructure. Delivery will take place during the first five years of the plan period.

14.261 Development should proceed broadly in accordance with the approved outline consent or a subsequent permission that achieves an equivalent or improved landscape, ecological, housing and infrastructure outcome.

14.262 The allocation is located within the Metropolitan Green Belt. The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It is noted that the site makes a moderate contribution towards both Purpose A and B and is defined as grey belt. The comprehensive development of the urban extension must secure a defensible Green Belt Boundary along the site's southern boundary.

Opportunities

14.263 The extant permission establishes the principle and broad scale of residential development. The principal opportunity is therefore to secure timely housing delivery while permanently protecting and enhancing the site's substantial ecological and open-space assets.

14.264 Delivery of the site allocation can secure improved walking and cycling links to Barnet Lane and surrounding neighbourhoods. It can also secure the retention of

the adjoining Village Green, Local Wildlife Site and trees to create a distinctive landscape setting for the new homes.

Development Requirements

14.265 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

14.266 No built development or private residential curtilage must encroach onto the registered Village Green or designated Village Green replacement land. These areas must remain protected and managed for their intended open-space function.

14.267 The Local Wildlife Site must be protected and enhanced. Built development must be concentrated on the genuinely developable parts of the allocation and appropriate ecological buffers, habitat management and biodiversity net gain must be secured. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

14.268 Existing important trees and TPO groups must be retained and integrated into the layout. Root-protection areas and long-term growth must inform building positions, streets, drainage and utilities rather than being addressed as a later landscaping issue.

14.269 Development must demonstrate that railway tunnels and associated infrastructure are safeguarded. The relevant railway infrastructure bodies must be engaged where construction, drainage, loading or landscape works could affect tunnel integrity, access or operational requirements. Developers should demonstrate that they have undertaken engagement with Network Rail.

14.270 SuDS must be integrated with the site's green infrastructure and biodiversity framework and must not compromise the Village Green, Local Wildlife Site or retained trees. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.271 Development must provide safe and attractive walking and cycling connections to Barnet Lane and surrounding neighbourhoods and should connect with the wider LCWIP network where feasible. The layout should avoid unnecessary cul-de-sacs or barriers to active travel.

14.272 Affordable housing, self-build/custom-build and other housing obligations secured through the extant permission should be retained unless an alternative is approved through a subsequent permission and is consistent with current Local Plan policy.

14.273 Development must establish a clear and durable Green Belt boundary along the southern edge of the released land, using the existing woodland edge, mature vegetation and other permanent landscape features. The retained woodland and

associated green infrastructure must provide a substantial transition between the development and the remaining Green Belt.

Development Guidance

14.274 The layout should be landscape and ecology-led, with the Village Green, Local Wildlife Site, retained trees and habitat buffers forming the principal spatial framework. Homes should front and overlook green spaces and routes where compatible with ecological sensitivity.

14.275 Built form should generally respond to the scale of adjoining residential development and avoid unnecessary visual intrusion into retained open land. Any higher or more compact elements should be located where they do not harm the landscape setting or ecological functions of the site.

14.276 Boundaries adjoining ecological or Village Green land should use landscape and natural surveillance rather than continuous high fencing wherever security and habitat requirements allow. Private gardens should not create unmanaged pressure for encroachment into protected land.

14.277 Streets, parking and drainage should be designed to minimise fragmentation of the green network. Parking should be integrated into the built form and landscape so that the retained open areas remain the dominant visual feature of the development.

14.278 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

14.279 The relationship with Barnet Lane should include a safe pedestrian frontage, appropriate crossing connections and landscape treatment that reinforces the settlement edge and links with the wider active-travel network.

HBA18 Land West of Vale Avenue



Site Address	Land West of Vale Avenue, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	3.4 ha	Urban Extension	Private
Current Uses	Open fields		
How Site was Identified	Call for Sites (CFS-2025-080) and HELAA (HEL-0511-2)		
Planning Designations and Site Considerations	Green Belt; adjoining designated Local Wildlife Sites; TPO/tree constraints; LNRS area; adjacent railway tunnel. The site contributes to the rural break between Elstree and Borehamwood.		
Planning Status	Planning application: Resolution to grant subject to S106 agreement 25/1615/FUL for 98 homes comprising houses and apartment buildings up to three storeys, parking, cycle parking, refuse, substation, communal amenity and landscaping.		
Indicative Development Capacity	98 dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
H Responding to the climate emergency
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Existing Planning Consents

14.281 The site allocation benefits from a resolution to grant permission (from the Council) for a proposal under reference 25/1615/FUL. This seeks to develop the site for 98 homes comprising houses and apartment buildings up to three storeys, parking, cycle parking, refuse, substation, communal amenity and landscaping.

Site Allocation

14.282 Land West of Vale Avenue is allocated for at least 98 homes, which it is anticipated will be delivered during the first five years of the plan period. Delivery will also secure public and communal open space, landscape, biodiversity enhancement, sustainable drainage and associated infrastructure.

14.283 Development should proceed broadly in accordance with the approved or resolved planning framework unless a subsequent proposal demonstrates an equivalent or improved housing, landscape, biodiversity and infrastructure outcome.

14.284 The allocation is located within the Metropolitan Green Belt. The Borough-wide Green Belt Assessment considers the site's contribution to the purposes of the Green Belt. It is noted that the site is defined as grey belt. The comprehensive development of the urban extension must secure a defensible Green Belt Boundary along the western and southern edges of the released land.

Opportunities

14.285 The site adjoins the existing built edge of Borehamwood and benefits from an active development proposal that provides an opportunity for early housing delivery. Early delivery can also establish a strengthened and permanent landscaped edge to the settlement and improve habitat connectivity between adjoining wildlife areas.

14.286 The site's layout and landscape can create publicly accessible green space, retain important trees and use structural planting to reinforce the distinction between Borehamwood and the more sensitive Elstree landscape.

Development Requirements

14.287 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

14.288 Development must deliver approximately 98 homes unless a subsequent permission demonstrates that a different capacity makes equally effective use of the site and achieves an equivalent or better landscape, biodiversity, affordable-housing and infrastructure outcome.

14.289 A strong structural landscape framework must establish a durable Green Belt boundary along the western and southern edges of the released land, using retained mature vegetation and other permanent landscape features, and maintain a clear physical and visual distinction between Borehamwood and Elstree.

14.290 The layout must protect and enhance adjoining Local Wildlife Sites and other important habitats. Appropriate buffers, biodiversity net gain and habitat connectivity must be secured, and development must avoid recreational, lighting or drainage impacts that would undermine ecological value. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

14.291 Existing mature and protected trees must be retained wherever practicable and incorporated into the landscape framework. New structural planting must reinforce the settlement edge and be established early enough to mature alongside the development.

14.292 Structural planting should be established early, particularly along the Green Belt and ecological edges. Planting should use species and habitat types that reinforce local landscape character and support the adjoining wildlife network.

14.293 Development must demonstrate that railway tunnels and associated infrastructure are safeguarded. Construction, drainage and landscaping must be designed in consultation with the relevant railway infrastructure body where necessary. Developers should demonstrate that they have undertaken engagement with Network Rail.

14.294 Access through Vale Avenue must be designed to operate safely alongside attractive walking and cycling routes. Development must provide convenient connections to surrounding streets and the wider Borehamwood active-travel network.

14.295 Public and communal open space, play, SuDS and biodiversity measures must be integrated into a coherent green-infrastructure network rather than provided as disconnected residual areas. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

Development Guidance

14.296 The current planning proposal for buildings up to three storeys provides an appropriate starting point for the site's landscape-sensitive edge character. Taller building heights should be justified by the final design context and must not erode the intended transition to the countryside.

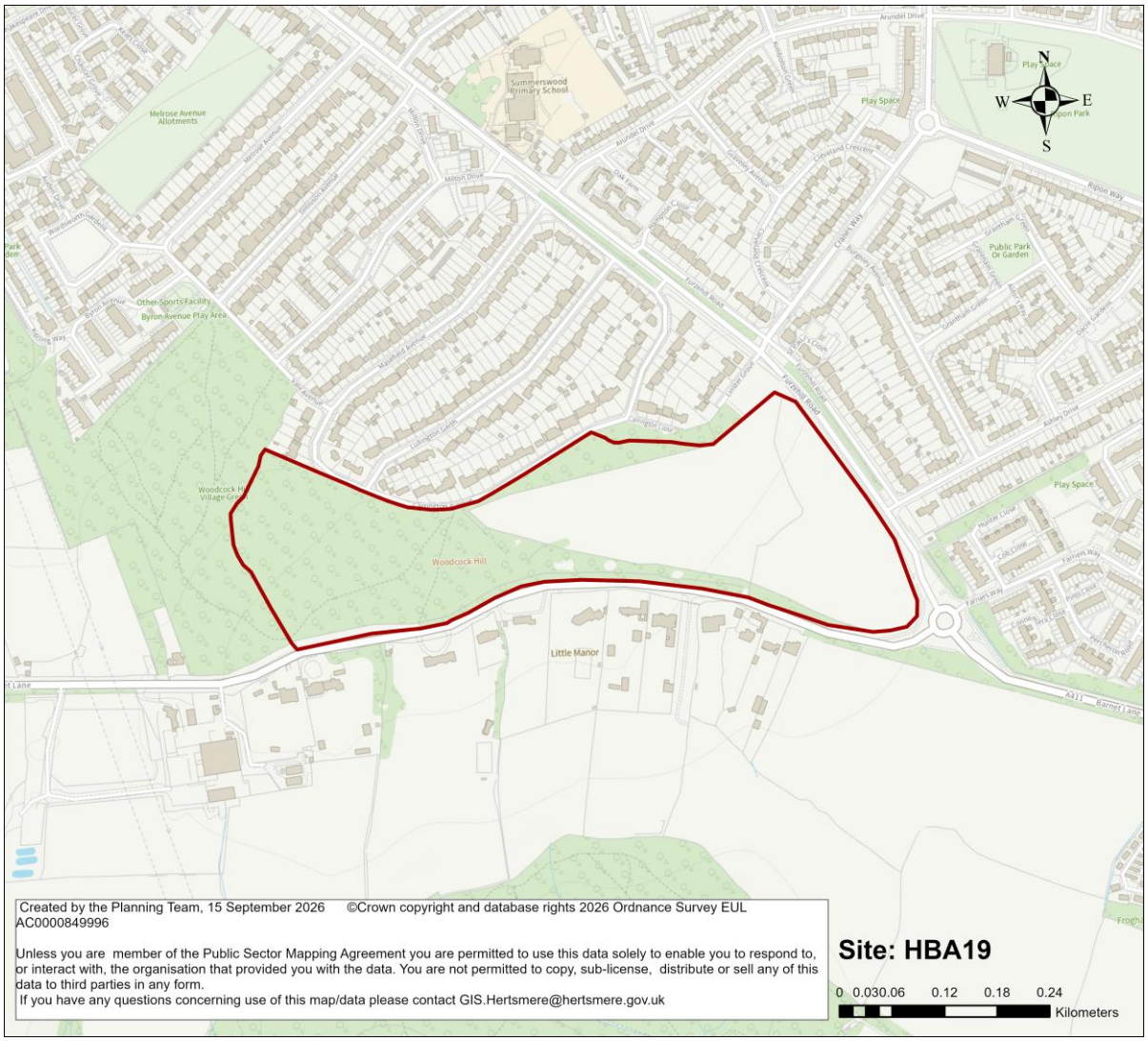
14.297 Development should front streets and green spaces and create a clear outward-facing neighbourhood. Rear boundaries should not form the principal edge to retained countryside or ecologically sensitive land where a landscape-led frontage can be achieved.

14.298 The relationship with existing homes on Vale Avenue should be managed through appropriate building setbacks, orientation, landscape and traffic design while maintaining clear and convenient connections between the existing and new neighbourhoods.

14.299 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

14.300 Parking should be integrated into streets and plots and screened by buildings and landscape. The public realm should prioritise walking and cycling and avoid a car-dominated settlement edge.

HBA19 Land north of Barnet Lane



Site Address	Land north of Barnet Lane, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	12.55 ha	Urban Extension	Private
Current Uses	Semi-improved grassland/pasture, broad-leaved woodland, scrub and managed grassland.		
How Site was Identified	Regulation 18 candidate site.		
Planning Designations and Site Considerations	Local Wildlife Site; part of Woodcock Hill Village Green; significant groups of TPO trees; public right of way; pockets of surface-water flood risk. The Village Green and sensitive ecological areas are not part of the developable area.		
Planning Status	23/0937/OUT, up to 220 dwellings, 50% affordable housing, self/custom-build plots, green infrastructure, public open space, play, landscaping, SuDS and access works, allowed on appeal. 25/1554/REM subsequently submitted for 220 dwellings.		
Indicative Development Capacity	220 dwellings		

Timeframe for delivery



Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Existing Planning Consents

14.301 The site allocation benefits from a consent, granted at appeal, under reference 23/0937/OUT. That consent seeks to develop the site for up to 220 dwellings, 50% affordable housing, self/custom-build plots, green infrastructure, public open space, play, landscaping, SuDS and access works.

Site Allocation

14.302 Land north of Barnet Lane is allocated for at least 220 homes, which will be delivered during the first half of the plan period. Development will also deliver substantial green infrastructure, public open space, play, ecological enhancement, sustainable drainage and associated transport infrastructure.

14.303 Development should proceed broadly in accordance with outline permission 23/0937/OUT and subsequent reserved matters, or an alternative permission that secures an equivalent or improved housing, landscape, ecological, movement and infrastructure outcomes.

14.304 The allocation is located within the Metropolitan Green Belt. The Borough-wide Green Belt Assessment Stage 2 considers the site's contribution to the purposes of the Green Belt. It is noted that the site is defined as grey belt. The comprehensive development of the urban extension must secure a defensible Green Belt Boundary along the southern edges of the released land.

Opportunities

14.305 The permission provides an opportunity to deliver a substantial number of homes, including affordable and self/custom-build housing, while securing long-term ecological enhancement of Woodcock Hill Village Green and a comprehensive green-infrastructure framework.

14.306 Development can create new walking and cycling links between Barnet Lane, Furzehill Road, Carrington Avenue and surrounding neighbourhoods and use the retained Village Green, woodland and ecological areas to form a strong landscape setting for the new neighbourhood.

Development Requirements

14.307 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

14.308 Development must provide an appropriate transition to existing homes around the site and protect residential amenity through the disposition of buildings, landscape, access, lighting and parking.

14.309 Woodcock Hill Village Green and the associated Local Wildlife Site must be retained, protected and enhanced. Built development, private gardens, utilities and access must not encroach into protected areas except where specifically authorised through the extant permission or required for agreed ecological or access works. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

14.310 Existing woodland, significant TPO trees and other important vegetation must be retained and incorporated into the green-infrastructure framework. Development must secure appropriate buffers, long-term management and biodiversity enhancement consistent with the approved ecological strategy or an equivalent updated strategy.

14.311 Structural planting should reinforce the settlement edge and connect retained woodland and habitat areas. Species selection and management should support biodiversity, climate resilience and the long-term character of the site.

14.312 The Borough wide Stage 2 Green Belt Assessment identifies the site as grey belt. Development must establish a clear and durable Green Belt boundary along the southern edge of the released land, using the existing woodland edge, mature vegetation and other permanent landscape features. The retained woodland and associated green infrastructure must provide a substantial transition between the development and the remaining Green Belt.

14.313 Public open space, children's play, habitat creation and ecological enhancement must be delivered in accordance with the extant permission or an equivalent or improved subsequent scheme and must be phased so that residents have access to necessary open-space infrastructure as the development is occupied.

14.314 Existing public rights of way must be retained and integrated into the movement network. New routes must be direct, safe, overlooked and connected with Barnet Lane, Furzehill Road and adjoining neighbourhoods.

14.315 Development must provide the planned multimodal access from Furzehill Road and pedestrian/cycle/emergency connections from Carrington Avenue, or alternative arrangements demonstrated to be safe, deliverable and at least equivalent in sustainable-transport terms.

14.316 Surface-water flood risk must be managed through integrated SuDS that work with the open-space and ecological framework. Drainage features must avoid adverse effects on retained woodland, the Village Green and Local Wildlife Site. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

Development Guidance

14.317 The Village Green, woodland and Local Wildlife Site should form the visual and functional core of the development rather than being treated as peripheral constraints. New homes should front and overlook public green space where this is compatible with ecological objectives.

14.318 Residential development should generally be low to medium rise, with scale and density responding to the established surrounding character and the landscape edge. More compact forms may be appropriate near the principal access or internal focal points where they do not harm important views, trees or adjoining amenity.

14.319 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. Streets and paths should create a legible network linking homes with public open space and existing neighbourhoods. The development should avoid long cul-de-sacs and rear boundaries facing principal green routes where a positive frontage can be achieved. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future. Parking should be integrated into streets and plots so that it does not dominate the public realm or green-space edges. Visitor and accessible parking should be located conveniently while maintaining clear pedestrian and cycle routes.

14.320 Ecological management should address recreational pressure as well as habitat creation. Access points, paths, play and lighting should be positioned to enable public enjoyment without undermining sensitive habitats within Woodcock Hill.

HBA20 Organ Hall Farm, Theobald Street, Borehamwood



Site Address	Organ Hall Farm, Theobald Street, Borehamwood		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	8.9 ha	Urban extension	Private
Current Uses	The site is comprises of an undeveloped greenfield site.		
How Site was Identified	Planning consent / Regulation 18 candidate site		
Planning Designations and Site Considerations	Urban extension; Development comprised of higher density residential and open space uses. Flood Zones 2 and 3 flood risk. Public right of way through the site. Gas mains through the site.		
Planning Status	22/2149/OUT, up to 110 dwellings and 800 sqm medical centre. Reserved matters 25/1412/REM for 102 dwellings, medical centre, amenity space, custom/self-build housing, landscaping and SuDS.		
Indicative Development Capacity	102 dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
G Securing a greener Borough
H Responding to the climate emergency
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Existing Planning Consent

14.321 The site allocation benefits from an existing planning consent under the reference 22/2149/OUT. The consent commits to the delivery of up to 110 dwellings and 800 sqm medical centre.

14.322 A further reserved matters application has been submitted under reference 25/1412/REM, which seeks to develop the site for 102 dwellings, a medical centre, amenity space, custom/self-build housing, landscaping and SuDS

Site Allocation

14.323 Organ Hall Farm is allocated for residential development of at least 102 new homes during the first half of the plan period. The site allocation will also deliver a new medical centre, landscaping, public and private amenity space, custom/self-build housing, sustainable drainage and associated infrastructure.

14.324 Development should proceed broadly in accordance with outline permission 22/2149/OUT and the approved or subsequently approved reserved matters, or a successor permission that secures an equivalent or improved housing and infrastructure outcome.

14.325 The allocation is located within the Metropolitan Green Belt. The Borough-wide Green Belt Assessment Stage 2 considers the site's contribution to the purposes of the Green Belt. It is noted that the site is defined as grey belt. The comprehensive development of the urban extension must secure a defensible Green Belt Boundary to the north of the site, and along the alignment of the adjoining railway line and road.

Opportunities

14.326 The site provides an opportunity for early delivery of homes and a new medical facility at the northern edge of Borehamwood. The scale of the site also allows flood management, landscape, biodiversity and public access to be incorporated into a coherent framework.

14.327 Redevelopment can improve access through the site, provide new open space and address the future of existing allotments in the context of identified allotment needs within Elstree and Borehamwood.

Development Requirements

14.328 Development must be planned and delivered comprehensively in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development).

14.329 The development must be design-led and consider how the capacity of the site can be optimised to deliver high intensity mixed-use development that provides positive frontages that address key routes and public spaces.

14.330 Development must deliver the medical centre and associated infrastructure in accordance with the planning permission and agreed phasing. The facility must be accessible by walking, cycling and public transport and available at the stage required to serve the new and existing community.

14.331 The effect of development on existing allotment provision must be addressed in accordance with the Council's latest Open Space Assessment and relevant Local Plan policies. Where allotments are lost or displaced, appropriate replacement, mitigation or other provision must be secured and delivered at the required stage.

14.332 Flood Zones 2 and 3 must inform the layout and vulnerable development must be directed towards areas of lower risk. A comprehensive SuDS strategy must manage surface water, work with the site's topography and provide landscape and biodiversity benefits. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.333 The existing public right of way must be retained and appropriately integrated into a safe, overlooked and accessible walking network. New routes should connect the development with Theobald Street and surrounding neighbourhoods.

14.334 Development must safeguard the gas main and any required easements, access or safety zones. Buildings, landscape, drainage and other infrastructure must be coordinated with the relevant utility operator before detailed design is fixed.

14.335 Development must provide high-quality open space, landscaping, play and biodiversity enhancement consistent with the approved development framework. Open-space provision must be usable, well overlooked and connected with SuDS and active-travel routes where appropriate.

14.336 Custom and self-build provision secured through the planning permission should be retained unless an acceptable subsequent permission provides an equivalent or improved response to identified housing needs.

14.337 The Borough wide Stage 2 Green Belt Assessment identifies the site as grey belt. Green Belt release must establish a durable new settlement boundary using the

railway corridor, existing roads and other permanent landscape features wherever they coincide with the allocation boundary. Where the release boundary follows a less substantial field or landscape edge, substantial structural planting must reinforce it and provide a clear transition to retained Green Belt.

Development Guidance

14.338 The site should be designed as a design-led urban extension, with flood-management areas, retained vegetation, open space and SuDS structuring the layout rather than being confined to residual edges.

14.339 Residential development should generally be low to medium rise and respond to the transition between the existing built-up area and the more open northern edge. Building heights should be coordinated with landscape and views rather than applied uniformly.

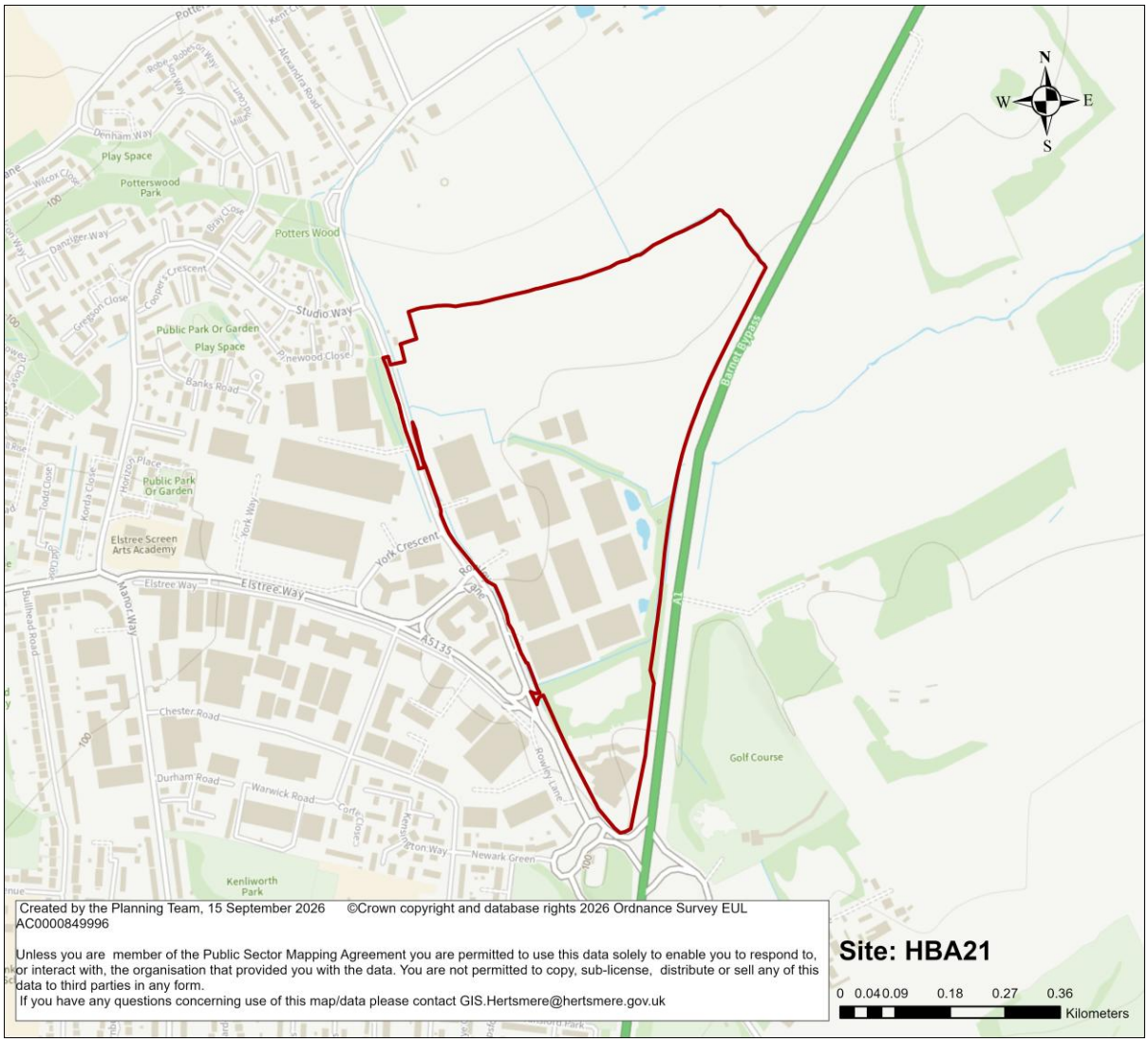
14.340 The medical centre should occupy a legible and accessible location with a clear public entrance and convenient walking, cycling and public-transport access. Its parking and servicing should be arranged so that it does not dominate the public realm or create conflict with residential streets.

14.341 The public right of way should be integrated into the development as a positive green route, with appropriate width, surveillance, landscape and connections rather than retained as a narrow route between rear boundaries.

14.342 Gas-main and flood constraints should wherever possible be incorporated into multifunctional landscape corridors that contribute to open space, biodiversity and movement while maintaining operational and safety requirements.

14.343 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future. Parking should be integrated within streets and plots, with tree planting and landscape used to reduce visual dominance. Secure cycle parking should be convenient for homes, the medical centre and public open space.

HBA21 Borehamwood Industrial Area Extension



Site Address	**Borehamwood Industrial Area Extension, Borehamwood**		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	29.92 ha	Urban (employment)	Private
Current Uses	Predominantly undeveloped agricultural and paddock land, including open fields immediately north of Sky Studios Elstree and undeveloped employment land within the Rowley Lane corridor. The site adjoins the established Sky Studios Elstree complex and the wider Borehamwood employment area.		
How Site was Identified	Identified through the Council's employment land and site-selection work, including the Call for Sites and HELAA process. The site was identified as candidate employment allocation HEM SA03 at Regulation 18. The principle of substantial employment development across the allocation is also established through live planning permissions.		
Planning Designations and Site Considerations	The site is currently within the Metropolitan Green Belt. The northern part of the allocation, comprising land north of Sky Studios Elstree, was found by the Secretary of State to comprise grey belt land for the purposes of national planning policy when planning permission was granted on appeal in September 2025. The site adjoins the existing Sky Studios Elstree employment complex and is closely related to the Elstree Way/Borehamwood		

	employment cluster. Key considerations include its relationship with the Barnet By-pass (A1/A1(M)) and the A1/A5135 Rowley Lane junction; the Mimmshall Brook and areas of fluvial and surface-water flood risk; landscape sensitivity and the transition to retained countryside; mature trees and hedgerows; nearby residential properties; nearby designated heritage assets, including listed buildings at Well End; Heathrow Airport safeguarding; drinking-water safeguarding; and the need for high-capacity energy and digital infrastructure appropriate to strategic employment uses.
Planning Status	No recent relevant planning history. 22/1526/FULEI: film and television production studio (Use Class E(g)(ii)) with ancillary floorspace, backlot, new access arrangements, parking, landscaping, infrastructure and associated works. Appeal allowed 22 September 2025. 23/0478/OUT: flexible B2/B8 employment development including ancillary office floorspace, parking, loading docks, servicing, landscaping and substation. Permission granted 9 April 2025.
Indicative Development Capacity	About 88,504 sqm of employment floorspace, comprising approximately 63,405 sqm associated with the permitted film and television studio expansion and approximately 25,099 sqm associated with flexible B2/B8 employment development.

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
D Support a well-educated and skilled population
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Existing Planning Consents

14.344 The site allocation benefits from two extant consents. The first of these is under reference 23/0478/OUT. This provides flexible B2/B8 employment development including ancillary office floorspace, parking, loading docks, servicing, landscaping and substation.

14.345 The second extant consent, gained at appeal, is under reference 22/1526/FULEI. This provides for film and television production studio (Use Class E(g)(ii)) with ancillary floorspace, backlot, new access arrangements, parking, landscaping, infrastructure and associated works.

Site Allocation

14.346 The Borehamwood Industrial Area Extension is allocated as a Strategic Industrial Employment Site for approximately 88,504 sqm of employment floorspace, principally comprising film and television production and associated research/ development uses, light and general industrial uses, storage/distribution, ancillary offices and other compatible employment uses.

14.347 The allocation will form a strategic extension to the established Sky Studios and Borehamwood employment cluster and must maintain a strong primary employment function. Residential development and unrelated main town centre uses will not be appropriate where they would compromise the operation, capacity or future development of the employment area.

14.348 Development should be delivered broadly in accordance with the approved development parameters established by 22/1526/FULEI. Materially different redevelopment or re-planning of the site must demonstrate an equivalent or improved employment, landscape, ecological, transport, infrastructure and sustainability outcome and, where appropriate, comply with Policy DM3.

14.349 The allocation is located within the Metropolitan Green Belt. The Borough-wide Green Belt Assessment Stage 2 considers the site's contribution to the purposes of the Green Belt. It is noted that the site is defined as provisionally grey belt. The comprehensive development of the urban extension must secure a defensible Green Belt Boundary along the site allocation's northern edge.

Opportunities

14.350 The allocation provides a significant opportunity to expand one of Hertsmere's principal employment locations and reinforce Borehamwood and Elstree's nationally and internationally significant film and television cluster. The site can support clustering, shared skills, production infrastructure and specialist supply-chain activity.

14.351 The allocation also provides an opportunity to deliver modern industrial and logistics premises, flexible accommodation for businesses of different sizes, apprenticeships and training, sustainable transport improvements and a high-quality landscape and blue-green edge to the retained countryside.

Development Requirements

14.352 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how development will deliver strategic industrial employment uses that are in accordance with the site allocation. The masterplan must coordinate access, freight and servicing, land uses, landscape, green and blue infrastructure, utilities and phasing with Sky Studios and adjoining employment land.

14.353 The master plan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density industrial

employment uses. The master plan will demonstrate how buildings, access, servicing, parking, utilities, drainage, landscape and green infrastructure will be coordinated across the site. Where development is phased, individual phases must not prejudice efficient development of the remainder of the allocation.

14.354 The master plan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density industrial employment uses. The master plan will demonstrate how access, internal roads, servicing, construction traffic and emergency access will be coordinated across the site. The development must deliver the highway works and sustainable-transport measures required through the outline permission and subsequent approvals, including safe pedestrian and cycle routes and improvements to the public-rights-of-way network.

14.355 Development must safeguard the allocation for strategic employment purposes and support the function of the wider Borehamwood and Elstree employment cluster, including film and television production and associated creative, technical and supply-chain activities.

14.356 Development should deliver approximately 88,504 sqm of employment floorspace unless an alternative quantum or mix is demonstrated to make equally effective use of the land and maintain or increase the site's contribution to identified employment needs. Proposals must not result in a material loss of strategic industrial capacity.

14.357 The permitted film and television studio development and flexible B2/B8 development provide the basis for early delivery. Proposals that materially depart from the approved framework must demonstrate that they will not prejudice the strategic employment function, infrastructure, access or landscape mitigation required across the wider allocation.

14.358 Development must be supported by a transport and access strategy prepared in partnership with Hertfordshire County Council and National Highways. It must identify and deliver measures necessary to address impacts on the A1(M)/ A5135 Rowley Lane junction, the A1(M) corridor and the local road network and ensure safe and efficient goods vehicle, staff and visitor movements.

14.359 Walking, cycling and public transport must be improved as realistic alternatives to private-car travel. Development must provide safe active-travel connections within the employment area and contribute to links towards Borehamwood Town Centre, Elstree & Borehamwood station and surrounding neighbourhoods.

14.360 Mimmshall Brook, fluvial flood risk and surface-water risk must inform the layout. Appropriate buffers and access to watercourses must be maintained and SuDS must be integrated with landscape, biodiversity and water-quality measures and must not increase flood risk elsewhere. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.361 Development must retain and enhance important trees, hedgerows and habitat features where practicable and deliver biodiversity net gain within a coordinated landscape and green-infrastructure framework. Structural planting must provide an appropriate transition between large-scale employment buildings and retained countryside.

14.362 Building scale, height, massing, materials and external lighting must respond to the site's landscape setting and nearby residential and heritage receptors. Noise, lighting, air quality, plant, servicing and operational effects must be appropriately mitigated while allowing legitimate employment uses to operate effectively.

14.363 Sufficient electricity, digital communications, water, wastewater and other utilities must be secured in step with development. High-capacity energy and digital requirements associated with film/television production and industrial uses must be identified early so that utility infrastructure does not constrain later phases.

14.364 Development must secure appropriate local employment, skills, apprenticeships and training opportunities associated with construction and operation, consistent with the Council's economic-development and employment policies.

14.365 The Borough wide Stage 2 Green Belt Assessment examined the site as three separate assessment areas (labelled BO-008, BO-009 and BO-010). These areas are identified respectively as provisional grey belt, grey belt and provisional grey belt, reflecting the differing heritage and flood-risk constraints across the site. Green Belt release must establish a robust and readily recognisable long-term boundary to the strategic employment area, making use of the A1/Barnet By-pass, Mimmshall Brook, existing development and other permanent landscape features wherever practicable. Structural landscaping must reinforce those parts of the boundary adjoining retained countryside and prevent incremental outward expansion beyond the allocated employment area.

Development Guidance

14.366 Development should create a coherent strategic employment campus and industrial area rather than a collection of isolated plots. Buildings, streets, service yards, landscape and infrastructure should reinforce the relationship with Sky Studios and the wider Borehamwood employment cluster.

14.367 The northern part of the allocation should continue to support film and television production and related uses, including stages, workshops, production support, ancillary offices and backlot activities where consistent with the extant permission. Other parts should provide a flexible range of modern industrial and employment premises.

14.368 Building forms and plots should be capable of subdivision, adaptation or combination where practicable so that businesses can expand or contract without leaving the area. Smaller units and workspace should be considered where they support creative, technical and production supply-chain businesses.

14.369 The largest and tallest buildings should be located and designed with particular regard to topography and views from surrounding countryside and residential

areas. Building mass should be broken down through siting, articulation, materials and landscape, while functional requirements of studios and industrial uses are recognised.

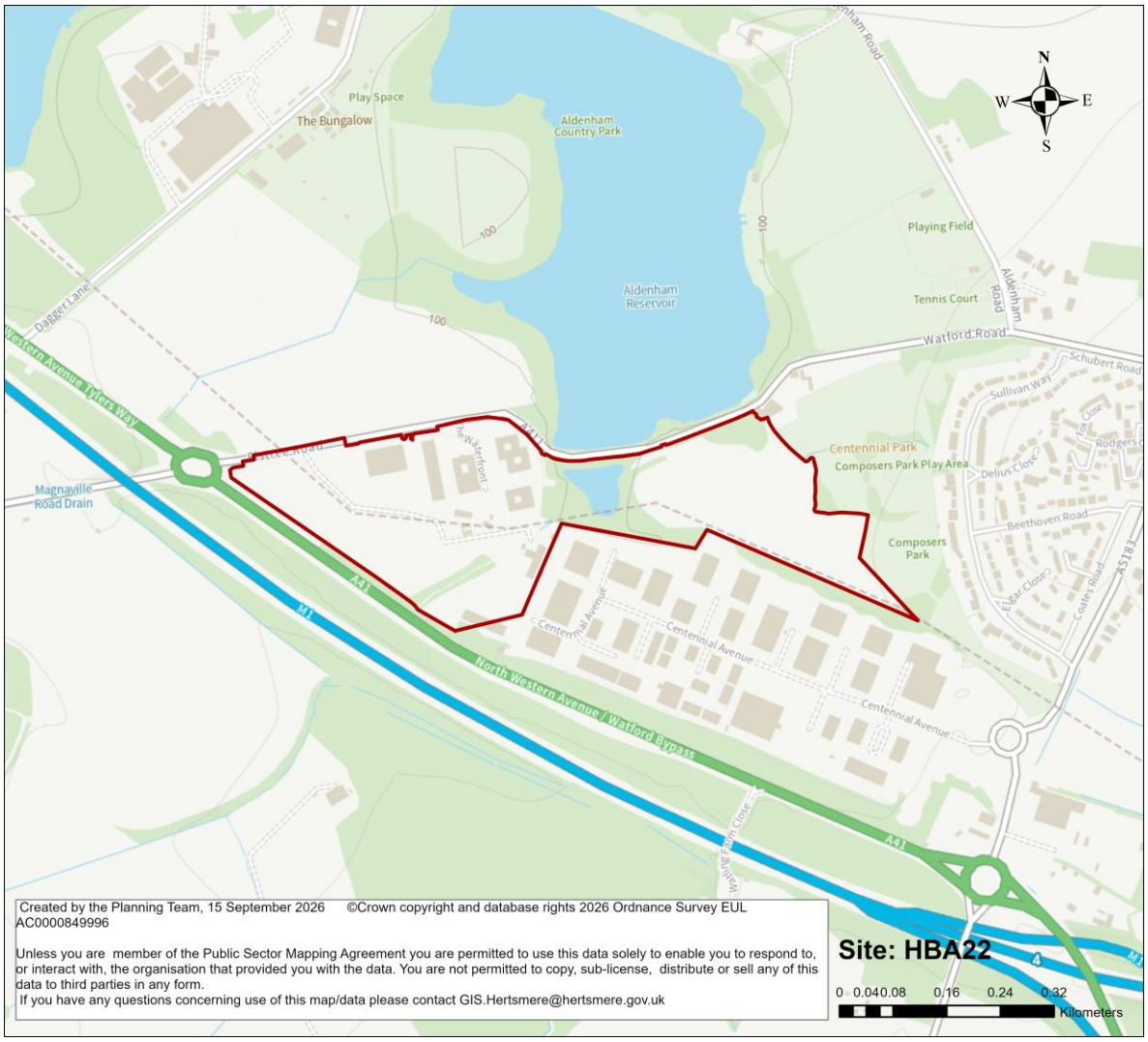
14.370 Loading docks, service yards, HGV waiting areas, refuse storage and external plant should be integrated into plot layouts and screened through building orientation and landscape. They should not dominate prominent site edges or employee walking routes.

14.371 A substantial structural landscape framework should be established early in development. Existing trees and hedgerows should inform the framework and Mimmshall Brook and SuDS should be treated as part of a connected green and blue infrastructure network rather than residual land around employment plots.

14.372 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future. Employee walking and cycling routes should be safe, direct and legible and connect to bus stops and the wider active-travel network. Cycle parking, showers, lockers and changing facilities should be provided at a scale appropriate to the workforce.

14.373 Buildings should be designed for efficient long-term operation and adaptability, with opportunities for on-site renewable energy, shared energy infrastructure, water efficiency and high-quality digital connectivity considered at site-wide scale where practicable.

HBA22 Lismirrane Industrial Park Extension



Site Address	Lismirrane Industrial Park Extension		
	Site Size ha	**Setting**	**Ownership**
Site Characteristics	16.34 ha	Urban Extension (employment)	**Private, multiple land interests**
Current Uses	Predominantly open and undeveloped land adjoining existing employment areas, together with some existing commercial and office buildings, car parking, small sheds/outbuildings and other employment-related uses within the wider allocation. Part of the land adjacent to Lismirrane includes open fields, parking and a dog day-care use, while Caspian and Tasman House comprise existing commercial office accommodation.		
How Site was Identified	Identified through previous Local Plan and Call for Sites processes and subsequent employment land assessments.		
Planning Designations and Site Considerations	The allocation is currently within the Metropolitan Green Belt and adjoins Lismirrane Industrial Park and the wider Centennial Park employment cluster. The existing Lismirrane Industrial Park is identified as an important employment site and the emerging Local Plan proposes that the wider area, including the extension, forms a Key Employment Site. Key considerations include proximity to the M1 and A41 and associated strategic-road		

	connectivity; the rural and landscape setting north of the strategic roads; maintaining separation from Elstree Village; areas of Flood Zones 2 and 3 and surface-water flood risk within parts of the allocation; reservoir flood risk, Heathrow Airport safeguarding, nearby listed buildings and conservation areas landscape sensitivity to large-scale commercial and distribution development, integration with adjoining employment areas, and the need for high-quality landscape, drainage and biodiversity infrastructure.
Planning Status	22/2147/OUT: industrial/distribution floorspace within Classes E/B2/B8, flexible office/hub building, access, parking and landscaping. Permission granted 3 July 2024. 23/0439/FUL: E(g)(iii), B2 and B8 development with ancillary offices, access, parking, servicing and landscaping. Resolution to grant subject to S106 and Secretary of State referral, 18 September 2025. 23/0547/FUL: demolition of existing buildings and construction of B2/B8 buildings with ancillary office provision and associated access, parking and landscaping. Permission granted 30 September 2025. 22/1127/FUL: office and vertical-farming facility. Permission granted 5 September 2023.
Indicative Development Capacity	Approximately 35,000 sqm of net additional flexible employment floorspace

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
D Support a well-educated and skilled population
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Existing Planning Consents

14.374 The site allocation benefits from several extant consents. The first of these is under reference 22/2147/OUT. This provides an outline consent for industrial/ distribution floorspace within Use Classes E, B2 and B8, a flexible office/ hub building, access, parking and landscaping.

14.375 Subsequent proposals have either been granted consent or received a resolution to grant. This includes a proposal under 23/0439/FUL which seeks to develop the site for E(g)(iii), B2 and B8 development with ancillary offices, access, parking, servicing and landscaping. A further proposal, under 23/0547/FUL was granted consent for demolition of existing buildings and construction of B2/B8 buildings with ancillary office provision and associated access, parking and landscaping.

Site Allocation

14.376 The Extension to Lismirrane Industrial Park is allocated as a Strategic Industrial Employment Site for light industrial, general industrial, storage/distribution, research and development, ancillary office/flexible workspace and other compatible employment uses that reinforce the strategic function of the Lismirrane and Centennial Park employment cluster.

14.377 Development must maintain the site's primary employment function and provide modern, adaptable and high-quality premises capable of responding to a range of business and occupier requirements. Residential development and unrelated uses that would compromise the operation or future development of the employment area will not be supported.

Opportunities

14.378 The allocation provides an opportunity to expand an established employment location with strong strategic-road connections and an existing concentration of industrial, office, technology and professional-service businesses.

14.379 Development can create a larger and more coherent employment cluster, modernise older stock, provide flexible premises for SMEs and growing businesses, accommodate industrial/logistics and technology uses and establish a stronger landscape and green-infrastructure framework around the employment area.

Development Requirements

14.380 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how development will deliver strategic industrial employment uses that are in accordance with the site allocation. Development proposals must demonstrate that individual parcels will not prejudice the effective development, access, servicing, utilities, landscape or long-term employment capacity of adjoining parts of the allocation.

14.381 The master plan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density industrial employment uses. The master plan will demonstrate how buildings, access, servicing, parking, utilities, drainage, landscape and green infrastructure will be coordinated across the site. Where development is phased, individual phases must not prejudice efficient development of the remainder of the allocation.

14.382 Development must reinforce the function of Lismirrane Industrial Park and Centennial Park and safeguard the allocation for employment. The mix of uses should respond flexibly to identified needs while retaining a predominantly industrial, technology and employment-generating character.

14.383 The highway and servicing strategy must provide safe and efficient access for commercial vehicles and goods vehicles and demonstrate that development can

be accommodated on the local and strategic road networks. Access arrangements must be coordinated across adjoining employment sites where this reduces conflict or duplication.

14.384 Development must improve sustainable access for employees through walking, cycling and public transport measures appropriate to the site's location. Internal pedestrian and cycle routes must be safe and direct and connect with surrounding employment areas and available public-transport services.

14.385 Parking, loading docks, operational yards, goods vehicles manoeuvring and servicing must be integrated into the site layout and must not compromise highway safety, pedestrian/cycle movement or landscape quality.

14.386 Flood Zones 2 and 3, surface-water and reservoir flood risk must inform the layout where applicable. More vulnerable development must be directed to areas of lower risk, and a coordinated SuDS strategy must be integrated with landscape and biodiversity measures. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

14.387 Development must establish a coordinated landscape and green-infrastructure framework that retains important vegetation where practicable, provides structural planting around larger buildings, delivers biodiversity net gain and creates an appropriate transition to retained countryside and Elstree Village.

14.388 Building scale, massing, materials, external lighting and operational areas must respond appropriately to the edge-of-countryside setting and nearby heritage and residential receptors. Large warehouse and industrial buildings must be designed and landscaped to minimise unacceptable visual effects while retaining functional efficiency.

14.389 Development must provide sufficient electricity, digital, water, wastewater and other utility infrastructure to support employment uses and must coordinate infrastructure across the allocation where practicable so that early phases do not constrain later development.

14.390 Development should provide opportunities for local employment, training, apprenticeships and skills development in accordance with the relevant employment and economic-development policies.

14.391 Where Green Belt land is released through the Local Plan, development must establish a robust and enduring Green Belt boundary and contribute towards appropriate compensatory improvements to retained Green Belt land.

Development Guidance

14.392 Development should create a coherent extension to the Lismirrane/ Centennial Park employment cluster rather than a series of unrelated industrial compounds. Plot layout, landscape, streets and servicing should allow movement and visual continuity across the wider employment area.

14.393 A range of flexible unit sizes should be provided where practicable, allowing accommodation for smaller businesses alongside medium and larger industrial/distribution occupiers. Buildings should be capable of subdivision, extension or reconfiguration as occupier requirements change.

14.394 High-quality office, research and development, collaborative or flexible workspace should be encouraged where it complements the industrial function and supports technology, digital, scientific and professional-service businesses associated with the wider cluster.

14.395 Parking, loading and service yards should be positioned and screened so that operational infrastructure does not dominate principal frontages, employee routes or sensitive site boundaries. Shared or coordinated access and servicing should be used where it improves efficiency and landscape outcomes.

14.396 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future. Walking and cycling routes should be safe, legible and direct, with secure cycle parking, showers and changing facilities appropriate to employment use. Employee amenities may be provided where proportionate and supportive of the employment area without creating a competing retail or leisure destination.

14.397 Buildings should achieve high standards of energy and resource efficiency and incorporate renewable and low-carbon technologies where feasible. Opportunities for coordinated energy, digital and utility infrastructure across the wider cluster should be investigated.

14.398 Development adjoining the M25 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

Potters Bar Area

Chapter 15: Potters Bar Area

Section	Page
Context and Character	439
Vision	441
Key Spatial Objectives for Potters Bar	444
HPBA1 Potters Bar Town Centres	445
HPBA2 Movement and Connectivity in Potters Bar	450
HPBA3 Character, Green Infrastructure and Setting	454

Context and Character

15.1 Potters Bar is one of Hertsmere's main towns and plays an important role within the borough's settlement hierarchy as a significant residential community, local service centre and well-connected settlement. Located in the eastern part of Hertsmere, the town provides a range of homes, shops, services, community facilities, employment opportunities and cultural assets. It also serves a wider catchment including surrounding villages and nearby communities.

15.2 Potters Bar benefits from strong transport connections. Potters Bar railway station provides direct rail services to central London and other destinations on the East Coast Main Line. The town is also well connected to the strategic road network, lying close to the M25 and A1(M), and is served by bus routes linking the town with some nearby settlements and neighbouring boroughs. These connections support access to employment, education and services and reinforce Potters Bar's role as one of Hertsmere's more sustainable locations for growth.

15.3 Potters Bar has a distinctive character shaped by its suburban form, green setting and relationship with the surrounding countryside. Much of the town developed during the twentieth century and is characterised by established residential neighbourhoods, tree-lined streets, open spaces and local community infrastructure. The surrounding countryside provides an important landscape setting and reinforces the town's semi-rural character.

15.4 Potters Bar contains two main town centre areas: Darkes Lane, focused on the town's railway station, and the High Street. Together these centres provide shops, cafés, restaurants, services, community facilities and employment opportunities for residents and visitors. The Wyllyotts Theatre and cultural hub provide an important focus for community and cultural life.

15.5 The two town centres have different roles and characters. Darkes Lane benefits from its relationship with the railway station and has a traditional retail, service and station gateway role. The High Street has a different character and function, with opportunities to strengthen local services, improve public realm, support mixed-use development and build on existing local economic activity, including homeware, furniture, interior design and related businesses.

15.6 As a town, Potters Bar is primarily residential in character, but it also supports a range of employment uses, including local businesses, professional services, smaller industrial and commercial activities, and employment areas around Station Close, Barnet Road, Hollies Way and Cranborne Industrial Estate. These uses contribute to a balanced local economy and provide opportunities for employment close to where people live.

15.7 The Local Plan identifies Potters Bar as a key location for housing-led regeneration, town centre renewal and infrastructure investment. This reflects the town's accessibility, the role of its two town centres, the presence of under-optimised

brownfield and town centre sites, and the need to make efficient use of sustainable locations to help meet Hertsmere's housing needs.

15.8 Housing-led regeneration will be central to the future of Potters Bar. New homes will help support the vitality and viability of Darkes Lane and the High Street, increase local footfall, support shops and services, provide a larger local catchment for community and cultural facilities, and help unlock public realm, movement, green and blue infrastructure and infrastructure improvements.

15.9 The Council will seek to move away from piecemeal redevelopment and towards a more coordinated approach to growth and place-making. Development in Potters Bar's town centres and opportunity areas should be planned comprehensively, making efficient use of brownfield and under-optimised land while supporting local employment, community infrastructure, public realm improvements and sustainable movement.

15.10 Figure 15.1: Potters Bar Area identifies the geographic extent of the Potters Bar area for the purposes of this chapter.

15.11 Figure 15.2: Potters Bar Spatial Strategy identifies the broad spatial priorities for housing-led growth, town centre regeneration, sustainable movement, green and blue infrastructure and landscape setting.

15.12 Figure 15.3: Potters Bar Town Centre Regeneration and Figure 15.4: Sustainable Travel Networks and Opportunities Across Potters Bar provide more detailed policy maps for the town centres and sustainable movement network.

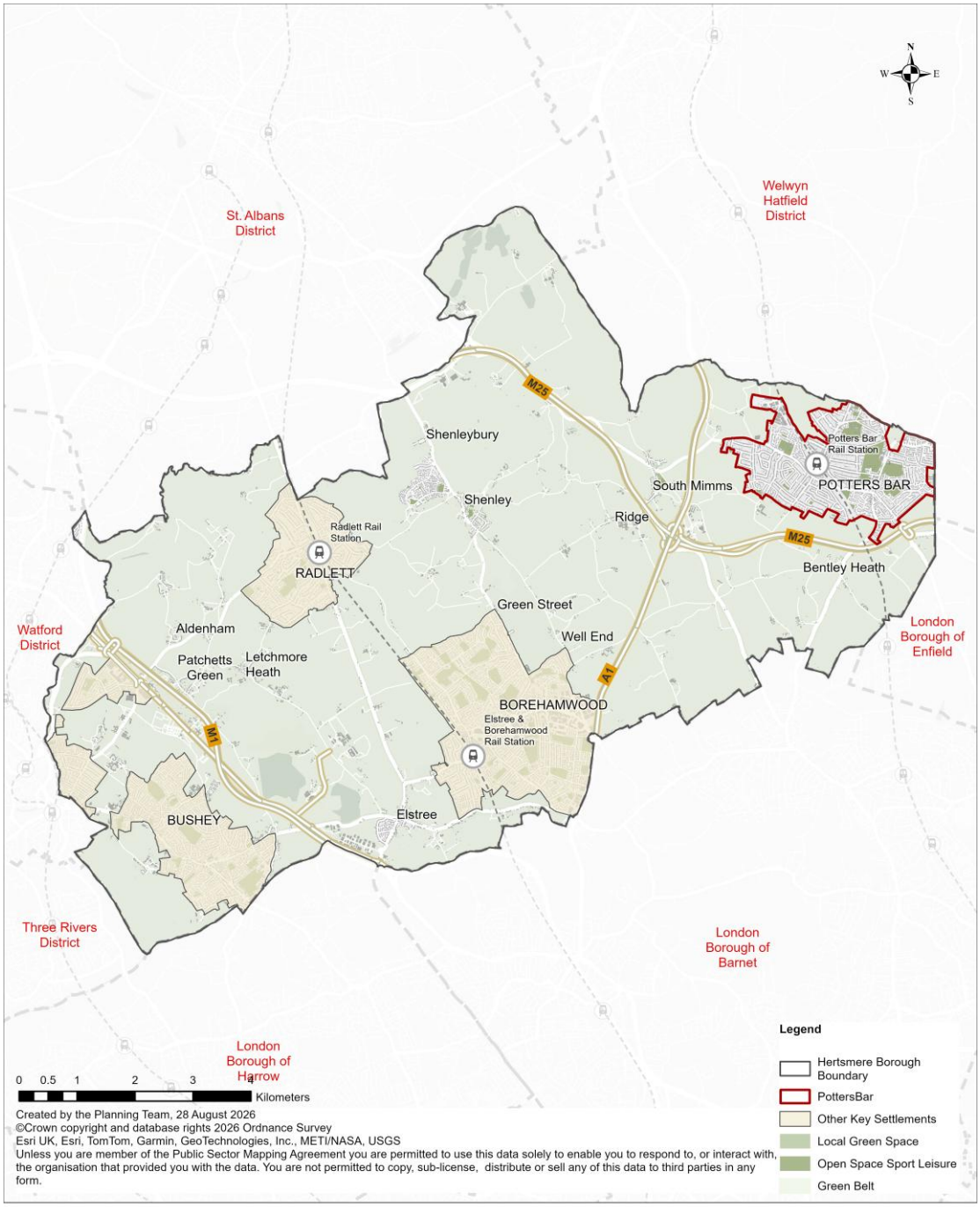


Figure 15.1 Potters Bar Area in Hertsmere

15.13 The maps in this chapter should be read alongside the Policies Map and site allocation policies.

15.14 Figure 15.2 identifies broad spatial priorities and does not define site allocations, development boundaries or precise route alignments. Where detailed boundaries or designations are required for decision-making, these are shown on the Policies Map, site allocation policies or relevant policy maps.

Vision

15.15 Potters Bar will continue to evolve as a vibrant, well-connected and resilient town that supports new homes, local employment, community life and access to green spaces. Growth will be focused on housing-led regeneration of the town centres and appropriate brownfield and under-optimised sites, supported by improvements to public realm, walking and cycling, public transport, green and blue infrastructure and local services.

15.16 The two town centres at Darkes Lane and the High Street will be strengthened as complementary centres with distinct roles. Darkes Lane will be enhanced as a station-linked retail, service and mixed-use centre with a more welcoming arrival experience. The High Street will be strengthened as a local service, community, homeware, employment and mixed-use centre, with improved streets, public spaces and connections to surrounding neighbourhoods.

15.17 Housing-led mixed-use development will provide the principal mechanism for renewing under-used and under-optimised land in the town centres. New homes will be expected to support active streets, local shops and services, employment opportunities, community infrastructure, public realm improvements and sustainable movement. Residential-only redevelopment of strategically important town centre sites will not be supported where a mixed-use approach is needed to secure town centre vitality and local employment.

15.18 Over the plan period it is anticipated that Potters Bar will become easier, safer and more attractive to move around. Development will help connect Darkes Lane and the High Street, improve links to Potters Bar railway station, Wyllyotts Theatre, Furzefield Leisure Centre, the Royal Veterinary College, schools, parks and surrounding neighbourhoods, and reduce the severance caused by traffic-dominated streets and major roads.

15.19 Potters Bar’s green setting, suburban character, heritage assets and local identity will be protected and enhanced. Growth will be expected to respond positively to local character, support biodiversity, improve access to open spaces and countryside, address flood risk, and strengthen the network of green and blue infrastructure, including Potters Bar Brook.

15.20 Through this approach, Potters Bar will accommodate growth in a way that supports housing delivery, town centre vitality, local employment, cultural and community life, environmental resilience and sustainable placemaking.

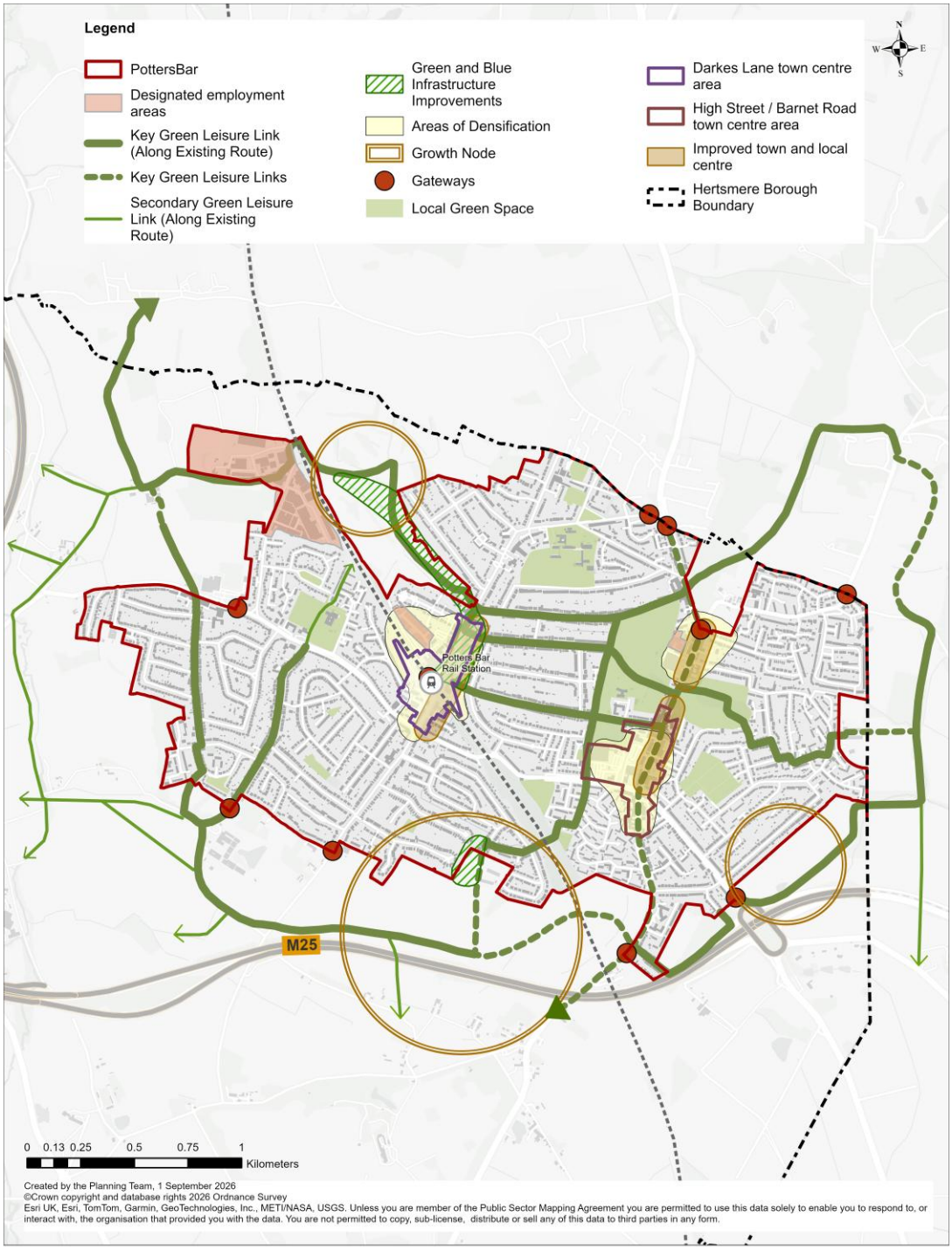


Figure 15.2: Potters Bar Spatial Strategy

Key Spatial Objectives for Potters Bar

To achieve this vision, the key spatial objectives for Potters Bar are to:	
1	Support Potters Bar's role as one of Hertsmere's main towns and as a sustainable location for housing-led growth, town centre renewal and infrastructure investment.
2	Deliver housing-led mixed-use regeneration within Darkes Lane, the High Street and other suitable town centre and opportunity area sites, making efficient use of previously developed and under-optimised land.
3	Strengthen Darkes Lane and the High Street as complementary town centres, each with a distinct role, character and offer.
4	Use new housing as a catalyst for town centre renewal, ensuring that development contributes to active frontages, local services, employment opportunities, community infrastructure, public realm improvements and sustainable movement.
5	Support a wider mix of homes, including affordable housing, homes for younger people, family homes, downsizer homes and accessible homes, in locations well served by shops, services and public transport.
6	Protect and strengthen Potters Bar's local economy, including independent businesses, professional services, local employment space, light industrial uses and existing economic clusters.
7	Improve the relationship between Darkes Lane, the High Street, Potters Bar railway station, Wyllyotts Theatre, Furzefield Leisure Centre, the Royal Veterinary College, schools, parks and surrounding neighbourhoods.
8	Reduce severance caused by traffic-dominated streets and major roads, and prioritise safe, accessible and attractive walking, cycling, wheeling and public transport.
9	Enhance Potters Bar railway station and its surroundings as a safe, attractive and accessible arrival point and mobility hub.
10	Protect and enhance Potters Bar's character, heritage assets, suburban townscape, green setting and relationship with the surrounding countryside.
11	Strengthen green and blue infrastructure, including Potters Bar Brook, parks, trees, open spaces, biodiversity corridors, sustainable drainage and countryside access.

HPBA1 Potters Bar Town Centres

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Potters Bar's two town centres at Darkes Lane and the High Street will be the primary focus for housing-led mixed-use regeneration, town centre renewal and public realm improvement within Potters Bar.

B Development proposals within Potters Bar's town centres and opportunity areas, as identified on Figure 15.3: Potters Bar Town Centre Regeneration, must contribute to housing-led mixed-use regeneration, support active streets, improve public realm, provide or re-provide town centre and employment uses, and contribute to the infrastructure required to support growth.

C Development proposals within Potters Bar's town centres and opportunity areas will be supported where they:

i. Make a significant contribution to housing delivery through the redevelopment, intensification and renewal of suitable previously developed, under-used or under-optimised sites;

ii. Deliver residential development above, behind or alongside active town centre, employment, community or commercial uses where this would support town centre vitality and provide an appropriate standard of residential amenity;

iii. Maintain and enhance the vitality and viability of Darkes Lane and the High Street;

iv. Provide an appropriate mix of retail, food and drink, leisure, cultural, community, workspace, employment, service and residential uses;

v. Provide active ground floor frontages on key streets, routes, junctions and public spaces identified in Figure 15.3: Potters Bar Town Centre Regeneration;

vi. Improve the quality, safety, accessibility and attractiveness of streets and public spaces, including through better footways, crossings, greening, seating, lighting, cycle parking and wayfinding;

vii. Support independent businesses, local services and a stronger day and evening economy where compatible with residential amenity and community safety;

viii. Improve the appearance, quality and consistency of shopfronts, signage, lighting and building frontages;

ix. Rationalise surface parking, servicing and highway space where this can support better public realm, active travel, greening and development capacity;

x. Retain, modernise or re-provide community, cultural, health, civic and social infrastructure where affected by redevelopment, unless it is demonstrated that the facility is no longer required;

xi. Protect, modernise or re-provide employment floorspace where it contributes to Potters Bar's local economic role;

xii. Provide appropriate disabled parking, servicing and accessible access to shops, services and facilities; and

xiii. Contribute to infrastructure and public realm improvements identified in Figure 15.2: Potters Bar Spatial Strategy, Figure 15.3: Potters Bar Town Centre Regeneration, the Infrastructure Delivery Plan and relevant site allocation policies.

D Within Darkes Lane, development should support its role as a station-linked retail, service and mixed-use centre. Proposals should:

i. Enhance the station gateway and arrival experience;

ii. Improve walking, cycling, bus, taxi, drop-off and interchange arrangements around Potters Bar railway station;

iii. Support the sensitive redevelopment, intensification or retrofitting of under-used sites, including surface car parks, Station Close and other sites identified in Figure 15.3: Potters Bar Town Centre Regeneration;

iv. Support residential and office uses above or alongside active ground floor uses where appropriate;

v. Improve pedestrian movement, dwell time, seating, planting, lighting and wayfinding; and

vi. Improve the setting, accessibility and visibility of Wyllyotts Theatre and other community and cultural facilities.

E Within the High Street, development should support a coordinated approach to town centre renewal and mixed-use regeneration. Proposals should:

i. Strengthen the High Street's role as a local service, convenience, homeware, interior design, employment and community-focused centre;

ii. Support town centre living, professional workspace, flexible workspace and mixed-use redevelopment on suitable sites;

iii. Improve the pedestrian environment, reduce traffic dominance and rationalise slip roads, parking and wide junctions where appropriate;

iv. Create or contribute to a defined civic space or public square where identified in Figure 15.3: Potters Bar Town Centre Regeneration;

v. Support the coordinated redevelopment or intensification of suitable sites around the High Street, Barnet Road, Southgate junction and the Canada Life development area;

vi. Retain important local services, including convenience, food shopping and postal services where required to support daily needs; and

vii. Respond sensitively to heritage assets, conservation areas, locally important buildings and the historic townscape.

F Residential development will be supported where it forms part of a mixed-use approach that maintains or strengthens the role, function and vitality of the town centres. Residential-only redevelopment of strategically important town centre, employment or opportunity area sites will not be supported unless it is demonstrated that mixed-use development is not viable or is not necessary to support the role, function and vitality of the centre.

G Major development within either town centre or opportunity area must be accompanied by a masterplan, design and access statement, or other proportionate material demonstrating how the proposal contributes to the comprehensive regeneration of Potters Bar, and responds to Figure 15.3: Potters Bar Town Centre Regeneration.

H Where sites are in multiple ownership or form part of a wider regeneration area, proposals must demonstrate that they will not prejudice the coordinated delivery

of adjoining or related sites, infrastructure, public realm or placemaking objectives.

l Development that would result in inactive frontages, poor pedestrian environments, car-dominated layouts, loss of important local services or employment uses, isolated residential blocks, or fragmented site-by-site development that undermines the wider town centre strategy will not be supported.

Explanation

15.21 Policy HPBA1 delivers Key Spatial Objectives 1 to 6 by establishing Darkes Lane and the High Street as the primary focus for housing-led mixed-use regeneration in Potters Bar. This reflects the town's role in the spatial strategy, its rail and road accessibility, the function of its town centres, and the opportunity to make better use of previously developed and under-optimised land.

15.22 Housing-led regeneration is central to the policy. New homes will help increase footfall, support shops and services, provide a stronger local catchment for cultural and community facilities, and help enable investment in public realm, movement and infrastructure. However, housing growth must support and not displace the town centre functions that make Potters Bar a successful place.

15.23 The policy requires a mixed-use approach on strategically important town centre and opportunity area sites. Residential development will be supported where it is integrated with active ground floor uses, employment, community infrastructure, workspace, local services, improved public realm and sustainable movement. Residential-only schemes will not be appropriate where they would undermine the function of the town centres or prejudice wider regeneration objectives.

15.24 Darkes Lane and the High Street have different but complementary roles. Darkes Lane benefits from its proximity to Potters Bar railway station and provides opportunities for station gateway improvements, mixed-use development, car park rationalisation, employment renewal and enhanced links to Wyllyotts Theatre. The High Street provides opportunities for more coordinated renewal around Barnet Road, Southgate junction, the Canada Life development area and related opportunity sites.

15.25 Figure 15.3: Potters Bar Town Centre Regeneration identifies the broad area and priorities to which Policy HPBA1 applies. It should be read alongside Map 15.2: Potters Bar Spatial Strategy, the Policies Map, relevant site allocation policies, and the Infrastructure Delivery Plan.

15.26 The Council will use the Policies Map, site allocation policies, the maps in this chapter, infrastructure planning, partnership working and, where appropriate, its land ownership and regeneration functions to support coordinated delivery. Development

proposals will be expected to demonstrate how they contribute to the wider town centre strategy and do not prejudice the delivery of adjoining or related sites.

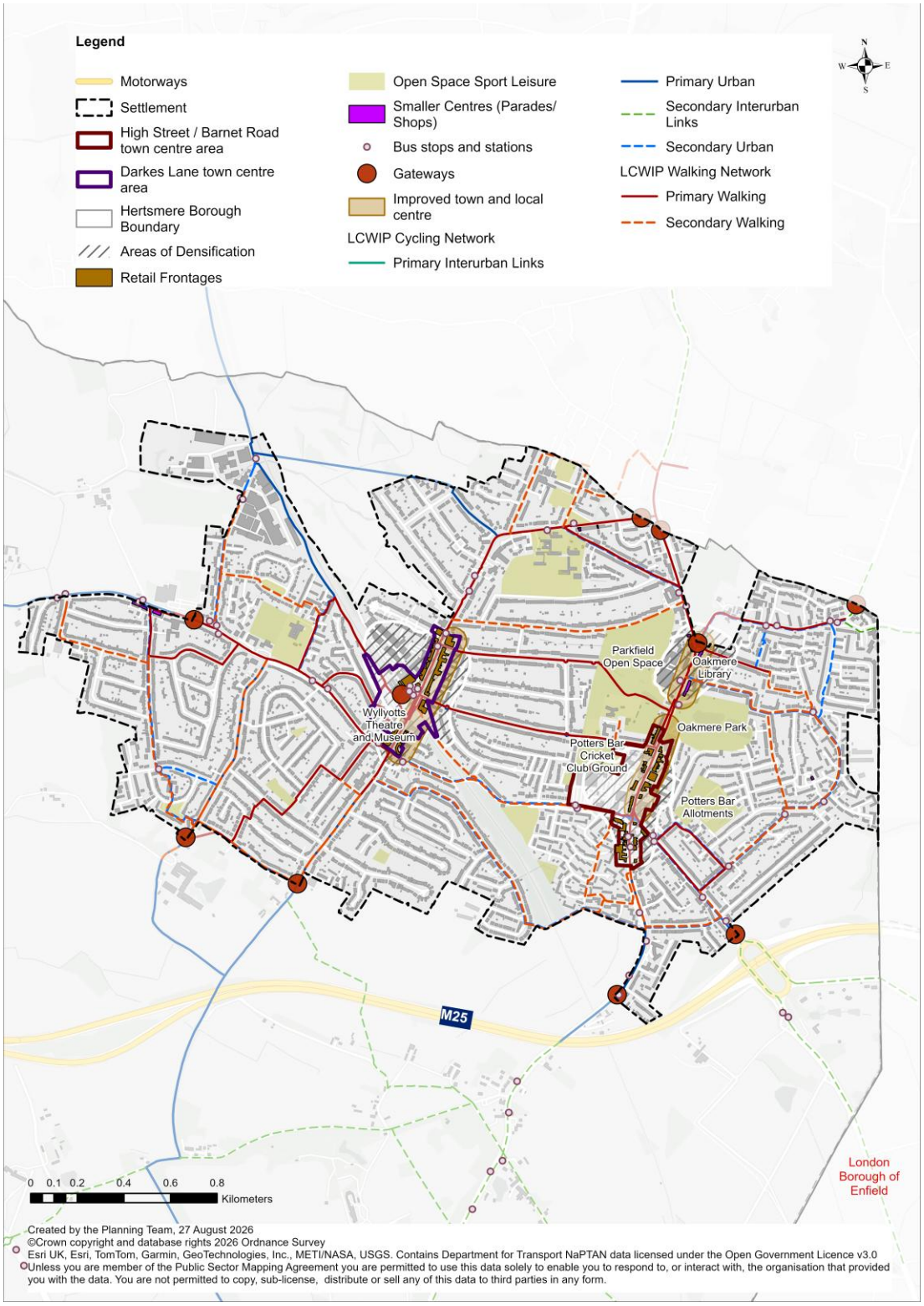


Figure 15.3 Potters Bar Town Centre Regeneration

HPBA2 Movement and Connectivity in Potters Bar

Strategic Objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Development in Potters Bar must contribute to a safer, more accessible and more sustainable movement network.

B Development proposals will be expected to:

i. Prioritise walking, cycling, wheeling and public transport in accordance with the transport user hierarchy;

ii. Improve links between Darkes Lane, the High Street, Potters Bar railway station, Wyllyotts Theatre, Furzefield Leisure Centre, the Royal Veterinary College, schools, parks and residential neighbourhoods;

iii. Support a clear, safe and attractive route between Darkes Lane and the High Street, including through improvements to The Walk, Byng Drive, Billy Lows Lane and other routes identified in Figure 15.2: Potters Bar Spatial Strategy and Figure 15.4: Sustainable Travel Networks and Opportunities Across Potters Bar;

iv. Reduce severance caused by traffic on the High Street, A1000, B556 and other key routes;

v. Provide safe, direct and accessible pedestrian crossings, continuous footways and improved junction treatments;

vi. Contribute to a coherent settlement-wide cycle network, including links to National Cycle Route 12 and routes to Potters Bar railway station;

vii. Support the creation of a green loop around Potters Bar, connecting residential areas, parks, countryside routes and Public Rights of Way;

viii. Improve the station forecourt as a safe, attractive and accessible mobility hub, including walking, cycling, bus interchange, cycle parking, wayfinding, seating and greening;

ix. Provide high-quality cycle parking and support facilities in accessible and overlooked locations;

x. Support improved bus stop accessibility, shelters, real-time information and service reliability where required to mitigate development impacts;

xi. Manage parking, servicing, deliveries and construction impacts so that they do not undermine pedestrian safety, public realm quality or the operation of the local highway network;

xii. Provide sufficient disabled parking and accessible drop-off arrangements in appropriate locations;

xiii. Support the rationalisation of surface parking and service roads where this would enable public realm, active travel, greening or development benefits;

xiv. Contribute to transport infrastructure and mitigation measures identified through the Infrastructure Delivery Plan, Transport Assessment, Local Cycling and Walking Infrastructure Plan, site allocation policies and other relevant evidence; and

xv. Respond, where relevant and proportionate, to the routes, links, corridors and opportunities identified on Figure 15.4: Sustainable Travel Networks and Opportunities Across Potters Bar.

C Major development must demonstrate how its layout, access, street design and public realm will support reduced car dependency and increased use of walking, cycling, wheeling and public transport.

D Where development forms part of a wider regeneration area or group of related sites, proposals must demonstrate how access and movement arrangements have been coordinated with adjoining sites, Figure 15.2: Potters Bar Spatial Strategy and Figure 15.4: Sustainable Travel Networks and Opportunities Across Potters Bar.

E Development proposals that would prevent or frustrate the delivery of identified walking, cycling, public transport, station gateway or public realm improvements will not be supported.

Explanation

15.27 Policy HPBA2 delivers Key Spatial Objectives 7 to 9 by ensuring that housing-led growth and town centre regeneration are supported by a safer, more accessible and more sustainable movement network.

15.28 The town's two-centre structure creates a particular need to improve connections between Darkes Lane and the High Street. Figure 15.2: Potters Bar Spatial Strategy and Figure 15.4: Sustainable Travel Networks and Opportunities Across Potters Bar identify the importance of stitching the centres together through improved links, including The Walk, Byng Drive and Billy Lows Lane, and by making the High Street and Darkes Lane more comfortable and accessible for pedestrians and cyclists.

15.29 Potters Bar railway station is a key asset and should function as a high-quality gateway and mobility hub. Development around Darkes Lane and the station should improve the arrival experience, interchange, pedestrian crossings, cycle parking, bus access, drop-off arrangements, wayfinding, seating and greening.

15.30 Movement improvements should not be limited to site access or highway capacity. Development should contribute to wider placemaking objectives by reducing traffic dominance, improving public realm, providing safer crossings, connecting parks and neighbourhoods, supporting access to schools and community facilities, and linking the town to surrounding countryside routes.

15.31 Figure 15.4: Sustainable Travel Networks and Opportunities across Potters Bar identifies existing and proposed sustainable travel routes and opportunities across Potters Bar, including connections to the town centres, railway station, leisure facilities, schools, parks, community facilities, countryside routes and surrounding areas. It should be read alongside Figure 15.2: Potters Bar Spatial Strategy, the Policies Map, relevant site allocation policies, the Infrastructure Delivery Plan, and transport evidence.

15.32 Proposals will be expected to coordinate with the Policies Map, site allocation policies, the maps in this chapter, the Infrastructure Delivery Plan, the Local Cycling and Walking Infrastructure Plan and other relevant transport evidence. Where development affects wider opportunity areas or related sites, applicants must demonstrate how movement arrangements will support comprehensive regeneration and not prejudice future improvements.

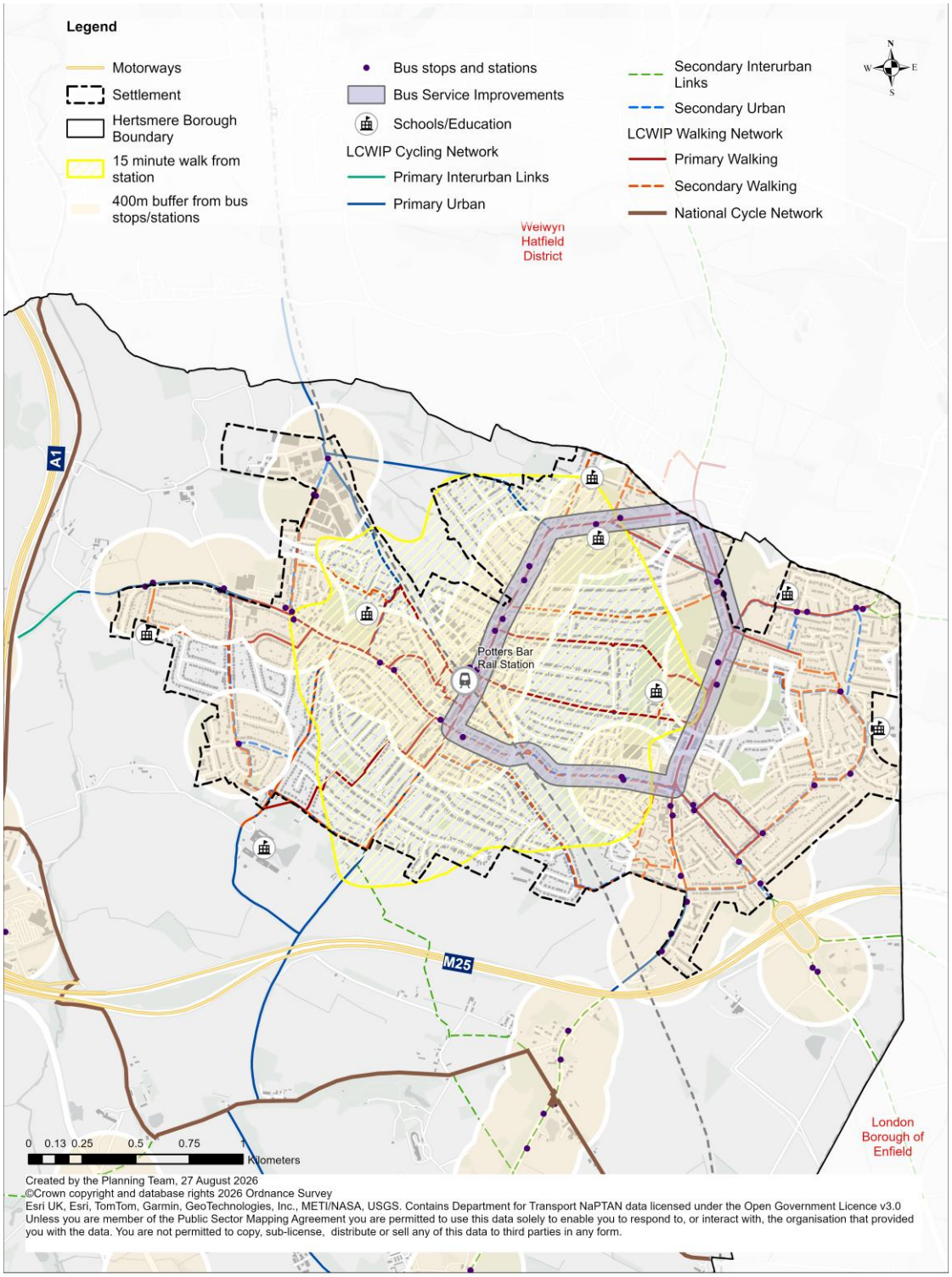


Figure 15.4 Potters Bar Sustainable Travel Networks

HPBA3 Character, Green Infrastructure and Setting

Strategic Objectives

A Delivering a better future for Hertsmere
C The regeneration of Borehamwood and Potters Bar
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Development in Potters Bar must protect and enhance the town's character, heritage, green and blue infrastructure and landscape setting.

B Development proposals will be expected to:

i. Respond positively to the scale, form, grain, materials, roofscape, townscape, heritage and landscape character of their surroundings;

ii. Protect and enhance designated and non-designated heritage assets and their settings;

iii. Maintain and enhance the distinct roles, character and identity of Darkes Lane and the High Street;

iv. Locate taller buildings and higher-density development only where they can be successfully integrated into the townscape, respond to heritage and landscape constraints, and support public realm, legibility and placemaking;

v. Provide appropriate transitions in height, massing and scale to adjoining residential neighbourhoods and sensitive edges;

vi. Support sensitive infill, backland and small-site development where this respects local character, amenity, access, trees, drainage, biodiversity and townscape;

vii. Support the adaptive reuse, retrofitting or conversion of existing buildings where this would retain embodied carbon, protect local character or bring under-used buildings into beneficial use;

viii. Protect existing parks, open spaces, mature trees, hedgerows, habitats, green corridors, watercourses and landscape features;

ix. Improve ecological connectivity between Furzefield Wood, Oakmere Park, Parkfield, Morven Park, King George V Recreation Ground, surrounding countryside and other green spaces;

x. Protect and enhance Potters Bar Brook as a blue-green spine, including opportunities for daylighting, de-culverting, naturalisation, improved public access, biodiversity and public realm where feasible;

xi. Provide sustainable drainage systems as an integral part of site layout, landscape design and public realm;

xii. Ensure sustainable drainage and surface water management respond to local geology, groundwater conditions, source protection zones and flood risk;

xiii. Contribute to flood risk mitigation and surface water management, including upstream attenuation, floodable landscapes and nature-based solutions where appropriate;

xiv. Improve walking and cycling links between neighbourhoods, town centres, parks, schools, community facilities, countryside and Public Rights of Way;

xv. Support the creation of a green loop around Potters Bar where identified in Figure 15.2: Potters Bar Spatial Strategy and Figure 15.4: Sustainable Travel Networks and Opportunities Across Potters Bar;

xvi. Incorporate street trees, planting, rain gardens, urban greening and biodiversity enhancements into streets and public spaces, particularly within Darkes Lane, the High Street and opportunity areas;

xvii. Protect the landscape setting of Potters Bar and avoid unacceptable coalescence with nearby settlements; and

xviii. Create a clear, defensible and attractive settlement edge where development is proposed at the edge of the town.

C Development at the edge of Potters Bar must be landscape-led and comprehensively planned. It must maintain the town's landscape setting, provide active travel connections, deliver appropriate green and blue infrastructure and open space, and define a clear long-term settlement edge.

D Development proposals must demonstrate consistency with Figure 15.2: Potters Bar Spatial Strategy, and relevant site allocation policies.

E Development proposals that would fragment the green and blue infrastructure network, reduce access to open space, increase flood risk, harm important

landscape features, erode local character, or fail to provide appropriate mitigation for increased recreational pressure will not be supported.

Explanation

15.33 Policy HPBA3 delivers Key Spatial Objectives 10 to 12 by ensuring that growth and regeneration are design-led, landscape-led and responsive to Potters Bar's character, heritage and green setting.

15.34 Housing-led regeneration in the town centres and opportunity areas will require some intensification, which must be carefully managed. Taller buildings and higher-density development will only be appropriate where they can be integrated successfully into the townscape, provide appropriate transitions to surrounding neighbourhoods, protect heritage and landscape settings, and deliver clear public benefits through public realm, movement, infrastructure and placemaking.

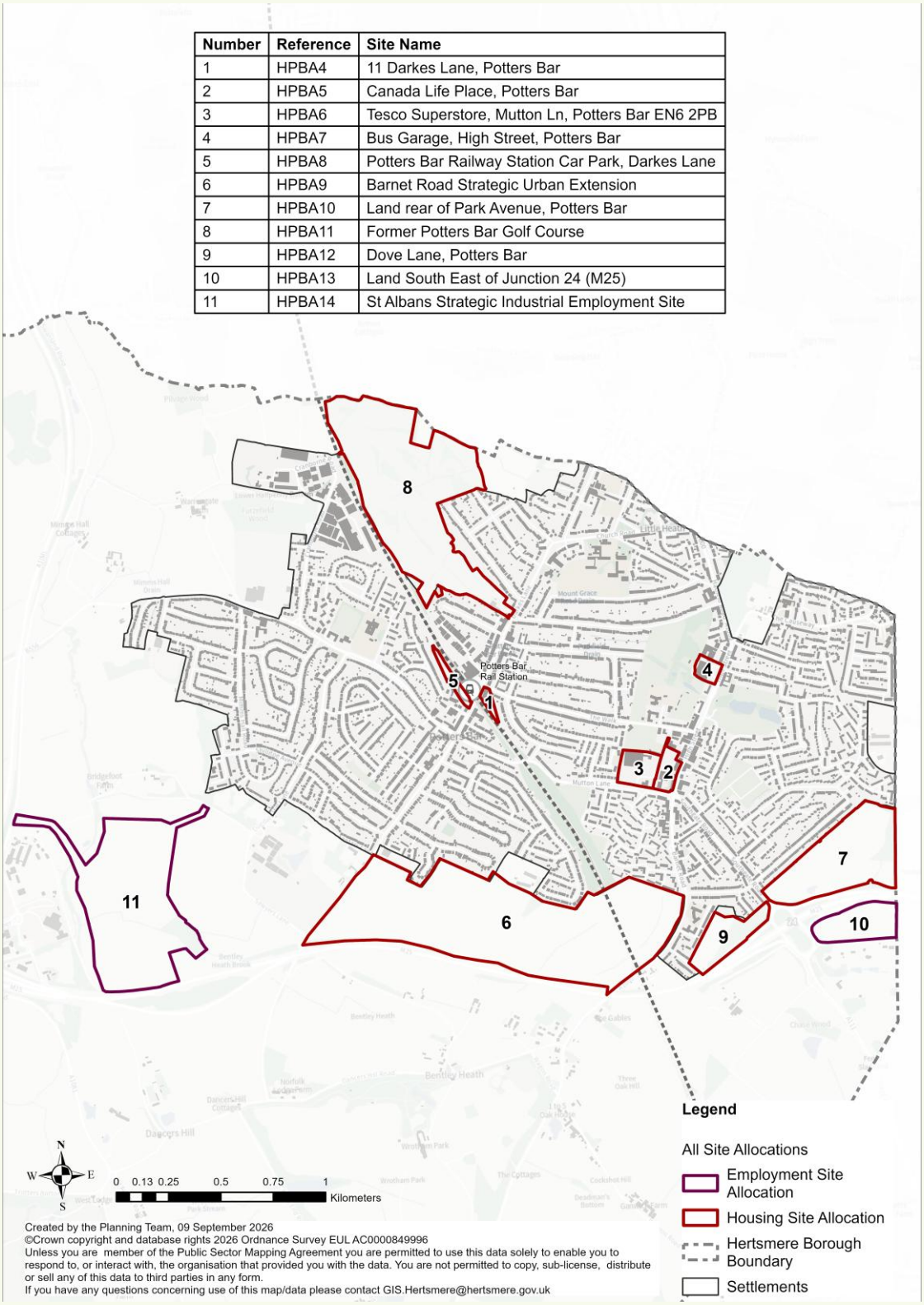
15.35 Green and blue infrastructure will be central to the future of Potters Bar. Figure 15.2: Potters Bar Spatial Strategy identifies broad opportunities to improve ecological connectivity, strengthen links between parks and countryside, create a green loop around the town, enhance street greening and restore Potters Bar Brook as a blue-green spine. Development should contribute to these objectives proportionate to its scale and location.

15.36 Potters Bar Brook and associated flood risk provide both a constraint and an opportunity. Development should avoid increasing flood risk and should integrate sustainable drainage, flood attenuation, naturalised water features and biodiversity enhancements from the outset of the design process. Where feasible, opportunities should be taken to daylight, de-culvert or naturalise sections of Potters Bar Brook and to use water management as a public realm and ecological asset.

15.37 Development at the edge of Potters Bar must maintain the town's landscape setting and avoid unacceptable coalescence with surrounding settlements. New development should create a clear and attractive long-term settlement edge, supported by landscape buffers, publicly accessible open space, active travel links and biodiversity improvements.

15.38 Figure 15.2: Potters Bar Spatial Strategy should be read alongside the Policies Map, site allocation policies, open space and green infrastructure evidence, and the Infrastructure Delivery Plan. Together, these documents provide the framework for securing high-quality, character-led and landscape-led development in Potters Bar.

Number	Reference	Site Name
1	HPBA4	11 Darkes Lane, Potters Bar
2	HPBA5	Canada Life Place, Potters Bar
3	HPBA6	Tesco Superstore, Mutton Ln, Potters Bar EN6 2PB
4	HPBA7	Bus Garage, High Street, Potters Bar
5	HPBA8	Potters Bar Railway Station Car Park, Darkes Lane
6	HPBA9	Barnet Road Strategic Urban Extension
7	HPBA10	Land rear of Park Avenue, Potters Bar
8	HPBA11	Former Potters Bar Golf Course
9	HPBA12	Dove Lane, Potters Bar
10	HPBA13	Land South East of Junction 24 (M25)
11	HPBA14	St Albans Strategic Industrial Employment Site



Created by the Planning Team, 09 September 2026
©Crown copyright and database rights 2026 Ordnance Survey EUL AC0000849996
Unless you are member of the Public Sector Mapping Agreement you are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-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

Chapter 15: Potters Bar Site Allocations

Section	Page
HPBA4 Metropolitan House, 3 Darkes Lane	459
HPBA5 Canada Life Place	464
HPBA6 Tesco, Potters Bar	469
HPBA7 Bus Garage, High Street	473
HPBA8 Potters Bar Station Car Park	477
HPBA9 Barnet Road Strategic Urban Extension	481
HPBA10 Land rear of Park Avenue	486
HPBA11 Former Potters Bar Golf Course	490
HPBA12 Dove Lane	496
HPBA13 Land Southeast of Junction 24 Strategic Industrial Employment Site	500
HPBA14 St Albans Road Strategic Industrial Employment Site	505

HPBA4 Metropolitan House, 3 Darkes Lane



Site Address	Metropolitan House, 3 Darkes Lane, Potters Bar		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	0.58 ha	Urban	Private
Current Uses	The site is currently occupied by a part 8-storey, part 3-storey office building with main town uses at ground floor level.		
How Site was Identified	Site promoted through the Call for Sites process, and Planning Applications have been submitted.		
Planning Designations and Site Considerations	The site is within Flood Zone 2, with a culverted water course along the south-western boundary and measurable surface water flood risk. There are potential heritage considerations in respect of the setting of Grade II Listed buildings Wyllyotts Manor (The Old Manor Public House) and 37 Baker Street, and it is within 750m of The Royds Conservation Area. The western boundary of the sites adjoins the railway network, giving rise to possible noise mitigation considerations. The site lies within a drinking water safeguard area.		
Planning Status	26/0496/PD56M - Status: PD56 -Prior Approval Given - Change of use from Office (Class E) to Residential (Class C3) for 96 flats.		

	26/0494/FUL - Status: Application - Permission Granted - Alterations to external fenestration including replacement windows, curtain walling, facing brick and render (additional plan received on 26.05.2026).
Indicative Development Capacity	96 dwellings with main town centre uses at ground and lower level to frontage and to rear.

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

B A Thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure
J Healthy and safe communities

Non-strategic policy

Existing planning consent

15.37 The site allocation benefits from two relevant extant consents:

- 26/0496/PD56M - Status: PD56 - Prior Approval Given - Change of use from Office (Class E) to Residential (Class C3) for 96 flats and
- 26/0494/FUL - Status: Application - Permission Granted - Alterations to external fenestration including replacement windows, curtain walling, facing brick and render.

15.38 Together, the two consents permit the change of use from the existing office use to residential accommodation; with alterations to the external appearance of the building. The consents retain the ground floor commercial uses and convert the office space above into residential apartments comprising a mix of 1 bed, 2 person flats and 1 person studios.

15.39 The delivery of the extant consents will contribute towards meeting the objectives of the spatial strategy by securing sustainably located residential accommodation and delivering a level of site regeneration through alterations to the external appearance of the existing building. However, it is noted that there is limited need for the proposed dwelling mix, and an improved design and layout of the site could be sought and achieved through the allocation of the site in the Local Plan.

Site allocation

15.40 The site allocation proposes an urban redevelopment that will deliver at least 96 homes during Years 1-5 of the plan period. It will be comprised of comprehensive mixed-use redevelopment with main town centre uses on the ground floor and residential above, with the potential for new compatible and complimentary main town centre uses to rear of the site. It will deliver high-quality public realm and amenity space, and the design-led scheme will take full account of the constraints of the site, including the proximity to the railway line and the need to account for flood risk. The development will secure other social and community infrastructure improvements, including proportionate investment in local public transport, public realm, and environmental enhancements. The latter is anticipated to include sustainable drainage solutions, improvements for nature in line with the aims of the LNRS.

Opportunities

15.41 The delivery of this accessible urban site provides an opportunity to achieve successful and sustainable place-making comprised of comprehensive mixed-use redevelopment that includes active main town centre uses at ground floor level and residential above. The delivery of the site allocation in accordance with the allocation provides an opportunity to include genuinely affordable homes and possible employment opportunities[1]. The latter could follow a railway arch typology, alongside improved public realm and space for nature, and will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the climate emergency.

Development requirements

15.42 Development must be planned and delivered comprehensively in accordance with a masterplan in line with Policy DM3 (Masterplans and comprehensive development). A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation.

15.43 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high intensity mixed-use development that provides positive frontages that address key routes and public spaces. This will incorporate high-quality and high-density residential, active ground floor frontages in line with the Retail and Town Centre policies and incorporate new and improved public realm and open space.

15.44 The masterplan must consider the site and its surroundings, including the adjoining railway line, surface water flood risk and the culverted watercourse, the relationship to Darkes Lane Local Town Centre, and the significance of nearby

[1] The Council anticipates that such employment uses could be delivered as Class E (g) (ii) and (iii) main town centre uses.

heritage assets. These factors will inform the siting and massing of built form, open space and important views.

15.45 Residential accommodation must be of high-quality design and include at least 20% Affordable Housing in line with Policy H3 (Genuinely affordable housing).

15.46 The site will be fully integrated with the surrounding street network to improve access and permeability through onto Darkes Lane, with full consideration given to realising the potential for enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This may require reconfiguration of the site layout to achieve an appropriate hierarchy of routes that clearly articulate east-west and north-south corridors.

15.47 The site will deliver space for nature, including the provision of SuDS, Biodiversity Net Gain and urban greening in line with the relevant policies in Chapter 10 Green and Blue Infrastructure.

Development guidelines

15.48 Existing buildings should be retained wherever possible to reduce the environmental impact of the proposals in terms of embodied carbon. However, this should be balanced with the need to provide a high-quality environment within the development and its surroundings in this prominent town centre location, and the need for the layout of the site to better-address its surroundings and allow access to any new commercial development to the rear.

15.49 Development should provide a site-wide public realm strategy that aligns with and complements the regeneration of the wider Darkes Lane Local Town Centre.

15.50 All residential units should benefit from positive aspects, orientation, daylight and ventilation, and the development should be well-integrated with the Darkes Lane Local Town Centre.

15.51 High-quality public spaces should be created within and around the development which are addressed by positive and/or active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls and is accessible to all, and appropriate planting for biodiversity benefit and urban greening as set out in Chapter 10 Green and Blue Infrastructure.

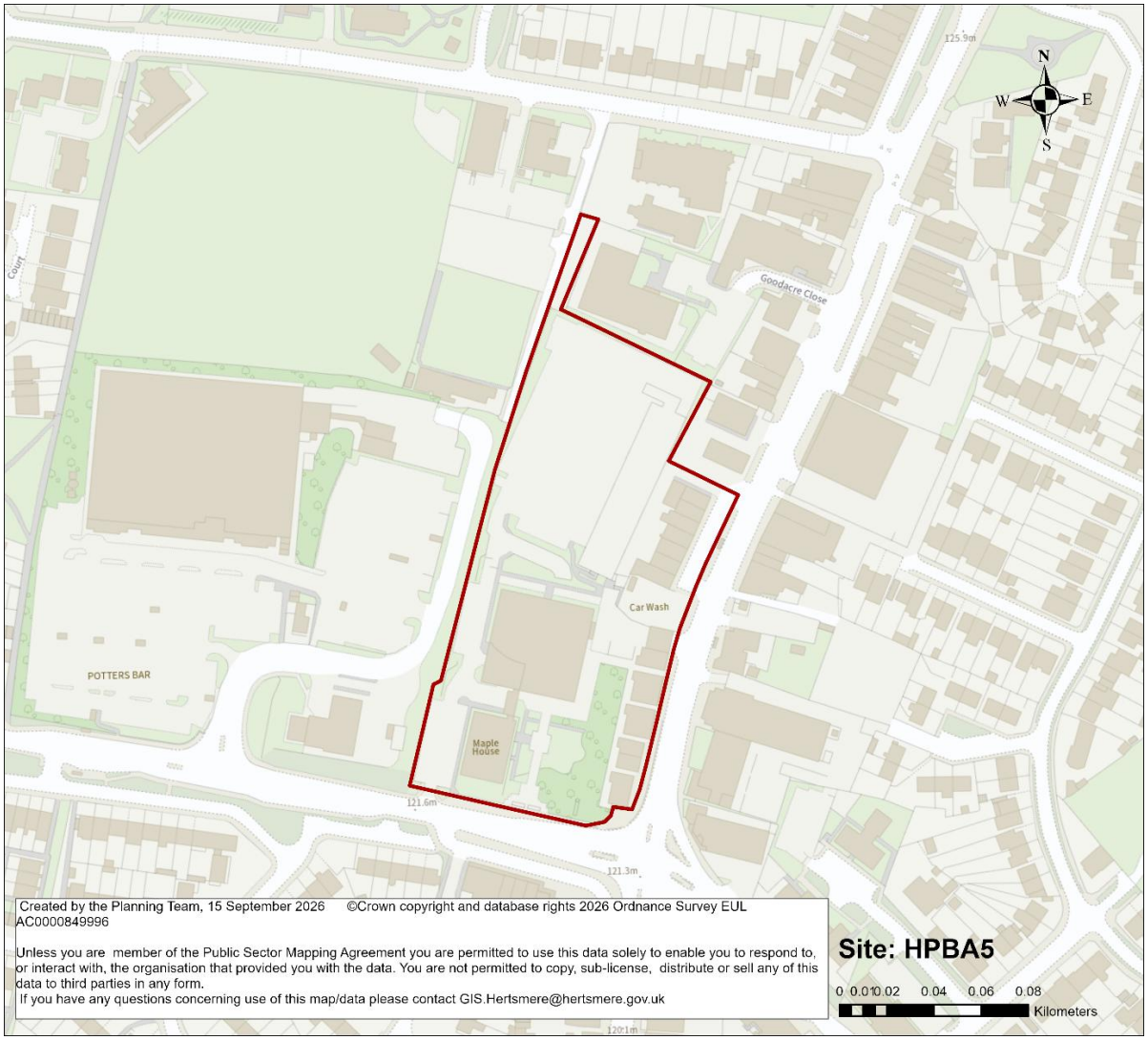
15.52 Development adjoining the railway line should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with Network Rail.

15.53 Development must respond positively to heritage assets, including seeking to enhance the setting and significance of nearby listed buildings The Old Manor Public House and 37 Baker Street.

15.54 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that secures maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.55 The site has a measurable level of flood risk, albeit at a low level, and will be subject to the Sequential and possibly the Exception Test. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

HPBA5 Canada Life Place



Site Address	Canada Life Place, Mutton Lane, Potters Bar		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	1.84 ha	Urban	Private
Current Uses	Comprised of one 13-storey office building on Mutton Lane, one 6-storey office building to the rear of the site, and several pairs of 2.5-storey buildings including residential uses and ground floor retail uses on High Street.		
How Site was Identified	Call for Sites process		
Planning Designations and Site Considerations	The site includes trees that are subject to TPOs. There are heritage considerations in respect of the setting of three Grade II Listed buildings, and potential considerations relating to two further Grade II Listed buildings. There is a degree of measurable surface water flood risk. The site lies within the Sand and Gravel and Drinking Water Safeguard Areas.		
Planning Status	25/1764/PD56M (Canada Life House only): Change of use from Class E (commercial) to 74no. Class C3 dwellinghouses. (Deemed consent; expiry: 09 Feb 2029).		

	26/0764/FUL (Canada Life House only): External alterations to facade and fenestration, removal of rooftop plant enclosure, and associated landscaping works. (Permission granted; expiry: 06 Aug 2029). Section 62A Planning Application: S62A/2026/0159/ (Maple House and High Street buildings only) Partial demolition of existing buildings (with retention of existing two-storey car park and substation) and redevelopment of the site to provide a mixed-use development comprising residential apartments (class C3) and flexible commercial floorspace (class E) across 4 blocks and associated internal roads, parking, drainage, landscaping, amenity space and associated works. (Awaiting decision – target date 05/11/2026)
Indicative Development Capacity	369 dwellings with main town centre uses

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

B A Thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Existing planning consents

15.56 The site allocation benefits from two relevant extant consents. These relate to the redevelopment of Canada Life House for 74 residential units, with alterations to the façade and landscaping works:

- 25/1764/PD56M (Canada Life House only): Change of use from Class E (commercial) to 74no. Class C3 dwellinghouses. (Deemed consent; expiry: 09 Feb 2029), and
- 26/0764/FUL (Canada Life House only): External alterations to facade and fenestration, removal of rooftop plant enclosure, and associated landscaping works. (Permission granted; expiry: 06 Aug 2029).

15.57 A planning application has been submitted (under Section 62A of the Town and Country Planning Act 1990) directly to the Secretary of State for the mixed-use

redevelopment of the buildings along the street frontage of the site, including the 13-storey Maple House (Mutton Lane) and the buildings along the High Street:

- S62A/2026/0159: the proposal includes 1,742 sqm of flexible Class E commercial floorspace within smaller units fronting the High Street and Mutton Lane; 293 dwellings comprising 14 x studios, 83 x 1-bed flats, 150 x 2-bed flats and 46 x 3-bed flats, within four residential blocks of between 4-15 storeys in height, situated around central courtyards; open space including LAPS and intergenerational play, and an ecologically rich landscaping strategy; and 125 car parking spaces in a retained 2-storey car park.

Site Allocation

15.58 The site allocation proposes an urban redevelopment that will deliver at least 369 homes during Years 1-10 of the plan period. It will be comprised of comprehensive mixed-use redevelopment including residential units and main town centre, commercial, leisure and cultural uses on the ground floor fronting High Street and Mutton Lane. It will deliver high-quality public realm and amenity space, and the design-led scheme will take full account of the constraints of the site, including the proximity of several Grade II Listed buildings and surface water flood risk. The development will secure other social and community infrastructure improvements, including proportionate investment in local public transport, public realm, and environmental enhancements. The latter is anticipated to include sustainable drainage solutions, improvements for nature in line with the aims of the LNRS.

Opportunities

15.59 The delivery of this accessible urban site provides an opportunity to achieve successful and sustainable place-making comprised of comprehensive mixed-use redevelopment that includes active main town centre uses at ground floor level and residential above. It will include genuinely affordable homes, investment in social and community infrastructure, improved public realm, and open space incorporating space for nature and will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the climate emergency.

Development Requirements

15.60 Development must be planned and delivered comprehensively in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). The implementation of the extant planning consent must be fully integrated with the rest of the site, particularly the relationship between building entrances, positive frontages, public spaces, the gateway to the High Street, and the approach to enhancing the setting and significance of nearby heritage assets.

15.61 The development must be design-led and consider how the capacity of the site can be optimised to deliver high intensity mixed-use development that provides positive frontages that address key routes and public spaces. This will incorporate high-

quality and high-density residential, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space.

15.62 The masterplan must consider the site and its surroundings, including surface water flood risk, the relationship to High Street District Centre, and the significance of nearby heritage assets, particularly Ladbrooke School. These considerations will inform the siting and massing of built form, open space and important views. The key location on the corner of the High Street and Mutton Lane will be addressed with a design that respects the existing urban form and better-defines the southern entrance to the High Street District Centre.

15.63 Residential accommodation must be of high-quality design and include at least 20% Affordable Housing in line with Policy H3 (Genuinely affordable housing).

15.64 The site will be fully integrated with the surrounding street network to improve access and permeability through onto the High Street, with enhanced walking and cycle connections including a functional link with the neighbouring Tesco Supermarket site. This may require reconfiguration of the site layout to achieve a hierarchy of routes that clearly articulate movement along east-west and north-south corridors.

15.65 The delivery of the site allocation will enable transformative public realm enhancements to improve connections throughout the wider town centre area. This provides an opportunity to support the comprehensive regeneration of Potters Bar High Street District Centre. The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Potters Bar. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of Potters Bar's regeneration.

15.66 Development must be phased to ensure the timely provision of the infrastructure necessary to support the densification of this central urban site. This must include the timely investment in community infrastructure to meet demand arising from the development.

15.67 The site will deliver space for nature, including the provision of SuDS, Biodiversity Net Gain and urban greening in line with the relevant policies in Chapter 10 Green and Blue Infrastructure.

Development Guidelines

15.68 Existing buildings should be retained wherever possible to reduce the environmental impact of the proposals in terms of embodied carbon, however this should be balanced with the need to provide a high-quality development that fully addresses its location as a gateway to the High Street District Centre, and connects in with the neighbouring allocation at Tesco, Mutton Lane.

15.69 Development should provide a site-wide public realm strategy that aligns with and complements the regeneration of the wider High Street District Centre.

15.70 All residential units should benefit from positive aspects, orientation, daylight and ventilation, and the development should be well-integrated with the High Street District Centre and nearby heritage assets, in particular the Grade II Listed Ladbrooke School and Cask and Stillage pub.

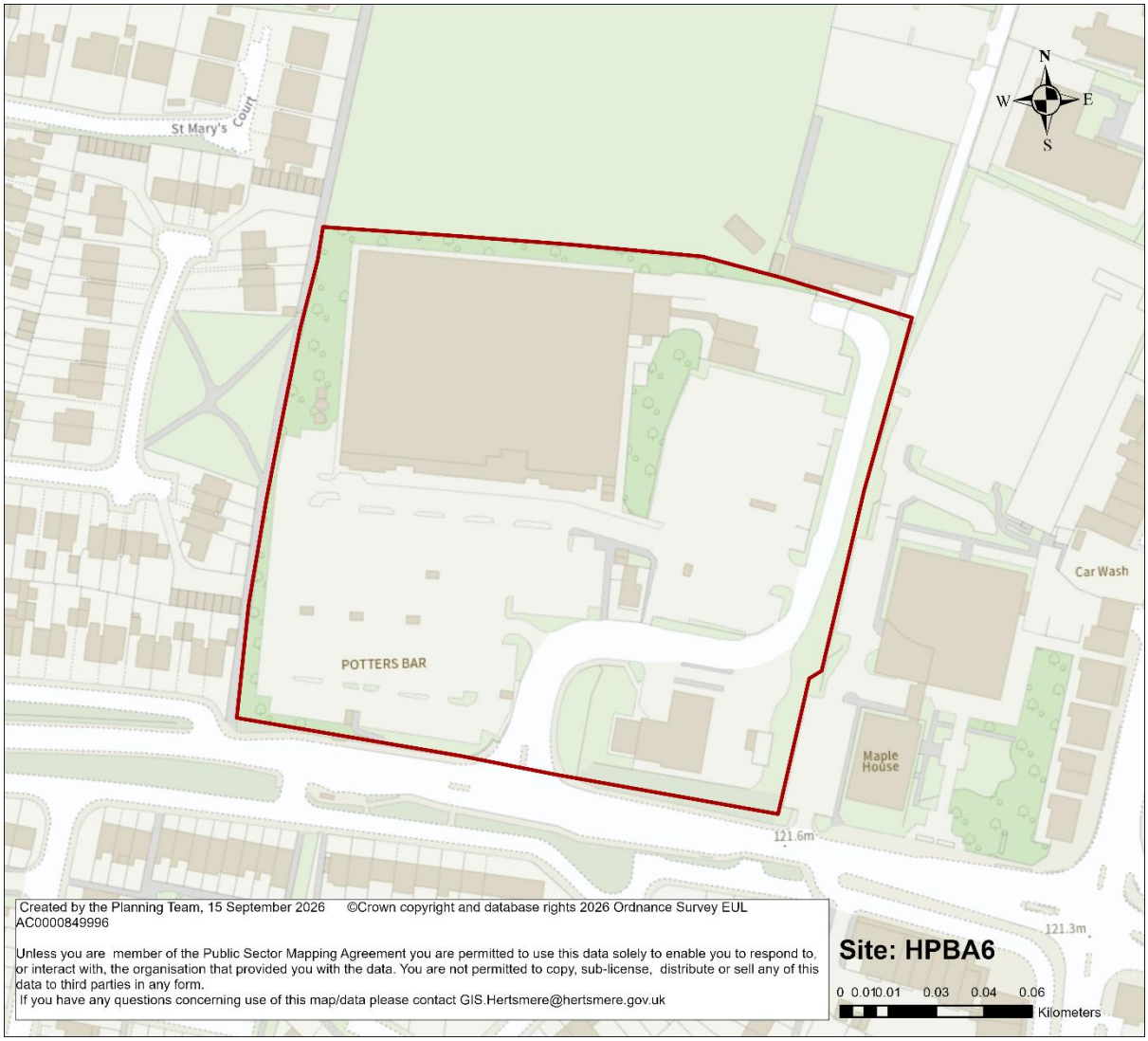
15.71 High-quality public spaces should be created within and around the development which are addressed by active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls (LAPs), and appropriate planting for biodiversity benefit and urban greening as required by the policies in the Green and Blue Infrastructure section of this Plan.

15.72 Development must respond positively to heritage assets including nearby listed buildings including Ladbrooke School, High Street; The White Horse Public House (Cask & Stillage), 19 High Street; and The Lion Public House (Potty's Diner), 2 Barnet Road. Consideration must also be given to two further Grade II listed buildings: Salisbury House, 82 High Street and War Memorial at St John's Churchyard, High Street.

15.73 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.74 The site has a low level of measurable surface water flood risk and will be subject to the Sequential and possibly the Exception Test. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

HPBA6 Tesco, Potters Bar



Site Address	Tesco, Mutton Lane, Potters Bar		
Site Characteristics	**Site Size ha** 2.9 ha	**Setting** Urban	**Ownership** Private
Current Uses	The site is occupied by a supermarket and associated car park and petrol filling station.		
How Site was Identified	Identified by the Council.		
Planning Designations and Site Considerations	The site includes trees that are subject to TPOs. There is a degree of measurable surface water flood risk. The site lies within Drinking Water and Sand and Gravel Safeguard Areas.		
Planning Status	No recent relevant planning history.		
Indicative Development Capacity	588 dwellings and reprovision of the existing food store.		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

B A Thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure
J Healthy and safe communities

Non-Strategic Policy

Site Allocation

15.75 The allocation proposes the comprehensive redevelopment of an urban site that is currently in a single low-intensity use. The delivery of the site will secure at least 588 homes and the reprovision of the existing foodstore. It is anticipated that this will be achieved during the latter years of the plan period.

15.76 The delivery of the site allocation provides an opportunity to secure comprehensive regeneration for Potters Bar High Street District Centre. Comprehensive redevelopment will secure the reconfiguration of spaces to facilitate a street-based layout that considers the re-provided foodstore fronting Mutton Lane, and the provision of new and improved routes into and through the site, public realm and environmental enhancements.

15.77 Redevelopment of the site will apply a design-led approach that takes full account of the site's constraints, including the surface water flood risk. The development will secure other social and community infrastructure improvements, including proportionate investment in local public transport, public realm, and environmental enhancements. The latter is anticipated to include sustainable drainage solutions, improvements for nature in line with the aims of the LNRS.

Opportunities

15.78 The delivery of this urban site provides an opportunity to achieve comprehensive mixed-use redevelopment comprised of the re-provided foodstore, other active main town centre, community and employment uses at ground floor level and residential above, and the integration of the site within the regular street pattern of the area. It will include genuinely affordable homes that are supported by compatible education, health, community, leisure and recreation facilities. On-site improvements will include improved public realm, and amenity space incorporating

space for nature, and will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the climate emergency.

Development Requirements

15.79 Development must be planned and delivered comprehensively in accordance with Policy DM3. A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation.

15.80 Residential accommodation must be of high-quality design and include at least 20% Affordable Housing in line with Policy H3 (Genuinely affordable housing).

15.81 Development must be fully integrated with the surrounding street network to improve access and permeability through onto the High Street, with enhanced walking and cycle connections including a functional link with neighbouring Canada Life Place. This may require reconfiguration of the site layout to achieve a hierarchy of routes that clearly articulate movement across east-west and north-south corridors.

15.82 Delivery of new and improved public realm and open space in accordance with a site-wide public realm strategy that aligns with and complements the regeneration of the wider High Street District Centre and incorporates space for nature including SuDS and urban greening in line with the relevant policies in the Green and Blue Infrastructure section of this plan.

15.83 The masterplan must consider the site and its surroundings, including surface water flood risk, the two-storey houses on Mutton Lane to the west, and the relationship with the neighbouring development at Canada Life Place to the east. These factors will inform the siting and massing of built form, open space and important views. The entrance onto the site from the High Street is identified as a key location within the allocation. Development will deliver a design-led solution that respects the existing urban form and better-defines the southern entrance to the High Street District Centre.

15.84 Development will enable transformative public realm enhancements to improve connections throughout the wider town centre area. The Council has identified the potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site. These are set out as part of the Vision for Potters Bar. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of Potters Bar's regeneration. Development must be phased to ensure the timely provision of the infrastructure necessary to support the densification of this central urban site.

Development Guidelines

15.85 Existing buildings should be retained wherever possible to reduce the environmental impact of the proposals in terms of embodied carbon, however this should be balanced with the need to provide a high-quality environment within the development and its surroundings in this prominent town centre location, and to connect with the neighbouring allocation at Canada Life Place.

15.86 Development should provide a site-wide public realm strategy that aligns with and complements the regeneration of the wider High Street District Centre.

15.87 All residential units should benefit from positive aspects, orientation, daylight and ventilation, and the development should be well-integrated with the High Street District Centre.

15.88 High-quality public spaces should be created within and around the development which are addressed by positive and/or active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls and is accessible to all, and appropriate planting for biodiversity benefit and urban greening as set out in Chapter 10 Green and Blue Infrastructure.

15.89 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.90 The site has a small but measurable level of flood risk and will be subject to the Sequential and possibly the Exception Test. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

HPBA7 Bus Garage, High Street



Site Address	Bus Garage, High Street, Potters Bar		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	1.2 ha	Urban	Public
Current Uses	The site is in use as a bus depot		
How Site was Identified	Identified by the Council		
Planning Designations and Site Considerations	The site is within the setting of several Grade II Listed Buildings and adjoins a locally listed wall. The site adjoins Hollies Way Locally Significant Employment Site. The site lies within Drinking Water and Sand and Gravel Safeguard Areas.		
Planning Status	No recent relevant planning history.		
Indicative Development Capacity	119 dwellings and main town centre uses		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

B A Thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure
J Healthy and safe communities

Non-strategic policy

Site Allocation

15.91 The allocation proposes the comprehensive redevelopment of an urban site that is currently in a single low-intensity use. The delivery of the site will secure at least 119 homes and compatible employment, main town centre uses and community uses at ground floor/ lower level. It is anticipated that this will be achieved during the latter years of the plan period.

15.92 Development will involve the demolition of existing buildings and reconfiguration of the site to facilitate a street-based layout with improved routes into and through the site. Development will deliver high-quality public realm and amenity space. The application of the design-led approach will take full account of the constraints of the site, including the locally listed wall to the southern boundary. The development will secure other social and community infrastructure improvements, including proportionate investment in local public transport, public realm, and environmental enhancements. The latter is anticipated to include sustainable drainage solutions, improvements for nature in line with the aims of the LNRS.

Opportunities

15.93 The delivery of this accessible urban site provides an opportunity to achieve comprehensive mixed-use redevelopment comprised of active main town centre, community and employment uses at ground floor level and residential above, and the integration of the site within the regular street pattern of the area. It will include genuinely affordable homes that are supported by compatible education, health, community, leisure and recreation facilities. On-site improvements will include improved public realm, and amenity space incorporating space for nature, and will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the climate emergency.

15.94 Development also provides an opportunity to secure an improved bus garage facility that contributes to the long-term evolution of sustainable transport network provision for the Borough and beyond. It is anticipated that the new facility will be at another location. The Council commits to working with Transport for London and development industry partners to secure this opportunity.

Development Requirements

15.95 Development must be planned and delivered comprehensively in accordance with Policy DM3. A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation.

15.96 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high intensity mixed-use development with positive frontages that address key routes and public spaces. This will incorporate high-quality and high-density residential, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space.

15.97 The masterplan must consider the site and its surroundings, including the relationship with the wider High Street District Centre, and the significance of nearby heritage assets including the adjoining locally listed wall. These factors will inform the siting and massing of built form, open space and important views.

15.98 Developers must engage with and work in partnership with Transport for London and the Council to identify, secure and deliver replacement bus garaging provision that meets the long-term sustainable transport needs for the Borough and beyond.

15.99 The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Potters Bar. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of Potters Bar's regeneration.

15.100 Development must be fully integrated with the surrounding street network to improve access and permeability through onto the High Street, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. This will consider improved connections through the site including the creation of new east-west connections between Parkfield Open Space and High Street.

15.101 The site will deliver space for nature, including the provision of SuDS, Biodiversity Net Gain and urban greening in line with the relevant policies in Chapter 10 Green and Blue Infrastructure.

Development Guidelines

15.102 Development should provide a site-wide public realm strategy that aligns with and complements the regeneration of the wider High Street District Centre.

15.103 All residential units should benefit from positive aspects, orientation, daylight and ventilation, and the development should be well-integrated with the High Street District Centre.

15.104 High-quality public spaces should be created within and around the development which are addressed by positive and/or active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls and is accessible to all, and appropriate planting for biodiversity benefit and urban greening as set out in Chapter 10 Green and Blue Infrastructure.

15.105 Development must respond positively to heritage assets, including seeking to enhance the setting and significance of nearby listed buildings The Green Man Public House, High Street and Oakmere House, High Street. The locally listed wall that runs along the southern boundary of the site should be retained and the development should enhance its significance.

15.106 Due to the vehicle garaging, fuelling and maintenance uses present across the site, ground surveys may be required to identify the nature and extent of possible ground contamination and environmental pollution. Should these be encountered, remedial works and/or mitigation measures will need to be implemented, where necessary, in partnership with relevant bodies.

15.107 Development must avoid harm to the adjoining Locally Significant Employment Area at Hollies Way located to the site to the north. The design of development must include appropriate mitigation to ensure that future residents of the development site are not impacted by existing businesses operating out of Hollies Way, in line with the Agent of Change principle.

HPBA8 Potters Bar Railway Station Car Park



Site Address	Potters Bar Station Car Park, Darkes Lane, Potters Bar		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	1 ha	Urban	Public
Current Uses	Car park associated with the railway station.		
How Site was Identified	Call for Sites process.		
Planning Designations and Site Considerations	The railway line adjoins the western site boundary, giving rise to considerations around noise mitigation. There are possible heritage considerations in respect of the setting of Grade II Listed buildings. Some degree of measurable surface water flood risk across the site. The site lies within a drinking water safeguard area.		
Planning Status	23/1003/FUL Redevelopment of existing site to provide residential development (Use Class C3) with commercial space at ground floor (Class E) with associated amenity space, car parking, cycle storage and landscaping. (Allowed on appeal)		
Indicative Development Capacity	55 dwellings, main town centre uses and car parking		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure

Non-strategic policy

Existing Planning Consent

15.108 The site benefits from the following extant consent:

- 23/1003/FUL Redevelopment of site for 55 residential units in a building of up to 10 storeys, commercial units at ground floor, with associated amenity space, car parking, cycle storage and landscaping.

Site Allocation

15.109 The allocation proposes the comprehensive redevelopment of an urban site that is currently in a single low-intensity use. The delivery of the site will secure at least 55 flats and secure the re-provision of an appropriate quantum of car parking necessary to provide access to the railway station in the long-term. It is anticipated that this will be achieved during the latter years of the plan period.

15.110 Comprehensive redevelopment of this highly accessible site will deliver medium-density residential accommodation that will include new genuinely affordable homes. There will also be an opportunity to provide compatible main town centre uses at ground floor level. The development of the site provides an opportunity to optimise and intensify land available across the town centre area. It will deliver on-site amenity space, car and cycle parking and green infrastructure improvements. The latter is anticipated to include sustainable drainage solutions and improvements for nature in line with the aims of the LNRS.

Opportunities

15.111 The delivery of this highly accessible urban site provides an opportunity to achieve comprehensive mixed-use redevelopment comprised of residential development with active main town centre uses at ground floor level, and car parking in continuation of the existing use of the site. There is an opportunity to deliver improvements to the townscape by filling a gap in the street frontage, which will contribute to a more vibrant town centre environment in this location alongside

urban greening to improve the value of the site for biodiversity and the health and wellbeing of residents.

Development Requirements

15.112 Development must be planned and delivered comprehensively in accordance with Policy DM3. A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation.

15.113 The masterplan must use the design-led approach to achieve a high intensity mixed-use development that includes positive frontages that address key routes and public spaces. This will incorporate high-quality, medium-density, town centre homes, active ground floor frontages in line with the Retail and Town Centre policies, and new and improved public realm and open space which addresses existing rights of way.

15.114 The masterplan must consider the site and its surroundings, including the adjoining railway line, surface water flood risk, the relationship to Darkes Lane Local Town Centre, and the significance of nearby heritage assets, especially Wyllyotts Manor to the south. These factors will inform the siting and massing of built form, open space and important views.

15.115 Developers must engage and work in partnership with Network Rail, and with the relevant rail operator, to ensure that an appropriate level of car parking provision necessary for the railway station's continued operation is maintained during the delivery of the site. Developers must ensure that replacement parking provision meets operational needs for the long-term future of the station, specifically within the context of evolved private car ownership and use.

15.116 The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Potters Bar. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of Potters Bar's regeneration.

15.117 Development must be fully integrated with the surrounding street network to improve access and permeability, particularly between Darkes Lane and the pedestrian footpath beside the railway line that links with Cranbourne Industrial Estate. This must include enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods.

15.118 The site will deliver space for nature, including the provision of SuDS, Biodiversity Net Gain and urban greening in line with the relevant policies in Chapter 10 Green and Blue Infrastructure.

Development guidelines

15.119 Residential dwellings should benefit from positive aspects, orientation, daylight and ventilation, and the development should make the most of the opportunity to enhance this area of Darkes Lane Local Town Centre, as a key street frontage on the pedestrian journey between the railway station and the Wyllyotts Theatre.

15.120 High-quality public spaces should be created within and around the development which are addressed by active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls (LAPs), and appropriate planting for biodiversity benefit and urban greening as required by the policies in the Green and Blue Infrastructure section of this Plan.

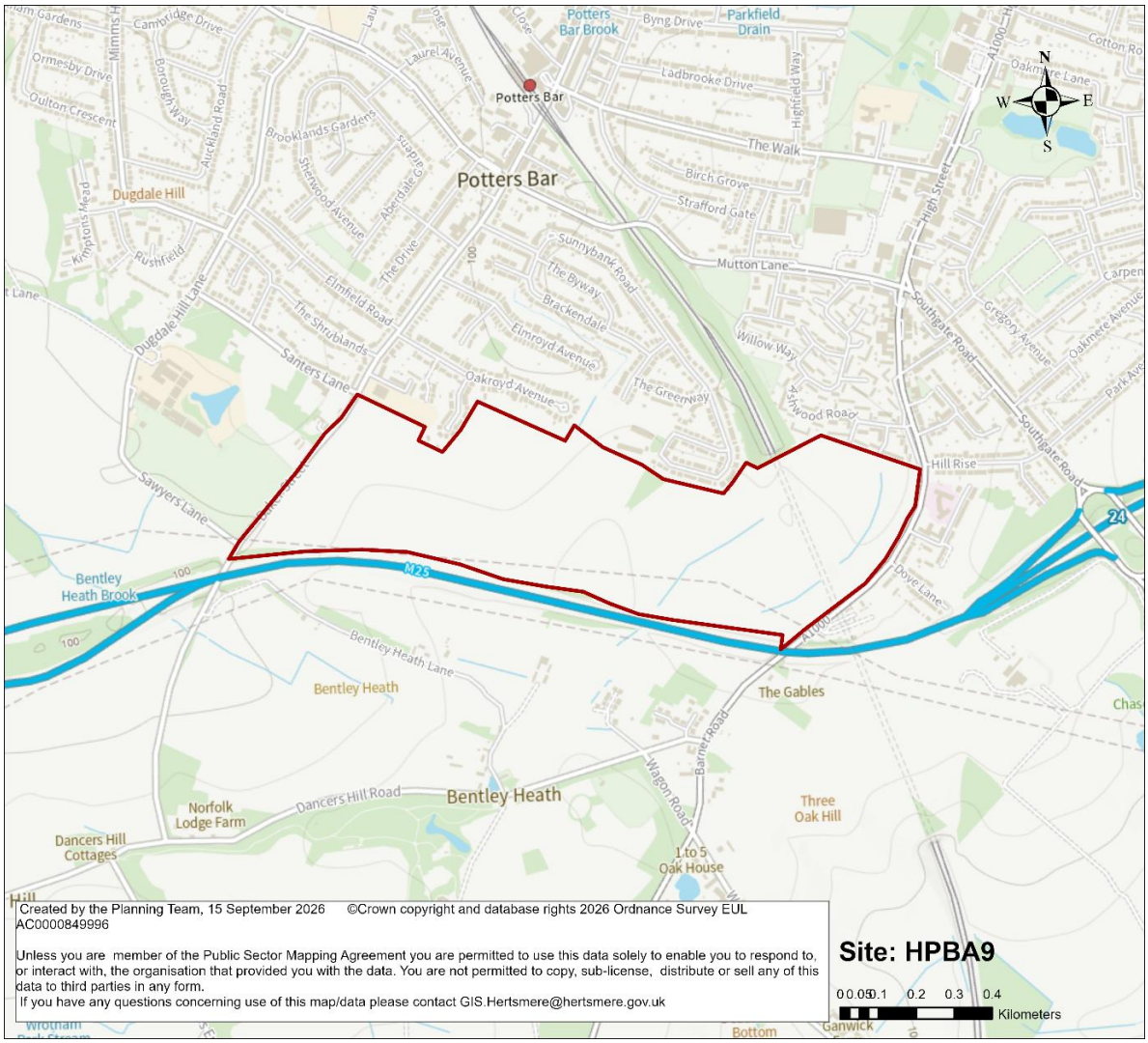
15.121 Development adjoining the railway line should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with Network Rail.

15.122 Development must respond positively to local heritage assets, including seeking to enhance the setting and significance of nearby listed buildings The Old Manor Public House and 37 Baker Street.

15.123 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.124 The site has a low level of measurable flood risk and will be subject to the Sequential and possibly the Exception Test. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

HPBA9 Barnet Road Strategic Urban Extension



Site Address	Barnet Road Strategic Urban Extension, Potters Bar (Land to the south of Potters Bar, east of Baker Street and west of Barnet Road)		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	63.4 ha	Strategic Urban Extension	Private
Current Uses	Agricultural land.		
How Site was Identified	Call for Sites process.		
Planning Designations and Site Considerations	The M25 adjoins the southern site boundary, giving rise to considerations around noise and air quality mitigation. Pylons and power lines run across the site. The East Coast Main Line runs through a tunnel beneath the east of the site. The site falls within the Heathrow Safeguarding Area. The site adjoins The Royds Conservation Area. There is a small but measurable level of surface water flood risk to eastern side of site.		
Planning Status	Permission Refused. Appeal in progress. 24/1101/OUTEI. Outline application (with all matters reserved except for means of access) for a new neighbourhood comprising up to 900 dwellings		

	(Use Class C3) (including affordable housing), a neighbourhood centre and community facilities (Use Class E (a), Class E (e) and F2 (b), a primary school (Use Class F1 (a)), land for an up to 80-bed care home (Use Class C2), strategic and informal open space, landscaping, parking, associated infrastructure and works, with vehicle and pedestrian accesses from Baker Street and Barnet Road (Amended plans and additional documents received).
Indicative Development Capacity	900 dwellings

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
B A Thriving local economy
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure
J Healthy and safe communities

Non-strategic policy

Site Allocation

15.125 The site allocation proposes a strategic urban extension to Potters Bar that will deliver at least 900 homes during the plan-period. It will comprise comprehensive mixed-use developments with compatible residential, commercial, community and main town centre uses. It will deliver new walkable neighbourhoods with a neighbourhood centre comprising a proportionate range of community, local retail and employment space, accessed via an integrated network of walking and cycling routes. Improved active travel networks will access Potters Bar Darkes Lane Local Town Centre, the railway station and have the potential to extend beyond to adjoining settlements. Development will also secure other social and community infrastructure improvements and proportionate investment in local public transport; public realm and environmental enhancements. The latter is anticipated to include new public open space and improvements for nature in line with the aims of the LNRS.

15.126 The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It concludes that the site is defined as grey belt. The comprehensive development of the strategic urban extension must secure a defensible Green Belt Boundary to the south and west to retain the

visual separation between Potters Bar and Greater London. This is largely secured by the presence of the M25 motorway and Baker Street, although these boundaries could be visually enhanced through the incorporation of a natural buffer consisting of trees and open space.

Opportunities

15.127 The delivery of the strategic urban extension provides an opportunity to create a new successful and sustainable community located to the south of Potters Bar. It will be a walkable place, with a diverse mix of homes, including genuinely affordable homes that are supported by compatible education, health, community, leisure and recreation facilities. The new neighbourhood will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the climate emergency. These new uses will be linked by a comprehensive high-quality green and blue infrastructure network.

Development Requirements

15.128 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the strategic urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

15.129 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It is anticipated that higher intensity mixed-use development could be delivered as part of the new community's local centre and other appropriate locations across the site where higher density homes may be appropriate.

15.130 The masterplan must consider the site and its surroundings, including the adjoining motorway, surface water flood risk, the relationship to Darkes Lane Local Town Centre, and the significance of nearby heritage assets especially The Royds Conservation Area. These factors will inform the siting and massing of built form, open space and important views.

15.131 As a strategic urban extension, development proposals must be prepared in accordance with Policy HQD1(K) and must be supported by a site-wide Design Code prepared in alignment with the National Model Design Code, or successor guidance. The site-specific design code will be coordinated with the masterplan required by Policy DM3.

15.132 Development must be phased to ensure the timely provision of the infrastructure necessary to support the strategic urban extension. The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Potters Bar. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of Potters Bar's regeneration.

15.133 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the master planning process to gain an

understanding of the cumulative traffic impacts of growth and how it can be managed. This work should demonstrably set out a sustainable transport approach to the strategic urban extension, in respect of connectivity and mitigation of highway impacts. It is anticipated that mitigation will include necessary off-site works to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. The development must be fully integrated with the surrounding street network, with vehicular access from both Barnet Road and Baker Street, to improve access and permeability through into Potters Bar Darkes Lane Local Town Centre, with enhanced walking and cycle connections between public spaces and surrounding neighbourhoods.

15.134 Delivery of the strategic urban extension will secure a natural landscaped boundary that is informed by the development's master plan and landscape plan. Specifically, development will provide a defensible Green Belt Boundary to the site's southern and western edges to retain the visual separation between Potters Bar and Greater London. In particular, the southern boundary of the site that adjoins the M25 and the western boundary with Baker Street should be reinforced to ensure the boundary is visually strong and defensible in perpetuity.

15.135 Developers will work collaboratively with the education authority (Hertfordshire County Council) to determine the requirements for school place provision arising from the delivery of the strategic urban extension. This includes any on-site provision that arises from the strategic urban extension. The developers will work with the education authority to ensure that any agreed on-site provision is delivered in a timely manner to enhance Potters Bar as a sustainable and walkable town.

15.136 The delivery of the strategic urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

15.137 Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. Developers must work positively with the Council and Thames Water to identify any appropriate design-focussed avoidance or mitigation measures relating to the neighbouring Blackbirds Farm Sewage Works.

15.138 Applicants and developers are required to carry out necessary geophysical survey and archaeological evaluation to reveal the archaeological potential of the site.

15.139 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

Development Guidelines

15.140 Development should provide for complementary and distinctive character areas across the strategic urban extension that link in with and complement the masterplan across this site and existing neighbourhoods to the north. The design and layout of the development should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights, with reference to the established character of Potters Bar and in particular the adjoining Conservation Area at The Royds.

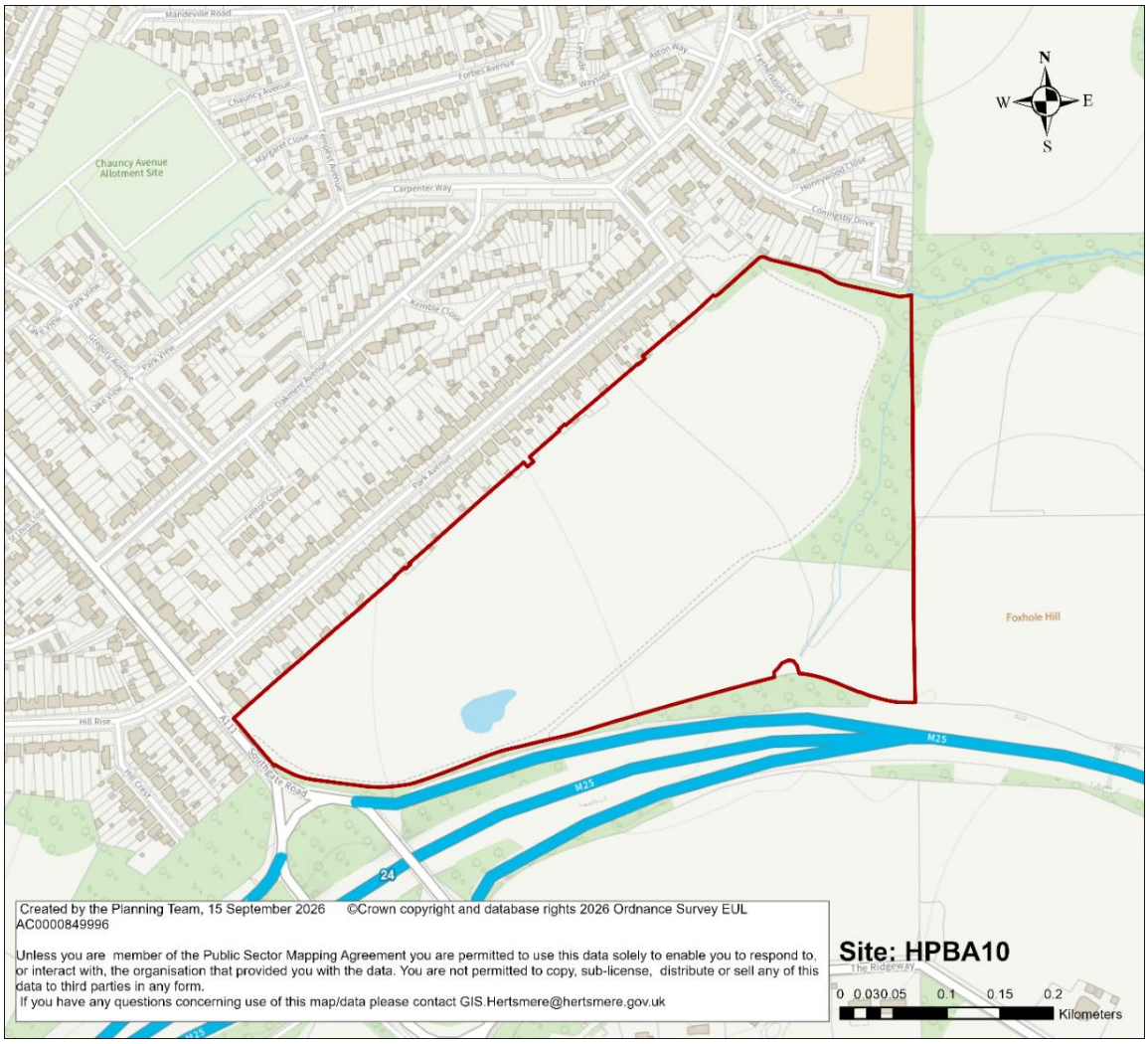
15.141 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the master planning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This work should demonstrably set out a sustainable transport approach to the strategic urban extension, in respect of connectivity and mitigation of highway impacts. It is anticipated that mitigation will include necessary off-site works to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. The development must be fully integrated with the surrounding street network to improve access and permeability through to both of Potters Bar's town centres and the railway station, with enhanced walking and cycle connections between public spaces and surrounding neighbourhoods.

15.142 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.143 Technical assessments will be required including noise, air quality, flood risk, traffic and landscape visual impact assessments. Given the long boundary along the M25 that abuts the site, it is anticipated that an appropriate planted and landscaped buffer from the developable area will be required.

15.144 The site has a measurable level of flood risk and will be subject to the Sequential Test and possibly the Exception Test. If passed, sites at the higher end of the range will require site layouts to avoid areas of flood risk.

HPBA10 Land rear of Park Avenue



Site Address	Land rear of Park Avenue, Potters Bar (Land East of Southgate Road, Potters Bar)		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	17.4 ha	Urban Extension	Public
Current Uses	Agricultural land.		
How Site was Identified	Call for Sites process.		
Planning Designations and Site Considerations	The M25 adjoins the southern site boundary, giving rise to considerations around noise and air quality mitigation. There are vehicular access limitations to the access from Southgate Road due to proximity to M25 Junction 24. There is a small but measurable level of surface water flood risk to the north-eastern corner of the site. The site is subject to some surface water flood risk, particularly around the entrance to the site off Park Avenue. The site is within the Sand & Gravel and Drinking Water Safeguard Areas.		
Planning Status	No relevant planning history		

Indicative Development Capacity	260 dwellings

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
K Securing the timely delivery of infrastructure
J Healthy and safe communities

Non-strategic policy

Site Allocation

15.145 The site allocation proposes an urban extension to Potters Bar that will deliver at least 260 homes during the plan-period. It will be comprised of comprehensive mixed-use developments with compatible residential, community and open space uses. It will deliver new walkable neighbourhoods with an integrated network of walking and cycling routes, including improved active travel networks that access Potters Bar High Street District Centre. The delivery of the urban extension will also secure other social and community infrastructure improvements, including proportionate investment in local public transport; public realm and environmental enhancements. The latter is anticipated to include new public open space and improvements for nature in line with the aims of the LNRS.

15.146 The Borough-wide Green Belt Assessment Stage 1 confirms the site's grey belt status. It concludes that the site (which fully-comprises sub-area PB-05) forms only a small part of the gap between Potters Bar and Greater London and could be developed without the loss of visual separation between the two built-up areas. Whilst the M25 forms a strong defensible boundary to the site's southern edge, the trees and planting that demarcate its eastern edge must be reinforced to ensure that the boundary remains as such in perpetuity.

Opportunities

15.147 The delivery of this urban extension provides an opportunity to create a new successful and sustainable community located to the south of Potters Bar, within walking distance of the High Street District Centre. It will be a walkable place, with a diverse mix of homes, including genuinely affordable homes that are supported by compatible education, health, community, leisure and recreation facilities. The new neighbourhood will respond positively to the challenges of balancing growth

and securing a thriving economy with minimising the impacts of the climate emergency. These new uses will be linked by a comprehensive high-quality green and blue infrastructure network.

Development Requirements

15.148 Development must be planned and delivered comprehensively in accordance with Policy DM3. A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation.

15.149 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It is anticipated that high intensity mixed-use could be delivered as part of the new community's local centre and other appropriate locations across the site where higher density homes may be appropriate.

15.150 The masterplan must consider the site and its surroundings, including the adjoining motorway, and the element of flood risk on the site. These factors will inform the siting and massing of built form, open space and important views.

15.151 The site has a measurable level of flood risk and will be subject to the Sequential Test and possibly the Exception Test. If passed, sites at the higher end of the range will require site layouts to avoid areas of flood risk.

15.152 The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Potters Bar. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of Potters Bar's regeneration.

15.153 The site will deliver space for nature, including the provision of SuDS, Biodiversity Net Gain and urban greening in line with the relevant policies in Chapter 10 Green and Blue Infrastructure.

Development Guidelines

15.154 The delivery of the urban extension must take account of the small but measurable surface water flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

15.155 The delivery of the urban extension will provide new and improved public realm and suitable open space in accordance with a site-wide public realm strategy. This must incorporate, retain and enhance the row of mature field-edge trees located on the site's southeastern boundary, which, along with the M25, will form a defensible Green Belt boundary in the long term. The public realm strategy will also secure the retention of existing tree and hedge cover along the southeastern edge of the site.

15.156 Development must deliver biodiversity net gain (BNG) and enhancement of the habitat network in line with the actions identified in the Hertfordshire Local Nature Recovery Strategy (LNRS). Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain incorporate the relevant actions in the LNRS.

15.157 Development adjoining the M25 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

15.158 Vehicular access from Southgate Road requires a junction that will not impact on the safety of the existing Junction 24 of the M25. This could include access from Park Avenue to provide a secondary access point that is outside of the area affected by flood risk to the far eastern edge of the site.

15.159 The delivery of the site provides an opportunity to enhance the walking and cycling provision along Southgate Road and Barnet Road/the High Street, in line with the LCWIP.

HPBA11 Former Potters Bar Golf Course



Site Address	Former Potters Bar Golf Course, Darkes Lane, Potters Bar		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	41.2ha	Strategic Urban Extension	Private
Current Uses	Open land, previously used as a golf course. The former club house in use as a gym, and the car park is used for occasional markets.		
How Site was Identified	Call for Sites process		
Planning Designations and Site Considerations	The site is subject to a high level of flood risk; a watercourse runs through the site, and the functional floodplain (FZ 3b) intersects with the proposed vehicular access point onto Darkes Lane. The railway line adjoins the western boundary of the site and, Cranbourne Industrial Estate is located close to the site boundary on the other side of the railway line. An area Tree Preservation Order (TPO) applies to all trees on the site. There are several relevant heritage assets, including Listed Buildings and Darkes Lane West Conservation Area to the north-east, and locally listed structures on-site.		

Planning Status	Live planning application (at 21/09/2026): 26/0427/OUTEI. Outline planning application (with all matters reserved except access) for the phased erection of up to 550 residential dwellings including affordable housing and plots of self-build/custom build homes (Class C3); a community hub building and other community facilities (Class E); green and blue infrastructure; a primary vehicular access from Darkes Lane; a pedestrian and cycle access (and also serving as an emergency access) from Darkes Lane; pedestrian accesses via the Hertfordshire Way; service and utility structures including substations and demolition of the existing club house building and two dwellings. Not yet determined.
Indicative Development Capacity	550 dwellings

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
K Securing the timely delivery of infrastructure
J Healthy and safe communities

Non-strategic policy

Site Allocation

15.160 The site allocation proposes a strategic urban extension to Potters Bar that will deliver at least 550 homes during the plan-period. It will comprise a sustainable new neighbourhood delivering a mix of dwelling sizes, tenures and types to include at least 40% of all new dwellings as genuinely affordable homes and a proportion of specialist supported and extra care housing, alongside an appropriate mix and quantity of compatible commercial, community and main town centre uses.

15.161 The development of the site provides an opportunity to deliver improvements for active travel, flood risk mitigation, and green and blue infrastructure including re-naturalising Potters Bar Brook watercourse. It will deliver new walkable neighbourhoods with an integrated network of walking and cycling routes, including improved active travel networks that access Darkes Lane Local Town Centre and the railway station, and have the potential to extend beyond to adjoining settlements and places, in particular Brookmans Park via the existing right of way alongside the railway line. The delivery of the strategic urban extension will also

secure other social and community infrastructure improvements, including reserve land for a primary school, and proportionate investment in local public transport; public realm and environmental enhancements. The latter is anticipated to include new public open space and improvements for nature in line with the aims of the LNRS.

15.162 The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It concludes that the site is classified as having provisional grey belt status. This is because of the presence of heritage assets across the site. The comprehensive development of the strategic urban extension must secure a defensible Green Belt Boundary to the site's northern edge to retain the visual separation between Potters Bar and Hatfield. In particular, the existing hedgerows that demarcate the northern edge of the site must be reinforced to ensure the boundary is strong and defensible in perpetuity.

Opportunities

15.163 The delivery of the strategic urban extension provides an opportunity to create a new successful and sustainable community located to the north of Potters Bar. It will be a walkable place, with a diverse mix of homes, including genuinely affordable homes that are supported by compatible education, health, community, leisure and recreation facilities. The new neighbourhood will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the climate emergency and managing and mitigating flood risk on the site. These new uses will be linked by a comprehensive high-quality green and blue infrastructure network centred around the re-naturalisation of the Potters Bar Brook Main River that runs through the site.

Development Requirements

15.164 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

15.165 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It is anticipated that higher intensity mixed-use development could be delivered as part of the new community's local centre and other appropriate locations across the site where higher density homes may be appropriate. The design and layout of the development should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights, with reference to the existing character of Potters Bar.

15.166 As a strategic urban extension, development proposals must be prepared in accordance with Policy HQD1(K) and must be supported by a site-wide Design Code prepared in alignment with the National Model Design Code, or successor

guidance. The site-specific design code will be coordinated with the masterplan required by Policy DM3.

15.167 The masterplan must consider the site and its surroundings, including the adjoining motorway, surface water flood risk, the relationship to Darkes Lane Local Town Centre, and the significance of nearby heritage assets especially the Grade II Listed Duty Stone and Darkes Lane West Conservation Area. These factors will inform the siting and massing of built form, open space and important views.

15.168 Development must be phased to ensure the timely provision of the infrastructure necessary to support the strategic urban extension. The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Potters Bar. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of Potters Bar's regeneration.

15.169 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the master planning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This work should demonstrably set out a sustainable transport approach to the strategic urban extension, in respect of connectivity and mitigation of highway impacts. It is anticipated that mitigation will include necessary off-site works to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. The development must be fully integrated with the surrounding street network and facilitate access and permeability through into Potters Bar Darkes Lane Local Town Centre and the station, with enhanced walking and cycle connections between public spaces and surrounding neighbourhoods.

15.170 Delivery of the strategic urban extension will secure a natural landscaped boundary that is informed by the development's master plan and landscape plan. Specifically, development will provide a defensible Green Belt Boundary to the site's northern and western edges to retain the visual separation between Potters Bar and Hatfield. The railway line constitutes a strong and permanent Green Belt boundary to the west of the site, and the northern edge of the site is formed of existing trees and hedgerows which can be reinforced with additional native planting to ensure the boundary is visually strong and defensible in perpetuity.

15.171 Developers will work collaboratively with the education authority (Hertfordshire County Council) to determine the requirements for school place provision arising from the delivery of the strategic urban extension. This includes any on-site provision that arises from the strategic urban extension. The developers will work with the education authority to ensure that any agreed on-site provision is delivered in a timely manner to ensure that Potters Bar remains a sustainable and walkable town.

15.172 The delivery of the strategic urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk

attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk, especially around the main access point to the site from Darkes Lane.

15.173 Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. Developers must work positively with the Council and Thames Water to identify any appropriate design-focussed avoidance or mitigation measures relating to the neighbouring Blackbirds Farm Sewage Works.

15.174 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS. This will include the retention and integration of existing on-site TPOs.

Development Guidelines

15.175 Development adjoining the railway line should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with Network Rail.

15.176 Development must respond positively to heritage assets including the Grade II listed Duty Stone on the administrative boundary to the northwest of the former Golf Course, and listed buildings at 23 The Avenue and Tiverton, Darkes Lane as well as the Darkes Lane West Conservation Area which directly abuts the north-eastern site boundary. Proposals must address impacts on the significance of these heritage assets and their setting, including the impact on views from within the Conservation Area. Focus should be given to enhancing and revealing the setting and significance of the Duty Stone, which is currently visible from the site, but is not readily accessible being hidden on Network Rail land close to the railway line.

15.177 Applicants will undertake early engagement and work collaboratively with Hertfordshire County Council to explore, identify and agree the potential for the delivery of a new specialised residential provision. This may include the on-site delivery of new provision for children; older persons (to potentially include extra care accommodation); and adults with learning, autism and physical disabilities.

15.178 High-quality public spaces should be created within and around the development which are addressed by positive and/or active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls and is accessible to all, and appropriate planting for biodiversity benefit and urban greening as set out in Chapter 10 Green and Blue Infrastructure.

15.179 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.180 Developers will be required to carry out necessary geophysical survey and archaeological evaluation to reveal the archaeological potential of the site.

HPBA12 Dove Lane



Site Address	Land north-east of Dove Lane, Potters Bar		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	5.4 ha	Urban Extension	Public
Current Uses	Open agricultural land and woodland.		
How Site was Identified	Call for Sites process.		
Planning Designations and Site Considerations	The site adjoins the M25 motorway along its southern boundary. There is a wooded area within southern part of the site. There are TPO trees located on the rear boundary of gardens in Powis Court.		
Planning Status	26/0619/FUL. Redevelopment of the site for the erection of 112 dwellings, site access, roads, parking, open space, SuDs and associated infrastructure. Submitted May 2026. Awaiting Decision.		
Indicative Development Capacity	112 dwellings.		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

15.181 The site allocation proposes an urban extension to Potters Bar that will deliver at least 112 homes during the plan period. It is anticipated that it will deliver medium-density, low-rise residential dwellings, including new genuinely affordable homes. The development of the site provides an opportunity to deliver on-site connectivity improvements for active travel, and enhancements to benefit biodiversity.

15.182 The Borough-wide Green Belt Assessment Stage 2 concludes that the site is classified as grey belt. It concludes that the site forms only a small part of the gap between Potters Bar and Greater London and could be developed without the loss of visual separation between the two built-up areas. The site is contained within existing build form at the edge of the urban area and the M25, both of which form strong and defensible boundaries in perpetuity.

Opportunities

15.183 The delivery of this urban extension provides an opportunity to create a new successful and sustainable community located to the south of Potters Bar that will be within walking distance of Potters Bar High Street District Centre. It will be a walkable place, with a diverse mix of homes, including genuinely affordable homes that are supported by compatible community, leisure and recreation facilities. The new neighbourhood will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the climate emergency. These new uses will be linked by a comprehensive high-quality green and blue infrastructure network.

Development Requirements

15.184 Development must be planned and delivered comprehensively in accordance with Policy DM3. A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes and main town centre uses in accordance with the site allocation.

15.185 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high intensity mixed-use development that provides positive frontages that address key routes and public spaces. This will incorporate high-quality and high-density homes, active ground floor frontages in line with the Retail and Town Centre policies and incorporate new and improved public realm and open space.

15.186 The masterplan must consider the site and its surroundings, including the adjoining motorway and surface water flood risk. These factors will inform the siting and massing of built form, open space and important views.

15.187 Access will be taken from Dove Lane with secondary pedestrian access to be from Dove Lane, Hill Crest and Byers Close. Development should include the provision of a cycle/pedestrian route from the site to Barnet Road via Hill Crest and Hill Rise and facilitate a connection to National Cycle Route 12. Layout of development needs to respond to noise sensitivities of the site, with appropriate noise mitigation measures proposed, to include landscaping, ventilation and M25 acoustic barrier. Existing woodland to be retained.

15.188 The delivery of the urban extension will provide new and improved public realm and suitable open space in accordance with a site-wide public realm strategy. This will establish a connected, multi-functional green and blue infrastructure network incorporating strategic open space, parks, sport and play provision, ecological corridors, woodland, hedgerows, ponds, sustainable drainage and public rights of way. The delivery of the strategic urban extension must protect and seek to enhance green infrastructure, including the existing Local Wildlife Site, and deliver Biodiversity Net Gain in accordance with the relevant Local Plan policies and legislation. This includes delivery of new strategic open space provision that addresses local shortfalls in natural and semi-natural greenspace and in smaller, more local children's play provision (LAPs and LEAPs), and a space for allotments to serve the new population.

15.189 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS. This will include the retention and integration of existing on-site TPOs and Local Wildlife Site.

Development Guidelines

15.190 Development should provide for complementary and distinctive character areas across the urban extension that link in with and complement the masterplan across this site and existing neighbourhoods to the north. The design and layout of the development should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights, with reference to the existing character of Potters Bar.

15.191 The delivery of the urban extension must take account of the small but measurable surface water flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

15.192 High-quality public spaces should be created within and around the development which are addressed by positive and/or active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls and is accessible to all, and appropriate planting for biodiversity benefit and urban greening as set out in Chapter 10 Green and Blue Infrastructure. This must incorporate, retain and enhance the row of mature field-edge trees located on the site's southeastern boundary, which, along with the M25, will form a defensible Green Belt boundary in the long term. The public realm strategy will also secure the retention of existing tree and hedge cover along the southeastern edge of the site.

15.193 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the master planning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This work should demonstrably set out a sustainable transport approach to the strategic urban extension, in respect of connectivity and mitigation of highway impacts. It is anticipated that mitigation will include necessary off-site works to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. The development must be fully integrated with the surrounding street network to improve access and permeability through Potters Bar High Street District Centre, with enhanced walking and cycle connections between public spaces and surrounding neighbourhoods.

15.194 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.195 Development adjoining the M25 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

15.196 Developers will be required to carry out necessary geophysical survey and archaeological evaluation to reveal the archaeological potential of the site.

HPBA13 Land Southeast of Junction 24 Strategic Industrial Employment Site



Site Address	Land Southeast of Junction 24 (M25), North of The Ridgeway, Potters Bar		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	6ha within Hertsmere, cross boundary landholding is approximately 11 ha in total	Urban extension (employment)	Public
Current Uses	Open agricultural land.		
How Site was Identified	Call for Sites and HELAA process (reference CFS-2025-027 / HEL814).		
Planning Designations and Site Considerations	Metropolitan Green Belt, good-quality agricultural land, Hertfordshire LNRS Area that Could become of Particular Importance for Biodiversity (ACIB); air-quality constraint identified through the HELAA; Conservation Area considerations; limited areas of surface-water flood risk; high landscape sensitivity to large-scale commercial, industrial and distribution development; immediate relationship with M25 Junction 24; nearby residential, agricultural		

	and education uses; and the cross-boundary relationship with land within the London Borough of Enfield.
Planning Status	No relevant planning permission identified.
Indicative Development Capacity	The strategic industrial development will deliver c. 30,000 sqm employment floorspace comprising industrial, storage and distribution and other compatible strategic employment uses.

Timeframe for delivery

Year 1-5 | Year 6-10 | **Year 11-17** | Beyond Year 17

Strategic Objectives

B A Thriving local economy
D Support a well-educated and skilled population
H Responding to the climate emergency
K Securing the timely delivery of infrastructure
J Healthy and safe communities

Non-strategic policy

Site Allocation

15.197 Land Southeast of Junction 24 (M25) is allocated as a Strategic Industrial Employment Site for approximately 30,000 sqm of employment floorspace, comprising industrial, storage and distribution and other compatible strategic employment uses. This may include the provision of a data centre development where its infrastructure, environmental and operational requirements can be satisfactorily accommodated. The site allocation is one half of a larger site that extends eastwards beyond the Borough's administrative boundary into the adjoining London Borough of Enfield.

15.198 Development must make efficient use of the site while responding to its Green Belt, landscape and cross-boundary context. The site should be planned comprehensively in accordance with Policy DM3 where necessary to coordinate built development, access, servicing, utilities, landscape, drainage and phasing.

Opportunities

15.199 The site allocation's immediate proximity to Junction 24 of the M25 provides an opportunity to meet identified demand for strategic industrial employment uses which benefit from having direct access to the motorway and wider strategic road network.

15.200 The development of the site provides an opportunity to contribute towards Hertsmere's requirement for additional industrial, logistics and data centre land, including forms of development which can be difficult to accommodate within

established urban employment areas because of their scale, servicing or infrastructure requirements.

15.201 The site allocation forms one half of a wider landholding that collectively provides an opportunity for the coordinated delivery of new industrial employment provision that meets needs in both Hertsmere and Enfield. The land located within Enfield has been identified and proposed for strategic industrial employment uses. Delivery of the site allocation provides an opportunity to secure integrated access, landscape, servicing and infrastructure. Developers will be strongly encouraged to work in partnership with both local planning authorities to comprehensively deliver the site allocation.

15.202 The existing rural landscape and southern site boundary provide an opportunity to establish a substantial landscape framework which screens and integrates development, strengthens the long-term Green Belt boundary and contributes to biodiversity enhancement and climate resilience.

Development Requirements

15.203 Development must provide approximately 30,000 sqm of strategic employment floorspace and maintain the site's primary employment function. An appropriate range of strategic industrial employment uses that could be classified under Classes E(g)(iii), B2, and B8 will be supported. These uses include data centre development where they are demonstrably appropriate.

15.204 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how development will deliver strategic industrial employment uses that are in accordance with the site allocation. The master plan must cover both sites – inclusive of the development site located in the London Borough of Enfield. The master plan should ensure that the two sites share a coherent approach to access, internal movement, landscape, drainage and utilities.

15.205 The master plan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density industrial employment uses. The master plan will demonstrate how buildings, access, servicing, parking, utilities, drainage, landscape and green infrastructure will be coordinated across the site. Where development is phased, individual phases must not prejudice efficient development of the remainder of the allocation.

15.206 Developers must work in partnership with both local planning authorities in bringing the site allocation forward.

15.207 Development must be informed by a site-specific Landscape and Visual Impact Assessment. The location, height, scale and massing of buildings, external plant, yards and associated infrastructure must respond to the site's high sensitivity to large-scale employment development and minimise effects on surrounding countryside and sensitive receptors.

15.208 Development must protect and enhance the site's ecological network, including its identification as an LNRS ACIB, and deliver biodiversity net gain. Existing vegetation should be integrated with new habitat and structural landscaping to provide connected ecological corridors.

15.209 Development must establish a robust and enduring Green Belt boundary and deliver appropriate compensatory improvements to the environmental quality and accessibility of retained Green Belt land in accordance with national policy. A substantial structural landscape framework must be established around the site, with particular attention to the southern boundary and the interface with retained Green Belt. Existing boundary vegetation should be retained and strengthened where practicable and new structural planting should be capable of providing effective long-term screening and habitat connectivity.

15.210 Development must be supported by a transport assessment and travel plan addressing access, servicing and the effects of commercial and HGV traffic on Junction 24 of the M25 and the surrounding highway network. Safe walking and cycling access and realistic opportunities for sustainable employee travel must be incorporated into the scheme, including improvements for active travel along The Ridgeway, and improved public transport links with Potters Bar and Hadley Wood stations. Developers should demonstrate that they have undertaken engagement with National Highways.

15.211 Noise and air-quality effects associated with the M25, and the operation of employment uses must inform the layout and design. Proposals must demonstrate that acceptable conditions can be achieved for employees and nearby sensitive receptors, including dwellings on The Ridgeway, and that development will not result in unacceptable effects on local air quality. The Agent of Change principle will be applied.

15.212 Surface-water drainage must be managed through a site-wide sustainable drainage strategy integrated with landscape and biodiversity measures. Development must not increase flood risk on or off the site. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

15.213 Development must demonstrate that power, digital, water and wastewater infrastructure required by the proposed uses can be provided in step with development. Where a data centre or other infrastructure-intensive use is proposed, its energy and water requirements and any necessary network reinforcement must be identified and demonstrated to be deliverable at an early stage. Developers must work with relevant infrastructure providers to ensure that these requirements can be met within the constraints of their network capacities.

15.214 Development must consider possible impacts on the historic environment, including Conservation Area and other heritage considerations identified in the evidence base, and must demonstrate that the scale, siting, access and landscape

treatment of development conserve the significance and setting of affected heritage assets.

15.215 Development should provide opportunities for local employment, apprenticeships, training and skills development in accordance with relevant Local Plan policies.

Development Guidance

15.216 Building elevations and roofs should use materials, colours and finishes which reduce the visual prominence of large building forms. The height and mass of buildings should decrease towards the southern and western site boundaries. Loading areas, external storage, plant and service yards should be located and screened so that they do not dominate sensitive boundaries or principal views.

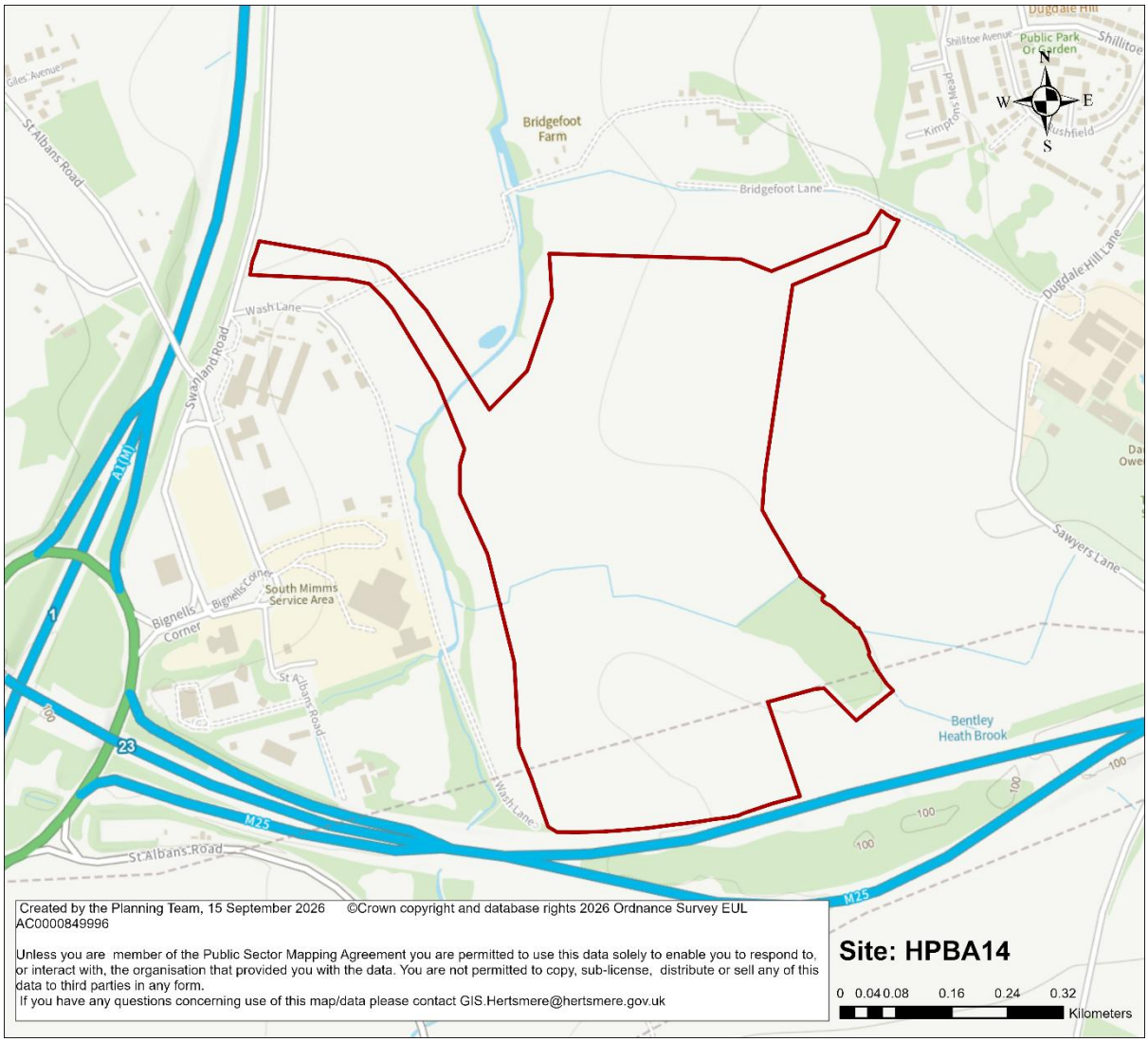
15.217 Buildings should be designed for long-term adaptability and efficient use of land. In the case that data centre development is proposed, opportunities for low-carbon energy, heat recovery and efficient use of energy and water should be considered as part of the site-wide infrastructure strategy.

15.218 External lighting should be designed as part of the overall landscape and ecological strategy for the wider site. This should seek to minimise unnecessary light spill towards surrounding countryside, habitats and nearby sensitive uses.

15.219 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.220 Development adjoining the M25 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

HPBA14 St Albans Road Strategic Industrial Employment Site



Site Address	Land east of South Mimms Services, St Albans Road, South Mimms		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	35.8 ha	Strategic urban extension (employment)	Private
Current Uses	Agricultural land that includes areas of woodland, hedgerows, watercourses and associated rural landscape features.		
How Site was Identified	Call for Sites and HELAA process.		
Planning Designations and Site Considerations	There is a wooded area within the site; and the wider site is covered by an Area TPO. It adjoins an existing Key Employment Area at South Mimms Services. There is a Local Wildlife Site located to the west of the site boundary at Wash Lane Common. There is medium and high fluvial flood risk to the west of the site (Bentleyheath Brook cuts across the site and joins Mimmshall Brook to the west). There are public rights of way cross the site (footpaths). The site falls within a Sand and Gravel Safeguard Area; a Drinking Water Safeguard Area; and the London Luton Airport Safeguarding		

	Zone. Access onto the site is close to South Mimms Conservation Area. There are overhead pylons and gas pipeline located within the site.
Planning Status	**26/1187/REM.** Application for the approval of reserved matters relating to site-wide advanced infrastructure and enabling works (Phase 1a), including a permanent vehicular access off Swanland Road which will facilitate a temporary access during construction, a permanent emergency vehicle access off Bridgefoot Lane, pedestrian and cycle routes, internal roads, car and cycle parking, hard and soft landscaping, on-site water attenuation, temporary and permanent campus bridges, utilities and services, a security gatehouse, substations, ancillary buildings and service yards, the creation of development platforms to support the phased data centre development, and all associated infrastructure pursuant to outline planning permission reference 24/1152/OUTEI. Received August 2026. Awaiting decision (at 09/09/2026). **24/1152/OUTEI.** Outline planning permission with all matters reserved (access, appearance, landscaping, layout and scale) for phased development of Data Centre (Use Class B8) comprising of up to 187,000 sqm GEA. Development to include ancillary offices, internal and external plant and equipment (including flues) and substation (external plant excluded from maximum floorspace). Provision of car parking; servicing areas; associated services (including waste, refuse, cycle storage, lighting); laying out building, routes and open spaces within the development. Development to include all associated works and operations including but not limited to: demolition; earthworks; provision of attenuation infrastructure, engineering operations. This application is for a phased development, each phase being an independent act of development, capable of coming forward in distinct and separable phases and/or plots in a severable way. Development shall be in accordance with the approved development parameters schedule and plans. Permission granted Feb 2025.
Indicative Development Capacity	**Employment floorspace** 187,000 sqm B8 storage and distribution use.

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

B A Thriving local economy
D Support a well-educated and skilled population
H Responding to the climate emergency
K Securing the timely delivery of infrastructure
J Healthy and safe communities

Non-strategic policy

Existing Planning Consents

15.221 Planning permission 24/1152/OUTEI provides for the phased development of a data centre within Use Class B8 comprising up to 187,000 sqm GEA, together with

ancillary offices, internal and external plant and equipment, a substation, parking, servicing, landscaping, open space, attenuation infrastructure and associated works.

Site Allocation

15.222 Land East of South Mimms Services is allocated as a Strategic Industrial Employment Site for up to 187,000 sqm of data centre floorspace within Use Class B8, together with ancillary offices and the energy, digital, water, transport, landscape and other infrastructure necessary to support its operation. The site allocation will be delivered during the plan period.

15.223 The allocation forms an extension to the adjoining South Mimms Services employment area and should be designated as part of the Key Employment Area in accordance with Policy EC2.

15.224 Development should be delivered broadly in accordance with the approved development parameters established by 24/1152/OUTEI. Materially different redevelopment or re-planning of the site must demonstrate an equivalent or improved employment, landscape, ecological, transport, infrastructure and sustainability outcome and, where appropriate, comply with Policy DM3.

Opportunities

15.225 The allocation provides an opportunity to deliver strategic digital infrastructure and significant investment in a location with direct access to the M25 and A1(M) and proximity to existing power and digital infrastructure.

15.226 Development provides an opportunity to consolidate South Mimms as a strategic employment location and create stronger physical and functional connections between the new campus and the existing motorway-services employment area.

15.227 The scale of the site and the approved development framework provide an opportunity to establish a substantial landscape and green and blue infrastructure network, incorporating watercourses, flood-management areas, habitat enhancement, woodland and structural planting.

15.228 Development also provides opportunities to improve public rights of way and employee walking and cycling routes and to provide skills, training and employment opportunities associated with construction, engineering, digital technology and operation of the data centre.

15.229 The scale of the development provides an opportunity to deliver high standards of energy and resource efficiency and to investigate opportunities for district heating or beneficial use of waste heat where technically and economically feasible.

Development Requirements

15.230 Development must be delivered as a comprehensively planned and phased data centre campus. Individual phases must accord with the approved site-wide development parameters and must not prejudice the delivery of access, utilities,

drainage, landscape, ecological mitigation or other infrastructure necessary to support later phases.

15.231 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how development will deliver strategic industrial employment uses that are in accordance with the site allocation.

15.232 The master plan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density industrial employment uses. The master plan will demonstrate how buildings, access, servicing, parking, utilities, drainage, landscape and green infrastructure will be coordinated across the site. Where development is phased, individual phases must not prejudice efficient development of the remainder of the allocation.

15.233 The development must deliver the highway works and sustainable-transport measures required through the outline permission and subsequent approvals, including safe pedestrian and cycle routes and improvements to the public-rights-of-way network.

15.234 Development proposals must demonstrate that sufficient power and digital infrastructure can be provided for each phase and for the campus. Necessary improvements to substations, network reinforcement and other power infrastructure must be incorporated into the design and landscape framework and delivered without prejudicing later development.

15.235 Development must demonstrate that adequate water supply, wastewater capacity, firefighting provision and drainage infrastructure can be provided in step with each phase. Developers must work with relevant infrastructure providers to ensure that these requirements can be met within the constraints of their network capacities.

15.236 Development must be informed by a site-specific Landscape and Visual Impact Assessment. The location, height, scale and massing of buildings, external plant, yards and associated infrastructure must respond to the site's high sensitivity to large-scale employment development and minimise effects on surrounding countryside and sensitive receptors.

15.237 Development must protect and enhance the site's ecological network, including its identification as an LNRS ACIB, and deliver biodiversity net gain. Existing vegetation should be integrated with new habitat and structural landscaping to provide connected ecological corridors. Biodiversity net gain and the long-term management of retained and created habitat must be integrated with the landscape, drainage and open-space strategy.

15.238 Mimmshall Brook, Bentleyheath Brook and other watercourses, together with areas of fluvial and surface-water flood risk, must inform the layout and phasing of the development. Appropriate watercourse buffers, flood-management measures and multifunctional sustainable drainage must be incorporated into the site-wide green and blue infrastructure network. Developers should work in partnership with

the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

15.239 Development must establish a robust and enduring Green Belt boundary and deliver appropriate compensatory improvements to the environmental quality and accessibility of retained Green Belt land in accordance with national policy. A substantial structural landscape framework must be established around the site, with particular attention to the southern boundary and the interface with retained Green Belt. Existing boundary vegetation should be retained and strengthened where practicable and new structural planting should be capable of providing effective long-term screening and habitat connectivity.

15.240 Development must conserve the significance and setting of affected heritage assets, including Grade II listed Bridgefoot Farmhouse and other identified assets, and respond sensitively to the relationship between site access and South Mimms Conservation Area.

15.241 Existing overhead electricity infrastructure, gas infrastructure and associated easements and safety requirements must be incorporated into the site-wide layout and must not be compromised by individual development phases. Developers should engage and work in partnership with relevant power utility providers to ensure that the delivery of the site allocations does not harm their operational requirements of network infrastructure.

15.242 Development must meet high standards of energy and resource efficiency and be supported by the sustainability, whole-life-carbon and energy information required by the outline permission and relevant Local Plan policies. Opportunities for district heating and beneficial utilisation of waste heat should be investigated.

15.243 Development should deliver local employment, apprenticeships, training and skills opportunities, including opportunities associated with construction, engineering, digital infrastructure and operation of the completed campus.

Development Guidelines

15.244 Building elevations and roofs should use materials, colours and finishes which reduce the visual prominence of large building forms. The height and mass of buildings should decrease towards the southern and western site boundaries. Loading areas, external storage, plant and service yards should be located and screened so that they do not dominate sensitive boundaries or principal views.

15.245 Buildings should be designed for long-term adaptability and efficient use of land. In the case that data centre development is proposed, opportunities for low-carbon energy, heat recovery and efficient use of energy and water should be considered as part of the site-wide infrastructure strategy.

15.246 External lighting should be designed as part of the overall landscape and ecological strategy for the wider site. This should seek to minimise unnecessary light spill towards surrounding countryside, habitats and nearby sensitive uses.

15.247 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/car-free future.

15.248 Development adjoining the M25 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

Bushey Area

Chapter 16: Bushey Area

Section	Page
Context and Character	513
Vision	516
Key Spatial Objectives	518
HBUSA1 Bushey Local Centres	519
HBUSA2 Movement and Connectivity in Bushey	524

Context and Character

16.1 Bushey is one of Hertsmere's principal settlements and plays an important role within the Borough's settlement hierarchy as a well-established residential community with a strong local identity. Located in the south-west of the borough, close to Watford and the London Borough of Harrow, Bushey forms part of a wider urban area while retaining a distinctive character shaped by its historic village core, suburban neighbourhoods, landscape setting and surrounding countryside.

16.2 The settlement is made up of several distinct neighbourhoods, including Bushey Village, Bushey Heath and North Bushey. Each has its own identity, heritage, pattern of development and relationship with the surrounding landscape. Bushey Village contains a significant concentration of historic buildings and forms an important conservation area, reflecting the settlement's historic origins and its association with the Arts and Crafts movement. Bushey Heath performs an important local service role for surrounding residential areas, while North Bushey has strong functional relationships with Watford and adjoining communities.

16.3 It benefits from a strong local service offer and good connectivity with surrounding places. Bushey railway station lies to the west of the main settlement and provides access to London and other destinations. The settlement is also served by bus routes linking Bushey with Watford, Stanmore, Harrow and other nearby centres. These cross-boundary connections are important to Bushey's role as a sustainable settlement and should be recognised in planning for future growth, movement and infrastructure.

16.4 Bushey contains a network of local centres and parades that provide shops, cafés, services, community facilities and employment opportunities for residents. Bushey Village and Bushey Heath are the principal local centres. Bushey Village is the historic and cultural heart of the settlement, with a strong heritage character and links to Bushey Museum, Bushey Manor Field and nearby historic assets. Bushey Heath provides an important local convenience and service role for residents in the eastern part of the settlement. Other smaller local parades, including at Bushey Mill Lane and Bushey Hall Road, also support day-to-day needs.

16.5 The settlement is predominantly residential in character, with a mix of historic buildings, established suburban neighbourhoods, later twentieth-century housing and more recent residential development. Its housing areas vary in density, form and character, but the settlement is strongly defined by its green setting, trees, gardens, parks, recreation grounds and access to surrounding countryside.

16.6 Bushey's relationship with surrounding open land is a defining feature of its character. The countryside around Bushey helps maintain separation between Bushey Village, Bushey Heath, North Bushey, Watford and other nearby settlements. Semi-rural gaps, green edges, wooded areas, hedgerows and open views contribute to the identity of the settlement and the setting of heritage assets.

16.7 Bushey has an important role to play in accommodating growth within Hertsmere. However, its role differs from Borehamwood and Potters Bar. Although Bushey has a strong service offer, a sizeable population and good access to nearby rail services, its fragmented spatial structure, heritage sensitivities, local-centre scale, landscape setting and important settlement gaps mean that growth must be carefully managed.

16.8 The Local Plan therefore identifies Bushey as a location for managed and character-led growth. Development will focus primarily on suitable previously developed land, sensitive infill, small-site intensification, local-centre enhancement and limited opportunities for mixed-use development where these can be accommodated without harming the character, heritage, amenity or landscape setting of the settlement.

16.9 The purpose of the Bushey policies is to guide careful evolution rather than major transformation. Growth should support local centres, improve public realm, provide a wider choice of homes, enhance walking, cycling and public transport connections, support local shops and services, and protect the distinctive qualities that make Bushey a valued place to live.

16.10 Figure 16.1: Bushey Area identifies the geographic extent of the Bushey area for the purposes of this chapter. Figure 16.2: Bushey Spatial Framework identifies the broad spatial priorities for managed growth, local-centre enhancement, sustainable movement, green infrastructure and protection of local character. These maps should be read alongside the Policies Map, site allocation policies, and the policies in this chapter.

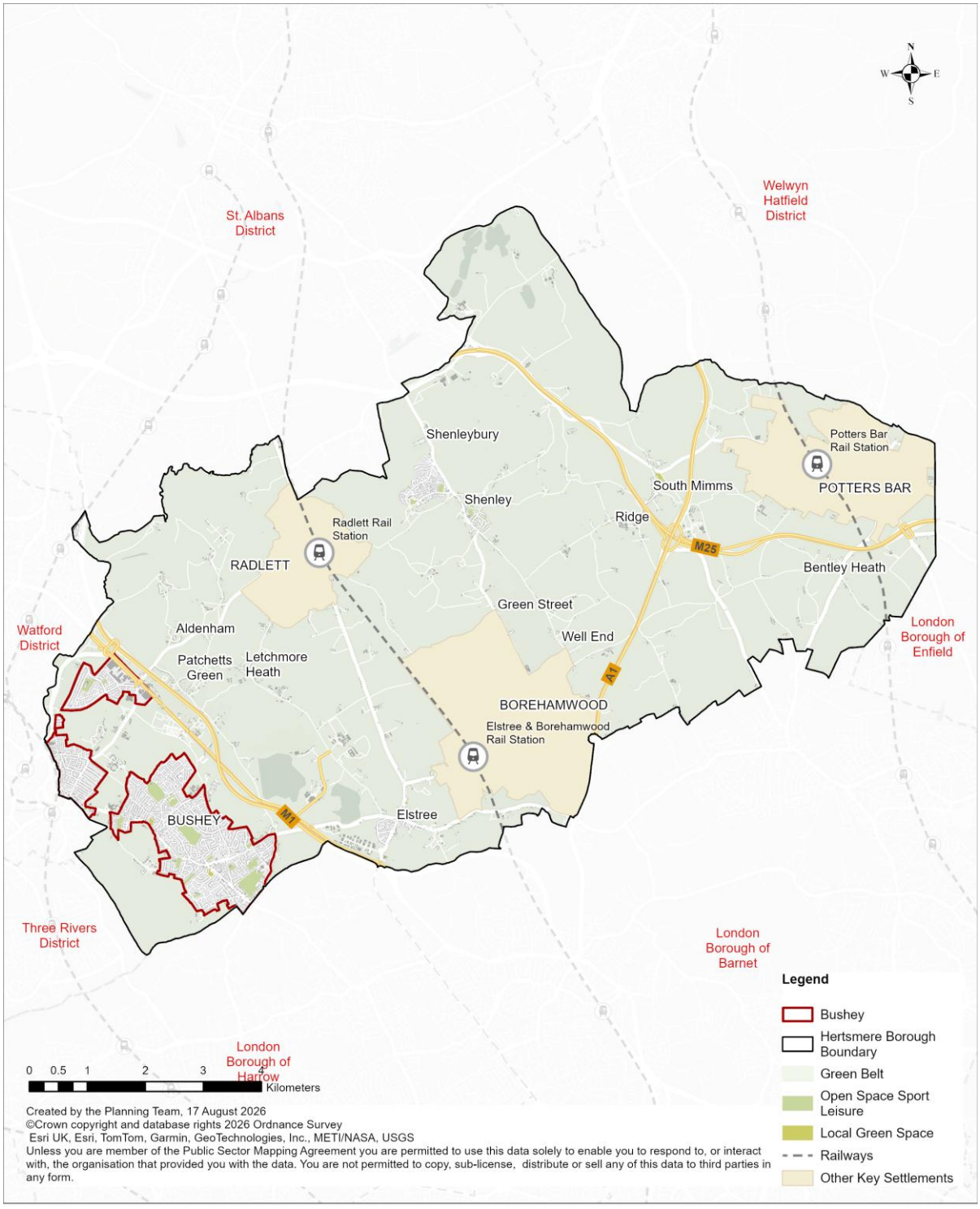


Figure 16.1: Bushey Area

Vision

16.11 Bushey will continue to evolve as a distinctive, connected and thriving settlement made up of Bushey Village, Bushey Heath, North Bushey and their surrounding neighbourhoods. Growth will be sensitive, pragmatic and character-led, supporting local housing needs, local centres, community life and access to nature while protecting the settlement's heritage, identity and green setting.

16.12 Bushey Village will be enhanced as the historic, cultural and social heart of the settlement. Its conservation area, Arts and Crafts character, independent businesses, community facilities and links to Bushey Museum, Bushey Manor Field and other heritage assets will be protected and strengthened through sensitive development, improved public realm, better shopfronts, wayfinding, traffic calming and pedestrian improvements.

16.13 Bushey Heath will be strengthened as an accessible local service and convenience centre. Improvements will focus on public realm, local shops and services, pedestrian safety, greening, accessibility, small-scale mixed-use development and better connections with surrounding residential areas.

16.14 Bushey's other local centres and parades will continue to provide important day-to-day services for residents. Their role will be supported through sensitive renewal, shopfront improvements, small-scale mixed-use development and better walking, cycling and public transport connections.

16.15 Bushey's local centres will remain compact, distinctive and community focused. Development will be expected to reinforce their vitality and viability without undermining their scale, character or local function. Sensitive mixed-use development, infill and redevelopment will be supported where it helps provide homes, local services, community facilities, workspace, public realm and improved accessibility.

16.16 Bushey will become easier and safer to move around. Development will help improve walking, cycling, wheeling and public transport links between Bushey Village, Bushey Heath, North Bushey, Bushey railway station, schools, parks, community facilities, open spaces and neighbouring centres including Watford, Stanmore, Harrow and South Oxhey.

16.17 Bushey's green and semi-rural character will be protected and enhanced. Growth will be planned to maintain the separate identities of its neighbourhoods, protect important gaps, strengthen green infrastructure, improve access to parks and countryside, and ensure that new development contributes positively to health, wellbeing, biodiversity and climate resilience.

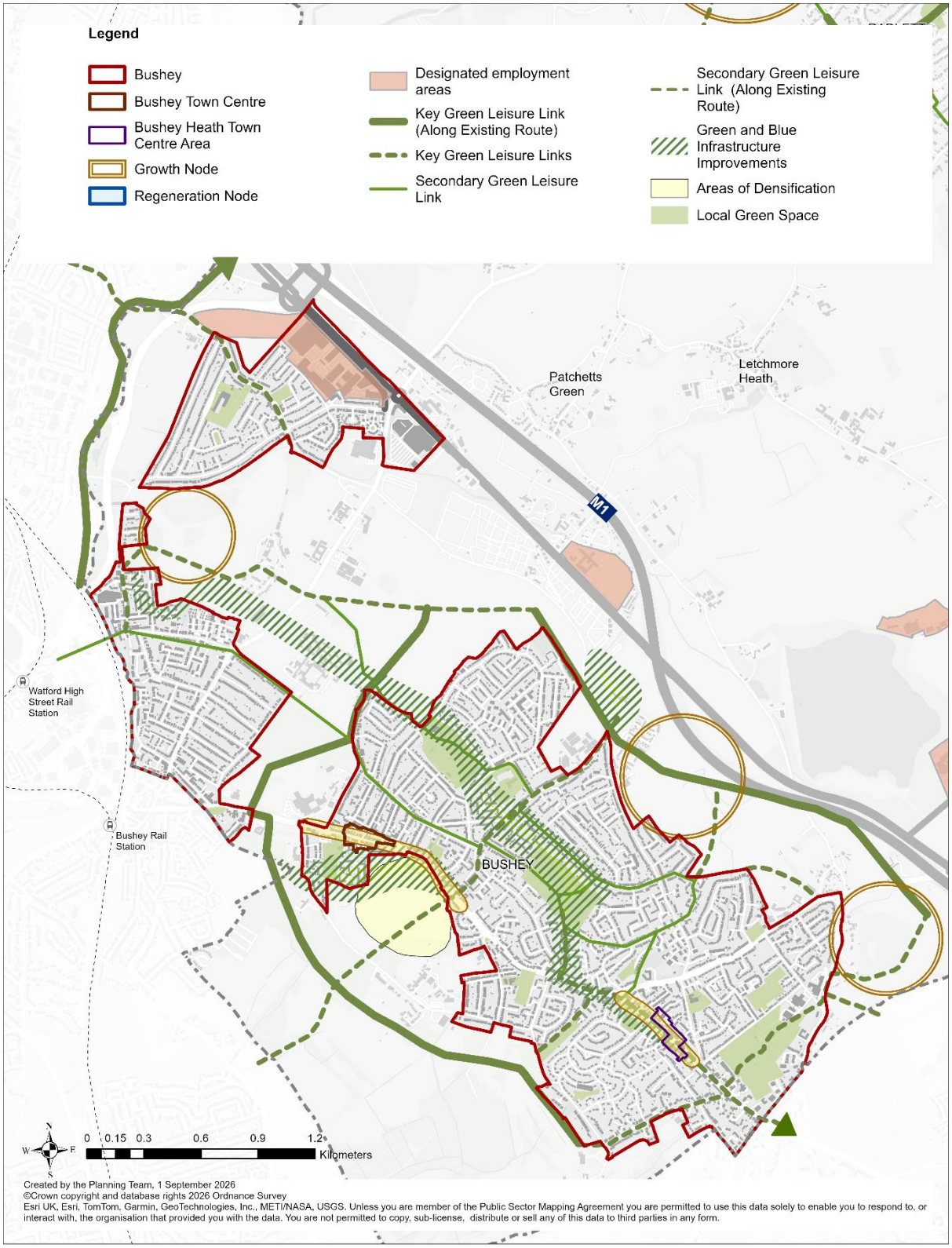


Figure 16.2: Bushey Spatial Strategy

Key Spatial Objectives

To achieve this vision, the key spatial objectives for Bushey are to:	
1	Support Bushey's role as one of Hertsmere's principal settlements while recognising that growth will be managed, character-led and more limited in scale than in the borough's main regeneration locations.
2	Direct growth to suitable previously developed land, infill sites, local-centre opportunities and other accessible locations where development can be accommodated without harming character, heritage, amenity, infrastructure capacity or landscape setting.
3	Strengthen Bushey Village and Bushey Heath as distinctive local centres serving day-to-day needs, local businesses, community life and social interaction.
4	Support the continued role of smaller local centres and parades, including at Bushey Mill Lane and Bushey Hall Road, where they provide local shops, services, employment and community functions.
5	Support sensitive mixed-use development in local centres where this provides homes, local services, workspace, community facilities, public realm improvements and active frontages.
6	Protect and enhance Bushey Village's historic, cultural and Arts and Crafts character, including its conservation area, heritage assets, shopfronts, public realm and links to Bushey Museum and Bushey Manor Field.
7	Improve the quality, accessibility and attractiveness of Bushey Heath as a local service centre, including through public realm, greening, crossings, shopfronts, signage and pedestrian improvements.
8	Provide a wider mix of homes, including affordable homes, smaller homes, family homes, homes for younger people, downsizer homes and accessible homes, in locations that are well related to services and public transport.
9	Improve walking, cycling, wheeling and public transport connections between Bushey Village, Bushey Heath, North Bushey, Bushey railway station, schools, parks, open spaces, community facilities and neighbouring centres.
10	Recognise and plan positively for Bushey's cross-boundary connections with Watford, Stanmore, Harrow, South Oxhey and nearby public transport hubs.
11	Reduce severance caused by main roads, difficult junctions and poor-quality pedestrian environments.
12	Protect the separate identities of Bushey Village, Bushey Heath and North Bushey, including important semi-rural gaps, landscape buffers, green edges and views.
13	Strengthen green infrastructure and sustainable travel networks, including a coherent green loop, links between parks and open spaces, improved access to the countryside and enhanced biodiversity corridors.

HBUSA1 Bushey Local Centres

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Bushey Village, Bushey Heath and other local centres and parades will be strengthened as attractive, accessible and distinctive places serving local communities.

B Development proposals within Bushey's local centres, as identified on Figure 16.3: Bushey's Local Centres, will be supported where they:

i. Maintain and enhance the vitality and viability of the centre;

ii. Provide an appropriate mix of local shops, services, cafés, food and drink uses, community facilities, workspace and residential uses;

iii. Support independent businesses and local services that meet day-to-day needs;

iv. Provide active ground floor frontages where appropriate;

v. Support sensitive mixed-use development, infill or redevelopment where this is compatible with local character, heritage, scale, amenity, access and infrastructure capacity;

vi. Provide new homes above, behind or alongside local centre uses where this would support centre vitality and provide an appropriate standard of residential amenity;

vii. Improve the appearance, quality and consistency of shopfronts, signage, lighting and building frontages;

viii. Improve public realm, including footways, seating, planting, lighting, wayfinding, crossings, cycle parking and accessibility;

ix. Protect and enhance heritage assets, conservation areas, locally important buildings, townscape features and local views;

x. Retain, modernise or re-provide community, cultural, health or social infrastructure, where affected by development, unless it is demonstrated that the facility is no longer required;

xi. Support small-scale workspace and facilities for local businesses, micro-businesses and home-based workers where compatible with local character and amenity;

xii. Provide appropriate disabled parking, servicing and accessible access to shops, services and facilities; and

xiii. Contribute to infrastructure and public realm improvements identified in Figure 16.2: Bushey Spatial Framework, Figure 16.3: Bushey's Local Centres, the Infrastructure Delivery Plan and relevant site allocation policies.

C Within Bushey Village, development should reinforce its role as the historic, cultural and social heart of Bushey. Proposals should:

i. Preserve and enhance Bushey Village Conservation Area and the setting of listed and locally important buildings;

ii. Support heritage-led public realm improvements, including better links to Bushey Museum, Bushey Manor Field and other historic buildings and spaces;

iii. Support small-scale food and drink uses, cultural, visitor, workspace and community uses where compatible with residential amenity;

iv. Improve pedestrian comfort, reduce traffic dominance and provide safe crossings where feasible;

v. Provide shopfronts, signage, materials, detailing, scale and frontage design that respond positively to Bushey's historic, vernacular and Arts and Crafts character; and

vi. Avoid development that would erode the historic grain, result in excessive building scale, harm heritage significance or undermine village character.

vii. Within Bushey Heath, development should support its role as a local service and convenience centre. Proposals should:

a. Improve the quality, consistency and accessibility of the public realm;

b. Support local shops, services, health, childcare, community and convenience uses;

c. Provide small-scale mixed-use development where this would strengthen local services and be compatible with character and amenity;

d. Improve walking, cycling, bus access and accessibility to surrounding neighbourhoods;

e. Provide pocket parks, greening, seating or small public spaces where opportunities arise; and

f. Improve wayfinding, lighting, crossings and accessibility for all users.

D Within other local centres and parades, including Bushey Mill Lane and Bushey Hall Road, development should:

i. Retain or re-provide local shops and services where these meet day-to-day needs;

ii. Support sensitive mixed-use redevelopment where this would improve the quality, accessibility and function of the centre;

iii. Provide active ground floor uses with residential or other appropriate uses above where feasible;

iv. Improve shopfronts, frontages, public realm, pedestrian safety and cycle parking; and

v. Respond positively to the scale, form, materials and character of the surrounding area.

E Residential development will be supported within Bushey's local centres where it forms part of a mixed-use approach that maintains or strengthens the role, function and vitality of the centre. Residential-only redevelopment of strategically important local centre sites will not be supported unless it is demonstrated that mixed-use development is not viable or is not necessary to support the role, function and vitality of the centre.

F Major development within or adjoining Bushey's local centres must be accompanied by a masterplan, design and access statement, or other proportionate material demonstrating how the proposal contributes to the managed evolution of Bushey and responds to the relevant maps in this chapter.

G Development that would result in inactive frontages, poor public realm, loss of important local services, excessive scale, harm to heritage significance, car-dominated layouts or isolated residential development that fails to contribute to local-centre vitality will not be supported.

Explanation

16.18 Policy HBUSA1 delivers Key Spatial Objectives 1 to 8 by supporting the careful enhancement of Bushey's local centres. Bushey Village and Bushey Heath have different but complementary roles. Bushey Village is the historic, cultural and social heart of the settlement, while Bushey Heath provides an important local service and convenience role for surrounding residential areas. Other local centres and parades, including Bushey Mill Lane and Bushey Hall Road, also provide important day-to-day services.

16.19 The policy supports sensitive mixed-use development, infill and redevelopment where this helps strengthen local centres, provide homes, support local businesses and improve public realm. This is not intended to promote large-scale regeneration or development that would undermine the scale and character of Bushey. Instead, growth should be used to support the managed evolution of local centres and to deliver practical improvements for existing and future residents.

16.20 Bushey Village's heritage and Arts and Crafts character are central to its identity. Development in and around the village centre must preserve and enhance heritage significance, improve shopfronts and frontages, support active uses and strengthen connections to Bushey Museum, Bushey Manor Field and nearby historic assets. Public realm, signage, street furniture and wayfinding should reinforce local distinctiveness.

16.21 Bushey Heath has opportunities to improve its role as a local service centre. Development should support day-to-day shops and services, improve accessibility, enhance public realm, introduce greening and provide small-scale mixed-use development where appropriate. The emphasis should be on local convenience, community infrastructure and public realm quality rather than major redevelopment.

16.22 Figure 16.2: Bushey Spatial Framework identifies the broad spatial priorities for local-centre enhancement and managed growth. Figure 16.3: Bushey's Local Centres identifies the local centres and parades to which Policy HBUSA1 applies. These maps should be read alongside the Policies Map, and site allocation policies.

16.23 Where development affects a strategically important local centre site, applicants should demonstrate that the proposal will support the role, function and vitality of the centre. Residential development will be supported where it contributes to mixed-use vitality, but residential-only schemes will not be appropriate where they would result in the loss of important local services or undermine local-centre function.

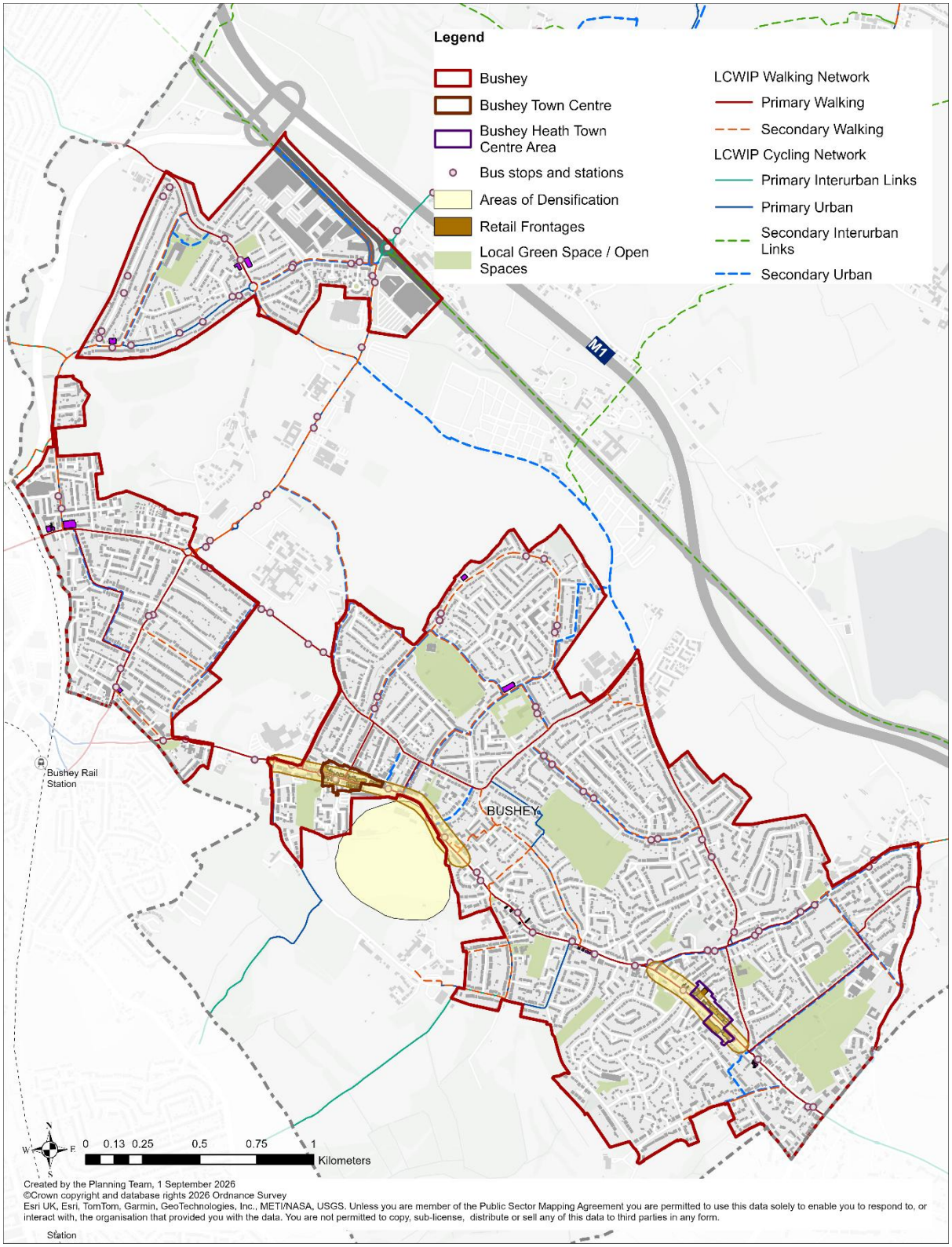


Figure 16.3: Bushey's Local Centres

HBUSA2 Movement and Connectivity in Bushey

Strategic Objectives

A Delivering a better future for Hertsmere
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Development in Bushey must contribute to safer, more accessible and more sustainable movement within the settlement and to neighbouring centres.

B Development proposals will be expected to:

i. Prioritise walking, cycling, wheeling and public transport in accordance with the transport user hierarchy;

ii. Improve connections between Bushey Village, Bushey Heath, North Bushey, local schools, parks, community facilities and open spaces;

iii. Improve walking, cycling and public transport connections to Bushey railway station and other nearby public transport hubs, including where these lie outside the borough boundary;

iv. Support safe, legible and accessible routes to Watford, Stanmore, Harrow, South Oxhey and other neighbouring communities where relevant;

v. Reduce severance caused by main roads and difficult junctions through improved crossings, continuous footways, traffic calming, junction improvements and inclusive design;

vi. Improve pedestrian and cycle access to local centres, schools, health facilities, recreation grounds, parks, countryside routes and Public Rights of Way;

vii. Support a coherent green active travel network, including routes that connect parks, open spaces, green corridors and neighbourhoods;

viii. Support improved links along and across London Road, High Road, Sparrows Herne, Little Bushey Lane and other key routes identified in Figure 16.2: Bushey Spatial Framework and Figure 16.4: Sustainable Travel Networks and Opportunities Across Bushey;

ix. Improve the quality, accessibility and safety of pedestrian routes, including through better surfacing, lighting, visibility, seating, wayfinding and maintenance;

x. Provide secure and accessible cycle parking in local centres, residential developments, community facilities and other key destinations;

xi. Support improved bus stops, real-time information, shelters, seating and service reliability where required to mitigate development impacts;

xii. Manage parking, servicing, deliveries and construction impacts so that they do not undermine pedestrian safety, public realm quality or local-centre vitality;

xiii. Provide appropriate disabled parking and accessible drop-off arrangements in local centres and close to key facilities;

xiv. Support shared mobility, car clubs, cycle hire and other low-carbon transport measures where appropriate;

xv. Contribute to transport infrastructure and mitigation measures identified through the Infrastructure Delivery Plan, Transport Assessment, Local Cycling and Walking Infrastructure Plan, site allocation policies and other relevant evidence; and

xvi. Demonstrate how movement, access, public realm and active travel measures respond, where relevant and proportionate, to the routes, links, crossing points and green movement priorities identified in Figure 16.2: Bushey Spatial Framework, Figure 16.4: Sustainable Travel Networks and Opportunities Across Bushey.

C Major development must demonstrate how its layout, access, street design and public realm will support reduced car dependency and increased use of walking, cycling, wheeling and public transport.

D Where movement improvements depend on land or infrastructure outside Hertsmere, proposals should demonstrate how they have had regard to cross-boundary connections shown indicatively on Figure 16.2 and Figure 16.4, and how any necessary coordination with neighbouring authorities or infrastructure providers will be addressed.

E Where development forms part of a wider group of related sites or a local centre opportunity area, proposals must demonstrate how access and movement arrangements have been coordinated with adjoining sites and with the Bushey Spatial Framework.

F Development proposals that would prejudice identified walking, cycling, public transport, accessibility, green-link or public realm improvements will not be supported.

Explanation

16.24 Policy HBUSA2 delivers Key Spatial Objectives 9 to 13 by supporting safer and more sustainable movement within Bushey and between Bushey and neighbouring centres. Bushey's movement challenges reflect its dispersed settlement structure, the separation between Bushey Village, Bushey Heath and North Bushey, the location of Bushey railway station to the west of the main settlement, and the influence of major roads and cross-boundary travel patterns.

16.25 The policy recognises that Bushey's accessibility is not limited to infrastructure within Hertsmere. Bushey residents rely on connections to Watford, Stanmore, Harrow, South Oxhey and other nearby places for rail, employment, education, services and leisure. Development should therefore have regard to cross-boundary connections and should support improvements where appropriate and deliverable.

16.26 The Bushey Spatial Framework identifies the need to overcome severance, improve active travel links and prioritise sustainable movement. This includes improving the quality of pedestrian routes, strengthening cycle links, improving access to Bushey railway station, supporting links to nearby public transport hubs, improving wayfinding and creating a green active travel network that connects open spaces and neighbourhoods.

16.27 Figure 16.4: Sustainable Travel Networks and Opportunities Across Bushey identifies existing and proposed sustainable travel routes and opportunities across Bushey, including connections to local centres, public transport hubs, open spaces, neighbouring settlements and cross-boundary destinations. The map should be read alongside Figure 16.2: Bushey Spatial Framework, the Policies Map, site allocation policies, the Infrastructure Delivery Plan, and transport evidence.

16.28 Movement improvements should not be limited to site access or highway capacity. Development should contribute to wider placemaking objectives by improving public realm, reducing traffic dominance, providing safer crossings, supporting local centres, connecting parks and community facilities, and creating routes that are accessible for all ages and abilities.

16.29 Proposals will be expected to coordinate with the Bushey Spatial Framework, site allocation policies, the Infrastructure Delivery Plan, the Local Cycling and Walking Infrastructure Plan and other relevant transport evidence. Where improvements depend on land or infrastructure outside Hertsmere, the Council will work with neighbouring authorities and infrastructure providers to support coordinated delivery.

16.30 The delivery of improved movement and connectivity will support Bushey's managed growth role by helping residents access shops, services, schools, parks, public transport and community facilities without relying solely on private cars.

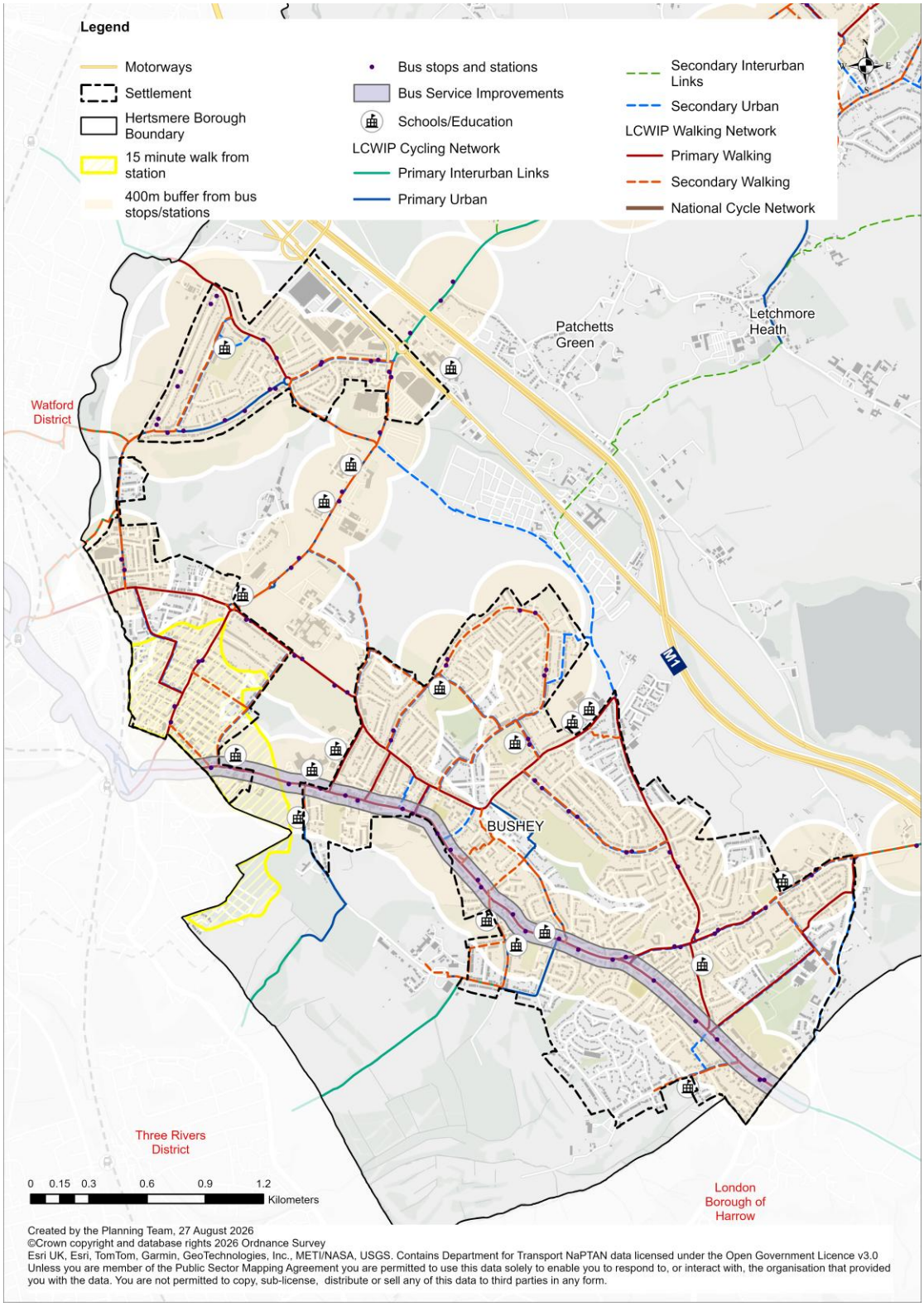
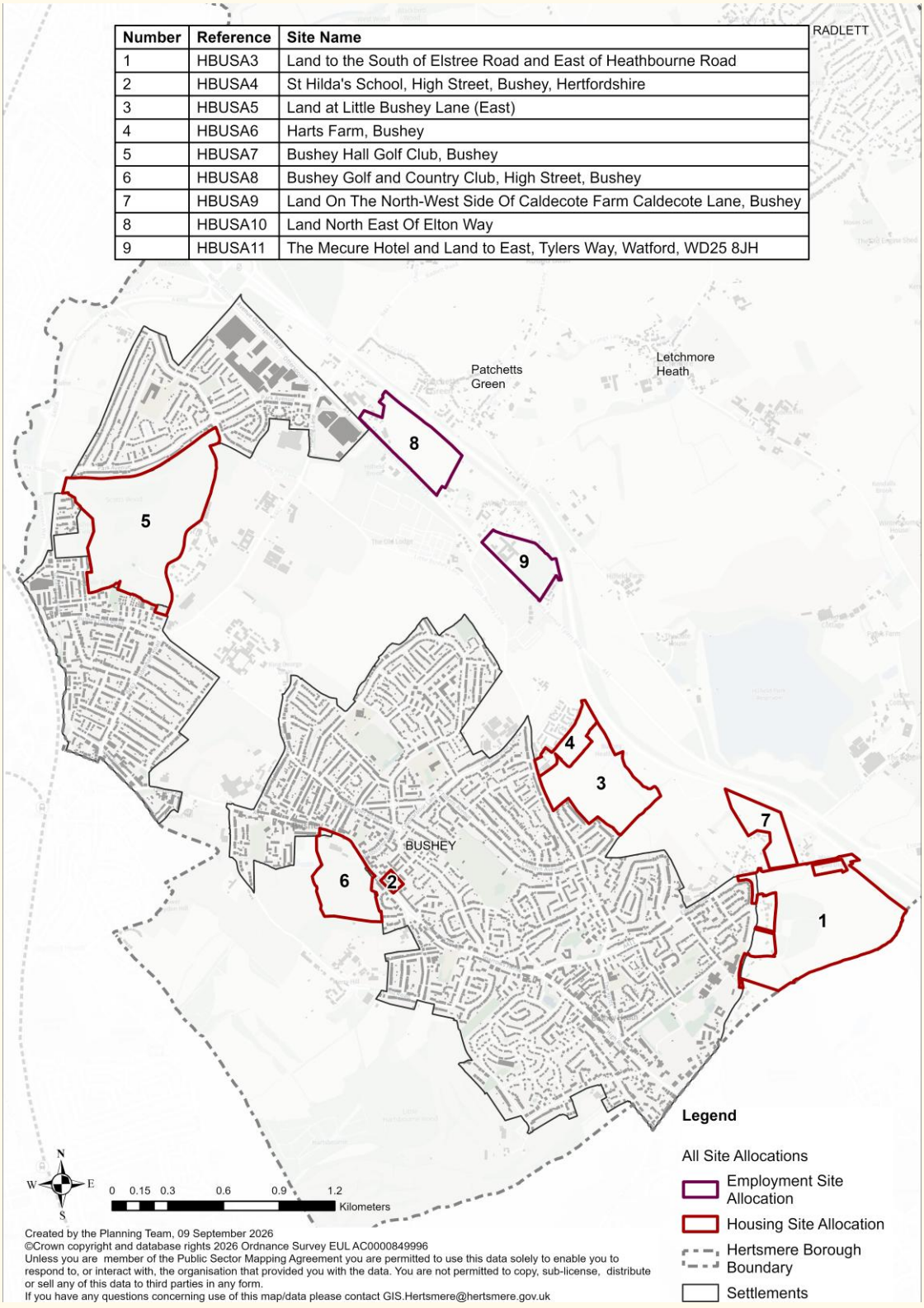


Figure 16.4: Sustainable Travel Networks and Opportunities

Number	Reference	Site Name
1	HBUSA3	Land to the South of Elstree Road and East of Heathbourne Road
2	HBUSA4	St Hilda's School, High Street, Bushey, Hertfordshire
3	HBUSA5	Land at Little Bushey Lane (East)
4	HBUSA6	Harts Farm, Bushey
5	HBUSA7	Bushey Hall Golf Club, Bushey
6	HBUSA8	Bushey Golf and Country Club, High Street, Bushey
7	HBUSA9	Land On The North-West Side Of Caldecote Farm Caldecote Lane, Bushey
8	HBUSA10	Land North East Of Elton Way
9	HBUSA11	The Mecure Hotel and Land to East, Tylers Way, Watford, WD25 8JH



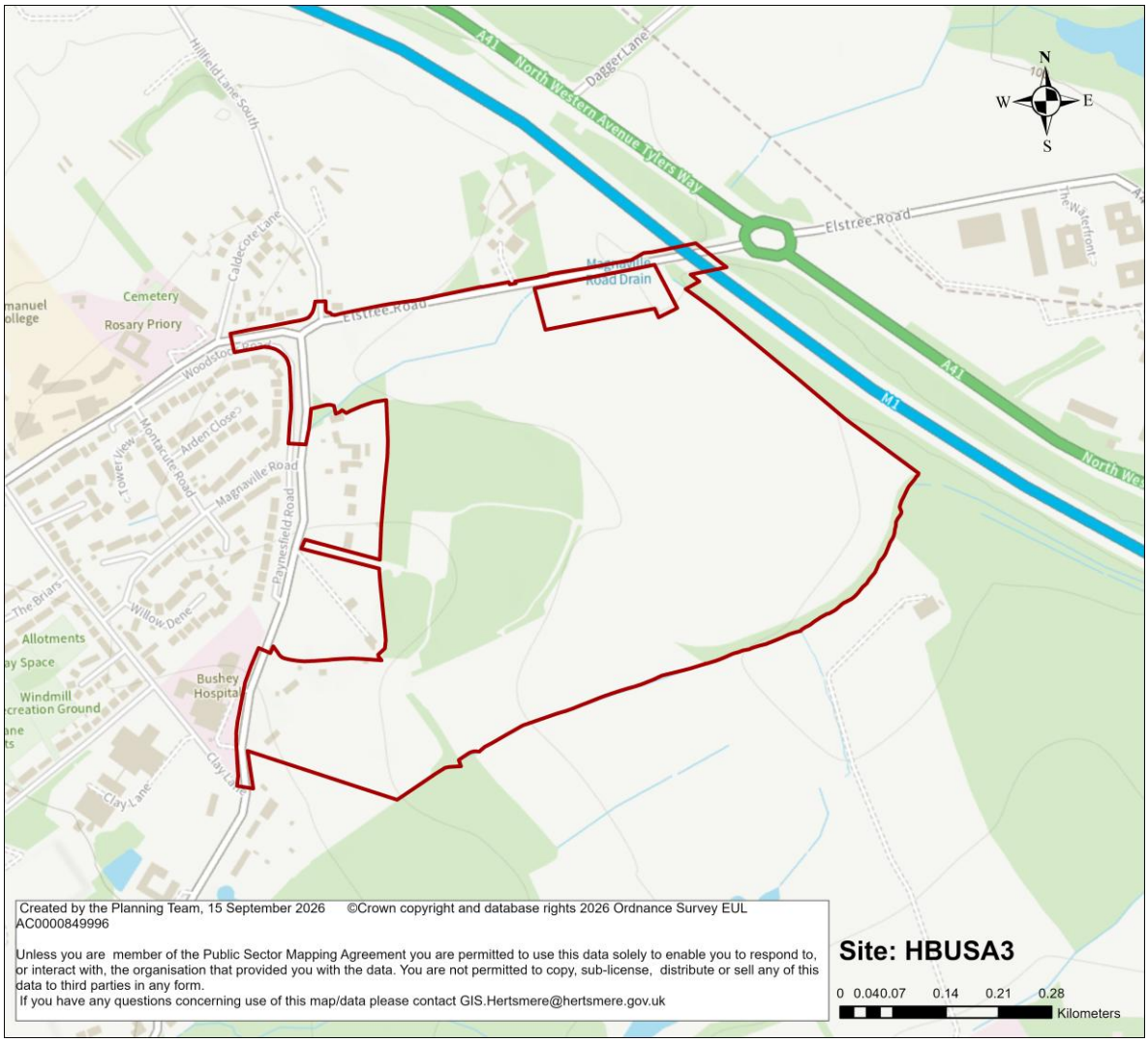
Created by the Planning Team, 09 September 2026

©Crown copyright and database rights 2026 Ordnance Survey EUL AC0000849996
Unless you are member of the Public Sector Mapping Agreement you are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-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

Chapter 16: Bushey Site Allocations

Section	Page
HBUSA3 Land to the South of Elstree Road and East of Heathbourne Road	530
HBUSA4 St Hilda's School, High Street	536
HBUSA5 Land at Little Bushey Lane	539
HBUSA6 Harts Farm	543
HBUSA7 Bushey Hall Golf Club, Bushey Hall Drive	547
HBUSA8 Bushey Golf and Country Club, High Street	551
HBUSA9 Land adjoining Caldecote Farm	556
HBUSA10 Land North East Of Elton Way	559
HBUSA11 The Former Mercure Hotel	564

HBUSA3 Land to the South of Elstree Road and East of Heathbourne Road



Site Address	Land to the South of Elstree Road and East of Heathbourne Road, Bushey		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	37.5 ha	Strategic Urban Extension	Private
Current Uses	Agricultural land, with areas of previously developed land associated with historic landfill activity.		
How Site was Identified	Call for Sites (CFS-2025-017)		
Planning Designations and Site Considerations	Metropolitan Green Belt; Local Wildlife Site within the site; Local Nature Reserve affecting a small part; TPOs; Conservation Area affecting part of the site and listed buildings within 750m; small areas of Flood Zones 2 and 3; surface-water and reservoir flood risk; ditch/watercourse; sand and gravel safeguarding; Heathrow Airport safeguarding; proximity to the A411 Elstree Road, A409 Heathbourne Road, A41 and M1; public right of way; protected woodland; gas pipeline; main river.		
Planning Status	24/0692/OUTEI, live outline application for a mixed intergenerational community including C2 and C3 housing, care facilities, community,		

	commercial and leisure uses, open spaces, sports facilities, community growing, transport hub, access and infrastructure.
Indicative Development Capacity	1500 dwellings

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

16.30 Land to the South of Elstree Road and East of Heathbourne Road is allocated for a comprehensive mixed-use strategic urban extension of at least 1,500 homes. Delivery of the allocation will include housing and care provision for older people, together with community, health, leisure, commercial and other compatible uses, public open space, play and sports facilities, green and blue infrastructure and associated transport and utility infrastructure. It is anticipated that the site allocation will be delivered during the later stages of the plan period.

16.31 The allocation is located within the Metropolitan Green Belt. The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It concludes that the site provides no contribution towards Purpose A and only a moderate contribution toward Purpose B and consequently is identified as being provisional grey belt. The comprehensive development of the strategic urban extension must secure a defensible Green Belt Boundary to the south and east to retain the visual separation between Bushey and Greater London (to the south).

Opportunities

16.32 The delivery of the strategic urban extension provides an opportunity to create a new successful and sustainable community located to the east of Bushey. It will be a walkable place, with a diverse mix of homes, including genuinely affordable homes.

It will deliver a distinctive intergenerational neighbourhood in which conventional housing, specialist and care accommodation, community facilities, recreation, landscape and local services are planned together.

16.33 The strategic urban extension will secure a mixed-use centre and transport hub that will provide a focus for community life and reduce the need for residents to travel for everyday needs. The former will include a range of complementary and compatible main town centre uses. The site's proximity to Elstree Road provides opportunities to improve public transport links towards Bushey, Stanmore, Borehamwood and other nearby centres.

16.34 Existing woodland, watercourses and ecological features provide an opportunity to establish a substantial connected green and blue infrastructure network incorporating parkland, habitat enhancement, SuDS, play, outdoor sport, food growing and walking and cycling routes.

16.35 Development also provides an opportunity to improve east-west movement across this part of Bushey, including walking and cycling provision along Elstree Road and Heathbourne Road.

Development Requirements

16.36 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the strategic urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation. The masterplan must identify development parcels, land uses, access, public transport, walking and cycling routes, green and blue infrastructure, community infrastructure, utilities and critical infrastructure triggers.

16.37 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It is anticipated that higher intensity mixed-use development could be delivered as part of the new community's local centre and other appropriate locations across the site where higher density homes may be appropriate.

16.38 The masterplan must consider the site and its wider surroundings, including the adjoining motorway, surface water flood risk, the relationship to existing neighbourhoods located to the west, and the significance of nearby heritage assets especially the adjoining Conservation Area. These factors will inform the siting and massing of built form, open space and important views.

16.39 As a strategic urban extension, development proposals must be prepared in accordance with Policy HQD1(K) and must be supported by a site-wide Design Code prepared in alignment with the National Model Design Code, or successor guidance. The site-specific design code will be coordinated with the masterplan required by Policy DM3.

16.40 Developers should prepare a 30-year stewardship strategy to be submitted in advance of, or alongside, the planning application. This should provide for the long-term management and maintenance of strategic open space, green and blue infrastructure, SuDS, community assets, public realm and other shared infrastructure.

16.41 Development must be phased to ensure the timely provision of the infrastructure necessary to support the strategic urban extension. The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Bushey. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of future growth in Bushey.

16.42 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the masterplanning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This work should demonstrably set out a sustainable transport approach to the strategic urban extension, in respect of connectivity and mitigation of highway impacts. It is anticipated that mitigation will include necessary off-site works to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. The development must be fully integrated with the surrounding highway, pedestrian and cycle networks. Development must contribute towards improvements to Elstree Road and Heathbourne Road where needed to provide safe crossings, continuous footways and cycle infrastructure.

16.43 Layout of development needs to respond to noise sensitivities of the site, with appropriate noise mitigation measures proposed, to include landscaping, ventilation and M1 acoustic barrier. Existing woodland and boundary planting to be retained.

16.44 Development must retain and protect the Local Wildlife Site, Local Nature Reserve, protected woodland, important trees and other priority habitats. These features must form part of a connected ecological network that delivers biodiversity net gain and responds to the Hertfordshire Local Nature Recovery Strategy. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

16.45 Flood risk and the natural drainage network must structure the masterplan. Built development must avoid areas of greatest fluvial, surface-water and reservoir flood risk where practicable, maintain appropriate watercourse buffers and incorporate multifunctional SuDS. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

16.46 Developers will work collaboratively with the education authority (Hertfordshire County Council) to determine the requirements for school place provision arising from the delivery of the strategic urban extension. This includes any on-site

provision that arises from the strategic urban extension. The developers will work with the education authority to ensure that the education needs of the allocation are met and accommodated as the site is delivered.

16.47 Development must respond positively to nearby heritage assets and the Conservation Area. Development must be informed by proportionate heritage and archaeological assessment, with important views and landscape setting reflected in the layout. Proposals must address impacts on the significance of these heritage assets and their setting, including the impact on views from within the Conservation Area.

16.48 Development must establish a strong and enduring Green Belt boundary using existing landscape features and substantial structural planting. Appropriate compensatory Green Belt improvements must be secured.

Development Guidance

16.49 Development should comprise a series of distinct but connected walkable neighbourhoods focused on the mixed-use centre, public transport stops, community facilities and high-quality open spaces. Higher-density development should be achieved through an appropriate combination of building form, layout and scale. Buildings meeting the definition of a tall building in Policy HQD5 will not be supported within this allocation, as the site is not identified within a Tall Building Suitability Zone. Any localised increase in building height must remain below that threshold and must be justified through the site-wide masterplan, Design Code and relevant townscape, landscape, heritage and amenity evidence.

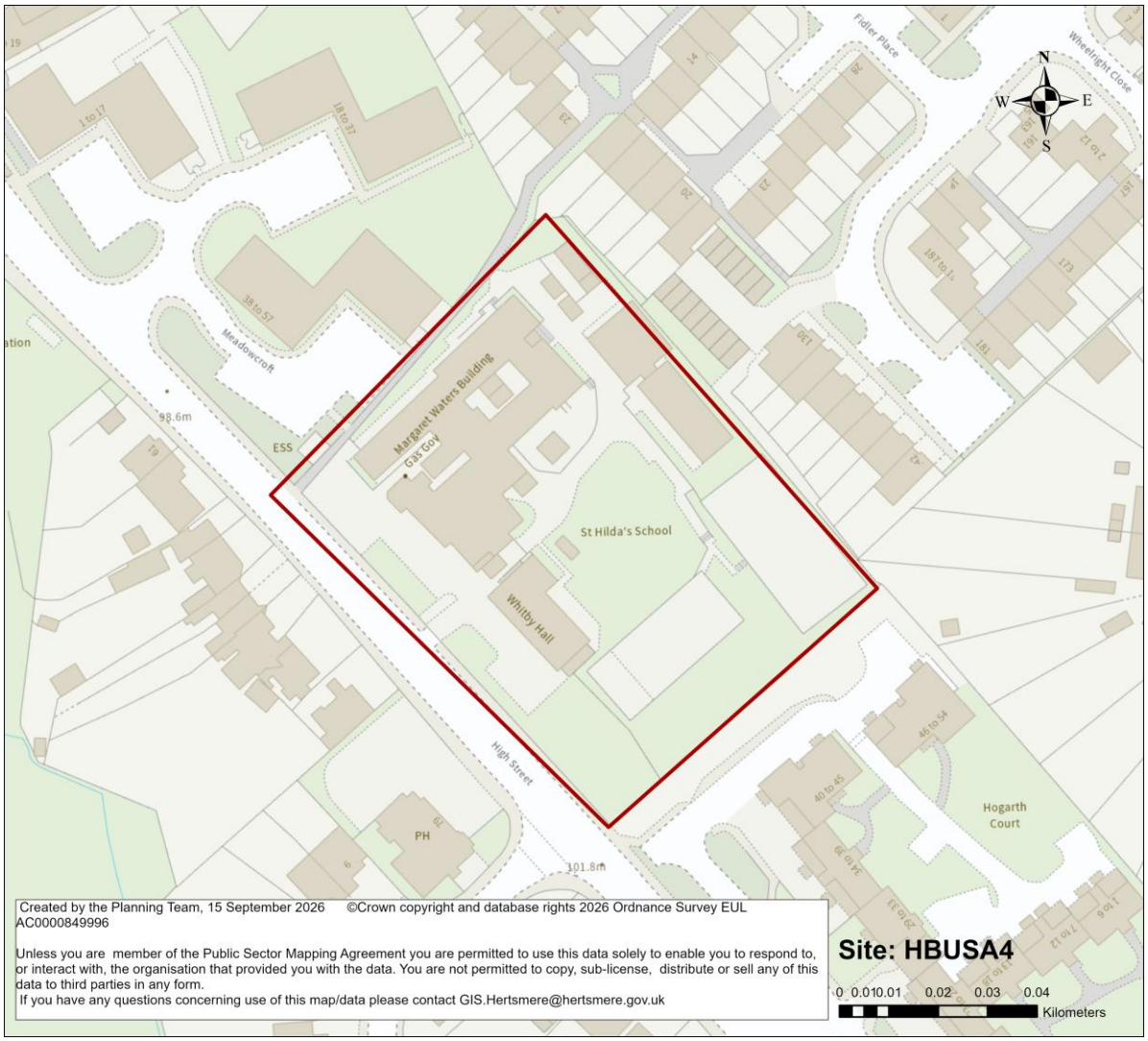
16.50 Development must deliver biodiversity net gain (BNG) and enhancement of the habitat network in line with the actions identified in the Hertfordshire Local Nature Recovery Strategy (LNRS). Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain incorporate the relevant actions in the LNRS. Retained hedgerows, woodland, watercourses and important trees should help define neighbourhoods and routes.

16.51 Applicants will undertake early engagement and work collaboratively with Hertfordshire County Council to explore, identify and agree the potential for the delivery of a new specialised residential provision. This may include the on-site delivery of new provision for children; older persons (to potentially include extra care accommodation); and adults with learning, autism and physical disabilities.

16.52 High-quality public spaces should be created within and around the development which are addressed by positive and/or active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls and is accessible to all, and appropriate planting for biodiversity benefit and urban greening as set out in Chapter 10 Green and Blue Infrastructure.

16.53 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

HBUSA4 St Hilda's School, High Street



Site Address	St Hilda's School, High Street, Bushey, Hertfordshire		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	0.69 ha	Urban	Private
Current Uses	Former independent school site. The site comprises previously developed land within the established Bushey urban area.		
How Site was Identified	Call for Sites 2025, reference CFS-2025-051		
Planning Designations and Site Considerations	Previously developed urban land close to the High Street. TPOs affect the site. Listed buildings and a Conservation Area lie within 750m. The site is outside Flood Zones 2 and 3 but parts are subject to low/medium/high surface-water flood risk. Heathrow Airport safeguarding applies.		
Planning Status	No recent relevant history.		
Indicative Development Capacity	52 dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

16.54 St Hilda's School is allocated for residential-led redevelopment comprising at least 52 homes, together with compatible community uses where appropriate. The site allocation will be delivered during Years 1 – 5 of the plan period.

16.55 Development should optimise the opportunities provided by this previously developed urban site while retaining important landscape features and responding sensitively to the High Street and surrounding residential neighbourhoods.

Opportunities

16.56 Redevelopment provides an opportunity to reuse an accessible, sustainably located, previously developed site that is located within the existing built-up area. The High Street location provides an opportunity to support local shops and services and improve the physical relationship between the site and surrounding walking and cycling routes. There are opportunities to retain mature landscape features, improve biodiversity and surface-water management and create a high-quality residential environment.

Development Requirements

16.57 Development must be planned and delivered comprehensively in accordance with a masterplan in line with Policy DM3 (Masterplans and comprehensive development). A site-wide masterplan must be prepared demonstrating how the urban redevelopment will deliver a mix of new homes in accordance with the site allocation.

16.58 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high intensity residential development that

provides positive frontages that address key routes and public spaces. The delivery of the site allocation will secure new and improved public realm and open space.

16.59 Any land within the allocation that remains identified as open space on the Policies Map must be retained and incorporated into the development's open-space and landscape framework. Where the Local Plan removes or alters an existing open-space designation to enable this allocation, any resulting loss of open space, playing-field or recreational function must be demonstrated to be acceptable in accordance with Policies GI7 and SCI3, with replacement, enhancement or other mitigation secured where required.

16.60 The site will deliver space for nature, including the provision of SuDS, Biodiversity Net Gain and urban greening in line with the relevant policies in Chapter 10 Green and Blue Infrastructure. Protected and other important trees must be retained and integrated into the layout wherever practicable, supported by proportionate arboriculture evidence.

16.61 Development must conserve the significance and setting of nearby heritage assets and respond positively to the character of the historic High Street context.

Development Guidance

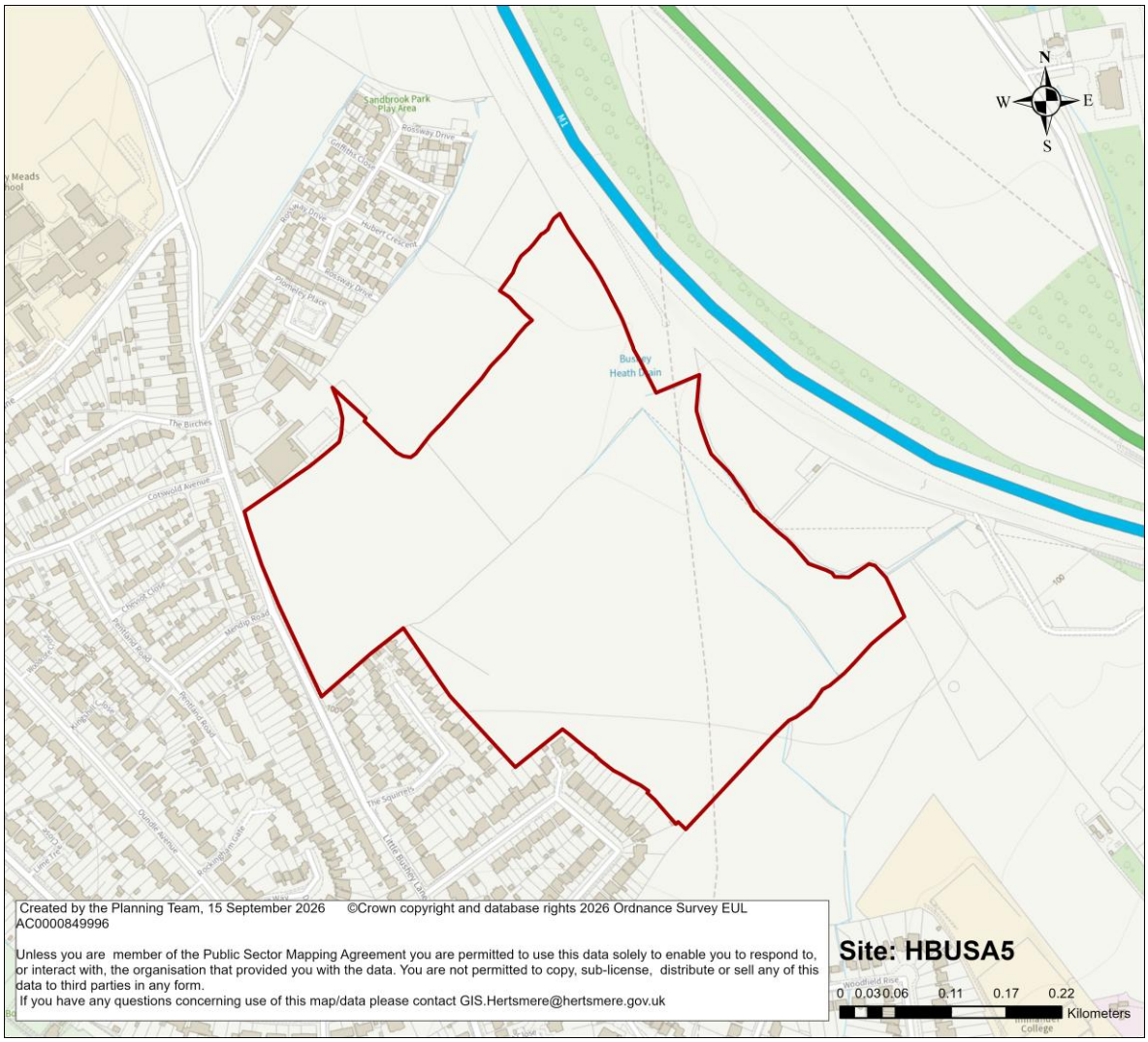
16.62 Development should comprise medium-density, low- to medium-rise housing. Buildings addressing High Street must respond positively to the established plot rhythm, building line, scale, eaves and ridge heights, architectural character and materials of the historic High Street and must conserve the significance and setting of nearby heritage assets. Building scale should reduce where necessary towards adjoining lower-density residential properties, retained trees and sensitive site boundaries.

16.63 Buildings should positively address the High Street and principal pedestrian routes. Blank or service-dominated frontages should be avoided.

16.64 Community uses, where provided, should be readily accessible from the High Street and designed to avoid unacceptable impacts on residential amenity.

16.65 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. Access and pedestrian movement must provide a safe and attractive relationship with High Street and surrounding residential streets. The masterplan will include a forward-facing car parking strategy that secures maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

HBUSA5 Land at Little Bushey Lane



Site Address	Land at Little Bushey Lane, Hertsmere		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	14.72 ha	Urban Extension	Private
Current Uses	Predominantly pasture/agricultural land used for grazing horses.		
How Site was Identified	Call for Sites 2025 (CFS-2025-070)		
Planning Designations and Site Considerations	Green Belt; LNRS ACIB; listed building within 750m; public rights of way; M1 proximity; flood risk; good-quality agricultural land; cumulative highway effects.		
Planning Status	24/1522/OUT, up to 280 homes, mobility/community hub and open space; refused March 2026 and subject to appeal. Earlier 310-home scheme dismissed at appeal.		
Indicative Development Capacity	280 homes and a community/mobility hub.		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

16.67 Land at Little Bushey Lane is allocated for a comprehensively planned residential urban extension that will deliver at least 280 homes during Years 1 – 5 of the plan period. It will also comprise a community/mobility hub, public open space, play, green and blue infrastructure and associated transport and community infrastructure.

16.68 The Borough-wide Green Belt Assessment Stage 2 identifies the site as comprising provisionally grey belt land. The assessment concludes that the site makes a limited contribution to the purposes of the Green Belt. The delivery of the site allocation will secure a coherent and durable outer Green Belt boundary along the eastern and north-eastern edge of the combined development area (inclusive of the adjoining Harts Farm site allocation).

Opportunities

16.69 The site provides an opportunity to create a new residential neighbourhood adjoining the eastern edge of Bushey. The associated community/mobility hub will provide a focus for community activity and sustainable travel. Existing rights of way and the Little Bushey Lane LCWIP corridor provide opportunities to improve walking and cycling connections.

16.70 Development must be coordinated with the adjoining Harts Farm site allocation to ensure the delivery of a coherent movement network, settlement edge, drainage strategy and infrastructure solution.

Development Requirements

16.71 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

16.72 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It must coordinate housing, access, movement, the mobility hub, community facilities, public open space, green and blue infrastructure, drainage, utilities and phasing. It will ensure that the mobility hub is accessible by walking, cycling and public transport. It must also demonstrate how the delivery of the site relates to the adjoining Harts Farm site allocation in terms of connecting and complementing the movement, landscape and infrastructure network.

16.73 As an urban extension, development proposals must be prepared in accordance with Policy HQD1(K) and must be supported by a site-wide Design Code prepared in alignment with the National Model Design Code, or successor guidance. The site-specific design code will be coordinated with the masterplan required by Policy DM3.

16.74 Development must be phased to ensure the timely provision of the infrastructure necessary to support the urban extension. The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Bushey. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of future growth across Bushey.

16.75 Delivery of the urban extension will secure a natural landscaped boundary that is informed by the development's masterplan and landscape plan. Specifically, development will provide a defensible Green Belt Boundary to the site's eastern and north-eastern edge. It will make use of the M1 and existing permanent landscape features wherever practicable. Structural planting and green infrastructure must provide an appropriate transition between the new settlement edge and retained Green Belt.

16.76 The delivery of the urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

16.77 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the masterplanning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This specifically applies to possible impacts to Little Bushey Lane, the A41 and M1 Junction 5.

16.78 Existing public rights of way must be retained and enhanced within a connected walking and cycling network.

16.79 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

Development Guidance

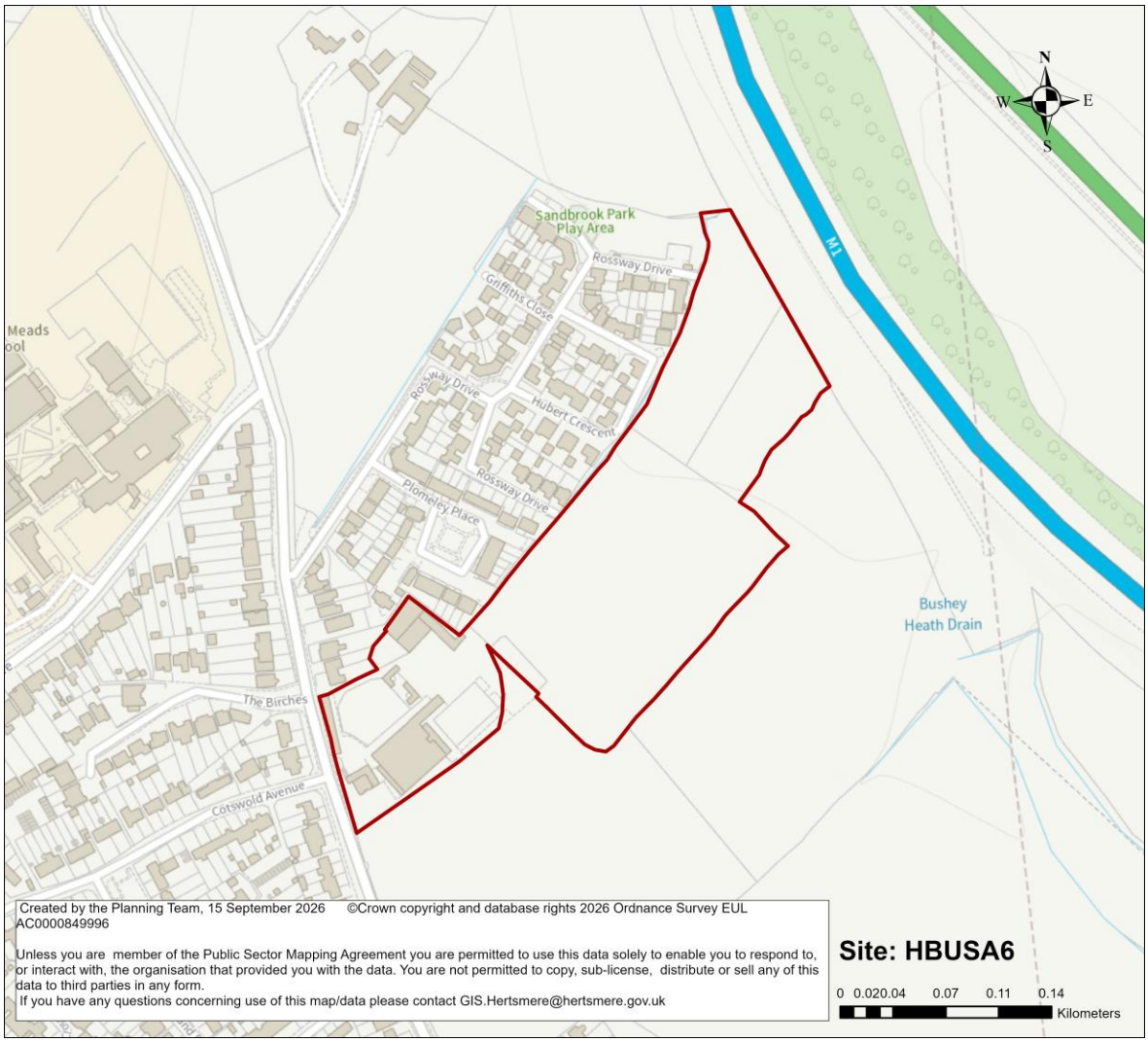
16.80 Residential development should generally be low to medium rise, with density focused on accessible parts of the site and reduced towards sensitive edges.

16.81 The community/mobility hub should occupy a prominent location on principal walking, cycling and public-transport routes.

16.82 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

16.83 Development adjoining the M1 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

HBUSA6 Harts Farm



Site Address	Harts Farm, Bushey		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	4.64 ha	Urban extension	Private
Current Uses	Livery stables, grazing land, single dwelling, and areas of previously developed land		
How Site was Identified	HELAA (HEL-0336-22)		
Planning Designations and Site Considerations	Green Belt; partly previously developed land. Adjacent to the strategic highway network, M1 immediately north-east. Surface-water flood risk. Listed building within 750m. Heathrow airport safeguarding zone. Good-quality agricultural land.		
Planning Status	No recent relevant history.		
Indicative Development Capacity	57 dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

16.84 Harts Farm is allocated for residential development that will deliver at least 57 homes, together with open space, landscape, SuDS and associated infrastructure during Years 1 – 5 of the plan period.

16.85 The Borough-wide Green Belt Assessment Stage 2 identifies the site as comprising provisionally grey belt land. The assessment concludes that the site makes a limited contribution to the purposes of the Green Belt. The delivery of the site allocation will secure a coherent and durable outer Green Belt boundary along the eastern and north-eastern edge of the combined development area (inclusive of the adjoining Land at Little Bushey Lane site allocation).

Opportunities

16.86 The site provides an opportunity to consolidate the built form on Little Bushey Lane and make effective use of previously developed land. Its relationship with the adjoining site allocation at Land at Little Bushey Lane provides an opportunity to create a coherent eastern edge to Bushey. The redevelopment of the site can improve landscape structure, surface-water management and connections to surrounding neighbourhoods.

16.87 Development must be coordinated with Land at Little Bushey Lane where necessary to ensure a coherent movement network, settlement edge, drainage strategy and infrastructure solution.

Development Requirements

16.88 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

16.89 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It must also demonstrate how the delivery of the site relates to the adjoining Land at Little Bushey Lane site allocation in terms of connecting and complementing the movement, landscape and infrastructure network.

16.90 Delivery of the urban extension will secure a natural landscaped boundary that is informed by the development's masterplan and landscape plan. Specifically, development will provide a defensible Green Belt Boundary to the site's eastern and north-eastern edge. It will make use of the M1 and existing permanent landscape features wherever practicable. Structural planting and green infrastructure must provide an appropriate transition between the new settlement edge and retained Green Belt.

16.91 Development must be phased to ensure the timely provision of the infrastructure necessary to support the urban extension. The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Bushey. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of future growth across Bushey.

16.92 The delivery of the urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

16.93 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the masterplanning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This specifically applies to possible impacts to Little Bushey Lane, the A41 and M1 Junction 5.

16.94 Development must conserve the significance and setting of nearby listed buildings and have regard to airport safeguarding.

Development Guidance

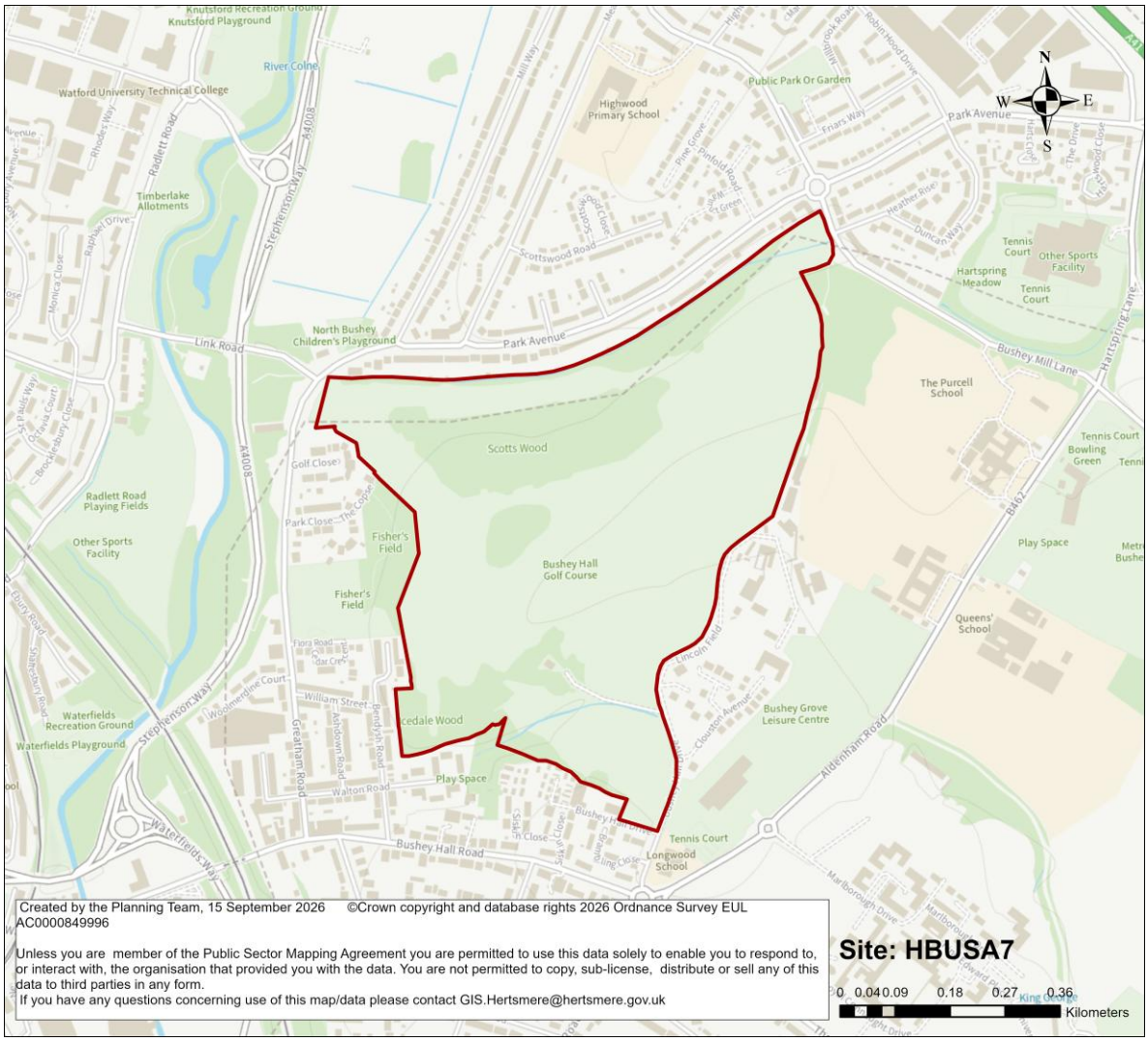
16.95 Development should generally be low to medium rise and respond to adjoining residential development. The site's previously developed components should be

optimally utilised, with lower-intensity development, and landscape treatments that reinforce and protect the retained Green Belt.

16.96 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The street and path network should be capable of connecting into the adjoining Little Bushey Lane allocation. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

16.97 Development adjoining the M1 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

HBUSA7 Bushey Hall Golf Club, Bushey Hall Drive



Site Address	**Bushey Hall Golf Club, Bushey Hall Drive (Scotts Wood Park, Hertsmere)**		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	41.71 ha	Strategic Urban Extension	Private
Current Uses	Former golf course/private open space.		
How Site was Identified	Call for Sites 2025 (CFS-2025-143) and HELAA (HEL-0905-22)		
Planning Designations and Site Considerations	Metropolitan Green Belt. Scotts Wood Local Wildlife Site and Local Nature Reserve; LNRS APIB/ACIB areas; TPOs; Flood Zones 2/3, surface-water and reservoir flood risk; Main Rivers; sand/gravel safeguarding; public right of way; nearby listed buildings/Scheduled Monument; gas and National Grid infrastructure.		
Planning Status	24/1022/OUT – outline permission for up to 350 homes together with community, healthcare and wellbeing facilities, access, landscaping and associated works; granted 26 February 2026.		

Indicative Development Capacity	500 dwellings

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Existing Planning Consent

16.98 The site benefits from the following extant consent:

- 24/1022/OUT – outline permission for up to 350 homes together with community, healthcare and wellbeing facilities, access, landscaping and associated works.

Site Allocation

16.99 Bushey Hall Golf Club is allocated for at least 500 homes together with community, healthcare and wellbeing facilities, extensive public open space, green and blue infrastructure and associated transport/community infrastructure. It is anticipated that the site allocation will be delivered during the plan period. The principle of redevelopment of the former golf course/private open space has been established through outline permission 24/1022/OUT.

16.100 The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It concludes that the site is defined as grey belt. The comprehensive development of the strategic urban extension must secure a defensible Green Belt Boundary that maintains effective landscape separation between Bushey Village and North Bushey.

Opportunities

16.101 The allocation provides an opportunity to deliver a substantial residential neighbourhood in a comparatively well-connected location between Bushey and

Watford whilst securing the retention of extensive landscape, ecological and flood-management areas. The delivery of the site allocation provides an opportunity to secure investment that significantly improves walking and cycling networks between existing neighbourhoods in Watford and Bushey and supports healthier and more sustainable lifestyles.

16.102 Development must retain and deliver the substantial publicly accessible open space, green and blue infrastructure and community, healthcare and wellbeing benefits forming part of the extant permission. Subsequent proposals that seek to materially alter these elements must demonstrate that the resulting open-space, recreation and community-infrastructure provision is equivalent or exceeds and complies with Policies GI7, SCI1 and SCI3 as applicable.

Development Requirements

16.103 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the strategic urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

16.104 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It is anticipated that higher intensity mixed-use development could be delivered as part of the new community's local centre and other appropriate locations across the site where higher density homes may be appropriate.

16.105 Development must be phased to ensure the timely provision of the infrastructure necessary to support the strategic urban extension. The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Bushey. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of future growth across Bushey.

16.106 Delivery of the strategic urban extension will secure a natural landscaped boundary that is informed by the development's masterplan and landscape plan. Specifically, development will provide a defensible Green Belt Boundary that maintains effective landscape separation between Bushey Village and North Bushey and establishes a durable boundary to retained Green Belt.

16.107 The delivery of the strategic urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

16.108 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the

LNRS. Scotts Wood Local Wildlife Site and Local Nature Reserve must be protected from built development and enhanced as part of the site-wide ecological and green-infrastructure network. Important existing trees and TPO groups must be retained and integrated into the landscape framework.

16.109 Development must safeguard National Grid and gas infrastructure, including operational access and appropriate easements, and must not prejudice safe operation, maintenance or future reinforcement. Developers are encouraged to engage with relevant utility infrastructure partners to meet their requirements at an early stage in the delivery process.

16.110 Development must conserve the significance and setting of nearby heritage assets and address archaeological/mineral safeguarding requirements.

Development Guidance

16.111 Residential development should generally be low to medium rise and transition sensitively to adjoining low-density neighbourhoods and retained open landscape.

16.112 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. Proposals should consider network improvements towards Bushey, Watford and public transport, including links to the LCWIP route on Park Avenue. Existing rights of way must be retained and enhanced and opportunities should be taken to provide an additional east-west walking route south of Hilfield Brook and improve the surrounding footpath network. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

16.113 The long-term management and stewardship arrangements secured through permission 24/1022/OUT must be implemented for the lifetime of the development. Any subsequent or replacement permission must provide a 30-year stewardship strategy, consistent with Policy HQD1(K), covering public open space, ecological areas, SuDS, landscape, walking and cycling routes and shared community infrastructure.

HBUSA8 Bushey Golf and Country Club, High Street



Site Address	Bushey Golf and Country Club, High Street, Bushey		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	12.42 ha	Urban extension	Public
Current Uses	Former Bushey Golf and Country Club. Buildings and parts of the site have subsequently accommodated leisure, commercial, events and community-related uses		
How Site was Identified	Call for Sites (CFS-2025-149) and HELAA (HEL176)		
Planning Designations and Site Considerations	Metropolitan Green Belt and partly previously developed land. Adjacent/near Bushey High Street and Melbourne Road Conservation Areas, Bushey Rose Garden Registered Park and Garden and multiple listed buildings. Also archaeological potential, TPOs, LNRS ACIB, sand/gravel safeguarding, limited Flood Zones 2/3 and surface-water risk.		
Planning Status	No recent relevant planning history.		
Indicative Development Capacity	250 dwellings, commercial and community space		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

16.114 Bushey Golf and Country Club is allocated for comprehensive residential-led mixed-use regeneration comprising at least 250 homes during the plan period. The delivery of the site allocation will also secure new community and cultural facilities, compatible commercial uses and substantial publicly accessible open space and green infrastructure.

16.115 The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It concludes that the site is defined as grey belt. The comprehensive development of the urban extension must maintain effective strategic separation between Bushey and Oxhey and establish a durable long-term Green Belt boundary.

Opportunities

16.116 The site is in Council ownership and serves as one of Bushey's principal regeneration opportunities. It includes previously developed land that is highly accessible to a variety of sustainable travel networks. Its redevelopment provides an opportunity to accommodate a mix of new housing, community and main town centre uses while retaining a significant area of the wider site as publicly accessible green space. As a publicly owned site there is an opportunity to deliver a higher proportion of new dwellings on the site as genuinely affordable homes.

16.117 The Council-led regeneration of the site can create a community and cultural focus for Bushey. Regeneration can also secure public access through the former golf course, which was not previously open to the public, strengthen connections to the High Street and establish a permanent green edge towards Oxhey.

Development Requirements

16.118 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating

how the strategic urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

16.119 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It must coordinate housing, community and commercial uses, public open space, landscape, heritage, movement, infrastructure and phasing across the allocation and its relationship with the wider Country Club estate.

16.120 A substantial proportion of the former Country Club estate must be retained and secured as permanent publicly accessible open space and green infrastructure, with built development focused on parts capable of accommodating development without unacceptable Green Belt, landscape or heritage harm. Retained public open space should have a clear long-term stewardship and management arrangement securing public access, landscape quality, biodiversity and recreation.

16.121 A strong and permanent Green Belt boundary must be established along the western and south-western edge of the developed area, using Merry Hill Road, retained woodland, mature vegetation and other permanent landscape features wherever possible. The landscape framework must maintain a clear transition to the retained Green Belt and preserve effective visual and physical separation between Bushey and Watford.

16.122 As a strategic allocation, development proposals must be prepared in accordance with Policy HQD1(K) and must be supported by a site-wide Design Code prepared in alignment with the National Model Design Code, or successor guidance. The site-specific design code will be coordinated with the masterplan required by Policy DM3.

16.123 Development must be phased to ensure the timely provision of the infrastructure necessary to support the strategic urban extension. The potential improvements that could be enabled and delivered through the comprehensive redevelopment of the site are set out as part of the Vision for Bushey. These will be funded through a combination of developer contributions (inclusive of CIL) and other sources of funding secured in support of future growth across Bushey.

16.124 The delivery of the strategic urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

16.125 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS. Existing TPO trees, woodland and important landscape features must be retained wherever practicable and integrated with habitat creation, biodiversity net gain and the LNRS ACIB.

16.126 Applicants and developers are required to carry out necessary geophysical survey and archaeological evaluation to reveal the archaeological potential of the site.

16.127 Development proposals must consider and respond positively to the significance and setting of the Bushey High Street and Melbourne Road Conservation Areas, Bushey Rose Garden Registered Park and Garden and nearby listed buildings. Masterplans prepared in support of proposals will be informed by the local heritage assets in terms of how they provide a positive response to scale, massing, landscape and architectural across the site allocation.

Development Guidance

16.128 Development should provide for complementary and distinctive character areas across the strategic urban extension that link in with and complement the masterplan across this site and existing neighbourhoods to the north. The design and layout of the development should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights, with reference to Bushey's established character. Built development should be concentrated principally towards High Street and previously developed parts of the site, with scale and density reducing towards retained open landscape and sensitive Green Belt edges.

16.129 Residential development should generally be between two to four storeys. Localised increases in height may be used to mark important routes, spaces or community focal points where this is justified through the masterplan and heritage and townscape assessment. Buildings meeting the definition of a tall building in Policy HQD5 will not be supported, as the site is not within a Tall Building Suitability Zone.

16.130 The new main town centre uses must complement the vitality and viability of Bushey High Street. It should seek to support the community function of the new community forming on the site rather than create a competing out-of-centre destination.

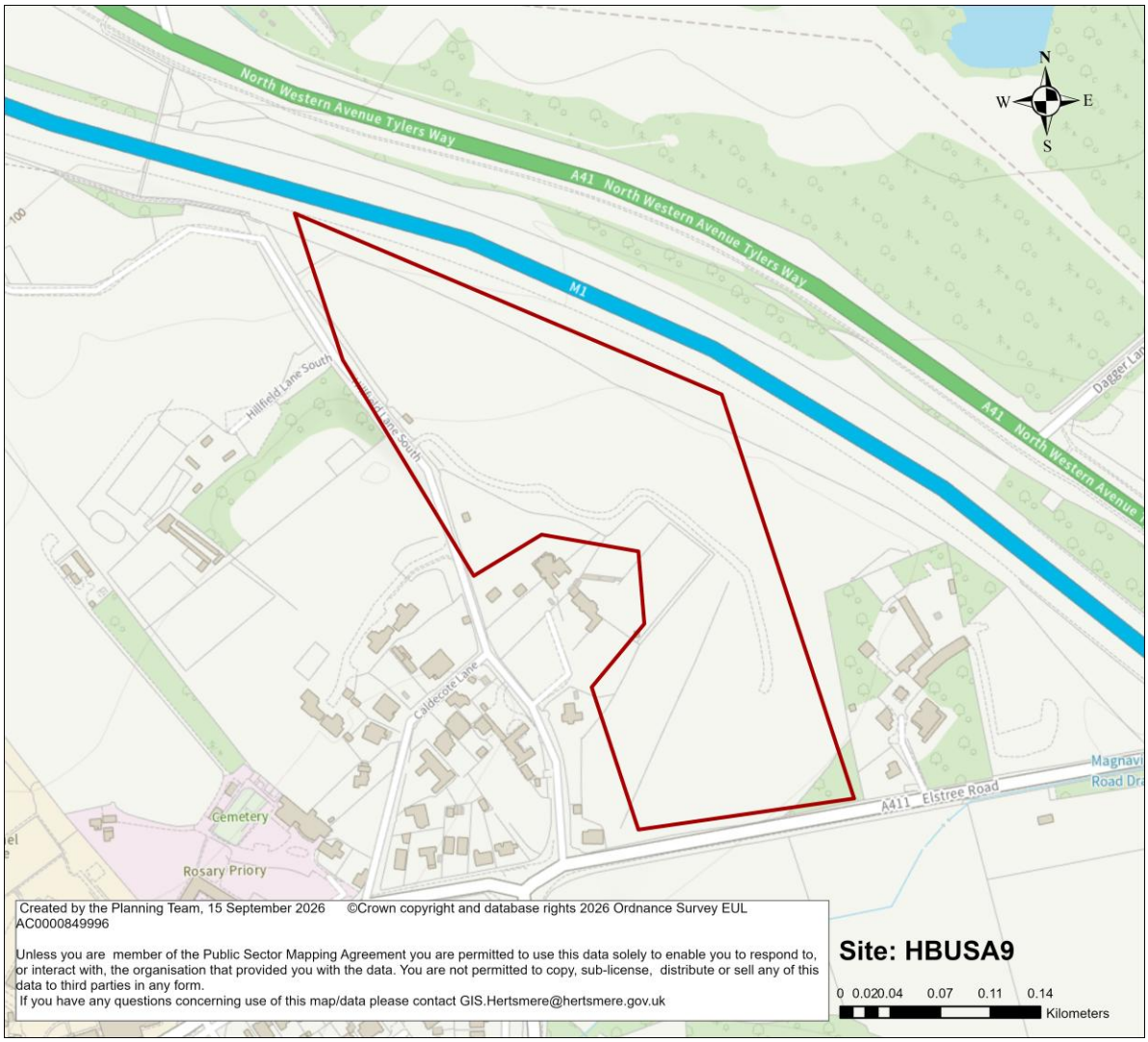
16.131 Development must provide a new community hub incorporating flexible community and cultural space and make appropriate provision for arts, education and uses associated with the Council-led regeneration.

16.132 Affordable housing must be provided in accordance with Local Plan policy, with the Council-owned site expected to maximise affordable delivery. Ideally developers should seek to achieve the current project ambition of 50% genuinely affordable homes.

16.133 Developers should ensure that the new community hub is well located in relation to the site's wider open space provision. This is to enable access to the open space and take advantage of the area around the pond to facilitate outdoor dining and events. Masterplans prepared in support of proposals should identify other suitable locations for the community hub, but in all instances it should be located close to principal walking routes.

16.134 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. Development must provide substantially improved walking/cycling permeability through the site, including connections to High Street, surrounding neighbourhoods, Bushey Station and routes towards Watford, and should investigate a new public route between High Street and Merry Hill Road. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

HBUSA9 Land adjoining Caldecote Farm



Site Address	Land on the north-west Side of Caldecote Farm Caldecote Lane, Bushey		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	6.7 ha	Urban Extension	Private
Current Uses	Land in agricultural, horticultural, and equine related uses.		
How Site was Identified	Call For Sites (CFS-2025-167)		
Planning Designations and Site Considerations	Metropolitan Green Belt; LNRS Area that Could Become of Particular Importance for Biodiversity; nearby listed buildings and Conservation Area; Heathrow Airport safeguarding; proximity to the A411 and M1; good-quality agricultural land; and areas of surface-water flood risk.		
Planning Status	No relevant recent planning history		
Indicative Development Capacity	154 dwellings		

Timeframe for delivery

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Site Allocation

16.135 The site allocation proposes an urban extension to Bushey that will deliver at least 154 homes during the plan period. The delivery of the allocation will also secure new public open space, green infrastructure, SuDS and associated transport and community infrastructure improvements.

16.136 The Borough-wide Green Belt Assessment Stage 2 concludes that the site makes a limited contribution to the purposes of the Green Belt. Consequently, the Assessment Stage 2 concludes that the site is defined as being provisionally grey belt. The delivery of the site allocation as an urban extension to Bushey will secure a durable new Green Belt boundary, making use of the M1, Hillfield Lane and retained mature vegetation as permanent and readily recognisable features.

Opportunities

16.137 The site provides an opportunity to deliver a new residential neighbourhood, comprised of genuinely affordable and market housing and a range of dwelling sizes and types, within a strong landscape setting.

16.138 The existing rural character, vegetation and the Hertfordshire Local Nature Recovery Strategy Area that Could Become of Particular Importance for Biodiversity provide opportunities to create a connected green infrastructure network, strengthen habitat connectivity and deliver biodiversity net gain.

Development Requirements

16.139 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

16.140 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. The masterplan must consider and address how the delivery of the urban extension provides an opportunity to positively develop the relationship with adjoining land around Caldecote Farm. Proposals must not prejudice the appropriate future development, landscape treatment or access arrangements of adjoining land.

16.141 The masterplan must provide a strong structural landscape framework that defines the northern and eastern edges of the development and establish a durable new Green Belt boundary, making use of the M1, Hillfield Lane and retained mature vegetation as permanent and readily recognisable features.

16.142 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

16.143 The delivery of the urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

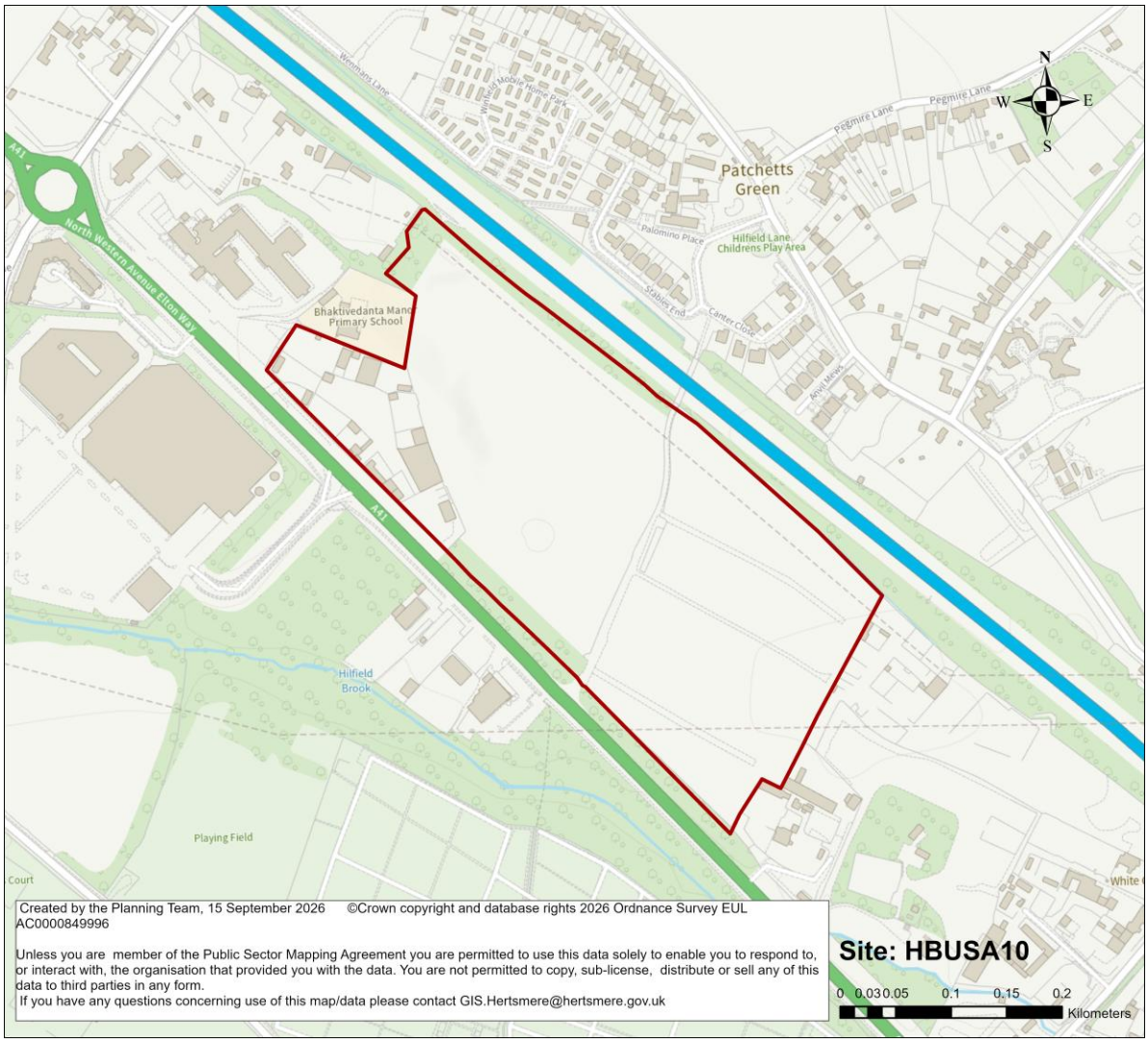
16.144 Development adjoining the M1 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

Development Guidance

16.145 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. Specifically, proposals should consider and where possible secure improvements to walking and cycling connections along Elstree Road and Hilfield Lane and provide safe and convenient links between the site, surrounding neighbourhoods, local services and public transport. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

16.146 High-quality public spaces should be created within and around the development which are addressed by positive and/or active building frontages. These should incorporate residential amenity space and play provision that addresses local shortfalls and is accessible to all, and appropriate planting for biodiversity benefit and urban greening as set out in Chapter 10 Green and Blue Infrastructure.

HBUSA10 Land Northeast of Elton Way



Site Address	Land northeast of Elton Way		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	12.66 ha	Urban Extension (Employment)	Private
Current Uses	Existing employment land and open land		
How Site was Identified	Identified as a candidate site at Regulation 18 Preparation of the Local Plan		
Planning Designations and Site Considerations	Green Belt; adjacent to M1; strategic employment context; strategic-road access; landscape/visual impacts; noise and air quality; drainage/biodiversity; relationship with nearby residential uses.		
Planning Status	24/1283/OUTEI: demolition and redevelopment to comprise B8 use of up to 45,000 sqm gross external, including ancillary offices.		
Indicative Development Capacity	45,000 sqm employment floorspace.		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

A **Delivering a better future for Hertsmere**
B **A thriving local economy**
D **Support a well-educated and skilled population**
G **Securing a greener Borough**
H **Responding to the climate emergency**
J **Healthy and safe communities**
K **Securing the timely delivery of infrastructure**

Non-Strategic Policy

Existing Planning Consents

16.147 Planning permission 24/1283/OUTEI for the demolition and redevelopment of the site to comprise up to 45,000 sqm gross external B8 storage and distribution, including ancillary offices.

Site Allocation

16.148 Land northeast of Elton Way is allocated as a strategic employment site for industrial, manufacturing, storage and distribution and compatible employment uses, including E(g)(iii), B2 and B8 uses and ancillary offices. The site allocation will deliver approximately 45,000 sqm of industrial employment floorspace during the plan period.

16.149 Development must maintain the site's primary strategic industrial employment function and provide modern, adaptable premises capable of responding to changing business and occupier requirements over the plan period.

16.150 The delivery of the allocation must be comprehensively planned so that individual development proposals do not prejudice the employment capacity, access, infrastructure, landscape or effective long-term operation of the wider site.

16.151 Development should be delivered broadly in accordance with the approved development parameters established by 24/1283/OUTEI. Materially different redevelopment or re-planning of the site must demonstrate an equivalent or improved employment, landscape, ecological, transport, infrastructure and sustainability outcome and, where appropriate, comply with Policy DM3.

16.152 The Borough-wide Green Belt Assessment Stage 2 concludes that the site makes a limited contribution to the purposes of the Green Belt. Consequently, the

Assessment Stage 2 concludes that the site is defined as being provisionally grey belt. The delivery of the site allocation as an employment site must establish a durable and readily recognisable boundary to retained Green Belt, using the M1 and A41/North Western Avenue corridors and associated permanent landscape features wherever practicable. Development must reinforce these boundaries through structural landscaping and avoid incremental outward expansion into the gap between Bushey and Radlett.

Opportunities

16.153 The site provides an opportunity to expand and consolidate employment provision within the wider Tylers Way employment area in a location with strong access to the M1, A41 and strategic road network.

16.154 Development can provide modern industrial, manufacturing and logistics floorspace capable of accommodating businesses requiring larger premises and strategic-road access and contribute towards meeting Hertsmere's identified employment land requirements.

16.155 The scale of the allocation provides an opportunity to create a coherent employment environment with a stronger landscape structure, improved environmental performance and modern infrastructure rather than a series of unrelated development compounds.

16.156 The redevelopment and intensification of the site provide opportunities for local employment, training and apprenticeships associated with construction and the subsequent operation of businesses.

Development Requirements

16.157 The site allocation is safeguarded for industrial employment uses. Residential development and unrelated uses that could compromise the industrial employment function, operational requirements or future intensification of the site will not be supported.

16.158 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how development will deliver strategic industrial employment uses that are in accordance with the site allocation.

16.159 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density industrial employment uses. The masterplan will demonstrate how buildings, access, servicing, parking, utilities, drainage, landscape and green infrastructure will be coordinated across the site. Where development is phased, individual phases must not prejudice efficient development of the remainder of the allocation.

16.160 Development must provide safe and efficient access for commercial vehicles, HGVs, employees and emergency services and address individual and cumulative impacts on the A41, M1 and local highway network. HGV access, servicing and loading arrangements must be designed so that they do not result in unacceptable conflict with residential areas, walking and cycling routes or the safe operation of the local highway network.

16.161 Development proposals must demonstrate that sufficient power and digital infrastructure can be provided for each phase and for the campus. Necessary improvements to substations, network reinforcement and other power infrastructure must be incorporated into the design and landscape framework and delivered without prejudicing later development.

16.162 Development must demonstrate that adequate water supply, wastewater capacity, firefighting provision and drainage infrastructure can be provided in step with each phase. Developers must work with relevant infrastructure providers to ensure that these requirements can be met within the constraints of their network capacities.

16.163 Noise, air quality, lighting and other operational effects associated with industrial and logistics activity, including cumulative effects arising from multiple occupiers, must be appropriately assessed and mitigated.

16.164 Development must be informed by a site-specific Landscape and Visual Impact Assessment. The location, height, scale and massing of buildings, external plant, yards and associated infrastructure must respond to the site's high sensitivity to large-scale employment development and minimise effects on surrounding countryside and sensitive receptors.

16.165 The masterplan must establish a durable and readily recognisable boundary to retained Green Belt, using the M1 and A41/North Western Avenue corridors and associated permanent landscape features wherever practicable. Development must reinforce these boundaries through structural landscaping and avoid incremental outward expansion into the gap between Bushey and Radlett.

16.166 Development must protect and enhance the site's ecological network, including its identification as an LNRS ACIB, and deliver biodiversity net gain. Existing vegetation should be integrated with new habitat and structural landscaping to provide connected ecological corridors. Biodiversity net gain and the long-term management of retained and created habitat must be integrated with the landscape, drainage and open-space strategy. Important existing vegetation should be retained where practicable and supplemented by substantial structural planting, particularly at visually sensitive boundaries and around larger buildings and service areas.

16.167 Surface-water drainage must be addressed comprehensively during the delivery of the site allocation. Multifunctional SuDS must be integrated with the landscape and biodiversity framework and should avoid inefficient or piecemeal drainage arrangements between individual development parcels. Developers should work in

partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

16.168 Development must make appropriate provision for local employment, skills, training and apprenticeship opportunities having regard to the scale and nature of the employment proposed.

Development Guidance

16.169 Building elevations and roofs should use materials, colours and finishes which reduce the visual prominence of large building forms. The height and mass of buildings should decrease towards the southern and western site boundaries. Loading areas, external storage, plant and service yards should be located and screened so that they do not dominate sensitive boundaries or principal views.

16.170 Buildings should be designed for long-term adaptability and efficient use of land. In the case that data centre development is proposed, opportunities for low-carbon energy, heat recovery and efficient use of energy and water should be considered as part of the site-wide infrastructure strategy.

16.171 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

16.172 Development adjoining the M1 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

HBUSA11 The Former Mercure Hotel



Site Address	Land at Bushey Mill Lane		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	7.43 ha	Urban Extension (Employment)	Private
Current Uses	Vacant former hotel including low-quality woodland/open land and former dwelling/clearing.		
How Site was Identified	Call for Sites (CFS-2025-087)		
Planning Designations and Site Considerations	Green Belt; M1/A41; Hilfield Brook; Flood Zones 2/3; surface-water risk; woodland/biodiversity; road noise and air quality; limited public transport; major electricity, water and digital infrastructure requirements.		
Planning Status	22/1117/OUT, permission for up to 30,000 sqm B8. 25/1781/FUL, live data centre application proposing 137,410 sqm submitted for determination.		
Indicative Development Capacity	c.30,000 sqm B8 or up to 138,000 sqm of data centre use		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
D Support a well-educated and skilled population
G Securing a greener Borough
H Responding to the climate emergency
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Existing Planning Consents

16.173 Planning permission 22/1117/OUT provides for 30,000 sqm of B8 industrial storage provision.

16.174 Planning application 25/1781/FUL seeks the comprehensive redevelopment of the site for a data centre use, providing over 137,410 sqm floorspace. At the point of the Local Plan's Publication, the proposal is still to be determined.

Site Allocation

16.175 The former Mercure Hotel and land contained within its boundary to the immediate east is allocated as a strategic employment site. The site allocation will deliver strategic industrial employment that could comprise data centre development, storage and distribution, industrial and other compatible employment uses. The delivery of the site allocation will also secure necessary energy, digital, water, transport and other infrastructure required to support its operation.

16.176 Following delivery, the uses provided across the site will contribute and form part of the wider Tylers Way employment area. Proposals for the site allocation must retain and align with the primary strategic employment function of the wider employment area.

16.177 The Borough-wide Green Belt Assessment Stage 2 concludes that the site makes a limited contribution to the purposes of the Green Belt. Consequently, the Assessment Stage 2 concludes that the site is defined as being provisionally grey belt. The delivery of the site allocation as an employment site must establish a robust and readily recognisable long-term boundary, making use of the A41/North Western Avenue, Hilfield Brook and Sandy Lane as permanent physical features where they coincide with the released area. Where the release boundary adjoins retained Green Belt to the south-east, it must be reinforced through substantial

structural landscaping and existing permanent landscape or development boundaries.

Opportunities

16.178 The site occupies a strategically accessible location close to the M1 and A41 and provides an opportunity to meet specialist employment and digital-infrastructure requirements that require large sites, high-capacity utilities and strategic connectivity.

16.179 Redevelopment of the vacant former hotel and other previously developed parts of the site provides an opportunity to replace underused development with modern strategic employment infrastructure.

16.180 The scale and location of the site provide an opportunity to consolidate the Tylers Way employment area and secure investment in electricity, digital and other infrastructure supporting the wider employment function of the area.

16.181 Hilfield Brook, existing woodland and undeveloped parts of the site provide opportunities to establish a substantial green and blue infrastructure framework incorporating habitat enhancement, biodiversity net gain, sustainable drainage and structural landscape planting.

16.182 Development provides opportunities for local employment, skills and training associated with construction, engineering, digital infrastructure and the ongoing operation and maintenance of the site.

16.183 The scale and energy profile of data centre development also provide an opportunity to investigate the beneficial use of waste heat and other measures which improve energy and resource efficiency.

Development Requirements

16.184 Development must be delivered as a comprehensively planned and phased data centre campus. Individual phases must accord with the approved site-wide development parameters and must not prejudice the delivery of access, utilities, drainage, landscape, ecological mitigation or other infrastructure necessary to support later phases.

16.185 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how development will deliver strategic industrial employment uses that are in accordance with the site allocation.

16.186 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density industrial employment uses. The masterplan will demonstrate how buildings, access, servicing, parking, utilities, drainage, landscape and green infrastructure will be

coordinated across the site. Where development is phased, individual phases must not prejudice efficient development of the remainder of the allocation.

16.187 The development must deliver the highway works and sustainable-transport measures required through the outline permission and subsequent approvals, including safe pedestrian and cycle routes and improvements to the public-rights-of-way network.

16.188 Development proposals must demonstrate that sufficient power and digital infrastructure can be provided for each phase and for the campus. Necessary improvements to substations, network reinforcement and other power infrastructure must be incorporated into the design and landscape framework and delivered without prejudicing later development.

16.189 Development must demonstrate that adequate water supply, wastewater capacity, firefighting provision and drainage infrastructure can be provided in step with each phase. Developers must work with relevant infrastructure providers to ensure that these requirements can be met within the constraints of their network capacities.

16.190 Development must be informed by a site-specific Landscape and Visual Impact Assessment. The location, height, scale and massing of buildings, external plant, yards and associated infrastructure must respond to the site's high sensitivity to large-scale employment development and minimise effects on surrounding countryside and sensitive receptors. Hilfield Brook, woodland, flood-risk land and other important environmental features should structure the green framework and provide separation between intensive development and sensitive boundaries.

16.191 The masterplan must establish a durable and readily recognisable boundary to retained Green Belt, making use of the A41/North Western Avenue, Hilfield Brook and Sandy Lane as permanent physical features where they coincide with the released area. Where the release boundary adjoins retained Green Belt to the south-east, it must be reinforced through substantial structural landscaping and existing permanent landscape or development boundaries.

16.192 Development must protect and enhance the site's ecological network, including its identification as an LNRS ACIB, and deliver biodiversity net gain. Existing woodland and other important habitats must be retained and enhanced wherever practicable. Biodiversity net gain and the long-term management of retained and created habitat must be integrated with the landscape, drainage and open-space strategy.

16.193 Development must provide appropriate local employment, skills, training and apprenticeship opportunities having regard to both the construction and operational phases of the development.

Development Guidance

16.194 Building elevations and roofs should use materials, colours and finishes which reduce the visual prominence of large building forms. Intensive built development

should be concentrated on previously developed and less environmentally sensitive parts of the site. Loading areas, external storage, plant and service yards should be located and screened so that they do not dominate sensitive boundaries or principal views.

16.195 Buildings should be designed for long-term adaptability and efficient use of land. In the case that data centre development is proposed, opportunities for low-carbon energy, heat recovery and efficient use of energy and water should be considered as part of the site-wide infrastructure strategy.

16.196 The layout and infrastructure strategy should allow for technological change, adaptation and replacement of plant over the lifetime of the development without requiring significant expansion into retained landscape, ecological or flood-management areas.

16.197 External lighting should be designed as part of the overall landscape and ecological strategy for the wider site. This should seek to minimise unnecessary light spill towards surrounding countryside, habitats and nearby sensitive uses. Security requirements must be integrated sensitively into the landscape and design. Fencing, gates, lighting and other security infrastructure should avoid an unnecessarily hostile or visually intrusive edge to the site.

16.198 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

16.199 Development adjoining the M1 Motorway should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted to the decision-taking process. Developers should demonstrate that they have undertaken engagement with National Highways.

Radlett Area

Chapter 17: Radlett Area

Section	Page
Context and Character	571
Vision	574
Key Spatial Objectives	576
HRA1 Radlett Centre	577

Context and Character

17.1 In terms of the geographic area that it covers Radlett is one of Hertsmere's larger settlements. However, in planning terms, it is a Category III Settlement, which equates to it being a small town or settlement. This is due to the predominance of residential uses and the absence of a full range of services, facilities, amenities and employment opportunities. Nevertheless, Radlett's residents value the sense of community and strong local identity that they derive from living in the town.

17.2 Radlett is in the western half of Hertsmere along the historic Watling Street corridor. The settlement has developed around this historic route and the railway line, both of which continue to shape its structure, movement patterns and character. Radlett is surrounded by open countryside and retains a distinct relationship with its rural and wooded setting, which contributes significantly to its identity and separation from neighbouring settlements.

17.3 The town benefits from strong transport connectivity, most notably through Radlett railway station, which provides direct Thameslink services to London and other destinations. The settlement also benefits from road connections via Watling Street and nearby access to the M1 and M25. Despite this connectivity, Radlett experiences traffic pressures associated with through-traffic along Watling Street and surrounding routes, which affects movement, public realm quality and pedestrian comfort within the centre.

17.4 Radlett's built form is largely characterised by low-density residential neighbourhoods, generous plots, mature trees, planted boundaries and leafy streets. These areas contribute to its distinctive character. The settlement also contains heritage assets and conservation areas that reflect its historic development and reinforce the character of the centre and surrounding neighbourhoods.

17.5 The town centre is aligned along Watling Street and functions as the focus for retail, services, culture and community life. It contains a mix of independent shops, cafés, restaurants, community facilities and cultural uses, including the Radlett Centre and Radlett Library. These facilities contribute to the strong sense of community identity associated with Radlett and support a range of cultural and social activities.

17.6 The town's Centre has an attractive but varied townscape, including historic buildings, shopping parades, small-footprint commercial premises and more recent development. Its eclectic character, fine grain, independent businesses and café and restaurant offer are important strengths. However, parts of the centre would benefit from enhancement, particularly in relation to shopfront quality, public realm, pedestrian movement, traffic dominance, street greening, cycle parking and the relationship between the east and west sides of the railway line.

17.7 The town benefits from green spaces, trees, watercourses and surrounding countryside, which form an important component of the settlement's environmental setting. Tykes Water, local parks, recreation spaces, wooded slopes, planted

boundaries and surrounding countryside contribute to local character, biodiversity, recreation and wellbeing. Opportunities exist to strengthen green and blue infrastructure, improve biodiversity and enhance access to nature.

17.8 Radlett maintains close functional relationships with surrounding settlements, including Shenley, Aldenham and Borehamwood. Residents also access employment, services and transport connections in nearby centres. These relationships reinforce Radlett's role as a smaller but well-connected town within the Borough's settlement hierarchy.

17.9 In accordance with the Local Plan's spatial strategy, Radlett will accommodate a more modest and incremental growth than the Borough's larger settlements. Opportunities for development are expected to arise primarily through the sensitive redevelopment of previously developed land, infill development, small-site opportunities, town centre enhancement and the efficient use of under-utilised land within the existing urban area.

17.10 The purpose of the Radlett policies is to guide careful evolution rather than major transformation. Growth should support the centre, provide a wider choice of homes, improve public realm and sustainable movement, support local businesses and community facilities, and protect the distinctive qualities that make Radlett a valued place to live.

17.11 Figure 17.1: Radlett Area identifies the geographic extent for the purposes of this chapter. Subsequently, Figure 17.2: Radlett Spatial Strategy identifies the broad spatial priorities for Radlett, including Radlett Centre, Watling Street, movement and public realm priorities, green and blue infrastructure, managed growth, local character and landscape setting. These maps should be read alongside the Policies Map, and site allocations.

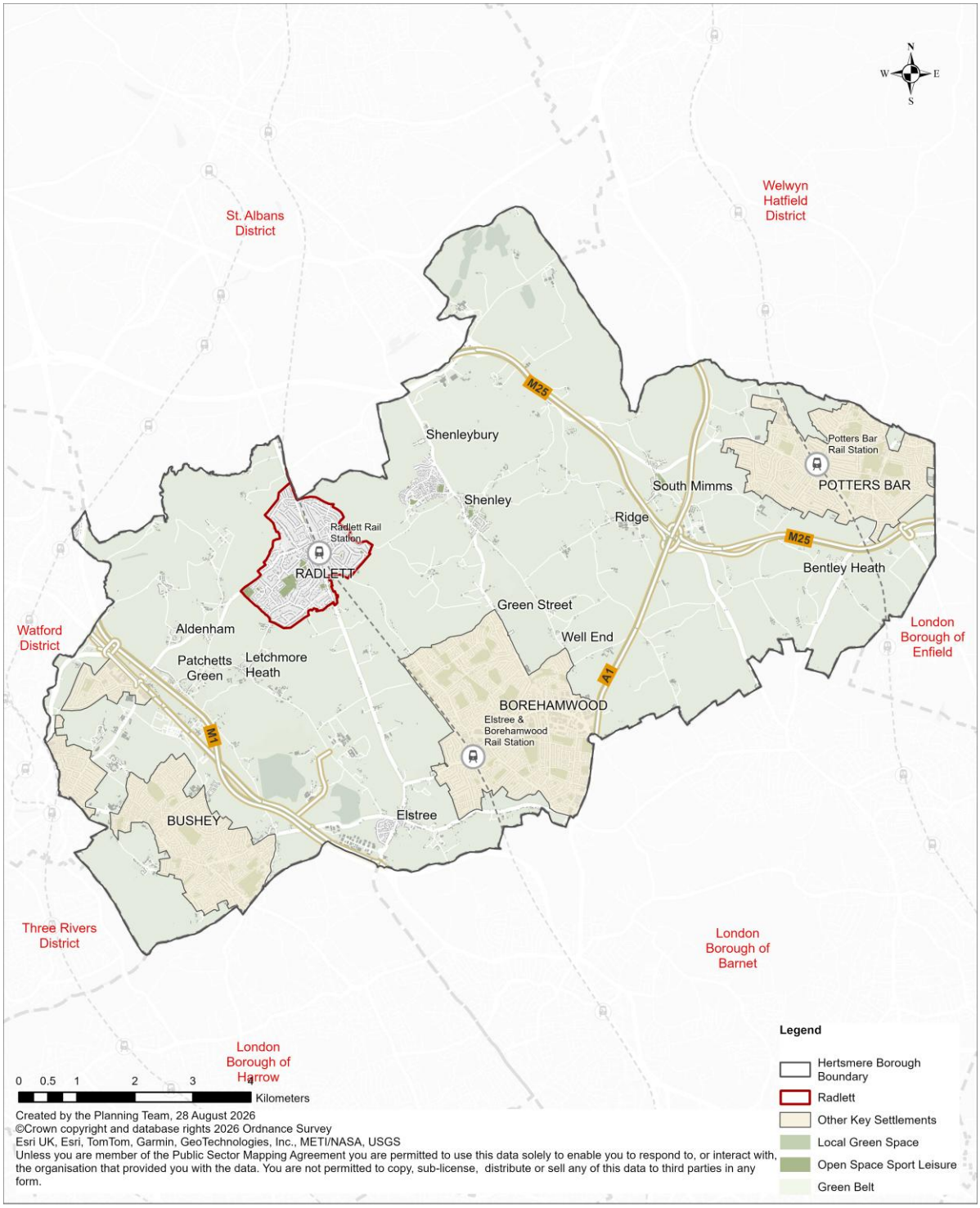


Figure 17.1: Radlett Area

Vision

17.12 Radlett will continue to evolve as a prosperous, distinctive and well-connected town shaped by its historic Watling Street corridor, railway connections, identity, heritage assets and green setting. Growth will be carefully managed and incremental, supporting local housing needs, community life, local businesses and access to nature while protecting the qualities that make Radlett distinctive.

17.13 Over the plan period Radlett Centre will remain the focal point for community, cultural, retail and social life. Its role will be strengthened through sensitive enhancement of Watling Street, support for independent businesses, improved shopfronts, better pedestrian environments, coordinated public realm, traffic calming, greening and stronger links between the centre, railway station, the Centre, the library and surrounding neighbourhoods.

17.14 Development within and around Radlett Centre will support consolidation and enhancement of the existing high-quality offer rather than significant structural change. Sensitive mixed-use development, infill, refurbishment, upper-floor residential uses, small-scale workspace, cultural uses and local services will be supported where they reinforce the centre's role and respond positively to character, heritage, amenity and infrastructure capacity.

17.15 Radlett will become easier, safer and more attractive to move around. Development will help improve walking, cycling, wheeling and public transport connections between residential neighbourhoods, the Centre, railway station, schools, parks, community facilities and surrounding countryside routes. Opportunities to reduce traffic dominance and improve pedestrian comfort along Watling Street will be supported.

17.16 Radlett's green and wooded setting will remain a defining feature. Growth will be planned to protect important views, mature trees, planted boundaries, open spaces, heritage settings, Tykes Water and the wider landscape context. New development will be expected to contribute positively to biodiversity, climate resilience, sustainable drainage, public realm and access to open space.



Figure 17.2: Radlett Spatial Strategy

Key Spatial Objectives

To achieve this vision, the key spatial objectives for Radlett are to:	
1	Support Radlett's role as a well-connected Category III settlement while recognising that growth will be modest, incremental and character-led.
2	Direct growth to suitable previously developed land, infill sites, town centre opportunities and other accessible locations where development can be accommodated without harming character, heritage, amenity, infrastructure capacity or landscape setting.
3	Enhance Radlett Centre as the focal point for retail, cultural, community and social life.
4	Strengthen Watling Street as Radlett's principal high street and movement corridor, with improved public realm, shopfronts, pedestrian comfort, greening, wayfinding, cycle parking and crossing opportunities.
5	Support independent businesses, cafés, restaurants, cultural uses, community facilities, local services and small-scale workspace that contribute to Radlett's vitality and distinctive local offer.
6	Support sensitive mixed-use development within Radlett Centre where this provides homes, local services, workspace, community uses, active frontages and public realm improvements.
7	Provide a wider mix of homes, including affordable homes, smaller homes, homes for younger people, downsizer homes and accessible homes, in locations well related to services and public transport.
8	Protect and enhance Radlett's historic character, heritage assets, conservation areas, shopfronts, fine-grain townscape and local architectural identity.
9	Improve walking, cycling, wheeling and public transport connections between Radlett Centre, Radlett railway station, residential neighbourhoods, schools, parks, community facilities and surrounding countryside.
10	Reduce traffic dominance and severance along Watling Street and improve pedestrian safety, accessibility and comfort.
11	Protect and enhance Radlett's green and blue infrastructure, including Tykes Water, mature trees, wooded slopes, parks, planted boundaries, open spaces, sustainable drainage, biodiversity corridors and access to the countryside.

HRA1 Radlett Centre

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
C The regeneration of Borehamwood and Potters Bar
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Strategic Policy

A Radlett Centre will be strengthened as the principal focus for retail, cultural, community, service, social and local economic activity in Radlett.

B Development proposals within Radlett Centre, as identified on Figure 17.2: Radlett Spatial Strategy, will be supported where they:

i. Maintain and enhance the vitality and viability of Radlett Centre;

ii. Support a diverse mix of shops, services, cafés, restaurants, cultural uses, community facilities, workspace and residential uses;

iii. Support independent businesses and local services that meet day-to-day needs and reinforce Radlett's distinctive local offer;

iv. Provide active ground floor frontages where appropriate, particularly along Watling Street and other key pedestrian routes;

v. Support sensitive mixed-use development, infill, refurbishment, retrofitting or redevelopment where this is compatible with local character, heritage, scale, amenity, access and infrastructure capacity;

vi. Provide new homes above, behind or alongside centre uses where this would support centre vitality and provide an appropriate standard of residential amenity;

vii. Support opportunities for small-scale workspace, maker space, creative uses, cottage industries and other local employment uses where these are compatible with the role and character of the centre;

viii. Support opportunities to improve food shopping, convenience retail and local services where this would meet local needs and be compatible with centre character, movement and parking requirements;

ix. Retain, modernise or re-provide community, cultural, health, civic or social infrastructure where affected by development, unless it is demonstrated that the facility is no longer required;

x. Protect and enhance heritage assets, conservation areas, locally important buildings, townscape features, shopfronts and local views;

xi. Improve the appearance, quality and consistency of shopfronts, signage, lighting and building frontages;

xii. Improve public realm, including footways, seating, planting, street trees, lighting, wayfinding, crossings, cycle parking and accessibility;

xiii. Reduce traffic dominance and improve pedestrian comfort along Watling Street where feasible;

xiv. Improve walking, cycling, wheeling and public transport connections between Radlett Centre, Radlett railway station, surrounding neighbourhoods, community facilities, parks and open spaces;

xv. Support improvements to the area around the war memorial, Watling Street and other focal points where these would create more attractive and inclusive public spaces;

xvi. Manage parking, servicing, deliveries and waste so that they do not dominate streets, public spaces or pedestrian environments;

xvii. Provide appropriate disabled parking, servicing and accessible routes/access to shops, services and facilities; and

xviii. Protect and enhance green and blue infrastructure, including opportunities to improve the setting of Tykes Water, street greening, biodiversity, sustainable drainage and links to open spaces.

C Development within Radlett Centre must respond positively to the historic and townscape character of Watling Street. Development should preserve and enhance the significance of designated and non-designated heritage assets and should contribute to a coherent, attractive and pedestrian-friendly centre.

D New development must be of a scale, height, form and massing that responds positively to Radlett's character, heritage, topography and landscape setting. Taller buildings will only be supported where they are justified by context, and would not harm the character, appearance or setting of Radlett Centre.

E Residential development will be supported within Radlett Centre where it forms part of a mixed-use approach that maintains or strengthens the role, function and vitality of the centre. Residential-only redevelopment of strategically important centre sites will not be supported unless it is demonstrated that mixed-use development is not viable or is not necessary to support the role, function and vitality of the centre.

F Major development within or adjoining Radlett Centre must be accompanied by a masterplan, design and access statement, or other proportionate material demonstrating how the proposal contributes to the managed evolution of Radlett, responds to Figure 17.2: Radlett Spatial Strategy.

G Development that would result in inactive frontages, poor public realm, loss of important local services, excessive scale, harm to heritage significance, car-dominated layouts or isolated residential development that fails to contribute to centre vitality will not be supported.

Explanation

17.17 Policy HRA1 delivers the key spatial objectives by supporting the careful enhancement of Radlett Centre. Radlett Centre performs an important retail, service, cultural and community role and is central to Radlett's identity. Its independent shops, cafés, restaurants, community facilities, Radlett Centre, Radlett Library and railway station all contribute to its vitality and local distinctiveness.

17.18 The policy supports sensitive mixed-use development, infill, refurbishment and redevelopment where this helps strengthen Radlett Centre, provide homes, support local businesses and improve public realm. This is not intended to promote large-scale regeneration or development that would undermine Radlett's scale and character. Instead, growth should be used to support the managed evolution of the centre and to deliver practical improvements for existing and future residents.

17.19 Watling Street is the historic spine of Radlett and remains the focus for retail, services, movement and community life. Development should support its role through active frontages, improved shopfronts, better public realm, enhanced pedestrian and cycle movement, traffic-calming measures where feasible, street greening and improved accessibility.

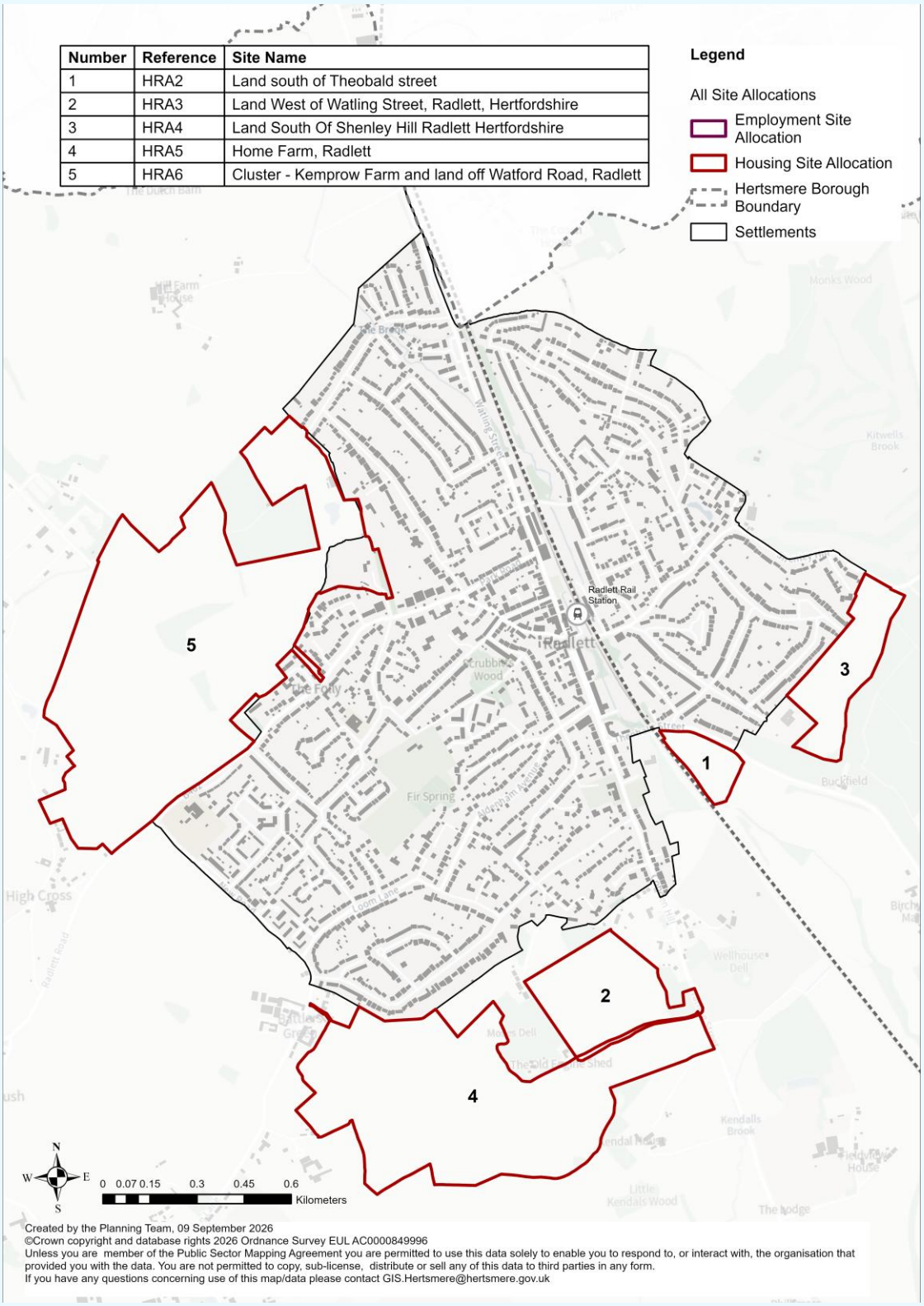
17.20 Radlett's town centre strategy is based on consolidation and enhancement of its existing high-quality offer rather than significant structural change. Development should support independent businesses, cafés, restaurants, cultural uses, community facilities and local services. Opportunities for small-scale workspace, maker space, creative uses and other local employment uses may help diversify the centre and support daytime activity where compatible with local character and amenity.

17.21 The centre contains few substantial development opportunities, and some sites are constrained by heritage, access, parking, topography and townscape considerations. Where opportunities do arise, including through refurbishment, upper-floor residential use, infill, redevelopment of under-used sites or improvements to parking areas, proposals should make efficient use of land while respecting Radlett's character, setting and infrastructure capacity.

17.22 Figure 17.2: Radlett Spatial Strategy identifies the broad spatial priorities relevant to Radlett Centre, including Watling Street, Radlett railway station, town centre public realm, movement links, green and blue infrastructure, and the relationship between the centre and surrounding neighbourhoods. It should be read alongside Figure 17.1: Radlett Area, the Policies Map, relevant site allocation policies, and the Infrastructure Delivery Plan.

17.23 The careful enhancement of Radlett Centre will help maintain its role as a vibrant, attractive and inclusive focus for community life. Development should protect the qualities that make Radlett distinctive while enabling modest, well-designed change that supports local needs, local businesses, sustainable movement and environmental resilience.

Number	Reference	Site Name
1	HRA2	Land south of Theobald street
2	HRA3	Land West of Watling Street, Radlett, Hertfordshire
3	HRA4	Land South Of Shenley Hill Radlett Hertfordshire
4	HRA5	Home Farm, Radlett
5	HRA6	Cluster - Kemprow Farm and land off Watford Road, Radlett



Created by the Planning Team, 09 September 2026

©Crown copyright and database rights 2026 Ordnance Survey EUL AC0000849996
Unless you are member of the Public Sector Mapping Agreement you are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-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

Chapter 17: Radlett Site Allocations

Section	Page
HRA2 Land South of Theobald Street	583
HRA3 Land West of Watling Street	587
HRA4 Land South of Shenley Hill	591
HRA5 Home Farm Strategic Urban Extension	594
HRA6 Northwest Radlett Strategic Urban Extension	599

HRA2 Land South of Theobald Street



Site Address	Land South of Theobald Street		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	3.16 ha	Urban Extension	Private
Current Uses	The site is open agricultural land.		
How Site was Identified	Call for Sites process		
Planning Designations and Site Considerations	Measurable flood risk at southwestern corner of site, unlikely to affect developable area. The site includes several trees that are subject to Tree Preservation Orders (TPO); forms part of a sand and gravel safeguarded area; within a drinking water safeguarded area. The site is located within 750m of a Listed Building and a Conservation Area.		
Planning Status	Pre-application enquiry: 26/0216/PA1 'Land Opposite 2 - 12 Theobald Street'		
Indicative Development Capacity	95 dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

17.24 The site allocation proposes development for at least 95 homes that will provide an urban extension to Radlett. It is anticipated that it will deliver medium-density, low-rise residential dwellings, including new genuinely affordable homes. The development of the site provides an opportunity to deliver on-site improvements for active travel, and biodiversity enhancements.

17.25 The Borough-wide Green Belt Assessment[1] Stage 2 confirms the site's grey belt status. It concludes that the site forms only a small part of the gap between Radlett and Borehamwood and could be developed without the loss of visual separation between the two towns.

Opportunities

17.26 This accessible location lies within walking distance of Radlett's district centre provides an opportunity to contribute to meeting Radlett's housing needs, including genuinely affordable homes, during the early years of the plan period. The development of the site also provides an opportunity to deliver on-site biodiversity enhancements and active travel improvements to the Public Rights of Way network.

17.27 The delivery of the site provides an opportunity to enhance the walking and cycling provision along Theobald Street, in line with the LCWIP. The site should provide funding or on-the-ground improvements to a section of the proposed shared-use path on Theobald Street which would link the site with Watling Street.

Development Requirements

17.28 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

[1] Hertsmere Green Belt Assessment Stage 2, September 2026

17.29 The design and layout of the development must address the existing housing typologies on the edge of Radlett, specifically the Newberries Estate. This is expressed in the Radlett Neighbourhood Plan (and any successor document). It must create a defensible Green Belt boundary to the southeast of the town.

17.30 The urban extension will be integrated into Radlett's existing transport infrastructure networks. Improvements will maximise access and permeability for active travel modes, pedestrian, cycle and vehicular access from Theobald Street, improved walking and cycling provision along Theobald Street. These will be in accordance with the proposals in the Local Cycling and Walking Infrastructure Plan (LCWIP). The improvements will provide a connection with Footpath Aldenham 54 to the south.

17.31 Development must be phased to ensure the timely provision of the infrastructure necessary to support the urban extension that contributes to Radlett becoming a self-sustaining place. This must include the timely investment in community infrastructure to meet demand arising from the development.

17.32 The delivery of the urban extension will provide new and improved public realm and suitable open space in accordance with a site-wide public realm strategy. This must incorporate, retain and enhance the row of mature field-edge trees located on the site's southeastern boundary to form a defensible Green Belt boundary in the long term. The public realm strategy will also secure the retention of existing tree and hedge cover along Theobald Street. This will benefit biodiversity by providing a link to other areas of enhanced habitat within and adjoining the site.

Development Guidelines

17.33 The delivery of the urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

17.34 Development must deliver biodiversity net gain (BNG) and enhancement of the habitat network in line with the actions identified in the Hertfordshire Local Nature Recovery Strategy (LNRS). Applicants are expected to work with Hertfordshire Ecology (or any successor body following Local Government Reorganisation) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain incorporate the relevant actions in the LNRS.

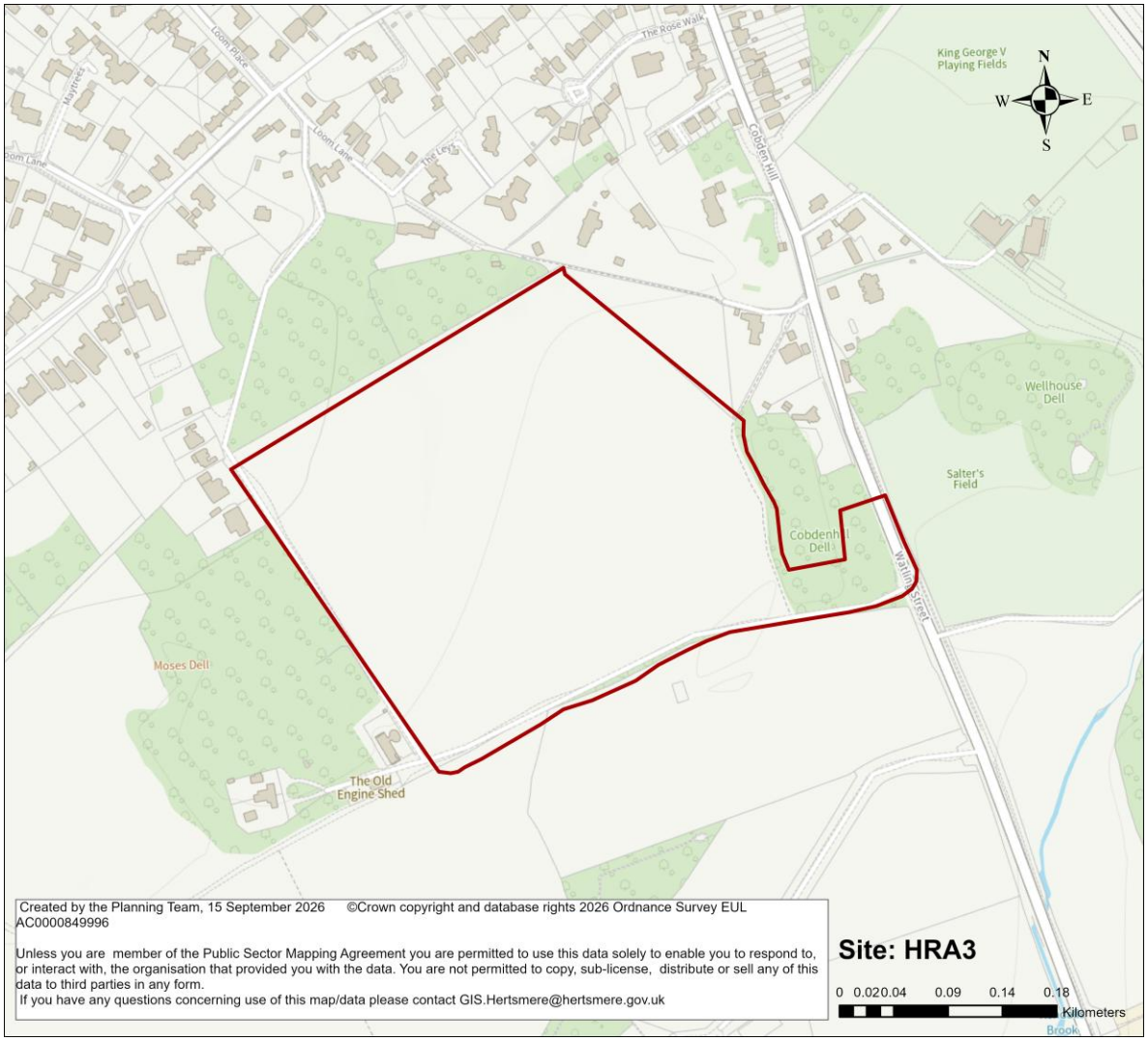
17.35 Development adjoining the railway line should consider the use of land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects. Necessary acoustic measures and mitigations will be justified and identified by appropriate and proportionate technical evidence submitted as part of the decision-making process. Developers should demonstrate that they have undertaken engagement with Network Rail.

17.36 Applicants should engage with Thames Water early in the design process, and work in partnership with them to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

17.37 Development must respond positively to heritage assets including nearby listed buildings at Christchurch, Watling Street and the Cat and Fiddle (former public house), Watling Street and the Radlett South Conservation Area (which covers Watling Street at the junction of Theobald Street). Proposals must address impacts on the significance of these heritage assets and their setting, including the impact on views from within the Conservation Area.

17.38 Development should be designed to improve connectivity with, and maximise the value of, nearby open space at King George V Recreation Ground, including Wellhouse Dell, and celebrate the site's location on the edge of Hertsmere's beautiful countryside. The site will deliver a link with Footpath Aldenham 54, which connects with King George V Recreation Ground and on to Watling Street and other Public Right of Way (PROW) links into the countryside on the southern edge of Radlett, providing residents with opportunities for improving their health and well-being.

HRA3 Land West of Watling Street



Site Address	**Land West of Watling Street, Radlett, Hertfordshire**		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	11.85 ha	Urban extension	Private
Current Uses	The site is arable farmland.		
How Site was Identified	Call for Sites process		
Planning Designations and Site Considerations	The site includes trees that are subject to TPOs. It is also in proximity to a Local Wildlife Site (Cobdenhill Dell). There is a level of measurable surface water flood risk on the site. The site is located within 750m of a Listed Building and a Conservation Area.		
Planning Status	No recent relevant planning history.		
Indicative Development Capacity	122 dwellings		

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

17.39 The site allocation proposes development for at least 122 homes that will provide an urban extension to Radlett. It is anticipated that the extension will deliver medium-density, low-rise residential dwellings, including new genuinely affordable homes. The development of the site provides an opportunity to deliver on-site improvements for active travel, and biodiversity enhancements.

17.40 The Borough-wide Green Belt Assessment Stage 2 confirms the site's grey belt status. It concludes that the site forms only a small part of the gap between Radlett and Borehamwood and could be developed without the loss of visual separation between the two towns.

Opportunities

17.41 This accessible location lies within walking distance of Radlett's district centre provides an opportunity to contribute to meeting Radlett's housing needs, including genuinely affordable homes, during the early years of the plan period. The development of the site also provides an opportunity to deliver on-site biodiversity enhancements and active travel improvements to the Public Rights of Way network.

Development Requirements

17.42 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

17.43 The delivery of the urban extension, specifically its design and layout, should be co-ordinated with the development of the neighbouring site, Home Farm Meadows. This will ensure that active travel connections and public realm improvements are legible across both sites, specifically in relation to the vehicular access from Watling Street/Cobden Hill.

17.44 It is anticipated that the urban extension will be delivered as a component of a wider masterplanned proposal that includes Home Farm Meadows, which is located to the south and east. On that basis, the Council concludes that the site, once developed,

will no longer have a boundary with the Green Belt. However, should the site be brought forward in isolation, the site masterplan will identify and provide a defensible Green Belt boundary for the long term. This will comprise a natural landscaped boundary to the access from Cobden Hill to the south of the site; currently Bridleway Aldenham 71.

17.45 Development must be phased to ensure the timely provision of the infrastructure necessary to support the urban extension that contributes to Radlett becoming a self-sustaining place. This must include the timely investment in community infrastructure to meet demand arising from the development.

17.46 The delivery of the urban extension will provide new and improved public realm and suitable open space in accordance with a site-wide public realm strategy. This should consider and reflect the opportunities identified in the Local Nature Recovery Strategy (LNRS) and meet necessary requirements for on-site sustainable drainage.

Development Guidelines

17.47 Development should provide for complementary and distinctive character areas across the urban extension that link in with and complement the masterplan across this site and the neighbouring larger site at Home Farm, to the south and east. The design and layout of the development should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights, with reference to Radlett's character.

17.48 Development must support built environment conservation objectives by preserving and enhancing heritage assets and their setting. This should include the consideration of the site's history and heritage to inform the masterplan; incorporation of heritage assets into the layout of the site in a positive way; and celebration of their significance through increased public access and opportunities for interpretation. These Guidelines specifically relate to the setting of Radlett South Conservation Area, and several listed buildings on Loom Lane and Cobden Hill, which are within 750m of the allocation.

17.49 The delivery of the urban extension should secure a genuinely accessible and useable walking and cycling route towards Radlett District Centre and Railway Station. This route should prioritise sustainable travel over car use. It could make use of the existing bridleway that runs north towards The Leys and Loom Lane, with improved surfacing, and contribute towards footway improvements around Letchmore Road/ Aldenham Avenue as proposed in the LCWIP.

17.50 Development should be designed to improve connectivity with and maximise the value of nearby open space at King George V Recreation Ground, including Wellhouse Dell. The site will, in conjunction with Home Farm to the west, contribute to the delivery of genuinely accessible walking and cycling routes into the open countryside to the south. This includes a link with the public rights of way that surround the site, particularly those that provide connection to the wider countryside. These

include Footpath Aldenham 18, which links up with the northernmost edge of Borehamwood, providing residents with opportunities for improving their health and well-being.

17.51 The Hertsmere Open Space Study[2] identifies other forms of open space provision that might serve to fill identified gaps in public park catchments, such as amenity greenspace and natural and semi-natural greenspace. Developer contributions could be utilised to deliver new open space within the adjoining and connected Home Farm site, to be largely provided by that larger site, or towards improvements to King George V Playing Fields/Wellhouse Dell on the opposite side of Watling Street.

17.52 Applicants should engage with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain incorporate the relevant actions in the LNRS. These could include enhancement of existing grassland and heathland to the west of the site; expanding and linking up existing ponds to other ponds or ecologically rich habitats in the south-east of the site; managing existing grassland and heathland to maintain the biodiversity of existing good quality habitats and enhance poor quality sites; creating more good quality neutral grassland around the edges of the site; and creating new broadleaved woodland and expanding existing sites around the edges of Moses Dell.

17.53 Applicants should work in partnership with the local transport authority to ensure that development proposals fully integrate with and provide improvements to transport networks, including bus services. Connections to sustainable travel and active networks should be prioritised and maximised.

17.54 Proposals should investigate and maximise opportunities for decentralised energy, including connections to local networks, in conjunction with the neighbouring Home Farm site.

[2] Hertsmere Open Space Assessment (KK&P/ AECOM August 2026)

HRA4 Land South of Shenley Hill



Site Address	Land South of Shenley Hill, Radlett		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	8.7 ha	Urban Extension	Private
Current Uses	The site is arable farmland		
How Site was Identified	Call for Sites process		
Planning Designations and Site Considerations	The wooded area bordering Theobald Street is designated as a Local Wildlife Site and is an Area of Particular Importance for Biodiversity (APIB) in the LNRS. Part of the northwestern boundary of the site is identified as an Area that Could become of Particular Importance for Biodiversity (ACIB) in the LNRS. There are listed buildings and a Conservation Area within 750m of the site boundary.		
Planning Status	Appeal allowed; Outline permission (with all matters reserved except for means of access) granted for the erection of up to 195 new homes (50% affordable), safeguarded land for the expansion of Newberries Primary School and provision of a new medical centre, along with associated access, landscaping and parking.		

Indicative Development Capacity	195 dwellings

Timeframe for delivery

Year 1-5	Year 6-10	Year 11-17	Beyond Year 17

Strategic Objectives

E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Existing planning consent

17.55 24/1211/OUT outline application refused and allowed on appeal (25/0029/APP) in March 2026.

17.56 The site benefits from an outline permission, with all matters reserved except for means of access, for the erection of up to 195 new homes. The consented development is comprised of 50% affordable housing; safeguarded land for the expansion of Newberries Primary School; provision of a new medical centre; and associated access, landscaping and parking.

Site Allocation

17.57 The site allocation proposes development for at least 195 homes that will provide an urban extension to Radlett comprised of compatible residential, main town centre uses, and community uses. It is anticipated that the extension will deliver medium-density, low-rise residential dwellings, including new genuinely affordable homes.

Opportunities

17.58 The development of this accessible location presents an opportunity to contribute to the character-led growth of Radlett during the early years of the plan period, while enhancing the biodiversity benefit of the site.

Development Requirements

17.59 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

17.60 The urban extension will be integrated into Radlett's existing transport infrastructure networks. Developers must work collaboratively with the transport authority to deliver a sustainable transport approach for the site, in terms of connectivity and mitigation of highway impacts. It is anticipated that this could include necessary off-site works

to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. Improvements to the network will ensure that the extension is fully re-integrated with the surrounding street network; providing improved access and permeability to Radlett Town Centre, and enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods.

17.61 The delivery of the urban extension will provide new and improved public realm and suitable open space in accordance with a site-wide public realm strategy. This will incorporate biodiversity net gain (BNG), the opportunities identified in the Local Nature Recovery Strategy (LNRS), and sustainable drainage requirements.

Development Guidelines

17.62 Development should provide for complementary and distinctive character areas across the urban extension that link in with and complement the neighbouring residential areas. These will create a new high-quality, mixed-use neighbourhood that is well-integrated with its surrounding neighbourhoods and communities.

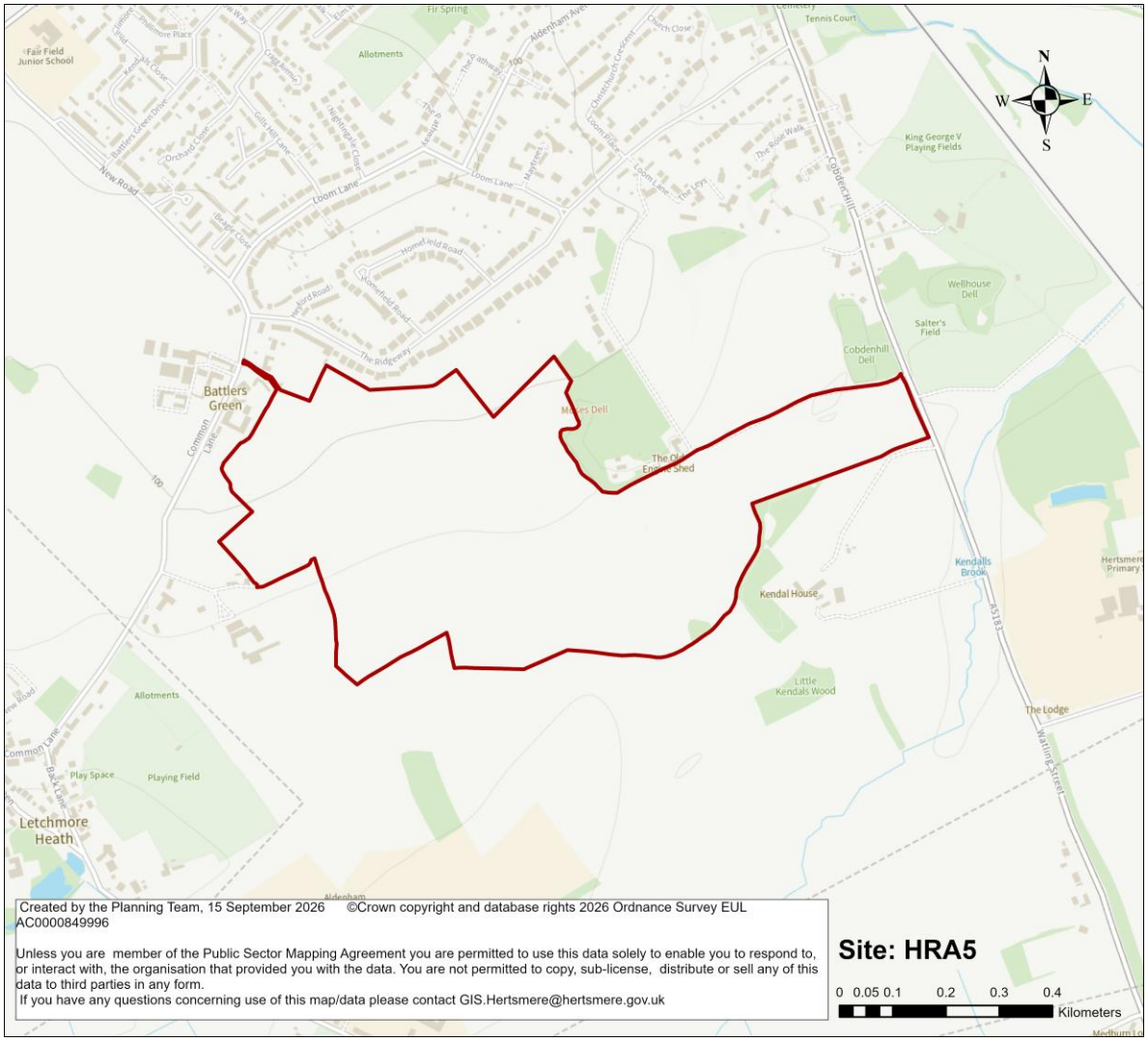
17.63 The delivery of the urban extension should secure a genuinely accessible and useable walking and cycling route towards Radlett District Centre and Railway Station. This route should prioritise sustainable travel over car use.

17.64 Applicants should engage with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain incorporate the relevant actions in the LNRS. These could include enhancement to habitats and species present on or adjacent to the site.

17.65 The design of the scheme is expected to incorporate necessary SuDS and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

17.66 Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

HRA5 Home Farm Strategic Urban Extension



Site Address	**Home Farm Meadows, west of Watling Street, Radlett**		
Site Characteris-tics	**Site Size ha**	**Setting**	**Ownership**
	45.2 ha	Strategic Urban Extension	Private
Current Uses	The site is in agricultural use		
How Site was Identified	Call for Sites process		
Planning Designations and Site Considerations	The site includes trees that are subject to TPOs. The site includes areas that are safeguarded as a sand and gravel belt. The site falls within the Heathrow Safeguarding Area. The site includes areas identified in the LNRS as APIB and ACIB. There are listed buildings and Conservation Area within 750m of the site.		
Planning Status	25/1456/EI2 (response given in 2025) Request for a scoping opinion (Environmental Impact Assessment). 26/0962/EI2 Request for a scoping opinion (Environmental Impact Assessment). (Pending consideration)		

Indicative Development Capacity	The strategic urban extension will deliver at least 650 dwellings

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic Objectives

B A Thriving local economy
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

17.67 The site allocation proposes a strategic urban extension to Radlett that will deliver at least 650 homes during the plan-period. It will be comprised of comprehensive mixed-use developments with compatible residential, commercial, community and main town centre uses. It will deliver new walkable neighbourhoods with an integrated network of walking and cycling routes, including improved active travel networks that access Radlett District Centre and the railway station, and have the potential to extend beyond to adjoining settlements. The delivery of the strategic urban extension will also secure other social and community infrastructure improvements, including proportionate investment in local public transport; public realm and environmental enhancements. The latter is anticipated to include new public open space and improvements for nature in line with the aims of the LNRS.

17.68 The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It concludes that it makes a moderate contribution towards Purpose B and as such is provisionally defined as grey belt. The delivery of the strategic urban extension will provide a new defensible boundary between Radlett's south-western built-up area and the Green Belt/ open countryside. This will be secured in perpetuity.

Opportunities

17.69 The delivery of the strategic urban extension provides an opportunity to create a new successful and sustainable community located to the south of Radlett. It will be a walkable place, with a diverse mix of homes, including genuinely affordable homes that are supported by compatible education, health, community, leisure and recreation facilities. The new neighbourhood will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the

climate emergency. These new uses will be linked by a comprehensive high-quality green and blue infrastructure network.

Development Requirements

17.70 Development must be planned and delivered comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan be prepared demonstrating how the strategic urban extension will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

17.71 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It is anticipated that high intensity mixed-use could be delivered as part of the new community's local centre and other appropriate locations across the site where higher density homes may be appropriate.

17.72 The delivery of the strategic urban extension, specifically its design and layout, should be co-ordinated with the development of the neighbouring site at Land West of Watling Street, particularly in relation to securing vehicular access from Watling Street/Cobden Hill. Delivery will secure a natural landscaped boundary that is informed by the development's masterplan and landscape plan.

17.73 As a strategic urban extension, development proposals must be prepared in accordance with Policy HQD1(K) and must be supported by a site-wide Design Code prepared in alignment with the National Model Design Code, or successor guidance. The site-specific design code will be coordinated with the masterplan required by Policy DM3.

17.74 Development must be phased to ensure the timely provision of the infrastructure necessary to support the urban extension that contributes to Radlett becoming a self-sustaining place. This must include the timely investment in community infrastructure to meet demand arising from the development.

17.75 The delivery of the urban extension will provide new and improved public realm and suitable open space in accordance with a site-wide public realm strategy. Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS. These include enhancement of existing grassland and heathland to the west of the site; expanding and linking up existing ponds to other ponds or ecologically rich habitats in the south-east of the site; managing existing grassland and heathland to maintain the biodiversity of existing good quality habitats and enhance poor quality sites; creating more good quality neutral grassland around the edges of the site; and creating new broadleaved woodland and expanding existing sites around the edges of Moses Dell.

Development Guidelines

17.76 Development should provide for complementary and distinctive character areas across the strategic urban extension that link in with and complement the masterplan across this site and existing neighbourhoods to the north. The design and layout of the development should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights, with reference to Radlett's character.

17.77 Development must support built environment conservation objectives by preserving and enhancing heritage assets and their setting. This should include the consideration of the site's history and heritage to inform the masterplan; incorporation of heritage assets into the layout of the site in a positive way; and celebration of their significance through increased public access and opportunities for interpretation. Development must conserve and, where appropriate, enhance heritage assets and their settings, including listed buildings at Battlers Green Farm (that include a grade II* building) and Kendal House Farm, and Radlett South Conservation Area to the east.

17.78 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the masterplanning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This work should demonstrably set out a sustainable transport approach to the strategic urban extension, in respect of connectivity and mitigation of highway impacts. It is anticipated that mitigation will include necessary off-site works to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. The site must be fully re-integrated with its surroundings to improve access and permeability through to the District Centre, with enhanced walking and cycle connections between public spaces, the surrounding neighbourhoods and the Public Right of Way network that connects with the surrounding countryside and should deliver the proposals in the LCWIP where these relate to the site.

17.79 Developers will work collaboratively with the education authority (Hertfordshire County Council) to determine the requirements for school place provision arising from the delivery of the strategic urban extension. This includes any on-site provision that arises from the strategic urban extension. The developers will work with the education authority to ensure that any agreed on-site provision is delivered in a timely manner to ensure that Radlett remains a sustainable and walkable town.

17.80 Applicants will undertake early engagement and work collaboratively with Hertfordshire County Council's Children's Services to explore, identify and agree the potential for the delivery of a new specialised provision that provides accommodation for children in care.

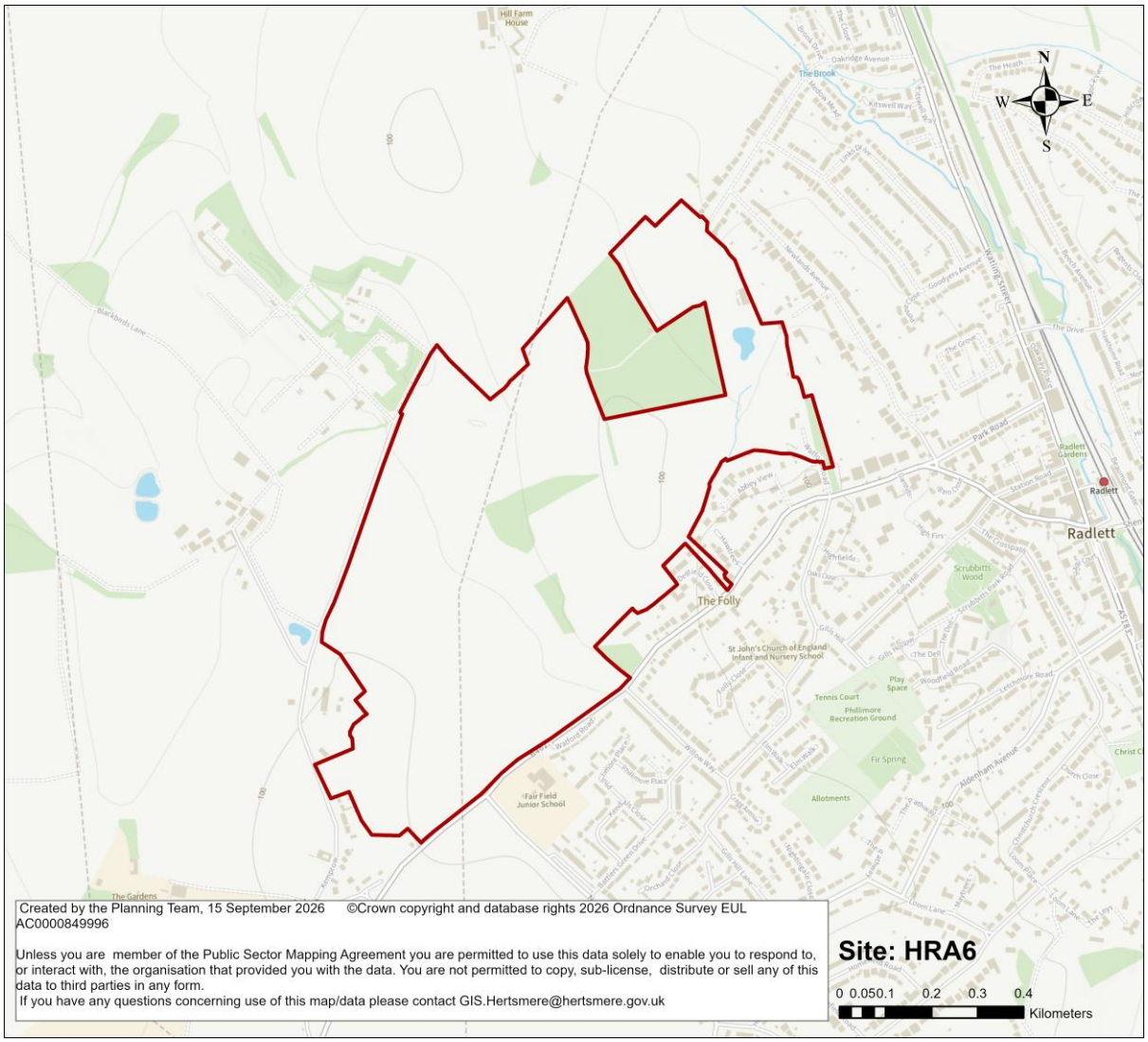
17.81 The delivery of the strategic urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

17.82 Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

17.83 Applicants and developers are required to carry out necessary geophysical survey and archaeological evaluation to reveal the archaeological potential of the site.

17.84 Proposals should investigate and maximise opportunities for decentralised energy generation, including connections to local networks.

HRA6 Northwest Radlett Strategic Urban Extension



Site Address	**Comprised of Kemprow Farm, Watford Road; land off Watford Road; land to the south of Hill Farm; land off Oakridge Avenue; and land at Starveacres**		
Site Characteristics	**Site Size ha**	**Setting**	**Ownership**
	68.81 ha	Strategic Urban Extension	Private
Current Uses	The site is comprised of agricultural land and woodland.		
How Site was Identified	Site in part promoted through the Call for Sites process, and in part identified by the Council.		
Planning Designations and Site Considerations	The site includes trees that are subject to TPOs. The site includes areas that are safeguarded as a sand and gravel belt. The site falls within the Heathrow Safeguarding Area. The site includes areas identified in the LNRS as APIB and ACIB. There are listed buildings and Conservation Area within 750m of the site.		

	The site has been assessed as having medium/high landscape sensitivity to most development types. The northern part of site may be affected by Blackbirds Farm sewage treatment works, as it lies within the 400m buffer around Water Centres. There is a Local Wildlife Site within the site boundary.
Planning Status	No recent relevant planning history.
Indicative Development Capacity	The strategic urban extension will deliver at least 1,573 dwellings.

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic Objectives

B A Thriving local economy
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-strategic policy

Site Allocation

17.85 The site allocation proposes a strategic urban extension to Radlett that will deliver at least 1,573 homes during the plan-period. It will be comprised of comprehensive mixed-use developments with compatible residential, commercial, community and main town centre uses. It will deliver new walkable neighbourhoods with an integrated network of walking and cycling routes, including improved active travel networks that access Radlett District Centre and the railway station, and have the potential to extend beyond to adjoining settlements. The delivery of the strategic urban extension will also secure other social and community infrastructure improvements, including proportionate investment in local public transport; public realm and environmental enhancements. The latter is anticipated to include new public open space and improvements for nature in line with the aims of the LNRS.

17.86 The Borough-wide Green Belt Assessment Stage 2 further considers the site's contribution to the purposes of the Green Belt. It concludes that parts of the site are defined as being grey belt and the rest as provisionally grey belt. The comprehensive development of the strategic urban extension must secure a defensible Green Belt Boundary to the site's northern and western edges to retain the visual separation between Radlett and Watford. In particular, the existing hedgerows that demarcate the northern edge of the site must be reinforced to ensure the boundary is strong and defensible in perpetuity in the absence of any roads or other built or natural landscape features such as roads or changes in topography.

Opportunities

17.87 The delivery of the strategic urban extension provides an opportunity to create a new successful and sustainable community located to the south of Radlett. It will be a walkable place, with a diverse mix of homes, including genuinely affordable homes that are supported by compatible education, health, community, leisure and recreation facilities. The new neighbourhood will respond positively to the challenges of balancing growth and securing a thriving economy with minimising the impacts of the climate emergency. These new uses will be linked by a comprehensive high-quality green and blue infrastructure network.

Development Requirements

17.88 Landowners must work in partnership and in accordance with a masterplan, to ensure the appropriate co-ordination, phasing and balance of uses across the site, in line with Policy DM3 (Masterplans and comprehensive development). It is the responsibility of the lead landowner/ developer (who is bringing forward the site-wide masterplan) to demonstrate that they have made all reasonable efforts to undertake positive and meaningful engagement with other relevant neighbouring land interests.

17.89 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It is anticipated that high intensity mixed-use could be delivered as part of the new community's local centre and other appropriate locations across the site where higher density homes may be appropriate.

17.90 The masterplan must consider the site, and its surrounding areas, heritage significance, and archaeological potential. This should inform the masterplan's consideration of the siting and location of development, open space, landscape and important views.

17.91 Development must be phased to ensure the timely provision of the infrastructure necessary to support the urban extension that contributes to Radlett becoming a self-sustaining place. This must include the timely investment in community infrastructure to meet demand arising from the development.

17.92 The delivery of the urban extension will provide new and improved public realm and suitable open space in accordance with a site-wide public realm strategy. This will establish a connected, multi-functional green and blue infrastructure network incorporating strategic open space, parks, sport and play provision, ecological corridors, woodland, hedgerows, ponds, sustainable drainage and public rights of way. The delivery of the strategic urban extension must protect and seek to enhance green infrastructure, including the existing Local Wildlife Site, and deliver Biodiversity Net Gain in accordance with the relevant Local Plan policies and legislation. This includes delivery of new strategic open space provision that addresses local shortfalls in natural and semi-natural greenspace and in smaller, more local children's play provision (LAPs and LEAPs), and a space for allotments to serve the new population. New green infrastructure is expected to take account of the actions in the LNRS and create and enhance the site-specific habitats identified within that strategy.

17.93 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS. This will include the retention and integration of existing on-site TPOs and Local Wildlife Site.

Development Guidelines

17.94 Development should provide for complementary and distinctive character areas across the strategic urban extension that link in with and complement the masterplan across this site and existing neighbourhoods to the north. The design and layout of the development should reflect and reinforce the hierarchy of streets and open/green spaces, with a differentiation in design, density, scale and massing, including a range of plot sizes and building heights, with reference to Radlett's character.

17.95 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the masterplanning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. This work should demonstrably set out a sustainable transport approach to the strategic urban extension, in respect of connectivity and mitigation of highway impacts. It is anticipated that mitigation will include necessary off-site works to rationalise the local highway, reduce severance and enhance sustainable connectivity to services and facilities. The development must be fully integrated with the surrounding street network to improve access and permeability through onto Radlett District Centre, with enhanced walking and cycle connections between public spaces and surrounding neighbourhoods. The masterplan will include a forward-facing car parking strategy that introduces maximum standards[3] that will secure a shift towards a car-lite/car-free future.

17.96 Delivery of the strategic urban extension will secure a natural landscaped boundary that is informed by the development's masterplan and landscape plan. Specifically, development will provide a defensible Green Belt Boundary to the site's northern and western edges to retain the visual separation between Radlett and Watford. In particular, the existing hedgerows that demarcate the northern edge of the site must be reinforced to ensure the boundary is strong and defensible in perpetuity.

17.97 Developers will work collaboratively with the education authority (Hertfordshire County Council) to determine the requirements for school place provision arising from the delivery of the strategic urban extension. This includes any on-site provision that arises from the strategic urban extension. The developers will work with the education authority to ensure that any agreed on-site provision is delivered in a timely manner to ensure that Radlett remains a sustainable and walkable town.

17.98 Applicants will undertake early engagement and work collaboratively with Hertfordshire County Council to explore, identify and agree the potential for the delivery of a new specialised residential provision. This may include the on-site delivery of new

[3] In accordance with Hertsmere Local Plan Policy TR3 Parking.

provision for children; older persons (to potentially include extra care accommodation); and adults with learning, autism and physical disabilities.

17.99 The delivery of the strategic urban extension must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them early at pre-application stage, to mitigate against potential flood risk.

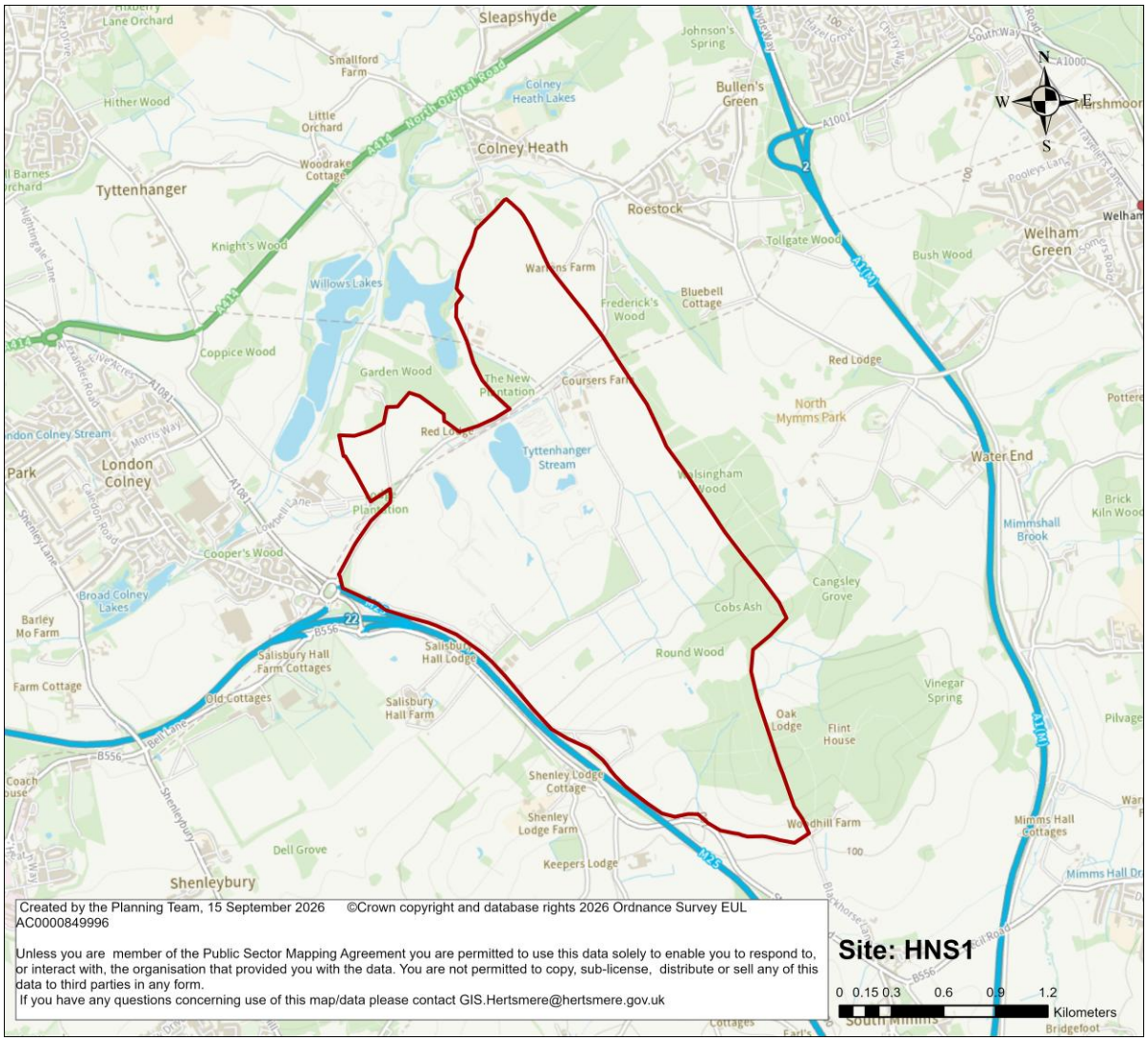
17.100 Applicants should work in partnership with Thames Water to manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied. Developers must work positively with the Council and Thames Water to identify any appropriate design-focussed avoidance or mitigation measures relating to the neighbouring Blackbirds Farm Sewage Works.

17.101 Applicants and developers are required to carry out necessary geophysical survey and archaeological evaluation to reveal the archaeological potential of the site.

New Settlement

BOWMANS CROSS

HNS1 Bowmans Cross New Settlement



Site Address	Land at Bowmans Cross. Located to the east of London Colney between Coursers Road (C175) and the St Albans Road/Blackhorse Lane (B556), Colney Heath, Hertfordshire		
	Site Size ha	**Setting**	**Ownership**
	420 ha	New Settlement	Private
Current Uses	Agricultural land; active and restored mineral workings associated with Tyttenhanger Quarry, woodland, hedgerows, ponds and grassland, two farms, a building supplier, the South Mimms composting facility, the North London anaerobic digestion facility; roads, public rights of way and utility infrastructure.		
How Site was Identified	Call for Sites process.		
Planning Designations and Site Considerations	The site is currently within the Metropolitan Green Belt. Key considerations include Tyttenhanger Quarry and its restoration; safeguarded waste infrastructure; the Peters Green / South Mimms high-pressure gas pipeline; M25 Junctions 22 and 23; Redwell Wood SSSI and nearby Colney Heath Local Nature Reserve; woodland, hedgerows, ponds and protected species; Tyttenhanger Stream and areas of Flood Zones 2 and 3; groundwater Source		

	Protection Zones; designated and non-designated heritage assets; archaeological potential; public rights of way; and areas of Best and Most Versatile agricultural land.
Planning Status	Environmental Impact Assessment Scoping Opinion reference 25/1630/EI2 and subsequent Addendum Scoping Opinion. The scoping material describes a forthcoming outline application for the site.
Indicative Development Capacity	The new settlement will deliver at least 5,000 dwellings across its lifespan. Of these at least 2,500 dwellings will be delivered during the plan-period, with the development of the new settlement continuing into the next plan-period. The new settlement will include housing for older people; employment floorspace; a principal mixed-use hub and neighbourhood facilities; retail, commercial, leisure, health, community and sports use; nurseries, primary schools and a secondary school; necessary public transport infrastructure, formal and informal open space, ecological areas, woodland and landscaping; and associated infrastructure.

Timeframe for delivery

Year 1-5 | Year 6-10 | Year 11-17 | Beyond Year 17

Strategic Objectives

A Delivering a better future for Hertsmere
B A thriving local economy
E Meet the Borough's housing needs by delivering homes for everyone
F Delivering affordable homes
G Securing a greener Borough
H Responding to the climate emergency
I Celebrating our local identity
J Healthy and safe communities
K Securing the timely delivery of infrastructure

Non-Strategic Policy

Existing Planning Consents

18.1 An Environmental Impact Assessment scoping opinion (reference 25/1630/EI2) and a subsequent addendum scoping opinion have been submitted to the Borough Council, as the local planning authority, for decision. The scoping material describes and anticipates a forthcoming outline application proposing the comprehensive development of the site.

Site Allocation

18.2 Land located at Bowmans Cross is allocated as a new strategic mixed-use settlement that will deliver at least 5,000 homes. It is anticipated that at least 2,500 homes will be delivered during the plan-period. The new settlement will comprise a comprehensive mixed-use development incorporating residential neighbourhoods together with complementary and compatible employment, retail, service, leisure,

cultural, community, health, education, civic and open space uses. Collectively, the mix of uses will deliver a new settlement that is a successful, walkable and sustainable place.

18.3 The new settlement will be served by new and improved sustainable transport infrastructure networks. These will deliver a new road layout across the site, public transport networks to adjoining settlements, and an integrated network of walking, cycling and equestrian routes. These sustainable infrastructure networks will connect and access the new settlement's public realm and environmental enhancements, including new public open spaces.

18.4 The Borough-wide Green Belt Assessment Stage 2 states that the land for the new settlement allocation makes no contribution towards Green Belt Purpose A, and only a moderate contribution towards Purpose B. Consequently, the Assessment concludes that the land for the new settlement can be classified as being provisionally grey belt. Going forward, the delivery of the new settlement, specifically through its planting, layout and landscaping must provide sensitive transitions to the surrounding countryside and establish a robust and enduring Green Belt boundary.

Opportunities

18.5 The delivery of the new settlement provides the opportunity to create a walkable, well-connected and infrastructure-led place with a diverse range of new homes that are supported by compatible employment, education, health, community, leisure and recreation facilities. These new uses will be linked by a comprehensive green and blue infrastructure and high-quality sustainable transport networks.

18.6 The delivery of the new settlement should be planned and delivered as a coherent whole rather than as a series of disconnected development parcels. Proposals for the new settlement must be supported by a site-wide masterplan, which may be submitted as part of an outline planning application. This will establish the overall spatial framework, neighbourhood structure, movement hierarchy, landscape and green infrastructure, infrastructure requirements, delivery sequencing, and design principles. It will also demonstrate how each phase contributes to the successful delivery of the whole allocation and how critical infrastructure will be provided when needed.

18.7 The site has several significant environmental and infrastructure constraints that must shape the masterplan from the outset. These include the proximity of the M25 and its junctions, active and restored mineral workings, safeguarded waste facilities, a major accident hazard gas pipeline, ecologically sensitive woodland and designated sites, flood risk and groundwater protection, heritage assets and archaeological potential. These constraints are also opportunities to establish a strong landscape framework, secure new habitat and recreational networks, integrate restored land, and create a distinctive long-term edge to the new community.

18.8 The site lies within the Metropolitan Green Belt, with much of the land assessed and classified as being provisionally grey belt. Its allocation reflects its contribution

to meeting development needs in full in accordance with the spatial strategy, while enabling the creation of a robust and enduring Green Belt boundary.

Development Requirements

18.9 Development must be planned comprehensively in accordance with Policy DM3. This requires that a site-wide masterplan is prepared, demonstrating how the new settlement will deliver a mix of new homes and other compatible uses in accordance with the site allocation.

18.10 The masterplan must use the design-led approach to consider how the capacity of the site can be optimised to deliver high-quality and higher density homes. It is anticipated that higher intensity mixed-use development could be delivered as part of the new community's local centre and other appropriate locations across the site where higher density homes may be appropriate.

18.11 Developers will engage with Hertfordshire County Council Highways (or successor highway authority) at an early stage in the master planning process to gain an understanding of the cumulative traffic impacts of growth and how it can be managed. The delivery of the new settlement must secure the full integration with the surrounding highway and transport network to improve access and permeability across the area, with enhanced walking and cycle connections between public spaces and the site's surrounding neighbourhoods. Development must also enable new public transport services and active travel infrastructure within and through the site. This will require a hierarchy along clearly articulated north to south corridors, including services and routes serving Potters Bar Railway Station. These improvements will be identified through the Transport Assessment and agreed with the relevant highway authorities.

18.12 Development must be phased with the timely provision of the infrastructure necessary to support the new settlement as a self-sustaining place. This must include the timely delivery of new community infrastructure to meet demand arising from the development, including new schools and health facilities.

18.13 Development must deliver new and improved public realm and open space in accordance with a site-wide public realm strategy, to be secured by planning condition following the determination of outline planning permission. This will establish a connected, multi-functional green and blue infrastructure network incorporating strategic open space, parks, sport and play provision, ecological corridors, woodland, hedgerows, ponds, sustainable drainage and public rights of way. Development must protect and, where appropriate, enhance Redwell Wood SSSI, Colney Heath Local Nature Reserve, important woodland, trees, hedgerows, ponds, habitats and protected species, and deliver Biodiversity Net Gain in accordance with the relevant Local Plan policies and legislation.

18.14 The design of the new settlement must ensure that the significance of the wider landscape, historic environment and heritage assets is fully understood.

18.15 Development must create a high-quality, landscape-led new settlement comprising distinctive but connected neighbourhoods, structured around the principal mixed-

use hub, neighbourhood facilities, a clear movement hierarchy and an integrated green and blue infrastructure network. Density, scale and massing should respond to accessibility and the site's landscape and heritage context, with higher densities focused at the most accessible locations. Development must provide sensitive transitions to the surrounding countryside and establish a robust and enduring Green Belt boundary.

18.16 Developers will work collaboratively with the education authority (Hertfordshire County Council) to determine the requirements for school place provision arising from the delivery of the new settlement. This includes any on-site provision that arises during the delivery of the new settlement. The developers will work with the education authority to ensure that any agreed on-site provision is delivered in a timely manner to ensure that the new settlement is walkable, successful and a sustainable place.

18.17 The delivery of the new settlement must take account of the flood risk that affects the site and incorporate Sustainable Drainage (SuDS) and flood risk attenuation measures into the earliest stages of the layout. Developers should work in partnership with the Environment Agency and engage with them at an early pre-application stage, to mitigate against potential flood risk.

18.18 Applicants should engage with Thames Water early in the design process, and work in partnership with them to minimise impacts on groundwater, manage surface water, divert existing sewers where applicable and ensure infrastructure upgrades are delivered ahead of the site being occupied.

18.19 Applicants are expected to work with Hertfordshire Ecology (or any successor body following LGR) and Herts and Middlesex Wildlife Trust to ensure that open space provision and Biodiversity Net Gain measures incorporate the relevant actions in the LNRS.

Development Guidance

18.20 Development should support the creation of a new settlement comprised of high-quality, mixed-use neighbourhoods that are well-integrated with their surrounding places and communities.

18.21 Over the lifespan of the new settlement, the capacity of the site and the rate of delivery may increase because of changes in circumstances, including:

a) the removal, relocation or reconfiguration of existing uses within or adjoining the allocation, including the decommissioning or relocation of the anaerobic digestion facility when it becomes obsolete;

b) updated evidence on education and community infrastructure requirements, including changes to land take associated with updated child yield assumptions; and

c) changes in delivery models, viability or market conditions, which support a wider range of tenures and unit types.

18.22 The long-term delivery of the new settlement should be supported by the establishment of a stewardship body or equivalent mechanism that informs the design and management of community assets and provides continuity as individual phases are completed. The form and function of the body will be agreed with the Council as part of the determination of the outline planning permission.

18.23 Development should deliver transport infrastructure improvements necessary to mitigate development impacts, as identified through the Transport Assessment and agreed with the relevant highway authorities. The timing of these improvements, and any related phasing of development, will be determined through the site-specific Transport Assessment and secured by planning condition or planning obligation as appropriate.

18.24 Development should prioritise active travel modes over parking and vehicular access in line with the Local Transport Plan and LCWIP proposals. The masterplan will include a forward-facing car parking strategy that introduces maximum standards for the site that will secure a shift towards a car-lite/ car-free future.

18.25 Development must conserve and, where appropriate, enhance designated and non-designated heritage assets and their settings, including the Grade II listed Coursers Farm Barn and the setting of Grade I listed Tyttenhanger House. Heritage significance and archaeological potential must inform the masterplan, including the disposition of development, open space, landscape and important views.

18.26 Development adjoining the M25 should use land-use disposition, built form, landscaping and good acoustic design to address noise and other environmental effects.

18.27 Developer contributions secured from the new settlement will be used by the Council and its infrastructure partners to solely deliver infrastructure improvements for Bowmans Cross. Developers must work positively with the infrastructure plan-making process, in the preparation of the Hertsmere Infrastructure Delivery Plan, to ensure that improvements are appropriately identified and prioritised.

18.28 Developers must engage positively with the neighbouring local planning authorities to reach agreement on how the new settlement will function and interact with the neighbouring settlements of St Albans, Hatfield, London Colney and Colney Heath.

18.29 The Council, the relevant waste authority and developers will work together to resolve any outstanding matters relating to on-site waste facilities. Developers must work positively with the Council and waste authority to identify appropriate provision that meets the needs of the new settlement.

PART 4
Delivery and Monitoring

Chapter 19: Delivery and Monitoring

Section	Page
DM1 Working with stakeholders to deliver the Local Plan	613
DM2 Infrastructure funding and planning obligations	615
DM3 Masterplans and comprehensive development	619
DM4 Land assembly	622
DM5 Meanwhile Uses	624
DM6 Health impact assessments	626
DM7 Monitoring and review	627

DM1 Working with stakeholders to deliver the Local Plan

Strategic objectives

K Securing the timely delivery of infrastructure

Strategic Policy

A The Council will take a proactive and positive approach to working with and alongside stakeholders, including local communities and community groups, landowners, development industry partners, public sector bodies and the wider public to deliver the Local Plan.

B Progress towards the delivery of the Local Plan will be regularly monitored and assessed, in line with Policy DM7 (Monitoring and review). Where revisions to planning policies are necessary to ensure the successful implementation of the spatial strategy for the Borough, along with beneficial social, economic and environmental outcomes, these will be undertaken through the Local Plan review process.

C The Council will use powers available to it where this is necessary to support the delivery of the Local Plan, including planning enforcement.

Explanation

20.1 The Local Plan sets out an ambitious strategy to secure new investment in the Borough and coordinate this to support sustainable and successful place making. An Infrastructure Delivery Plan (IDP) has informed its preparation. This provides a detailed assessment of the infrastructure required to support Hertsmere's neighbourhoods and communities now and, in the future, considering the levels of growth planned over the long-term. The Local Plan and the accompanying IDP will be used by both the Council and its partners to support the delivery of growth. These documents have been prepared through extensive public consultation and engagement. The Local Plan will ensure that infrastructure providers, including public sector bodies, understand Hertsmere's future needs so that they can appropriately plan for and allocate funding towards the continued improvement of these networks.

20.2 National planning policy requires that the Local Plan be subject to review every five-years to ensure it is up to date. Annually published Authority Monitoring Reports help to assess progress on the delivery of the Local Plan. The IDP is a live document. As such, it will be subject to regular review and updating over the Plan period. This will ensure it takes account of implemented infrastructure improvements, new infrastructure programmes and service priorities. The Council will continue to liaise with infrastructure providers to inform updates to the IDP. We consider the IDP to

be an important supporting policy document that will over contribute towards the delivery of the successful and sustainable places.

20.3 We will continue to work positively and proactively with key stakeholders including local communities and community groups, businesses, landowners, developers, public sector bodies and the wider public to ensure the successful delivery of the Local Plan. The Statement of Community Involvement (SCI) sets out the Council's procedures for consulting the public on planning decisions. This includes the preparation of the Local Plan and guidance documents as well as the determination of planning applications. The SCI supports our wider corporate aims to increase public involvement in Council decisions, enhance transparency and openness in local democracy, and promote effective decision taking.

20.4 The Council will use the IDP as part of the negotiation process with development partners, to ensure the timely delivery of necessary infrastructure investment. We will work with relevant partners to monitor infrastructure demand and supply, as it evolves over the plan period. Evidence relating to infrastructure and the delivery of growth will be utilised by the Council to evidence on-going viability assessment and sustainability appraisal process over the plan period – supporting the wider approaches towards delivery and monitoring.

DM2 Infrastructure funding and planning obligations

Strategic objectives

K Securing the timely delivery of infrastructure

Strategic Policy

Community infrastructure levy

A The Council sets a Community Infrastructure Levy which is payable on all qualifying development that is being delivered across Hertsmere. Community Infrastructure Levy funding will be used to secure the delivery of inclusive, healthy and liveable neighbourhoods across the Borough that are well supported by infrastructure. A Community Infrastructure Levy Charging Schedule is published by the Council, and this will be subject to periodic review over the Plan period.

B A portion of Hertsmere CIL collected will be allocated towards neighbourhood priorities to help ensure that local areas are appropriately supported with infrastructure and benefit from investment generated by new development. The Council will work proactively with local communities to set priorities for the spending of neighbourhood CIL across Hertsmere.

C Neighbourhood forums are strongly encouraged to identify priorities for the use of neighbourhood CIL in neighbourhood plans. Planning obligations

D The Council will seek planning obligations on a case-by-case basis having regard to the relevant policy requirements of the statutory Development Plan, development specific impacts, appropriate mitigation (including additional facilities or requirements made necessary by the development), viability and the statutory tests for the use of planning obligations. Where financial contributions are required, these will be index linked, on an upward basis only, to maintain the value of the planning obligation.

E The following is a list of areas where planning obligations may be sought, recognising that other types of obligations may be necessary depending on the nature of a proposal and individual site circumstances:

i. Affordable housing
ii. Transport and highways infrastructure and works
iii. Sustainable transport and Healthy Streets
iv. Public transport improvements
v. Parking controls and restrictions
vi. Community and social infrastructure (including health infrastructure)
vii. Employment and skills training

viii. Affordable workspace
ix. Public realm
x. Public art
xi. Community safety measures
xii. Amenity space
xiii. Play space and recreational facilities
xiv. Open space
xv. Green and blue infrastructure
xvi. Biodiversity and wildlife habitats
xvii. Communications infrastructure
xviii. Management and maintenance arrangements
xix. Low carbon and renewable energy
xx. Flood risk management
xxi. Utilities

Explanation

20.5 The Council acknowledges that a wide range of strategic infrastructure projects will be required to support the levels of planned growth within Hertsmere over the long-term. Furthermore, site-specific measures will ensure that additional needs for infrastructure generated by new development are positively managed and that any impacts arising are appropriately mitigated. The following section describes the main funding tools that are available to the Council to support the successful delivery of the Local Plan.

Community Infrastructure Levy

20.6 The Council is the Community Infrastructure Levy (the Levy/ CIL) charging and collecting authority. This is a charge levied on certain types of new development and is non-negotiable. It is a key source of funding that contributes towards the delivery of strategic infrastructure essential to support growth across Hertsmere, particularly transport infrastructure. The Levy is also vital to helping the Council secure infrastructure required for inclusive, healthy and liveable neighbourhoods across the Borough.

20.7 Most new development that creates net additional floorspace of 100 square metres or more, or creates a new dwelling, is potentially liable for the Levy. Some developments may be eligible for relief or exemption (subject to application). This includes social housing, residential annexes and extensions, and new homes built by ‘self-builders’ (see Policy H8). There are strict criteria and procedures for obtaining relief or exemption. Those applying for relief or exemption should meet these in full. The Council advises applicants to refer to the Government’s Planning Practice Guidance for general information on the setting, collection and use of the Levy.

20.8 Under normal circumstances all liable development will be begin payment of the Levy upon deemed commencement. The Council considers this a reasonable

approach to ensure that growth is delivered in a timely manner following their consent. Consequently, the Council will not normally agree to proposals that seek to delay payment of CIL upon commencement, under the application of a Phase 0. Possible exceptions could be considered where the developer presents robust evidence of the certainty that the delayed proposal will deliver and make payment of CIL within six months of Phase 0. In the context of housing crisis and poor housing delivery performance the Council considers this a reasonable approach.

20.9 The Council adopted a CIL Charging Schedule in February 2014, which sets out the Levy rates across the Borough. This will be subject to periodic review and potential updating over the Plan period. Changes to the CIL Charging Schedule may be necessary to respond to significant changes in the level of infrastructure provision required to support the planned levels of growth, or to consider new evidence on development viability. Further information is available on the Council's planning website.

20.10 A portion of Hertsmere's CIL is committed to neighbourhood priorities. The Council has formally agreed governance arrangements for the use of this neighbourhood Community Infrastructure Levy (NCIL). There are NCIL funds available to each ward within the Borough. Local residents and community groups are encouraged to assist in setting priorities for the use of these funds within their local areas. Neighbourhood forums are strongly encouraged to set out priorities for the use of NCIL within neighbourhood plans. This will allow for an additional level of public engagement in the process of priority setting and help to ensure there are clear priorities in place to address neighbourhood plan objectives. Further information on the governance arrangements for NCIL, and opportunities to assist in priority setting, is available on the Council's planning webpage.

Planning Obligations

20.11 As part of the process of determining planning applications, the Council may seek to enter into legal agreements with landowners and developers, and/or secure planning contributions towards infrastructure improvements. This is particularly where infrastructure is required to address the additional demand generated by new development proposals. The purpose of planning obligations is to make development acceptable in planning terms. The Council will seek to secure planning obligations to mitigate the impact of a development, which without that mitigation, would render the development unacceptable in planning terms. The Council will negotiate legal agreements and/or contributions on a case-by-case basis, considering the individual site circumstances and the mitigation measures required for the development proposed. The Council will seek to refuse planning applications where appropriate mitigation measures are not provided or cannot otherwise be secured.

20.12 The Council has published a Developer Contributions Framework, which is available on the Council's webpages. This sets out the basis for securing financial contributions that the Council will seek in association with new development. Reduced contributions, where necessary (for example due to the exceptional costs of redeveloping a particular site) will be considered before becoming the subject of

negotiation through an ‘open book’ basis based on the financial viability of the scheme.

20.13 Financial obligations will be index linked (on an upwards basis only) to maintain the value of the obligation, from the date of the resolution to grant planning permission until the date that the full payment is received. In most cases, the Council will apply the Retail Price Index (RPI) for non-capital financial contributions (e.g. workplace training contributions). The Council will use the Building Cost Information Service (BCIS) index or equivalent for financial contributions towards a specific building or facility as it relates more closely to the cost of delivering a scheme.

DM3 Masterplans and comprehensive development

Strategic objectives

K Securing the timely delivery of infrastructure

Strategic Policy

A Proposals for development must be accompanied by a site masterplan where they form all or part of a site allocation, or in other circumstances specified by the Local Plan. A site masterplan will be expected to set out how development will contribute to delivery of the spatial strategy for the Borough. It must also suitably demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land or otherwise compromise the delivery of the site allocation and outcomes sought for the wider area.

B Where it is specified, a masterplan must be submitted as a component of either an outline, hybrid, or full planning application. Where an outline application is submitted, the first phase of development should be submitted in full detail. The scope and scale of future masterplans should reflect and be proportionate to the site or area under consideration and where appropriate comprise of:

i. An assessment of the site and its context to inform the overall development strategy;

ii. A detailed site-wide masterplan that responds positively to the spatial strategy for the Borough, site specific development principles and guidelines, and other relevant planning policies; and

iii. A delivery strategy that identifies how the development will be implemented and managed over its lifetime. This strategy must address any relevant matters to be resolved such as land assembly and preparation, infrastructure requirements, development phasing and likely need for planning obligations and/ or planning conditions, where these are necessary and appropriate.

C Proposals must address how the development site relates to neighbouring properties, the surrounding area and where necessary other relevant land ownerships, particularly in contributing to the delivery of the spatial strategy for the Borough. Where appropriate, applications will be required to be supported by a masterplan covering multiple plots within a site allocation to demonstrate the acceptability and deliverability of the scheme both in terms of its immediate and wider context. This is additional to the site masterplan required by (A) and (B) above.

D Applicants must demonstrate that they have appropriately consulted the public and relevant stakeholders through the masterplan process in accordance with the latest version of the Council's Statement of Community Involvement.

Explanation

20.14 To achieve the Local Plan's vision and strategic objectives it will be important that all development proposals positively engage with and seek to deliver the spatial strategy for the Borough. This is particularly vital for the strategic site allocations that have the potential to deliver new and improved housing, business space, public realm, facilities and other infrastructure to support the Borough's residents and communities. Hertsmere's diverse supply of strategic sites, which includes previously developed urban land in addition to large greenfield sites, have their own specific complexities in terms of their redevelopment. This may include a situation of multiple land ownership across the site, fragmentation of existing uses and space, land remediation and need for new or upgraded infrastructure. The Council considers that these constraints are more likely resolved, and the optimal use of sites realised, where development is comprehensive and in line with a site-wide masterplan.

20.15 To help ensure certainty of outcomes, the Council will seek the submission of masterplans as a key component of the outline, hybrid, or full planning application process. Submitted masterplans should be informed by a baseline assessment of the site and its surrounds, drawing on the latest available evidence. This may include demographic data, economic and social indicators and/or information on the historical, natural and built environment. The site-wide masterplan itself should establish the overall approach to the function and form of development. The level of detail included in the masterplan should be commensurate with nature and scale of development proposed, along with site-specific requirements. Depending on individual circumstances, matters to be addressed may include historical and cultural context; land uses, quantum and distribution of development; layout and design; access, circulation and parking; open space and landscaping; and infrastructure (including transport, community and green infrastructure).

20.16 The submitted masterplan's delivery strategy is important. It will seek to ensure certainty on outcomes sought from both the individual scheme, and the site allocation. One of the key aims of the masterplan process is to ensure that landowners and/ or developers are liaising with each other and made aware of the planning objectives for the site and wider area. In most cases, it will be mutually beneficial for the landowners present across an allocation to work positively together in delivering the site allocation. The Council encourages the development of such positive relationships. Coordination between landowners and other stakeholders, including infrastructure providers, will help to ensure that proposals do not prejudice each other, or the wider development aspirations for the Borough. Sites that are designed and brought forward comprehensively through the masterplan process will help to alleviate issues that may arise through piecemeal development and are more likely to maximise wider public benefits. Nevertheless, the Council acknowledges that there may be circumstances under which landowners are legitimately unable to work together. Where this arises, it will be the responsibility of the lead landowner/ developer (who is bringing forward the site-wide masterplan) to demonstrate that they have made all reasonable efforts to undertake positive and meaningful engagement with relevant neighbour land interests. The Council requires that this

process should be evidenced and documented as part of the planning application submission. Those developers seeking to bring forward proposals on their land that are contrary to emerging or agreed site-allocation wide masterplans will be required to demonstrate, through appropriate and proportionate technical evidence, that their scheme is genuinely deliverable and will not prejudice planned-for delivery across the remainder of the site. Under such circumstances, proposals must also demonstrate that they accord with the relevant site allocation policy. This is in accordance with national planning policy. Proposals that prejudice delivery across the wider site allocation, including impacts upon the scale of development and timing of housing delivery will be considered correspondingly.

DM4 Land assembly

Strategic objectives

K Securing the timely delivery of infrastructure

Non-strategic Policy

A To enable the delivery of the Local Plan and the spatial strategy for the Borough, and where it is appropriate and necessary, the Council will support land assembly to achieve comprehensive development. The Council will consider the use of its compulsory purchase powers to assemble land for development within the Borough where there is a compelling case in the public interest do so and where:

i. Landowners and/or developers, as appropriate, can demonstrate that there is a deliverable development proposal that will contribute to the achievement of the economic, social, or environmental well-being of the area; or

ii. A comprehensive approach to development of the site will deliver a strategic site allocation contained in the Local Plan (including the requirements of a masterplan where required); in a timely manner that delivers public benefit; or

iii. The development proposal for the assembled site will contribute to the delivery of the spatial strategy for the Borough, having regard to the Vision and settlement policies for the area within which the development is located; or

iv. Where demonstrably reasonable efforts have been made to engage with the landowners and occupiers of the relevant land but have been unsuccessful in securing timely delivery.

B In appropriate cases, the Council will consider the use of its other statutory powers, including Section 203 of the Housing and Planning Act 2016, to facilitate development where it is in the public interest.

Explanation

20.17 A comprehensive approach to the development of sites will often be in the public interest, particularly to secure the successful delivery of the spatial strategy for the Borough. The Council acknowledges that there may be circumstances when it may be easier for developers to deliver proposals through the piecemeal development or incremental building out. However, the constraints posed by site boundaries, neighbouring developments or land uses, along with infrastructure and utilities (whether at or below the surface), all have potentially limiting consequences for the

design, scale, land use mix and viability of schemes. Across Hertsmere and particularly in key strategic locations, such consequences could depress the optimal use of land or impose limitations on coordinated planning and development of a site or an area. The Council considers that this will have a particularly harmful impact on the extent and permanence of the Green Belt, and as such is contrary to the spatial strategy for the Borough. Consequently, the Council advocates a comprehensive approach to development to ensure the achievement of wider regeneration and strategic growth objectives.

20.18 The necessity for the Council to consider the use of compulsory purchase powers is more likely on complicated strategic sites, particularly where there are multiple landowners and leaseholders. The Council will always assess the most appropriate options for securing the successful delivery of the Local Plan. It will carefully consider the use of powers available to it to ensure that it can bring forward new development in a coordinated way and delivered in the wider public interest.

DM5 Meanwhile Uses

Strategic objectives

B A Thriving Local Economy

Non-strategic Policy

A Proposals for development for the meanwhile (temporary) use of vacant land or buildings will only be supported where the site or unit:

i. Is being actively marketed; or

ii. Falls within the boundary of a site allocation that is not expected to come forward for comprehensive redevelopment in the short term; or

iii. Is located on land within a consented major development scheme, which is being delivered in phases; and

iv. The meanwhile use sought:

v. Is appropriate to its location, with priority given to suitable employment generating, community or cultural uses;

vi. Will not adversely impact on the amenity of adjoining and neighbouring occupiers, in line with the Agent of Change principle;

vii. Does not preclude the permanent use of the site for appropriate commercial or main town centre uses, or prohibit delivery of the site allocation; and

viii. Will be temporary in nature.

B Development proposals for the meanwhile (temporary) use of vacant land and buildings within town centres and designated employment areas must not adversely impact on the viability of the town centre or function of the employment area in supporting commercial uses and activities.

Explanation

20.19 Vacant buildings and sites can have a detrimental impact on the vitality and viability of commercial and other areas. This is especially in town centre locations where vacant units can visually detract from local character and result in lower levels of footfall. The Local Plan seeks to secure the optimal use of land is made, inclusive of ensuring that land and buildings do not go unnecessarily unused. The Council will support proposals that seek the meanwhile (temporary) use of vacant buildings (including building units) or sites, where they demonstrably provide for beneficial

uses. This includes uses that support business development, community and cultural activities (particularly in centres) and those that help to address acute local housing needs.

20.20 Where meanwhile uses are proposed, applicants must submit evidence to demonstrate that the vacant unit or site is being actively marketed for its lawful use, including during the period of meanwhile activity, at market rates that are reasonable to the local economic area. The intention of this approach is to ensure that sites or units are taken up for their intended use whilst recognising some flexibility is needed to respond to fluctuations in the market or other factors. The Council will not support proposals that involve a site or unit that has been made deliberately vacant to secure a temporary consent.

20.21 The Local Plan includes several strategic site allocations that it anticipates will come forward over the medium to long-term. Our priority is to ensure that the development of these sites is delivered as quickly as possible. However, there are circumstances where strategic site allocations may take longer to be realised, such as when development is phased or time is needed to allow for coordination between different landowners. In the interim period, we are keen to ensure that active uses are maintained on-site wherever appropriate.

20.22 Development proposals for meanwhile uses must not preclude the future permanent occupation of the site or unit for an appropriate main town centre, commercial or other use, taking into account relevant site allocation policies. Meanwhile uses must not have an adverse impact on the amenity of neighbouring properties or the local area. Where located in town centres or employment areas, meanwhile uses must not compromise the employment generating function of nearby sites in line with the Agent of Change principle, or otherwise harm the viability of the town centre.

20.23 The Council may consider the future use of Local Development Orders (LDO) allowing temporary uses in specific locations subject to certain conditions being satisfied.

20.24 Where meanwhile uses are approved, they will be considered for monitoring purposes. This includes meanwhile residential uses, where conventional units and non-conventional bedrooms will be counted towards Hertsmere’s housing requirement.

DM6 Health impact assessments

Strategic objectives

J Healthy and safe communities

Non-strategic Policy

A A desktop Health Impact Assessment (HIA) must be submitted with the following types of development proposals:

i. Major developments;

ii. Developments located within an Air Quality Focus Area; and

iii. Developments including the following uses:

a. Hot-food takeaways;
b. Betting shops;
c. Education facilities;
d. Health and social care facilities;
e. Leisure and community facilities; and
f. Publicly accessible open space.

Explanation

20.25 This policy supports the objective for a healthier Hertsmere by improving residents' health and reducing health inequalities. Health Impact Assessments will be required for development proposals, which are most likely to impact on public health outcomes whether by virtue of their large scale, nature of uses or location in an area of poor air quality.

20.26 The Council advocates the use of a checklist approach to the completion of Health Impact Assessments. This can normally be completed as a desktop study. The Health Impact Assessment should be undertaken as early as possible in the planning and design process in order to identify opportunities for maximising public health benefits, minimising harm and addressing health inequalities. Development proposals must demonstrate how the Health Impact Assessment has been used to inform the design of the proposal. The Council advises that the Health Impact Assessment can be completed either as a standalone assessment or form part of an Integrated Impact Assessment, where appropriate. The scope of the Health Impact Assessment will depend on the nature, scale and location of development along with the potential impacts on public health and wellbeing.

DM7 Monitoring and review

Strategic objectives

N/A

Non-strategic Policy

A The implementation of the Hertsmere Local Plan policies will be kept under review throughout the Plan period, considering the Local Performance Indicators set out in Table 18.1. Progress and performance outcomes towards the delivery of a Better Future for Hertsmere and the spatial strategy will be measured annually throughout the Plan period and will be published annually in the statutory Authority Monitoring Report (AMR).

B Development viability across Hertsmere will be regularly reviewed over the Plan period. Where evidence suggests that changes in land values are likely to significantly impact on the viability of different types of development, whether areas across the Borough, the Council will consider the need for a review of strategic approaches or policies.

Explanation

20.27 Monitoring is necessary to assess progress towards the implementation of the Local Plan over the Plan period. The section sets out the monitoring framework against which the successful delivery of the Local Plan will be measured. The monitors will help to assess yearly performance. However, it is recognised that the spatial strategy is underpinned by the need for sensitively managed change and transformational investment (for example, in sustainable travel infrastructure), which in some local areas or specific circumstances may take several years to begin to materialise.

20.28 Performance against Hertsmere Local Plan's Local Performance Indicators (LPIs) will be published in the statutory Authority Monitoring Report (AMR). Performance metrics and figures will be accompanied by commentary to make reports more legible and user-friendly and may be supported by additional monitoring information.

20.29 Table 18.1 identifies 28 LPIs to measure progress against various aspects of the Local Plan. It sets out a range of specific targets, to reflect the requirements identified in individual policies, as well as differing types of targets that apply to more than one policy and seek. These targets will be measured on an annual basis, and on a rolling basis, to identify trends over time and/or throughout the Plan period:

- To deliver specific types of development in places that are, or are planned to be, well-connected by public transport.

- No net loss of specific types of development, other than those that meet policy criteria.
- Net gain of specific types of development, by a specific date and/or over the Plan period.
- To deliver a range of planned infrastructure projects, as identified in the Infrastructure Delivery Plan.

20.30 The Council considers the LPIs important for assessing policy performance and overall implementation of the Local Plan. It is anticipated that the AMR will include a more comprehensive and detailed set of data, which will help to complement and put into context the LPIs. This may include other data that is not made available on an annual basis, such as the Indices of Multiple Deprivation and Census data; information within research reports; other technical evidence; and Council strategies. Consequently, the scope of the AMR will evolve over time. However, the Council will seek to ensure continuity through a focus on the LPIs.

20.31 Where monitoring clearly indicates that a strategic objective, elements of the Local Plan spatial strategy or specific plan targets are not being delivered in a timely manner, we will assess the reasons for this and may consider, as appropriate, contingency measures or other actions. This may include single-issue reviews and corresponding updates to the Local Plan.

20.32 We will regularly monitor development viability as part of the Local Plan's implementation and performance monitoring. Where evidence suggests that changes in land values are likely to significantly impact the viability of different types of development, whether in specific areas or across the whole Borough, the Council will consider the need for a review of strategic approaches or policies. This is particularly in respect of requirements for affordable housing.

20.33 The preparation and publication of the Hertsmere Local Plan has involved the Council making a significant commitment towards the use of digital solutions. The Council will continue to explore the opportunities offered by increase digitisation of the planning process through the performance monitoring of the Plan's implementation. It is anticipated that this may enable a more dynamic approach to assessing and responding to the timely delivery of growth – particularly in respect of maintaining a rolling supply of land that responds to the Borough's needs.

Table 20.1: Monitoring Framework

Ref	Measure	Indicator	Policy Target
High-Quality Design and Heritage			
LPI 1	Density of housing	Densities of major developments being delivered	Policy HQD4 A and B: Delivery of higher density developments in places that are, or are planned to be, well-connected by public transport

LPI 2	Tall buildings	Number of tall buildings being delivered by number of storeys	Policy HQD5
LPI 3	Designated heritage assets	Net change in designated heritage assets including Conservations Areas, Listed Buildings, Scheduled Ancient Monuments, and Registered Parks and Gardens	Policy HE2 No net loss of designated heritage assets, other than those that meet policy HE2 criteria
Housing			
LPI 4	Housing delivery	Number of Homes being delivered	Policy H1 A Net gain in number of homes in accordance with housing need
LPI 5	Small housing sites	Number of net homes being delivered on small sites Proportion of net homes on small sites as part of the overall housing supply	Policy H2 Net gain in small site housing supply
LPI 6	Affordable housing	Number of net affordable homes being delivered on qualifying sites with 10 units or more Proportion of net affordable homes as part of overall housing supply	Policies H1 and H3
LPI 7	Genuinely affordable housing delivery	Number of net genuinely affordable homes being delivered on qualifying sites with 10 units or more Proportion of net genuinely and intermediate affordable homes	Policy H3 Tenure split in accordance with policy
LPI 8	Housing size mix	Number of net homes being delivered by dwelling size mix (e.g. bedrooms)	Policy HO1 Dwelling size mix for affordable housing, as set out in policy
LPI 9	Non-conventional housing	Number and type of net non-conventional homes being delivered, including older people's, supported and specialised accommodation Proportion of pro-rata non-conventional homes as part of the overall housing supply	Policies H4 and H5
LPI 10	Houses in Multiple Occupation (HMOs)	For HMOs requiring planning permission, number of net HMOs being delivered Proportion of pro-rata HMOs as part of the overall housing supply	Policy H6 No net loss of existing family housing (3 bedrooms or more) for use as HMOs, other than those that meet policy HO8 criteria.
LPI 11	Gypsy and traveller accommodation	Delivery of additional permanent gypsy and traveller pitches	Policy H8 Meeting new demand for gypsy and traveller pitches
Economy and Culture			

LPI 12	New workspace	Net change in employment floorspace delivered	Policy EC2 Net gain of employment floorspace by 2043
LPI 13	Affordable workspace	Number of on-site affordable workspace units being delivered Number of off-site contributions secured towards affordable workspace through planning obligations	Policy EC4
LPI 14	Main town centre uses floorspace	Net change in main town centre uses floorspace being delivered Proportion of main town centre uses floorspace located within the town centre network including major, district and local centres	Policy EC11 Neet gain in main town centre use floorspace
LPI 15	Cultural infrastructure	Net change in cultural venues and facilities being delivered, including public houses	Policies EC18, EC19 and SCI1 No net loss of cultural venues
Community Instructure			
LPI 16	Community infrastructure	Net change in community infrastructure being delivered	Policy SCI2 Delivery of planned infrastructure projects, against those identified in Appendix A of the Infrastructure Delivery Plan
Green Infrastructure			
LPI 17	Designated open space	Net change in designated open space including Local Green Space, Strategic Open Space and Neighbourhood Open Space	Policy GI3 No net loss of designated open spaces
LPI 18	Biodiversity	Net change in designated biodiversity sites including Sites of Special Scientific Interest (SSSI) and Local Nature Reserves (LNR)	Policy GI 4 No net loss of designated biodiversity sites
LPI 19	Biodiversity Net Gain	Number of major developments providing biodiversity net gain	Policy GI4 A minimum 10% increase in habitat value for wildlife compared with the predevelopment baseline.
LPI 20	Urban Greening	Number of qualifying major developments meeting the target Urban Greening Factor on site	Policy GR5 C Score of 0.4 for predominantly residential development and 0.3 for predominantly commercial development.
LPI 21	Recreational and open space	Net change in new and/or enhanced accessible sports and recreational facilities and green infrastructure	Policies SCI3 and GR2 Delivery of planned infrastructure projects, against those identified in Appendix A of the Infrastructure Delivery Plan.

Sustainable Design and Infrastructure			
LPI 22	Carbon emissions on new development	Number of qualifying major developments meeting carbon emission reductions on-site	Policy SDI4 B 35% reduction of carbon emissions, compared to Building Regulations 2013.
LPI 23	Carbon offsetting	Number of major developments with net zero carbon on-site Amount of cash-in-lieu carbon offset contributions secured through planning obligations	Policy SDI4 C Increase in all major developments being net zero carbon on-site. Increase in carbon offset payments.
LPI 24	Air quality - major development	Number of major developments meeting air quality neutral standards	Policy SDI5 B • Increase in major developments improving air quality or being at least air quality neutral.
Transport and Connectivity			
LPI 25	Strategic infrastructure	Progress in the delivery of strategic transport infrastructure.	Policy TR1 C Delivery of planned strategic transport schemes, against those identified in Table 11.1 of the Local Plan and Appendix X of the Infrastructure Delivery Plan
LPI 26	Car free/ car-lite developments	Number and location of car free or car-lite schemes being delivered on major developments	Policy TR3 B Delivery of car free developments in places that are, or are planned to be, well-connected by public transport
LPI 27	Planning obligations	Number and type of planning obligations secured from Section 106 liable developments – to secure the timely delivery of infrastructure	Policy DM2 E Increase in planning obligations
Hertsmere's Towns and Places			
LPI 28	Allocated sites	Number of allocated sites being delivered in the four main towns. Proportion of allocated sites being delivered in the four main towns.	Appendix 6 Housing Trajectory Net gain of at least 17,460 new homes over the Plan period with: Borehamwood = Potters Bar = Bushey = Radlett = Bowman's Cross New Settlement =



Hertsmere Local Plan

Delivering a better future

Hertsmere Local Plan
Regulation 19 Draft Plan
Volume 2 - Appendices

October 2026

APPENDICES

Appendices

Section	Page
Appendix 1: Abbreviations	635
Appendix 2: Glossary	637
Appendix 3: Strategic and Non-Strategic Policies	655
Appendix 4: Replacement, Deleted or New Policies	659
Appendix 5: Housing Trajectory	669
Appendix 6: Design Sense Check List	670
Appendix 7: Sustainable Parking Standards	671
Appendix 8: Further information on proposals for public houses	678

Appendix 1: Abbreviations

Table 22.1: Table of Abbreviation Use

AMR	Authority Monitoring Report
AQA	Air Quality Assessment
AQMA	Air Quality Management Area
AV	Audio Visual
BNG	Biodiversity Net Gain
BRE	Building Research Establishment
BREEAM	Building Research Establishment Assessment Method
CAA	Civil Aviation Authority
CABE	Chartered Association of Building Engineers
CCTV	Closed Circuit Television
CHP	Combined Heat and Power
CIBSE	Chartered Institute of Building Service Engineers
CIL	Community Infrastructure Levy
CO2	Carbon Dioxide
CPZ	Controlled Parking Zones
DRP	Design Review Panel
DWMP	Drainage and Wastewater Management Plans
EA	Environment Agency
ESP	Employment and Skills Plan
EUI	Energy Use Intensity
EUV	Existing Use Value
EVCP	Electric Vehicle Charging Points
FEMA	Functional Economic Market Area
FRA	Flood Risk Assessment
GP	General Practitioner (Doctor)
GRP	Glass Reinforced Plastic
HBAPMN	Hertfordshire and Bedfordshire Air Pollution Monitoring Network
HELAA	Housing and Employment Land Availability Assessment
HIA	Health Impact Assessment
HMO	House in Multiple Occupation
HSE	Health and Safety Executive
ICT	Information Communication Technology
IDP	Infrastructure Delivery Plan
INNS	Invasive Non-Native Species
kWh	Kilowatt hours
LAEP	Local Area Energy Plan
LETI	London Energy Transformation Initiative
LGR	Local Government Reorganisation
LHNA	Local Housing Needs Assessment
LNRS	Local Nature Recovery Strategy
LURA	Levelling-Up and Regeneration Act 2023
MCA	Mineral Consultation Area
MCASPD	Mineral Consultation Areas Supplementary Planning Document
MUGA	Multi Use Games Area
NFM	Natural Flood Management
NPPF	National Planning Policy Framework
NOx	Nitrogen Oxide

PDMP	Parking Design and Management Plan
PPTS	Planning Policy for Traveller Sites
PSA	Primary Shopping Areas
RAF	Royal Air Force
RIA	Retail Impact Assessment
RICS	Royal Institution of Chartered Surveyors
RIGS	Regionally Important Geological Site
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SFRA	Strategic Flood Risk Assessment
SIL	Strategic Industrial Location
SME	Small and Medium-sized Enterprise
SPZ	Source Protection Zones
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Urban Drainage Systems
TRBMP	Thames River Basin Management Plan
UGF	Urban Greening Factor
WFD	Water Framework Directive

Appendix 2: Glossary

A

Agent of Change - A principle that places the responsibility of mitigating the impact of nuisances from existing nuisance generating uses on the proposed new development.

Allotments and Community Gardens - Opportunities for people who wish to grow their own produce as part of the long-term promotion of sustainability, health, and social inclusion.

Amenity - Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

Amenity Space - The outside space of a building normally associated with housing. It may be private or shared, depending on the building it serves.

Ancient or Veteran Tree - A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Ancient Woodland - An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

Archaeological Interest - There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Article 4 Direction - A tool used by local planning authorities to remove some or all permitted development rights that apply to a particular site or area.

B

Backland Site - Landlocked site to the rear of street frontages not historically in garden use such as builders' yards, small workshops and warehouses, and garages.

Biodiversity - This refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value and has social and economic value for human society.

Brownfield Land – This refers to previously developed land.

C

Car Club - A short-term vehicle rental service that allows members access to cars parked locally.

Car Free Development – Development proposals that deliver car free development have no general parking but should still provide disabled persons parking.

Car Lite - Securing places and lifestyles that rely less on cars, and more upon walking, cycling and public transport for mobility; or even teleworking where possible, while not eliminating car transport entirely.

Circular Economy - An economic model in which resources are kept in use at the highest level possible for as long as possible to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

Combined Heat and Power (CHP) - The combined production of electricity and usable heat is known as Combined Heat and Power. Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.

Commercial Unit - This is defined as floorspace, either in built form or open, that is solely for the purpose of generating profit through business enterprises.

Commercial waste - Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment as defined in Schedule 4 of the Controlled Waste Regulations 1992.

Community infrastructure - See Social infrastructure.

Community Infrastructure Levy (CIL) - A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area to pay for infrastructure projects. These improvements are typically identified in the area's Infrastructure Delivery (IDP) and are necessary to support the delivery of planned-for growth.

Conservation (heritage) - The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation Area - Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.

Creative industries -Those industries which have their origin in individual creativity, skill and talent which have a potential for wealth and job creation through the generation and exploitation of intellectual property. Within Hertsmere these industries frequently provide support to resident film and television production.

D

Decentralised energy - Local renewable and local low-carbon energy sources.

Design and Access statement - A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with.

Designated heritage asset – Within Hertsmere this can include Scheduled Monument, Listed Building, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development Plan - For Hertsmere this comprises the Hertsmere Local Plan and Neighbourhood Plans; and the Hertfordshire Minerals and Waste Plan.

Digital infrastructure - Infrastructure, such as small cell antenna and ducts for cables, that supports fixed and mobile connectivity and therefore underpins smart technologies.

District heating network - A network of pipes carrying hot water or steam, usually underground that connects heat production equipment with heat customers. They can range from several metres to several kilometres in length.

Dual aspect dwelling - A dual aspect dwelling is defined as one with openable windows on two external walls, which may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building. The provision of a bay window does not constitute dual aspect.

Dwelling - A self-contained unit of residential accommodation; also referred to as a ‘residential unit’.

E

Embodied carbon / energy / emissions - The total life cycle carbon, energy, greenhouse gases used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

Energy efficiency Making the best or most efficient use of energy to achieve a given output of goods or services, and of comfort and convenience.

Energy Hierarchy - Tiered approach to reducing carbon dioxide emissions in the built environment.

F

Family housing - A dwelling that by virtue of its size, layout and design is suitable for a family to live in and generally has three or more bedrooms. Also referred to as family-sized housing or homes.

Flood Risk Assessment (FRA) - An assessment of the likelihood of flooding in a particular area (usually a specific site) so that development needs and mitigation measures can be carefully considered.

G

Garden land – Normally this relates to residential garden land within the curtilage of a dwellinghouse. The exact extent of a garden can often a matter of fact and degree based on the site's use, layout, and relationship to the house.

Genuinely affordable housing - In Hertsmere, genuinely affordable housing is housing at social rent levels.

Geodiversity - The range of rocks, minerals, fossils, soils and landforms.

Green Belt - A designated area of open land around London (or other urban areas). This is known as the Metropolitan Green Belt. The purposes of the Green Belt are set out in national planning policy. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Green corridor - Continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible to each other and to the Green Belt/ wider countryside that surrounds Hertsmere's towns and settlements. They often consist of rivers, railway embankments and cuttings, roadside verges, canals, parks, playing fields, and extensive areas of private gardens. They may allow animals and plants to be found further into the built-up area than would otherwise be the case and provide an extension to the habitats of the sites they join.

Green cover - The total area covered by vegetation and water across the Borough's towns and settlements. It not only includes publicly accessible and publicly managed vegetated land (i.e. green space) and waterways, but also non-accessible green and blue spaces, as well as privately owned vegetated land including private gardens and agricultural land, and the area of vegetated cover on buildings and in the wider built environment such as green roofs, street trees and rain gardens.

Green infrastructure - A network of multi-functional green space, urban and rural, which can deliver a wide range of environmental and quality of life benefits for local communities.

Green roofs and walls - Planting on roofs or walls to provide climate change, amenity, food growing and recreational benefits.

Green space - All vegetated open space of public value (whether publicly or privately owned), including parks, woodlands, nature reserves, gardens and sports fields, which offer opportunities for sport and recreation, wildlife conservation and other benefits such as storing flood water, and can provide an important visual amenity in the urban landscape.

Greenfield runoff rate - The runoff rate from a site in its natural state, prior to any development.

Greenhouse gas - Any gas that induces the greenhouse effect, trapping heat within the atmosphere that would normally be lost to space, resulting in an increase in average atmospheric temperatures, contributing to climate change. Examples include carbon dioxide, methane and nitrous oxides.

Greening - The improvement of the appearance, function and wildlife value of the urban environment through soft landscaping use of vegetation or water.

Gypsy and Traveller - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

H

Habitable room - A habitable room is any room used or intended to be used for sleeping, cooking, living or eating purposes. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms.

Health Impact Assessment (HIA) - Used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population and highlight any health inequalities that may arise.

Heritage asset - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic environment - All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic Environment - Record Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

House in Multiple Occupation (HMO) - Dwellings which are shared by three or more tenants who form two or more households and share a kitchen, bathroom or toilet. HMOs for between three and six people are classed as C4 (except for areas affected by an Article 4 Direction) whereas HMOs for more than six people are Sui Generis.

Household waste - Household waste includes waste from collection rounds of domestic properties (including separate rounds for the collection of recyclables), street cleansing and litter collection, beach cleansing, bulky household waste collections, hazardous household waste collections, household clinical waste collections, garden waste collections, and any other household waste collected by the waste authorities.

Housing and Employment Land Availability Assessment (HELAA)/ Strategic Housing Land Availability Assessment (SHLAA) - An assessment of land availability for housing which informs the plan-making process.

Housing Need - The outcome of the national standard method calculation of *housing need*, which is a standardised, unconstrained assessment of the minimum number of homes needed in an area. Under national planning policy and guidance this should provide the minimum starting point for the consideration of housing requirement.

Housing Requirement – this is the Borough's housing target as set by the plan-making authority. This is the number of homes that the Local Plan seeks to provide during the plan period, using the standard method housing need as a starting point, and then considering various local constraints, policies, strategies, and other relevant factors.

I

Inclusive design - Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available; confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

Industrial Land - This is defined as land used for the production, processing, repair, maintenance or storage of goods or materials.

Infill development - Development that takes place on vacant or undeveloped sites between other developments and/or built form. Informal Amenity Greenspace Informal recreation spaces and green spaces in and around residential blocks but not exclusively relating to estate amenity space.

Informal recreation space - Social space that allows people – often but not exclusively young people aged 12+ - to congregate together, socialise and participate in informal recreation or physical activity. It is less explicitly defined than formal open space but closely linked to the definition of amenity green space. However, it differs in that it can provide an additional offering of sociable seating and youth shelters and does not necessarily have to include grassland and other forms of planting.

Infrastructure - Term used to describe the facilities and services for local people to live their everyday lives. Infrastructure can take many forms; it can be defined in physical, green and social terms, and can range from strategic provision, such as a new road or school, to the creation of a local play space.

L

Legibility - The extent to which a place can be easily understood and traversed.

Listed Building - Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.

Locally listed buildings - These are buildings of historic or architectural interest at the local level. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.

M

Main Town Centre Uses - Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and

tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). See also National Planning Policy Framework.

Major Development - For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floor space of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Masterplan - A document which sets out land use principles and/ or proposals for the layout and design of buildings, spaces, transport and movement of people and vehicles, and supporting infrastructure along with a delivery strategy. A masterplan can cover an individual site, multiple sites and/or a wider strategic area, such as a town centre.

Mixed-use development - Development for a variety of activities on single sites or across wider areas such as town centres.

N

Natural and Semi-natural Greenspace - Access to nature, wildlife conservation, biodiversity and environmental education awareness.

Natural surveillance - When buildings around a space are designed with features that are likely to lead to people overlooking the space. These may be windows, balconies, front gardens or entrances.

Nature conservation - Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and recreation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.

Neighbourhood Open Space - Open spaces that are not designated on the Policies Map but make an important contribution to liveability of neighbourhoods. These can include but are not limited to green spaces. Their primary function consists of the following: ‘provision for children and young people’, ‘informal amenity green space’ and ‘market squares and hard-surfaced areas designed for pedestrians’.

Neighbourhood Plan - A statutory plan prepared by a designated neighbourhood forum that contains non-strategic planning policies for a designated neighbourhood area.

Noise and vibration assessment - An assessment of noise and vibration that is either; existing and may impact upon future development, or that would be caused by new development and could impact upon the existing environment.

North facing - North facing windows are generally defined as any windows within 45 degrees of due north.

O

Older people - People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space - Land that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space found across Hertsmere, both designated and non-designated, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Original Building - A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Outdoor Sports Facility - Participation in outdoor sports, such as pitch sports, tennis, bowls, athletics or countryside and water sports.

P

Parks and gardens - Urban parks, country parks and formal gardens. Accessible, high-quality opportunities for informal recreation and community events. More multi-functional than other open space, offering space for quiet relaxation as well as a range of amenities and activities for visitors. Parks often include children’s playspace, youth space and/or outdoor sports facilities.

People with disabilities - People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their

ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Permeability - The extent to which an area has a variety of pleasant, convenient and safe routes through it by walking and cycling.

Permitted Development Rights - A general planning permission granted not by the local authority but by Parliament. Legislation (currently the Town and Country Planning (General Permitted Development (England) Order 2015) sets out classes of development for which a grant of planning permission is automatically given, provided that no restrictive condition is attached or that the development is exempt from the permitted development rights.

Planning condition - A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation - A legal agreement entered under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. See also Section 106 agreements.

Playing field - The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Policies Map - A part of the Local Plan illustrating the policies and showing the location of proposals on an Ordnance Survey base map.

Positive frontage - Design principle in which the front of the building is designed to create or enhance visual interest, provide a clear and legible articulation of buildings and their facades, and add vitality to the street or public realm. A positive frontage may incorporate an active frontage at the ground floor or street level. See also Active frontage.

Previously Developed Land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for

restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Primary Shopping Area (PSA) - Defined area where retail development is concentrated.

Priority habitats - Habitats of principal importance identified under section 41 of the Natural Environment and Rural Communities Act 2006. Most areas of priority habitat are protected within Sites of importance for Nature Conservation.

Priority species - Species that are a conservation priority because they are under threat, or they are characteristic of a particular region.

Private rented sector - All non-owner-occupied self-contained dwellings that are being rented out as housing (not including forms of affordable housing). Protected species Certain plant and animal species protected to various degrees in law, particularly the Wildlife and Countryside Act, 1981 (as amended).

Provision for Children and Young People - Areas designed primarily for play and social interaction involving children and young people, such as equipped play areas, ball courts, skateboard areas, and teenage shelters.

Public realm - The publicly accessible space between and around buildings, including streets, squares, forecourts, parks, and open spaces.

Q

Quiet Areas - The Environmental Noise (England) Regulations 2006 (as amended) require that Noise Action Plans for agglomerations include provisions that aim to protect any formally identified ‘Quiet Areas’ from an increase in road, railway, aircraft, and industrial noise.

R

Recycling - Involves the reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.

Renewable Energy - Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is included.

Retrofitting - The addition of modern technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.

S

Secondary heat - To recover useful energy, in the form of heat, from sources where processes or activities produce heat which is normally wasted (for example recovering heat from the Underground network) or from heat that exists naturally within the environment (air, ground and water).

Section 106 agreements - These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990. See also Planning obligation.

Self-build and custom-build housing - Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Sequential approach - As defined in the National Planning Policy Framework, in relation to planning applications for town centre uses and in relation to flood risk.

Setting of a heritage asset - The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Shell and core - A commercial development where all internal finishes and services are left out, for provision by the tenant.

Significance of a heritage asset - The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Single family house - Self-contained house occupied by a single family. Also referred to as single family home.

Site allocation - A type of Local Plan policy which establishes land-use principles and requirements for new development within a specific location.

Site of Importance for Nature Conservation (SINC) - Areas of land chosen to represent the best wildlife habitats and areas of land where people can experience nature close to where they live and work. Sites are classified into Sites of Metropolitan, Borough and Local Importance depending on their relative value. Unlike SSSIs, SINCs are not legally protected, but their value must be considered in any land use planning decision.

Social infrastructure - Covers facilities such as health provision, early years provision, schools, colleges and universities, community, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive, and other facilities can be included as social infrastructure. Also referred to as Community infrastructure.

Special Areas of Conservation - Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation-sites.

Statement of Community Involvement (SCI) - The Statement of Community Involvement sets out the local planning authority's policy for involving the community in the preparation and revision of Local Development Documents and planning applications.

Strategic Development – These are development proposals that are defined as being comprised of 100 or more dwellings; related to major development (as defined by the NPPF) in the Green Belt; involve sites where there are potentially complex or sensitive issues such as listed buildings, conservation areas or heritage impacts; impact upon sites of archaeological interest; and/ or involve sites in multiple land ownership, where coordination between parties will be required to ensure the delivery of a high quality, coherent development. These can also include development proposals for mixed-use developments

where consideration needs to be given to their integration into the surrounding area; proposals for tall buildings; Gateway sites, as identified within the Hertsmere settlement Visions; involve major cultural / civic / community buildings; involve large office and other commercial development with the potential to impact on the wider area; relate to schemes that deviate from policy significantly; propose novel, innovative or unconventional design; and/ or involve sites which are politically sensitive or where there is a strong community interest.

Strategic Flood Risk Assessment (SFRA) - An assessment usually undertaken by a Local Authority at a borough–wide level that considers flood risk, both fluvial and tidal and examines the risks involved for developing certain areas within the borough in accordance with national planning policy.

Strategic Housing Market Assessment (SHMA) - An assessment of housing need and demand which informs plan-making process.

Strategic Open Space - Open spaces that are significant to the Borough's open space and green infrastructure network. Strategic open spaces are designated on the Policies Map. Their function includes the following typologies: 'parks and gardens', 'natural and semi natural greenspace', 'allotments and community gardens', 'outdoor sports facilities and playing fields', 'formal amenity green space' and 'cemeteries, churches and disused churchyards'.

Streetscape - The appearance of the street as a whole incorporating the road, kerb and gutter, verges, fences, trees and building frontages.

Supplementary Planning Document (SPD) - Document which adds further detail to the policies in the development plan. SPDs are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable development - Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. See also National Planning Policy Framework.

Sustainable Drainage - This is an infrastructure approach that seeks to manage surface water run-off from buildings and hard standings in a way that reduces its total volume, flow and rate that runs directly into drains and sewers.

Sustainable Drainage Systems (SuDS) - Using sustainable drainage techniques and managing surface water run-off from buildings and hard standings in a way that reduces the total volume, flow and rate of surface water that runs directly into drains and sewers.

Sustainable transport modes - Any efficient, safe and accessible means of transport with overall minimal impact on the environment, including walking, cycling, and public transport.

T

Town Centre Area defined on the local authority's policies map, including the primary shopping area and areas occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport Assessment - A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

Transport for London - One of the Greater London Authority group of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London and the Capital's hinterland (including Hertsmere).

Transport statement - A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel plan - A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Tree Preservation Order (TPO) - May be made to protect individual trees or groups of trees. The Order gives protection against unauthorised felling, lopping, or other tree works.

Trees of value - Trees that have the capacity to deliver eco system benefits in the form of absorbing carbon dioxide and producing oxygen and to filter, absorb and reduce other pollutant gasses including sulphur dioxide, carbon monoxide, nitrogen dioxide, and ozone. To achieve improved air quality, trees of value will have large deciduous canopies or have the potential to develop such in the future.

U

Urban greening - The process of adding green infrastructure elements, such as street trees and green roofs, in urban areas.

Urban Greening Factor (UGF) - A land-use planning tool to help determine the amount of greening required in new developments.

V

Viability assessment - An assessment of the financial viability of a development to determine the maximum level of affordable housing and other policy requirements where relevant.

Viability review mechanism - A review of development viability defined with a Section 106 agreement enabling the reassessment of development viability after permission has been granted, at an early or late stage in the development process. These mechanisms address uncertainties in the application stage assessment of viability to enable the maximum level of affordable housing provision over the lifetime of a proposal.

Visitor accommodation - Leisure and business accommodation that provides temporary overnight accommodation on a commercial basis, including serviced accommodation such as hotels, bed and breakfast, guesthouses, hostels and campus accommodation, and non-serviced accommodation such as self-catering apart-hotels, caravans, and camping.

W

Water spaces - Areas covered by water including rivers, canals, reservoirs, lakes, and ponds.

Windfall development (sites) Sites not specifically allocated in the development plan.

Z

Zero-carbon - Zero-carbon Activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere.

Appendix 3: Strategic and Non-strategic Policies

The NPPF sets out that local plans should identify and distinguish strategic policies from other non-strategic policies. The table below identifies whether the policies and site allocations contained in the Hertsmere Local Plan are strategic or non-strategic.

SECTION/ POLICY AND/OR PARAGRAPH	NEW LOCAL PLAN POLICY	STRATEGIC OR NON-STRATEGIC POLICY
HBF 1	Delivering a Better Future for Hertsmere (spatial strategy)	
Chapter 5: High-Quality Design		
HQD1	Delivering High-Quality Design in Hertsmere	Strategic
HQD2	Inclusive and Welcoming Design	Non-strategic
HQD3	Public Realm and Connecting Places	Non-strategic
HQD4	Optimising Site Capacity	Non-strategic
HQD5	Building Heights	Strategic
HQD6	High-Quality Housing Design	Non-strategic
HQD7	Building Alterations and Extensions	Non-strategic
HQD8	Infill and Backland Sites, Garden Land and Amenity Areas	Non-strategic
HQD9	Shopfront Design	Non-strategic
HQD10	Outdoor Advertisement	Non-strategic
Chapter 6: Heritage		
HE1	Hertsmere's Historic Environment	Strategic
HE2	Designated Heritage Assets	Non-strategic
HE3	Non-Designated Heritage Assets	Non-strategic
Chapter 7: Housing		
H1	Meeting Hertsmere's Housing Need	Strategic
H2	Optimising Delivery from Small Urban Sites	Strategic
H3	Genuinely affordable housing	Strategic
H4	Accommodation for older people	Non-strategic
H5	Supported and specialised accommodation	Non-strategic
H6	Housing with Shared Facilities/Homes in Multiple Occupation	Non-strategic
H7	Self and custom-build housing	Non-strategic
H8	Gypsy and traveller accommodation	Non-strategic
H9	New Homes in the Countryside / Green Belt	Non-strategic
Chapter 8: Economy and Culture		
EC1	Meeting Hertsmere's Economic Needs	Strategic
EC2	Protecting employment land and delivering new workspace	Strategic
EC3	Delivering High-Quality Employment Sites and Workspaces	Non-strategic
EC4	Affordable Workspace	Strategic

EC5	Strategic Level Employment Designations	Non-strategic
EC6	Local Level Employment Designations	Non-strategic
EC7	Rural Employment Areas	Non-strategic
EC8	Hertsmere's Non-Designated Employment Sites	Non-strategic
EC9	Workplace Training and Job Opportunities	Non-strategic
EC10	The Rural Economy	Strategic
EC11	Town Centres at the Heart of Hertsmere's Communities	Strategic
EC12	Hertsmere's Town Centre Network and Hierarchy	Strategic
EC13	Optimising the Use of Town Centre Land and Floorspace	Strategic
EC14	Hertsmere's Main Town Centre and Local Town Centre	Strategic
EC15	Hertsmere's District Centres	Non-strategic
EC16	Hertsmere's Smaller Centres and Individual Shops	Non-strategic
EC17	Concentration of Harmful Uses	Non-strategic
EC18	Public Houses	Strategic
EC19	Markets	Non-strategic
EC20	Visitor accommodation	Non-strategic
Chapter 9: Social and Community Infrastructure		
SCI1	Safeguarding and Securing Social and Community Infrastructure	Strategic
SCI2	Delivering High Quality Social and Community Infrastructure	Non-strategic
SCI3	Delivering Sports, Recreation and Play Spaces	Non-Strategic
SCI4	Nurseries and Childcare Facilities	Non-Strategic
SCI5	Burial Spaces	Non-Strategic
Chapter 10: Green and Blue Infrastructure		
GI1	Hertsmere's Green and Blue Infrastructure Network	Strategic
GI2	Hertsmere's Watercourses and Blue Infrastructure	Strategic
GI3	Local Nature Recovery Strategy	Strategic
GI4	Protecting and Enhancing Biodiversity, Habitats and Ecological Networks	Strategic
GI5	Protection from Environmental Pollution	Strategic
GI6	Urban Greening, Trees and Landscaping	Non-strategic
GI7	Open Space	Strategic
GI8	Communal Gardens and Food Growing	Non-strategic
GI9	Geodiversity	Non-strategic
Chapter 11: Sustainable Design		
SD1	Responding to the Climate Emergency	Strategic
SD2	Sustainable Design and Retrofitting	Strategic
SD3	Managing Heat Risk	Strategic
SD4	Minimising Green House Gas Emissions	Strategic
SD5	Improving Air Quality	Strategic
SD6	Energy Infrastructure	Strategic
SD7	Minimising and Managing Flood Risk	Strategic
SD8	Water Supply and Wastewater	Strategic
SD9	Ground Conditions	Strategic
SD10	Reducing and Sustainably Managing Waste	Strategic

SD11	Securing a Circular Economy	Strategic
SD12	Minerals Consultation Area	Non-strategic
Chapter 12: Transport and Connectivity		
TR1	Sustainable Transport and Movement	Strategic
TR2	Transport Requirements for New Developments	Strategic
TR3	Parking	Non-strategic
TR4	Deliveries, Services and Construction	Non-strategic
TR5	Taxis and Private Hire Vehicles	Non-strategic
TR6	Digital Connectivity	Strategic
TR7	Airspace Safeguarding	Strategic
Chapter 14: Borehamwood Area		
HBA1	Borehamwood Principal Location for Growth	Strategic
HBA2	Borehamwood Town Centre Regeneration	Strategic
HBA3	Elstree Way Employment Corridor	Strategic
HBA4	Sustainable Movement and Connectivity in Borehamwood	Strategic
HBA5	Green Infrastructure and Landscape Setting	Strategic
HBA6	Retail Park, Borehamwood	Non-strategic
HBA7	The Point, Shenley Road, Borehamwood	Non-strategic
HBA8	Regent House & Car Park, Theobald Street, Borehamwood	Non-strategic
HBA9	Hertsmere Civic Offices Cluster, Elstree Way, Borehamwood	Non-strategic
HBA10	Borehamwood Fire Station and Job Centre Cluster, Elstree Way, Borehamwood	Non-strategic
HBA11	Elstree Way Cluster, Borehamwood	Non-strategic
HBA12	Imperial Place, Elstree Way, Borehamwood	Non-strategic
HBA13	Old Haberdasher's Sports Ground, Croxdale Road, Borehamwood	Non-strategic
HBA14	Aycliffe Road and Leeming Road Local Centre	Non-strategic
HBA15	North of Allum Lane, Elstree, Borehamwood	Non-strategic
HBA16	Land South of Allum Lane, Elstree, Borehamwood	Non-strategic
HBA17	Land North of Barnet Lane (West), Elstree, Borehamwood	Non-strategic
HBA18	Land West of Vale Avenue, Borehamwood	Non-strategic
HBA19	Land north of Barnet Lane, Borehamwood	Non-strategic
HBA20	Organ Hall Farm, Theobald Street, Borehamwood	Non-strategic
HBA21	Borehamwood Industrial Area Extension	Non-strategic
HBA22	Lismirrane Industrial Park Extension	Non-strategic
Chapter 15: Potters Bar Area		
HPBA1	Potters Bar Town Centres	Strategic
HPBA2	Movement and Connectivity in Potters Bar	Strategic
HPBA3	Character, Green Infrastructure and Setting	Strategic
HPBA4	Metropolitan House, 3 Darkes Lane	Non-strategic
HPBA5	Canada Life Place	Non-strategic
HPBA6	Tesco, Potters Bar	Non-strategic
HPBA7	Bus Garage, High Street	Non-strategic

HPBA8	Potters Bar Station Car Park	Non-strategic
HPBA9	Barnet Road Strategic Urban Extension	Non-strategic
HPBA10	Land rear of Park Avenue	Non-strategic
HPBA11	Former Potters Bar Golf Course	Non-strategic
HPBA12	Dove Lane	Non-strategic
HPBA13	Land Southeast of Junction 24 Strategic Industrial Employment Site	Non-strategic
HPBA14	St Albans Road Strategic Industrial Employment Site	Non-strategic
Chapter 16: Bushey Area		
HBUSA1	Bushey Local Centres	Strategic
HBUSA2	Movement and Connectivity in Bushey	Strategic
HBUSA3	Land to the South of Elstree Road and East of Heathbourne Road	Non-strategic
HBUSA4	St Hilda's School, High Street	Non-strategic
HBUSA5	Land at Little Bushey Lane	Non-strategic
HBUSA6	Harts Farm	Non-strategic
HBUSA7	Bushey Hall Golf Club, Bushey Hall Drive	Non-strategic
HBUSA8	Bushey Golf and Country Club, High Street	Non-strategic
HBUSA9	Land adjoining Caldecote Farm	Non-strategic
HBUSA10	Land North East Of Elton Way	Non-strategic
HBUSA11	The Former Mecure Hotel	Non-strategic
Chapter 17: Radlett Area		
HRA1	Radlett Centre	Strategic
HRA2	Land South of Theobald Street	Non-strategic
HRA3	Land West of Watling Street	Non-strategic
HRA4	Land South of Shenley Hill	Non-strategic
HRA5	Home Farm Strategic Urban Extension	Non-strategic
HRA6	North West Radlett Strategic Urban Extension	Non-strategic
Chapter 18: New Settlement		
HSN1	Bowmans Cross New Settlement	Non-strategic
Chapter 19: Delivery and Monitoring		
DM1	Working with stakeholders to deliver the Local Plan	Strategic
DM2	Infrastructure funding and planning obligations	Strategic
DM3	Masterplans and comprehensive development	Strategic
DM4	Land assembly	Non-strategic
DM5	Meanwhile Uses	Non-strategic
DM6	Health impact assessments	Non-strategic
DM7	Monitoring and review	Non-strategic

Appendix 4: Replacement, Deleted and New Policies

The table below shows whether the adopted policies from the above documents have been deleted or replaced. It also identifies policies that have been newly introduced in the Hertsmere Local Plan.

ADOPTED POLICY	POLICY DELETED, REPLACED OR NEWLY ADDED	NEW LOCAL PLAN POLICY
Core Strategy		
Policy SP1 Creating sustainable development	Replaced by	HBF 1 Delivering a Better Future for Hertsmere (spatial strategy)
Policy SP2 Presumption in Favour of Sustainable Development	Replaced by	HBF 1 Delivering a Better Future for Hertsmere (spatial strategy)
Policy CS1 The supply of new homes	Replaced by	Policy H1 Meeting Hertsmere's Housing Need
Policy CS2 The location of new homes	Replaced by	HBF 1 Delivering a Better Future for Hertsmere (spatial strategy) Part 3 Policies Chapter 14: Borehamwood Area Chapter 15: Potters Bar Area Chapter 16: Bushey Area Chapter 17: Radlett Area Chapter 18: New Settlement
Policy CS3 Housing Delivery and Infrastructure	Replaced by	HBF 1 Delivering a Better Future for Hertsmere (spatial strategy) DM2 Infrastructure funding and planning obligations
Policy CS4 Affordable Housing	Replaced by	H3 Genuinely affordable housing
Policy CS5 Affordable Housing in rural areas on "Exception" sites	Deleted	

Policy CS6 Gypsy and Traveller sites	Replaced by	Policy H8 Gypsy and traveller accommodation
Policy CS7 Housing mix	Replaced by	Policy H1 Meeting Hertsmere's Housing Need
Policy CS8 Scale and distribution of employment land	Replaced by	EC1 Meeting Hertsmere's Economic Needs EC2 Protecting employment land and delivering new workspace
Policy CS9 Local Significant Employment Sites	Replaced by	EC2 Protecting employment land and delivering new workspace
Policy CS10 Land use within employment areas	Replaced by	EC2 Protecting employment land and delivering new workspace EC5 Strategic Level Employment Designations EC6 Local Level Employment Designations
Policy CS11 Promoting film and television production in Hertsmere	Replaced by	HBF 1 Delivering a Better Future for Hertsmere (spatial strategy) EC1 Meeting Hertsmere's Economic Needs HBA1 Borehamwood Principal Location for Growth HBA2 Borehamwood Town Centre Regeneration HBA3 Elstree Way Employment Corridor
Policy CS12 The Enhancement of the Natural Environment	Replaced by	GI4 Protecting and Enhancing Biodiversity, Habitats and Ecological Networks GI5 Protection from Environmental Pollution GI9 Geodiversity
Policy CS13 The Green Belt	Deleted	Duplicates national policy on the Green Belt
Policy CS14 Protection or enhancement of heritage assets	Replaced by	Policy HE1 Hertsmere's Historic Environment

		HE2 Designated Heritage Assets HE3 Non-Designated Heritage Assets
Policy CS15 Promoting recreational access to open spaces and the countryside	Replaced by	GI7 Open space
Policy CS16 Environmental impact of development	Replaced by	GI5 Protection from Environmental Pollution Chapter 11: Sustainable Design
Policy CS17: Energy and CO2 Reductions	Replaced by	SD4 Minimising Green House Gas Emissions SD6 Energy Infrastructure
Policy CS18 Access to services	Replaced by	SC1 Safeguarding and Securing Social and Community Infrastructure TR4 Deliveries, services and construction
Policy CS19 Key community facilities	Replaced by	Chapter 9: Social and Community Infrastructure
Policy CS20 Securing mixed use development	Replaced by	Embedded across a range of policies in Part 2 and Part 3 of the Local Plan
Policy CS21 Standard charges and other planning obligations	Replaced by	(Chapter 19) DM2 Infrastructure funding and planning obligations
Policy CS22 Securing a high quality and accessible environment	Replaced by	Chapter 5: High-Quality Design
Policy CS23 Elstree Way Corridor	Replaced by	HBA3 Elstree Way Employment Corridor
Policy CS24 Development and accessibility to services and employment	Replaced by	Chapter 8: Economy and Culture TR2 Transport Requirements for New Developments
Policy CS25 Accessibility and parking	Replaced by	TR3 Parking
Policy CS26 Promoting alternatives to the car	Replaced by	TR1 Sustainable Transport and Movement
Policy CS27 Town centre strategy	Replaced by	EC12 Hertsmere's Town Centre Network and Hierarchy
Policy CS28 Strengthening town centres	Replaced by	EC11 Town Centres at the Heart of Hertsmere's Communities

Policy CS29 Retail and commercial development in Shenley	Replaced by	EC11 Town Centres at the Heart of Hertsmere's Communities
Policy CS30 Safe and attractive evening economy	Replaced by	EC11 Town Centres at the Heart of Hertsmere's Communities
Site Allocations and Development Management (SADM) Policies		
Policy SADM1-Housing Allocations	Replaced by	Part 3 Policies Chapter 14: Borehamwood Area Chapter 15: Potters Bar Area Chapter 16: Bushey Area Chapter 17: Radlett Area Chapter 18: New Settlement
PolicySADM2-Safeguarded Land for Housing	Deleted	
Policy SADM3 Residential Developments	Replaced by	Chapter 5: High-Quality Design Chapter 7: Housing
Policy SADM4 Gypsy, Traveller and Travelling Show people Sites	Replaced by	Policy H8 Gypsy and traveller accommodation
Policy SADM5 Employment Areas	Replaced by	EC2 Protecting employment land and delivering new workspace EC5 Strategic Level Employment Designations EC6 Local Level Employment Designations
Policy SADM6 Key Employment Site	Replaced by	EC2 Protecting employment land and delivering new workspace EC5 Strategic Level Employment Designations EC6 Local Level Employment Designations
PolicySADM7 Local Significant Employment Sites	Replaced by	EC2 Protecting employment land and delivering new workspace

		EC5 Strategic Level Employment Designations EC6 Local Level Employment Designations
Policy SADM8 Strategically Important Business Locations and Loss of Office Accommodation	Replaced by	EC2 Protecting employment land and delivering new workspace EC5 Strategic Level Employment Designations
Policy SADM9 Safeguarded Land for Employment Development	Deleted	
Policy SADM10 Biodiversity and Habitats	Replaced by	GI4 Protecting and Enhancing Biodiversity, Habitats and Ecological Networks
Policy SADM11 Landscape Character	Replaced by	GI7 Open Space
Policy SADM12 Trees, Landscaping and Development	Replaced by	GI6 Urban Greening, Trees and Landscaping
Policy SADM13 The Water Environment	Replaced by	GI2 Hertsmere's Watercourses and Blue Infrastructure
Policy SADM14 Flood Risk	Replaced by	SD7 Minimising and Managing Flood Risk
Policy SADM15 Sustainable Drainage Systems	Replaced by	GI2 Hertsmere's Watercourses and Blue Infrastructure SD8 Water Supply and Wastewater
Policy SADM16 Watercourses	Replaced by	GI2 Hertsmere's Watercourses and Blue Infrastructure
Policy SADM17 Water Supply and Wastewater	Replaced by	SD8 Water Supply and Wastewater
Policy SADM18 Mineral Consultation Area	Replaced by	SD12 Minerals Consultation Area
Policy SADM19 Waste Storage in New Development	Replaced by	Reducing and Sustainably Managing Waste
Policy SADM20 Environmental Pollution and Development	Replaced by	GI5 Protection from Environmental Pollution
Policy SADM21 Hazardous Substances	Replaced by	Ground Conditions

Policy SADM22 Green Belt Boundary	Deleted	
Policy SADM23 Village Envelopes	Replaced by	Chapter 5: High-Quality Design
Policy SADM24 Key Green Belt Sites	Replaced by	EC10 The Rural Economy
Policy SADM25 South Mimms Special Policy Area	Replaced by	EC10 The Rural Economy EC2 Protecting employment land and delivering new workspace
Policy SADM26 Development Standards in the Green Belt	Replaced by	Part 2 policies
Policy SADM27 Diversification and Development supporting the Rural Economy	Replaced by	EC10 The Rural Economy
Policy SADM28 Watling Chase Community Forest	Replaced by	GI1 Hertsmere's Green and Blue Infrastructure Network GI6 Urban Greening, Trees and Landscaping
Policy SADM29 Heritage Assets	Replaced by	HE1 Hertsmere's Historic Environment HE2 Designated Heritage Assets HE3 Non-Designated Heritage Assets
Policy SADM30 Design Principles	Replaced by	Chapter 5: High-Quality Design
Policy SADM31 Bushey Heath MOD Housing Area	Replaced by	HQD6 High-Quality Housing Design
Policy SADM32 Key Community Facilities	Replaced by	SCI1 Safeguarding and Securing Social and Community Infrastructure SCI2 Delivering High Quality Social and Community Infrastructure
Policy SADM33 Provision for Faith Communities	Replaced by	SCI1 Delivering High Quality Social and Community Infrastructure
Policy SADM34 OpenSpace, Sports and Leisure Facilities	Replaced by	GI7 Open Space
Policy SADM35 Local Green Space	Replaced by	GI7 Open Space
Policy SADM36 Minor Amenity Land	Replaced by	GI7 Open Space

Policy SADM37 New and Improved Public Open Spaces	Replaced by	GI7 Open Space
Policy SADM38 The Road Hierarchy	Replaced by	HBF 1 Delivering a Better Future for Hertsmere (spatial strategy)
Policy SADM39 Transport Development Areas	Replaced by	TR2 Transport Requirements for New Developments
Policy SADM40 Highway and Access Criteria for New Development	Replaced by	TR2 Transport Requirements for New Developments
Policy SADM41 Aviation Safeguarding	Replaced by	TR7 Airspace Safeguarding
Policy SADM42 Town and District Centres	Replaced by	EC12 Hertsmere's Town Centre Network and Hierarchy EC14 Hertsmere's Main Town Centre and Local Town Centre EC15 Hertsmere's District Centres
Policy SADM43 Primary Frontages	Deleted	
Policy SADM44 Secondary Frontages	Deleted	
Policy SADM45 Smaller Centres, Parades and Individual Shops	Replaced by	EC16 Hertsmere's Smaller Centres and Individual Shops
Policy SADM46 Controlling Non-Retail Uses.	Replaced by	EC17 Concentration of Harmful Uses
Policy SADM47 Night-time and Evening Uses	Replaced by	EC11 Town Centres at the Heart of Hertsmere's Communities
Policy SADM48 Opportunities for Residential Use	Replaced by	EC11 Town Centres at the Heart of Hertsmere's Communities
Policy SADM49 Shop Fronts	Replaced by	HQD9 Shopfront Design HQD10 Outdoor Advertisement
Elstree Way Corridor Area Action Plan		
Policy EWC1: Development Strategy	Replaced by	HQD1 Delivering High-Quality Design in Hertsmere HQD6 High-Quality Housing Design H3 Genuinely affordable housing HBA3 Elstree Way Employment Corridor

Policy EWC2: Comprehensive Development	Replaced by	HQD4 Optimising Site Capacity HBA3 Elstree Way Employment Corridor DM3 Masterplans and comprehensive development
Policy EWC3: Housing Density and Distribution	Replaced by	HQD4 Optimising Site Capacity H1 Meeting Hertsmere's Housing Need HBA3 Elstree Way Employment Corridor
Policy EWC4: Supporting Community Facilities	Replaced by	SCI2 Delivering High Quality Social and Community Infrastructure HBA3 Elstree Way Employment Corridor DM2 Infrastructure funding and planning obligations
Policy EWC5: Transport and Accessibility	Replaced by	TR2 Transport Requirements for New Developments HBA3 Elstree Way Employment Corridor HBA4 Sustainable Movement and Connectivity in Borehamwood
Policy EWC6: Public Realm and Townscape	Replaced by	HQD3 Public Realm and Connecting Places HBA5 Green Infrastructure and Landscape Setting
Policy EWC7: General Building Heights	Replaced by	HQD5 Building Heights HBA3 Elstree Way Employment Corridor
Policy EWC8: Parking Requirements	Replaced by	TR3 Parking
Policy EWC9: Developer Contributions	Replaced by	DM2 Infrastructure funding and planning obligations

POLICY DELETED, REPLACED OR NEWLY ADDED	**NEW LOCAL PLAN POLICY**
Newly Added	GI3 Local Nature Recovery Strategy
Newly Added	TR6 Digital Connectivity

Newly Added	HBA6 Retail Park, Borehamwood
Newly Added	HBA7 The Point, Shenley Road, Borehamwood
Newly Added	HBA8 Regent House & Car Park, Theobald Street, Borehamwood
Newly Added	HBA9 Hertsmere Civic Offices Cluster, Elstree Way, Borehamwood
Newly Added	HBA10 Borehamwood Fire Station and Job Centre Cluster, Elstree Way, Borehamwood
Newly Added	HBA11 Elstree Way Cluster, Borehamwood
Newly Added	HBA12 Imperial Place, Elstree Way, Borehamwood
Newly Added	HBA13 Old Haberdasher's Sports Ground, Croxdale Road, Borehamwood
Newly Added	HBA14 Aycliffe Road and Leeming Road Local Centre
Newly Added	HBA15 North of Allum Lane, Elstree, Borehamwood
Newly Added	HBA16 Land South of Allum Lane, Elstree, Borehamwood
Newly Added	HBA17 Land North of Barnet Lane (West), Elstree, Borehamwood
Newly Added	HBA18 Land West of Vale Avenue, Borehamwood
Newly Added	HBA19 Land north of Barnet Lane, Borehamwood
Newly Added	HBA20 Organ Hall Farm, Theobald Street, Borehamwood
Newly Added	HBA21 Borehamwood Industrial Area Extension
Newly Added	HBA22 Lismirrane Industrial Park Extension
Newly Added	HPBA4 Metropolitan House, 3 Darkes Lane
Newly Added	HPBA5 Canada Life Place
Newly Added	HPBA6 Tesco, Potters Bar
Newly Added	HPBA7 Bus Garage, High Street
Newly Added	HPBA8 Potters Bar Station Car Park
Newly Added	HPBA9 Barnet Road Strategic Urban Extension
Newly Added	HPBA10 Land rear of Park Avenue

Newly Added	HPBA11 Former Potters Bar Golf Course
Newly Added	HPBA12 Dove Lane
Newly Added	HPBA13 Land Southeast of Junction 24 Strategic Industrial Employment Site
Newly Added	HPBA14 St Albans Road Strategic Industrial Employment Site
Newly Added	HBUSA3 Land to the South of Elstree Road and East of Heathbourne Road
Newly Added	HBUSA4 St Hilda's School, High Street
Newly Added	HBUSA5 Land at Little Bushey Lane
Newly Added	HBUSA6 Harts Farm
Newly Added	HBUSA7 Bushey Hall Golf Club, Bushey Hall Drive
Newly Added	HBUSA8 Bushey Golf and Country Club, High Street
Newly Added	HBUSA9 Land adjoining Caldecote Farm
Newly Added	HBUSA10 Land North East Of Elton Way
Newly Added	HBUSA11 The Former Mecure Hotel
Newly Added	HRA2 Land South of Theobald Street
Newly Added	HRA3 Land West of Watling Street
Newly Added	HRA4 Land South of Shenley Hill
Newly Added	HRA5 Home Farm Strategic Urban Extension
Newly Added	HRA6 North West Radlett Strategic Urban Extension
Newly Added	HSN1 Bowmans Cross New Settlement

Appendix 5: Housing Trajectory

				Plan Period Delivery		
Settlement	**Reg 19 reference**	**Site Name/Address**	**Total Site Capacity**	**1-5 years**	**6-10 years**	**11-17 years**
Borehamwood	HBA6	Retail Park, Borehamwood	500			500
Borehamwood	HBA7	The Point, Shenley Road, Borehamwood	200		200	
Borehamwood	HBA8	Regent House & Car Park, Theobald Street, Borehamwood	55	55		
Borehamwood	HBA9	Hertsmere Civic Offices Cluster, Elstree Way	345		250	95
Borehamwood	HBA10	Borehamwood Fire Station and Job Centre Cluster, Elstree Way	63			63
Borehamwood	HBA11	Elstree Way Cluster, Borehamwood	170			170
Borehamwood	HBA12	Imperial Place, Elstree Way, Borehamwood	550	400	150	
Borehamwood	HBA13	Old Haberdasher's Sports Ground, Croxdale Road, Borehamwood	200		100	100
Borehamwood	HBA14	Aycliffe Road and Leeming Road Local Centre	200			200
Borehamwood	HBA15	North of Allum Lane, Borehamwood	486	186	300	
Borehamwood	HBA16	Land South of Allum Lane, Borehamwood	150	150		
Borehamwood	HBA17	Land North of Barnet Lane (West), Borehamwood	74	74		
Borehamwood	HBA18	Land West of Vale Avenue, Borehamwood	98	98		
Borehamwood	HBA19	Land North of Barnet Lane, Borehamwood	220	150	70	
Borehamwood	HBA20	Land at Organ Hall Farm, Theobald Street, Borehamwood	102	102		
Potters Bar	HPBA4	Metropolitan House, 3 Darkes Lane, Potters Bar	96	96		
Potters Bar	HPBA5	Canada Life Place, Potters Bar	369		369	
Potters Bar	HPBA6	Tesco, Potters Bar	588			588
Potters Bar	HPBA7	Bus Garage, Potters Bar, High Street	119			119
Potters Bar	HPBA8	Potters Bar Station Car Park, Potters Bar	55	55		
Potters Bar	HPBA9	Barnet Road Strategic Urban Extension, Potters Bar	900	200	700	
Potters Bar	HPBA10	Land rear of Park Avenue, Potters Bar	260		260	
Potters Bar	HPBA11	Former Potters Bar Golf Course, Potters Bar	550	100	450	
Potters Bar	HPBA12	Dove Lane, Potters Bar	112	112		
Bushey	HBUSA3	Land to the South of Elstree Road and East of Heathbourne Road, Bushey	1500	150	450	900
Bushey	HBUSA4	St Hilda's School, High Street, Bushey	52	52		
Bushey	HBUSA5	Land at Little Bushey Lane, Bushey	280	280		
Bushey	HBUSA6	Harts Farm, Little Bushey Lane	57	57		
Bushey	HBUSA7	Bushey Hall Golf Club, Bushey Hall Drive	500	250	250	
Bushey	HBUSA8	Bushey Golf and Country Club, High Street	250	250		
Bushey	HBUSA9	Land adjoining Caldecote Farm, Bushey	154	100	54	
Radlett	HRA2	Land South of Theobald Street	95	95		
Radlett	HRA3	Land West of Watling Street, Radlett	122		122	
Radlett	HRA4	Land South Of Shenley Hill	195	195		
Radlett	HRA5	Home Farm Strategic Urban Extension	650		300	350
Radlett	HRA6	Northwest Radlett Strategic Urban Extension	1573	151	822	600
New Settlement	HNS1	Land at Coursers Road, Bowmans Cross New Settlement	5000		1000	1500
				3358	**5847**	**5185**
		Commitments (Permitted schemes not included above)		**976**		
		Resolution to Grant (not included above)		**96**		
		Small Windfall Sites (47 x 14 years)		**94**	**235**	**329**
		HELAA (delivering between 5 and 49 units)			**472**	**300**
		Plan Period Supply	**16892**	**4524**	**6554**	**5814**
		Plan Period Requirement (975 x 17 years)	**16575**	**5850**	**4875**	**5850**

Appendix 6: Design sense-check list

This checklist is provided as an example of things that can be considered when designing inclusive, neurodivergent-friendly places. The list is not exhaustive and is taken from best practice, providing an introduction into the types of design features that could be considered in projects, acknowledging that there are many other design consideration than contained below.

Familiarity	
	Create texture in areas to denote certain places rather than the same patterns and designs repeated
Legibility	
	Use colour to highlight certain routes
	Wayfinding markers and continuous footpaths rather than dead ends
	Hierarchy of street types including alternative routes away from crowded areas
	Ease of use of crossing points; signal-controlled most appropriate in relevant places
	Clear sightlines, unclutters views to entrances / exits and natural surveillance
Distinctiveness	
	Are places recognisable along any given journey?
	Building exteriors have variation and do not all look the same along a street but at the same time create a coherent character for wayfinding
	Sensory distinctiveness through plants with colour and fragrance
	Well-defined pedestrian areas and vehicle areas
Accessibility	
	Is an entrance to a building easy to find and easy to notice?
	Is public transport obviously located?
	Visual cues within the urban environment to assist wayfinding – maps, signage, QR codes
	Limited variations in footpaths, level changes and textures
Comfort	
	Private breakout spaces
	Informal settings such as small open spaces with activity
	External façades to have neutral colour palettes / reduction in shiny surfaces
	Blue and green infrastructure to reduce noise and / or glare from buildings
	Outdoor spaces should have seating at regular intervals
Safety	
	Is there passive surveillance of a space?
	More than one way in and out, applies to both external and internal spaces
	Appropriate lighting to spaces both internal and external. Warm, rather than bright white light.
	Do individuals have a degree of control and autonomy over the space? An element of surprise can be positive for some, and negative for others. Therefore, the ability to control the chance of surprise can contribute to feeling safe and comfortable.

Appendix 7: Sustainable Parking Standards

Table 1 Residential Parking Standards

<table>
<tr><th colspan="4">C3 – Residential units[1]</th></tr>
<tr><td></td><td colspan="2">Car parking spaces</td><td>Cycle storage spaces</td><td>Charging Plug in Points</td></tr>
<tr><td>General Needs Housing (including flats and bungalows)</td><td>Curtilage</td><td>Communal</td><td colspan="2"></td></tr>
<tr><td>Studio</td><td colspan="2">0.5 per unit</td><td rowspan="8">1 to 3 bedrooms: 1 per bedroom long term

4 or more bedrooms: 3 per unit long term

1 visitor space per 10 units short term</td><td rowspan="8">1 socket/charging point per house with private parking-

Communal parking - 1 active charging point per dwelling unit

Remaining spaces passive provision over and above 1 space per unit and above 10 units</td></tr>
<tr><td>1 bedroom</td><td colspan="2">0.75 per unit</td></tr>
<tr><td>2 bedroom</td><td>1 per unit</td><td></td></tr>
<tr><td>3 bedroom (flat)</td><td colspan="2">1.5 per unit</td></tr>
<tr><td>3 bedroom (house)</td><td>2 per unit</td><td>1.5 per unit</td></tr>
<tr><td>4 bedroom</td><td colspan="2">2 per unit</td></tr>
<tr><td>5 bedroom</td><td colspan="2" rowspan="2">To be determined on a case-by-case basis</td></tr>
<tr><td>6 + bedroom</td></tr>
<tr><td colspan="5">Additional parking requirements</td></tr>
<tr><td>HMO</td><td colspan="2">0.5 spaces per bed</td><td>1 per bedroom long term</td><td>1 socket/charging point per house with private parking or 1 roadside charging point per house where private parking is no available</td></tr>
<tr><td>Houses with additional habitable rooms on upper floors/ roof space</td><td colspan="2" rowspan="2">1 per additional habitable room[2]</td><td rowspan="2">1 per bedroom long term</td><td rowspan="2">Communal parking 1 in 3 active provisions

Remaining spaces passive provision</td></tr>
<tr><td>Flats or Bungalows with a total of 6 or more habitable rooms and bedrooms</td></tr>
</table>

[1] All spaces to be rounded to the nearest whole number in the case of odd numbers (e.g. 1 x 5 bed HMO, 3 spaces, 3 x 1 bed flats, 2 spaces). For general needs housing, additional visitor parking in larger schemes with communal parking should not exceed 0.2 space per dwelling with 1 disabled visitor space for every 10 visitor spaces.

[2] All rooms over 8 square metres which are not kitchens, utility rooms, bathrooms, WCs or circulation space are a habitable room. Large habitable rooms or open plan areas, typically over 25m^2 and capable of subdivision will be treated as two habitable rooms. Parking requirements for additional habitable rooms on upper floors within townhouses or dwellings with reversed layouts will be considered on their individual merits but will not typically be sought unless there are three or more additional habitable rooms within the entire property.

Houses with 5 or more habitable rooms on the ground or lower ground floor			
Specialist housing with support or care			
Category I – Retirement dwellings, no 24-hour warden control, 1 bedroom	1 per unit	1 per bedroom long term	1 socket/charging point per unit with private parking- 1 in 5 spaces active provision Remaining spaces passive provision
Category I – Retirement dwellings, no 24-hour warden control, 2 or more bedrooms	1 per unit	1 per 20 units short term visitor 1 per 20 bedrooms long term	
Category II – Supported or extra care, self-contained units (with on-site staff), 1 bedroom	. 0.75 per unit for residents and visitors, 0.25 per unit for staff		
Category II – Supported or extra care self-contained units (with on-site staff), 2 or more bedrooms	1 per unit for residents and visitors, 0.25 per unit for staff		
Category III – non-self-contained specialist housing including nursing or care homes	To be determined on a case-by-case basis		

Table 2 Non-Residential Parking Standards[3]

Unless otherwise stated, floor areas are gross measured externally.

Use Class / Type	Required number of parking spaces (including visitor spaces unless otherwise stated)	Minimum cycle parking standard	Electric Vehicle Charging Points
Class E			
Superstores Large supermarkets	1 space per 20m^2	1 s/t space per 100m^2 of floor space 1 l/t space per 200m of floorspace	1 in 10 spaces active provision 1 in 4 spaces passive provision
Retail warehouses Garden centres Other retail uses	1 space per 35 m^2		

[3] FTE = full time equivalent. s/t = short term. l/t = long term
Parking requirements will be rounded up or down to the nearest whole parking space requirement (e.g. a B8 development of 350m^2 would be expected to provide 11 car parking spaces, rather than 11.25 spaces).

Financial and professional services (Banks, building societies etc.)	1 space per 40 m^2 (Town centres) 1 space per 30 m^2 (neighbourhood or local centres)	1 s/t space per 200 m^2 1 l/t space per 200m^2	1 in 10 spaces active provision 1 in 5 passive provision (minimum requirement- 5 spaces)
Restaurants and Cafes	1 space per 5 m^2 of public floorspace	1 s/t space per 100 m^2 1 l/t space per 100m^2	1 in 10 spaces active provision 1 in 4 spaces passive provision
Offices	1 space per 40m2	1 s/t space per 500 m^2 1 l/t space per 200m^2 (Office) staff 1 l/t space per 500m^2 (Industrial)	1 in 5 spaces active provision 1 in 2 spaces passive provision
Research and Development Light industrial	1 space per 50 m^2 Parking provision for lorries considered on a case-by-case basis		
Film and Television Production	1 space per 50 m^2 Parking provision for production trucks, trailers and other 'on location' vehicles will be considered on a case-by-case basis	1 l/t space per 200m^2 and 1 s/t space per 1000m^2 (for office accommodation and workshop schemes) 1 l/t space per 500m^2 (for sound stages)	1 in 5 spaces active provision 1 in 2 spaces passive provision
Day centres	1 space per 9 m^2 *or* 1 space per 4 visitors plus 1 space per FTE staff	1 s/t space per 200m^2 1 l/t space per 200m^2	1 in 10 spaces active provision 1 in 4 spaces passive provision
Surgeries and clinics (including doctors, dentists and vets)	1.5 spaces per consulting room 1 space per FTE non-consultant staff	Greatest of: 1 per 50m^2 or 1 per 30 seats/capacity 1 l/t space per 5 staff	1 in 10 spaces active provision 1 in 5 spaces passive provision
Nursery schools / playgroups	1 space per 4 pupils	2 l/t space per 10 staff	1in 5 spaces active provision 1 in 3 spaces passive provision
Class B2			
General industrial up to 250 m^2 floorspace	5 spaces plus 1 space per 50m^2. Parking provision for lorries considered on a case-by-case basis	1 s/t space per 1000 m^2 1 l/t space per 500m^2	1 in 5 spaces active provision 1 in 2 passive provision
General industrial over 250 m2	10 spaces plus 1 space per 75m^2. Parking provision for lorries is considered on a case-by-case basis.		

Class B8			
Storage or distribution up to 250 m^2 floorspace	1 space per 75m2. Parking provision for lorries considered on a case-by-case basis	1 s/t space per 1000m^2 1 l/t space per 500m^2	1 in 5 spaces active provision 1 in 2 spaces passive provision
Storage or distribution over 250 m^2 floorspace	10 spaces plus 1 space per 75m^2. Parking provision for lorries considered on a case-by-case basis		
Class C1			
Hotels and motels[5]	1 space per bedroom plus 1 space per 3 FTE staff plus 1 space per 5 m2 public floor space for conference or exhibition facilities plus 1 coach space per 100 bedrooms (minimum)	1 l/t space per 10 beds 2 l/t space per 10 staff	1 in 5 active provisions Remaining spaces passive provision
Small hostel (single parent or couple with no children)	0.75 spaces per unit	1 l/t space per 2 units	
Family hostel (two adults and two children)	1 space per unit	1 l/t space per unit	
Class C2			
Institutions / homes with care staff on premises at all time[1]	Please see specialist housing requirements		
Supported or other specialist housing [1,2]			
Hospitals	To be assessed on a case-by-case basis		
Education – Halls of Residence	1 space per 2 FTE staff plus 1 space per 6 students	1 l/t space per 3 students 1 l/t space per 10 staff	1 in 5 spaces active provision remaining spaces passive provision
Class F1			
Schools (including residential)	1 space per FTE staff plus 1 visitor space per 100 students	Minimum requirement (based on travel plan mode share targets) 1 space per 10 students 1 space per 20 staff	1 in 5 spaces active provision 1 in 3 spaces passive provision
Further education	1 space per FTE staff, plus 1 space per 5 full-time students	1 l/t space per 5 students 1 l/t space per 10 staff	1 in 5 spaces active provision 1 in 3 spaces passive provision

Places of worship	1 space per 10 m^2	Greatest of: 1 per 50m^2 or 1 per 30 seats capacity	1 in 10 spaces active provision 1 in 4 spaces passive provision
Public halls and places of assembly	1 space per 9 m^2 *or* 1 space per 3 fixed seats plus 3 spaces per 4 FTE staff	Greatest of: 1 per 50m^2 or 1 per 30 seats capacity	1 in 10 spaces active provision 1 in 4 spaces passive provision
Class F2			
Community and family centres	1 space per 9 m^2 plus 1 space per FTE staff	Greatest of: 1 per 50m^2 or 1 per 30 seats capacity	1 in 10 spaces active provision
Squash courts	2 spaces per court	1 s/t space per 25 [2]	1 in 4 spaces passive provision
Gyms and health clubs	1 space per 15 m^2 public floorspace	1 space per 10 staff	
Ice rink	1 space per 12 m^2 rink area		
Ten pin bowling	2 spaces per lane	1 s/t space per 3 lanes /rink 1 s/t space per 25 spectator seats 1 l/t space per 10 staff	
Football pitches	20 spaces per pitch 1 space per 5 paying spectators (where there is fixed or temporary seating)	2 s/t space per pitch	1 in 10 active provisions 1 in 4 passive provisions
Other outdoor pitches	1 space per 2 users (maximum potential usage) 1 space per 5 paying spectators (where there is fixed or temporary seating)		
Golf course	100 spaces plus 50 overflow spaces (18 holes) 9 holes at 50% of above rates	5 l/t spaces per 9 holes	
Golf driving range	1.5 spaces per tee	1 s/t space per 5 tees	1 in 10 active provision 1 in 4 passive provision
Other sports and recreational uses	To be assessed on a site-by-site basis, dependent on anticipated staffing, levels of use and numbers of paying spectators		

Sui Generis			
Multi-screen cinemas and theatres	1 space per 5 seats on free standing development	1 s/t space per 20 seats (up to 500 seats) 25s/t plus 1 l/t per 100 seats (over 500 seats) 1 l/t space per 10 staff	1 in 5 spaces active provision 1 in 3 spaces passive provision
Hot food takeaways	2 spaces per 5m^2 of public floorspace	1 s/t per 100m^2 1 l/t space per 10 staff	1 in 10 spaces active provision 1 in 5 spaces passive provision (min requirement 5 spaces)
Drinking establishments	1 space per 5 m^2 of public Floorspace	1 s/t space per 100 m^2 1 l/t space per 10 staff	1 in 10 spaces active provision 1 in 4 spaces passive provision
Motor Trade related (Sui Generis)			
Staff	0.75 spaces per FTE staff	1 l/t space per 10 staff	1 in 5 spaces active provision 1 in 3 spaces passive provision
Showroom and car sales	1 space per 10 cars displayed		1 in 10 spaces active provision 1 in 5 spaces passive provision
Vehicle storage	1 space per showroom or 10% of annual turnover		1 in 5 spaces active provision 1 in 3 spaces passive provision
Hire cars	1 space per 2 cars based on Site		1 in 5 spaces active provision
Ancillary vehicle storage	2 spaces or 75% of the total if more than 3 vehicles	1 l/t space per 10 staff	Remaining passive provision
			3in 10 spaces active 3 in 10 spaces passive
Workshops	3 spaces per bay		1 in 10 spaces active provision 1 in 5 passive provision (5 parking spaces minimum)

Table 3 Car parking for disabled people

Use Class / Type	Minimum Parking Standard
Employment Generating Development	
Up to 25 parking spaces	2 disabled spaces
26 to 50 parking spaces	3 disabled spaces
51 to 75 parking spaces	4 disabled spaces
76 to 100 parking spaces	5 disabled spaces
Thereafter	1 disabled space for every 50 spaces or part thereof
Shops / Buildings to which the public have access and Public Car Parks	
Up to 20 parking spaces	2 disabled spaces
21 to 40 parking spaces	3 disabled spaces
40 to 60 parking spaces	4 disabled spaces
61 to 80 parking spaces	5 disabled spaces
81 to 100 parking spaces	6 disabled spaces
Thereafter	3 disabled spaces for every 100 spaces or part thereof
Hotels	As for employment generating development or 1 disabled space per room built to mobility standards, whichever is the greater

Appendix 8: Further information on proposals for public houses

This Appendix must be read in conjunction with Local Plan Policy EC19 Public Houses, which sets out requirements for submission of viability and marketing information to support certain types of development proposals. The Council may use its discretion in the application of the requirements on a case-by-case basis. This may include, for instance, to take provide flexibility where development proposals involve the retention of a public house in-situ.

Viability statement

To ensure that the Council can make a sound assessment when a change of use is proposed, applicants will be required to submit a Viability Statement. This will need to include:

1. Evidence in the form of at least the last three trading years of audited accounts.
2. All reasonable efforts have been made to preserve the public house (including all diversification options explored) and evidence supplied to illustrate that it would not be economically viable to retain the building or site for its existing use class. Examples of the initiatives or proposals that could be explored are as follows:
    a. adding a kitchen and serving food, or improving the existing food offer
    b. making the pub, garden, food offer more ‘family-friendly’
    c. providing events and entertainment such as quiz nights, amplified or non-amplified live music, comedy/cabaret nights
    d. hiring rooms out or otherwise providing a venue for local meetings, community groups, businesses, youth groups, children’s day nurseries
    e. offering take-away food and off-licence services
    f. provision of bed & breakfast or other guest accommodation
    g. sharing the premises with other businesses
    h. altering business and operating hours.

Marketing statement

The Council will require clear evidence of appropriate marketing to show a lack of demand for the public house. This will mean the submission of a Marketing statement including the following information:

1. Details of the company/person who carried out the marketing exercise.
2. The marketing process should last for at least three years.
3. The asking price should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the licensed leisure sector and who is not engaged to market the property.

4. The marketing exercise should be sufficiently thorough and utilise all available forms of advertising media and therefore include as a minimum:
    a. for Sale/for Rent signboard
    b. adverts in the local press
    c. adverts in appropriate trade magazines/ journals
    d. adverts on appropriate trade websites
    e. adverts through both national and local estate agents (including their websites) and
    f. a targeted mail shot or email to an agreed list of potential purchasers.

Local consultation and use of the public house by community and voluntary organisations

The use of public house space for community groups is a valued resource, and evidence will be required demonstrating consultation has taken place with local community and voluntary organisations. The applicant will be required to carry out an assessment of the needs of the community for community facilities to show that the existing or former public house is no longer needed and that alternative provision is available in the area.

Where there is local need, this use should be retained or replaced within the building, unless an alternative approach can be identified and agreed. The retention of the ground floor for non-residential use will help maintain street activity and a mixed-use neighbourhood.

The Council may also consider adding certain public houses to the Community Assets register if the community support for their retention is significant.