



Hertsmere Vision Documents

Potters Bar – Baseline Analysis

October 2026

Control Sheet

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1.0 Introduction

1.1 Study Background

Study Context

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

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

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

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

Purpose and Scope of This Study

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

1.1.5. The VDs will become material considerations when:

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

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

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

1.1.8. The project objectives for the VDs are to:

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

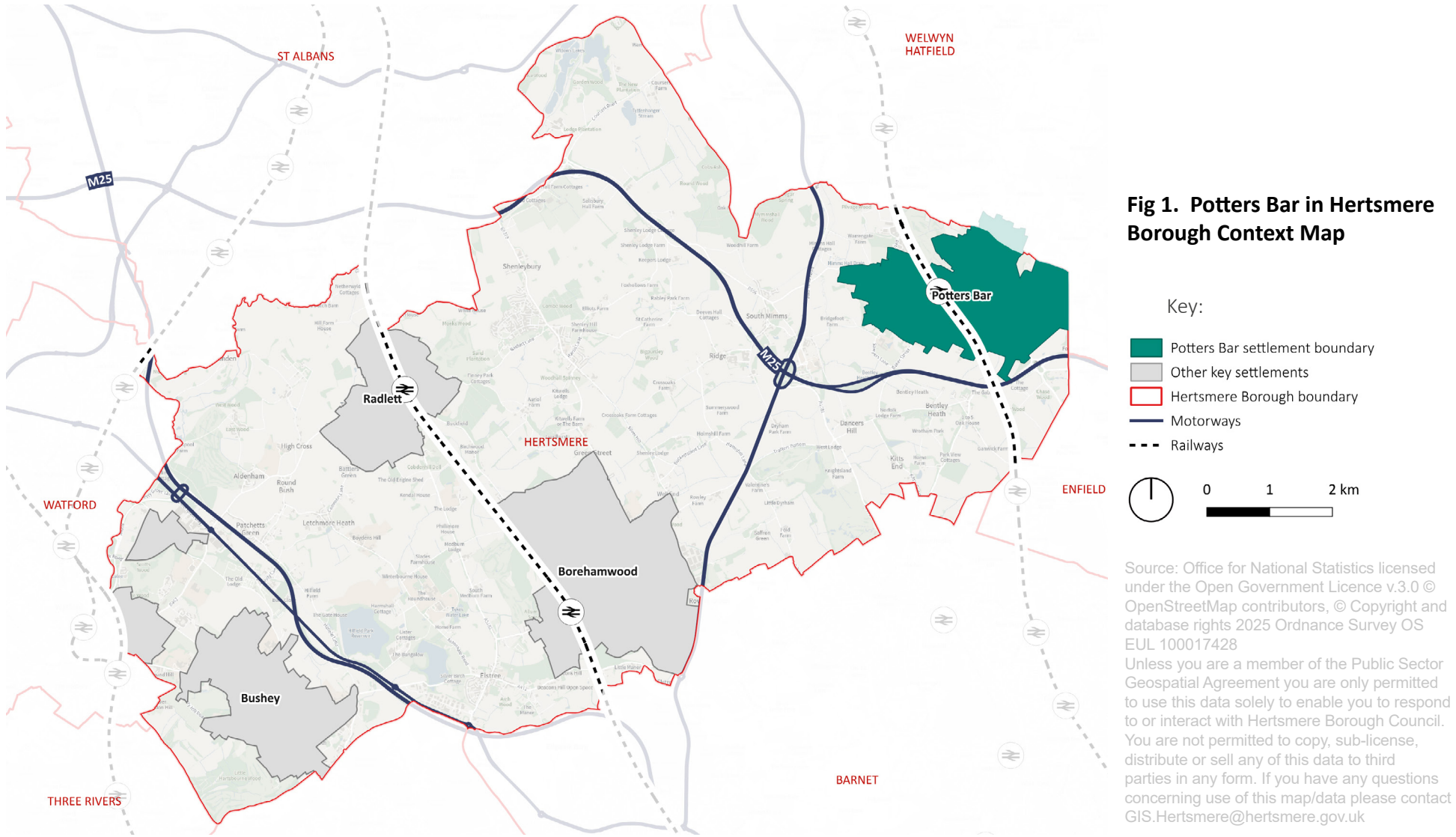


Fig 1. Potters Bar in Hertsmere Borough Context Map

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

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

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

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

This Report

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

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

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

1.2 Setting the Scene

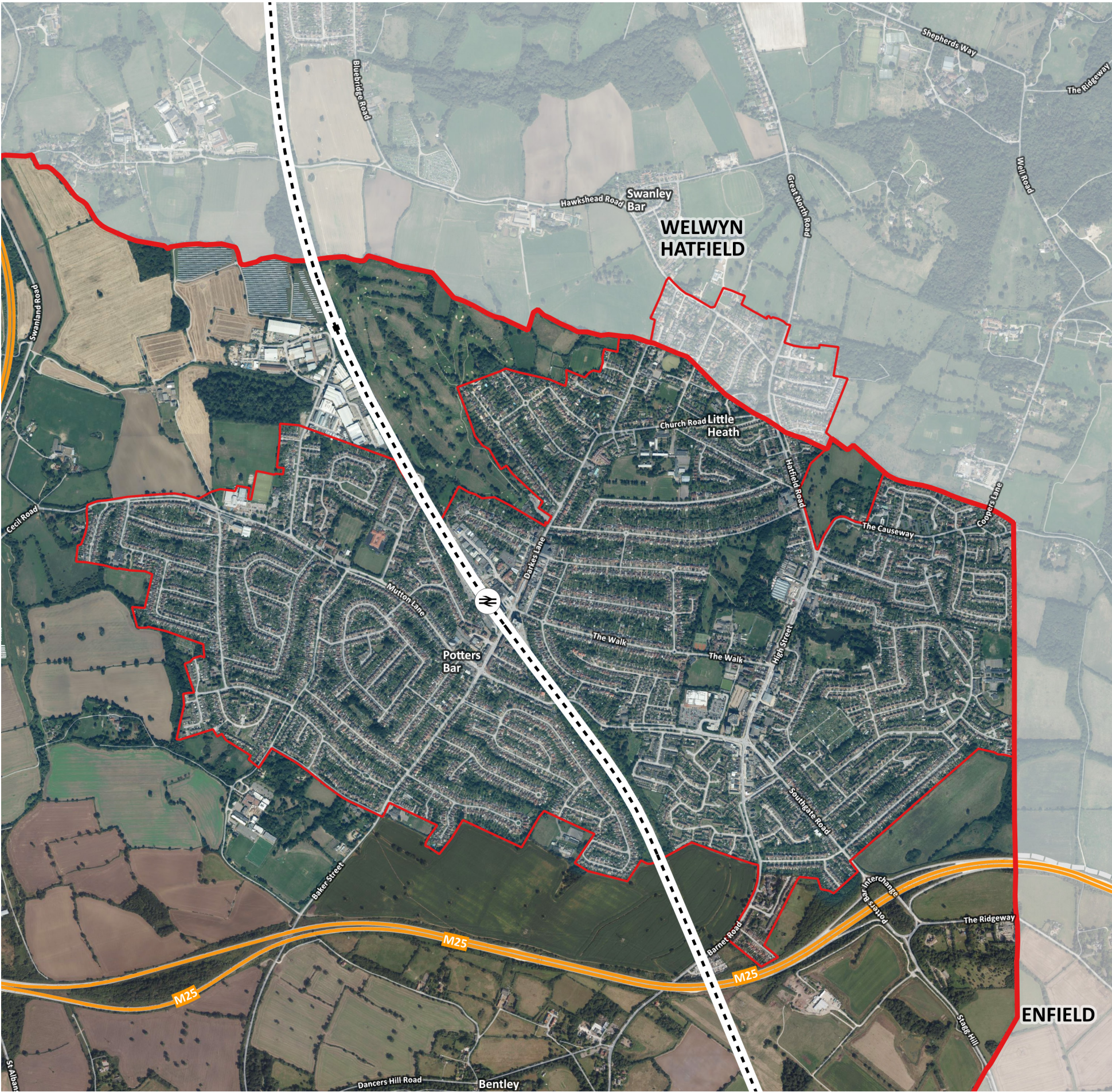
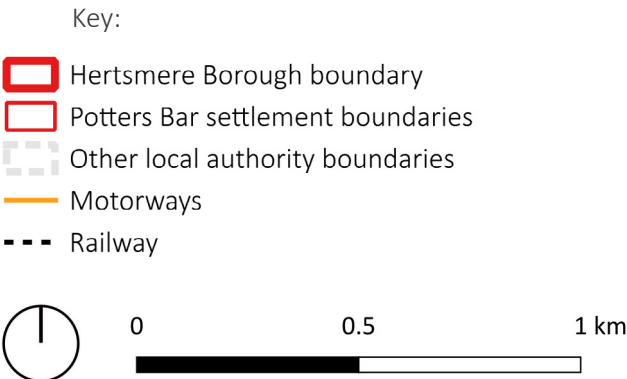
Potters Bar Settlement

1.2.1. Potters Bar is a large town in Hertsmere, located in the east of the borough. It has a number of large employers, two distinct town centre areas, thriving industrial zones and good rail and bus links to London and to towns to the north.

1.2.2. Potters Bar borders the Welwyn Hatfield Borough in Hertfordshire to the north and east. The M25 runs east-west along the southern edge of Potters Bar, and can be accessed through Junction 24 that is closely connected to the High Street via Southgate.

1.2.3. Thanks to its good rail, bus and road connections, Potters Bar is a residential hub and commuter town to London, known for its suburban lifestyle and leafy streets. Although originally some distance from London, the city's suburbs have stretched out to meet the settlement, which is still distinctly separated from London by the M25 as well as being surrounded by London's Metropolitan Green Belt designated land.

Fig 2. Aerial map of Potters Bar



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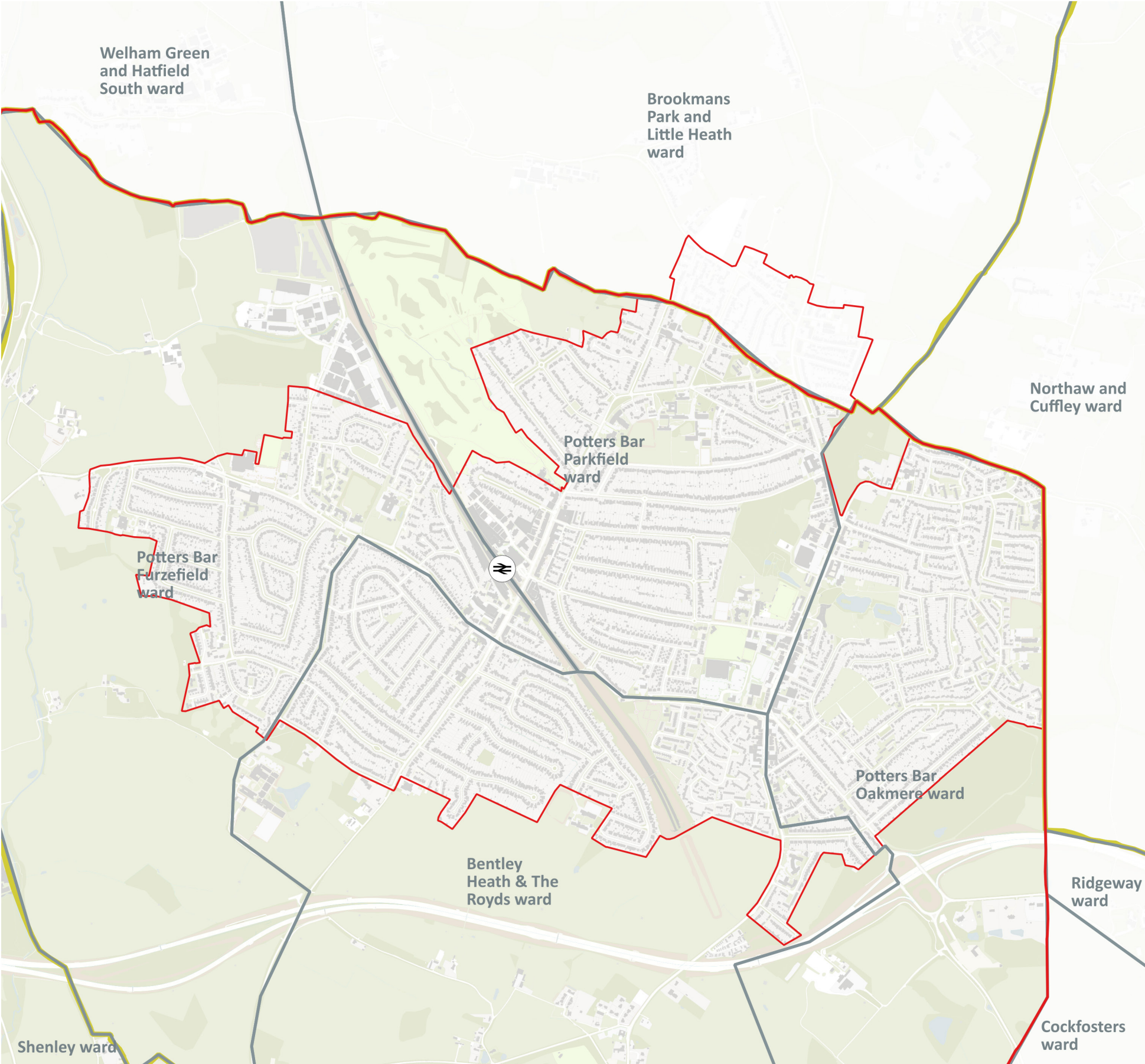
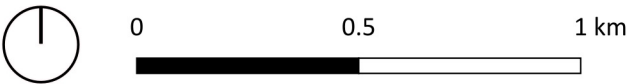
1.3 Geographical Coverage

- 1.3.1. The settlement boundary of Potters Bar was established by the emerging evidence for the Local Plan. It currently covers all the residential built areas including Little Heath to the north, which is partly outside Hertsmere Borough.
- 1.3.2. The Cranbourne Industrial Estate as well as the former Potters Bar Golf Club to the north and Dame Owen Alice School to the south are located outside the Potters Bar settlement boundary.
- 1.3.3. Morven Park and King George V Recreation Ground (behind Furzefield Leisure Centre) are similarly excluded from the settlement boundary.
- 1.3.4. There are four wards in Potters Bar: Furzefield ward, Parkfield ward, Oakmere ward and Bentley Heath & The Royds ward.

Fig 4. Statutory boundaries map

Key:

-  Hertsmere Borough boundary
-  Potters Bar settlement boundary
-  Wards
-  Parish



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2.0 Engagement Process

2.1 Engagement Overview

Introduction

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

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

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

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

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

Stakeholder Mapping

2.1.5. A community stakeholder map allows deeper understanding of existing community leaders and local networks to involve in all subsequent engagement activities.

2.1.6. Mapping considers community and resident groups, special interest groups such as green space and wildlife preservation groups, places of worship, places of education, youth groups, sport and leisure, arts and learning.

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

Stakeholder 121s

2.1.8. 121 conversations with previously involved stakeholders allow an opportunity to introduce the project team and scope of work. They provide an opportunity to learn from previous rounds of engagement and understand local priorities. These conversations are used to help support the development of the workshops, ensuring productive conversations and widening participation.

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

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

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

Stakeholders Workshop

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

- Place and Identity;
- Quality of Life;
- Prosperity and Growth;
- Green Space and Climate Resilience.

Local Plan Response

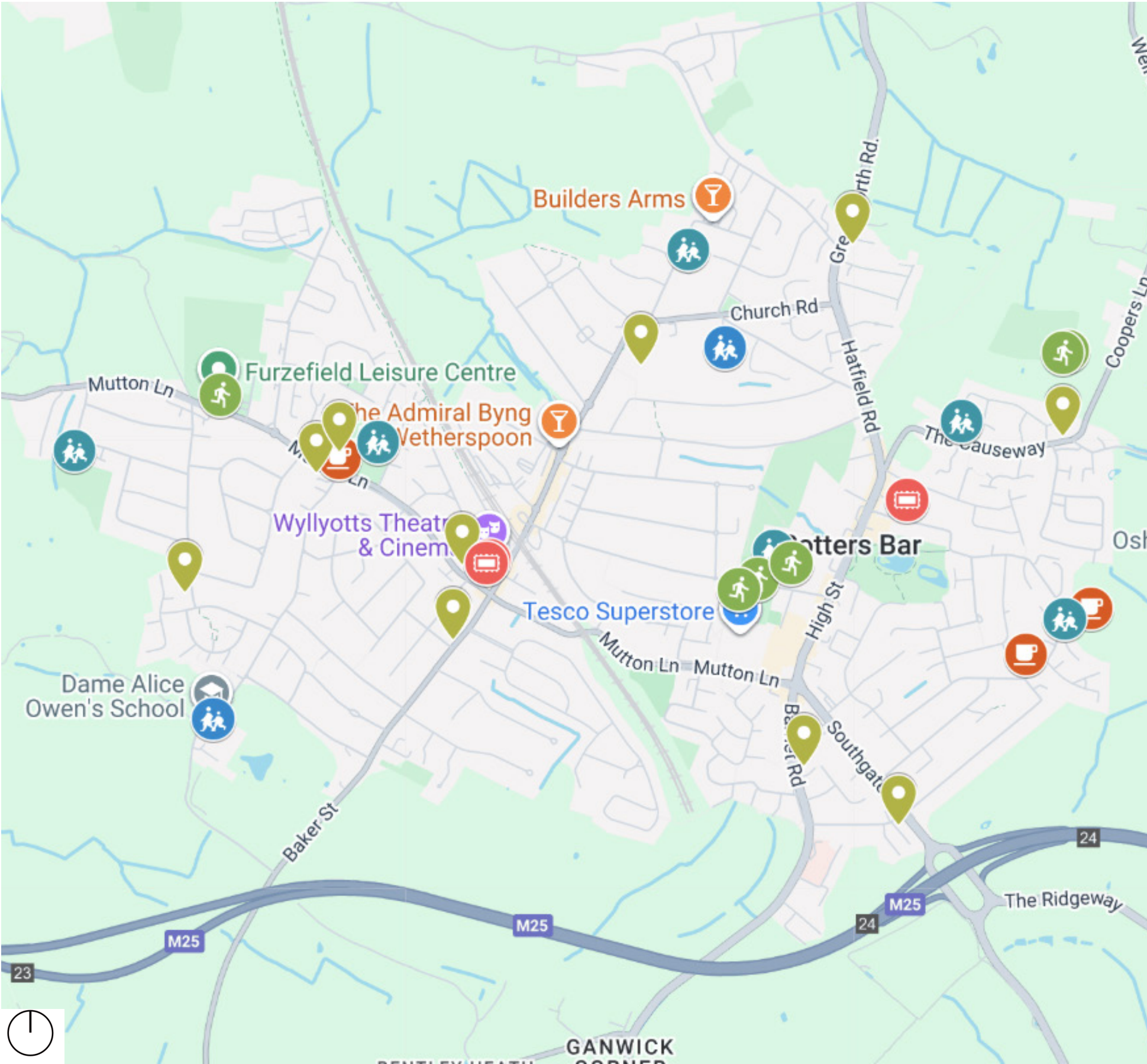
2.1.11. Key findings from previous activities carried out in preparation for the Local Plan:

- Potters Bar was the only location where over 80% of respondents considered it to be important or highly important to have local services within walking distance.
- There was some support for small scale development with priority for brownfield use.
- Particular concerns were raised around about traffic load on A100 and M25 and general infrastructure and service capacity.

Fig 5. Stakeholder Map

Key:

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



Source: Map data @2025 Google



3.0 Planning Context

3.1 Hertsmere Local Plan

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

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

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

3.2 Local Governance

Two Tier System

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

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

2024 English Devolution White Paper

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

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

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

3.3 Adopted Planning Policy

Development Plan Documents

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

- Core Strategy (January 2013)
- Site Allocations and Development Management (SADM) Policies Plan (November 2016)
- Local Plan 2012-2027 Policies Map

Supplementary Planning Documents

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

- Affordable Housing SPD (October 2015)
 - Bhaktivedanta Manor Planning Brief SPD (December 2012)
 - Biodiversity and Trees SPD (December 2010)
 - Biodiversity Net Gain SPD (January 2024)
 - Parking Standards SPD (July 2014)
 - Planning and Design SPD (November 2006)
 - Developer Contributions Framework (Various)
- 3.3.3. Two draft SPDs were approved as interim guidance in the determination of planning applications on or after 15 September 2022:
- Draft Carbon Offsetting SPD (September 2022)
 - Sustainable Transport and Parking Standards SPD Draft (September 2022)

Other Guidance Documents

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

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

Neighbourhood Plans

3.3.5. Shenley Neighbourhood Plan (Adopted May 2021) is adopted or in preparation within the Hertsmere local authority area.

Transport Policy

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

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

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

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

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

C3 - Residential Units*				
	Car parking spaces		Cycle Storage Spaces	Charging Plug in Points
General Needs Housing (Including flats and bungalows)	Curtilage	Communal		
Studio	0.5 Per Unit		1 per bedroom long term	1 socket/charging point per house with private parking
1 Bedroom	0.75 Per Unit			
2 Bedroom	1 per unit	1.5 per unit		communal parking- 1 active charging point per dwelling unit
3 Bedroom (Flat)	1.5 Per Unit			
3 Bedroom (House)	2 per unit	1.5 per unit		
4 Bedroom	2 per unit			
5 Bedroom	To be determined on a case by case basis			Remaining spaces passive provision over and above 1 space per unit and above 10 units
6 + Bedroom				

Table 1. Residential Parking Standards

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

Core Strategy (January 2013)

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

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

Local Transport Plan 4 (May 2018)

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

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

Infrastructure Delivery Plan Baseline Study (2018)

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

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

3.3.14. Future provision and priorities include:

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

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

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

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

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

Hertfordshire Active Travel Strategy (2024)

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

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

3.4 Emerging Planning Policy

Historical Consultations

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

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

Regulation 18 Consultation April/May 24

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

Overview

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

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

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

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

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

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

- Ensure that development meets identified needs sustainably, in locations which are or can be made to be the most accessible by sustainable modes of transport.
- Ensure that development is well designed and inclusive, respecting local character, enhancing the local environment and encouraging the building of safe, strong and cohesive communities.
- Enable the delivery of a minimum of 9,400 new homes of appropriate size, type and tenure to meet the needs of Hertsmere’s diverse community, including the elderly, people with additional needs, and gypsies and travellers.
- Secure the maximum viable provision of affordable and social homes, including those for rent, for those who are unable to access housing on the open market.
- Ensure that all new homes are built in places where there is or will be safe and convenient access to schools, health facilities, shops, and other necessary services and facilities.
- Deliver the first phase of a sustainable new settlement at Bowmans Cross.
- Ensure the availability of sufficient and suitable land, premises, supporting infrastructure and appropriately skilled workforce to meet the needs of existing and new businesses of all sizes.
- Provide more and increased choice of employment, training and education opportunities for a growing resident population, with enhanced links between local employers, colleges and schools.
- Ensure that an expanding film and television industry delivers social, environmental and economic benefits for local communities.
- Ensure that people can live and work within easy reach of accessible attractive open space.
- Ensure that town centres are adaptable, thriving, attractive and accessible places that respond to social, economic and legislative change and continue to be a focus for providing for the needs of all Hertsmere’s communities.
- Reduce greenhouse gas emissions and promote the building of greener, more energy efficient, net-zero greenhouse gas emission homes, offices and commercial buildings to help minimise the impact of climate change.
- Protect and enhance biodiversity and encourage the provision of an expanded green and blue infrastructure network.
- Facilitate improvements in the physical and mental health of our communities and contribute to the reduction of health inequalities across the borough.
- Encourage increasingly sustainable patterns of local travel behaviour, secure the provision of better opportunities to travel by foot, cycle and public transport and reduce the need to travel by unsustainable modes of transport.
- Ensure the provision of infrastructure for increasing use of electric and other less-polluting forms of private transport.
- Support the improvement and expansion of electronic infrastructure including high speed broadband.
- Protect the Green Belt against inappropriate or unplanned development.
- Retain the distinct and separate identities of towns and villages and ensure that new development reflects the size, pattern and character of the settlement in which they are located.

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

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

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

Potters Bar

3.4.9. Potters Bar is the third largest town in the borough and is allocated 1,070 new homes, down from 2,340 in the previous draft. The strategy aims to address historic under-delivery and improve affordability, with a mix of brownfield and Green Belt sites.

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

- Increasing the supply of new homes within Potters Bar with historic under-delivery of new housing increasing the likelihood of younger people being priced out of the area.
- Focusing new development in the most sustainable locations, including the former Potters Bar golf course, with strong links to the town centre and railway station to the south, and the Canada Life site on Potters Bar High Street.
- Improvements to the public realm and the daytime/evening economy in both town centres.
- An improved environment around the bus garage.
- More play areas and facilities for younger people.
- Reducing congestion including that caused by the diversion of traffic from the M25
- Protecting existing employment areas and supporting appropriately located new employment opportunities.

New Call for Sites – March 2025

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

Hertsmere Local Development Scheme (2025)

The LDS sets out the following programme through to adoption:

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

3.5 Evidence Base Summary

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

Key Housing and Sustainability Evidence

Local Plan Interim Sustainability Appraisal (2024)

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

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

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

South West Hertfordshire Local Housing Needs Assessment (2024)

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

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

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

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

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

South West Hertfordshire Retail and Leisure Study (2018)

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

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

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

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

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

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

Sustainability Appraisal and Habitats Regulation Assessment (various dates)

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

Other Reports

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

3.6 National Housing Targets and Policy Context

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

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

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

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

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

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

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

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

3.7 Housing Delivery Position

Current Housing Delivery Position

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

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

Emerging Housing Delivery Position

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

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

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

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

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

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

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

3.8 Brownfield Development

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

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

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

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

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

3.9 Grey Belt Legislation

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

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

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

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

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

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

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

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

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

Planning Context – Key Findings

- There is strong local opposition to the release of Green Belt sites for development. The 2021 Regulation 18 Local Plan set out targets for housing provision that have been reduced by 23% in the 2024 Regulation 18 Local Plan in order to propose significantly fewer Green Belt releases.
- There is strong national and local policy support for brownfield redevelopment, reducing pressure on Green Belt land. However, Potters Bar has a limited supply of brownfield sites and many have already been identified.
- For Hertsmere the total number of homes required for 2020/21 to 2022/23 was 1,922. Over the same period the number of homes delivered was 882, or 46% of the total. This means that HBC is currently subject to a presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF.
- The Borough is very suburban in nature. Development that does not reflect the low density, two-storey large family sized homes pattern of development that is typical of the area is likely to face local opposition.
- Although parking standards have been reduced by the September 2022 draft Sustainable Transport and Parking Standards SPD, there are still requirements to provide a high level of car parking in all new development sites.
- The current government have introduced a new definition of Grey Belt Land, which sets out a framework for identifying low-quality Green Belt land that may be suitable for development.
- The April 24 Reg 18 Local Plan consultation report sets out an aspiration to deliver 9,400 new homes over the plan period, or 627 homes per annum assuming a 15-year plan period. This only falls slightly short of the government target of 641 homes per annum.
- The Lot 1 Green Belt study should provide clarity on which Green Belt sites are low quality and have potential for release as Grey Belt land, which can inform the next phase of planning.
- The April 2025 call for sites will be able to provide detail on which sites in the Borough are owned by a landowner with an interest in promoting the site for development.





4.0 Analysis

4.1 Historical Development

Origins

4.1.1. Potters Bar was historically within the county of Middlesex and the parish of South Mimms but separated from London and settlements to the south/east by wooded Enfield Chase. A route from Barnet to St Alban's developed via what would become Potters Bar and then South Mimms before 1250. 'Potters Barr' is first mentioned as a gate on the western edge of the Chase rather than a place. From the gate, a track followed the line of the today's Causeway and Coopers Lane.

4.1.2. Although the name is not recorded until 1381, the first part of the name may have derived from the 13th-century family of Le Pottere. By c. 1200 the site of Cattalls had been established at the north end of High Street, along the gravel-capped ridge. The manor-house of Wyllyotts stood on the west side of Darkes Lane close to the present station. Scattered tenements lay north of this manor-house with several along tracks leading to the Chase.

4.1.3. In 1490, there is the first mention of a second farm in the area. This was Darks, on what was formerly Bakers Lane. During the Middle Ages a track led eastward from South Mimms through Darkes, to the Chase. Parts of it survives as a footpath from Billy Lows Lane and across Potters Bar golf course. East-West Mutton Lane was in existence by 1473.

4.1.4. A detailed map of Wyllyotts Manor in 1594 shows the lines of several routes that include Mutton Lane (labelled as "The Way from Mymhall to the Chase"), Quakers Lane (labelled as "The Way to Potters Barr") and Billy Lows Lane (labelled as "The New Lane to the Chase"). Many of the field boundaries shown on the 1594 map were unchanged when the first detailed Ordnance Survey map was produced in 1868.

4.1.5. By 1690, Barnet became the preferred route out of London to the Midlands instead of the old Roman road of Watling Street via Edgware. Barnet also became route to the North, instead of Ermine Street via Edmonton. The route was also via Baker Street then on to Hatfield and points north. However, there is believed to have been no coaching inns along Baker Street and Darkes Lane at this time with instead The Swan with two Necks (called the New Inn in 1658 and later the White Horse) established on what would become the High Street in 1658 and the Green Man in 1672.

4.1.6. Potters Bar until the 18th century seems to have otherwise remained a hamlet of small crofts. Many of the dwellings were probably made of wood, and there are frequent references to 'moving a cottage'. Two wooden houses survived in High Street until c. 1950 and others existed in the Causeway.

4.1.7. A turnpike was established from Barnet to Potters Barr gate with one route passing through the hamlet and on to The Causeway. By 1754, Roque's map Middlesex showed several developments along the west side of the High Street. This map may be the first time the Potters Bar name is given to a place rather than the gate to the Chase.

4.1.8. From the end of the 18th century, the Chase was broken up. This allowed development along the east side of the High Street. In 1805, Hatfield Road was constructed from the Green Man via the junction at The Causeway and continued as the Great North Road. (The turnpike was extended to Hatfield.)

For some time, Baker Street dropped back from being part of the Great North Road into its former role as a farm track. Adjacent to the Southgate Road, The Lion was created in 1761 out of two cottages. By the late 18th century both Methodists and Baptists had begun to meet in barns nearby.

Coming of the Railway to the First World War

4.1.9. In 1850, the Great Northern Railway opened through the area. The bridge over what is now Darkes Lane was the highest point of the line anywhere between London and York. The station came later. It was some distance from both South Mimms and Potters Bar High Street. The area remained largely rural because bottlenecks on the line frustrated a commuter service to London over the following century. Widespread residential development thus did not occur until the early 20th century with otherwise housing being isolated rows of small houses or substantial Victorian villas.

4.1.10. However, churches and chapels were built and there were some temporary drinking establishments created for railway work camps around Mutton Lane. The Railroad later became Limerick House (for the Red Cross) and the Old Station Hotel in Darkes Lane was rebuilt in the interwar period.

4.1.11. There were some important houses built such as those by Banister Fletcher on The Avenue (c.1909) in Arts & Crafts style. At this time, developments of mainly detached houses were being built north of Mutton Lane. Baker Street was re-named as Darkes Lane early in the 1930s after the former South Mimms Parish Council had been replaced by the Potters Bar Urban District Council. North of the railway bridge, Potters Bar Brook (largely culverted from the 1930s) ran along the east side of Darkes Lane as far as a ford just before the junction with Billy Lows Lane.

Interwar Period

4.1.12. During the First World War, the Rural District Council, built its first dozen council houses fronting St. Albans Road and Blackhorse Lane, followed in 1921 by ten more on adjoining land. By 1939, 344 council houses had been built in the district, mainly along Mutton Lane and on the Cranborne estate with more following post-war on fields around the Cranbourne sewage works in the north-west of the town. Private houses, mainly detached, were still under construction north-west of Potters Bar station in the Avenue, Heath Drive, and Mount Grace Road. New housing in the 1930s consisted mainly of bungalows in the area between High Street and Darkes Lane, and around Baker Street. The principle developer was Edward Hicks who built at low density on land that was still relatively cheap. Some building took place in the grounds of former mansions. Two of these developments are now conservation areas with the Potters Bar Darkes Lane West Conservation Area the built section of the Potters Bar Garden Estate which was originally envisaged to be considerably larger. Between 1911 and 1921 the local population actually fell from 1,793 to 1,743, but a decade later it had doubled to 3,465 and this rapid expansion continued until the outbreak of war when the population was approaching c.10,000, with new suburban arrivals a separate population to the old village residents.

4.1.13. The first modern shops appeared in High Street c. 1930 but the main shopping parade developed along the southern part of Darkes Lane. In 1935 a sorting office was built in Darkes Lane. A telephone exchange had opened in 1903 at a private house but moved in 1930 to a large building at the corner of Billy Lows Lane, where large new premises were built in 1972.

4.1.14. The railway replaced coach services but buses remain important with the large bus station on the High Street built in 1930. There used to be routes to Aldwych and Victoria via Wood Green and Golders Green.



Fig 6. Rocque's map of 1754, prior to the break-up of Enfield Chase. At this point, South Mimms just up Cooper's Lane to the north east was the larger community. Mutton Lane is in place as is Baker Street (later Darkes Lane north of Mutton Lane). The parallel N-S routes are already apparent.

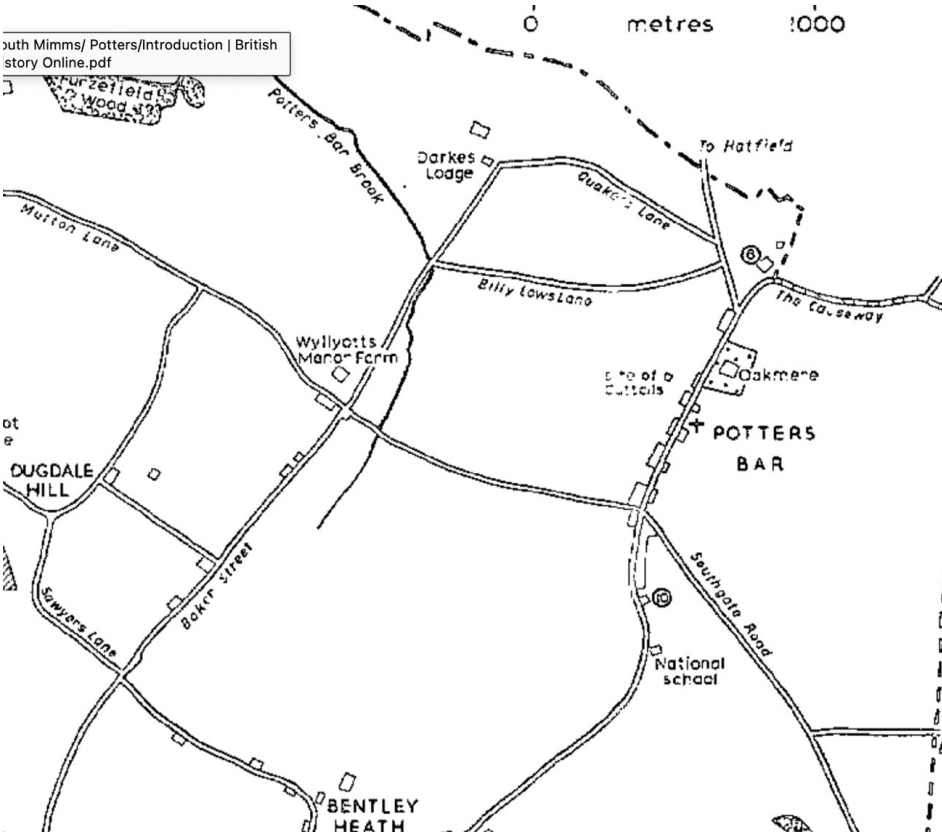


Fig 7. Diagrammatic map of Potters Bar in 1942 (from Victoria County History). The village is laid out along the High Street from south of the crossroads with Mutton Lane/Southgate Road as far north as The Causeway.

4.1.15. The original church for Potters Bar was St John the Baptist by Edward Blore. It was made from experimental concrete and burned down. The site is now the war memorial garden (with a memorial designed by Voysey) with the new parish church and school complex – St Mary the Virgin – built on the opposite side of the High Street.

Post-war Period

4.1.16. The east side of Darkes Lane was not fully developed until after the Second World War. Construction of a new station building in the early-1950s and of new rail tunnels south of the town had allowed a better commuter service to London and the new town of Stevenage. Improved connections including motorway building were no doubt an important factor in the extensive development that took place around the town in the immediate post-war period and before Green Belt restrictions limited building in many areas. Following the Middlesex Plan of 1956, Potters Bar was placed entirely in the Green Belt. (This built on pre-war green space retention measures such as the acquisition of Dyrham Park, Old Fold Golf Course and land near Southgate Road and The Ridgeway.)

4.1.17. The only remaining areas available for development in the 1950s and 1960s were relatively small estates such as behind the Fire Station, on the site of Dugdale Hill Farm and on the site of former Nursery Gardens at Sandringham Road within the town, or larger estates on the edge of town. The latter included the Ashwood Estate bounded by Barnet Road and Mutton Lane. The Oakmere Estate extending out to the eastern boundary of the town with estates north and south of The Causeway and in the Kimptons Mead area where there are existing garden suburb style public housing and some four storey blocks. Little Heath at the north end was absorbed into Potters Bar.

4.1.18. A number of other churches have not survived such as St Francis Xavier (RC), built in 1925 in Southgate Road but destroyed by a V2 rocket in 1945.

4.1.19. Green Belt regulations created a boundary around the town limiting further expansion. New housing within the town has been limited since to small backland developments and where large old houses have been demolished and redeveloped.

4.1.20. A five-storey office was erected in 1963 in the High Street and a year later an eight-storeyed office block was built in Darkes Lane, opposite the station. A similar block was erected in Mutton Lane on land sold by the Congregational church. Later, a complex was created on a five-acre site at the corner of the High Street and Mutton Lane. There are two blocks of six and 13 storeys and other buildings including Canada Place.



Fig 8. The Canada Life campus shortly after construction. The office introduced a very different scale and helped obliterate a section of the historic High Street.

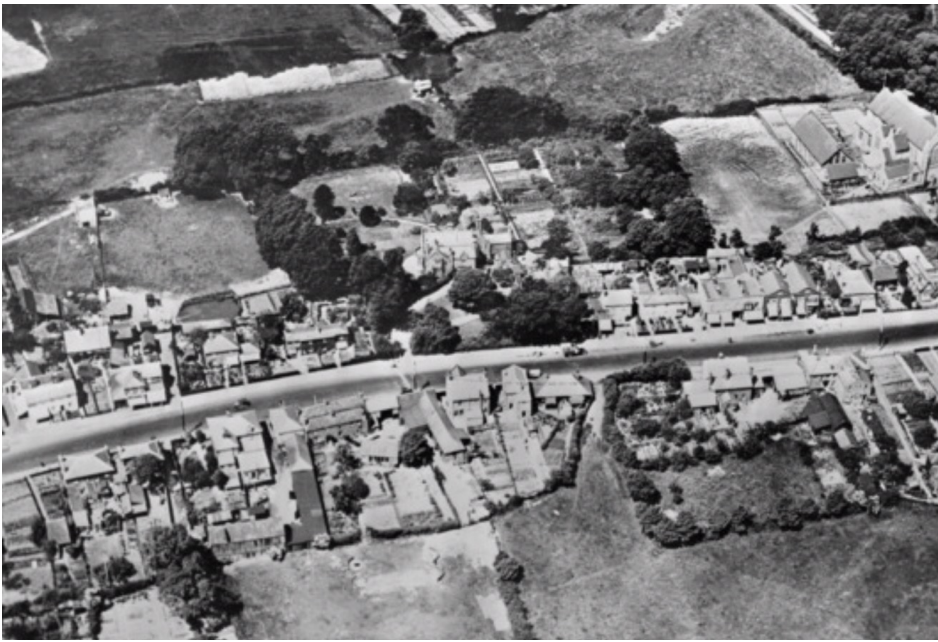


Fig 9. Aerial View of Potters Bar High Street in 1925 looking west with the church at right. There are still substantial areas between here and Darkes Lane that were undeveloped.



Fig 10. Darkes Lane looking north in 1967. The view is closed with greenery, maintain a sense of the edge of the settlement. Shopping parades at this point largely retain their original shopfronts and windows.



Fig 11. Potters Bar, N and S in 1938/9. The new rail tunnels south of the town had helped spur development with substantial parts of the land between Darkes Lane and the High Street now built out. Development is still circumscribed with very little east of the High Street.

Historic Development – Key Findings

- The High Street is a historic street where multiple heritage assets survive especially at the north end; however overall the High Street historic character has been damaged by unsympathetic development, especially towards the south end.
- Both Darkes Lane and the High Street have instances of poor shopfront and public realm quality which would benefit from improvement and increased greening.
- There is good quality interwar building stock especially in residential areas, which have been designated as Conservation Areas, but also in places along the two town centres.
- On the High Street there is attractive interaction between green spaces (Parkfield and Oakmere) and the historic setting for example at the junction between the High Street and The Walk.
- Historic morphology in Potters Bar is in places damaged by highway engineering and other interventions.
- There are several developments that are not sensitive to historic scale both on Darkes Lane and the High Street such as the Canada Place complex or the Metropolitan House.

4.2 Socio-Economics

Population Growth

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

- 4.2.1. Since 2011, Hertsmere’s population growth has exceeded the national average and has increased by around 7,000 residents.
- 4.2.2. Bushey and Borehamwood have been the biggest drivers of growth, with their populations increasing by 14% and 12% respectively. The largest growth has been to the North of Borehamwood town centre.
- 4.2.3. Additionally, the area is also becoming more ethnically diverse, with a notable increase the Southeast Asian community in Hertsmere compared to 2011. The area is also home to significant Jewish communities; Jewish residents represent large proportions of the populations of Radlett (31.5%), Bushey (25.1%) and Borehamwood (19.7%), compared to just 0.5% of the population of England overall.

Fig 12. Indexed population change, 2011-2022, 2011=100

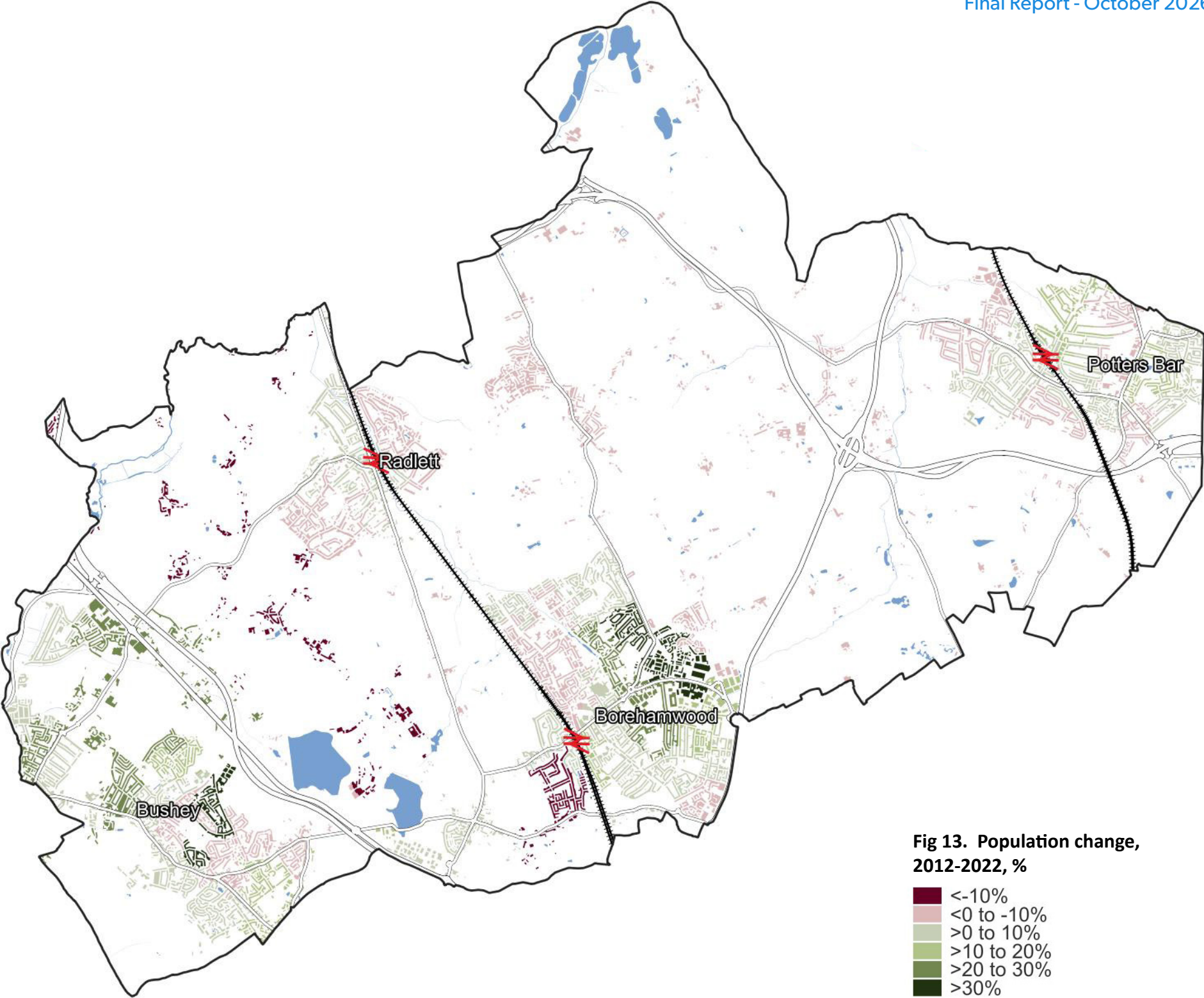
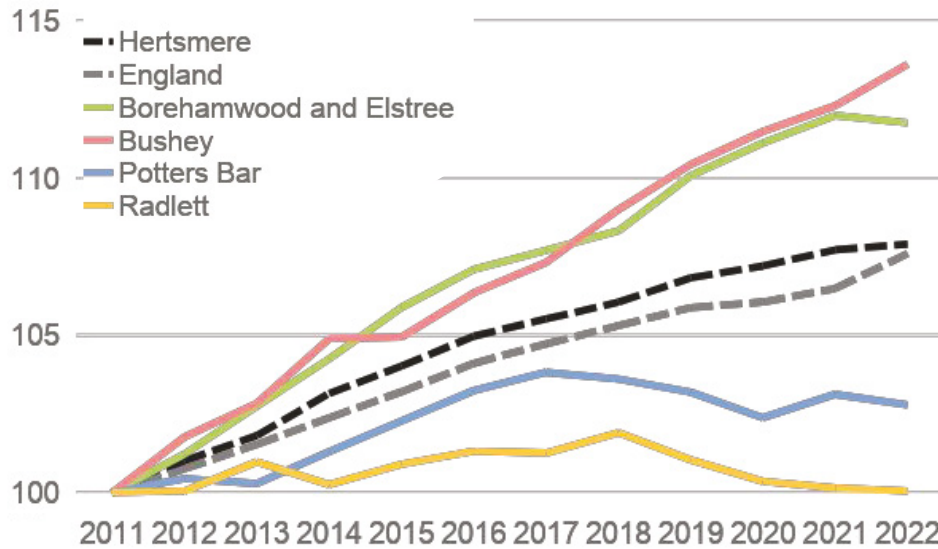
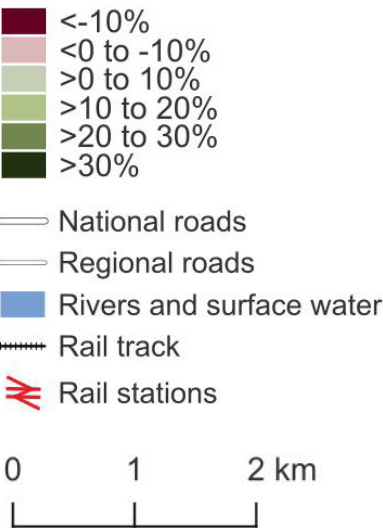


Fig 13. Population change, 2012-2022, %



Source: ONS Mid-Year Population Estimates
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Migration into Hertsmere

Many people are coming from north and west London Boroughs

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

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

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

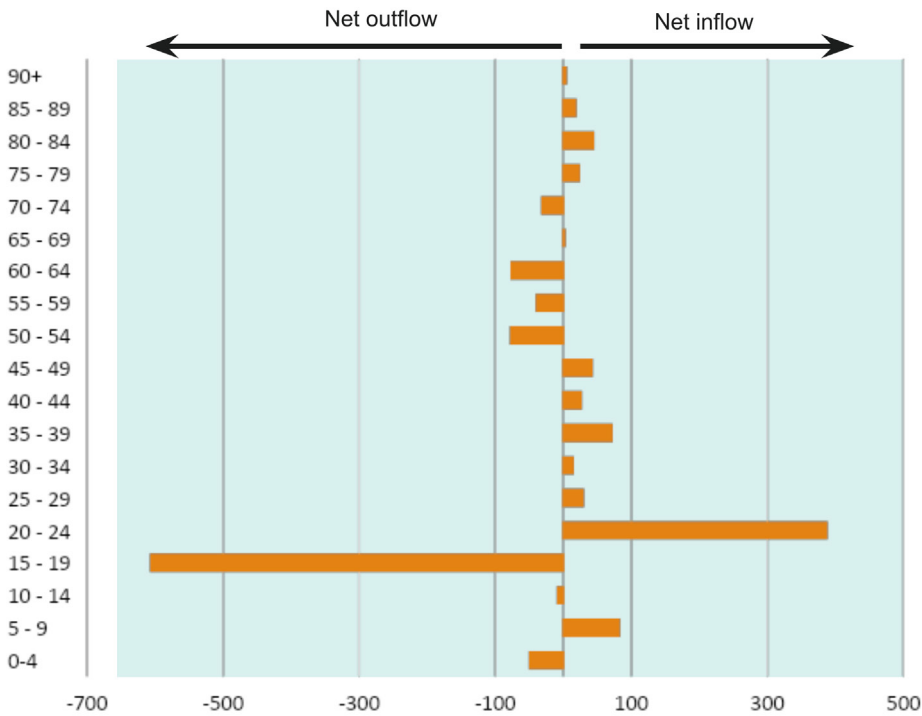
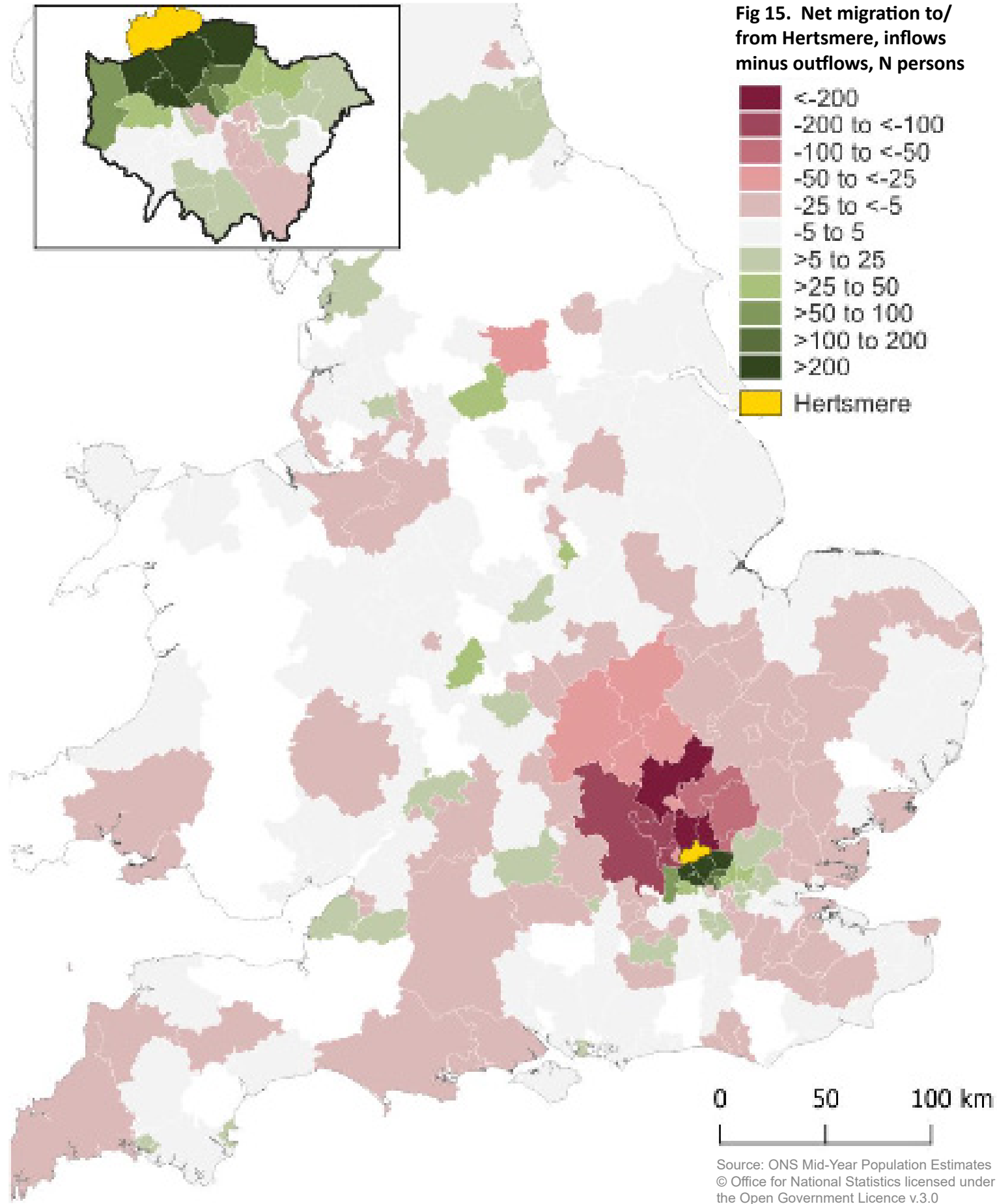


Fig 14. Internal migration inflows and outflows to/from Hertsmere by age, 2024



Occupation

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

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

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

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

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

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

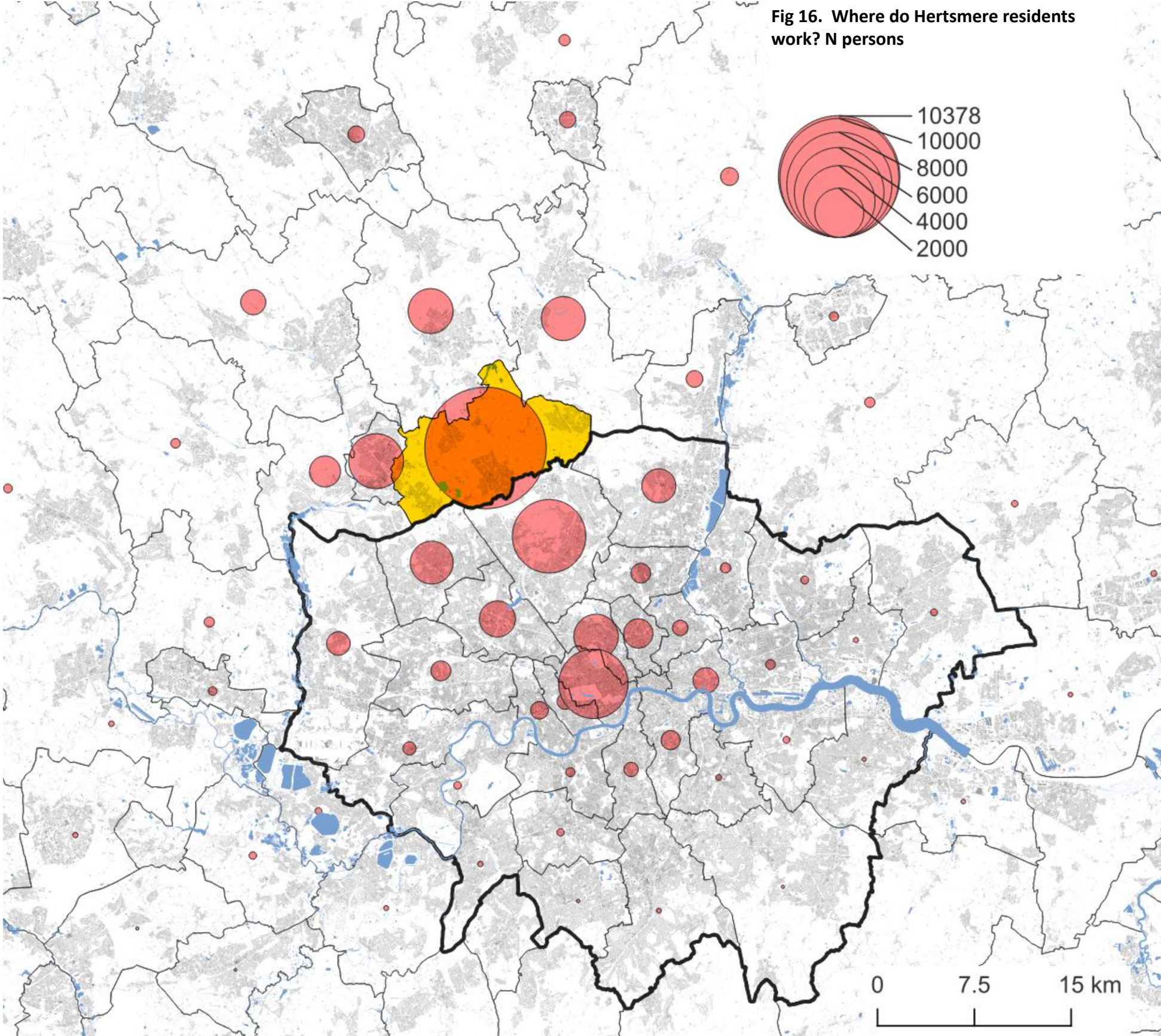
Work Location

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

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

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

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



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

Age Structure

The towns of Hertsmere have divergent demographic compositions.

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

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

Fig 17. Borehamwood age distribution

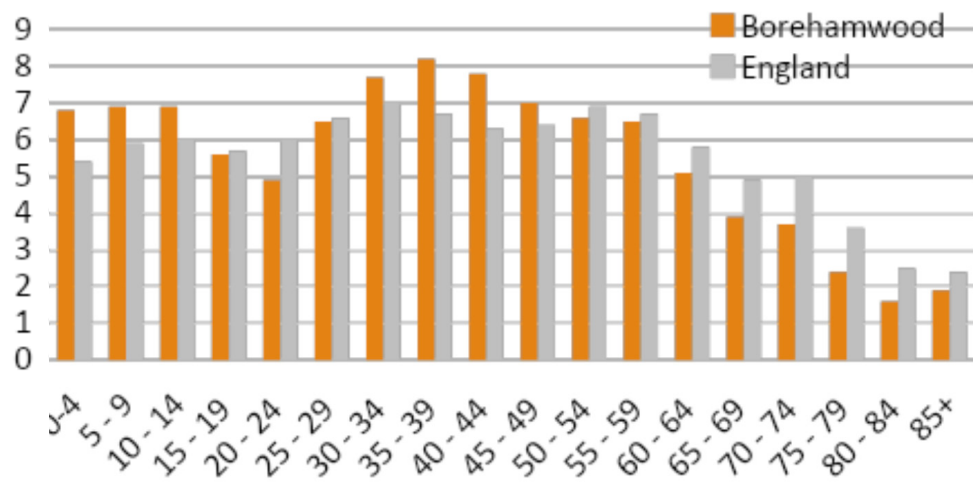


Fig 18. Potters Bar age distribution

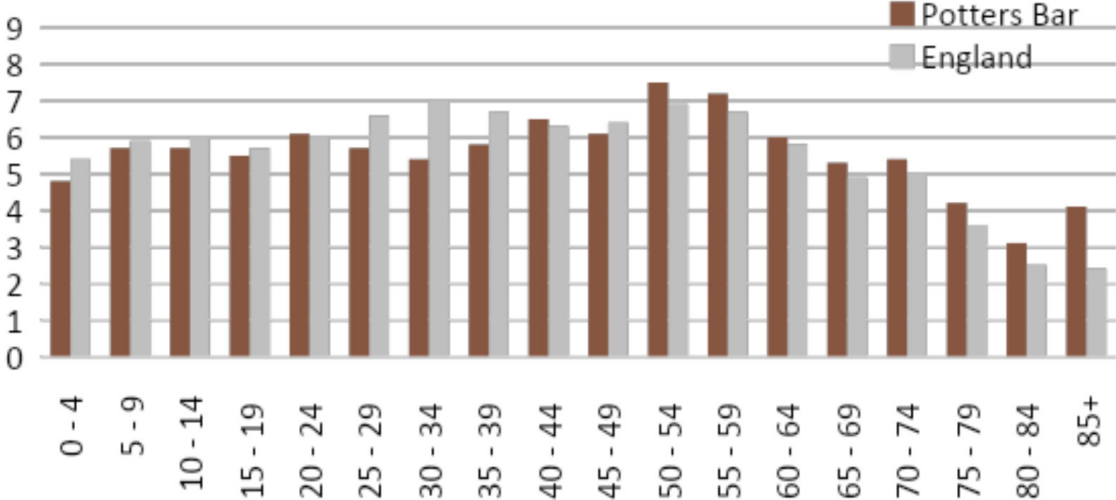


Fig 19. Bushey age distribution

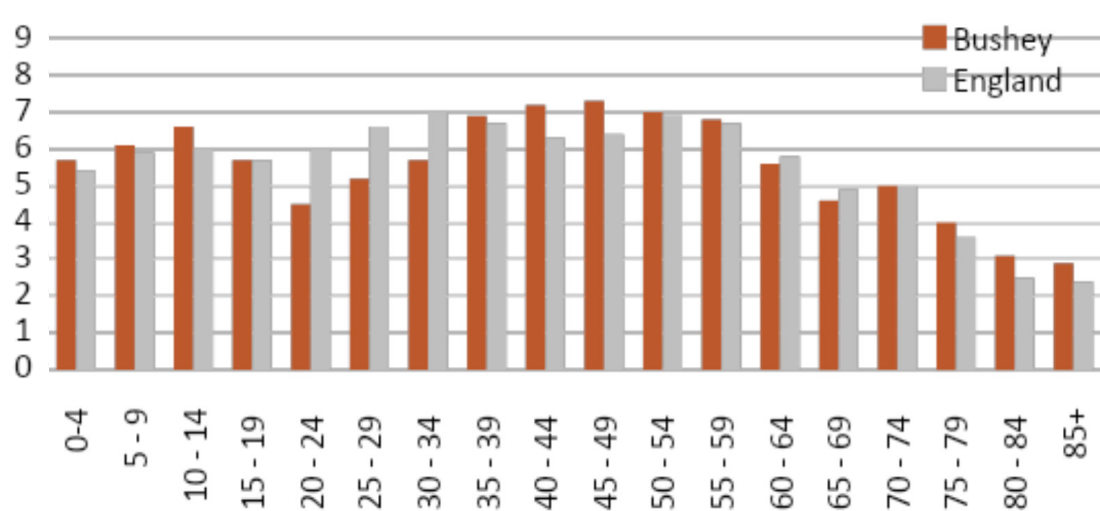
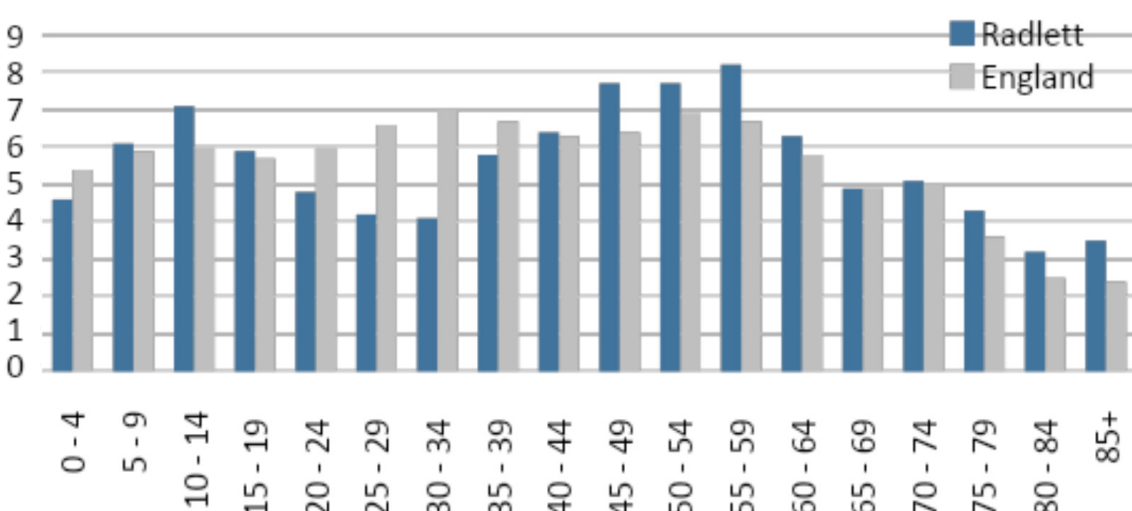


Fig 20. Radlett age distribution



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

Families

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

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

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

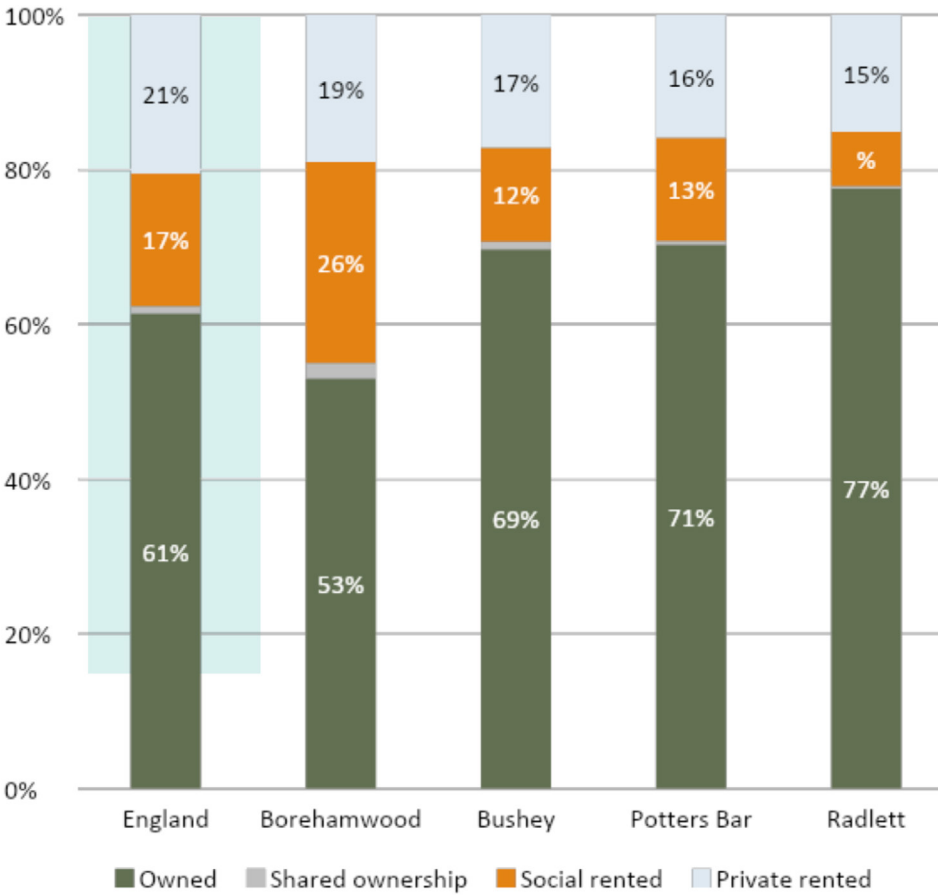


Fig 21. Tenure profile of the four towns, 2021

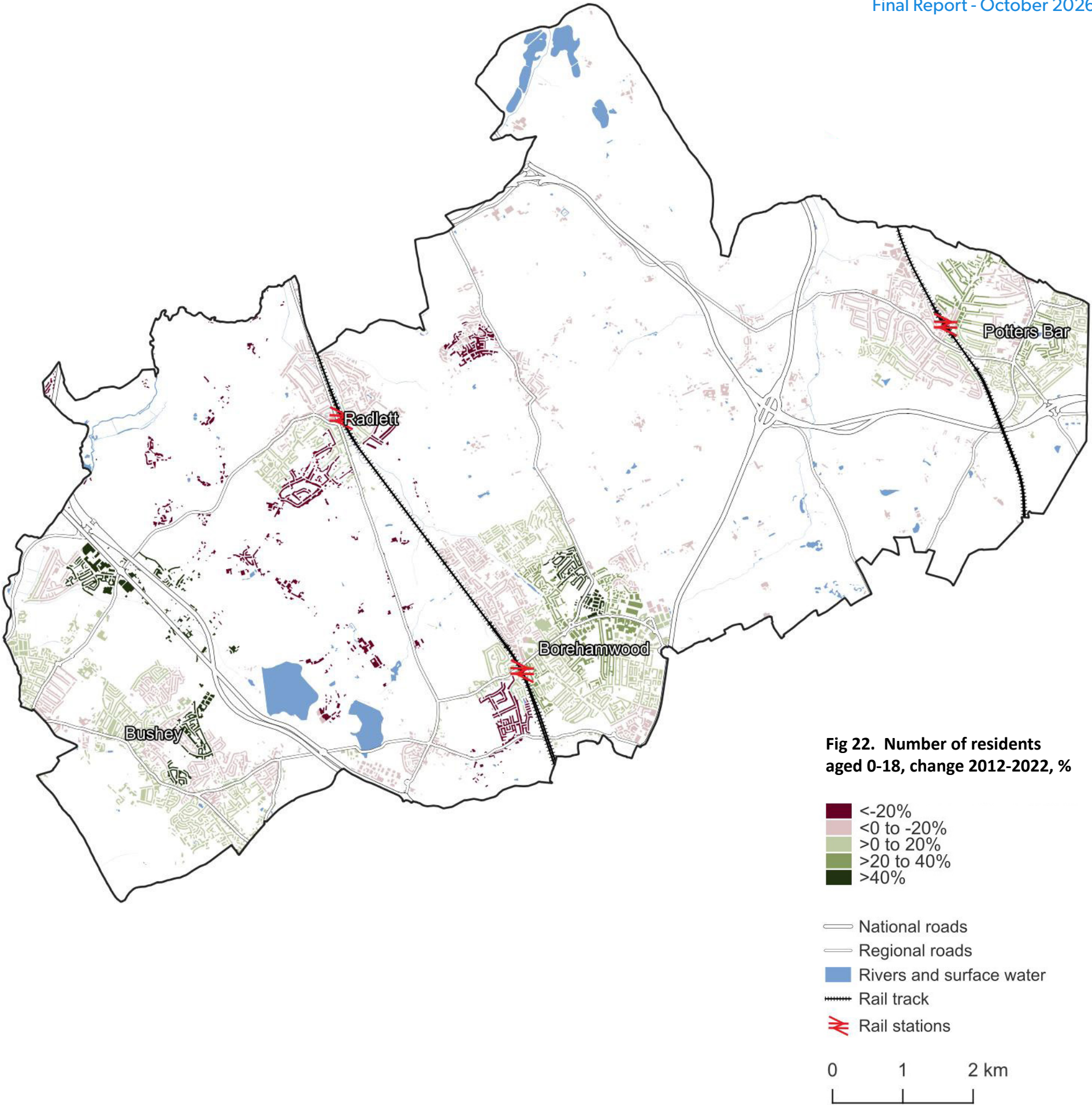


Fig 22. Number of residents aged 0-18, change 2012-2022, %

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Retired Population

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

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

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

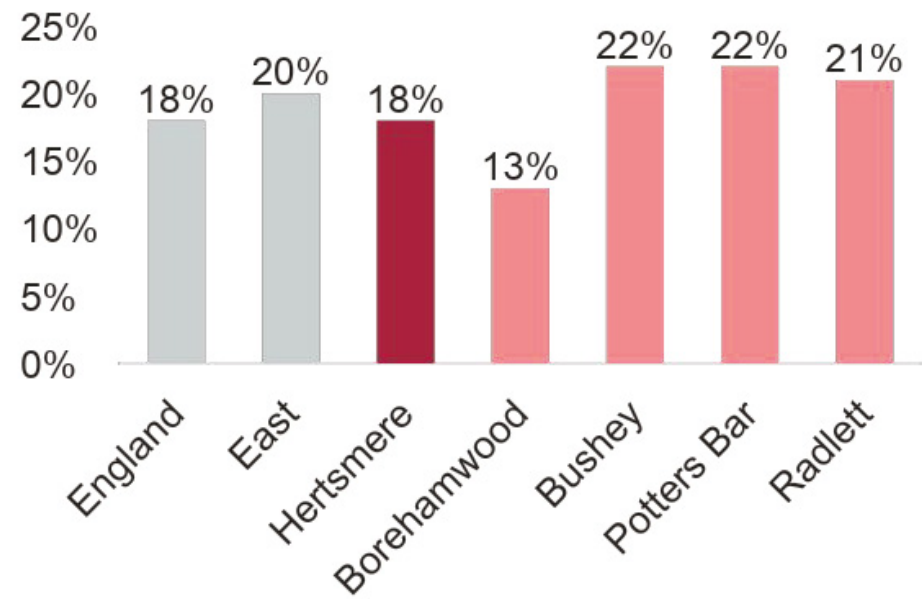


Fig 24. Proportion of residents aged 65+, 2021

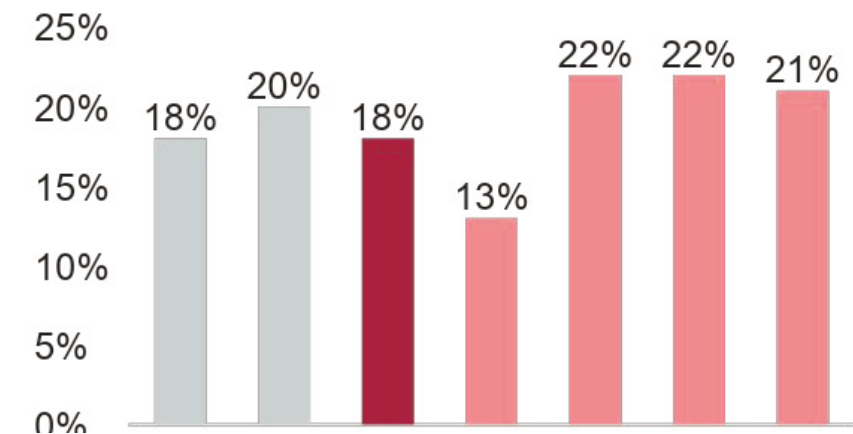


Fig 25. Percentage change in 65+ residents between 2011-2021

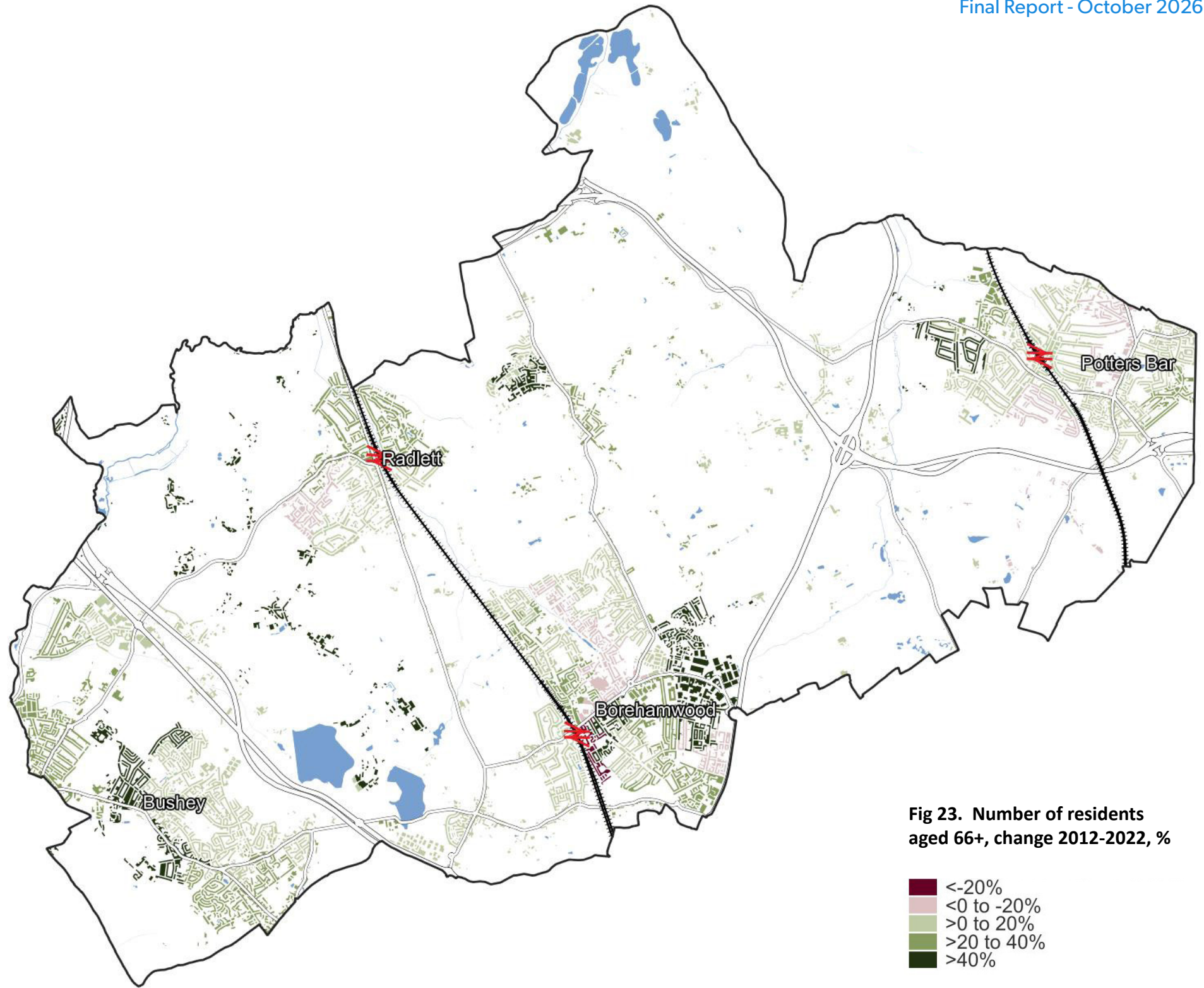
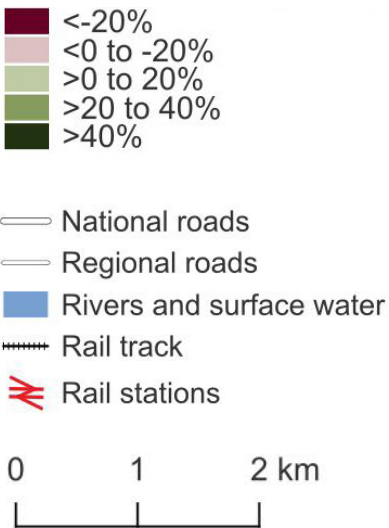


Fig 23. Number of residents aged 66+, change 2012-2022, %



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

Home Ownership

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

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

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

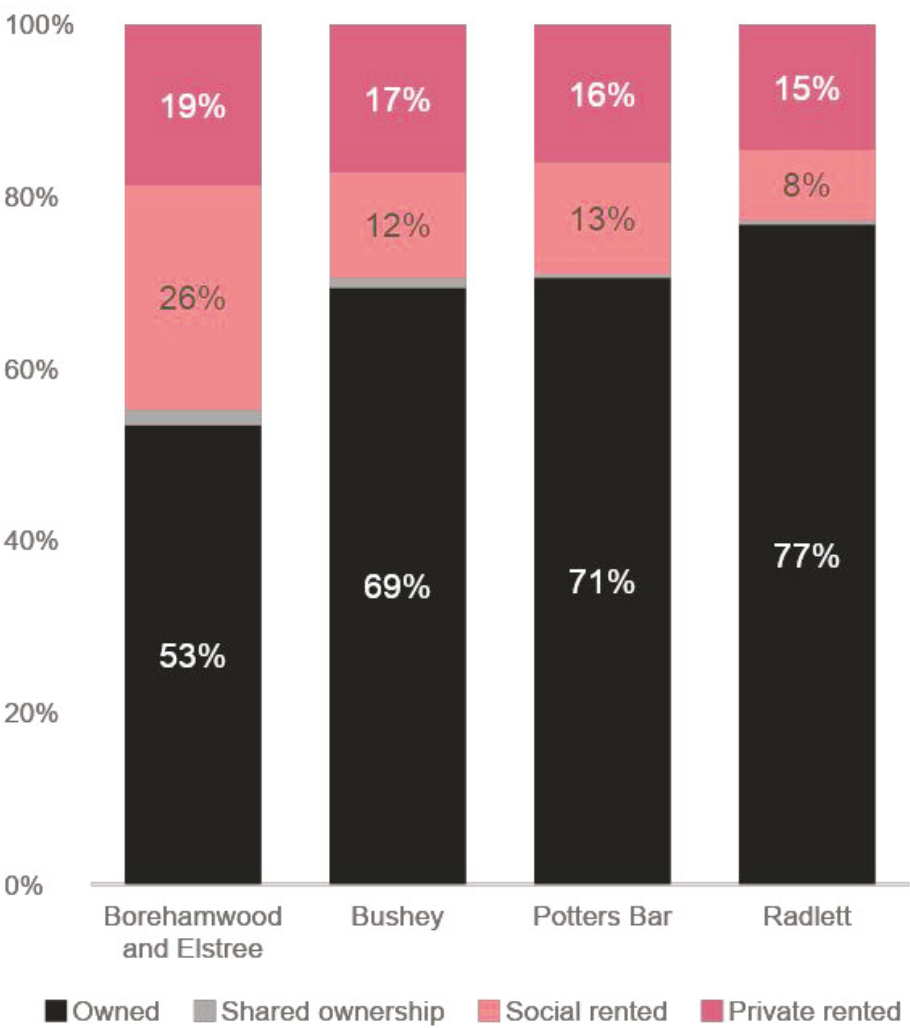
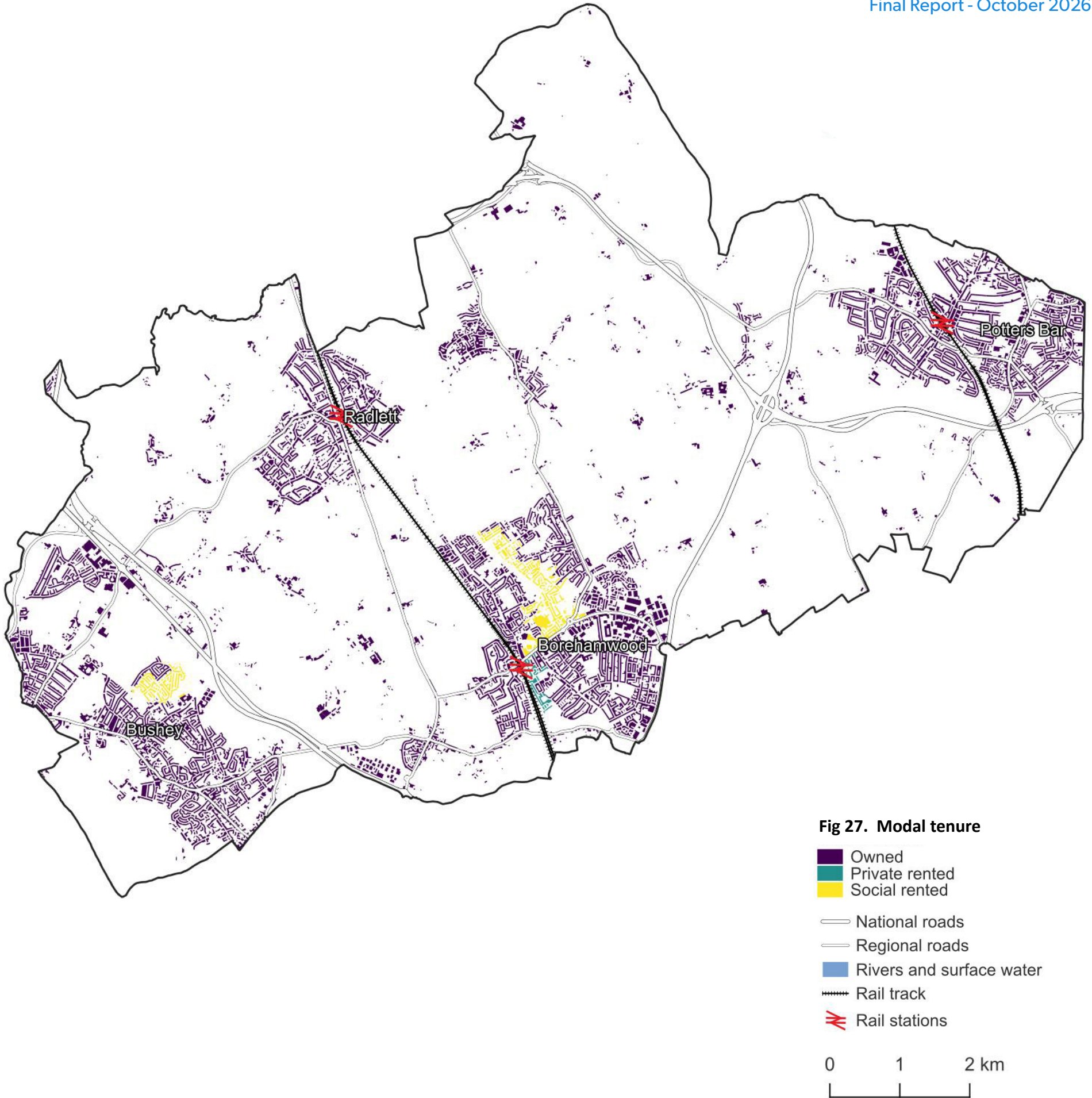


Fig 26. Tenure profile of the four towns, 2021



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

Economic Inactivity

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

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

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

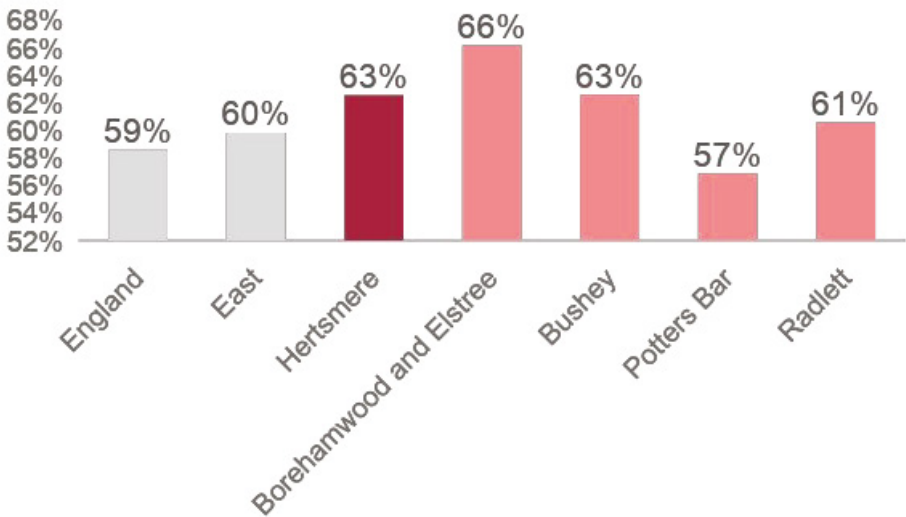
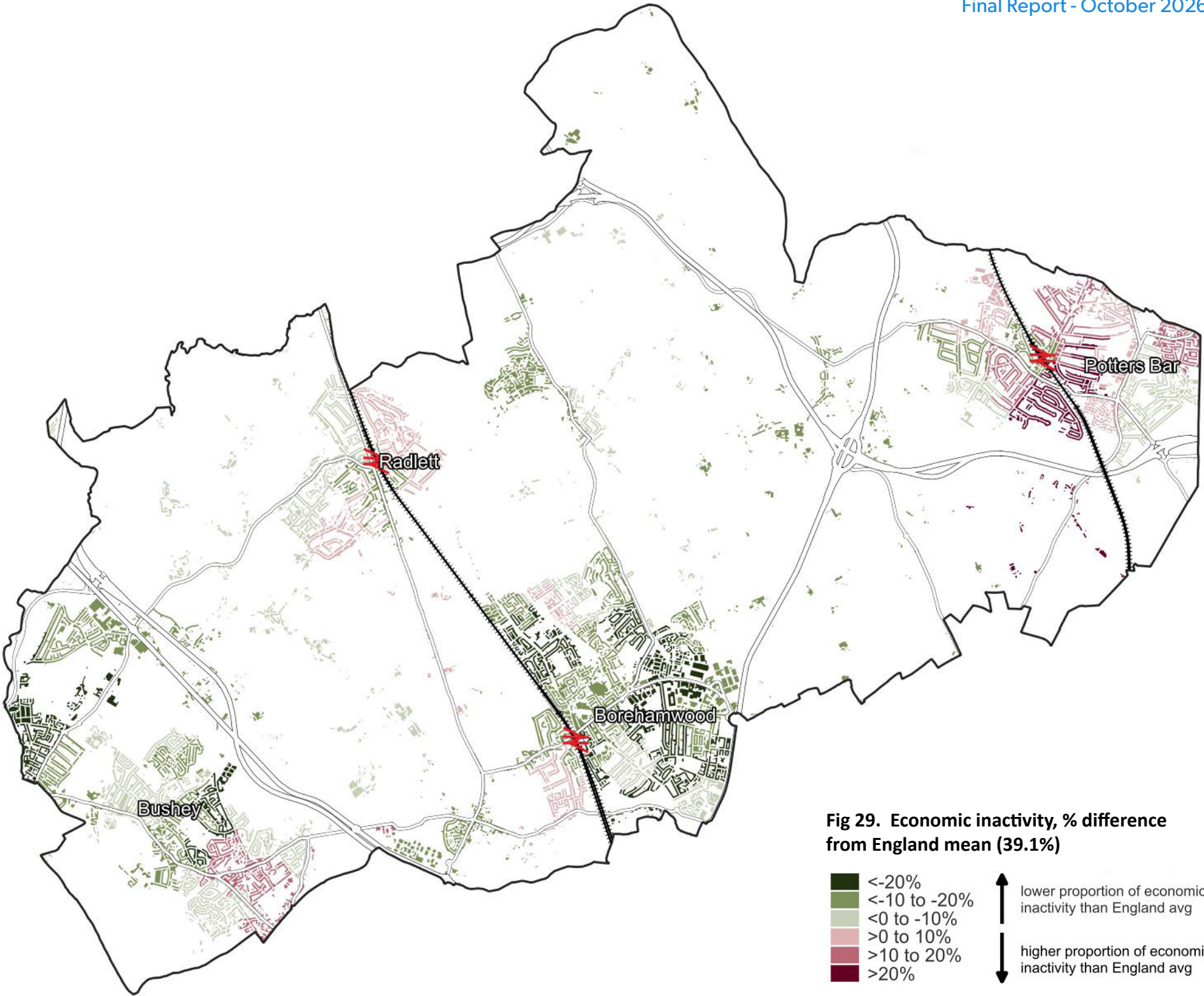


Fig 28. % of residents who are economically active, 2021

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

Table 4. Reasons for economic inactivity, 2021



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Index of Multiple Deprivation

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

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

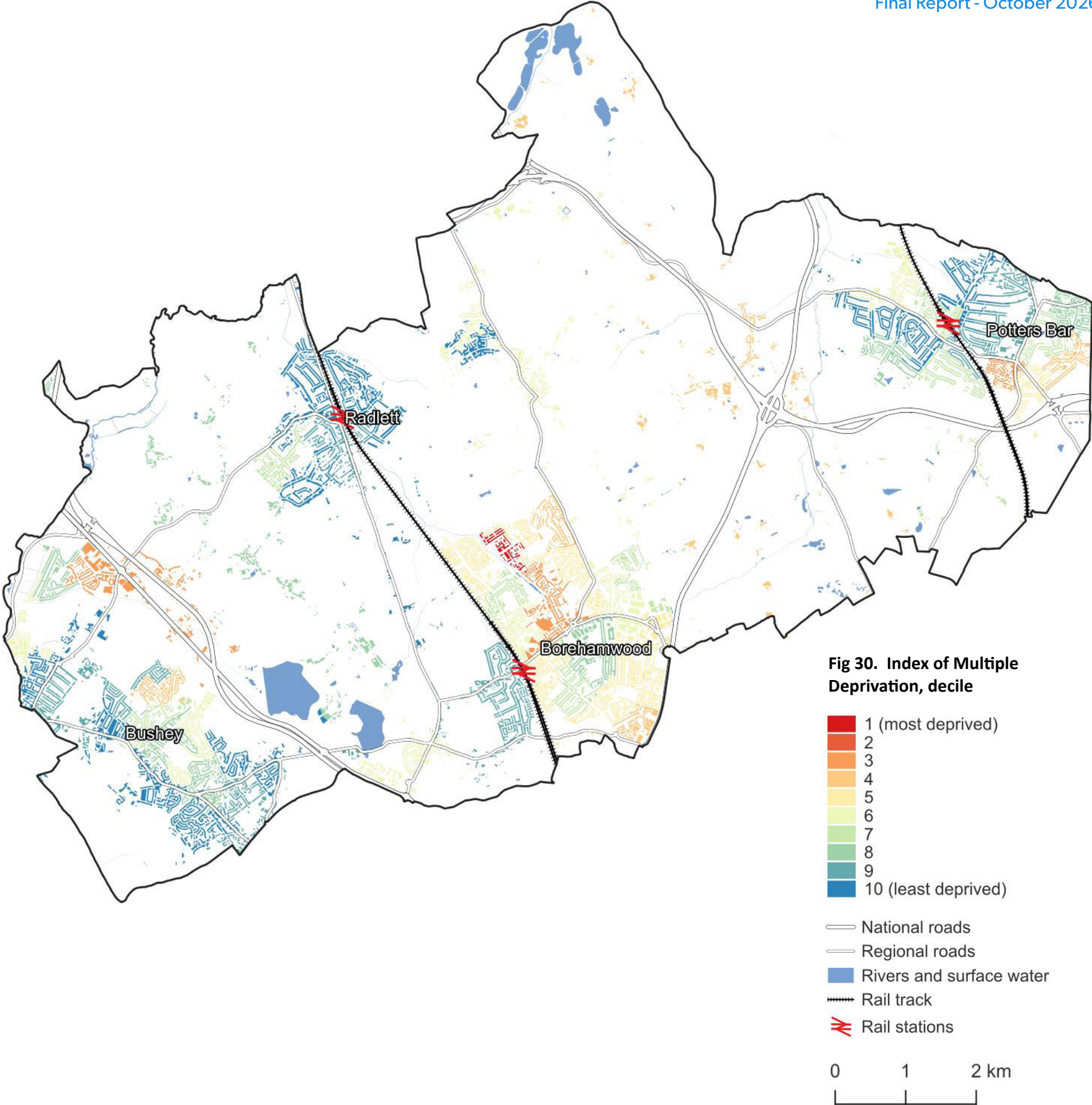
4.2.24. Most neighbourhoods in Radlett belong to deciles 9 and 10, with low deprivation and likely affluence, which could be tied to its reputation as a desirable residential area with good access to amenities and transport links.

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

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

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

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



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

Health

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

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

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

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

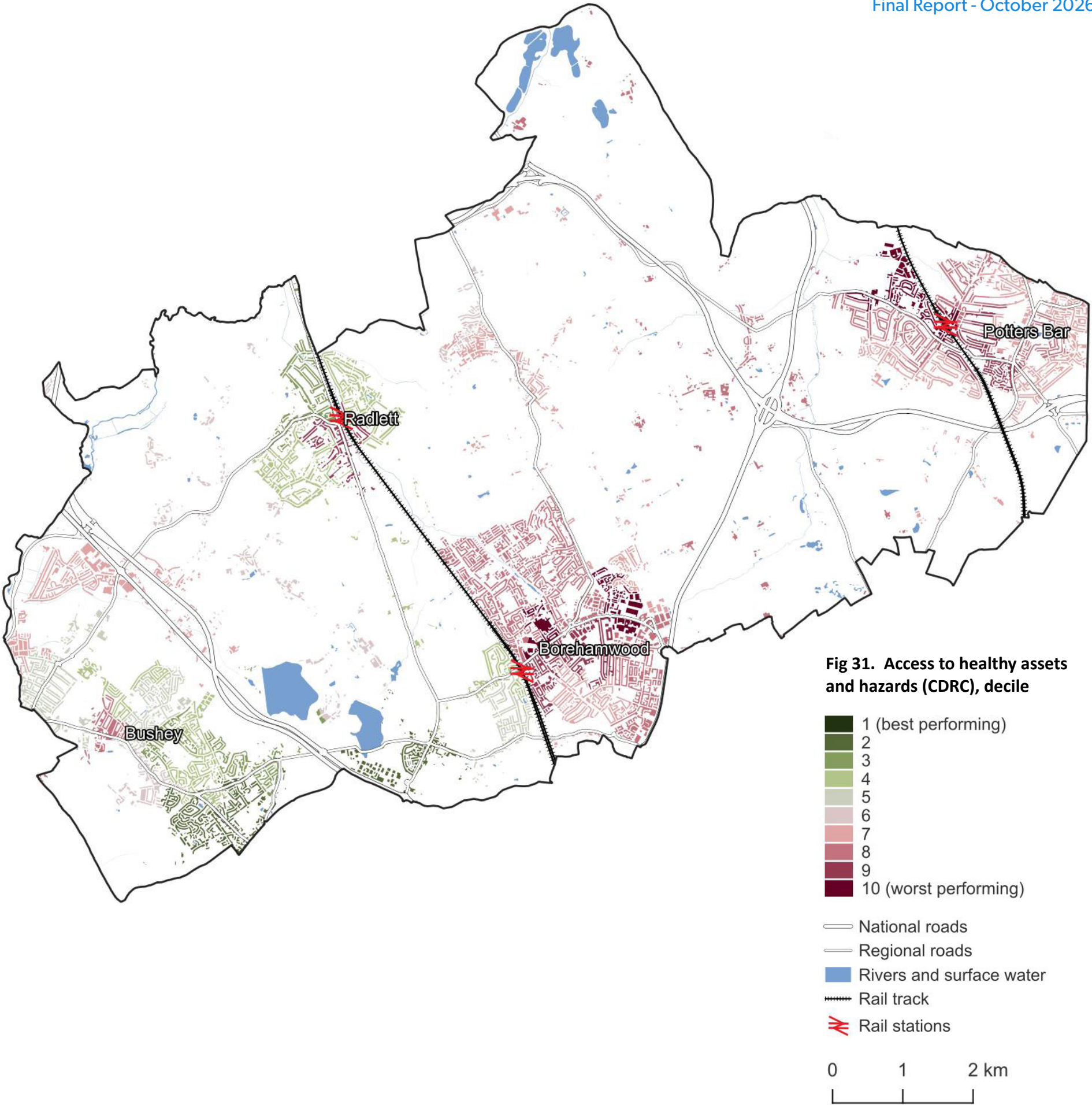


Fig 31. Access to healthy assets and hazards (CDRC), decile

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

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

0 1 2 km

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

Crime

Pockets of crime deprivation in Borehamwood and Potters Bar

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

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

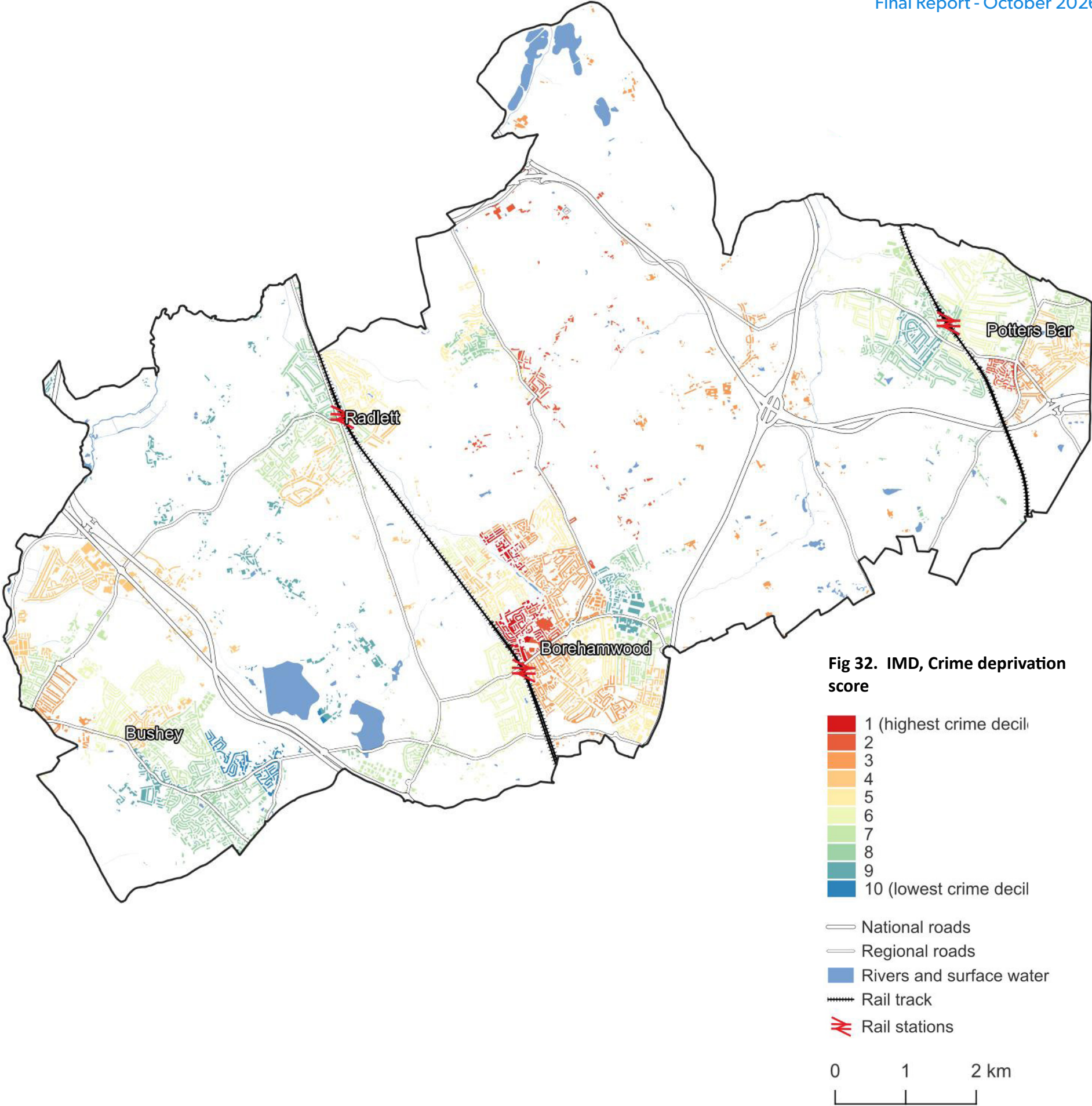


Fig 32. IMD, Crime deprivation score

- 1 (highest crime decil
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10 (lowest crime decil

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

0 1 2 km

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

Local Crime

Overview

4.2.34. The study area within the Potters Bar settlement boundary is comprised of the areas with both high and low crime deprivation areas, as seen on the previous page. In the last year, there were 61 reported crimes per 1000 persons, which is close to Hertfordshire average (0.4% higher), and about 16% lower than the England average.

4.2.35. The yearly crime counts are stable, although there is considerable variation by quarter. According to the [independent](#) crime analytics, the area trends by crime type are relatively stable as well, although there is an upwards burglary trend, rising by 67% over the last 3 years. This is the most numerous crime category from those growing, and there was also an increase in possession of weapons and shoplifting (215% and 40% respectively), but the overall count of these crimes is lower.

Local Crime Patterns

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

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

Method is based on:

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

Fig 33. Crime “Hot Streets” map, showing concentration of criminal offences along the street network

Key:

Crime concentration
(euclidian KDE normalised 0-1)

Safe streets

Low crime concentration

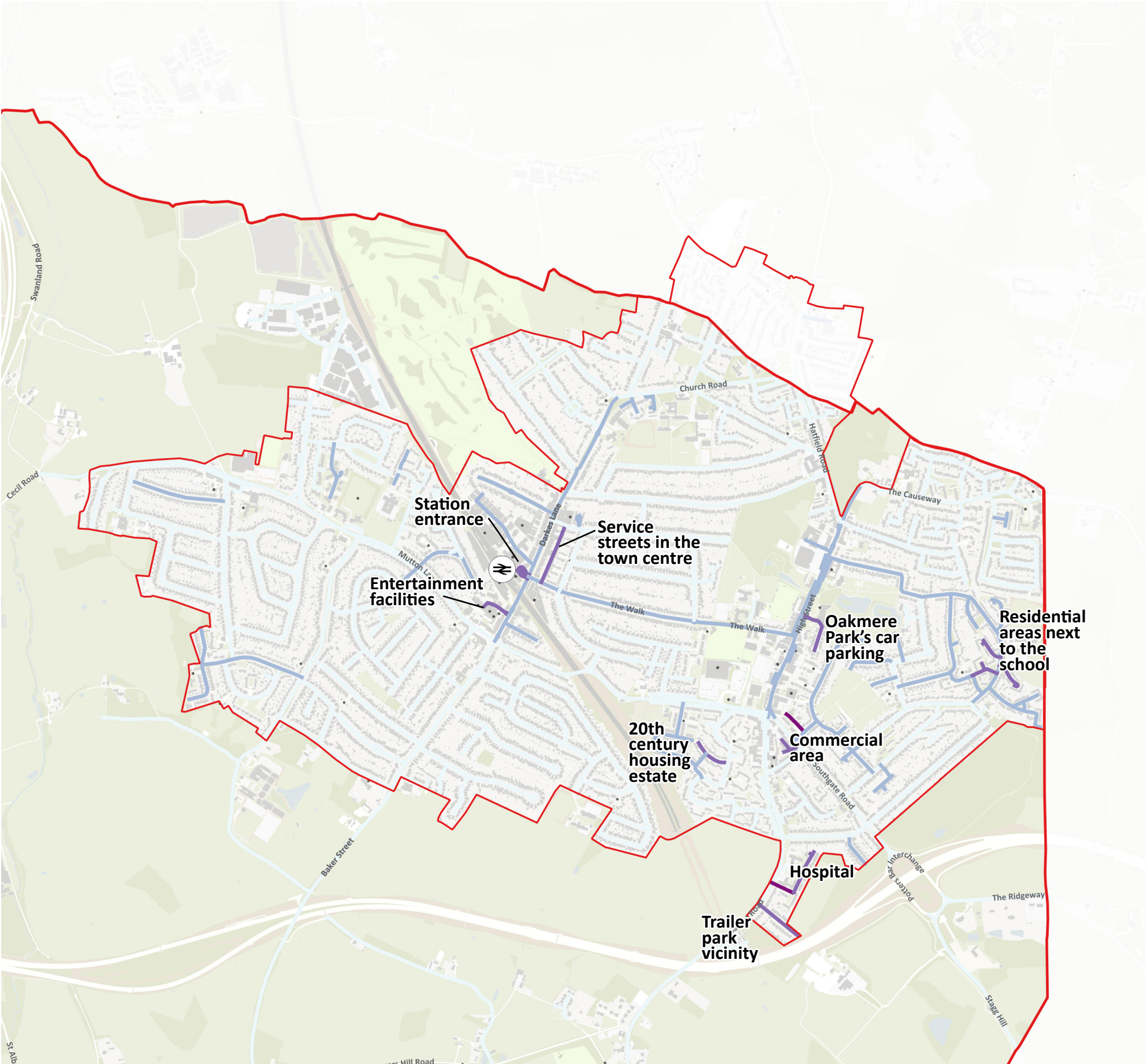
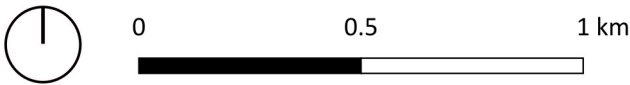
Medium crime concentration

High crime concentration

Reported crime locations
(Jan 2024-Jan 2025)

Hertsmere Boundary boundary

Potters Bar settlement boundary



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

4.2.38. The crime concentration is higher on the commercial streets of Potters Bar. These streets feature more concentration of crimes against property. Fig 38 on the right shows this pattern – the main connecting streets are affected. In general, compared to the other settlements, Potters Bar has higher proportion of property-related offences (theft, burglary, arson and criminal damage).

4.2.39. The other streets with high crime are located in residential areas in the southeast, also reflected by the IMD profile of the area (see previous pages). These are almost the only areas in Potters Bar with concentrated violent crimes. Violent crime covers a variety of offences – ranging from common assault to murder.

4.2.40. All other crime types exhibit a similar pattern, with higher concentrations in central and commercial areas, and in the southeast.

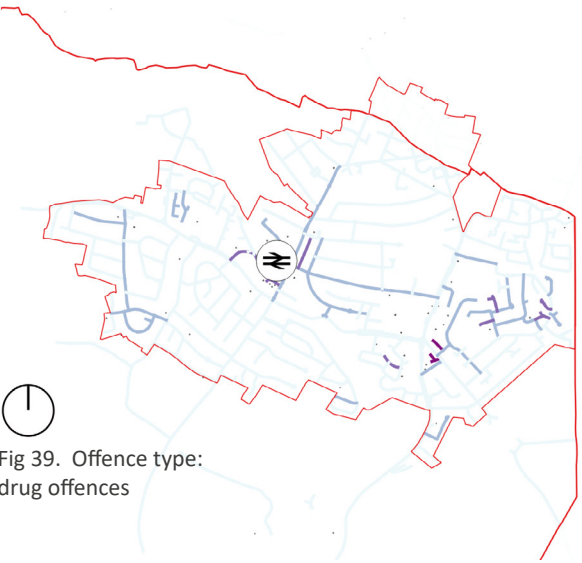
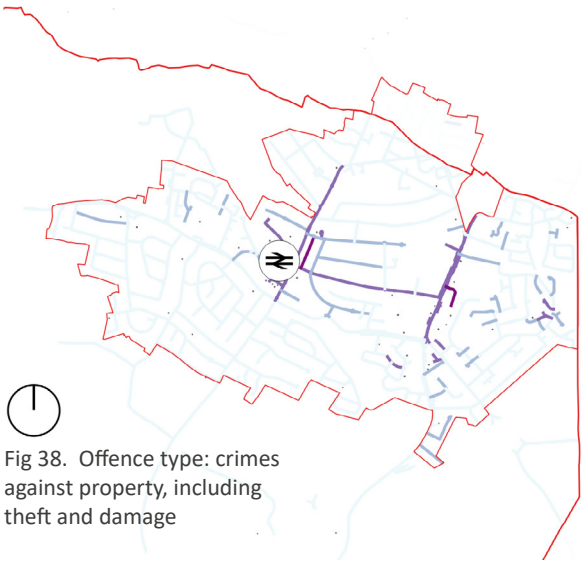
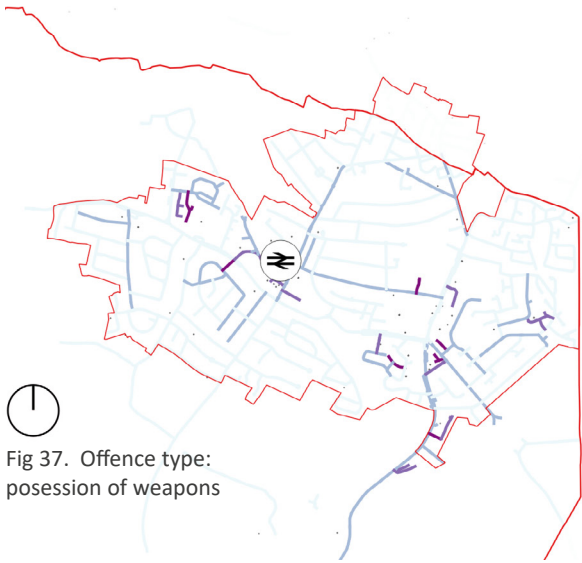
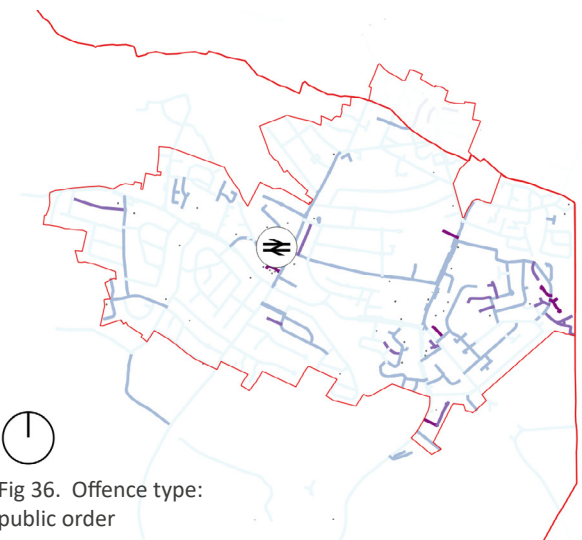
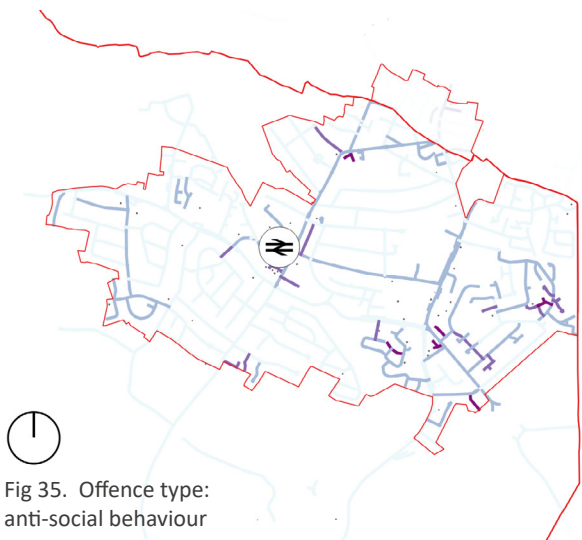
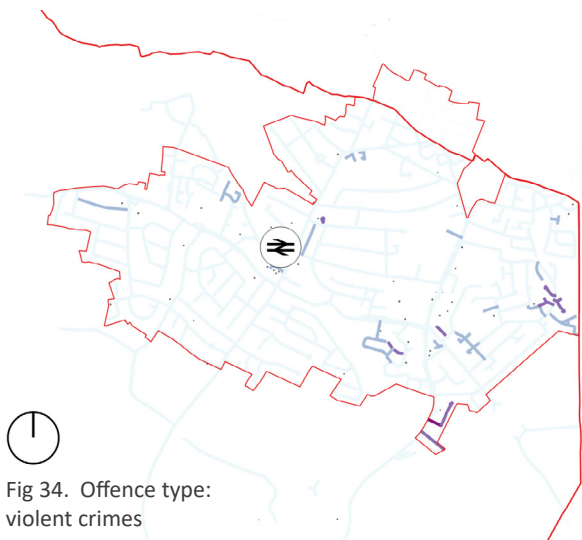
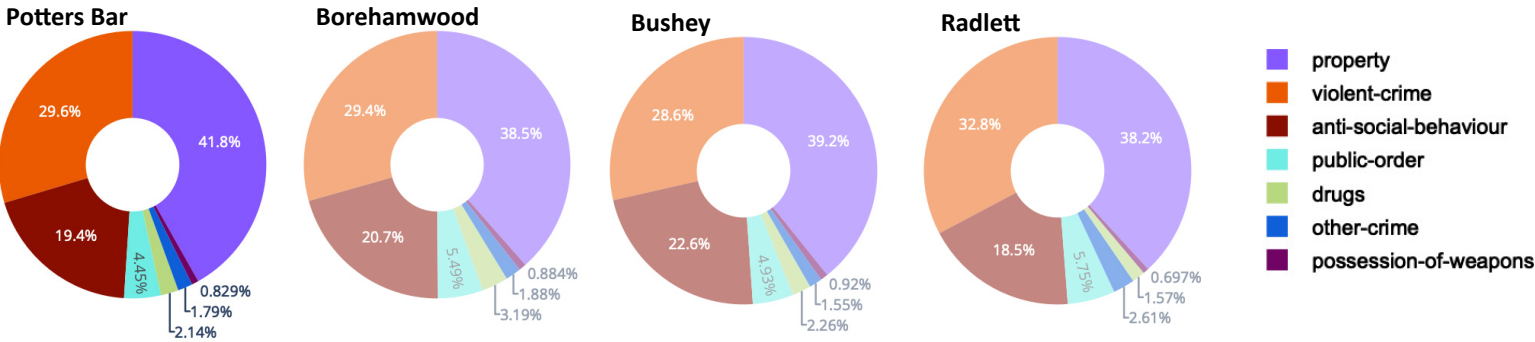


Fig 40. Prevalent types of criminal offences in Potters Bar, compared to other key settlements



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

Education and Skills

Some concentrated challenges around access to education, skills and training

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

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

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

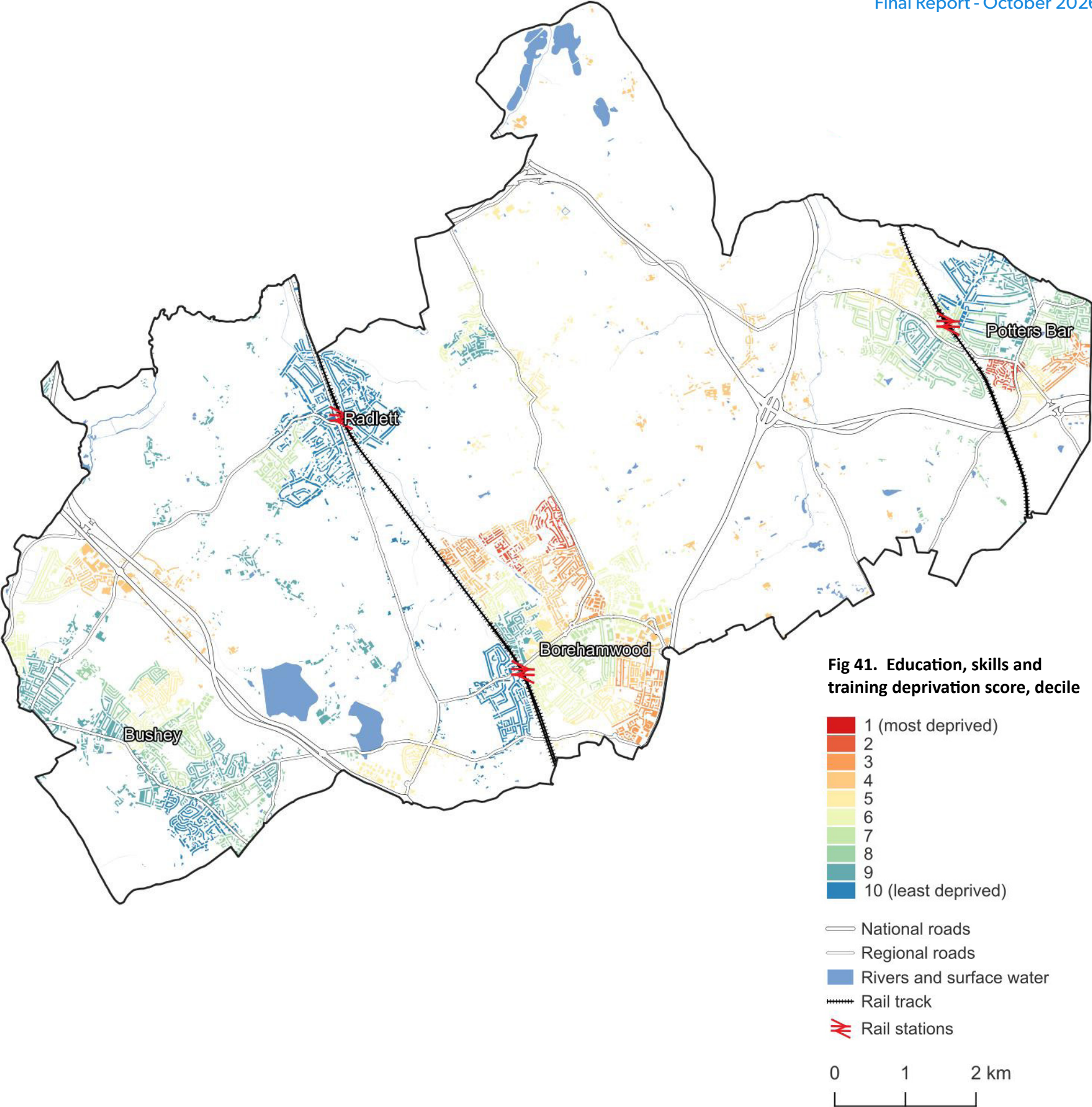


Fig 41. Education, skills and training deprivation score, decile

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

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

0 1 2 km

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

Economy

Hertsmere is home to growing sector specialisms

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

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

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

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

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

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

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

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

Business Growth

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

4.2.46. 80% of Hertsmere’s businesses are located across the four towns.

4.2.47. Since 2016, the number of businesses has grown by 14% – around double the rate of the England average. This has been underpinned by significant business growth in Borehamwood (+30%) and Potters Bar (+20%).

4.2.48. The vast majority of this business growth has been in micro businesses (employing less than 9 people). 91% of Hertsmere’s businesses are micro compared to 89% nationally. In Bushey, this is even higher where 94% of businesses employ less than 4 people.

4.2.49. Borehamwood is home to most of Hertsmere’s large employers. There are 15 businesses in Borehamwood which employ more than 250 people.

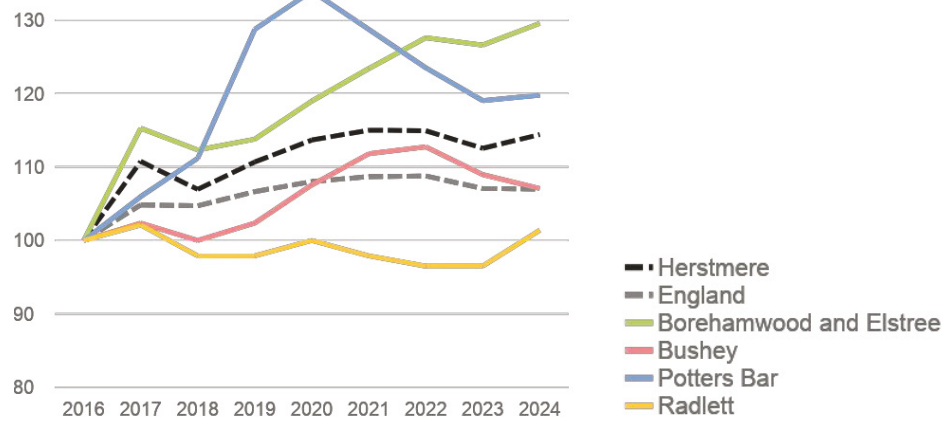


Fig 42. Indexed business change, 2015, 2016=100

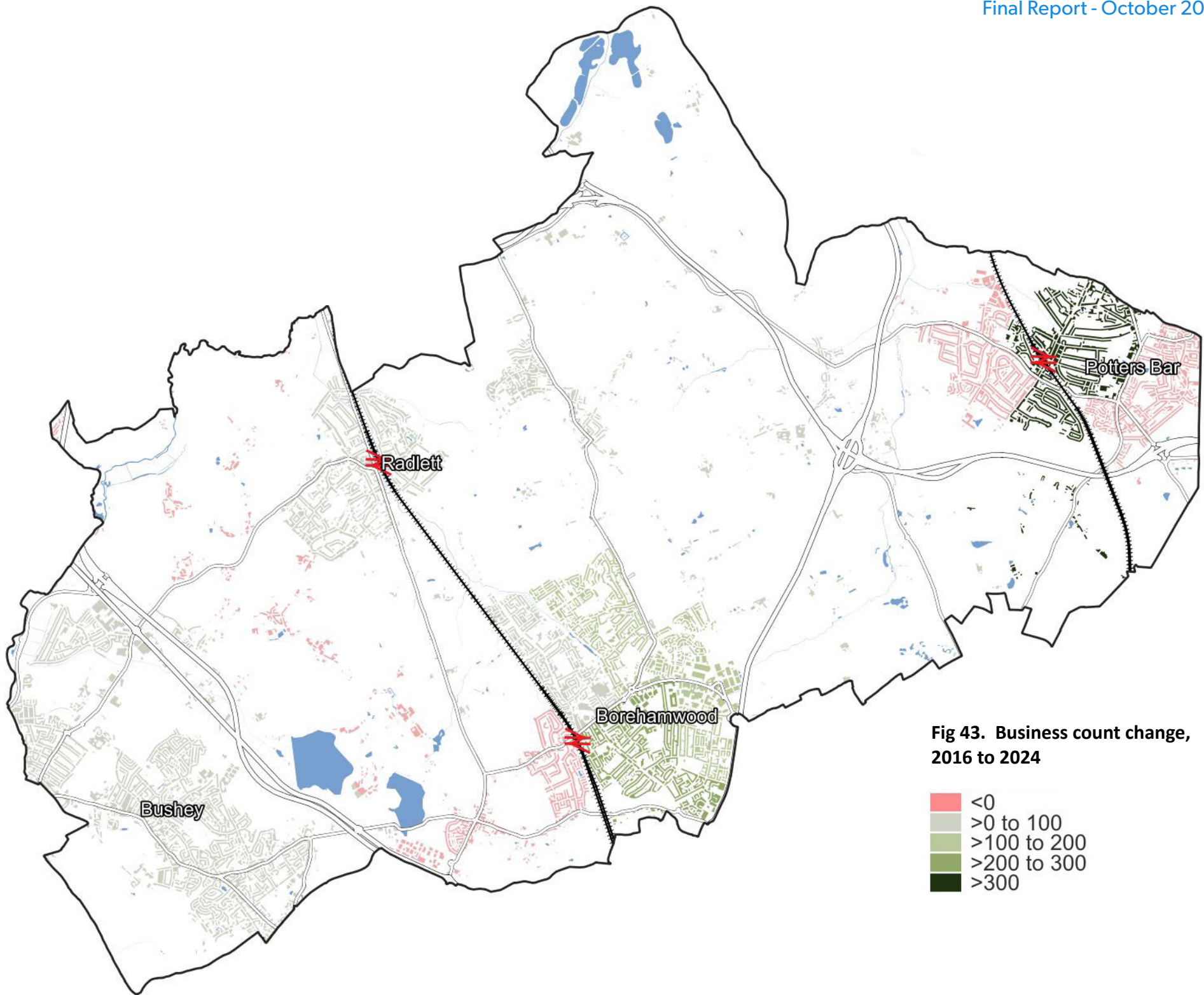
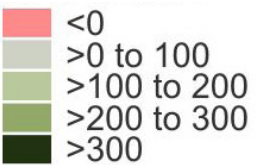


Fig 43. Business count change, 2016 to 2024



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

Job Growth

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

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

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

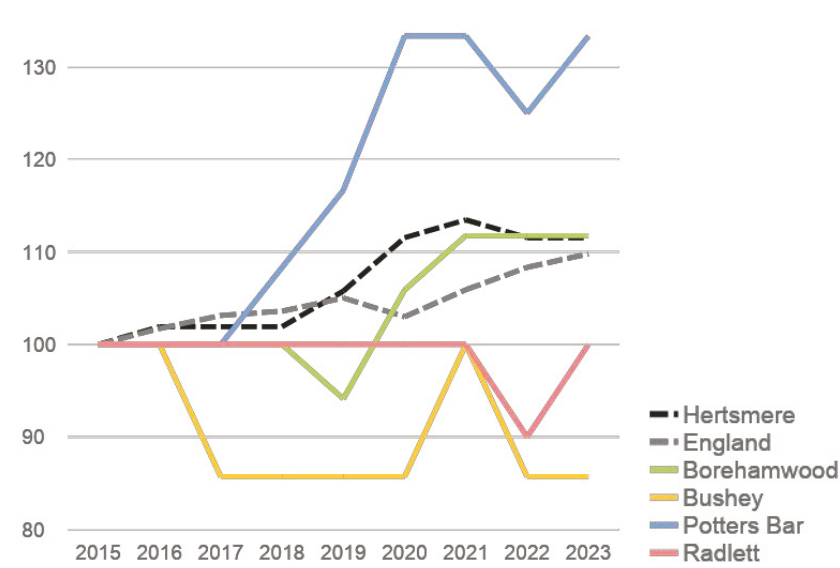


Fig 44. Indexed employment change, 2015-2023, 2015=100

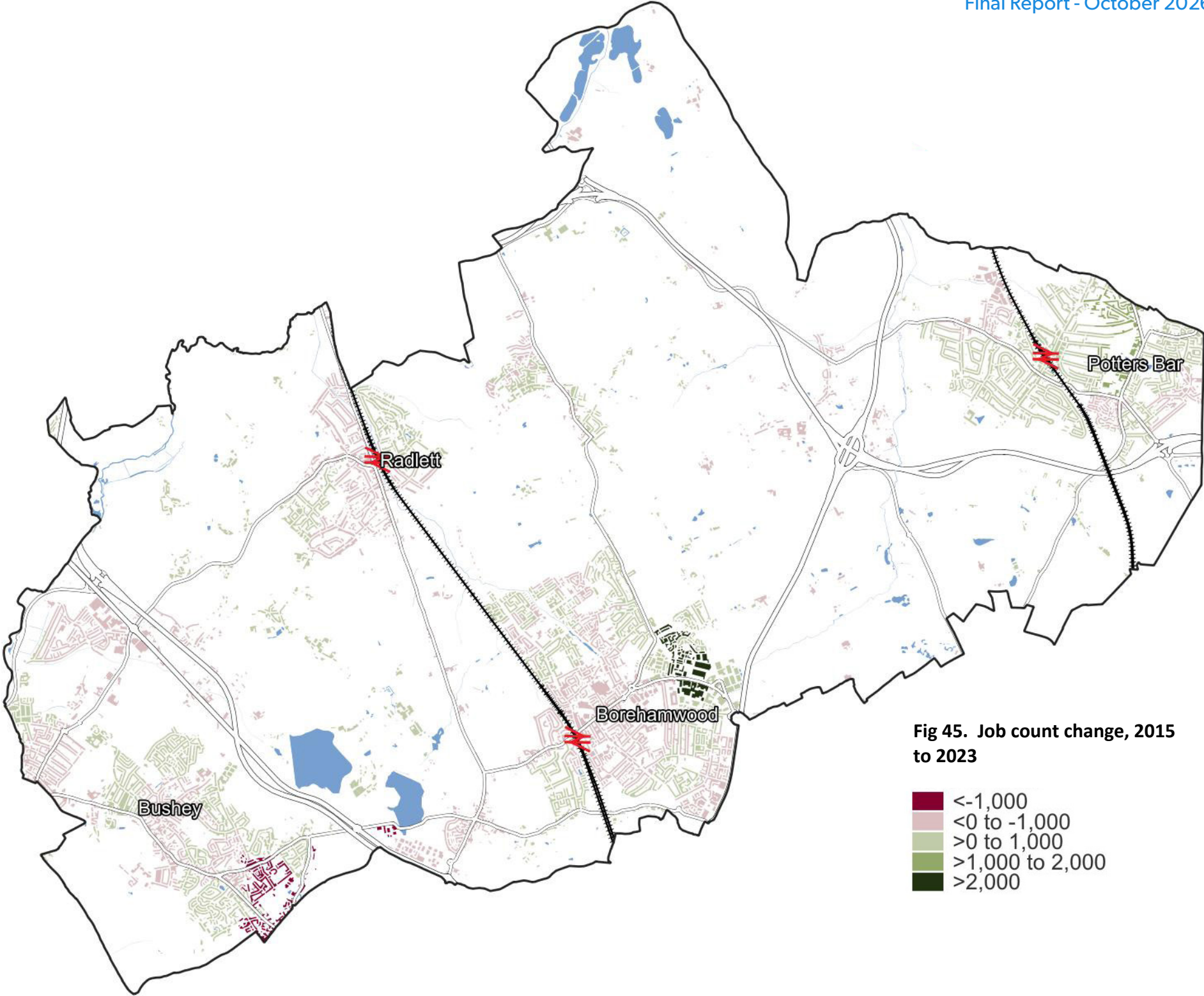
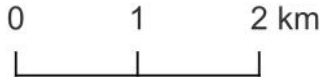
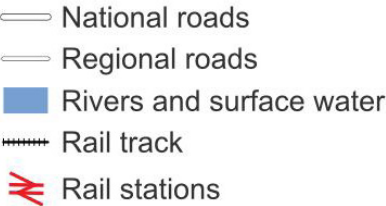
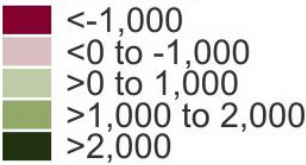


Fig 45. Job count change, 2015 to 2023



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Economic Sectors

Employment growth has been underpinned by a broad range of sectors

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

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

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

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

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

Fig 47. Top 3 absolute drivers of employment growth by 5-digit SIC in each town, 2025

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

Fig 46. Biggest absolute driver of business growth by 5-digit SIC in each town, 2025

Business growth

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

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

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

Fig 50. Employment change by town, 2015-2023

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

Fig 49. Business change by town, 2016-2023

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

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

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

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

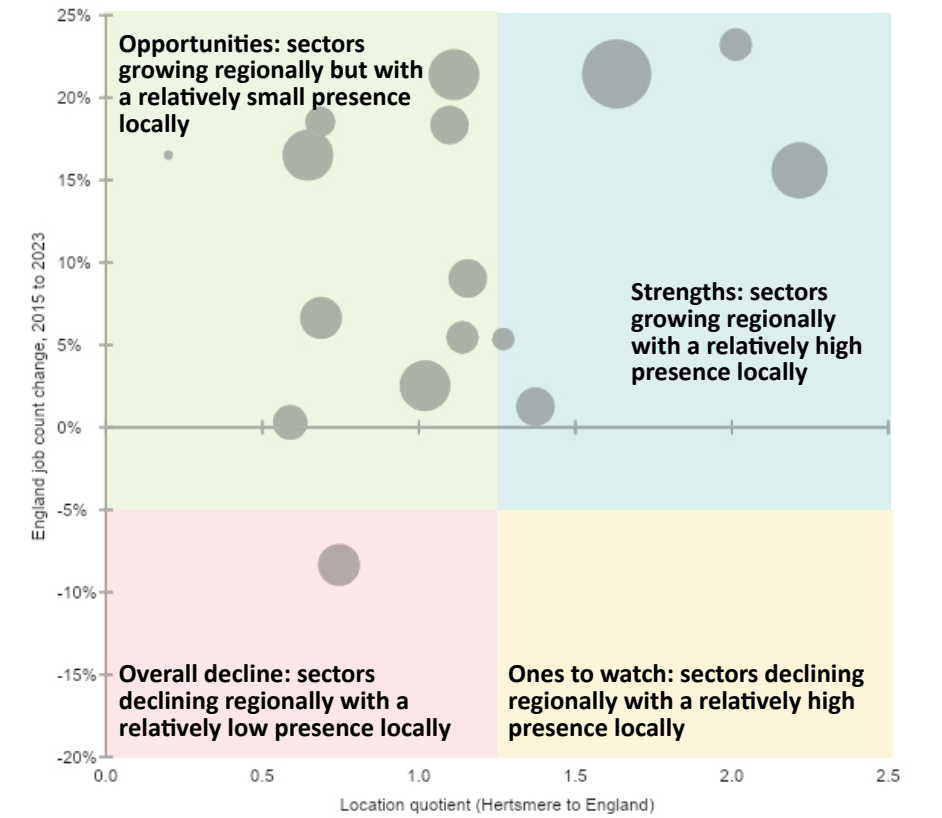


Fig 48. Local sectors compared to the region. Circle size represents the overall number of jobs in Hertsmere in the sector as of 2023. Location Quotient (on horizontal scale) measures how concentrated an industry is in a region compared to a broader benchmark, revealing local strengths. Local employment specialisms for Hertsmere include construction; motor trades; financial, insurance and property; and professional, scientific, and technical sectors.

Desk-based subsectors dominate the employment growth in Hertsmere

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

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

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

Socio-Economics – Key Findings

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

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

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

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

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

Fig 51. Business change since 2015, by size of business (number of employees). Modest growth in number of small-to-medium sized businesses since 2015, but generally growth driven by micro business growth

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

Fig 52. Business change since 2015, by size of business (number of employees)

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4.3 Movement and Parking

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

Public Transport

Rail

4.3.2. The borough is served by the Midland Main Line and the East Coast Main Line in a north – south direction. Most regional and national rail services pass through without stopping, with stations served by local and regional commuter traffic, providing high frequency services to London. The East Coast Main Line serves Potters Bar and operates Thameslink and Great Northern services towards London, Welwyn Garden City and Cambridge. There are no rail services operating across the borough in an east-west direction.

Bus Services

4.3.3. Bus routes from Potters Bar connect the town with St Albans, Southgate and Barnet. Connection to the west to Borehamwood are less frequent alongside connections east towards Cheshunt. No direct bus service to Radlett or Watford currently operates, limiting east – west movements.

Active Travel

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

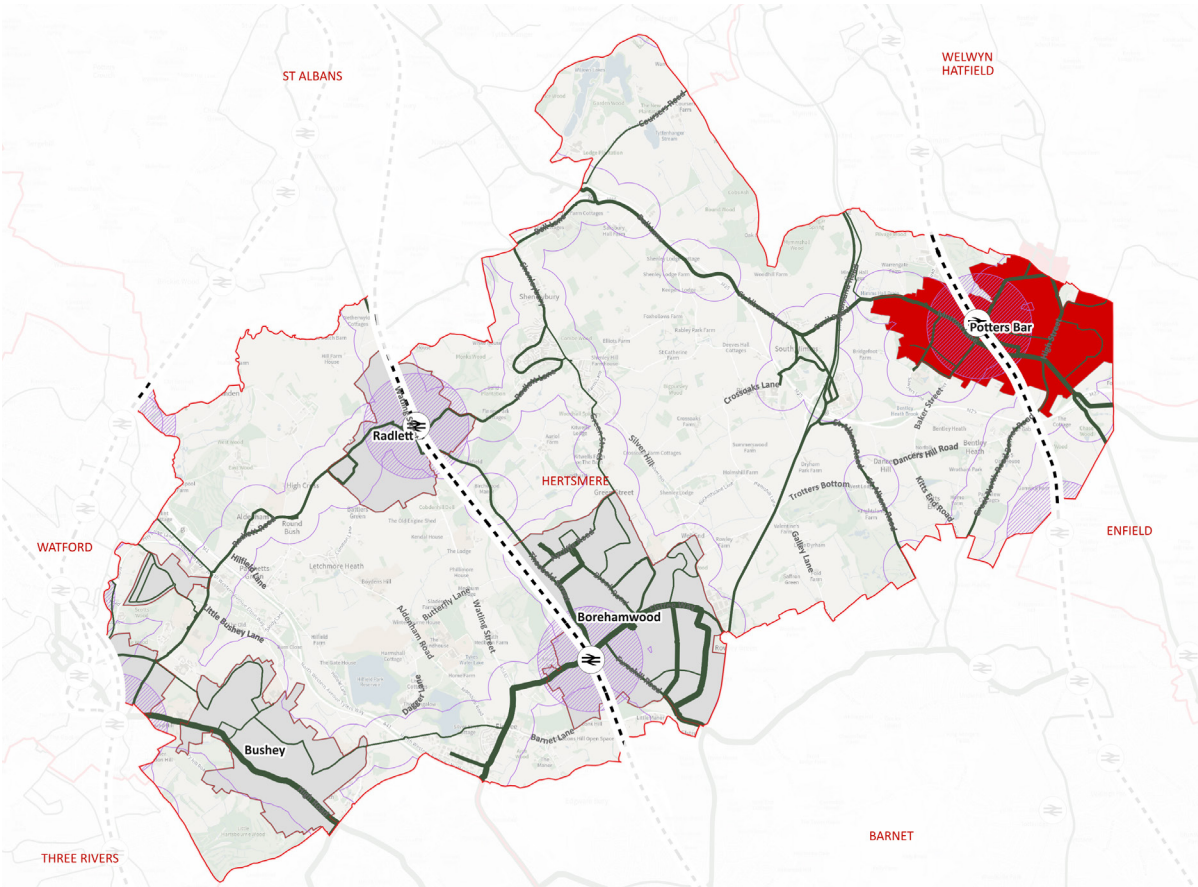


Fig 53. Bus services in Hertsmere Borough

Key:

- Borough boundaries
- Potters Bar settlement boundary
- Railway

Bus Routes Frequency at AM peak

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

Catchments

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



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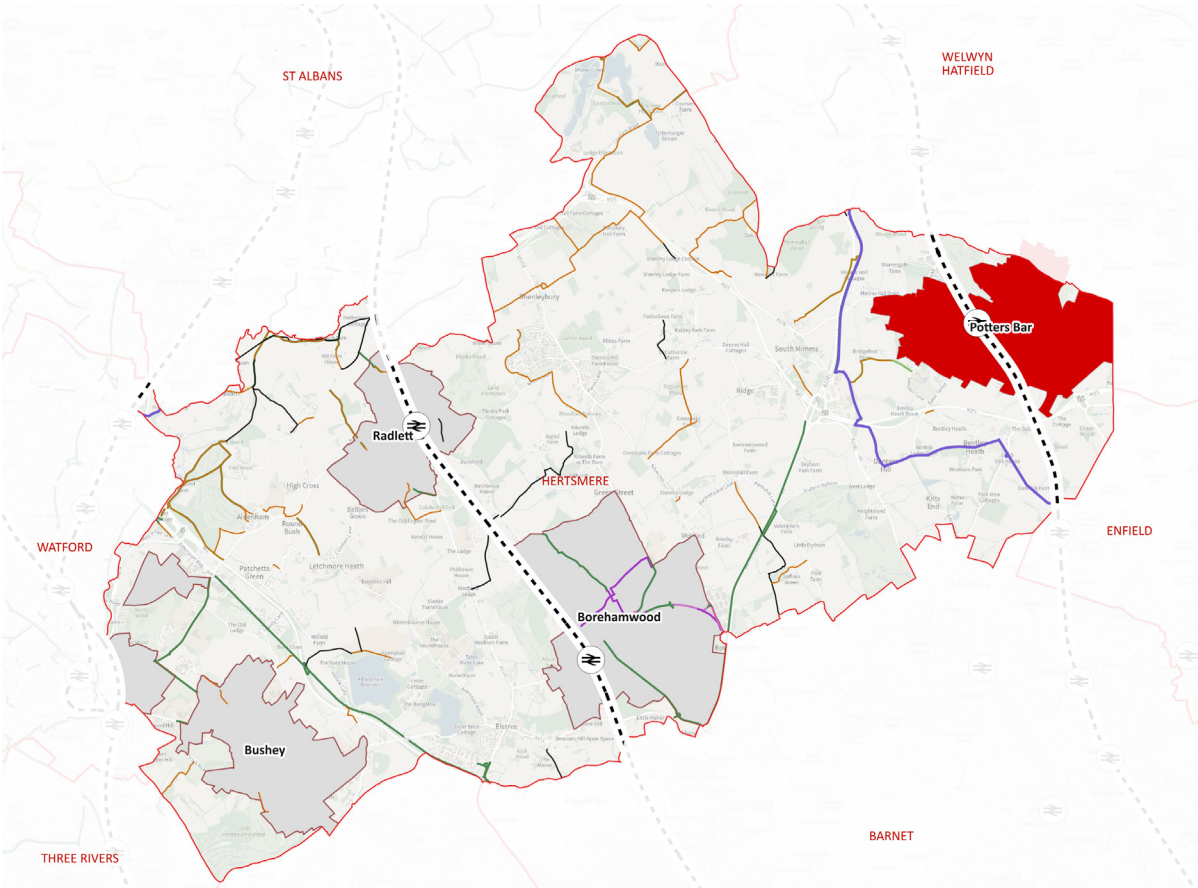


Fig 54. Active travel network

Key:

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

Public Right of Way

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

- Borough boundaries
- Potters Bar settlement boundary



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Road Networks

4.3.5. Potters Bar is strategically located just north of the M25 and directly adjacent to the A1(M), placing it at a key junction of the UK’s national road network. This positioning offers direct access to central London and connectivity to the South East and East of England. Potters Bar also features good road connections to Barnet and Enfield.

Strategic Connections

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

Fig 55. Potters Bar in the context of Hertsmere Borough

Key:

Motorway

Primary Street (A-Road)

Secondary Street (B-Road)

Secondary Local Distributor

Residential Street

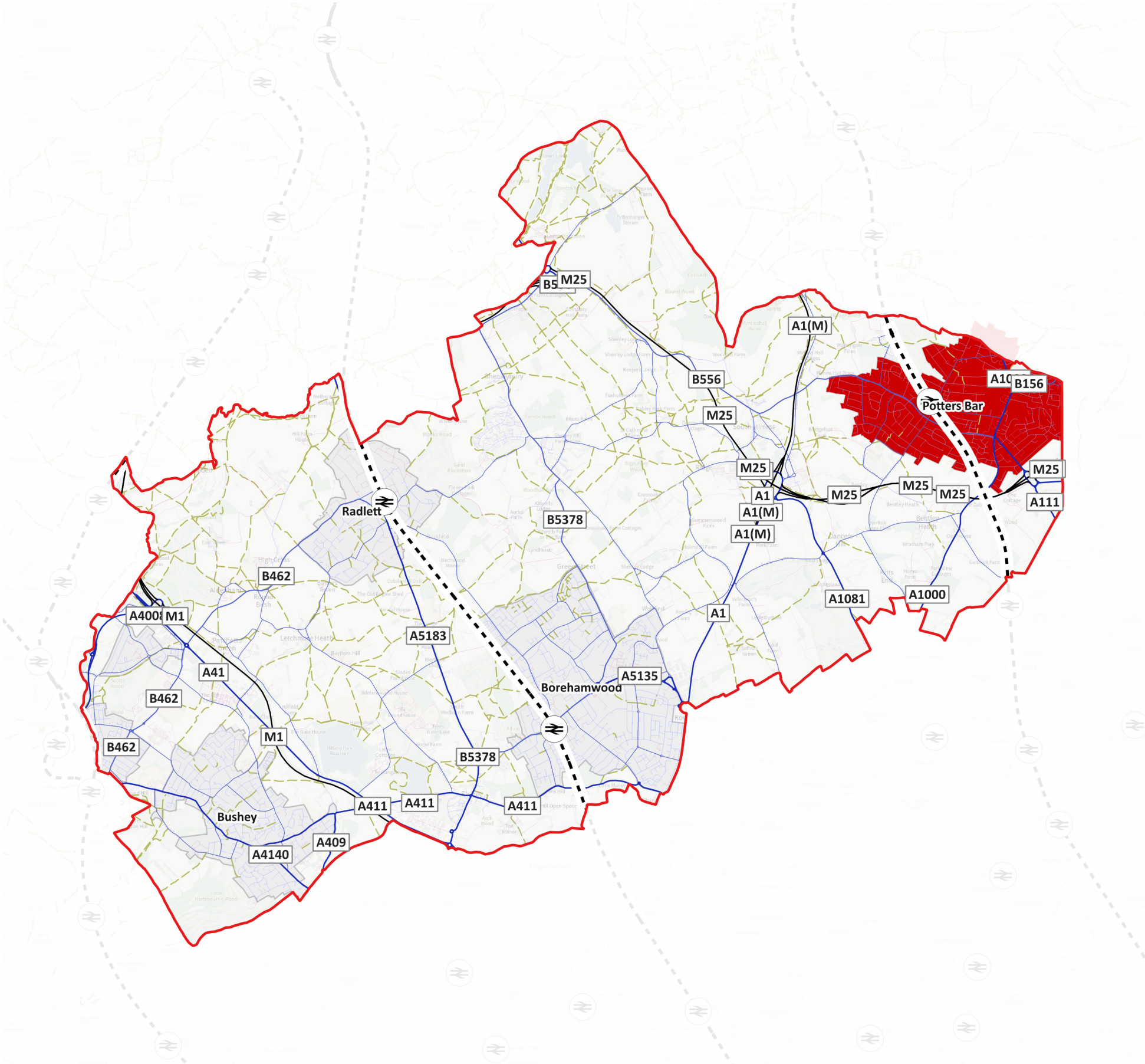
Private Street

Right of way

Railway

Hertsmere Borough boundary

Potters Bar settlement boundary



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Potters Bar – Existing Baseline

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

Street Hierarchy

4.3.8. Potters Bar is well located to the strategic road network, with the M25 located just to the south of the settlement and accessed via the A111 at junction 24. This is the highest level in the hierarchy, designed for long-distance, high-speed traffic, and presents a barrier to movement to the south of the town, including at junction 24.

4.3.9. Primary streets are located to the southeast of the settlement and include the A111 and the A1000. The A1000 is the main spine through Potters Bar, linking to Barnet to the south and Hatfield to the north. It also provides access to retail and commercial space along Potters Bar High Street. It carries a high volume of traffic, (AADT >10,000) severing the two sides of the town and the High Street.

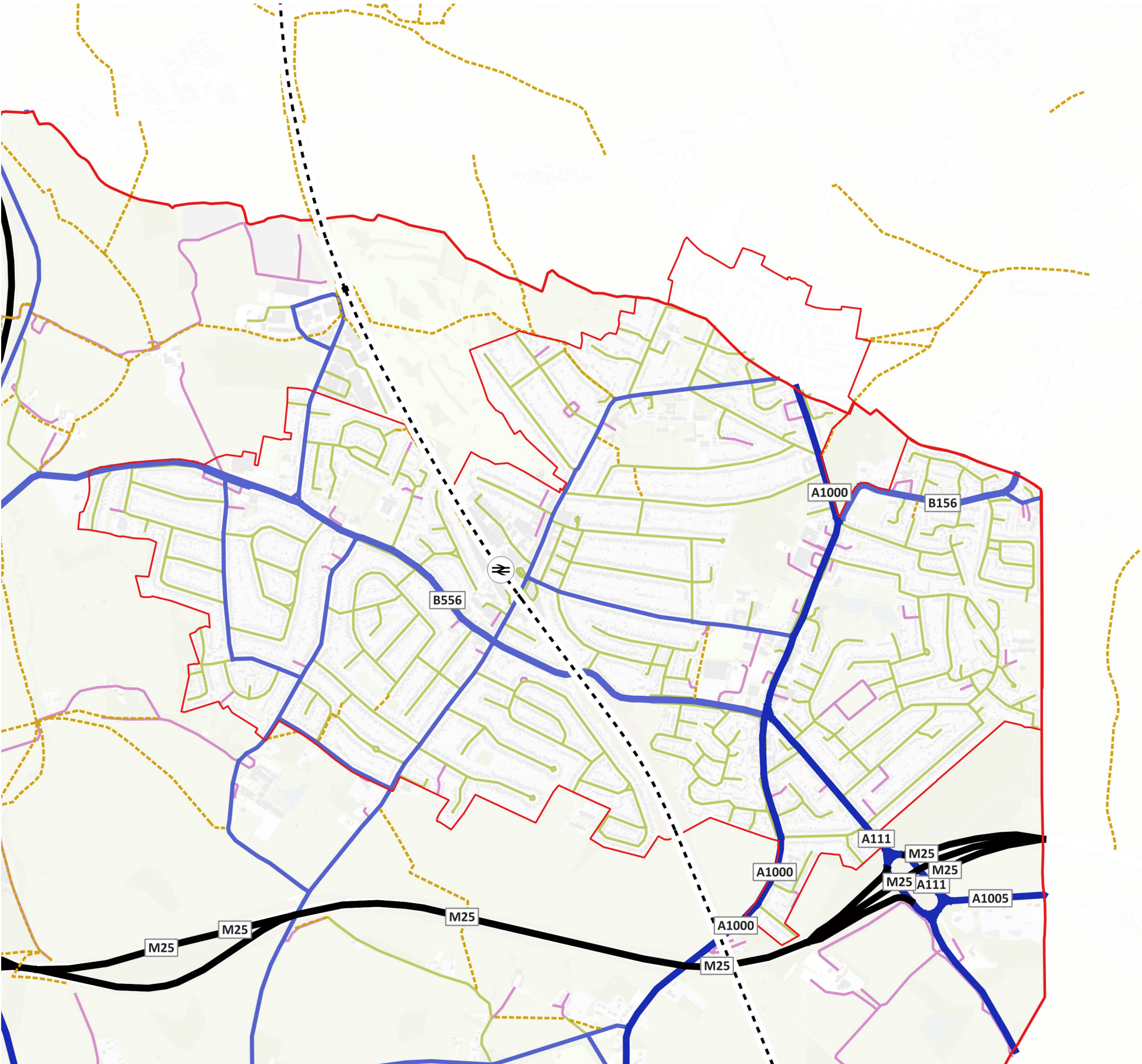
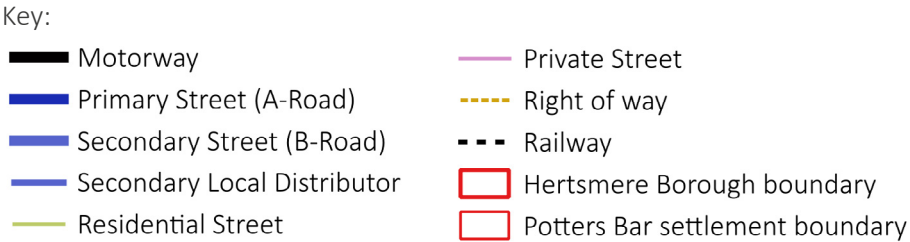
4.3.10. The B556 forms a key secondary corridor east-west across Potters Bar. It distributes traffic between the Strategic Road Network to the southeast and west towards St Albans and Radlett.

4.3.11. Secondary local distributor roads, illustrated as dark blue in the map opposite, distribute traffic within neighbourhoods and link residential streets to higher-order roads, including the A111, A1000 and the B556. A secondary north-south route, Baker Street and Darkes Lane, forms Potters Bar’s second high street and access to the station.

4.3.12. Residential streets make up the majority of roads within Potters Bar and are characterised by low traffic flows and speeds. Roads frequently feature traffic calming

4.3.13. The Public Rights of Way provide pedestrian connectivity between a number of the residential streets and private streets.

Fig 56. Street hierarchy map



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Public Transport

Rail

4.3.14. Potters Bar station is on the East Coast Main Line. The trains through Potters Bar are operated by Thameslink and Great Northern. The typical frequencies of peak and off-peak services are provided at Table 7.

4.3.15. Potters Bar station is a DfT category C2 station, and is category B2 for accessibility, therefore some step-free access is provided to all platforms. There are 274 car parking spaces available, including 10 accessible parking spaces, four EV charging spaces and 84 cycle parking spaces, which are sheltered and have CCTV. Two drop off / pick-up bays with a maximum 20-minute stay are provided within the forecourt, as well as a taxi waiting area.

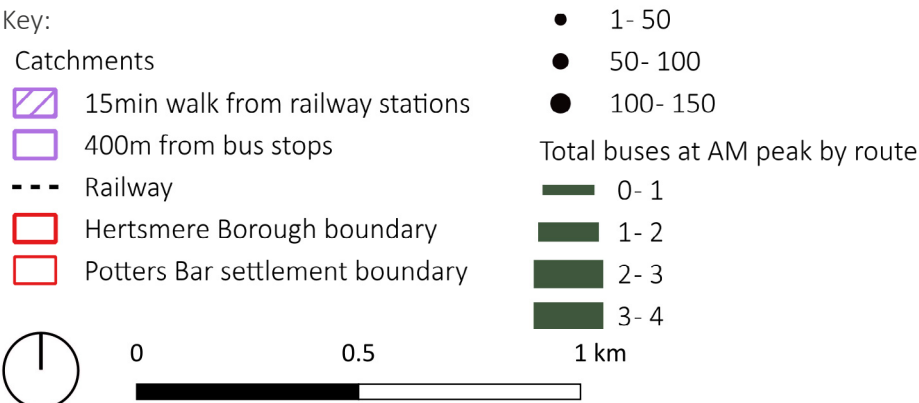
Bus

4.3.16. There are a number of frequent bus services in Potters Bar. A summary of the available bus routes and destinations is provided in Table 8.

4.3.17. The public transport opportunities, including station access, bus stops, and bus routes by frequency are illustrated at the map to the right. The majority of residents within Potters Bar are within the recommended 400m catchment of a bus stop, except for the northern extents of the settlement. Frequent bus routes (2 – 5 services during the morning peak hour) route along the B556, which provide key links to the east and west of the settlement to St Albans, Barnet and Southgate, via Potters Bar Station. Frequent bus routes also connect the residential areas to the north along Darkes Lane, Church Road and Hatfield Road.

4.3.18. The residential areas to the northeast of the settlement are furthest from the station, and provide less frequent bus services of 0.5 – 1 services during the morning peak hour.

Fig 57. Public transport services map

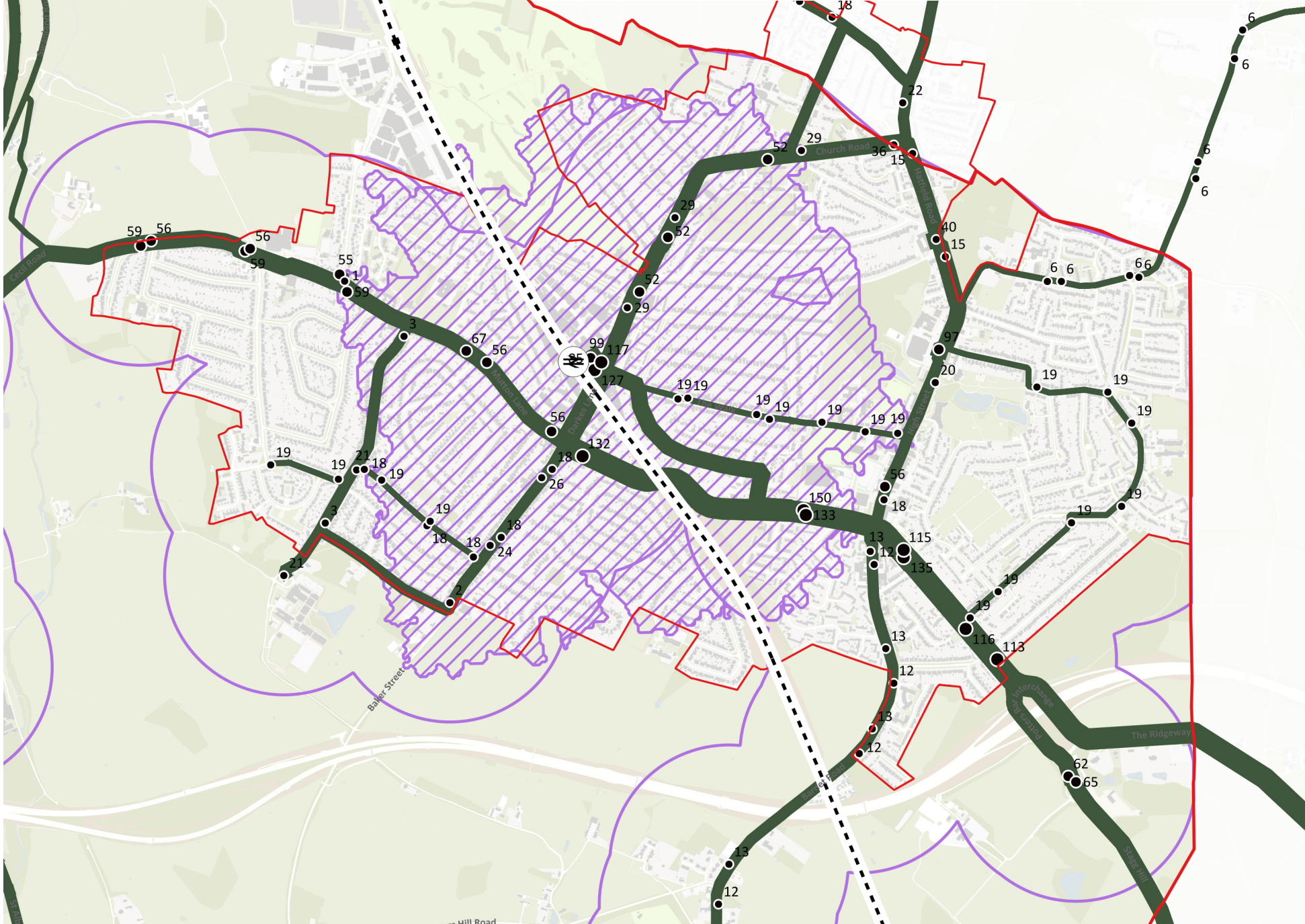


Destination	Peak Frequency	Off-Peak Frequency
Moorgate (London)	4 per hour	2 per hour
Cambridge	2 per hour	1 per hour
Welwyn Garden City	8 per hour	4 per hour
London Kings Cross	2 per hour	2 per hour

Table 7. Potters Bar Rail Services

Bus No.	Route	Peak Frequency	Off-Peak Frequency
84	Potters Bar – St Albans	2 per hour	2 per hour
242	Hatfield – Potters Bar – Cuffley – Cheshunt – Waltham Cross	2 per hour	1 per hour
243	Hatfield – Potters Bar – Barnet	2 per hour	1 per hour
298	Potters Bar – Cockfosters – Southgate Arnos Grove	4 per hour	3 per hour
313	Potters Bar – Enfield – Chingford	3 per hour	3 per hour
398	Borehamwood – South Mimms – Potters Bar – Brookmans Park	2 per hour	1 per hour

Table 8. Potters Bar Bus Services



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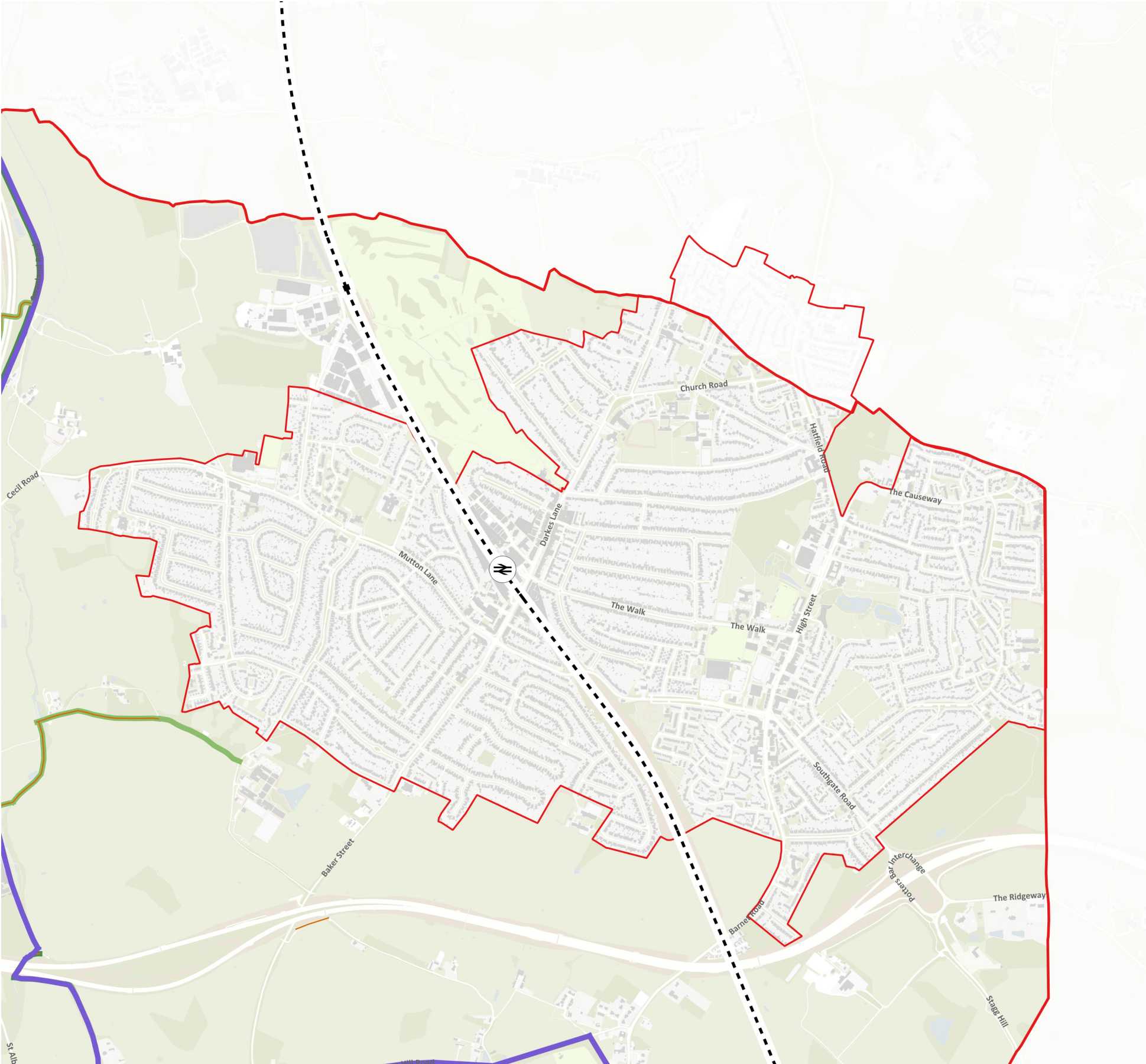
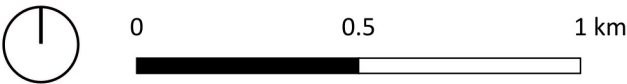
Active Travel

- 4.3.19. The walking and cycling routes in Potters Bar are illustrated on the map to the right.
- 4.3.20. Very limited cycle infrastructure is provided within Potters Bar. A shared off-highway route is provided along Bridgefoot Lane, to the southwest of the town. This route links into the shared use footway along Swanland Road, to the east of the A1 (M), which forms part of the Enfield to Hatfield section of National Cycle Route 12.
- 4.3.21. A number of the residential areas in Potters Bar experience low traffic flows and speeds, and are therefore conducive to on-carriageway cycling without intervention. No infrastructure meets the current standards of design set out in LTN 1/20.
- 4.3.22. The railway line divides Potters Bar into two halves, and has limited crossing points, particularly north of the station, which lengthens active travel routes between residential areas.
- 4.3.23. The Public Rights of Way (PROW) network within Potters Bar is limited, however footways are typically provided along most residential streets.

Fig 58. Map of walking and cycling routes

Key:

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



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Travel to Work

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

4.3.25. Fig 60 illustrates the proportion of residents using public transport (bus and rail), and Fig 59 illustrates the proportion of residents using active travel (walking and cycling).

4.3.26. Fig 60 demonstrates that circa 30 – 40% of residents within Potters Bar town centre travel to work by public transport. This aligns with accessibility to Potters Bar station and frequent bus routes, alongside residential density, with areas further away from these key transport nodes presenting a lower proportion of public transport usage.

4.3.27. In the peripheral areas of Potters Bar, particularly in the northwest and the south east, public transport makes up 0 – 20% of commuting trips.

4.3.28. According to 2011 Census, 47% of residents in Potters Bar work in Greater London and 26% of these travel to London by train.

4.3.29. Fig 59 demonstrates that circa 10 – 20% of residents within Potters Bar town centre travel to work by active travel modes. Three parcels adjacent to Potters Bars two district streets with shops and amenities (the High Street and Drakes Lane), demonstrate 15 – 20% active travel.

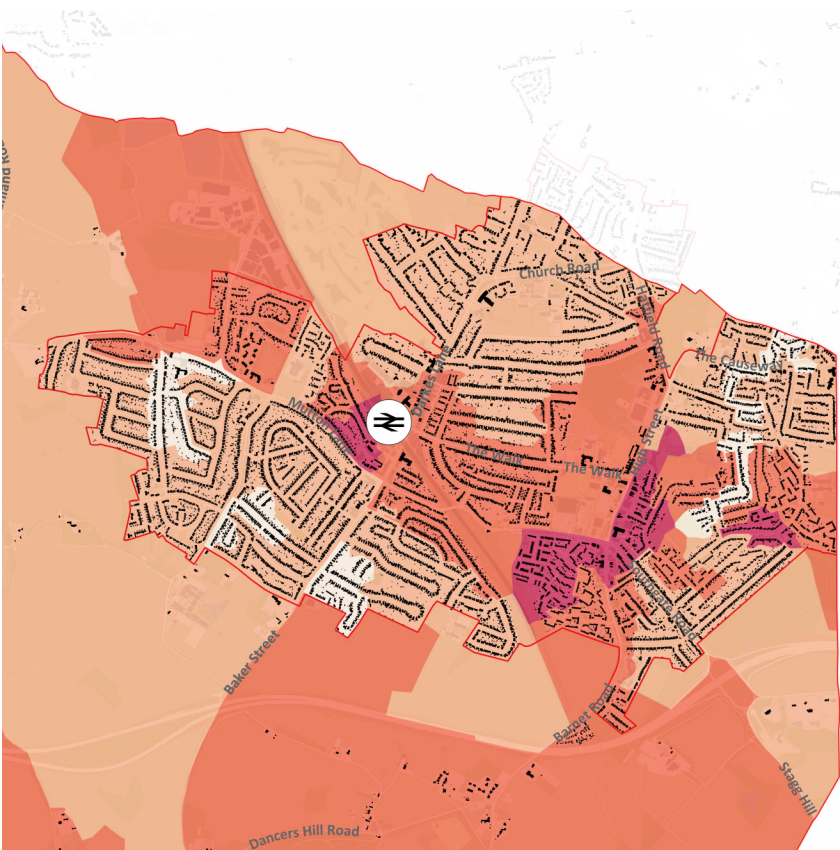


Fig 59. % travelling to work walking or cycling

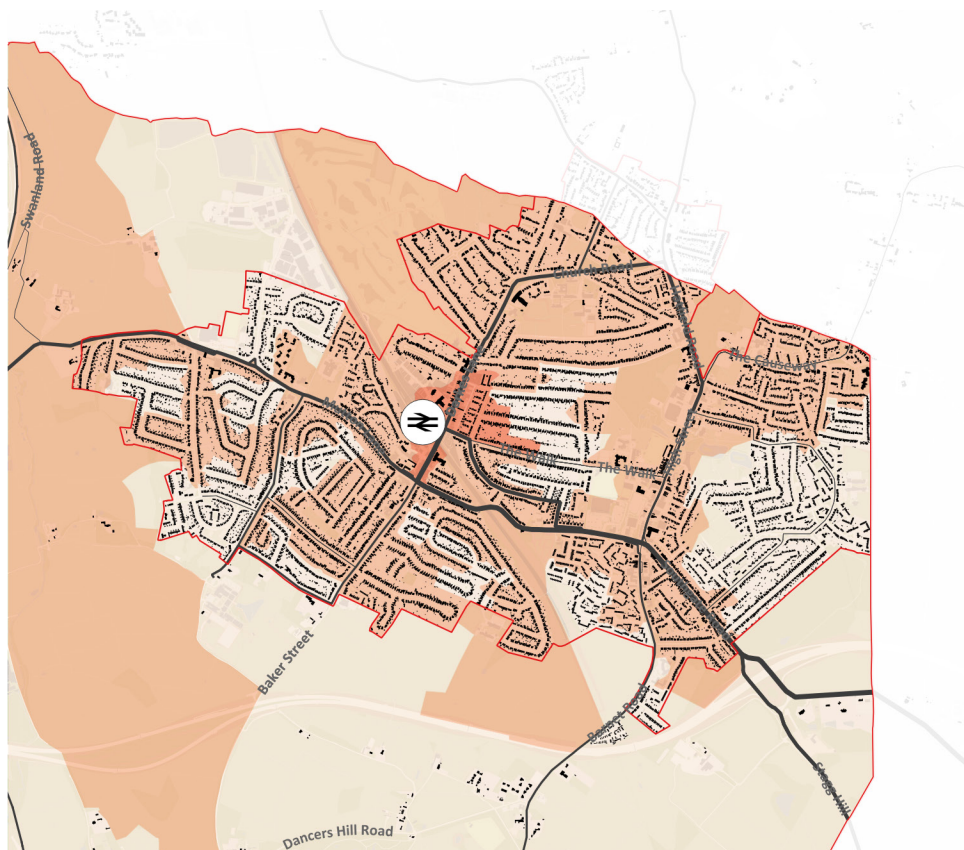
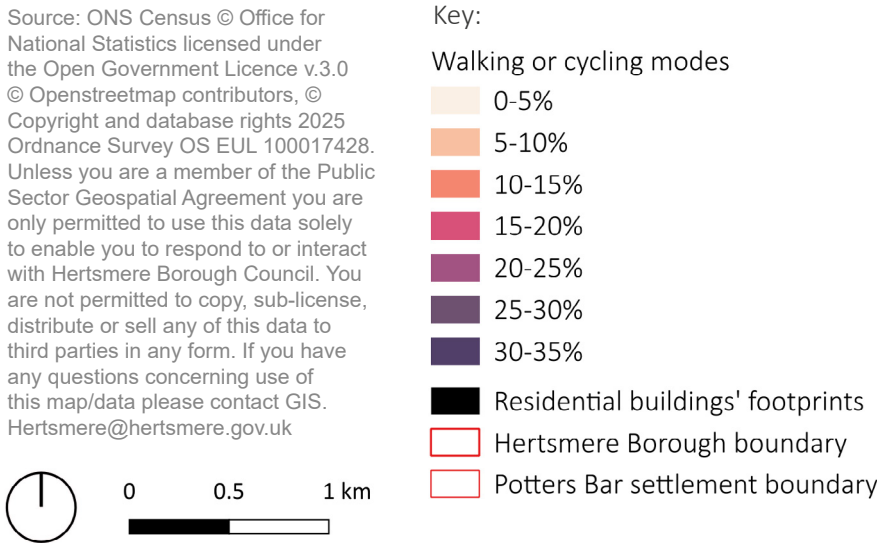
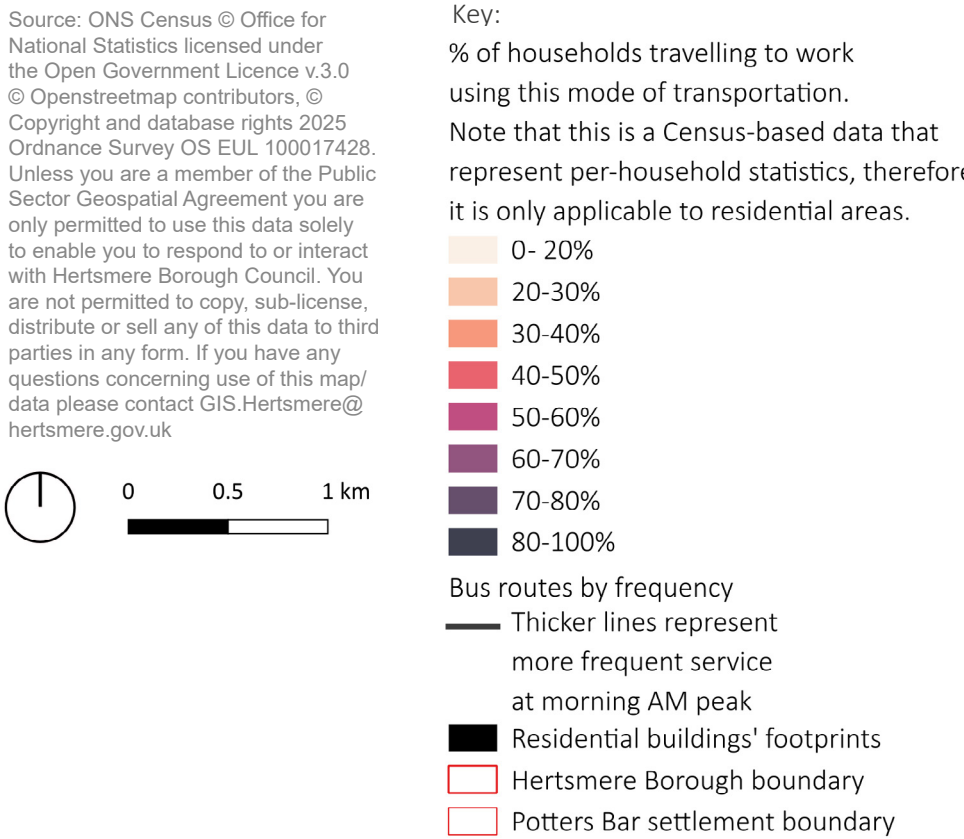


Fig 60. % travelling to work by public transport



Car Ownership

4.3.30. The car ownership levels in Potters Bar are illustrated at Fig 61.

4.3.31. Fig 61 demonstrates that there are pockets of low car ownership levels (0.5-1 car per household) nearby key transport nodes and within Potters Bar town centre, aligning with journey to work data and where residential development is densest.

4.3.32. These patterns are reflected on Fig 60, which demonstrates that the areas concentrated around the rail station and bus stops with frequent services, are more likely to travel to work by sustainable modes.

Fig 61. Car ownership

Key:

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

0.5- 1

1- 1.5

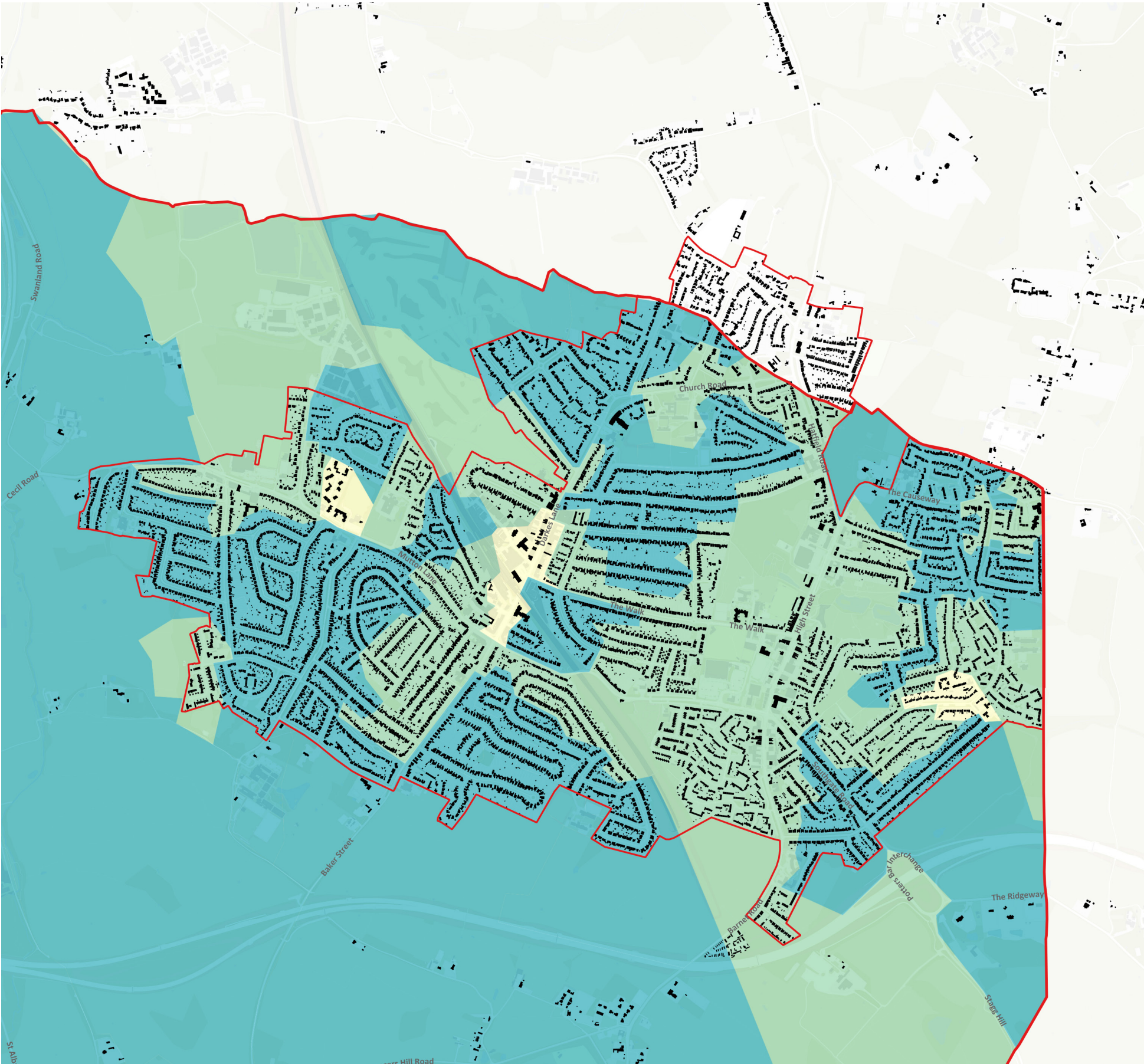
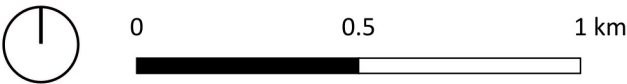
1.5- 2

2- 2.5

2.5- 3

Residential buildings' footprints

Hertsmere Borough boundary



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Car Parking

Public Car Parks

4.3.33. The public car parks in Potters Bar, including the number of parking spaces, EV charging bays and disabled parking spaces are shown on the map on the right.

4.3.34. There are five public car parks within Potters Bar, two of which are located near to the station, and three are located along the A1000 High Street to the east. The public car parks cumulatively provide 355 parking spaces, 15 accessible parking spaces and two EV charging spaces, with all public (HBC) car parks offering long stay parking. In addition to public car parks, the Tesco Superstore (355 spaces) and Sainsburys (243 spaces) offer parking for a maximum of 2 hours and 1.5 hours respectively. Potters Bar station provides 274 parking spaces.

On-Street Parking

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

Car Park Occupancy Data

4.3.36. Car Park occupancy data has been obtained from HBC for the car parks shown in Figure 61 for September 2025 and October 2025. Table 9 summarises each car park with regard to: number of spaces, proportion of transactions used for short stay (0-3 hours) and long stay (3+ hours), and intensity of use of each of the short stay parking spaces (calculated by dividing the number of short stay parking events in the month by the number of spaces).

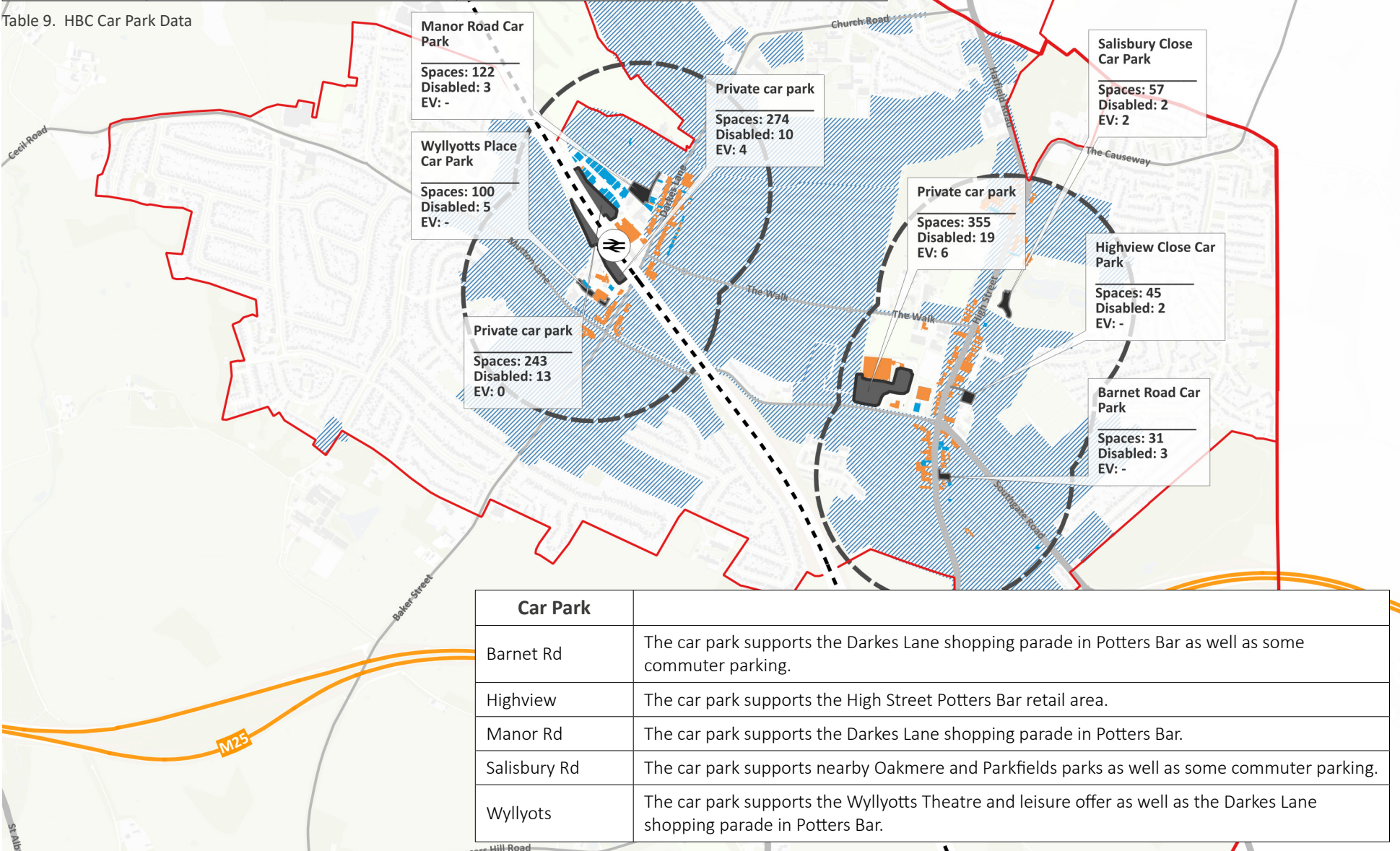
4.3.37. Table 9 demonstrates that there is a mixture of short-stay and short-stay use at all of the car parks in Potters Bar, with most car parks experiencing slightly more short-stay use.

4.3.38. The car parks in October attracted more short-stay use than in September 2025.

4.3.39. The parking spaces within the Highview car park experienced the least number of parking events per space (2.1 – 4.0), and the Salisbury Road car park experienced the most parking events per space (17.8 – 26.0).

Car Park	No. Spaces	% Short-Stay Us	% Long Stay Use	Intensity of Short Stay Use
September 2025				
Barnet Rd CP	31	41.3%	58.7%	12.3
Highview CP	45	39.5%	60.5%	2.1
Manor Rd CP	122	51.2%	48.8%	7.7
Salisbury Rd CP	57	54.4%	45.6%	17.8
Wyllyots CP	100	76.0%	24.0%	9.7
October 2025				
Barnet Rd CP	31	55.9%	44.1%	21.5
Highview CP	45	61.7%	38.3%	4.0
Manor Rd CP	122	74.3%	25.7%	14.3
Salisbury Rd CP	57	78.4%	21.6%	26.0
Wyllyots CP	100	62.7%	37.3%	9.4

Table 9. HBC Car Park Data



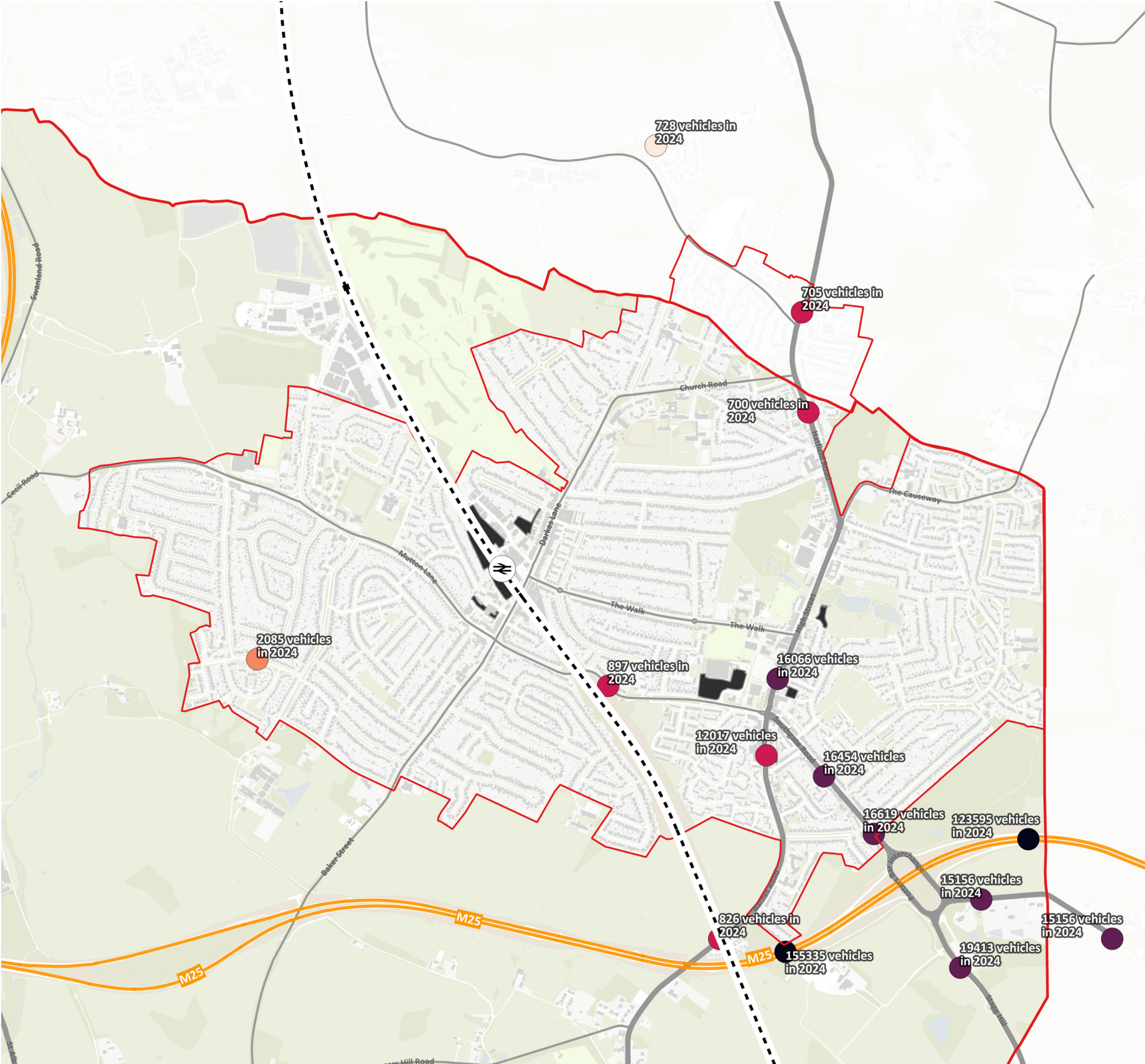
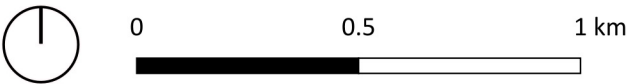
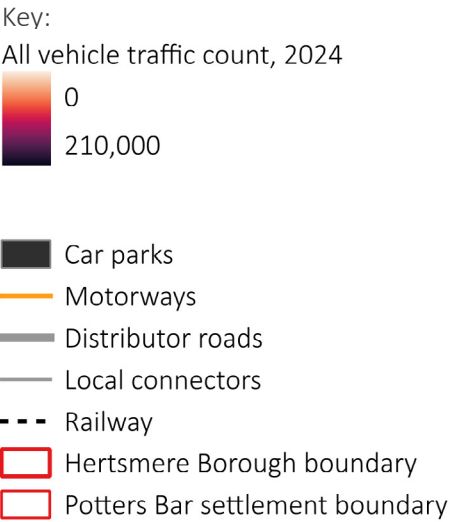
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Traffic Flows – Residential Roads

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

4.3.41. The figure shows that there is a 2024 traffic count on Shillitoe Avenue which experiences less than 5,000 vehicles per day, and a traffic count on B556 Mutton Lane which experiences 10,000 – 15,000 vehicles per day. The A road network entering the town in the vicinity of the M25 J24 record an AADT of greater than 15,000. These flows sever the Oakmere side of Potters Bar from the west, although numerous controlled crossings are provided for pedestrians, a high-quality connection for cyclists is not provided.

Fig 63. Potters Bar Traffic Flows

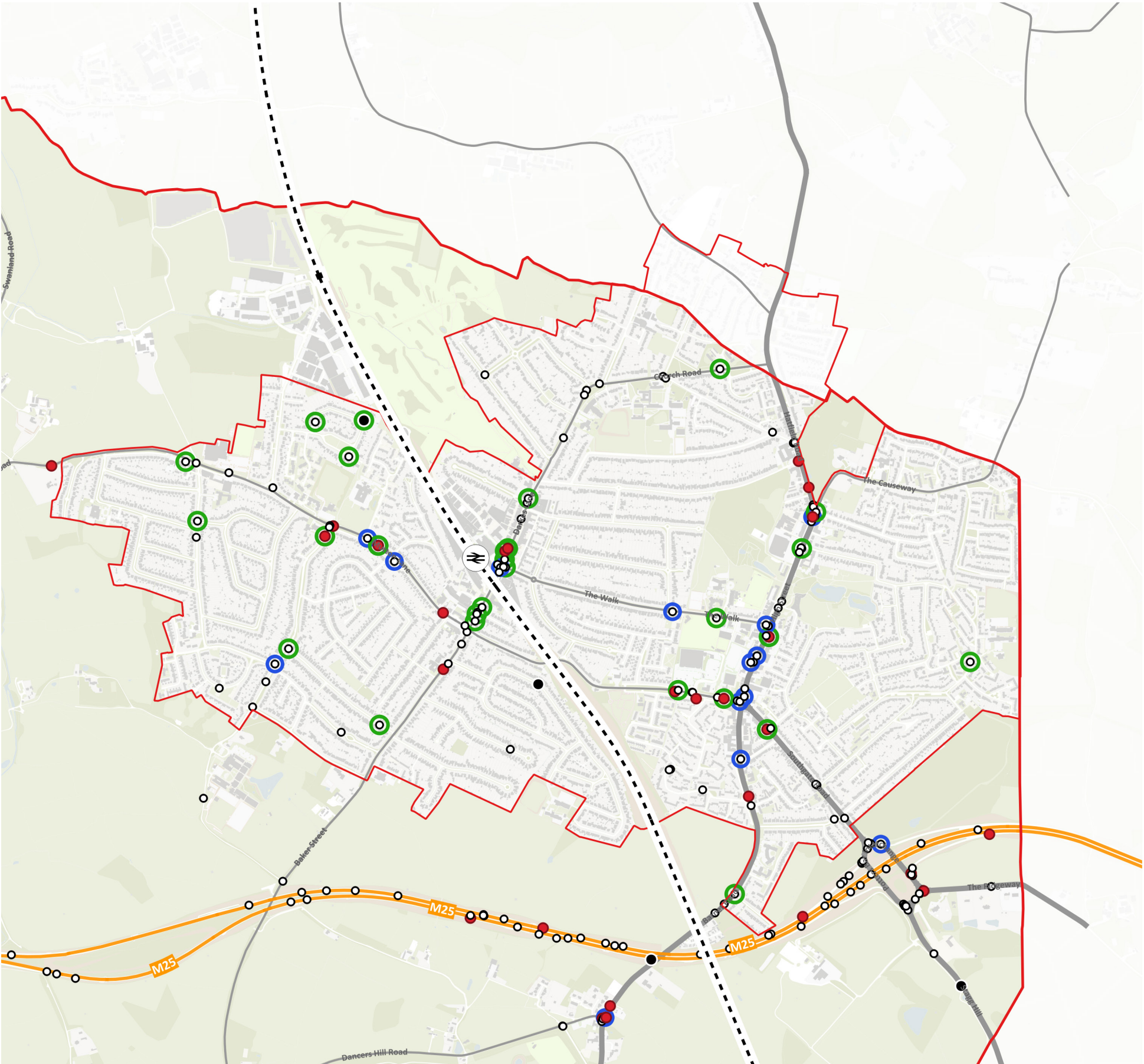
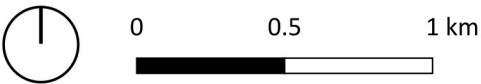
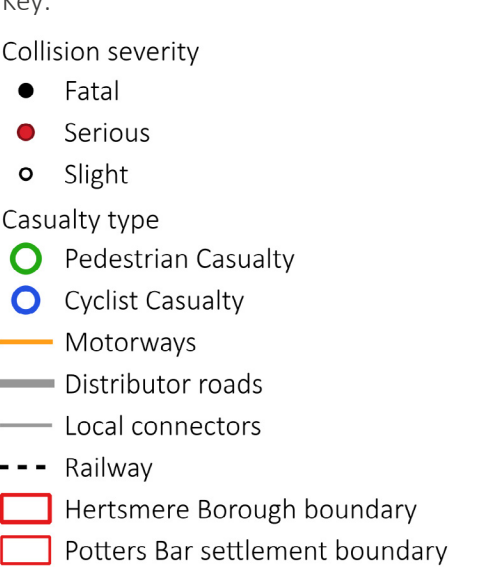


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Collision Data

- 4.3.42. Collision data has been obtained for the latest five-years of data (2020-2024). The collision data in Potters Bar is shown on Figure 63.
- 4.3.43. There is a clear cluster of pedestrian, cyclist and vehicle incidents within the vicinity of the station and along Darkes Lane. These are likely due to high footfall, bus/rail interchange, taxi pick-up, constrained carriageway width, and frequent side-road accesses.
- 4.3.44. The A4100 High Street corridor also has a number of pedestrian and cyclist accidents located along it, particularly at junction points, with a high frequency of cycle collisions on the High Street between The Walk and Southgate Road
- 4.3.45. Fewer accidents occurred on the residential roads, likely due to the low vehicle speeds and volumes.

Fig 64. Potters Bar Collision Data



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Movement – Key Findings

- Potters Bar station is served by frequent Thameslink and Great Northern services, providing direct links to London (Moorgate and Kings Cross), Welwyn Garden City, and Cambridge, supporting commuter flows and establishing Potters Bar as a well-connected commuter town.
- Several frequent bus routes connect Potters Bar to St Albans, Barnet, Southgate, Hatfield, and Enfield.
- Most residents are within the recommended 400m catchment of a bus stop, supporting access to public transport.
- Bus connections to Borehamwood, Cheshunt, Radlett and Watford are infrequent or absent, restricting movement and limiting modal choice.
- Cycle infrastructure is very limited and does not meet current design standards (LTN 1/20)
- The railway line divides the town with few crossing points provided, lengthening active travel routes and creating barriers between residential areas.
- Some residential areas have low traffic flows and speeds, making them conducive to on-carriageway cycling. There are shared off-highway routes and connections to National Cycle Route 12, offering a foundation for future improvements.
- Nearly half (47%) of residents work in London, with 26% commuting by train, reflecting the importance of sustainable transport options and the potential to further increase public transport and active travel uptake, provided connections to the station are high-quality.
- Controlled Parking Zones (CPZs) help manage on-street parking, and there is scope to further optimise parking provision and encourage sustainable travel behaviours.
- Links to major roads (A1(M), M25, B556) experience high traffic volumes, severing parts of Potters Bar and limiting high-quality connections for cyclists.
- The proximity of the Strategic Road Network makes car commuting and car led development more attractive in Potters Bar.
- Controlled crossings exist for pedestrians, but cycle infrastructure is lacking.
- The lack of direct east-west public transport and fragmented active travel routes may hinder further modal shift towards sustainable travel, risking increased car dependency and congestion.



4.4 Townscape

Urban Grain

4.4.1. The railway line creates a significant barrier in Potters Bar, with only two vehicle crossing points at Darkes Lane and Mutton Lane (there are also a couple of pedestrian links to the south of the settlement). Additionally, the main through-routes of Barnet Road/High Street, Darkes Lane / Baker St (north-south) and Mutton Lane / Southgate Rd (east-west) create further barriers to pedestrian movement, especially when traffic is at peak.

4.4.2. The two main town centres (on Darkes Lane and High Street) present a mixed urban grain with a number of coarse grain larger footprint buildings and ancillary parking areas, as well as traditional terraced shops with living over and a range of small to medium industrial buildings behind shops.

Darkes Lane:

4.4.3. This is the larger centre of the two, growing out from the railway station and it has largely consistent building frontage in two sections separated by the railway line and station area. There is a good sense of enclosure across the relatively wide street and generous pavement areas, with larger footprint buildings such as the Sainsbury's, the Wylyotts Theatre & Cinema and the industrial estate on Station Close, all set back from the main route and accessed from minor streets.

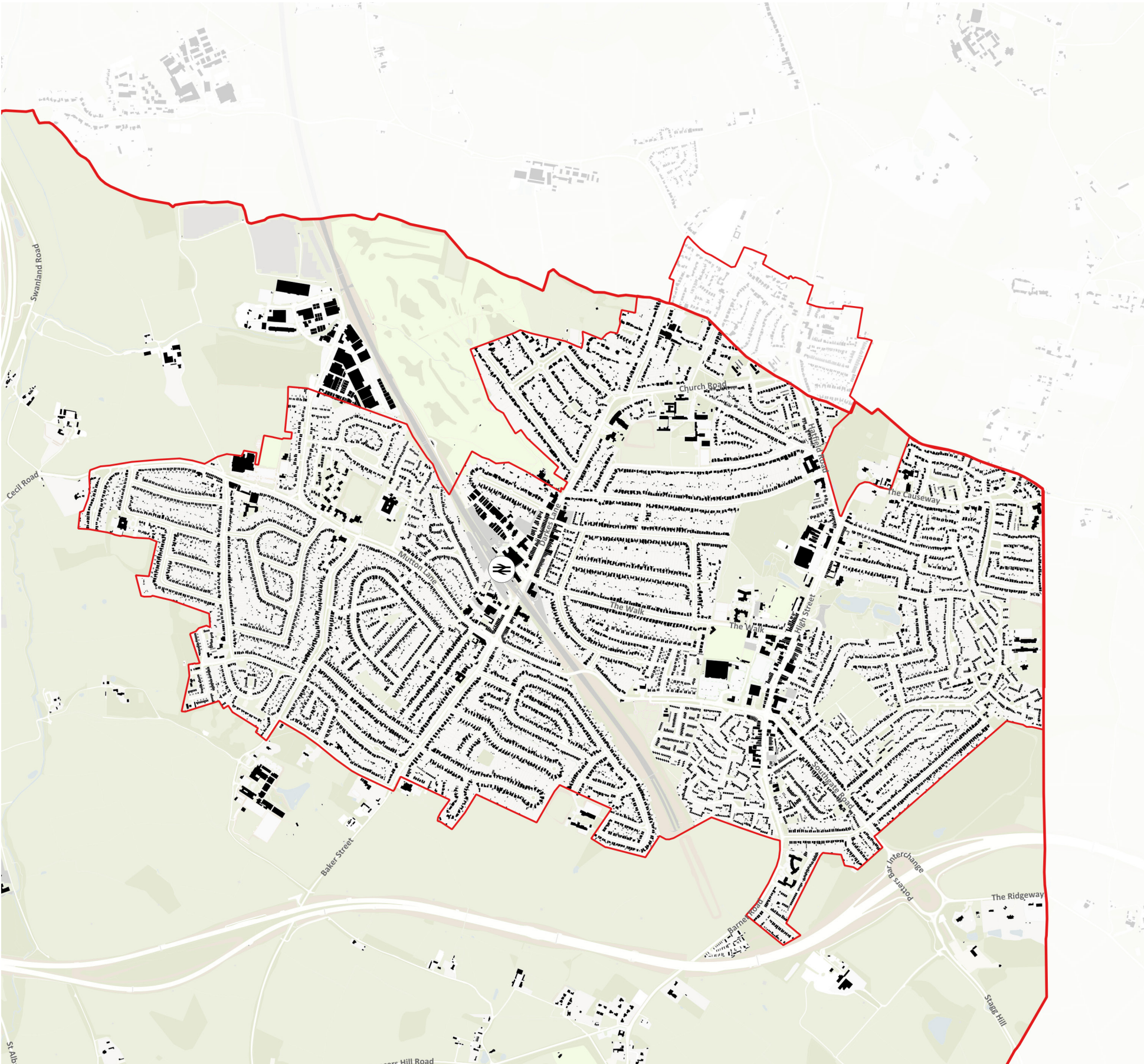
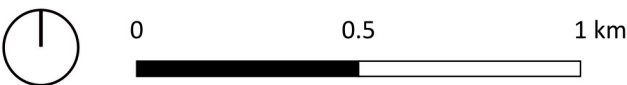
4.4.4. The area to the south includes the access to Wylyotts Theatre and consists of 3, three storey blocks of shops with flats above, in 2 distinct building styles. These turn the corner at the southern junction with Mutton Lane creating a clear 'gateway' invitation into the town centre area. The gap between this retail part of Darkes Lane and the larger area to the north is upwards of 150m, including the link below the railway bridge, creating a clear separation of character, with the northern area having a more urban character with the railway station and taller office buildings in this area.

4.4.5. This part of the street includes a range of differing architectural styles but they all follow a strong and consistent retail frontage as well as similar scale and form, establishing a well-defined traditional high street character.

Fig 65. Figure ground plan

Key:

- Building footprints
- Hertsmere Borough boundary
- Potters Bar settlement boundary



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4.4.6. There is a small industrial estate behind Sainsbury's off Station Close, alongside the railway line, as well as even smaller workshop buildings behind the retail frontages, while larger industrial uses are found in the Cranbourne industrial estate to the north. This also stretches along the railway line and has a single point of access via Cranbourne Road. Large light industrial buildings with footprints up to 75mx50m and large areas of associated car parking create an area of poor permeability for pedestrians, however there is a pedestrian route that runs along the railway line between the industrial area and the station parking in the south.

The High Street:

4.4.7. The High Street is a smaller centre, lacking the railway station connectivity of Darkes Lane and it presents a somewhat disjointed character at several scales. It is made up of three separate areas, the main two of these located north of the junction with Southgate Road and the third just to the south of this on Barnet Road. All of these have a mixed grain with inconsistent building frontage lines and footprint sizes, varying from fine grain on historic plots to larger grain, such as the Lantern House or the Hollies Way industrial area.

4.4.8. However, there are areas of consistency of character, the main one being the repeated typology of a small parade of shops set behind a vehicle access slip lane with some parking. This is a typical characteristic throughout the High Street retail areas, connecting various different building types and ages, but also separated by more traditional groups of generally older street fronting shops with narrower areas of footpath space. This creates an interrupted pedestrian route along the street which along with complete breaks in frontage (car wash, vehicle entries, parking areas etc), disrupt any potential for a sense of continuity along the High Street.

4.4.9. The junction of the High Street and Barnet Road (north/south) with Southgate Road (east/west) is a further disruption to a potential sense of

continuity within the area. The separation distances between buildings here are 30-50m with poorly defined corners and a late 20th century office building on the north-east corner now converted to residential with no retail use on the ground floor. Both this building and the south-west corner have car parking uses to their street edge, undermining a potential sense of enclosure to the junction.

4.4.10. Behind the main section of the High Street to the west there is a civic/community quarter area, with large footprint buildings set in large green open spaces or vast car parking. This area comprises the Canada Life building complex and associated car parking, the Tesco Superstore and associated car parking, the Cricket Club Ground, tennis courts, the Potters Bar Football Club & pitch, assisted living (Mayfair Lodge), the Ladbroke JMI school and the Parkfield Open Space. Legibility and permeability in this area is poor with no north-south pedestrian routes connecting Mutton Lane to The Walk or to The Walk to Billy Lows Lane through this 340 x 900m block (there is one poorly overlooked north-south pedestrian route along the western edge of this block). Similarly there are no east-west connections aside from The Walk and one route through Parkfield Open Space.

4.4.11. Aside from the town centres and industrial areas, the predominant grain of Potters Bar is detached, semi-detached and small terraced suburban housing blocks, punctuated in places by schools' playing fields and some allotments. Suburban blocks are regular and generally orthogonal, with a back-to-back layout and consistent building lines. Block depth varies from 75m-100m in post-war housing areas to 110-130m depth in interwar housing (such as the Royds CA, Darkes Lane CA, The Walks etc.)

4.4.12. There are several irregular layout residential estates to the south and east of Potters Bar. Here apartment blocks and low-rise terraces are set at an angle to the street with inconsistent setbacks and large, underused grassy green spaces (such as along Chace Ave or Ashwood Estate). Irregular street patterns frequently end in cul-de-sacs, sometimes with parking courts.



Fig 66. Potters Bar Train Station entrance

Character Areas

Darkes Lane/ Station Town Centre

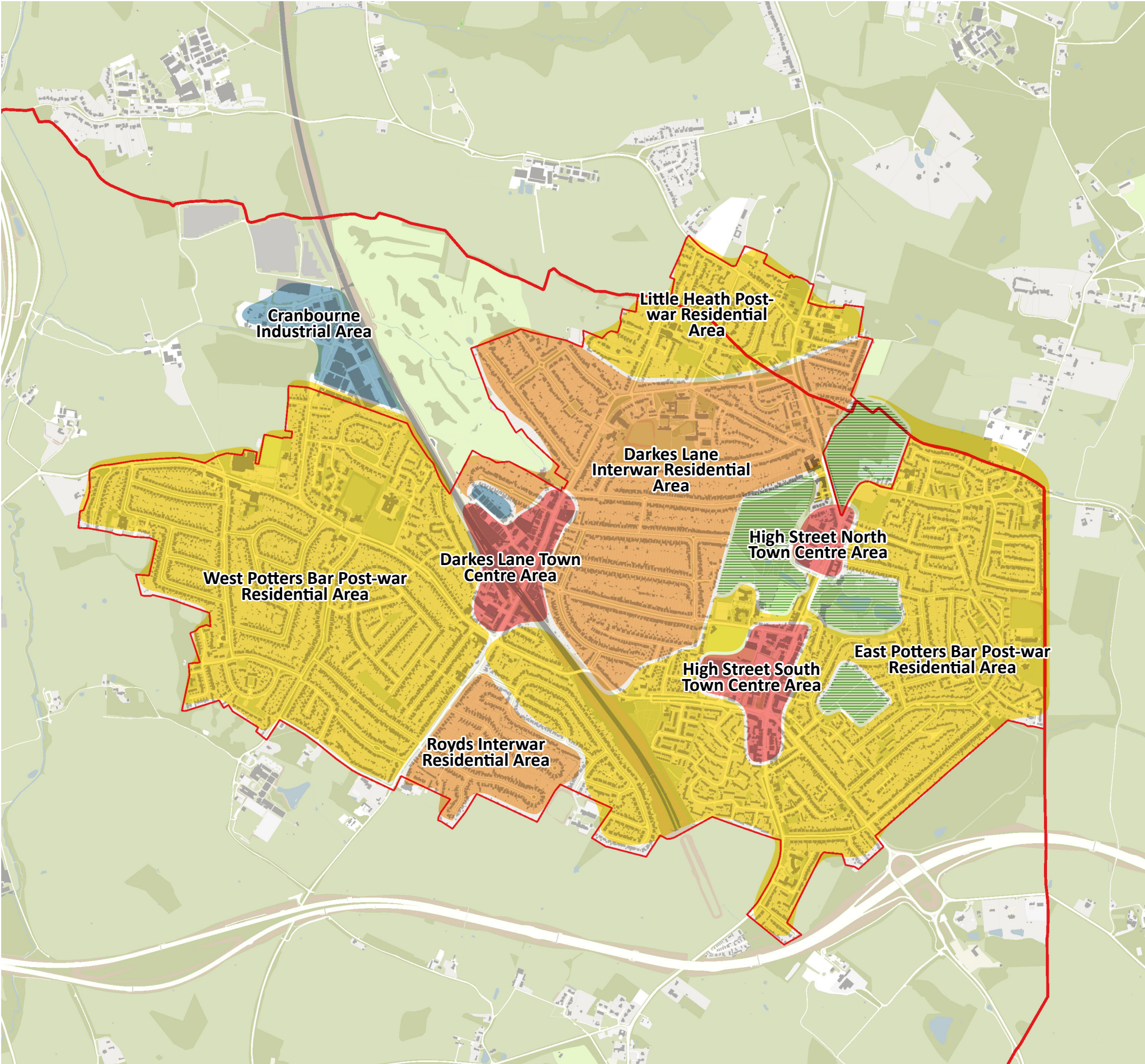
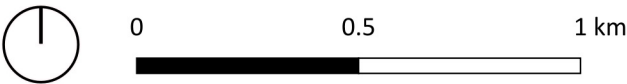
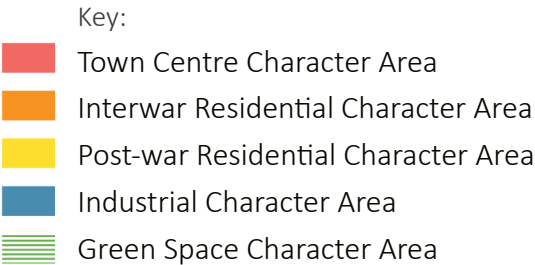
4.4.13. The main town centre has grown along Darkes Lane and around the railway station. It has 2 sections of retail (north and south of the railway bridge), quite consistent 3 storey flats-over-retail development over a fairly compact length and opening into the station ‘entry square’ which also provides access into the large Sainsbury’s supermarket.

4.4.14. The 3 storey retail-with-flats-over terraced buildings, have a mix of flat and pitched roofs, many with dormer windows to the top floor. Overall building height, age and type varies to a small degree along the street with some major exceptions including the taller buildings (5 and 8 storeys) at the station and the one large footprint supermarket with associated car parking. The 8 storey office block is a landmark on the skyline, which identifies the station and town centre from many points of view around the town. At the northern end of the shopping street there are two new major building conversions with retail/ food and beverage uses on the ground floor and several additional residential floors above, taking these buildings up to 4 and 5 storeys and providing a clear delineation of the northern extent of the town centre.

4.4.15. The southern section of the retail street also provides access to the theatre, cinema and community activities adjacent to the Old Manor public house, creating an attractive cultural hub area with associated parking. Service access to retail is provided from the back, where additional parking is possibly used by business owners and residents, while there is also some significant provision of small scale light industry/workshop space.

4.4.16. The station has a large parking area (controlled) as does Sainsbury’s (maximum time 90 minutes), while there is also a Council pay and display carpark behind the northern shops and a significant amount of on-street parallel parking (with some 45 degree parking to the south) on both sections of the retail area. There are almost no areas of slip lane access or parking, allowing generous pedestrian footpath space, although there is little planting or other public realm improvements.

Fig 67. Potters Bar Character Areas



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High Street Town Centre

4.4.17. This second town centre area has a less coherent character than that around Darkes Lane, however it is also formed along a vehicular through route the High Street / A1000, stretching south into Barnet Road. This is also an older area than Darkes Lane, being the original village high street and includes the Parish Church of St Mary’s, located just off the High Street on The Walk, several historic buildings, as well as access to the two main green parks in Potters Bar – Oakmere and Parkfield Open Space – along with the Cricket Ground, Tennis Club and Football Club recreation focus.

4.4.18. There are three main areas to this town centre, with the main shopping area in the centre separated from the smaller southern area by the major junction with Southgate Road and the equally smaller northern area by park access and residential development. Within all 3 areas there is a considerable variety of retail structure, frontage lines, building ages, heights and footprint scales, providing little architectural consistency or coherence to the overall centre. Blocks of retail uses have little frontage continuity as the built form is often separated by parking, access to parking and open uses like a petrol station and a car wash.

4.4.19. In opposition to its status as the older part of town, this centre also includes the most incongruous and un-sympathetic contemporary urban structures, the tall buildings on Canada Life Place fronting onto Southgate Road and associated previously office buildings beside this on the High Street southern corners. These blocks are all at odds with the historic pattern of development along the High Street and Barnet Road which is small footprint 2-4 storey flats over retail in a variety of forms. The Canada Life development includes a 13 and an 8 storey block, a large amount of at grade parking and some potentially attractive public open space facing the busy traffic of Southgate Road. The 13 storey block is the tallest building in Potters Bar and is a clear landmark identifying the town centre location from other parts of the town.

4.4.20. Fronting the High Street at this southern corner are some smaller blocks with similar characteristics to the traditional retail terraces which do face the street, but turn their backs to the landscaped square. These are set opposite, to the east, a large footprint 3-4 storey block with extensive parking, previously offices but now converted into housing, with no other uses at the ground floor level.

4.4.21. There is also, further west from the Canada Life complex, a large footprint Tesco supermarket with a large car park fronting the street. There is no pedestrian permeability through this site or access to the High Street from it, making this development completely un-integrated into the rest of the town centre.

4.4.22. The street itself is a reasonable width along much of its length, however footpaths are not wide and there is generous provision of parallel parking as well as a high number of poorly connected slip lanes along the route (also

containing parking), ensuring that vehicle movement and parking dominates the public realm, rather than space for pedestrians. The intensity of traffic also can impede ease of crossing the road for pedestrians. Service access to retail is provided from the slip lanes, rear access or from the street. The Council pay and display car park is located on Salisbury Close, partially blocking a green view into Oakmere.

4.4.23. This town centre does have an area of public realm provided on the Canada Life site, however this is a private site and the location is not ideal to support the town centre. The centre of the High Street does provide access into both Oakmere and Parkfield Open Space, however both these areas are fronted by carriageways and parking and not well-integrated into the town centre.



Fig 68. Southern side of the High Street shopping area



Fig 69. Darkes Lane north of the railway bridge



Fig 70. Converted residential building at junction between High Street and Mutton Lane



Fig 71. Darkes Lane south of the railway bridge



Fig 72. Canada Life building behind the High Street, on Mutton Lane



Fig 73. Oakmere House in Oakmere

Interwar Residential Character

4.4.24. These areas are characterised by detached and semi-detached housing set in wide blocks with generous gardens. Some buildings have historical decorative features, especially buildings in the two Conservation Areas. The distance between facades on these residential roads is wider with generous front gardens, street trees, green verges and on-street and on-plot parking. Blocks are typically quite long, sometimes up to 900m (Billy Lows Lane).

Postwar Residential Character

4.4.25. This is the predominant character in Potters Bar, comprising detached, semi-detached and terraced housing areas that are generally 2 storey buildings – smaller than those built during the interwar period, with smaller gardens, narrower roads and more cul-de-sacs and therefore poorer permeability. There are also some irregular housing patterns with terraces and apartment blocks up to 3 storeys, located in large underused green spaces, with no building lines.

Industrial Areas

4.4.26. As described in the town centre character areas, there are smaller light industrial and workshop uses within both town centres, with only two specifically industrial areas in the whole town. These are both located to the west, with a smaller, older area accessed off Darkes Lane along Station Close and a larger area with more recent and larger footprint buildings located on the edge of the settlement to the north-west. Both sites sit alongside the railway line.

4.4.27. Industrial buildings are typically large footprint structures made of either brick (older buildings) or steel frame and cladding. These are typically 1-2 storeys but potentially up to the equivalent of 4 residential storeys, generally set within service yards allowing for deliveries and areas of car parking. The street character of all these areas, including the smaller zones within the Darkes Lane town centre, provide little or no pedestrian footways or public realm treatment.



Fig 74. Interwar residential area on Baker Street, in Royds Conservation Area



Fig 75. Post-war residential area on Mimms Hall Road



Fig 76. Interwar residential area on Stratford Gate



Fig 77. Post-war residential area on Chace Avenue



Fig 78. Industrial area in Cranbourne Industrial Estate

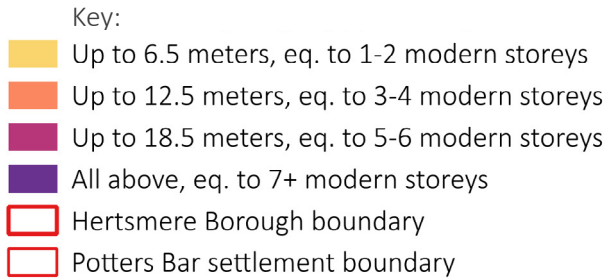


Fig 79. Station Close industrial area seen from Sainsbury's car park

Building Heights

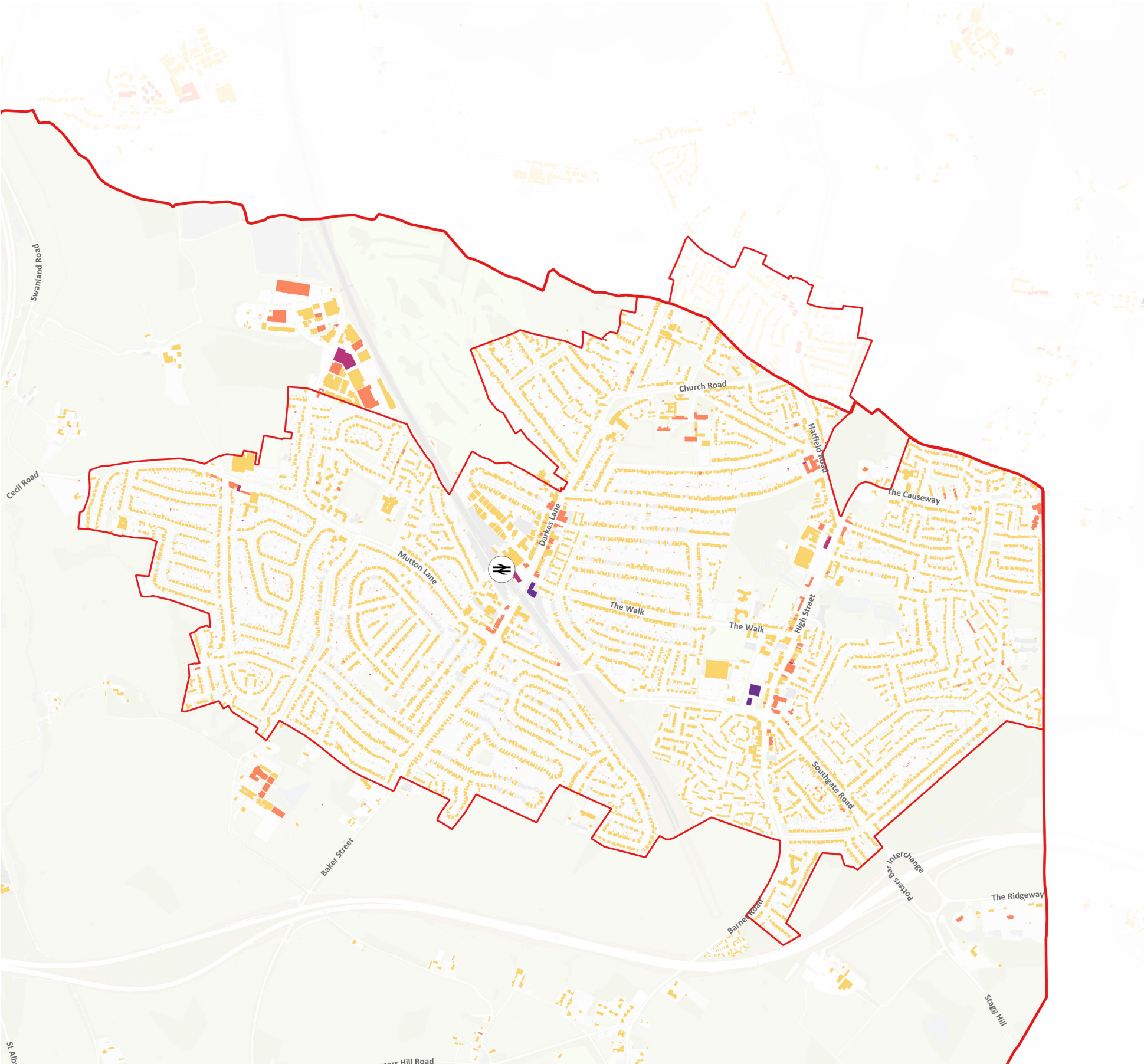
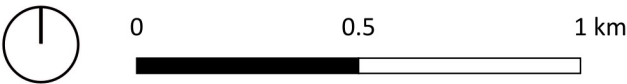
- 4.4.28. The predominant building height in Potters Bar is 2-3 storeys in the residential areas, with variable heights in the town centres and industrial areas.
- 4.4.29. The Cranbourne Industrial Area has building heights up to 4 storeys (Summit House), though these are not prominent due to the topography that shelters the buildings from view from Mutton Lane and the residential part of Cranbourne Road.
- 4.4.30. There are some high-rise commercial buildings around the Potters Bar railway station where Metropolitan House ranges between 8 and 9 storeys and the station building is 5 storeys. There are several other 5 storey buildings on Darkes Lane at the junction with The Walk, Byng Drive and Manor Road. Buildings along Darkes Lane are typically 3-4 storeys high.
- 4.4.31. Along the High Street buildings are also typically 3-4 storeys high. There is no hierarchy in building height along the High Street. The highest building along the High Street is the 5 storey residential block near the junction with The Causeway.
- 4.4.32. Behind the High Street, close to Southgate Road the Canada Life building complex is a major landmark, with heights ranging between 7 and 13 storeys. The 13 storey block is the tallest building in Potters Bar.
- 4.4.33. The local centre along Mutton Lane opposite Furze Leisre Centre has a notable commercial building that ranges between 4 and 6 storeys, as well as a block of flats that appears as 3 storeys on Mutton Lane but due to topography becomes 4 storeys at the back along Mimms Hall Road.
- 4.4.34. The detached and semi-detached houses are predominantly 2-2.5 storeys high. Terraces and blocks of flats are typically 3 storeys in locations outside the town centres, such as along Mutton Lane, in the Chace Ave area, the blocks of flats along The Causeway, on Bornedene or the terraces on Willow Way. There are scattered 4 storey apartment blocks, such as one on Mutton Lane immediately west of the railway line bridge.
- 4.4.35. Places of worship are typically over the equivalent of three storeys high, such as St Mary the Virgin and All Saints, King Charles the Martyr Church or St John’s Methodist Church.

Fig 80. Building Height



Number of storeys*

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



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Building Typologies

4.4.36. The predominant building typology in Potters Bar consists of two to three storey suburban detached, and semi-detached houses, with short terraces and three storey apartment blocks also scattered throughout, typically as part of housing estates (such as Kimptons Mead Estate).

4.4.37. There are several areas with notable high quality detached properties dating from the early 20th century, built in the Arts and Crafts style, with generous footprints and large gardens. These are located to the north of Potters Bar – in what used to be the Potters Bar Garden Estate, now the Darkes Lane CA – and to the south, in the Royds CA.

4.4.38. There are several cruciform and three-sided courtyard residential building typologies for example along Darkes Lane, on Coopers Lane or on Watkins Rise. These are typically apartment blocks, assisted living residential buildings or care homes.

4.4.39. The two town centres in Potters Bar (Darkes Lane and High Street) have a high degree of variation in building typologies, from big box supermarkets, high rise office buildings to smaller footprint traditional high street typologies with active frontages. At times this variation creates a poor street edge, especially along the High Street.

4.4.40. Several large footprint, single use typologies are present in the industrial areas (Cranbourne, Station Close, Hollies Way) as well as the commercial Tesco building behind the High Street, Sainsbury's by the railway station or the Potters Bar Bus Garage. Schools and the leisure centre have large footprint, low-rise form, although sometimes schools can be up to 3 storeys such as Dame Alice Owen's secondary school. The Potters Bar Telephone Exchange provides a unique building typology on Hatfield Road.

4.4.41. There are a few suburban infill developments such as on Fenton Close, Berkeley Close or St Francis Close. An urban infill development example is at 236 High Street.



Fig 82. Detached houses on Daleside Drive



Fig 83. Semi-detached house on Mutton Lane



Fig 86. Terraced housing on Mutton Lane



Fig 87. Town Centre terrace on Darkes Lane with active ground floor



Fig 84. High rise office building on Darkes Lane



Fig 85. High rise Metropolitan House



Fig 88. Large footprint industrial building



Fig 89. Large footprint retail building

Street Character

Town Centre street (Darkes Lane, High Street)

4.4.42. The two town centre streets are partially similar in character. They both are through-routes generally enclosed by buildings with active retail ground floors and similar 3-4 storey building heights. However, Darkes Lane has a more consistent frontage and pedestrian-friendly character with wider footpath areas, as opposed to the High Street which has a more disjointed frontage as is more vehicle oriented. On Darkes Lane the 30m width facade-to-facade includes a generous public realm on the eastern side, with some planting and seating areas. Conversely, the footway along the High Street is predominantly narrow and at the junction with Southgate the carriageway becomes 4 lanes wide. The Memorial Garden at the entrance of Oakmere, an attractive green park between the 2 northern areas of retail character, is the only public realm on the High Street and this includes some seating.

Through route / arterial road (i.e. Mutton Lane, Baker Street, Barnet Road)

4.4.43. All roads in Potters Bar are single lane in each direction except temporary widening at some junctions. Along Mutton Lane there are several locations where the road has a parallel slip lane with parking, such as in the Furzefield Leisure Centre area, opposite Cranbourne Primary School and along Ashwood estate. Similarly Hatfield Road/ High Street/Barnet Road have several locations with slip lanes, all of which hugely increase the width of roading in these areas with negative effects on the pedestrian connections both along and across these streets. One example is on the High Street between Oakmere and Parkfield Open Space which are both important green spaces and could be more prominent and better connected with less tarmac between them.

4.4.44. Conversely arterial roads typically have poor quality, very narrow footways with overgrown hedges that further impede the available pedestrian space. Buildings are typically setback with front gardens which have often been turned to parking spaces. These roads typically have green verges and trees, where road width allows. There is no on-street car parking on these routes.

Residential street

4.4.45. There are two main types of residential streets in Potters Bar: interwar and postwar.

4.4.46. Interwar streets have a more generous width (up to 32m facade-to-facade i.e. The Avenue) and are tree lined (typically with small roundabout junctions), with generous green verges. Sometimes the two lanes are divided by a central verge as well (i.e. Daleside Drive). The widest streets in Potters Bar are Carpenter Way (44m facade-to-facade) and areas of Baker Street (40m wide), with wide green verges and parking areas between buildings.

4.4.47. Postwar residential streets are narrower (up to 22m typically) but are otherwise similar in character to interwar streets with green verges, trees and on-street parking. Streets in residential estates such as in the Ashwood Road or Chace Avenue areas have a different character due to the irregular building arrangement, lack of enclosure of the streets and occasional large building setbacks.

4.4.48. Residential street junctions sometimes take the form of small roundabouts for four-way junctions or small green islands for T-junctions. On-street parking is sometimes complemented by on-plot parking, parking courts and/or garages. Cul-de-sacs are prevalent for residential streets in Potters Bar.

4.4.49. Footpaths are typically located along property boundaries, enclosed by tall fencing, with no overlooking. There are no cycle lanes in Potters Bar.



Fig 92. Town Centre Street Character – Darkes Lane shopping area



Fig 93. Through Route / Arterial Road Street Character – Darkes Lane near Little Heath



Fig 94. Town Centre Street Character – High Street with slip lane



Fig 95. Through Route / Arterial Road Street Character – Mutton Lane



Fig 96. Residential Street Character



Fig 97. Residential Street Character – Mimms Hall Road

Public Realm

4.4.50. Potters Bar is a well-connected suburban commuter town characterised by a layout that prioritises cars over pedestrians, with its central areas divided by a railway line.

4.4.51. The town lacks a central public square or civic plaza, which diminishes the potential for a vibrant, communal gathering space. The primary community gathering spaces are scattered across the town, including parks like King George V Recreation Ground, Oakmere Park, Parkfield, and Morven Park. These parks serve as informal recreation and social hubs, but they are not connected in a way that creates a cohesive network of public spaces.

4.4.52. The two town centres feature retail shops and are within walking distance for the majority of the residential areas in Potters Bar, but they lack pedestrian priority zones, which makes them less accessible for foot traffic and contributes to the car-dominated environment.

4.4.53. Additionally, the railway line creates a physical barrier that limits east-west movement, further fragmenting the public realm and making it harder for residents to move freely between different parts of the town.

4.4.54. Overall, the distribution of public spaces and community event locations is disjointed, making the town’s public realm less integrated and accessible for all residents.



Fig 98. Oakmere Lake



Fig 99. St Michael's Way green space



Fig 100. Play space in Oakmere



Fig 101. Mutton Lane cemetery



Fig 102. Entrance to Mutton Lane cemetery

Recreation and Leisure Facilities

4.4.55. The main recreation and leisure facilities in Potters Bar are the Furze field Leisure Centre and several open green spaces within the town and on the edges of the settlement. Additionally there are several sports grounds and playing fields associated with schools.

4.4.56. The Furze field Leisure Centre is located to the west of Potters Bar on Mutton Lane. The Centre has a swimming pool, climbing and soft play areas, a gym and spa facilities. The building is located in the King George V Recreation Ground which includes an outdoor play area, a skatepark and a football pitch.

4.4.57. The two main green spaces are Oakmere and Parkfield Open Space, located either side of the High Street, with a combined surface area of 42 acres (17ha).

4.4.58. Oakmere Park was originally the grounds of a Victorian house called Oakmere House, which is now a public house and restaurant overlooking the park’s two lakes. The park retains its 19th-century layout with mature trees, including a giant sequoia. It features walking paths, two playgrounds for different age groups and outdoor fitness equipment.

4.4.59. Parkfield is an open space that showcases both historical relics and diverse natural areas. It is home to a lake, a Japanese garden, woodland, and traditional meadows. There are also remains of a Roman tile kiln, a World War II air raid shelter, and a distinctive oak trunk sculpture. The park also hosts the Potters Bar Tennis Club.

4.4.60. On the edge of Potters Bar there is Morven Park, a 20-acre area of parkland managed by the National Trust. It dates to the 14th century, and the grounds conceal the remains of an original medieval settlement, including a toll house on the Great North Road. The park was donated to the National Trust in the 1920s and 1930s with the intent of benefiting the local community. The park features ancient oak trees and well-maintained footpaths and hedgerows. While the original house is now a care home and not open to the public, the park itself is open for everyone.

4.4.61. Aside from these green spaces, there is a notable lack of pocket parks, neighbourhood scale green spaces and play areas across Potters Bar.

4.4.62. Along The Walk there are multiple leisure and recreation facilities such as tennis courts, a cricket pitch, bowls pitch as well as a football pitch, all with their own clubhouses.



Fig 103. Furze field Leisure Centre entrance



Fig 105. Parkfield Open Space entrance



Fig 108. Potters Bar Lantern Stadium (credit Neil Metcalfe)



Fig 106. Potters Bar Allotments on Highview Gardens



Fig 107. Potters Bar Tennis Club (credit @ pottersbartennisclub)



Fig 104. Furze field Leisure Centre

Edge Conditions

4.4.63. Potters Bar is a well defined settlement on three sides, while to the north it merges with Little Heath, a small, old settlement that has become absorbed by the expansion of Potters Bar in the 20th century.

4.4.64. To the south the M25 provides a physical barrier between the settlement and other small settlements such as Ganwick Corner or Hadley Wood. Potters Bar is currently separated from the M25 by an agricultural field stretching from Baker Street to Barnet Road as well as smaller greenfields east of Southgate Road. These fields are in the Green Belt. Around Southgate Road development stretches all the way to the M25 in the form of mobile homes park, other residential development and the Moorfields Outreach Within Potters Bar Hospital.

4.4.65. To the east Potters Bar is defined by greenfields designated as Green Belt, along the Hertsmere Borough boundary. The National Trust Morven Park forms part of the green edge to the east.

4.4.66. To the west several agricultural green fields and a solar farm separate Potters Bar from M1 running north-south. These fields have historic hedgerow trees that create strong landscape edges to the settlement. The King George V Recreation Ground forms part of this green edge along the west of Potters Bar. These areas are designated as Green Belt land.

4.4.67. To the north Potters Bar incorporates Little Heath and together they are defined by agricultural green fields designated as Green Belt land, including a former golf course.



Fig 109. Landscape edge on Heath Road



Fig 110. Agricultural field on Sawyers Lane



Fig 111. Landscape edge on along Sawyers Lane, looking towards M25



Fig 112. Landscape edge along Mutton Lane to the west



Fig 113. Landscape edge along Baker Street near the M25



Fig 114. Sawyers Lane in front of Dame Alice Owen's School

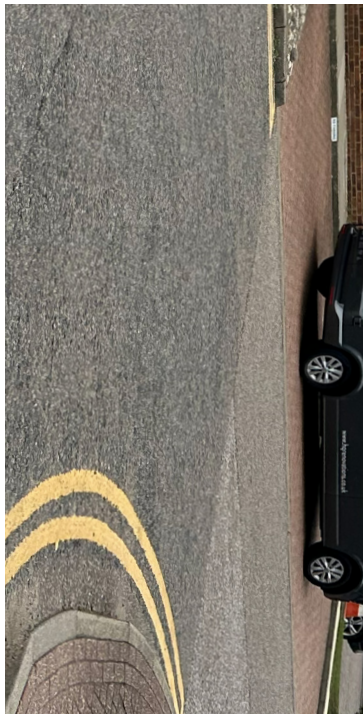
Materiality

4.4.68. Brick cladding is the most common building material in Potters Bar. The name of the town itself is thought to derive from its history of clay extraction and local brick and tile-making. Red brick is most prevalent, followed by yellow brick (probably London Stock) seen in some commercial and public buildings. Some residential buildings are white rendered, sometimes combined with decorative exposed timber framing. Examples of decorative half-timbered and white render facades can be seen in the former Potters Bar Garden Estate, on Quakers Lane etc. On Darkes Lane decorative half timbering is combined with herringbone brickwork. Bay windows in matching or contrasting materials are frequently found on larger houses.

4.4.69. Residential roofs in Potters Bar are hipped or gabled, partly depending on size with the smaller houses having simple gables. The larger properties often have Dutch gable ends or gambrel roofs [what is this!?], and many loft extensions are mansard style covered with slate or clay tiles. A distinctive characteristic of Potters Bar are sweeping cat slide/dropped eaves roofs, as seen in some Arts & Crafts style bungalows in Darkes Lane CA, and reflected in more recent developments such as the 1980s residential and civic quarter on Wylllyotts Place.

4.4.70. Some older housing design features are retained across Potters Bar such as decorative bargeboards, brackets, brickwork, intricate chimney design or cornices.

4.4.71. In industrial areas buildings are typically red or yellow brick, sometimes combined with steel frames and metal sheets for the upper floors and roof. Some buildings are white rendered brick.



Views and Structuring Elements

4.4.72. The two tallest buildings in Potters Bar are the 9 storey Metropolitan House by the Potters Bar railway station and the 13 storey Canada Life building on Mutton Lane. These two landmark buildings are visible from across Potters Bar, especially due to the topography which sometimes creates vistas. Of the two, Canada Life has a much greater zone of theoretical visibility not only due to being taller, but also by virtue of being located on higher ground than Metropolitan House.

4.4.73. Metropolitan House is a prominent 8-9 storey building located on Darkes Lane and acts as an arrival marker for anyone travelling into Potters Bar railway station. It also provides a bookend to Baker Street, one of the routes into Potters Bar from Barnet, from as far as St John’s Methodist Church, when it appears above the tree line. Metropolitan House is also visible from nearby roads such as The Walk and Stafford Gate and has a strong presence on the town centre area of Darkes Lane.

4.4.74. Canada Life building is the most prominent building in Potters Bar. It is visible from most streets in the east of Potters Bar, i.e. Carpenter Way, Forbes Avenue including from Chace Avenue, where it is glimpsed in between buildings. The 12 storey building is also a prominent landmark from the M25 visible as one approaches Junction 24 eastbound. In the west as Mutton Lane slopes up and peaks by King Charles the Martyr church, the Canada Life building and associated telephone pole become visible in the distance.

4.4.75. A minor landmark with some inadvertent visibility is the 170-172 Mutton Lane 4 storey apartment building located on higher ground by the railway line and which stands out to the east from the Darkes Lane / Baker St junction.

4.4.76. The High Street’s location on high ground enables views towards the open countryside beyond.



Fig 115. View towards the Canada Life building from Barnet Road at the junction with Whaley Rd



Fig 116. Canada Life seen from Southgate Road, approaching the junction with the High Street



Fig 117. Metropolitan House seen from Baker Street, approaching the junction with Mutton Lane



Fig 118. Canada Life seen from the west, along Mutton Lane



Fig 119. Metropolitan House seen from a high point on Heath Road in Little Heath

Townscape – Key Findings

- Potters Bar features high-quality, suburban housing with an interwar and Arts & Crafts legacy, including good residential amenities and views towards the countryside from higher ground.
- The two town centres, including the vibrant and pedestrian-friendly Darkes Lane, have low commercial vacancy. They also both have taller buildings that function as landmarks that aid wayfinding despite their lack of visual merit.
- The Wyllyots cultural hub serves as an important amenity near the Potters Bar train station.
- Parkfield and Oakmere are high-quality green spaces in the town centre.
- Potters Bar faces significant challenges in connectivity and public realm provision and quality. The railway line creates a major pedestrian barrier, and there is a general lack of public realm and smaller, neighborhood-sized green and play spaces. Pedestrian permeability is poor in several areas, especially west of the High Street and within residential cul-de-sacs, compounded by narrow footways and an absence of cycle lanes.
- The High Street is dominated by vehicle movement and car parking, leading to high traffic intensity, poor sense of enclosure at key junctions (like the junction between High Street and Southgate), and a disjointed character with inconsistent building lines and poorly designed shopfronts.
- Opportunities for densification and improvement exist, particularly in the Station Close industrial area, on backland areas, and on underused sites near the High Street’s taller buildings. There is potential to improve the distinct character of Darkes Lane and to better integrate the major green spaces (Parkfield and Oakmere) with the High Street and each other.
- The vacant former Telephone Exchange building is a significant landmark to the north of the High Street and potentially an important asset and opportunity for refurbishment and reactivation.



Fig 121. View from south of the railway bridge towards the station building, with part of the Wyllyotts area in view to the left



Fig 122. The Telephone Exchange building on Hatfield Road is currently vacant and a potential significant asset in Potters Bar



Fig 123. View towards Metropolitan House in the background from within Wyllyotts cultural hub



Fig 124. Example of high quality suburban housing stock on leafy streets on St Michaels Way

4.5 Heritage

4.5.1. Among the 20th-century housing, industrial estates, offices and shopping parades in Potters Bar are some older surviving buildings. Most are on or near the High Street, for example the former Green Man, now a day nursery, at the northern end of High Street, is timbered and plastered although ‘much altered’ by 1937; the White Horse (now the Cask and Stillage) a low, white painted building of the early 18th century with a later; the former Lion (Potty’s Pancakes), a late-18th-century stuccoed building with later addition.

Designated Assets

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

4.5.3. These include Salisbury House, a two-storeyed, red-brick Georgian House and Oakmere House, a 19th century mansion. With grounds half in the parish Morven Park has 14th century origins acquired by the National Trust c. 1930 is set between Hatfield House and The Causeway. The timber-framed structure of Wyllotts Manor-house stands in Darkes Lane close to the station.

4.5.4. There are also the two Conservation Areas – Darkes Lane West (designated 2012) and The Royds Estate (designated 2000).

Fig 125. Heritage and conservation context map

Key:

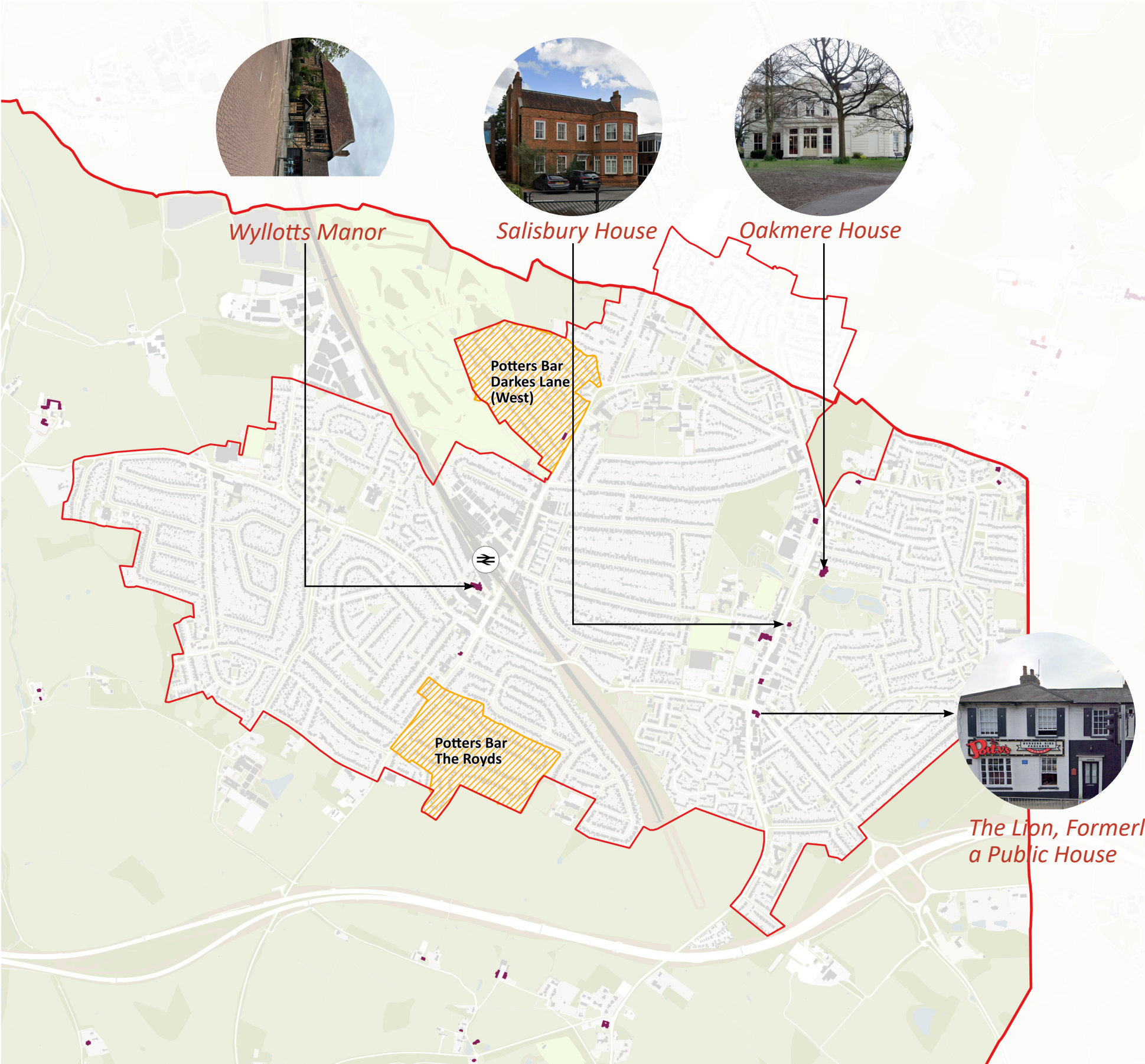
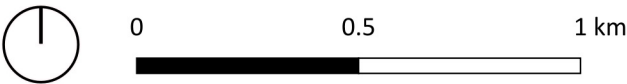
*The map excludes locally listed buildings – work TBC

Listed building Grade

- I
- II
- II*

Conservation areas

- Conservation areas
- Hertsmere Borough boundary
- Potters Bar settlement boundary



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Non-Designated Assets – the Local List

Barnet Road

- 23 & 25 Barnet Road
- Potters Bar Old Baptist Church,

Billy Lows Lane

- The Tudor House, 2 Billy Lows Lane
- Air Raid Warden’s Post, Billy Lows Lane
- 59, 61, 63, 65, 67 & 69 Church Road
- 9-19 (odd) and 10-20 (even) Cotton Road

Darkes Lane

- Chestnut Tree House
- 69 – 111 Darkes Lane – a post-war parade that has lost its original windows and shopfronts
- 165 – 173-and 177 Darkes Lane – interwar Neo Georgian parade with surviving fenestration.
- 197 Darkes Lane – 1924 detached villa

High Street

- 75, 77 & 79 High Street – mid 19th century shops
- 80, 82 & 84 High Street – Interwar Arts & Crafts parade.
- 86 High Street – Interwar, Neo-Georgian former bank.
- 88 – 110 High Street – Interwar shopping parade
- 151, 157, 159, 161, 163, 165 & 167 High Street – c.1930 Deco parade
- Also, the 18th century wall forming the southern boundary of the bus garage is locally listed.

Mutton Lane

- Lychgate and War Memorial, Mutton Lane Cemetery
- Our Lady and Saint Vincent RC Church
- Stafford Arms Public House,
- Windmore Hall
- Church of King Charles the Martyr

Southgate Road

- 37 Southgate Road,

The Causeway

- Former Police Station.
- Morven Park House, Morven Park plus its Lodge and Gate Piers and stables.The Cottage and outbuildings at Morven Park Farm. (The house is thought to have been constructed in c1874 for Arthur Sanderson of Sanderson & Sons.)Stormont School – c.174 former mansion

The Walk

St Mary’s and All Saints Church and Church Hall

Warrengate Lane

- Mimms Hall Lodge
- 3 & 4 Mimms Hall Cottages
- Bridge at Warrengate Lane

Also:

- Anti-Tank Defences and Pillbox, Potters Bar Golf Club



Fig 127. Stafford Arms Public House



Fig 126. The Causeway Former Police station



Fig 128. Our Lady and Saint Vincent RC church, Mutton Lane



Fig 131. King Charles the Martyr Church, Mutton Lane, Potters Bar



Fig 132. 86 High street - Interwar, Neo-Georgian former bank - Sourced by daynurseries.co.uk



Fig 129. Lychgate, Mutton Lane Cemetery, Mutton Lane, Potters Bar



Fig 130. Source North Mymms History Project

Heritage – Key Findings

- Potters Bar has an unusual character having two parallel main streets – Darkes Lane and the High Street – connected by east-west residential streets and Mutton Lane to the south. Darkes Lane has a largely interwar appearance with Neo-Georgian shopping parades. However, it has been degraded by incremental changes such as redevelopments and the loss of appropriate windows and shopfronts.
- The High Street has the more historic fabric but this has been considerably fragmented by redevelopments, some of considerable scale insensitive to low rise historic assets as neighbours. The historic pubs have also suffered with some converted to other uses or heavily marred by inappropriate signage. Some locally listed shopping parades have also suffered from insensitive changes and throughout the area, poorly considered forecourts detract from the appearance of the town and from the setting of nearby heritage assets.
- Scales are extraordinarily varied along the High Street – from two- to thirteen-storeys – but are more consistent along Darkes Lane and the connecting streets.
- As well as the listed and locally listed buildings, there are many good open spaces such as Oakmere Park with its mansion Oakmere House (currently under restoration) and the High Street’s high ground location mean that there are many views available to open countryside. This setting is part of its character.
- At the north end of the High Street, the interplay of surviving historic fabric and important open spaces including either side of The Causeway and Hatfield Road including grounds of Morven Park and of other substantial houses such as Salisbury House and Oakmere House could form the core of a potential conservation area with its boundary selectively drawn to include the cottages at the junction, the former police station and the Victorian villas on Cotton Road. More selectively, this could potentially also include groups of listed and locally listed properties further south including the parish church complex as far as the Cask & Stillage.
- It is recommended that this task be given serious consideration in order to protect the area’s surviving heritage and as a means to improving design quality. This should include reviewing the local list in and around the High Street.
- Both Darkes Lane and the High Street would benefit considerably from shopfront and public realm improvements including greening and tree planting.
- The two conservation areas focused on interwar housing (Darkes Lane West and The Royds Estate) are relatively self-sufficient and not priorities for intervention. That these have been considered of sufficient special architectural and architectural interest for designation, would suggest that High Street is also a strong candidate –including sites for redevelopment in a more sympathetic manner.
- The redevelopment of post-war offices and other buildings at a more sensitive scale and with footprints that better address street frontages in ways that reinforce urbanity also offer opportunities for providing housing and facilities while mending the fragmented historic environment at more density but with lower heights.
- The Walk with the parish church at its east end could be the focus of an improved pedestrian link between the two main streets.
- It is not known what the long-term future of the bus garage is but its site is important to the future of the High Street.



Fig 133. St Mary the Virgin and All Saints Church

4.6 Landscape

Landscape Typology

4.6.1. The landscape typology of Potters Bar includes a diverse range of green spaces such as formal parks like Oakmere Park and Parkfield, sports fields including King George V Recreation Ground, Old Owens Sports Ground, and Potters Bar Cricket Club, as well as natural areas near the Former Potters Bar Golf Club and along the town’s edges.

4.6.2. Additional green features include cemeteries, allotment gardens in the south, and smaller open green spaces scattered throughout residential areas. The town is encircled by Green Belt land and surrounding agricultural fields, which help maintain its rural setting and prevent urban sprawl.

4.6.3. The railway line cuts through the centre of the town, dividing it into two contrasting landscape zones—the more natural, green-western side and the denser, urban-eastern side—disrupting both visual continuity and ecological connectivity.

4.6.4. Key Local Wildlife Sites, especially in the southwest and northeast, contribute to biodiversity and form part of the wider green belt ecological network, reinforcing Potters Bar’s overall landscape quality.



Fig 134. Landscape Map

Key:

Surrounding Agricultural Land	Tree Preservation Order	Policy SADM34 - Open Space, Sports and Leisure Facilities
Open Green Areas	Local Plan 2012-2027 Policies Map	Policy SADM29 - Heritage Assets: Conservation Areas
Natural areas	Policy CS13 and SADM22 - The Greer Belt Area Covered By the Green Belt	Policy SADM29 - Heritage Assets: Archaeological Sites
Sports Fields	Policy SADM10 - Biodiversity and Habitats: Local Wildlife Sites	Policy SADM24 - Key Green Belt Sites (infill envelope)
Cemetery	Policy SADM10 - Biodiversity and Habitats: Local Nature Reserves	
Allotment Garden		

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Blue-Green Infrastructure

4.6.5. The Blue-Green Infrastructure analysis of Potters Bar reveals how natural water systems and soil conditions shape the town’s landscape and flood resilience.

4.6.6. Potters Bar Brook flows from the north near the Former Golf Club, becoming hidden through central urban areas before re-emerging south of the railway, where it runs through more open, natural landscapes. These hidden sections align with Flood Risk Zones 3a and 3b, indicating increased vulnerability in built-up areas.

4.6.7. The town’s dominant soil type—slowly permeable, seasonally wet, slightly acid but base-rich loamy and clayey soils—limits drainage and contributes to flooding, while also supporting rich, green vegetation.

4.6.8. In the eastern areas, the soil becomes more acidic, subtly altering vegetation and landscape character. Together, these factors highlight the need to better integrate water and soil systems into urban planning to enhance ecological function and flood management.

Landscape – Key Findings

- Potters Bar has large, diverse parks such as Oakmere, Parkfield, Morven Park and King George V Recreation Ground;
- The settlement is surrounded by Green Belt land, which limits urban sprawl.
- The railway bisects the town, fragmenting the landscape and public realm.
- There is a lack of a central civic square or integrated community hub.
- Ecological connectivity is compromised by the railway line and green spaces and wildlife sites have the potential to be connected to form continuous ecological corridors.
- There are no SuDS in Potters Bar and incorporating these would provide flood resilience strategies for flood zone areas along the course of mostly culverted Potters Bar Brook.

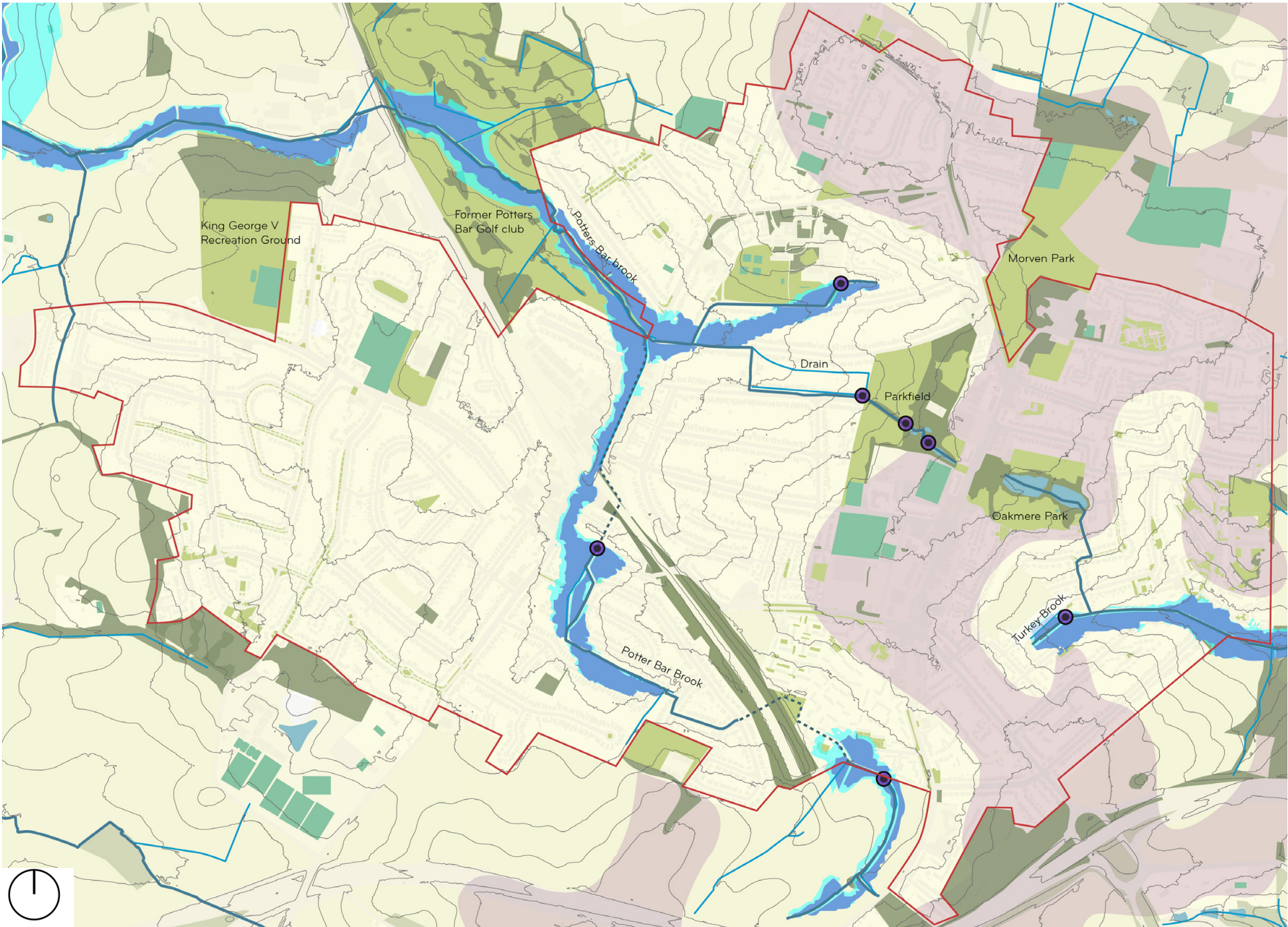


Fig 135. Blue – Green infrastructure map

Key:

	Main River		Slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils
	Ordinary Watercourse	Flood Risk Zones	
	Open Green Areas	Source: (https://webmaps.hertfordshire.gov.uk/waterman/)	
	Natural Areas		EA Flood Zone 3
	Sports Fields		EA Flood Zone 2
Soil Typology			EA AIMS Structure (AECOM)
Source: https://www.landis.org.uk/soilscapes/			
	Slowly Permeable seasonally wet acid loamy and clayey Soils		

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4.7 Environment and Sustainability

4.7.1. Potters Bar lies within the larger upper Colne catchment area with the Potters Bar Brook bisecting the existing Potters Bar Golf Course before being culverted through the town. The greater catchment hydromorphology is not considered by the Environment Agency (EA) to be heavily modified or designated as artificial despite changes to the alignment of the river through culverting and canalisation.

4.7.2. Potters Bar Brook is a tributary of the larger Mimms Hall Brook, which itself is a tributary of the River Colne. It is considered to be of ‘Bad’ ecological status with a poor hydrological regime, as defined by the EA as of 2022 (Environment Agency Catchment Data Explorer for Colne (upper east arm including Mimms Hall Brook), Tykeswater, and Colne (from Confluence with Ver to Gade)), given it being exposed to urban pollutants, intermittent sewage discharges and being culverted for urbanisation over parts of the tributary, such as in Potters Bar.

4.7.3. Potters Bar Brook is culverted through Potters Bar to support urbanisation and the existing transport network. Though it forms a key part of the landscape within the Golf Course and where it feeds Oakmere Pond, it is disconnected from much of the community with overgrown hedges and fencing separating the lower river walk.

4.7.4. The Potters Bar Society actively coordinates local country walks, however, given the disconnect with the riverside and urban landscape, many of these are within the local heaths though some walks feature brief alignment with the greater River Colne.

Topography

4.7.5. The site levels vary between 85mAOD in the northwest to 125mAOD in the northeast. There is a local high point in the southwest of the site at approximately 115mAOD. The existing East Coast main rail line and Potters Bar Brook bisect Potters Bar at approximately 100mAOD. Areas where Potters Bar Brook is understood to be culverted is shown in cyan.

Geology

4.7.6. The study area is underlain by London Clay with localised deposits of the Lambeth Group and Lewes Nodular Chalk near the Potters Bar Golf Club and western boundary of the settlement.

4.7.7. Superficial geology comprises of deposits of superficial undefined quarternary sand and gravels in the east and west with small, localised deposits of the Lowestoft formation in the southeast.

4.7.8. Typically, gravels and sand support good infiltration rates, though the London Clays, which dominate the site, limit this. At the boundary of the gravels and clays there is also a potential for elevated groundwater levels.

Fig 136. Potters Bar topo with culverted watercourse (cyan)

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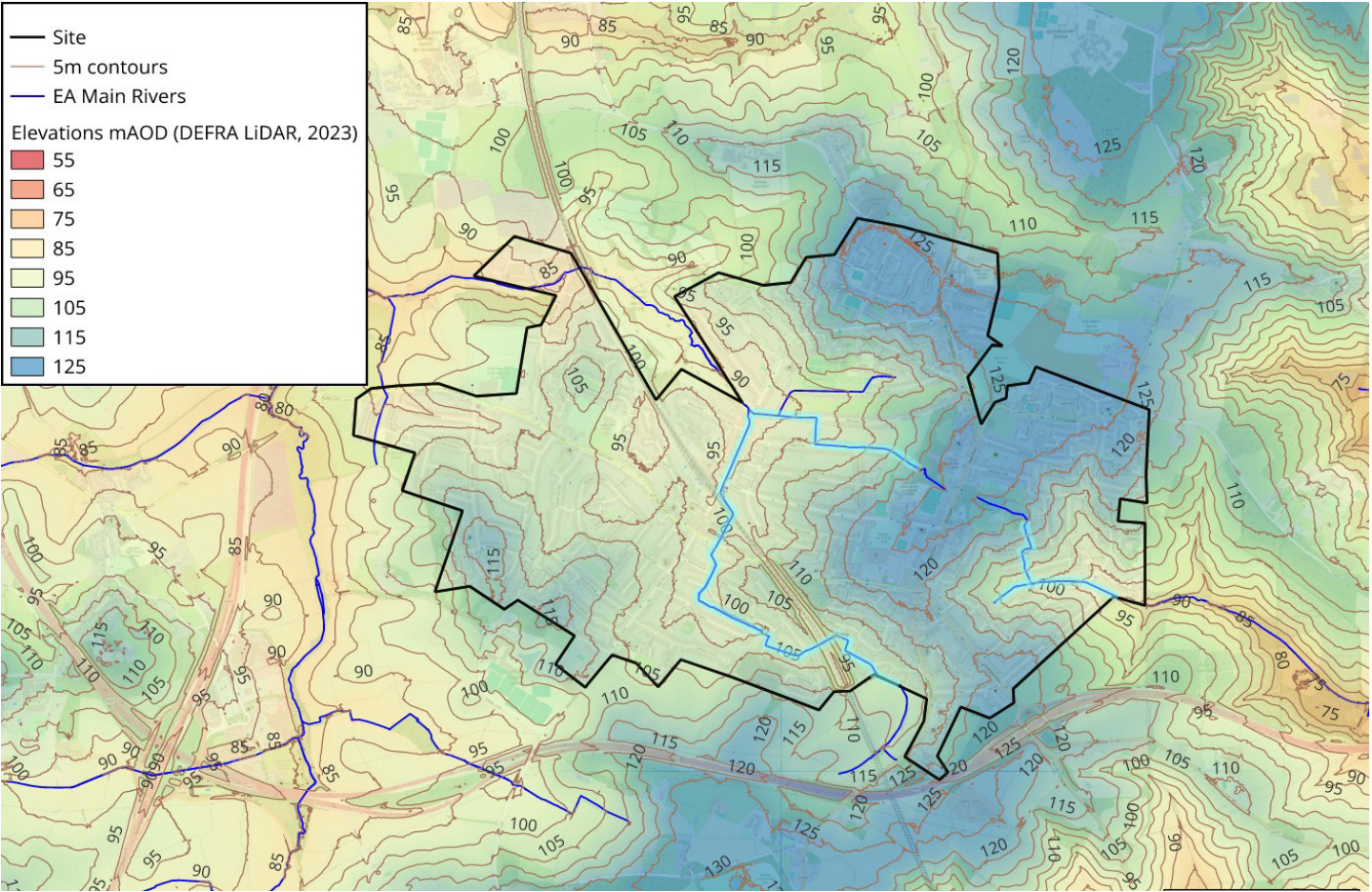
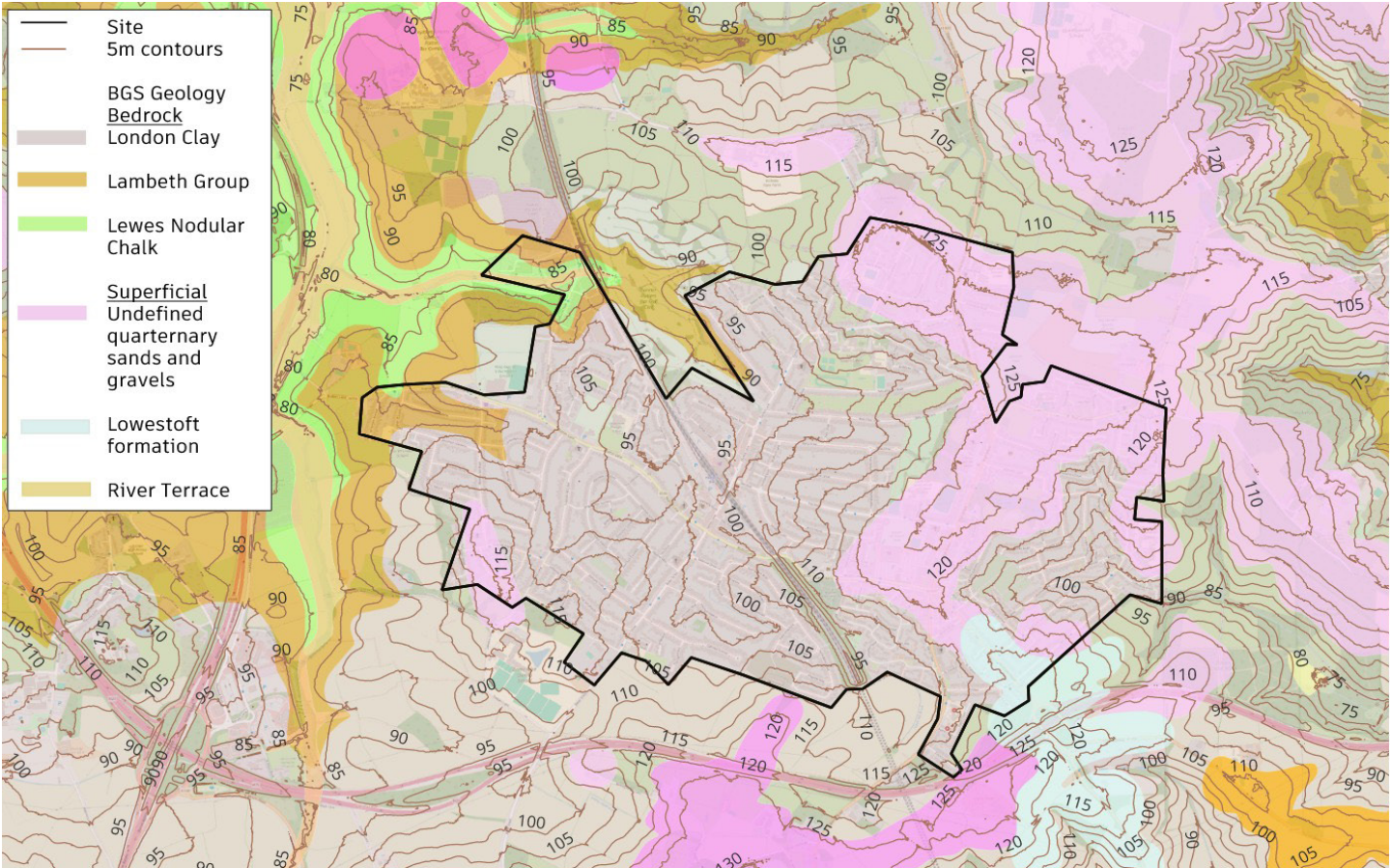


Fig 137. Potters Bar geology map

Contains British Geological Survey materials © UKRI 2025



Flood Zone and Risk

4.7.9. The settlement is largely in Flood Zone 1, though the low-lying valley which bisects Potters Bar north-to-south is within Flood Zones 2 and 3 due to the lower area forming part of the Potters Bar Brook floodplain.

4.7.10. The low-lying valleys and existing recreation grounds are at a high risk (>1:30 chance per year) of surface water flooding. These areas typically correspond with the conveyance of Potters Bar Brook which flows through the site, albeit largely through culverts.

4.7.11. When the effects of climate change are accounted for, the extents of the areas illustrated and associated risk increases.

4.7.12. Furthermore, the site has historically been subject to a significant number (between 41 and 70) of recorded sewer flood incidents as per the local Strategic Flood Risk Assessment (SFRA). The SFRA particularly notes records of surface water sewer flood events along the low-lying valley aligned with The Brook and railway.

4.7.13. Further, the SFRA indicates a number of recorded land drainage flood events clustered east of the central low-lying area near The Walk, Ladbrooke Drive, and Billy Lows Lane. These events likely arose during intense storms and due to the culverting of Potters Bar Brook and increased urbanisation within the area.

4.7.14. There is an opportunity to improve the flood risk of the existing urban developments through considered integration of SuDS features and enhancing the existing condition of Potters Bar Brook, particularly upstream of Darkes Lane and within Oakmere and Parkfield Open Space downstream. Strategic opportunities to re-naturalise the Potters Bar Brook and provide flood alleviation should be considered.

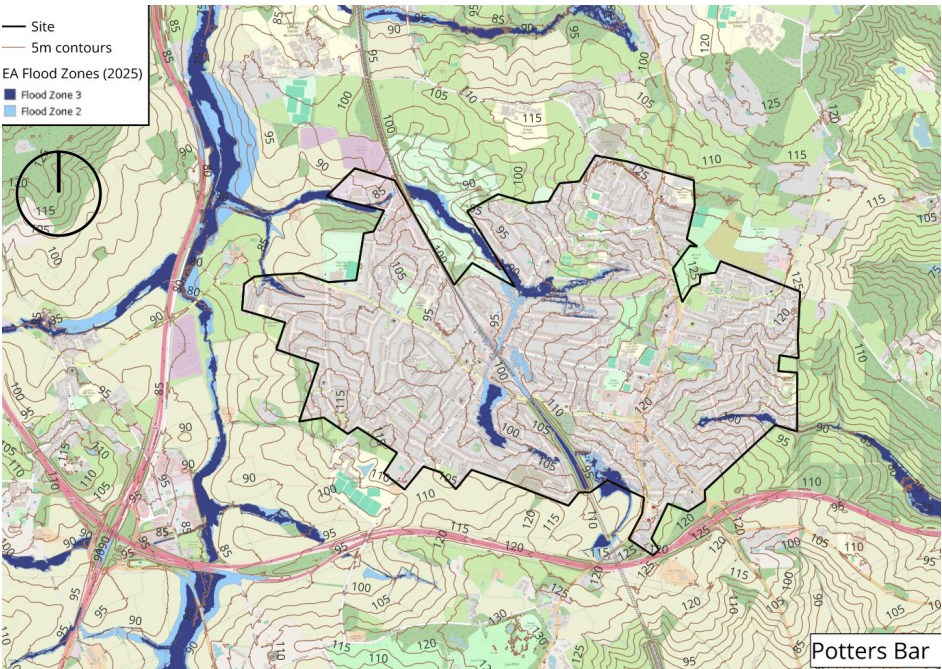


Fig 138. Potters Bar Flood Zones
© Environment Agency 2025. Contains public sector information licensed under the Open Government Licence v3.0. The data was obtained on 20.09.2025. The most publicly available up-to-date version can be accessed via data.gov.uk or the Environment Agency.

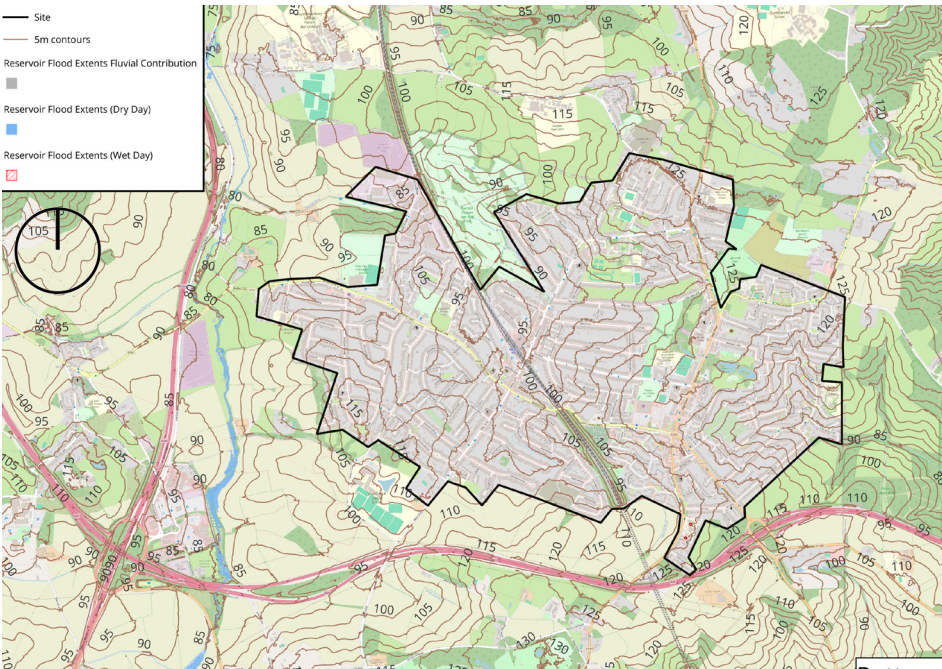


Fig 139. Potters Bar Reservoir Flood Risk
© Environment Agency 2025. Contains public sector information licensed under the Open Government Licence v3.0. The data was obtained on 20.09.2025. The most publicly available up-to-date version can be accessed via data.gov.uk or the Environment Agency.

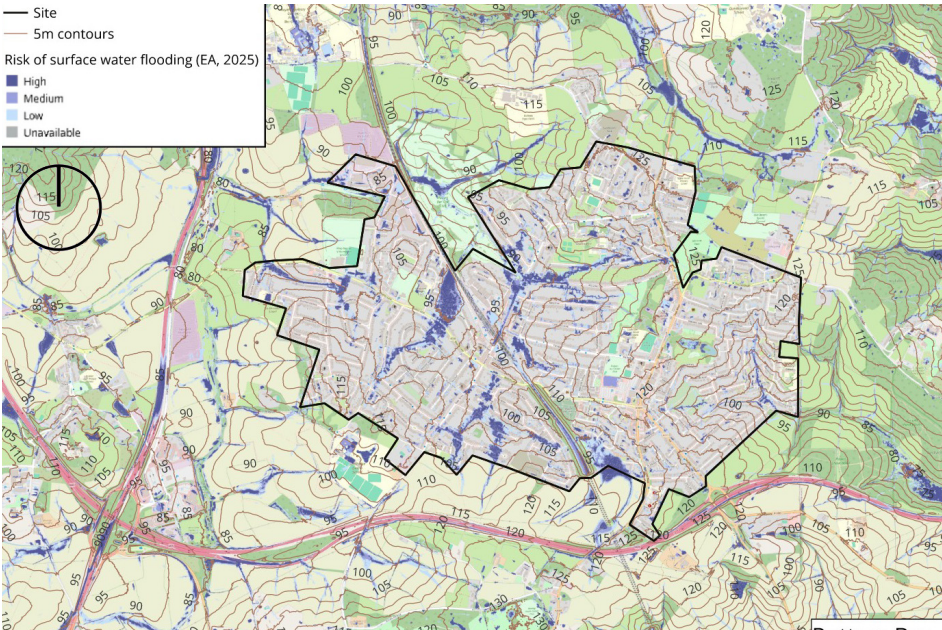


Fig 140. Potters Bar Risk of Surface Water Flood – no climate changes scenario
© Environment Agency 2025. Contains public sector information licensed under the Open Government Licence v3.0. The data was obtained on 20.09.2025. The most publicly available up-to-date version can be accessed via data.gov.uk or the Environment Agency.

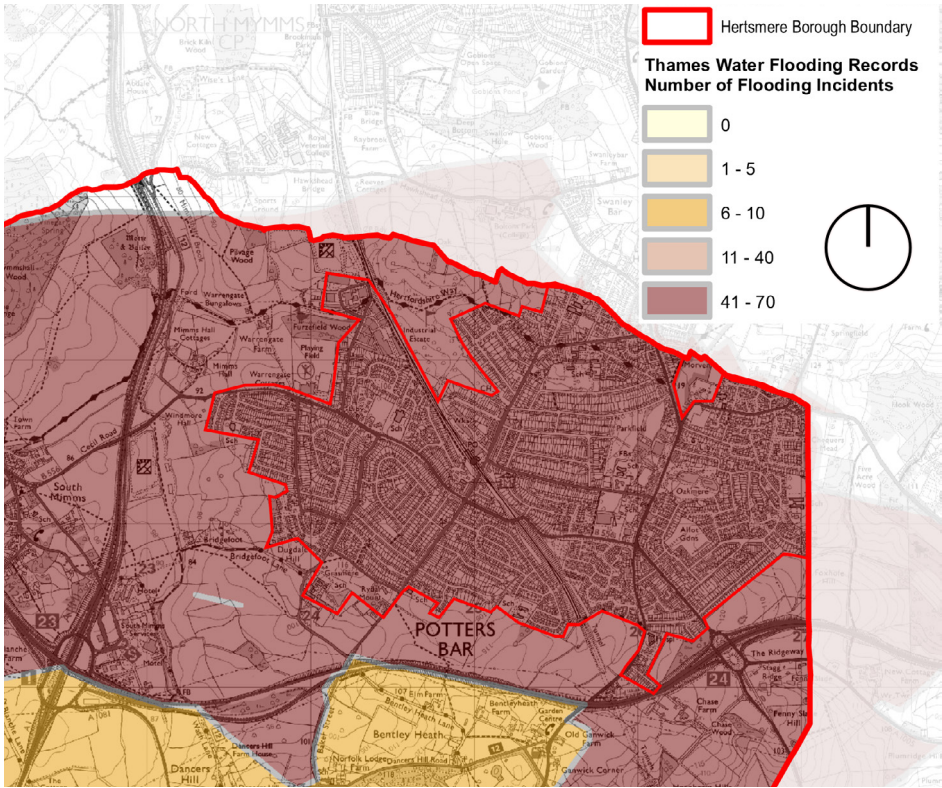


Fig 141. Recorded sewer flooding incidence, Potters Bar
@ Hertsmere SFRA (AECOM, Sept 2023). Available from Borough Council webpage (public information)

Desk Study Method

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

Desk Study

European designated sites

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

Nationally designated sites

4.7.17. Table 10 lists the designated sites located within approximately 2 km of the settlement. Furzeffield Wood and Lower Halfpenny LNR is the only designated site identified within the settlement boundary. Opportunities to enhance and expand these habitats should be designed into the masterplan.

Priority habitat

4.7.18. The priority habitats shown in Table 11 are located within 1 km of the settlement. Opportunities to enhance and expand these habitats should be designed into the masterplan.

Site Name	Designation
Furzeffield Wood and Lower Halfpenny	LNR
Northaw Great Wood Country Park	LNR
Northaw Great Wood	SSSI
Redwell Wood	SSSI
Caste Lime Works Quarry	SSSI

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

Priority habitat	Count
Wood-pasture and Parkland	5
Traditional orchard	8
Deciduous woodland	89
Ponds	3
Lowland heathlands	1
Lowland meadows	1
Coastal and floodplain grazing marsh	4

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

4.7.19. Two parcels of ancient woodland were also identified within the 1km search area. As with other settlements, deciduous woodland represented as green polygons below is the habitat with the greatest design opportunity. Where possible other low-density priority habitats would create a more rounded settlement from an ecological and recreational prospective.

Species

GCN Risk zones

4.7.20. Amber zones likely have great crested newt populations, habitats and dispersal routes. Green zones are likely to have fewer areas with great crested newts. Fig 144 shows Potters Bar is mostly a ‘Green zone’ with only a small areas of ‘Amber zone’ within the settlement.

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

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

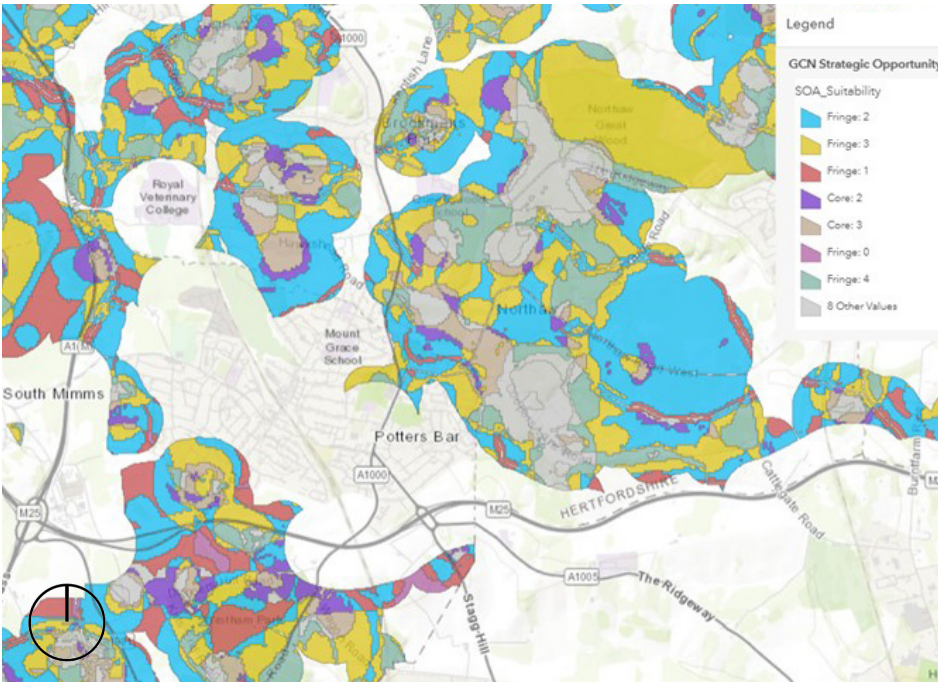


Fig 142. Natural England Open Data Geoportal search showing GCN Opportunity Areas. Higher scores are associated with darker coloration and represent a greater presence of suitable habitat features.

Source: Natural England Open Data Geoportal – <https://naturalengland-defra.opendata.arcgis.com/> © Crown copyright 2025

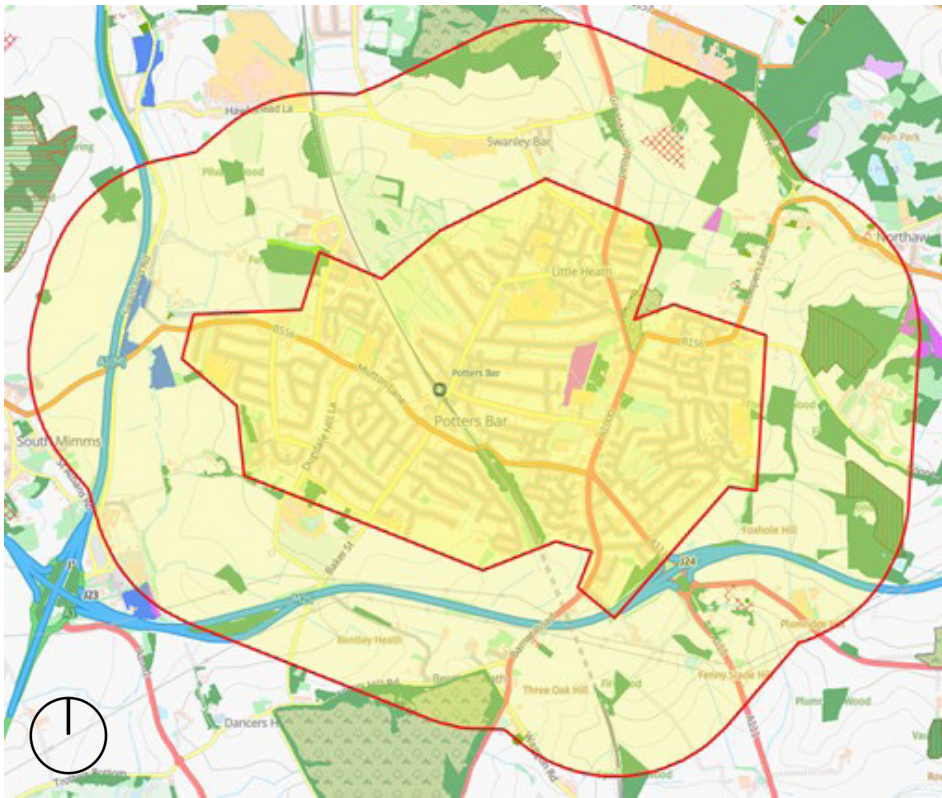


Fig 143. MAGIC search showing settlement boundary (inner) and 1km buffer (outer) showing priority habitats present.

Source: The Multi-Agency Geographical Information for the Countryside (MAGIC) – <https://magic.defra.gov.uk/MagicMap.html> © Crown copyright 2025



Fig 144. Natural England Open Data Geoportal search showing settlement boundary (inner) and 1km buffer (outer) showing the GCN risk zones. Blue = amber, yellow = green.

Source: Natural England Open Data Geoportal – <https://naturalengland-defra.opendata.arcgis.com/> © Crown copyright 2025

Licence/ Survey Licence Return	Count
Bats: -Common Pipistrelle -Soprano Pipistrelle -Brown long-eared Bat	5
GCN	4

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

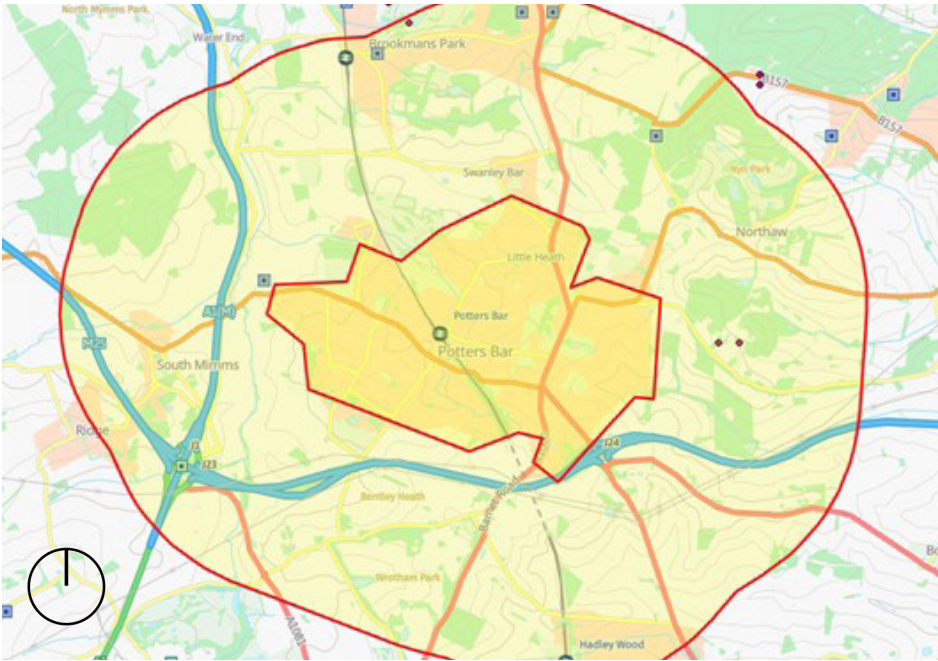


Fig 145. MAGIC search showing settlement red line boundary (inner) and 2km buffer (outer) showing European Protected Species Licensing.
Source: Draft Habitat Regulation Assessment (HRA) – LUC, October 2021. © Crown copyright 2025

European protected species licences

4.7.23. A search for species licences granted within the last 10 years within 2km of the settlement was conducted.

4.7.24. Species records within the settlement boundary and buffer can serve as an early warning system, helping to identify potential constraints while also highlighting opportunities for targeted habitat enhancements to support key species.

Public Greenspace

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

Areas of Particular Importance For Biodiversity

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

Local Nature Recovery Strategy

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

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

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

Limitations & Data Gaps

4.7.30. Mapping outputs:

- Mapping has not been produced using GIS and so outputs should be treated as approximate. The outputs are considered appropriate to inform a settlement baseline. Buffer around the settlement boundary have been used to ensure the most important data has been captured.
- Additional details such as specific location of habitat parcels and or species licence records is not possible at this stage. However, the information remains useful to inform a settlement baseline.

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

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



Fig 146. Public greenspace
Screenshot of Hertfordshire Local Nature Recovery Strategy showing the Public Greenspace within and around Potters Bar. © Hertfordshire County Council 2025.

Environment and Sustainability – Key Findings

- There are no protected species licences within the settlement boundary.
- Some scattered green space and areas of particular importance to biodiversity within the settlement
- No great crested newt (GCN) red zones present – presence of GCN may be addressed through district level licensing.
- Areas of flooding are contained within the Brook and its banks but there is a threat of increased areas of flooding due to climate changes.
- Two LNR’s are present within the settlement boundary.
- Absence of baseline habitat data for the settlement limits the extent to which development can be focused to areas of low biodiversity value, and avoid areas of high biodiversity value.
- Presence of London Clay will limit infiltration SUDS.
- Watercourse has low ecological value currently.
- The Local Nature Recovery Strategy (LNRS) GCN strategic opportunity Areas (SOAs) present opportunities to design in a range of features to achieve multiple benefits for nature and people where combined with green infrastructure provision. There are plenty of design opportunities for bats and GCN due to their presence in the settlement area.
- There is an opportunity to re-naturalise culverted parts of Potters Bar Brook and/or provide flood alleviation upstream of the town to give move developable land within the town centre along Darkes Lane.
- Air quality from increased traffic may impact statutory designated sites, noted in the Habitats Regulations Assessment (HRA) of the current Local Plan.
- There is an increasing threat in north London and Hertfordshire regarding water neutrality which requires strategic approaches at plan level to address the risk of development being halted until a solution is found.



Fig 147. Areas of particular importance for biodiversity
Screenshot of Hertfordshire Local Nature Recovery Strategy showing the Areas of Particular Importance for Biodiversity within and around Potters Bar. © Hertfordshire County Council 2025

4.8 Public Land Ownership

Public Ownership

4.8.1. The map adjacent shows ownership by Hertsmere Borough Council in Potters Bar which is predominantly small plots in the town centres as well as Oakmere and the Potters Bar Allotments.

4.8.2. On the outskirts of the settlement HBC also own the Cranbourne Industrial Estate, Furzefield Leisure Centre, King George V Recreation Ground and a waste treatment facility and light industrial area by the M25 to the south.

Land Ownership – Key Findings

- There is a lack of publicly-owned assets in Potters Bar, with the exception of green spaces and industrial areas.

Fig 148. Public sector land ownership plan

Key:

Borough council-owned assets

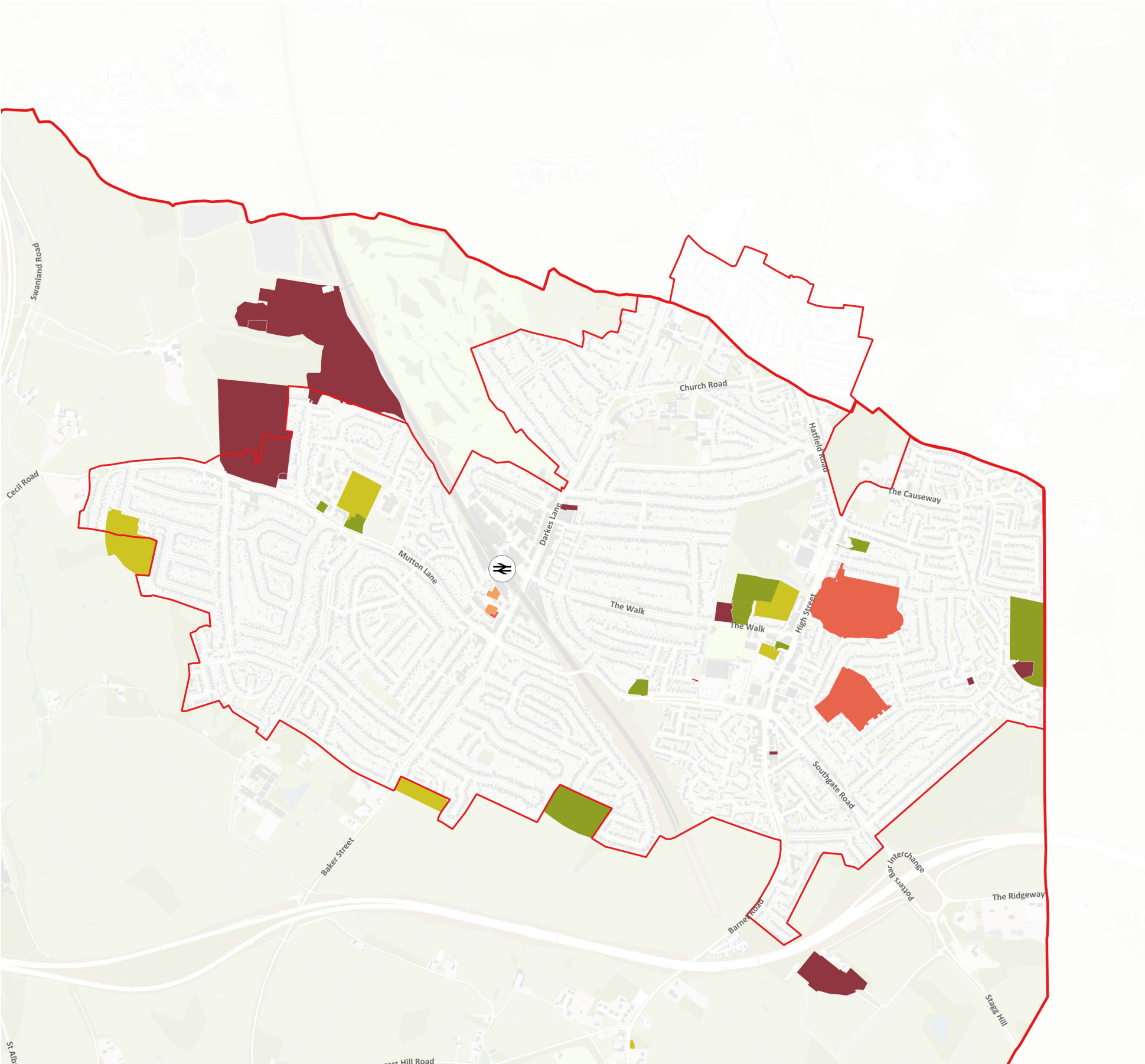
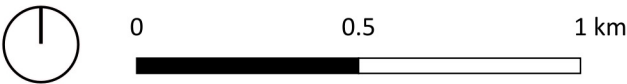
- Building only
- Land only
- Land with permanent building

County council-owned assets

- Land / Buildings
- Land only

Hertsmere Borough boundary

Potters Bar settlement boundary



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4.9 Property Market

	Total Number of Homes	Number of Houses			Number of Flats		
		Owner-occupied	Private Rental	Social Rented	Owner-occupied	Private Rental	Social Rented
Potter's Bar	9,176 100%	5,789 63.1%	631 6.9%	708 7.7%	719 7.8%	846 9.2%	479 5.2%

Fig 149. Existing Housing Stock. Figures will not total 100% as caravans, mobile homes and temporary structures have not been included.

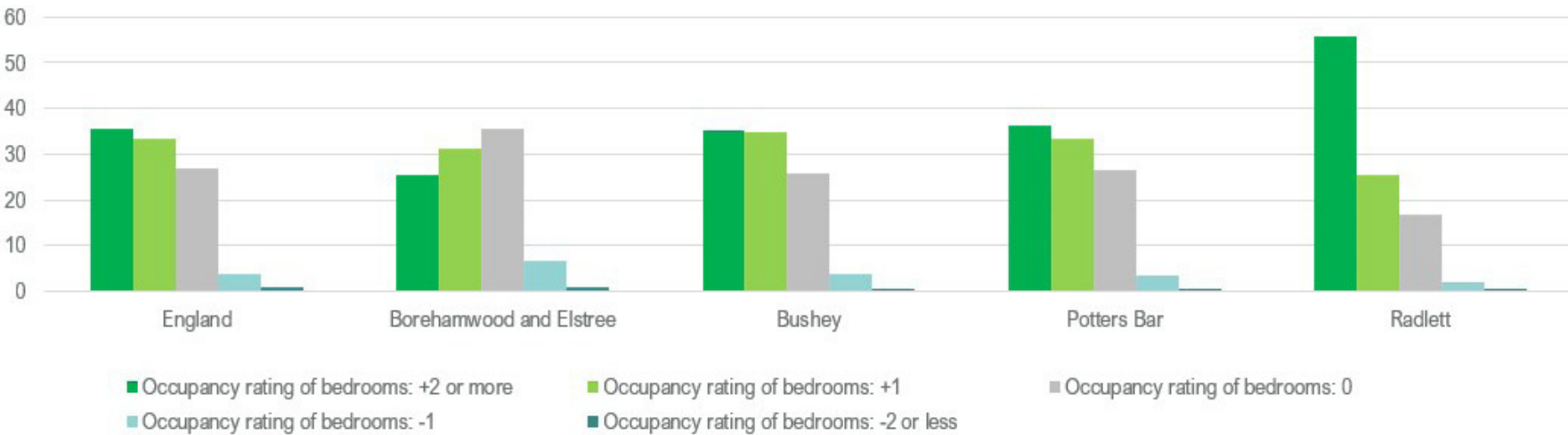


Fig 150. Hertsmere Housing profile, 2023. Potters Bar: Majority of homes are under occupied.

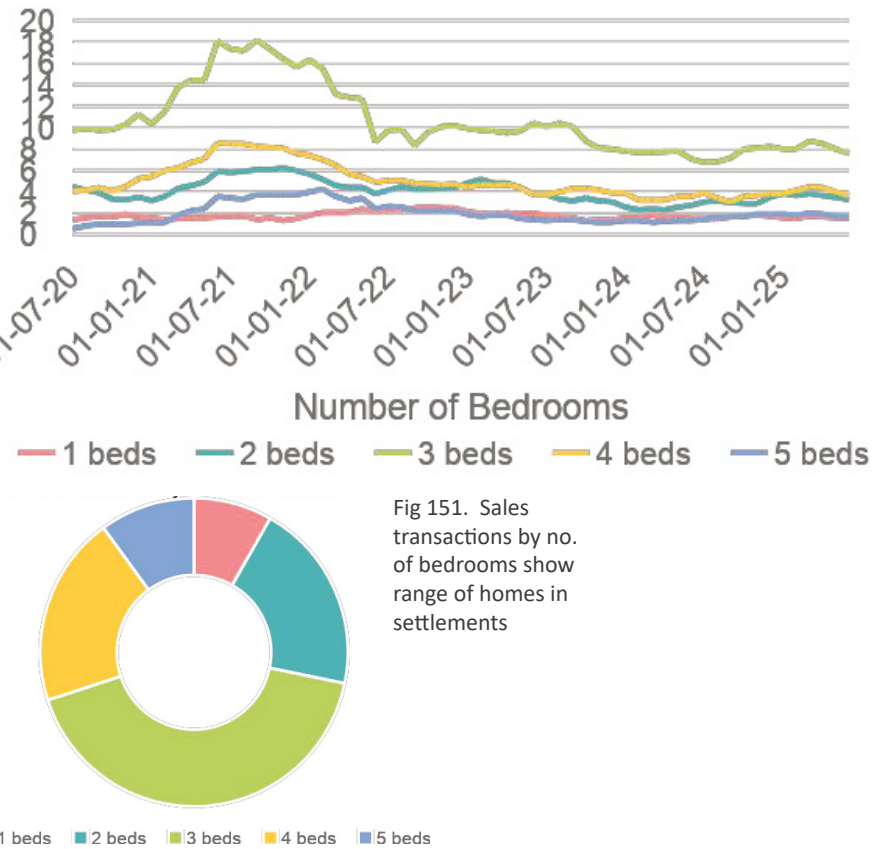
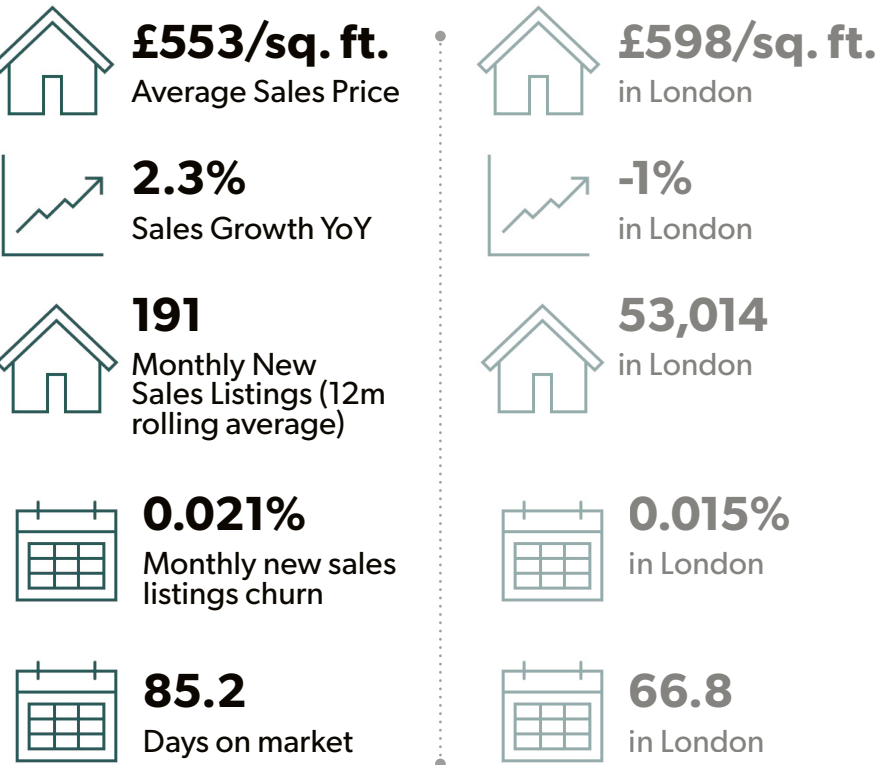
Beds	Count	%
1 bedroom	5296	12%
2 bedrooms	11400	27%
3 bedrooms	15472	36%
4 or more bedrooms	10514	25%



9,174
Number of homes

Table 13. Distribution of households by bedrooms across Hertsmere (ONS, 2021). Three beds dominate in Potters Bar at 41%, compared to 36% across Hertsmere. There are fewer 1 beds, at 8% in Potters Bar.

Residential Sales



Demand and pricing remain significantly higher than national and regional averages for both home sales and rentals. Modest growth with steady sales over longer marketing periods

4.9.1. The housing market in Potters Bar is healthy, demonstrating sales prices of £553/sq ft, representing a 2.3% growth year on year. Rental values have grown 3.3% over the same period, now averaging £1652/month.

4.9.2. The housing market in Potters Bar is active, with 191 new listing, though this is matched with a slower time on market of 85 days, implying a level caution amongst buyers.

Sales speed equal for abundant houses and scarce flats

4.9.3. New listings for houses have climbed since 2020, peaking at over 250 in mid-2024. By contrast, flat listings have remained limited and remained steady

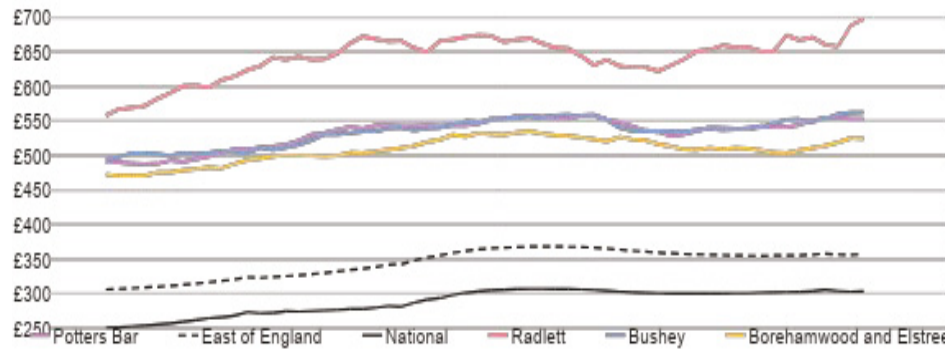


Fig 152. Average sales price, £/sq.ft.

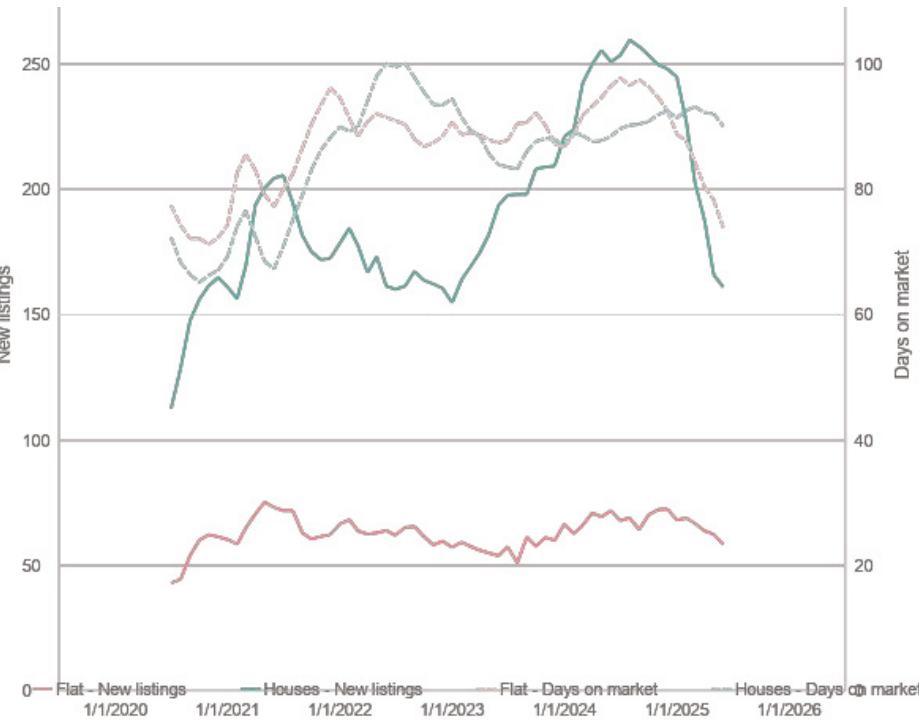


Fig 153. Homes vs Flats – New sales listings and Days on Market

through the same period. The apparent dip in new listings in the most recent months should be read with caution, as reporting lags are common in property datasets and can temporarily understate supply.

4.9.4. With regards to absorption, houses and flats have followed a similar trend in terms of how long they take to sell, typically ranging from 70-100 days. There appears to be no strong structural variation in absorption between the two.

4.9.5. Potters Bar demonstrates an imbalance in supply between homes and flats, marked by an abundance of homes coming onto the market with a thinner flow of flats. Notwithstanding, absorption rates remain similar across both property types.

Abundant houses and scarce flats show no clear gap in sales speed

4.9.6. The market for smaller flats in Potter’s Bar has cooled after a period of strong activity in 2021–22. New listings have eased back, especially for two-beds, reflecting more cautious sentiment among sellers and buyers alike.

4.9.7. The number of one-bed listings has consistently tracked below two-beds, reflecting a smaller pool of stock. However, since 2023, average days on market have been broadly similar for both unit types, whereas previously one-beds tended to take longer to sell. This suggests that demand is now proportionate to supply, indicating a more balanced market across both segments.

4.9.8. Fewer new listings and shorter selling times reflect an adjustment to higher borrowing costs and tighter affordability. Some sellers are holding back, but competitively priced flats continue to attract steady demand from first-time buyers and commuters seeking better value than neighbouring North London areas.

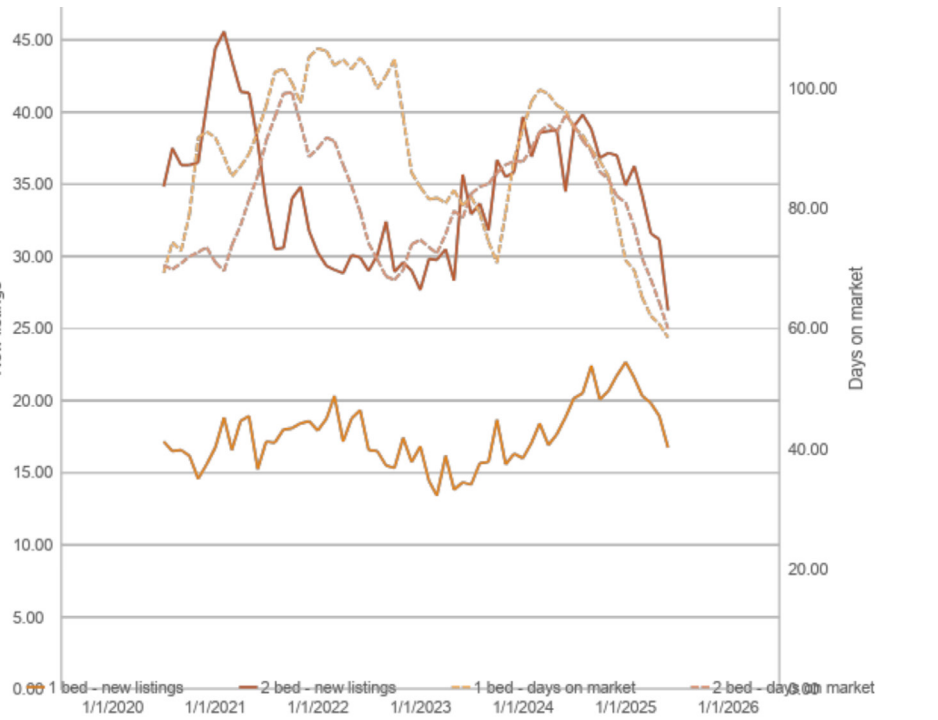


Fig 154. 1-bed vs 2-bed listings – New sales listings and Days on Market

Retirement Sales

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

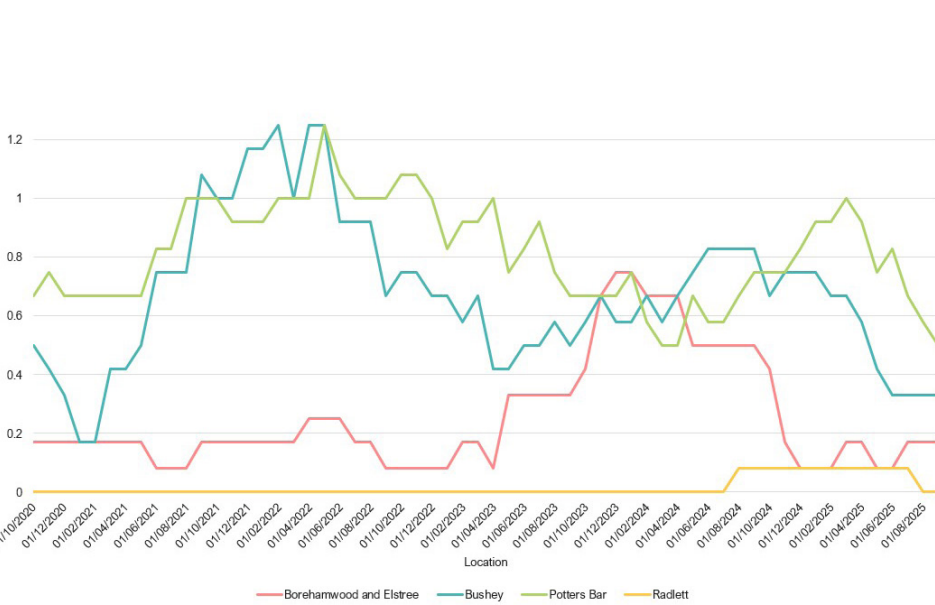


Fig 155. 12 month moving average of sales transactions of retirement properties

Residential Rentals

4.9.9. Mild fluctuations but fairly consistent and reliable rental market overtime. Rental values have grown 3.3% over the same period, now averaging £1652/month.

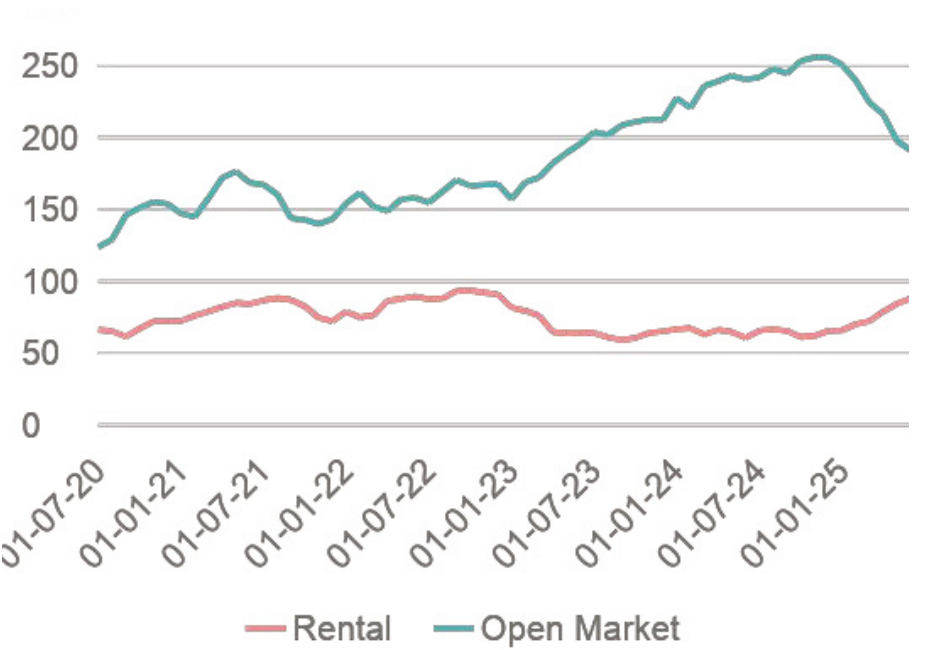


Fig 156. Residential: New rental listings

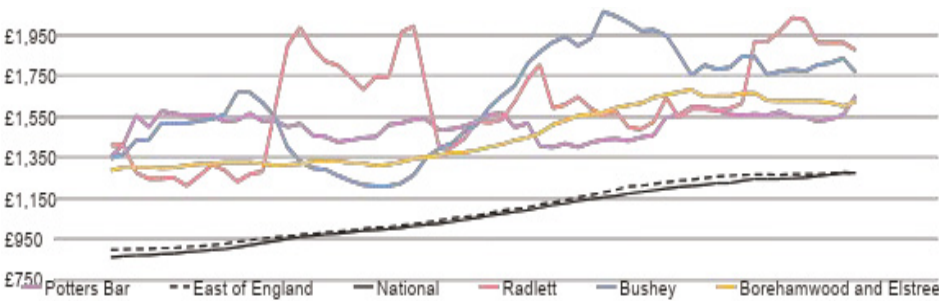


Fig 157. Average rent/month

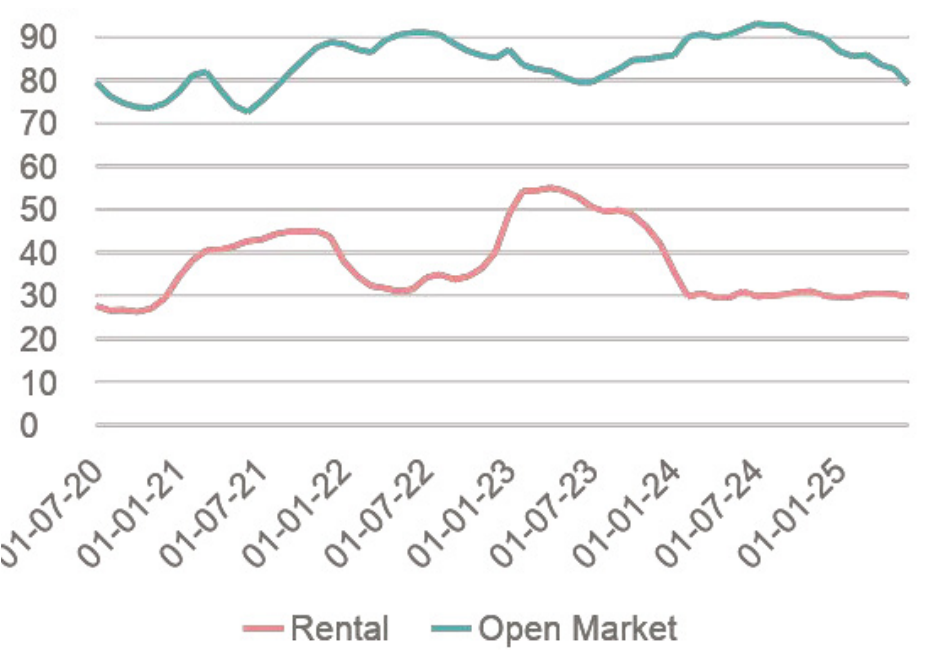


Fig 158. Residential: Number of days on market (rentals)

Residential Comparables

4.9.11. Cala Homes are currently on site and marketing at 63 home scheme of 3, 4, and 5 bedroom family homes to the north of Potters Bar in Little Heath. Typical of new builds, the asking price of these homes are commanding a premium of over 11-12% above average sales prices in the town.

4.9.18. Based on our review, there are no newbuild flats currently on the market in Potters Bar, however in the second-hand market, a two-bedroom flat within close proximity to the train station is demanding almost £580/sq. ft.

4.9.19. Potters Bar is competitively priced compared to Bushey and Radlett, yet above regional averages. Limited new-builds suggests constrained supply and therefore potential demand – particularly among the area’s growing retirement-age population and downsizers although this would need to be investigated with local agents.



Fig 159. Sambrooke Park, Potters Bar – EN6 1LX

- Price: £900,000
- Size: 1444 sq. ft.
- £/sq ft.: £623.27
- Beds: 3
- Type: Semi detached, 2.5 storey
- Date listed: N/A

4.9.12. Housing development by Cala edge of Potters Bar. South west facing garden, double garage, EV charging.



Fig 160. Sambrooke Park, Potters Bar – EN6 1LX

- Asking price: £1,045,000
- Size: 1696 sq. ft.
- £/sq. ft.: £616.15
- Beds: 4
- Type: Detached, 2.5 storey
- Date listed: N/A

4.9.13. Housing development by Cala Homes to the northern edge of Potters Bar. Garage. Stamp duty contribution, 100% part exchange and guaranteed buyer service available.



Fig 161. Sambrooke Park, Potters Bar – EN6 1LX

- Asking price: £1,180,000
- Size: 1875 sq. ft.
- £/sq. ft.: £629.33
- Beds: 4
- Type: Detached, two storey
- Date listed: N/A

4.9.14. Housing development by Cala Homes to the northern edge of Potters Bar. Garage. Stamp duty contribution, 100% part exchange and guaranteed buyer service available.



Fig 162. Stapleton Close, Potters Bar – EN6 4AF

- Price asked/price sold: £350,000/£337,500
- Size: 800 sq. ft.
- £/sq ft.: £422
- Beds: 2
- Type: flat, leasehold
- Date listed: 01/08/2024 (sold: May 2025)

4.9.15. First floor flat in private block on the eastern edge of Potters Bar. 1.6 miles from train station, older stock requiring cosmetic renovation.



Fig 163. Mutton Lane, Potters Bar – EN6 2AW

- Price asked/price sold: £330,000/£315,000
- Size: 600 sq. ft.
- £/sq. ft.: £525
- Beds: 2
- Type: Maisonette, leasehold
- Days on market: 346

4.9.16. Maisonette in private block within close proximity to Potters Bar train station (0.3 miles) and amenity offer of Darkes Lane.



Fig 164. Darkes Lane, Potters Bar

- Asking price: £330,000
- Size: 570 sq. ft.
- £/sq. ft.: £578.95
- Beds: 2
- Type: flat
- Date listed: N/A

4.9.17. Two-bedroom flat within flatted block, adjacent to Potters Bar train station. Two bathrooms, one parking space.

Offices

Stable rents and low vacancy rates indicate stable secondary market. Potters Bar has half the office market of Borehamwood but is still relevant.

4.9.20. The office market in Potters Bar totals 460,000 sq ft, with competitive market rents sitting between UK and regional averages at £24.78/sq ft. Rental growth is modest, whilst market yield indicate some risk in the secondary market that could be attractive to investment.

4.9.21. The office sector is shaped by its strategic location as a commuter town and appeals to small professional services, local administration and emerging local start-ups. With regards to the latter, serviced offices and coworking spaces have emerged at Maple House, for example, seeing the market adjust to support SMEs and remote workers with space available on more flexible terms. Notwithstanding, Maple House is subject to residential-led redevelopment area. (265 homes) with a more modest commercial offer (26,910sq. ft. of retail and office), reducing office capacity in the area.

Office Comparables

4.9.27. The office market comps available from CoStar include both modest and landmark stock. Maple House represents a recently upgraded higher rise block, whilst Hollies House is a 70s building offering a mix of retail, office and residential accommodation. The latter has been on the market for a significant period of time, indicating either a mismatched market or a difference in price expectations – likely the latter at £45.68/sq. ft.

4.9.28. Proximity to London and strong rail links support small-scale office and coworking provision. Demand from local professional services and SMEs suggests scope for flexible, well-located schemes, though competition from Watford and Borehamwood limits larger occupier demand, underscored by changes to work from home habits.

Fig 168. Office: Market Rent £ per sq. ft.



Fig 169. Office: Vacancy Rate

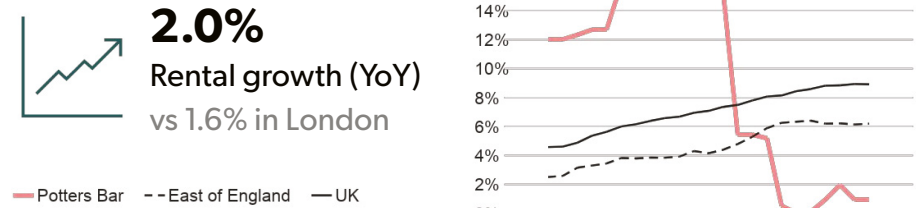


Fig 170. Office: Market Yield

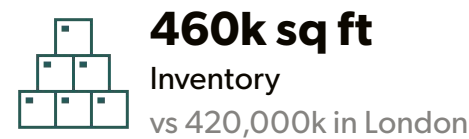
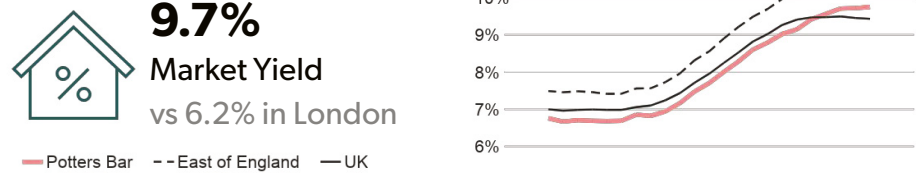


Fig 165. Maple House’s Serviced Offices to Lease

- | | |
|--|--|
| 4.9.22. Building information | 4.9.23. Lease information |
| <ul style="list-style-type: none">NIA: 50,500 sq. ft.Year built: 1976 (refurbished since)Parking ratio: 2.7/1000 sq. ft.Spaces: 140 (entire building) | <ul style="list-style-type: none">Rent: £22.50/sq. ft.Business rates: £6.30Area available: 3,949 sq. ft.Time on market: 10 months 11 days |



Fig 167. 230 High Street, Hollies House – Available

- | | |
|---|--|
| 4.9.24. Building information | 4.9.26. Lease information |
| <ul style="list-style-type: none">NIA: 8,506 sq. ft. (Office: 5748; Retail: 2835 sq. ft.)Year built: 1978Parking ratio: 0.35/1000 sq. ft.Spaces: 3 | <ul style="list-style-type: none">Rent: £45.68/sq. ft.Business rates: N/AArea available: 185 sq. ft.Time on market: 1 year 8 months |
- 4.9.25. Asking price: £2,750,000 (£89.88/sq. ft.)



Fig 166. High Street, Maple House – Available

- | | |
|--|---|
| 4.9.29. Building information | 4.9.30. Lease information |
| <ul style="list-style-type: none">NIA: 50,500 sq. ft.Year built: 1976 (refurbished since)Parking ratio: 2.7/1000 sq. ft.Spaces: 140 (entire building) | <ul style="list-style-type: none">Rent: £22.50/sq. ft.Business rates: £6.30Area available: 3,949 sq. ft.Time on market: 10 months 11 day |

Retail

Flatlining retail rents and yields consistent with similar high streets.

4.9.31. Retail rental growth has flatlined in Potters Bar, exhibiting a growth of -0.1% year on year. Notwithstanding, market rents are above both East of England and UK averages, owing to the town’s proximity to London and role as a commuter town with a strong local centre.

4.9.32. Whilst growth has stagnated, rental levels remain healthy indicating a stable rather than contracting market, potentially indicating a mature and locally-serving retail offer with limited speculative development.

4.9.33. Vacancy rates, according to CoStar, remain very low against regional and national benchmarks. This either indicates sustained occupier demand, long tenancies or limited stock. Again, underpinning the impression of a relatively stable market – modest returns and low risk.

Fig 171. Retail: Market Rent £ per sq. ft.

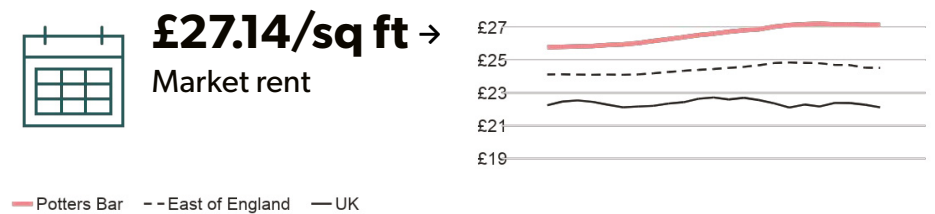


Fig 172. Retail: Vacancy Rate

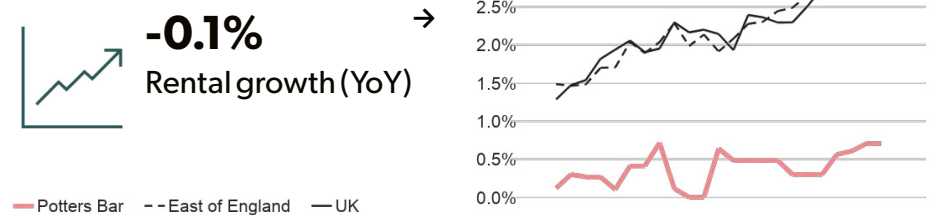
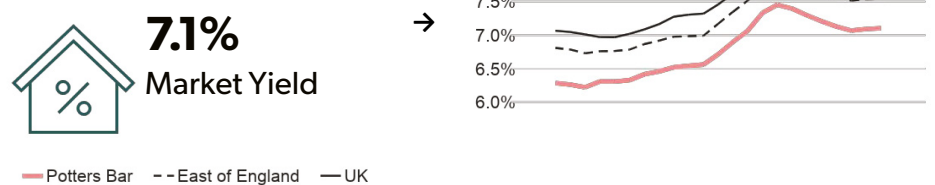


Fig 173. Retail: Market Yield



Retail Comparables

4.9.34. Potters Bar’s current retail offer is made up of post-war and Victorian-era stock. Comps suggest an established retail offer which appears dated with limited evidence of extensive refurbishment or redevelopment.

4.9.35. Unit sizes are typically small-to-medium, appropriate for independent and essential retail. Asking rents are broad, from £20-£52/sq. ft, with the upper figure largely linked to unit size. Time on market indicates cautious occupier appetite, or a divergence between rent expectations and perceived value to the current market.

4.9.36. Aged stock and modest footplates reinforce the view that Potters Bar’s retail market is stable but slow moving. Asset repositioning could unlock latent value.



Fig 174. 112 Darkes Lane – leased

4.9.37. Unit information:

- NIA: 973 sq. ft.
- Year built: 1960
- Frontage: 17’ on Darkes Lane

4.9.38. Sales information:

- Sold price: £590,000 (£606/sq. ft.)

- Sold date: July 2017

4.9.39. Lease information:

- Rent: £124k/year (£24.66/sf) (achieved)
- Area leased: 973 sq. ft.
- Date leased: March 2025
- Lease term: 10 years
- Rent discount (achieved vs. asking): 12.72%



Fig 176. Darkes Lane – Available

4.9.40. Unit information:

- NIA: 1337 sq. ft.
- Year built: 1970
- Frontage: 62’ on Shenley Road

4.9.41. Sales information:

- Sold price: N/A
- Sold date: Sept 2016

4.9.42. Lease information:

- Asking Rent: £27,500/year (£20.57/sq. ft.)
- Area available: 1337 sq. ft.
- Time on market: 9 months 22 days
- Lease status: Under offer
- NB: Unit within shopping centre, not Sainsbury’s



Fig 175. Mutton Lane – Available

4.9.43. Building information:

- NIA: 229 sq. ft.
- Year built: 1870
- Frontage: N/A

4.9.44. Sales information:

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

4.9.45. Lease information:

- Asking rent: £12,000/ year (£52.40/sq. ft.)
- Area available: 229 sq. ft.
- Time on market: 6 months
- Lease status: under offer

Industrial

Established inventory with growth tracking regional trends. Potters Bar enjoys an excellent location where the A1 meets the M25.

4.9.46. With an industrial base of over 800k sq ft and rents climbing 3.2% to £13.09/sq ft, Potters Bar offers potential for industrial development and room for market growth given its proximity to M25.

4.9.47. Yields are relatively low at 5.7%, reaffirming potential growth opportunities within the submarket and reflecting confidence in the market of well-located logistics and manufacturing assets.

4.9.48. Despite high inventory (823k sq ft), location close to M25/A1(M) gives Potters Bar potential to capture demand for last-mile logistics subject to confirming market demand. Upgrading older stock and diversifying unit sizes could also unlock additional value.

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

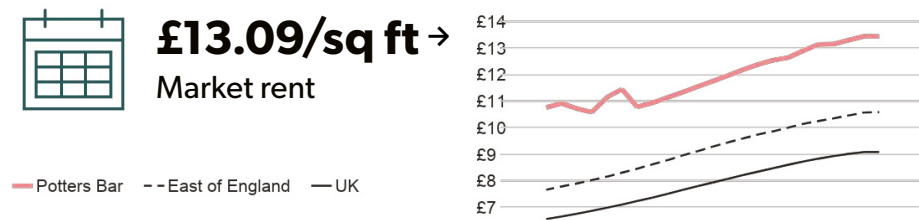


Fig 178. Industrial: Vacancy Rate

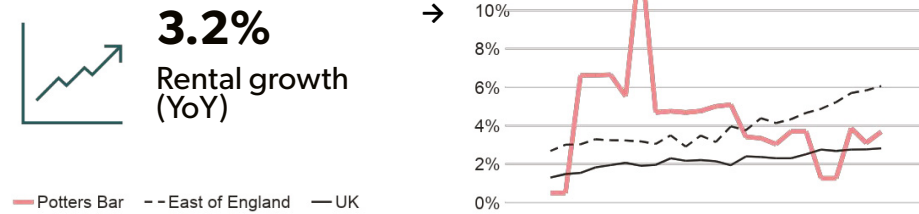
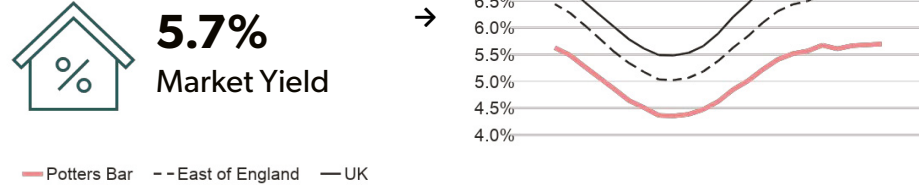


Fig 179. Industrial: Market Yield



Industrial Comparables

4.9.49. The market is compact but well-connected, with strong links to the M25 and A1(M). Notwithstanding, the concentration of stock along Cranbourne road is to the north west of the town, with poorer connections to arterial routes than the south of the town (M25 J24).

4.9.50. The comps shown below indicate a range of unit sizes, showing a market suited to both SME-friendly formats alongside institutional grade stock.

4.9.51. Potters Bar’s strategic location is appropriate for light industrial and last-mile uses, and subject to soft market engagement could be a suitable location for both upgrading legacy stock and unlocking further employment opportunities.

Property Market – Key Findings

- Potters Bar has the highest quantity of monthly sales listings in any of the four settlements of the study, showing a dynamic and healthy property market. However, listings in Potters Bar also have the longest quantity of days on the market, which suggests there may be market oversaturation.
- Properties in Potters Bar have medium relative affordability at £553/sf sales values, however due to the size of homes, many houses have high overall prices. Additionally the cost of living crisis and rising interest rates make homes less affordable.
- There is a lack of new starter homes coming to the market in Potters Bar.
- Commuter access and distance to London probably support an influx of professionals , which increases demand for housing driving up prices and increasing housing scarcity.
- Potters Bar is denser than Bushey and Radlett, therefore due to restrictions on developing in the green belt, there is an opportunity to convert brownfields/grey belt and car parks to housing.
- The property market in Potters Bar is subject to London construction costs without London values to off-set these initial costs, which affects viability.



Fig 180. Cranbourne Rd – Let

- 4.9.52. Building information:
- NIA: 10,587 sq. Ft.
 - Year built: 2003
- 4.9.53. Sales information:
- Sold price: £443,000 (£41.84/sq. ft.)
 - Sold date: July 2007
- 4.9.54. Lease information:
- Rent: £20.29/sq. ft.
 - Area leased: 2,464 sq. ft.
 - Date leased: Nov 2025
 - Lease term: 5 years



Fig 182. Cranbourne Rd, The Heights – Sold

- 4.9.55. Building information:
- NIA: 65,970 sq. ft.
 - Year built: 1994
 - Parking ratio: 1.09/1,000 sq. ft
 - Parking spaces: 72
- 4.9.56. Sales information:
- Sold price: £18.9m (£286.49/ sq. ft.)
 - Sold date: Dec 2024
- 4.9.57. Lease information:
- Rent: N/A
 - Area leased: 30,408
 - Date leased: Jul 2010
 - Lease term: 16 years
 - Tenant: Gerson Relocations



Fig 181. Cranbourne Rd, Cranbourne House

- 4.9.58. Building information:
- NIA: 204,623 sq. ft.
 - Year built: 1986
 - Parking ratio: 0.05/1000 sq. ft.
 - Parking spaces: 10
- 4.9.59. Sales information:
- Sold price: £8m (£39.10/sq. ft.)
 - Sold date: Feb 2020
- 4.9.60. Lease information :
- Rent: £6.50/sq. ft. (achieved)
 - Area available: 20,065/ sq. ft.
 - Lease term: N/A

4.10 Town Centres / High Streets

Hertsmere Baseline – Retail and Town Centres

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

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

4.10.3. The joint Study followed a period of particularly strong growth in online spending and changing consumer patterns, with the retail and leisure sector undergoing a period of unprecedented change. Recognising the need for a

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

4.10.4. The joint Study recognised that Hertsmere Borough Council lies in close proximity to a number of large, strategic retail destinations, including Watford Town Centre, Brent Cross in North London, Colney Fields, Hatfield Galleria and St Albans City Centre (Fig 183). Within the catchment area of these larger shopping destinations, the scale, breadth and depth of offer in the network of Hertsmere town centres is more limited, reflected in the market share outputs from shopper survey results (detailed in Table below). Watford, Hemel Hempstead, St Albans, Milton Keynes and Harrow have the greatest influence on the catchment area in terms of comparison goods.

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

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

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

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

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

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

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

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

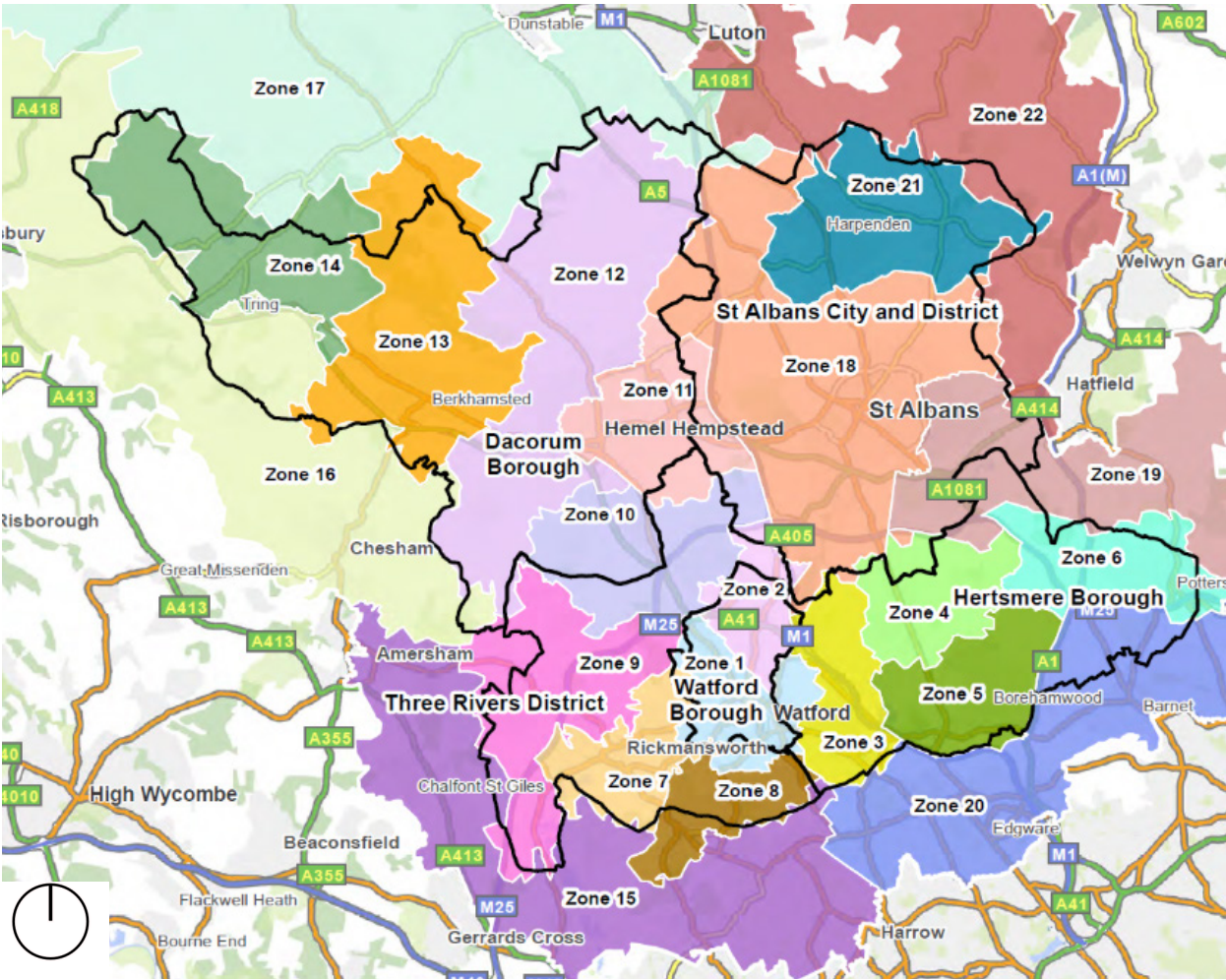


Fig 183. Survey Area Plan, South West Hertfordshire Retail and Leisure Study

Potters Bar

4.10.9. Potters Bar is the key urban settlement in the east of the borough, bordering the London Borough of Enfield to the south and Welwyn Hatfield in Hertfordshire to the north and east. The settlement has good rail connections to London and is a popular residential commuter town, also benefiting from easy access to the M25 and A1(M). Potters Bar is home to several major employers and industrial areas.

4.10.10. The settlement features twin high streets, Darkes Lane and High Street, and together they offer a variety of shops, cafés, and essential services but contain few large stores or national multiples. They form traditional linear shopping high streets with no purpose-built shopping centres or retail parks. The 12-storey ‘Canada Life’ building has recently been purchased by Chase New Homes to deliver around 265 new residential units onto the high street.

4.10.11. The joint Study notes that the town is also known for its green spaces and proximity to the countryside.

Potters Bar Darkes Lane: Local Issues Identified, 2018

- Lack of landscaping/ greenery
- Instances of poor shop frontages
- Car dominated environment

4.10.12. The study highlighted positive levels of footfall and vibrancy, albeit recognised that this could also have the effect of deterring visitors. The joint Study recommended that the Council could explore ways of improving the environmental appearance of the high street areas through planting and/or working with the retail sector to improve shop frontages.

Potters Bar High Street: Local Issues Identified, 2018

- Car dominated environment

4.10.13. The High Street was concluded to be car dominated, lengthy and disparate. The joint Study recommends that the Council could explore long-term opportunities to better ‘join-up’ the centre through either encouraging new retail development opportunities which might help to knit the centre together, or by encouraging uses on its periphery to relocate to more central positions.

4.10.14. Potters Bar High Street and Potters Bar Darkes Lane are located within the same urban settlement, but located around 1,040 metres apart, Figure 189 below. The separate town centres are directly linked east/west via residential streets, including Billy Lows Lane and The Walk which offer direct routes.

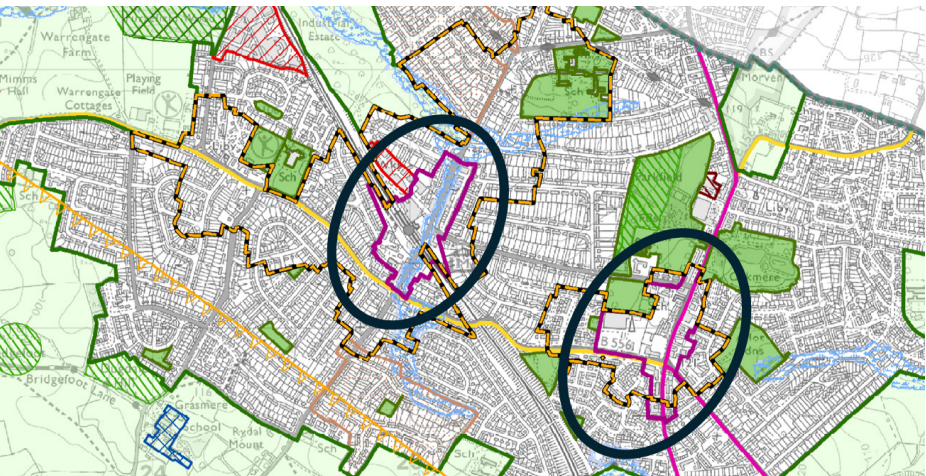


Fig 186. Potters Bar High Street and Potters Bar Darkes Lane Town Centre Boundaries

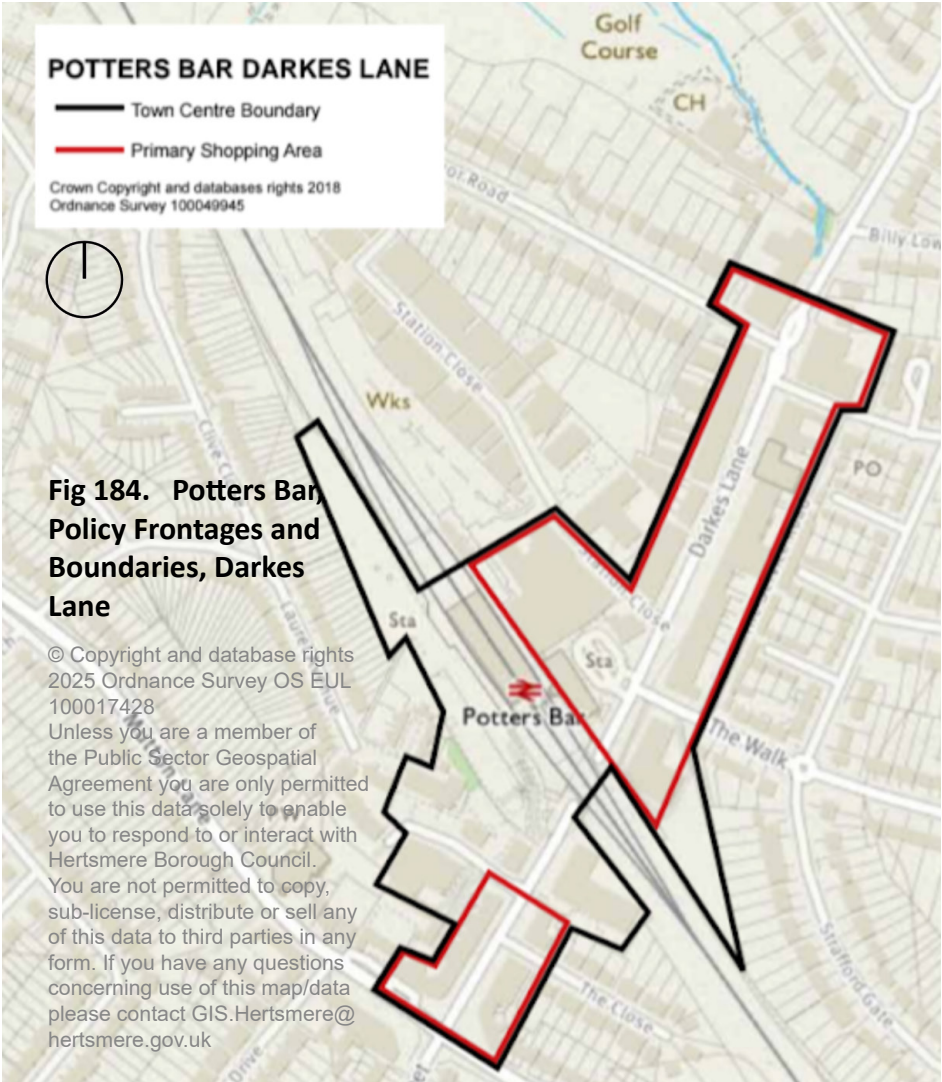


Fig 184. Potters Bar, Policy Frontages and Boundaries, Darkes Lane

	% of Total Units 2012	% of Total Units 2017	% of Total Units UK Average 2017	% Change 2012-2017
Convenience	11.0	7.0	8.8	-4.0
Comparison	33.1	27.2	31.0	-5.9
Retail Services	20.3	22.8	14.5	+2.5
Leisure Services	16.9	26.3	23.9	+9.4
Financial and Business	16.1	11.4	10.3	-4.7%
Vacant	2.5	5.3	11.2	+2.8
TOTAL	100.0	100.0	100.0	-

Table 16. Composition of Potters Bar Darkes Lane by Unit Number, 2012-17
Source: South-West Hertfordshire Retail and Leisure Study, September 2018

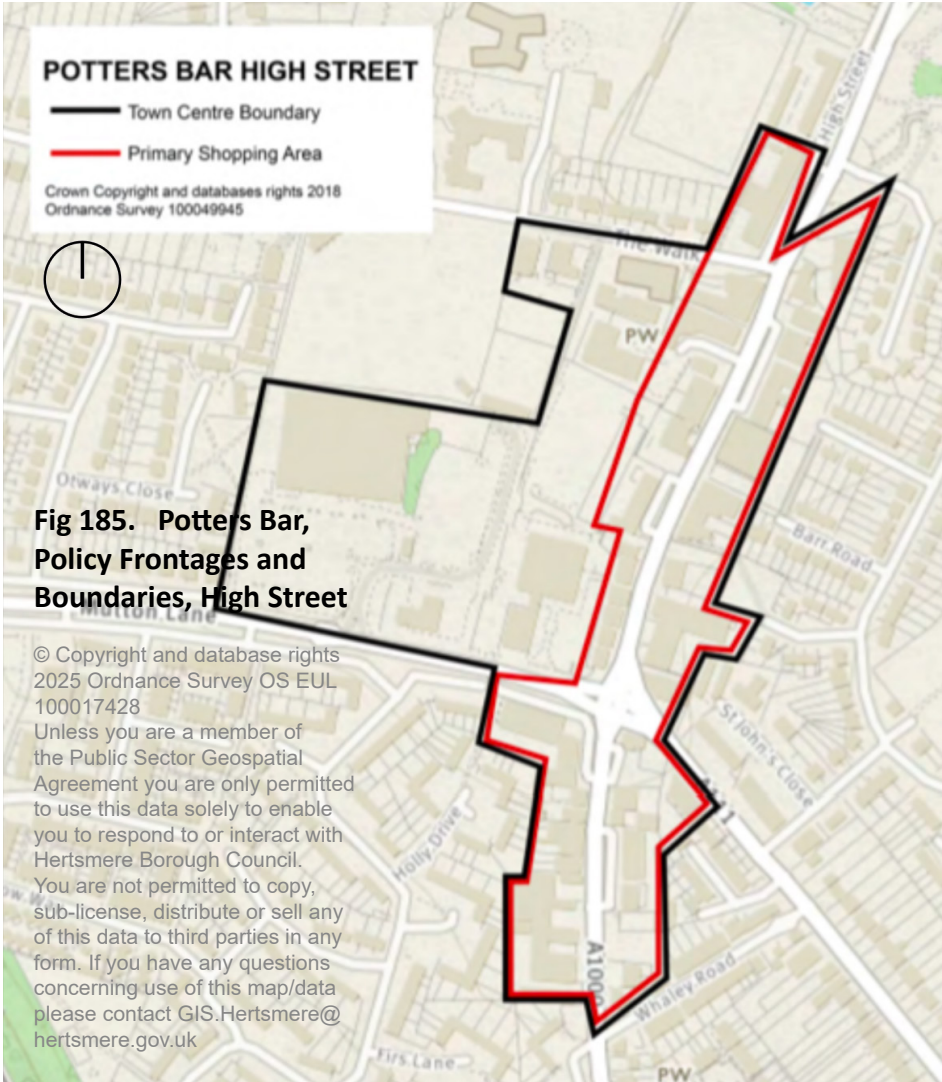


Fig 185. Potters Bar, Policy Frontages and Boundaries, High Street

	% of Total Units 2012	% of Total Units 2017	% of Total Units UK Average 2017	% Change 2012-2017
Convenience	6.8	7.7	8.8	+0.9
Comparison	43.2	23.8	31.0	-19.4
Retail Services	15.9	24.6	14.5	+8.7
Leisure Services	23.9	30.8	23.9	+6.9
Financial and Business	0.0	6.9	10.3	+6.9
Vacant	10.2	6.2	11.2	-4.0
TOTAL	100.0	100.0	100.0	-

Table 17. Composition of Potters Bar High Street by Unit Number, 2012-17
Source: South-West Hertfordshire Retail and Leisure Study, September 2018

Potters Bar Darkes Lane - Diversity of Uses and Representation

4.10.15. Darkes Lane is the larger and more dominant high street within the settlement, offering a number of multiple retailers including Boots, Dreams, Card Factory, Superdrug, Specsavers, Holland & Barrett, Costa and Subway, for example. The High Street comprises 18,790 sqm gross of retail, leisure and service floorspace across 112 units.

4.10.16. Darkes Lane is a functional high street, trading well with a small number of national multiple retailers and key attractors fronting onto wide pavements. The built form is mixed in character and varies in quality, with evident opportunity for investment and enhancement to the public realm and building frontages. There are a number of potential development opportunity sites within this varied built form. Free on-street parking for 1 hour is well used, encouraging visitation and a strong ‘churn’ of consumers throughout the day. Potters Bar train station is located toward the central part of Darkes Lane.

4.10.17. Tables 18 and 19 below set out the diversity of uses in Darkes Lane compared to the national average in respect of town centre composition. The data reflects the strong role of convenience and retail services, both being above the national average, and the weaker representation of comparison goods, which is substantially below the national average. The proportion of vacant units is below the national average.

	No. of units	% of Total	UK Average (%)	Variance
Convenience	14	12.5	9.3	3.2
Comparison	16	14.3	26.1	-11.8
Leisure Service	30	26.8	26.5	0.3
Retail Service	28	25.0	15.8	9.2
Financial & Business	12	10.7	7.9	2.8
Vacant	12	10.7	14.1	-3.4
Total	112	100	100	-

Table 18. Potters Bar Darkes Lane Composition of Uses (Units)

	Floorspace	% of Total	UK Average (%)	Variance
Convenience	4,410	23.5	15.3	8.2
Comparison	3,190	17.0	28.7	-11.7
Leisure Service	5,350	28.5	27.7	0.8
Retail Service	3,000	16.0	7.2	8.8
Financial & Business	1,280	6.8	6.1	0.8
Vacant	1,560	8.3	14.5	-6.2
Total	18,790	100	100	-

Table 19. Potters Bar Darkes Lane Composition of Uses (Floorspace sqm gross)

4.10.18. The retail service category comprises 28 units (25% of total units), which is 9.2% above the national average. Within this category are a strong range of hairdressers and beauty salons, and six opticians. There is also a Post Office, two undertakers and a travel agent. There are 14 convenience goods operators, including a large Sainsbury’s supermarket adjacent to Potters Bar train station and a small Nisa convenience store towards the northern part of Darkes Lane. Smaller independents including bakers, butchers, food and wine, grocers and delicatessens, and a Greggs bakery is located just north of the train station. The convenience goods provision in Darkes Lane is a key attractor to the centre, with both main food and top up shopping available.

4.10.19. The financial and business category comprises 12 businesses (12.7% of total) but banking services are limited, with only Nationwide represented from the financial banking sector. Businesses instead comprise a range of services including printing, accountants, solicitors, estate agents, building contractors, windows/doors and locksmiths. There are 12 vacant units across the town centre, comprising 10.7% of total units, which remains 3.4% below the national average.

4.10.20. The greatest number of units are occupied by the leisure services category, with the proportion of total consistent with the national average. There is a good selection of cafés and coffee shops with national multiples Costa, Caffè Nero and Mooboo all represented alongside a small number of independent businesses. The hot food take-away sector also offers a strong range of national multiples, including Subway, Domino’s Pizza, Papa Johns and McDonalds, with a small number of independent fish and chips and take-away businesses.

4.10.21. The comparison goods sector comprises just 16 operators and whilst there are no clothing/footwear retailers the range of business is good with a number of national multiple retailers continuing to act as key attractors within the town centre; these include Boots, Superdrug, Specsavers, Dreams Bed, Card Factory, Oxfam and Cancer Research UK Charity Shops. The product range across the town centre also includes carpets and flooring, hearing aids, mobile phones and electrical/hardware goods. Although the sector is 11.8% below the national average, the range of business is good for a small town centre, offering key attractors for the local consumer catchment area.

4.10.22. The range of ‘other’ main town centre uses is relatively limited at ground floor on the main high street, including the post office sorting office and two dental surgeries.

Potters Bar Darkes Lane - Diversity of Uses: Town Centre Change 2012-2025

4.10.23. Table 20 compares the town centre composition by number of units since 2012. The figures and analysis show some fluctuation, with the high street losing comparison goods and financial/business operators and gaining those from the convenience, retail service, leisure service sectors. The town centre has experienced an increase in vacant units, but this performance indicator remains below the national average.

	% of Total Units 2012	% of Total Units 2017	% of Total Units 2025	% Change 2012-2025
Convenience	11.0	7.0	12.5	+1.5%
Comparison	33.1	27.2	14.3	-18.8%
Retail Services	20.3	22.8	25.0	+4.7%
Leisure Services	16.9	26.3	26.8	+9.9%
Financial and Business	16.1	11.4	10.7	-5.4%
Vacant	2.5	5.3	10.7	+8.2%
TOTAL	100.0	100.0	100.0	-

Table 20. Composition of Potters Bar Darkes Lane by Unit Number, 2012-17
Source: South-West Hertfordshire Retail and Leisure Study, September 2018

Town Centres/High Streets – Key Findings

- Hertsmere town centres have a limited scale and depth of offer for comparison goods due to their close proximity to large strategic retail destinations outside the borough (e.g., Watford, Brent Cross), but they perform important local functions.
- Potters Bar features twin high streets, Darkes Lane and High Street, which are traditional linear shopping streets located about 1000m apart.
- Darkes Lane is the larger and more dominant centre, with a strong role for convenience (12.5% of units) and retail services (25.0% of units), both of which are above the national average. Representation of comparison goods (14.3% of units) is substantially below the national average. Vacancy rate in Darkes Lane (10.7%) is below the national average.
- The two town centres have complementary compositions in their offerings, making them more viable when considered together.
- The 2018 study highlighted issues in the Potters Bar town centres, including a car-dominated environment in both locations, and a lack of landscaping/greenery and instances of poor shop frontages in Darkes Lane.
- The retail and leisure sector is undergoing unprecedented change driven by strong online growth and accelerated by the Covid-19 pandemic. Planning reform (including Use Class E) is enabling town centres to evolve into multi-purpose destinations.

4.11 Land Uses & Activities

Land Uses

4.11.1. The majority of Potters Bar is residential, with schools, playing fields, some allotments and places of worship dotted around residential neighbourhoods.

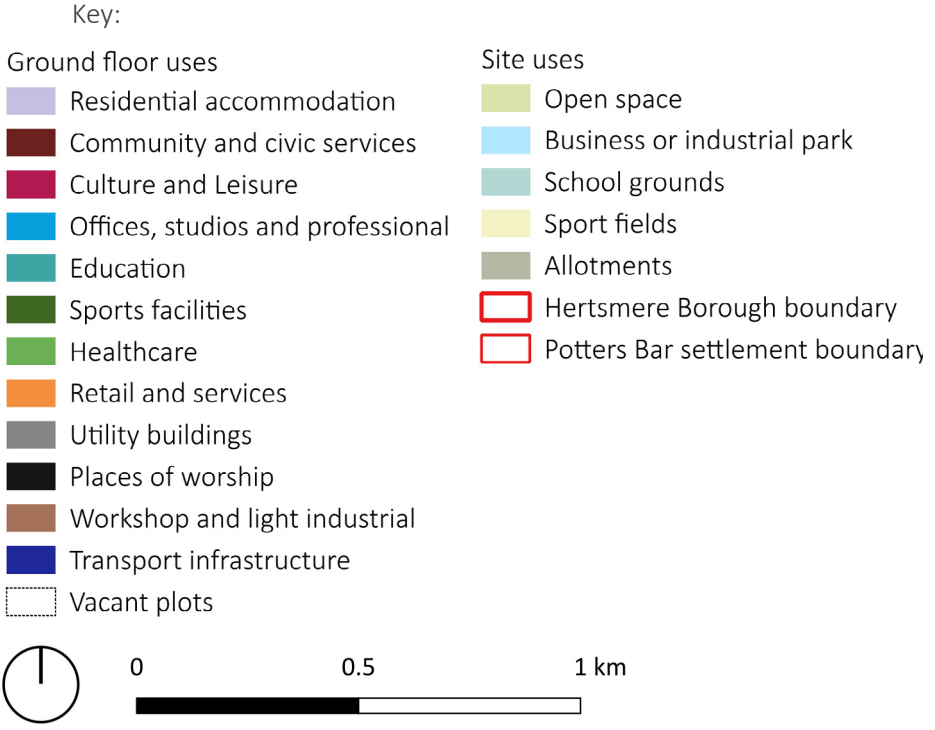
4.11.2. Aside from retail and service uses the two town centres also have employment uses such as offices and some light industrial uses (Station Close and Hollies Way) as well as some culture and leisure.

4.11.3. Retail and services land uses are present in two main centres along Darkes Lane and High Street, with a small group also on Mutton Lane opposite Furzeleisure Centre. Both Darkes Lane and the High Street have large footprint supermarkets (Sainsbury's and Tesco's) and associated car parks. Although creating activity, these may also negatively impact footfall and the business of smaller retailers. There is little night-time economy aside from the Wylyyots Theatre and cinema. The High Street in particular stretches along a length of about 1km, which may have negative effects on footfall.

4.11.4. While small footprint light industrial uses are located in the town centres, large footprint light industrial uses are consolidated to the north of the town in the Cranbourne Industrial Estate. There is a lack of mid-sized footprint light industrial spaces.

4.11.5. Open spaces in Potters Bar are generally large, good quality green spaces located on the High Street or outside the settlement boundary. There is a lack of small, pocket sized neighbourhood green open spaces.

Fig 187. Land and ground floor uses map



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Community and Culture

4.11.6. Potters Bar is twinned with Viernheim in Germany and Franconville in France, near Paris. Schools, special interest clubs, families and individuals typically have one or two weekend exchanges in a year with these twinned cities when they experience the local cuisine, entertainment, culture and new languages.

4.11.7. The community in Potters Bar is characterised by an emphasis on family-friendly activities. There are numerous groups and services aimed at bringing residents together, particularly for those with young children. Examples of this include family-focused groups such as award-winning classes for babies and toddlers that provide sensory experiences and a space for parents to connect, meet new people, and share experiences. There are also several extensive allotment areas, in the east and west of the town. The town also has active groups like the Potters Bar u3a (University of the Third Age) which organises activities for older adults, including cultural heritage outings, language classes, and hobby groups like reading, poetry, and games.

4.11.8. Potters Bar has long-standing community religious groups, such as the Potters Bar and Brookmans Park United Synagogue, which offers social programs. Both Methodists and Baptists had been meeting in Potters Bar since the late 18th century and there are numerous examples of methodist and baptist churches still active in the town today.

4.11.9. The Wyllyotts Centre is a key hub for cultural activity in the town. It houses the Potters Bar Museum, which is run by the local historical society and showcases the town's history, including archaeological finds related to its Roman past. The Wyllyotts Centre also functions as a theatre, cinema, and arts venue, hosting films, comedy shows, and various performances.

4.11.10. The town has a rich history, with roots dating back to Roman times. Historic sites nearby include St Giles Church in South Mimms and the remnants of a Norman motte-and-bailey castle or the Roman kiln remnants that can be seen in Parkfield.

4.11.11. Potters Bar also offers a range of sports clubs and venues, including football, swimming, cricket, tennis etc. The Potters Bar Town Football Club plays at the Lantern Community Stadium located in the town centre where it has a strong presence opposite the Potters Bar Cricket Club which provides opportunities for local cricketers. On the edge of the town to the west the Furzefield Leisure Centre hosts the popular Potters Bar Swimming Club that has a reputation for swimmers that qualified for county and national championships.

Land Uses & Activities – Key Findings

- There is a lack of pocket and neighbourhood green spaces as well as mid-sized light industrial land uses.
- High Street town centre uses would benefit from being consolidated.
- There is a rich community life in Potters Bar, particularly focused on family-friendly activities as well as older residents.
- Sports clubs and the leisure centre are popular and engage the youth but there is a lack of other type of provision for local youth.



Fig 188. The Old Manor Pub, visible from the Potters Bar station platforms, opposite Wyllyotts Centre, hosts various community events such as Bingo or Games nights.



Fig 190. Wyllyotts Centre & Museum, including the Sixty Plus Centre



Fig 192. St Mary the Virgin and All Saints church on The Walk



Fig 189. The Lantern Stadium hosts the Potters Bar Town Football Club, located west of the High Street on The Walk



Fig 191. The Potters Bar Cricket Club Ground is located on The Walk, opposite The Lantern Stadium and behind the Canada Life complex, which forms the grounds backdrop.



Fig 193. King Charles the Martyr Church on Mutton Lane

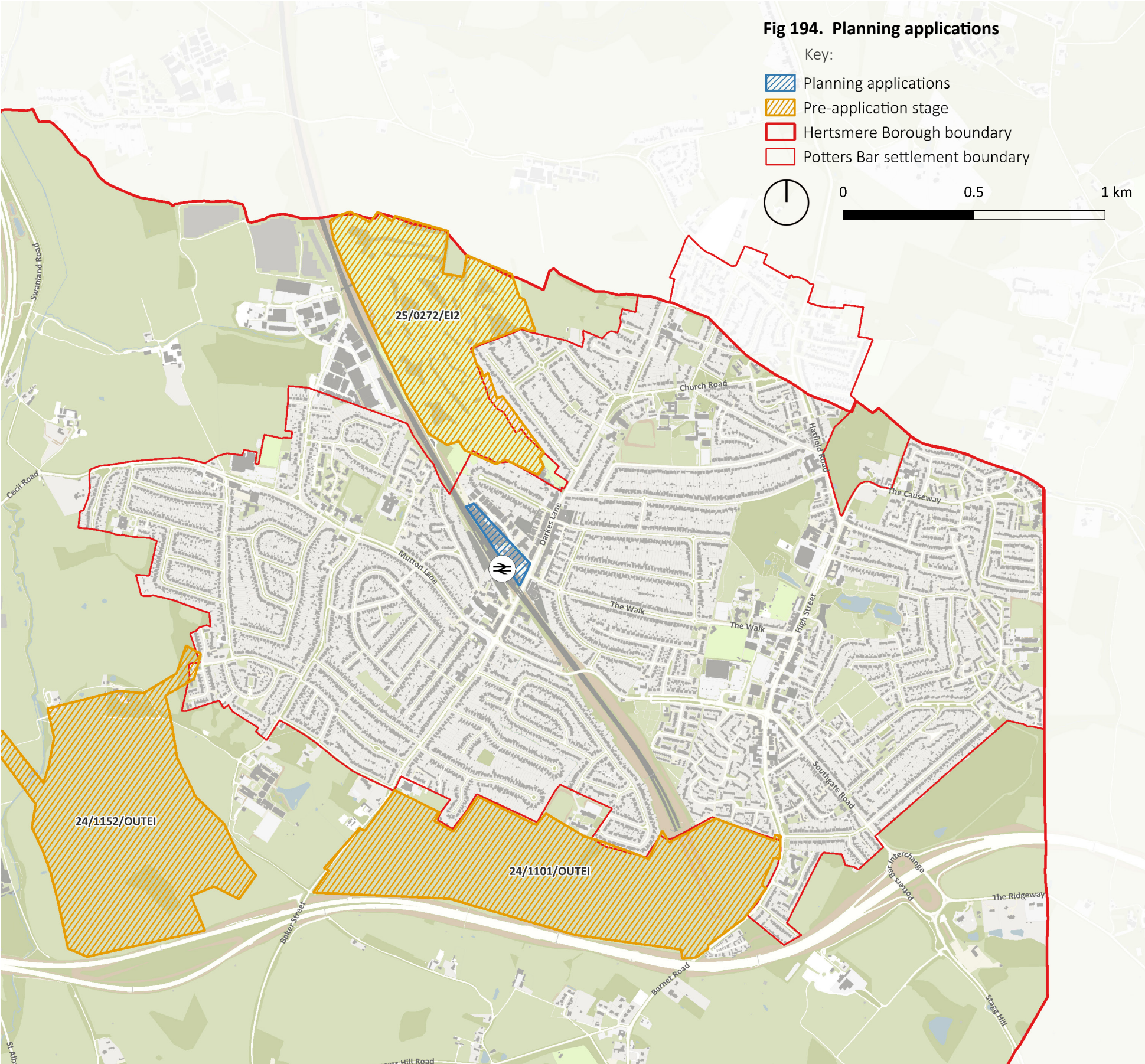
4.12 Development Context

Major Developments

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

25/0272/EI2 Former Potters Bar Golf Club Darkes Lane Potters Bar Hertfordshire EN6 1DE	Request for a scoping opinion (Environmental Impact Assessment). - Up to 550 homes within Class C3 (providing a range of typologies, sizes and tenures, including affordable homes, custom/self-build homes and first-time homes). - Land for a two-form entry Primary School (noting that the school will not form part of the planning application). - Demolition of the existing club house building. - A community hub building; Ancillary structures for utilities and services.	Response Given
24/1353/PD56M Metropolitan House Darkes Lane Potters Bar Hertfordshire EN6 1AG	Change of use of existing office building (Class E) to residential (Class C3) comprising 95 x studio apartment units with associated amenities to include refuse storage and cycle parking (amended flood risk assessment received on 19/12/2024).	Prior Approval Given
24/1101/OUTEI Land To The West Of Barnet Road, And East Of Baker Street, Potters Bar	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).	Pending
24/1152/OUTEI Land East Of South Mimms Services St Albans Road South Mimms Hertfordshire	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.	Approved

4.12.2. There is a notable planned development north of the Veterinary College at Brookmans Park (428 dwellings) as well as two site allocations in Enfield at Crews Hill and Chase Park for total of 9,000 dwellings, with proposed New Town allocations for up to 21,000 dwellings.



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4.13 SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
Townscape			
- Generous, high-quality housing with tree-lined streets and a suburban lifestyle that attracts new residents - Darkes Lane is a pedestrian-friendly, well enclosed, relatively attractive and vibrant high street - Wylllyots Cultural hub provides important amenity nearby the train station - Some interwar and Arts & Crafts legacy in the form of neighbourhoods and residential properties especially in the two Conservation Areas - Views towards the countryside from the higher ground in Potters Bar - Good quality green spaces located in the town centre near the High Street - Landmarks on each of the high streets aid orientation and wayfinding - Taller building elements near the train station support some increased density at sustainable locations - Low vacancy in the two town centres	- Significant pedestrian barrier created by the railway line - Some areas of poor pedestrian permeability, such as west of the High Street in the civic quarter - Lack of public realm across the settlement - Lack of smaller, neighbourhood size green and play spaces and pocket parks across the settlement - The High Street is dominated by vehicle movement and parking, with several slip roads creating large areas of vehicle infrastructure - Poor pedestrian and cycle connection between the two main green spaces, Parkfield and Oakmere; this also results in poor integration of these green spaces with the High Street - High Street has a disjointed character and inconsistent building lines - Narrow footways especially on through-roads which negatively impact accessibility - Poor permeability in residential areas with cul-de-sacs - Absence of cycle lanes - South end of Darkes Lane lacks pedestrian crossings - High Street – Southgate junction has poor sense of enclosure and poor edge treatment, dominated by car parking and slip roads - Shopfronts in both retail centres are inconsistent and at times low quality design	- Oakmere and Parkfield are important assets that could become much more prominent by better integrating them with the High Street, with each other and by improving connectivity in the civic quarter west of the High Street - Darkes Lane has a distinctive character that could be expanded on, for example with improvements to the public realm, better connecting the cultural hub to Darkes Lane with more crossings and a more pedestrian friendly environment south of the railway - Due to generous block depth and gardens, there are opportunities for intensifying development on backland land - The High Street presents several underused sites in proximity to taller building elements, which provide opportunities for densification - The Station Close industrial area is a significant opportunity for providing residential density in a sustainable location	- Incongruous or unsympathetic high density development, replicating the Canada Life building which makes a negative contribution to character - Large developments with poor integration with the existing town, and with public realm that has poor community access - Erosion of street character with continued conversion of front gardens to car parking spaces - High traffic intensity that would further negatively impact the environment of both town centres, especially High Street
Planning			
- The April 24 Reg 18 Local Plan consultation report sets out an aspiration to deliver 627 homes per annum. This only falls slightly short of the government target of 641 homes per annum. - Strong national and local policy support for brownfield redevelopment, reducing pressure on Green Belt land.	- Limited supply of brownfield sites and many have already been identified. - Development that does not reflect the low density, two-storey large family sized homes pattern of development that is typical of the area is likely to face local opposition. - Existing services are under pressure, especially in areas like Radlett and Elstree & Borehamwood.	The government have introduced a new definition of Grey Belt Land, which sets out a framework for identifying low-quality Green Belt land that may be suitable for development.	- There is strong local opposition to the release of Green Belt sites for development. - HBC is currently subject to a presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF.

Strengths	Weaknesses	Opportunities	Threats
Heritage			
- Historic High Street - Good quality interwar building stock - Attractive interaction with green spaces and setting	- High Street damaged by unsympathetic development - Incremental loss of original features - Historic morphology damaged by highway engineering and other interventions	- At the north end of the High Street especially, the interplay of surviving historic fabric and important open spaces including either side of The Causeway and Hatfield Road could form the core of a potential conservation area. - Both Darkes Lane and the High Street would benefit considerably from shopfront and public realm improvements including greening and tree planting. - There are opportunities for the redevelopment of post-war offices at a more sensitive scale and with footprints that better address frontages in ways that reinforce urbanity and provide housing while mending the fragmented historic environment.	- Tall buildings may set a precedent for future out-of-scale developments - Economic activity appears weak along the High Street making it more difficult to sustain assets in beneficial uses (eg pubs) - Further erosion of architectural detail - Poorly sited infill and urban fringe developments potentially undermining views to the green setting
Town Centre / High Streets			
- The two centres in Potters Bar (Darkes Lane and High Street) complement each other in their composition, making them more viable when considered together. - Darkes Lane is the larger and more dominant town centre. It has a strong role for convenience goods which is a key attractor, including a large Sainsbury’s supermarket. - The vacant unit rate in Darkes Lane (10.7% of units) is below the national average	- Potters Bar has a very limited scale and depth of offer for comparison goods and a low comparison goods market share. - Car-dominated environments are an issue in both Darkes Lane and High Street. - Darkes Lane suffers from a lack of landscaping/ greenery and instances of poor shop frontages. The built form is mixed in character and varies in quality.	- There are potential development opportunity sites within the varied built form of Darkes Lane. - There is potential to ‘join-up’ the two town centres. - Planning reform (i.e. Use Class E) is enabling town centres to evolve into multi-purpose destinations. - Potential to improve the environmental appearance of the town centres through planting and working with the retail sector to improve shop frontages.	- Hertsmere is located in close proximity to large, strategic retail destinations (e.g., Watford Town Centre, Brent Cross, St Albans City Centre) which draw comparison goods spending away from Potters Bar. - The retail and leisure sector is undergoing unprecedented change driven by strong growth in online spending and accelerated by the Covid-19 pandemic.
Movement			
- Potters Bar station is served by frequent Thameslink and Great Northern services, providing direct links to London (Moorgate and Kings Cross), Welwyn Garden City, and Cambridge, supporting commuter flows and establishing Potters Bar as a well-connected commuter town. - Several frequent bus routes connect Potters Bar to St Albans, Barnet, Southgate, Hatfield, and Enfield. - Most residents are within the recommended 400m catchment of a bus stop, supporting access to public transport.	- Bus connections to Borehamwood, Cheshunt, Radlett and Watford are infrequent or absent, restricting movement and limiting modal choice. - Cycle infrastructure is very limited and does not meet current design standards (LTN 1/20) - The railway line divides the town with few crossing points provided, lengthening active travel routes and creating barriers between residential areas.	- Some residential areas have low traffic flows and speeds, making them conducive to on-carriageway cycling. There are shared off-highway routes and connections to National Cycle Route 12, offering a foundation for future improvements. - Nearly half (47%) of residents work in London, with 26% commuting by train, reflecting the importance of sustainable transport options and the potential to further increase public transport and active travel uptake provided connections to the station are high-quality.. - Controlled Parking Zones (CPZs) help manage on-street parking, and there is scope to further optimise parking provision and encourage sustainable travel behaviours.	- Major roads (A1(M), M25, B556) experience high traffic volumes, severing parts of Potters Bar and limiting high-quality connections for cyclists. - The proximity of the Strategic Road Network makes car commuting and car led development more attractive in Potters Bar. - Controlled crossings exist for pedestrians, but cycle infrastructure is lacking. - The lack of direct east-west public transport and fragmented active travel routes may hinder further modal shift towards sustainable travel, risking increased car dependency and congestion.

Strengths	Weaknesses	Opportunities	Threats
Socio-economics			
- Strong business growth since 2015 - Borehamwood and Potters Bar accommodate 60% of Hertsmere’s jobs – up from 56% in 2015. - Low levels of deprivation - Vast majority of residents are owner-occupiers	High rates of economic inactivity (due to large retirement-aged population)	- Over 1 in 5 residents are of retirement age and have high homeownership rates – opportunity for new 65+ communities to make stock of family homes available - Consider high-street activation strategies based on retirement-aged population - Attractive to families moving in	- Aging population - Owner-occupiers stay in own home longer, holding family-sized assets from returning to the market
Property Market			
- Highest quantity of monthly sales listings in any of the four settlements - Medium relative affordability at £553/sf sales values - Proximity to M25 and A1 - Commuter access and distance to London	- Lack of new starter homes coming to the market - Due size of homes, many have high overall prices - Potential oversaturation – high volume of listings coincide with longest quantity of days on market of the four settlement areas	- Influx of professional class increases demand for more housing - Potters Bar is denser than Bushey and Radlett, therefore due to restrictions on developing in the green belt, opportunity to convert brownfields/grey belt and car parks to housing	- Influx of professional class demanding more housing drives up prices and increases housing scarcity - London construction costs without London values to off-set - Cost of living crisis plus rising interest rates makes homes less affordable - Greenbelt NIMBY-ism and H&S concerns re: building on brownfields/gray belt restricts development
Environment and Sustainability			
- No protected species licences within the settlement boundary - Some scattered green space and areas of particular importance to biodiversity within the settlement - No great crested newt (GCN) red zones present – presence of GCN may be addressed through district level licensing. - Areas of flooding are contained within the Brook and its banks	- Two LNR’s is present within settlement boundary. - Absence of baseline habitat data for the settlement limits the extent to which development can be focused to areas of low biodiversity value, and avoid areas of high biodiversity value. - Presence of London Clay will limit infiltration SUDS - Watercourse has low ecological value currently	- The Local Nature Recovery Strategy (LNRS) GCN strategic opportunity Areas (SOAs) present opportunities to design in a range of features to achieve multiple benefits for nature and people where combined with green infrastructure provision. - Plenty of design opportunity for bats and GCN due to their presence in the search area. - Existing areas of greenspace already mapped, with opportunities to join these up through careful planning and design. - Re-naturalise culverted parts of the brook or provide flood alleviation upstream of the town to give move developable land within the centre	- Air quality from increased traffic may impact statutory designated sites, noted in the Habitats Regulations Assessment (HRA) of the current Local Plan. - Water quantity – an increasing threat in north London and Hertfordshire and requires strategic approaches at plan level to address or risk of a ‘water neutrality’ situation occurring which would halt development until a solution is found. - Climate change increasing the areas of flooding
Landscape			
- Large, diverse parks such as Oakmere, Parkfield, King George V Recreation Ground - Good suburban commuter connectivity. - Surrounded by the Green Belt, which limits urban sprawl.	- The railway bisects the town, fragmenting the landscape and public realm. - Lack of a central civic square or integrated community hub. - Car-dominated design with limited pedestrian-friendly zones.	- Reconnect green spaces and wildlife sites to form continuous ecological corridors. - Enhance pedestrianisation of High Street to create a stronger public realm. - Incorporate flood resilience strategies (SUDs)	Risk of losing ecological connectivity due to fragmented urban form.

Appendix: Relevant Planning Application List

Development Framework Settlements

Relevant Planning Application List

POTTERS BAR				
Reference	Address	Description	Status	Type
Canada Life			PPA	
23/1240/FUL	The Park Education Support Centre High Street Potters Bar Hertfordshire EN6 5AB	Demolition of part of the former park education centre and the erection of a three-storey building comprising 6 x 2 bed and 3 x 3 bed residential dwellings (class C3), parking, landscaping and associated works and change of use from educational use (class F1) to office use (class E). (Accompanying Listed Building Application 23/1241/LBC).	Approved	Town Centre / heritage
23/1003/FUL	Potters Bar Railway Station Car Park Darkes Lane Potters Bar Hertfordshire	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.	Approved at appeal	Town Centre / landmark / taller building
24/1101/OUTEI	Land To The West Of Barnet Road, And East Of Baker Street, Potters Bar	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).	Awaiting determination	Green belt

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