

## Consultation Statement

- 1.1 A public consultation was undertaken on the draft Mead Lane Urban Design Framework for a six week period from 16<sup>th</sup> June to 28<sup>th</sup> July 2011. A total of 163 representations were received from 39 consultees.
- 1.2 Representations were received from the following organisations and individuals:

Hertfordshire County Council Planning
Natural England
Hertfordshire County Council Historic Environment Unit
Greater Anglia
Hertford Town Council
Lambert Smith Hampton (on behalf of BRB Residuary Ltd)
Environment Agency
SUSTRANS
Thames Water
Ramblers' Association
Hertford Civic Society
Transition Hertford
Vincent and Gorbing (on behalf of National Grid Property Ltd)
1 <sup>st</sup> Hertford Scout Group
Hertfordshire Highways
Network Rail Property
Highways Agency
British Waterways (now known as the Canal & River Trust)
JB Planning (on behalf of Marchfield Properties Ltd)
Mr Roy Woodhall
Mr Tom Stuttard
Mr Alan Wilks
Mr Laurence Symonds
Dr and Ms Lewis
Mr Ray Bomber
Coral Haswell
Ms Jones
Mr Nigel Waller
Mrs Rachel Wilson
Dr Gary Manchee
Mr Robert Schofield
Mr Perry Wilebore

Mr David Stockman
Mr Ian Davis
Miss Nicolette Harley
Mr Welch
Miss Alexandra Panaretou
Mrs Carolin Drewitt
Mrs P.E Hills

1.3 The schedule below summarises the main issues raised through the consultation, along with officer responses and proposed amendments to the Mead Lane Urban Design Framework.

<b>Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Officer Response</b>	<b>Proposed Amendment to UDF</b>
General – Employment	Retention of employment areas is considered to be of the greatest importance and the UDF should reflect this.	The focus of the UDF is to retain and expand employment uses in the Mead Lane area while regenerating underused employment land through mixed use development. Development of housing and other uses on underused parts of the site will allow for the provision of new infrastructure which will support new and existing employment space.	None
General – Community Facilities	The UDF makes no reference to the provision of community facilities	Chapter 10 of the document does identify the fact that the areas around Marshgate Drive and the River Lea Corridor could be suitable for the provision of spaces for community use. The nature and location of such uses will be determined through the planning application process. The site is in a highly sustainable location close to the town centre where such facilities are	None

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General – Sustainable transport	The 'Lea Valley Walk' should be referred to in the same light as National Cycle Network Route 61.	already located. Agreed. The UDF should be amended to reflect the importance of the Lea Valley Walk	<p><u>Paragraph 2.2, bullet point 3:</u> New pedestrian/cycle friendly routes throughout the Mead Lane area and enhanced links to the surroundings, such as a link from Hertford East Station to Hartham Common and the National Cycle Network Route 61, <del>and</del> the existing crossing at Rowleys Road <u>and improved access to the route of the Lea Valley Walk.</u></p> <p><u>Paragraph 10.11, 3<sup>rd</sup> sentence:</u> The towpath corridor along the south side of the river, <u>which forms part of the Lea Valley Walk,</u> will be upgraded and widened and the attractiveness of its setting reinforced.</p>
General – Sustainable transport	The phrase 'pedestrian/cycle friendly routes' is an oxymoron as a cycle route is not friendly for pedestrians.	It is considered that pedestrian/cycle friendly routes are a highly effective option for delivering sustainable transport principles. Every effort will be made to reduce conflict	None

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		between different users although limitations of space may mean compromises have to be made.	
General – Sustainable transport	The bus route needs to be economically viable	The Council believes that it would be desirable for the development to benefit from a bus service in order to help promote the use of sustainable transport. Discussions have taken place with bus operators and the viability of extending a route to serve the development is being considered. Contributions from developers will ensure its viability in the initial years. Patronage would subsequently need to be of a sufficient level to ensure the service is retained.	None
General – community involvement	The local residents and communities have not been involved in this process	The UDF supplements the policies contained within the adopted East Herts Local Plan (2007). The Local Plan was subject to a number of stages of public consultation	None

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		<p>during its preparation. A 6 week consultation was also undertaken on the draft UDF in 2011 which this schedule is in response to. There will be further opportunities to comment on planning applications as and when they are submitted.</p>	
General – CIL	<p>Development may come forward following the deadline for implementing CIL. If contributions will be S106 only then this should be stated in the document.</p>	<p>At present, the Council has not made a decision on whether to implement a CIL charging schedule or not. The UDF is flexibly worded so that it can fit either delivery mechanism. The type and level of developer contributions will be discussed at the planning application stage.</p>	
General – Social Disorder	<p>The area around Hertford East already suffers from anti-social behaviour. A hotel next to the station may lead to an increase in this problem. There are also sufficient hotels in Hertford already.</p>	<p>The draft UDF makes reference to the possible provision of a hotel on land north of Hertford East. An application on this site for 107 dwellings and a commercial unit was approved subject to S106 in</p>	<p><u>Paragraph 2.2. bullet point 15:</u>  Diversifying the uses within the area to limit peak hour traffic congestion including the potential provision of a <del>hotel, retail</del> <u>commercial space</u> and increased leisure space; and other measures to address local congestion and capacity issues.</p>

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		<p>July 2014. Reference to the provision of a hotel can therefore be removed.</p> <p>The Council will work with developers through the planning application process to ensure that the design of new developments reduces the possibility of anti-social behaviour and crime in accordance with Para 58 of the NPPF and the principles of the 'Secured by Design' initiative as outlined in paragraph 8.6.2 of the adopted Local Plan.</p>	<p><u>Figure 9</u> Remove reference to 'New Station Hotel'.</p> <p><u>Paragraph 10.5, 1<sup>st</sup> sentence</u> This will be predominantly residential with potential opportunities for a range of other commercial uses such as retail <del>and</del>, restaurant uses, <del>and a hotel opposite Hertford East Station.</del></p> <p><u>A Vision for the Mead Lane Area (Page 38)</u> <del>The site adjacent to Hertford East station is highlighted as being well suited for a hotel use, a new Station Hotel reinterpreting an historical pattern. This must be fully explored as a development option.</del></p> <p><u>Figure 14</u> Remove reference to 'Hotel'.</p>
General – Education	Hertford schools are already oversubscribed – what will be done to address this issue? There may be a need for the provision of a new	The Council is currently preparing a new District Plan which will allocate sites for	<p><u>Paragraph 11.8, 2<sup>nd</sup> sentence.</u> S106 obligations will generally be</p>

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	primary school, either for this site individually or in conjunction with other developments.	<p>development for the period up to 2031. As part of the evidence base for this work, discussions are ongoing with Hertfordshire County Council in order to understand education requirements in Hertford and the rest of the District. This critical issue will therefore be addressed through the preparation of the District Plan rather than the UDF in isolation.</p> <p>The proposals for the expansion of Simon Balle School to become an All Through facility are expected to form a planning application in autumn 2014. This will meet the primary education needs of development in the Mead Lane area.</p>	calculated on the basis of the adopted Planning Obligations SPD, <u>taking into account the content of the HCC Toolkit in order to ensure that the full range of requirements are met.</u> However, it should be recognised that the scope for payments will be increased in the Mead Lane area to ensure that the objectives of the UDF are fully met.
General - Housing Provision for the Elderly	It is considered that this is an appropriate site for residential homes for the elderly. Will there be a provision for this on the proposed development site?	The UDF does not seek to prescribe types of residential accommodation and allows for a flexible approach.	None

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General - Support	There is general and specific support for the regeneration and development of the Mead Lane Area including the provision of new pedestrian and cycle routes and a new step free river crossing.	Support is noted and welcomed.	None
General – Climate change	The key issue to address is climate change – the UDF should recognise this to a greater extent. There needs to be a move away from oil dependency to more local solutions.	The UDF supplements saved policies contained within the adopted Local Plan which includes policies which seek to mitigate climate change. Chapter 2 of the Local Plan seeks to address issues impacting on sustainable development at the local level. Chapter 11 of the draft UDF also identifies the importance of implementing a high standard of sustainability within new development. However, the UDF cannot require sustainability standards that go beyond those contained within the adopted Local Plan.	None
General – historic	Reference to the historic environment and archaeological heritage should be made and	The draft UDF does reference the need to	None

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environment	the need to conserve them. A requirement should be included for developers to consider at an early stage the potential for the presence of currently unknown heritage assets. An assessment of this issue should be included in the validation process for any planning applications.	<p>maintain identified heritage assets in the area in paragraphs 7.5 to 7.7.</p> <p>The Council's validation checklist requires a heritage statement to be submitted in support of planning applications. Any currently unknown issues of this nature would therefore be identified through that process.</p>	
General - biodiversity	Need to ensure that development proposals take into account the possible presence of protected species as water vole and otter have been recorded in the vicinity and it is known that important bat roost sites are within 1km of the Mead Lane Site. The UDF should also consider lighting arrangements along the Lea corridor so as to minimise glare and avoid any light falling onto the watercourse and its banks.	<p>The Council's validation checklist requires a biodiversity statement to be submitted in support of planning applications. Any issues regarding the presence of protected species would be identified through this process.</p> <p>Paragraph 11.5 to be amended to reference issue of lighting</p>	<p><u>New sentence at the end of Paragraph 11.5</u></p> <p><u>Particular consideration should be given to lighting arrangements within new developments to ensure that the natural environment of the River Lea and its banks are not negatively affected.</u></p>
General - Sewage	Thames Water, the statutory sewerage undertaker for the Mead Lane area, are	Since the close of the consultation on the UDF,	None

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	<p>concerned that the network in this area may be unable to support the demand anticipated from the proposed development. Thames Water recommend that additional supporting text should be included in the UDF requiring developers to demonstrate that adequate capacity exists or that additional capacity can be provided.</p>	<p>Thames Water has indicated that there is likely to be sufficient capacity to meet the requirements of new development in this area due to recent upgrades to Rye Meads STW.</p>	
<p>General - Town Centre</p>	<p>The UDF makes no connection with the problems facing the historic town centre and what pressures development in the Mead Lane area might put on the town centre.</p>	<p>It is not considered that development proposed in this area would impact negatively on the town centre. The UDF seeks to maintain existing employment uses in the area while providing new residential dwellings on vacant or underused parts of the site. The Mead Lane area is in an edge of town centre location and therefore within easy walking distance of the services and facilities located there. Development in the Mead Lane area is therefore likely to support</p>	<p>None</p>

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		<p>the social and economic function of the town centre rather than be detrimental to it. Any commercial space provided in this location would be of a small scale and would not impact upon the vitality of the town centre</p>	
General – Funding	<p>Some contribution to the proposed new road link needs to be provided by grant or from the s106 pot. Without this there is a risk of having an adopted SPD that limits future development as landowners will not have enough of an incentive to take their sites through the planning process.</p>	<p>An application for 107 dwellings and provision of a link road on the site to the immediate north of Hertford East station was approved subject to S106 by the Council in July 2014.</p> <p>A link between Marshgate Drive and the existing access road off Mead Lane will be required as part of any proposals to bring that part of the site forward.</p>	None
General - Litter	<p>Until such a time as any regeneration actually begins, the Council should make an effort to resolve important but basic matters such as the provision of adequate litter bin facilities and ensure they are emptied at regular intervals.</p>	<p>Noted.</p> <p>In terms of making provision for litter bins as part of new development, the UDF is a broad framework and does</p>	None

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		not include this level of detail. Such issues will be addressed at a later stage.	
General – Amenity	The amenity of existing residents in the area needs to be considered, particularly the setting of existing houses.	The amenity of existing residents is an important consideration. The UDF is a broad framework which identifies uses and is not a detailed masterplan although it does identify the enhancement of Marshgate Drive as a strategic objective to the benefit of residential amenity. The design of new development will be addressed during the planning application process. A key consideration will be reducing potential conflict between employment and residential uses. A B1 (office) buffer will separate residential and other potentially non neighbourly uses	None
General – Flooding	The use of SUD's must be considered. An objective of the UDF should be to address flooding issues.	Paragraph 11.1 of the draft UDF indicates that the use of SUD's is expected. The	None

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		final objective in Paragraph 2.2 relates to the need to reduce flood risk.	
General - Transport	The junction of Mill Road and Ware Road already suffers from congestion and traffic on Mead Lane is already excessive. Development may make this worse.	Reducing congestion is a key consideration for the UDF and is linked to the outcomes of the Mead Lane section of the Hertford and Ware Urban Transport Plan (UTP). Chapter 8 of the UDF, 'Movement Strategy', identifies the need to incorporate sustainable travel principles and careful street design in order to encourage walking, cycling and use of passenger transport. New walking and cycling routes will therefore be provided. A bus interchange and extended routes will also support the development and offer modal choice. The location of the site close to the town centre and to Hertford East railway station should reduce car usage. In	None

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		<p>addition, the UDF identifies that a car club could be provided on site. The link road will improve traffic flow on site while the configuration of existing junctions such as Mill Road and Ware Road will be considered through the planning application process</p>	
General – Transport	<p>A link road is not the most appropriate approach for dealing with transport issues in the Mead Lane area. Instead, Mead Lane and Mill Road should be widened and the bend between the two roads be made safer. This option is more deliverable than the link road contained in the draft UDF. The bus interchange proposed as part of the link road development would reduce the developable area of the site.</p>	<p>The link road is considered to be the best option for improving traffic flows on site. It will be delivered through a planning permission recently approved subject to S106 for 107 dwellings and a commercial unit. The bus interchange will also be delivered as part of this development.</p>	None
General – Transport	<p>The use of 20mph zones is supported. It would be a shame if the one way system on site causes speeding to occur</p>	<p>Support noted and welcomed. The UDF does not propose a one way system on site.</p>	None
General - Transport	<p>Close co-operation needs to take place between the Council and the future franchise</p>	<p>Ongoing discussions between East Herts, HCC</p>	None

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	holder operating services from Hertford East.	and the Train Operating Company 'Abellio' will continue	
1.2	Steps could have been taken a long time ago to develop a strategy for development to support activities that are far less reliant on vehicle use.	<p>The UDF identifies a number of principles which should encourage sustainable travel.</p> <p>Chapter 8 of the UDF, 'Movement Strategy', identifies the need to incorporate sustainable travel principles and careful street design in order to encourage walking, cycling and use of passenger transport. New walking and cycling routes will therefore be provided. A bus interchange and extended routes will also support the development and offer modal choice. The location of the site close to the town centre and to Hertford East railway station should reduce car usage. In addition, the UDF identifies</p>	None

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		that a car club could be provided on site. The link road will improve traffic flow on site while the configuration of existing junctions such as Mill Road and Ware Road will be considered through the planning application process	
1.3	It is considered that recent development acts as a barrier to the riverside and is too large in scale.	The UDF is concerned with future development. However, it is considered that both of these developments have significantly enhanced the built environment in that area. Nevertheless, experience of past developments will inform the process going forward. The UDF states that new development in the Mill Road character area should not exceed three and a half storeys in height. Provision of new pedestrian and cycle routes and a new crossing of the River Lea will increase	None

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2	The impact on the town centre needs to be assessed.	<p>access to the riverside.</p> <p>It is not considered that development proposed in this area would impact negatively on the town centre. The UDF seeks to maintain existing employment uses in the area while providing new residential dwellings on vacant or underused parts of the site. The Mead Lane area is in an edge of town centre location and therefore within easy walking distance of the services and facilities located there. Development in the Mead Lane area is therefore likely to support the social and economic function of the town centre rather than be detrimental to it. Any commercial space provided in this location would be of a small scale and would not impact upon the vitality of the town centre</p>	None
2.2	There is no mention in the SPD of the	Chapter 10 of the document	None

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	provision of community buildings as often used by youth groups. Part of the Framework's mix should give more consideration to leisure use.	does identify the fact that the areas around Marshgate Drive and the River Lea Corridor could be suitable for the provision of spaces for community use. The planning application process will determine the nature and location of such uses. The site is also in a highly sustainable location close to the town centre where such facilities are already located	
2.2	The new bridge over the Lea is not required. The existing bridges should be widened to allow pedestrians and cyclists to cross.	Technical difficulties identified with the bridge suggested in the draft document at the end of the Waterfront development are currently unable to be resolved so will be unable to be progressed at this stage. However, Herts County Council is currently developing proposals to replace the existing bridges at the end of Mill Road with structures suited to all user groups.	None

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2.2	Car club parking would lead to increased congestion at peak times in the Mead Lane area. Would such a club not be better positioned within the Gascoyne Way Car Park?	Car clubs are designed to help facilitate a step change away from car ownership thereby helping to reduce congestion. Residents in the Mead Lane area would be less likely to use the car club if it was located away from the immediate area. Should the provision of a car club to support the development prove successful it could be expanded to accommodate residents from a wider area.	None
2.2	Has any thought been given to providing car parking solutions for residents in the Mead Lane area?	It is considered that the Mead Lane area is in a highly sustainable location close to the town centre and Hertford East station. While it is important that new residential development provides an appropriate level of parking for residents, the focus of the UDF is to encourage more sustainable forms of transport. Controlled Parking Zones (CPZ's) could be considered	None

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		to address any issues arising in due course.	
2.2	How does the provision of additional retail space and a hotel compliment the aim of addressing local congestion issues? Problems with congestion caused by the traffic light junction with Ware Road.	<p>Reference to a hotel can be removed from the UDF following approval of a planning application for 107 dwellings and a commercial unit on the site. Any commercial units will be small scale in nature and should only support nearby development. It is not considered that provision of such facilities would increase congestion and, as a walkable local service, could reduce car borne traffic depending on the nature of occupancy.</p> <p>Chapter 8 'Movement Strategy' identifies the need to incorporate sustainable travel principles and careful street design in order to encourage walking, cycling and use of passenger transport. New walking and</p>	See changes proposed on Page 3 of this schedule in relation to removing reference to a hotel.

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		<p>cycling routes will therefore be provided. A bus interchange and extended routes will also support the development and offer modal choice. The location of the site close to the town centre and to Hertford East railway station should reduce car usage. In addition, the UDF identifies that a car club could be provided on site. The link road will improve traffic flow on site while the configuration of existing junctions such as Mill Road and Ware Road will be considered through the planning application process.</p>	
2.2	<p>Possibility of moving Hertford East station 200 yards eastwards to allow space for a road from Mead Lane to the A119</p>	<p>This is not considered to be a realistic option in the context of this document.</p>	None
2.2	<p>There is a lack of education capacity in the local area</p>	<p>The Council is currently preparing a new District Plan which will allocate sites for development for the period</p>	None

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		<p>up to 2031. As part of the evidence base for this work, discussions are ongoing with Hertfordshire County Council in order to understand education requirements in Hertford and the rest of the District. This critical issue will therefore be addressed through the preparation of the District Plan rather than the UDF in isolation. The proposals for the expansion of Simon Balle School to become an All Through facility are expected to form a planning application in autumn 2014. This will meet the primary education needs of development in the Mead Lane area.</p>	
2.2	<p>It is not considered necessary to retain as much existing employment as possible. A mix of uses is more suitable</p>	<p>The Council considers that it is vital to maintain existing employment on this site in order to support the vibrancy of the local economy. The UDF acknowledges that a mix of uses may be required</p>	None

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		to allow the re-development of key sites. The area to be re-developed has been vacant for a number of years and development will provide additional employment above the existing level.	
2.2	Objection to the provision of new link road on the former Gas Storage site as it would have a detrimental impact on overall site layout and is also not necessary given the proximity to the proposed interchange by Hertford East station. It is unlikely that a bus operator would agree to run services through the site given proximity to existing services.	<p>A link road on the site would improve traffic flow and also help to facilitate the provision of a bus service. Access will be required into the site in any event. A link road can be used to separate residential and employment uses. Provision of a bus service is a key element of the UDF in order to support sustainable travel patterns and reduce car borne traffic.</p> <p>Discussions have taken place with bus operators and the viability of extending a route to serve the development is being</p>	None

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		considered. Contributions from developers will ensure its viability in the initial years. Patronage would subsequently need to be of a sufficient level to ensure the service is retained.	
2.2	The height of new development should be restricted to 3 storeys or less as taller buildings will cause disturbance to television reception.	The UDF indicates that new development in the Mill Road area should be restricted to a maximum of three and a half storeys in height. However the height of buildings needs to be considered on a site specific basis depending on individual circumstances.	None
2.2	The creation of new cycle routes does not make sense and will lead to more anti-social behaviour.	The Council will work with developers through the planning application process to ensure that the design of new developments reduces the possibility of anti-social behaviour and crime in accordance with Para 58 of the NPPF and the principles of the 'Secured by Design' initiative as outlined in	None

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		<p>paragraph 8.6.2 of the adopted Local Plan.</p> <p>Cycle routes are a key aspect of the sustainable transport principles for the site which should help to reduce car borne travel and in turn help ameliorate congestion issues.</p>	
2.2	There is already a lack of parking at Hertford East station which would be exacerbated if a hotel was built.	Reference to the construction of a hotel can be removed following granting of permission for 107 dwellings and a commercial unit on the site.	See changes proposed on Page 3 of this schedule in relation to removing reference to a hotel.
2.3	There is no delivery strategy within the UDF.	The UDF provides a Design Framework against which any future planning applications will assessed. Applications will therefore need to reflect the objectives of the UDF.	None
2.3	Could a cinema be included within the proposed leisure space?	Since the consultation on the UDF, Hertford Theatre now offers regular film showings. A large standalone facility of this	None

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		nature would be unsuitable in the Mead Lane area.	
2.3	The roads are not suitable for large vehicles	The UDF includes provision of two new link roads to improve traffic flows on the site and also the widening of Marshgate Drive which should help to reduce the conflict between the street scape and the movements of large vehicles. HCC as Highways Authority is satisfied with the proposals subject to meeting the proposals of the Hertford and Ware Urban Transport Plan.	None
2.3	There should be a statement within the UDF to say that extant Community and Leisure facilities that serve the town should be preserved.	Noted. Chapter 10 can refer specifically to the preservation or possible enhancement of the Hertford Scout Group facility and the Canoe Club.	New sentence after 9 <sup>th</sup> sentence of Para 10.11:  There may be some scope to improve the river setting through selective redevelopment. <u>Existing community facilities such as the Hertford Scout Group and the Canoe Club should be retained and, where possible, enhanced.</u>
2.3	Remove the pavement on the South Side of	The UDF suggests the	None

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	Mead Lane and allow parking on the North Side. This would avoid the 'Slalom-effect' when driving down the road.	provision of a 3 metre wide pedestrian/cycleway on the south side of Mead Lane. This forms an integral part of making the overall site more pedestrian and cyclist friendly. Parking arrangements will be agreed separately although it is considered that the current arrangements reduce potential speeds of vehicles and allow for pedestrian choice.	
3	Development in this area would lead to increased traffic which is not consistent with sustainable development principles.	The regeneration of this vacant area will inevitably lead to some additional traffic movements. However, Chapter 8 'Movement Strategy' identifies the need to incorporate sustainable travel principles and careful street design in order to encourage walking, cycling and use of passenger transport. New walking and cycling routes will be provided. A bus interchange	None

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		<p>and extended routes will also support the development and offer modal choice. The location of the site close to the town centre and to Hertford East railway station should reduce car usage. In addition, the UDF identifies that a car club could be provided on site. The link road will improve traffic flow on site while the configuration of existing junctions such as Mill Road and Ware Road will be considered through the planning application process.</p>	
5	<p>The issues of climate change and peak oil need to be addressed through an integrated approach.</p>	<p>The UDF supplements saved policies contained within the adopted Local Plan which includes policies which seek to mitigate climate change. Chapter 2 of the Local Plan seeks to address issues impacting on sustainable development at</p>	None

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		<p>the local level. Chapter 11 of the draft UDF also identifies the importance of implementing a high standard of sustainability within new development. However, the UDF cannot require sustainability standards that go beyond those contained within the adopted Local Plan.</p>	
5	<p>A paragraph should be included under the policy context section about East Herts Council's SFRA as this document can act to guide where development should be placed given this is an area at risk to flooding. The aims and principles of the River Basement Management Plan should also be followed.</p>	<p>Agreed. The Planning Policy Context in section 5 needs to be updated to reflect recent changes.</p>	<p><u><a href="#">5 Planning Policy Context</a></u></p> <p><u><a href="#">5.1 National planning guidance is contained within the National Planning Policy Framework and the associated Planning Practice Guidance. A number of national policies are of relevance to any development proposals in the Mead Lane area.</a></u></p> <p><u><a href="#">5.2 (deleted)</a></u></p> <p>Add new Paragraph 5.7:</p> <p><u><a href="#">The Strategic Flood Risk Assessment, which was completed</a></u></p>

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			<u>in November 2008, is also relevant to the Mead Lane area in that part of the site is within designated Flood Zones 2 and 3. This will need to be considered as part of any development proposals with the sequential test applied as appropriate.</u>
5.1	PPS9 is also of particular relevance to any development proposals as its aim is to prevent harm and restore value to nature conservation interests. This is particularly relevant given the River Lea runs through this area.	Noted. However PPS9 has been superseded by the NPPF. The amendment shown above under Chapter 5 reflects this.	As above under Chapter 5.
5.4	The land that is currently occupied by the Scouts should not be subject to further development other than enhancing its existing use.	It is agreed that this facility should be maintained and redevelopment does not form part of the proposals in this UDF.	New sentence after 9 <sup>th</sup> sentence of Para 10.11:  There may be some scope to improve the river setting through selective redevelopment. <u>Existing community facilities such as the Hertford Scout Group and the Canoe Club should be retained and, where possible, enhanced.</u>
5.7	The UDF does not follow the principles of localisation which involves meeting the needs of a community in the local area. It perpetuates the strategies which have led to global	The Mead Lane area is in a highly sustainable location within walking distance of the town centre, a large	None

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	warming.	supermarket and a railway station and a bus station. It is considered that development in this area would represent sustainable development.	
5.7	The retention of employment areas is vitally important and the Framework must recognise the value of the location for this purpose.	It is vital to maintain existing employment on this site in order to support the vibrancy of the local economy. The content of the UDF reflects this and seeks to provide additional employment space.	None
6.1	Highway capacity is key in this area	Given that the site is in a highly sustainable location, the UDF seeks to encourage walking and cycling and the use of public transport as much as possible. However, capacity of local roads is also a key issue and the new link roads will improve traffic flow on site while the re-configuration of existing junctions to increase capacity will be considered at the planning application	None

<b>Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Officer Response</b>	<b>Proposed Amendment to UDF</b>
		stage	
6.2	The draft UDF raises the single point of access as an issue. This assumes road based access is a priority when other forms of access are possible.	Mitigation is key to bringing forward development in the area. However, the single point of road access is a recognised constraint and the UDF proposes a range of sustainable transport principles to encourage alternatives to car use and engender a modal shift.	None
6.2	Proposals to widen Marshgate Drive would be supported if they were sponsored or delivered by the Council as this may eliminate any potential for ransom or land assembly issues. However, if the onus is on National Grid Property Ltd to deliver without assistance to assemble the land this may present a risk.	Responsibility for delivery is a matter to be determined at the planning application stage. The UDF sets the context for what should be delivered in the area.	None
6.3	It would be simple and cost effective for the steps that provide access to the recreational area of Hartham Common be replaced by ramps as they are not steep and are of a low gradient.	The steps and width of the bridge together makes the crossing difficult for cyclists. Herts County Council is currently developing proposals to replace the existing bridges at the end of Mill Road with structures suited to all user groups.	None
6.4	The real blight is over development with the	The UDF is concerned with	None

<b>Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Officer Response</b>	<b>Proposed Amendment to UDF</b>
	recent developments at The Meads and The Waterfront.	future development. However, it is considered that both of these developments have significantly enhanced the built environment in that area. Nevertheless, experience of past developments will inform the process going forward.	
6.4	Undeveloped land on site does blight the area and appropriate development will improve the street scene.	Agreed.	None
6.5	The abnormally expensive costs of developing the sites due to required remediation work cannot be ignored as this may lead to no development taking place.	It is acknowledged that remediation work will be required on certain parts of the site. The costs of any such work be a consideration when looking at the viability of any schemes as a whole as part of the planning application process	None
6.5	The proximity to watercourses and water abstraction points means that mobilisation of contamination must be avoided during remediation and construction works	Noted. The Council will consult with Thames Water, The Canal and River Trust and the Environment Agency as part of any application	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		received. Conditions can be applied to any granted planning permissions.	
6.6	There is concern that if businesses start to operate on a 24/7 basis this would adversely effect the harmonious balance which currently exists between local residences and small businesses.	It is important that potential conflict between residential and employment uses is managed appropriately. A B1 (office) buffer will separate residential and other potentially non neighbourly uses	None
6.7	Development within Flood Zone 2 should be resisted.	The Technical Guidance to the National Planning Policy Framework document indicates that residential and employment uses maybe appropriate within Flood Zone 2 following the application of the sequential test.	None
6.7	Residential development can be provided in Flood Zone 3 providing the sequential and exception tests are met. While it is accepted that residential development in Flood Zone 3b would draw objections from the Environment Agency it should be noted that there is potential for increased storage capacity in the flood plain, improving the overall flood risk in	Noted.	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
6.7	<p>the area.</p> <p>Sustainable Drainage Systems (SuDS) should be incorporated around the site to address flood risk. Also, a flood risk sequential test should be addressed and applied at the earliest stage.</p>	<p>Paragraph 11.1 indicates that the use of SuDS is expected. The sequential test will need to be applied and demonstrated at the planning application stage in line with the NPPF.</p>	<p>Add new Paragraph 5.8:</p> <p><u>The Strategic Flood Risk Assessment, which was completed in November 2008, is also relevant to the Mead Lane area in that part of the site is within designated Flood Zones 2 and 3. This will need to be considered as part of any development proposals with the sequential test applied as appropriate.</u></p>
6.7	<p>The first sentence in this paragraph should be changed to reflect that development is not appropriate in flood zone 3b as defined by EHC's SFRA and PPS25. Flood Zone 3b comprises land where water has to flow or be stored in times of flood.</p>	<p>Agreed</p>	<p><del>6.7 The Environment Agency would object to any residential development in Flood Zone 3b as contrary to PPS25.</del> <u>The location of residential dwellings within Flood Zone 3b would be contrary to the policies contained within the NPPF.</u></p>
7.1	<p>When considering opportunities along the river and potential river improvements, consideration needs to be given to the long established Canoe Club which makes extensive use of the area.</p>	<p>Noted although it is considered that it would be more appropriate to refer to this issue in Chapter 10.</p>	<p>New sentence after 9<sup>th</sup> sentence of Para 10.11:</p> <p>There may be some scope to improve the river setting through selective redevelopment. <u>Existing community facilities such as the Hertford Scout Group and the</u></p>

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
			<u>Canoe Club should be retained and, where possible, enhanced.</u>
7.1	New developments have been too high.	The UDF is concerned with future development. However, it is considered that both of these developments have significantly enhanced the built environment in that area. Nevertheless, experience of past developments will inform the process going forward. The UDF states that new development in the Mill Road character area should not exceed three and a half storeys in height.	None
7.1	A bus interchange would increase traffic congestion in the area	The Council considers that good access to a bus service will encourage use of sustainable transport and reduce car usage and congestion in the local area. The scale of the interchange will not result in undue increases in traffic.	None
7.3	Improvements to the bridge crossing the Lea	Noted. Technical difficulties	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	near the swimming pool would be welcomed.	identified with the bridge suggested in the draft document at the end of the Waterfront development are currently unable to be resolved so will be able to be progressed at this stage. However, Herts County Council is currently developing proposals to replace the existing bridges at the end of Mill Road with structures suited to all user groups.	
7.4	Given that the Mead Lane area lies adjacent to one of Hertford's 'Green Fingers' it is vital that the natural landscape is retained and not over urbanised. Blocks of flats do not enhance the landscape.	The UDF is concerned with future development. However, it is considered that both of these developments have significantly enhanced the built environment in that area. Nevertheless, experience of past developments will inform the process going forward. The UDF states that new development in the Mill Road character area should	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		not exceed three and a half storeys in height. Sensitive design can enhance the river frontage and improve the overall setting.	
7.4	There is scope for designing in features of benefit to the wildlife which would greatly enhance the biodiversity of the River Lea area. Urban trees and planted areas would be attractive and consideration should be given to provide community gardens or allotment space. Finally, green roofs and living walls would also be of benefit.	<p>Both Paragraph 7.4 and the opportunities identified for the River Lea Corridor in Chapter 10 acknowledge the importance of ecological quality and of maximising opportunities to enhance the natural environment. In addition, Chapter 11 refers to the design principles of Manual for Streets which promotes the use of planting etc to enhance street scapes.</p> <p>Living walls should be referred to alongside green roofs in paragraph 11.1</p>	<p>4<sup>th</sup> sentence of Para 11.1:</p> <p>Subject to the overall coherence of design, the incorporation of green roofs <u>and living walls</u> will be promoted to foster sustainable drainage, heating and cooling benefits and biodiversity.</p>
7.4	There should be no residential development on the south side of the River between Marshgate Drive and Hertford Lock. Development of the scale to the west of Marshgate Drive overpowers the scene. The openness of that	The majority of the land by the river between Marshgate Drive and Hertford Lock is currently vacant or underutilised. It is	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	part of the river is important.	considered that providing some residential use in this area would enhance the river frontage through sensitive landscaping and design. A mix of uses is required to bring forward the redevelopment of key sites.	
7.4	Reference to the Green Fingers is welcomed	Support noted and welcomed.	None
7.6	The principle of supporting more sustainable modes of transport to the station is supported. A hierarchy of modes may be helpful i.e. walk, cycle, bus, taxi, car.	Support noted and welcomed. It is not considered that a hierarchy of modes would be helpful in this instance as the UDF seeks to promote the use of all forms of sustainable transport as a way of reducing car usage and therefore congestion.	None
7.7	The importance of the historic environment and archaeological heritage should be acknowledged within the SPD. This should include an assessment of proposed areas of development to identify areas with the potential to contain currently unknown heritage assets.	The draft UDF does reference the need to maintain identified heritage assets in the area in paragraphs 7.5 to 7.7.  The Council's validation checklist requires a heritage	<u>New sentence at end of Paragraph 7.7</u>  <u>The potential for archaeological finds should be considered as part of development proposals in consultation with Hertfordshire County Council's Archaeology</u>

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		statement to be submitted in support of planning applications. Any currently unknown issues of this nature would therefore be identified through that process. However, the paragraph should be amended to refer to archaeological heritage.	<u>section.</u>
7.7	None of the rail artefacts mentioned are of any real significance given that they are not listed and are not located in a conservation area. Maintaining them may constrain the developable area.	A number of the assets listed in Paragraph 7.7 are no longer present and so the text needs to be updated. It is considered that the features that remain, such as the embedded rails, should be retained where possible in order to help create a unique sense of place.	<del>There are various other historical references to past railway use in the area which are also worthy of retention, including the wooden gates to the former goods yard and the crossing gate which formed part of the old level crossing on Mill Road. While not currently listed, these sets of gates are of local interest and should be maintained in a fixed open position. Other historical rail related features of interest, including that should also be retained are the the rails which are embedded into the road surface on the bridge to Dicker Mill and at Mead Lane, should be retained wherever possible in order to.</del> Also,

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
			<p>redundant sets of buffers are currently located in the formerly used sidings and at least one set of these should be retained, either in situ or relocated as part of development proposals. These irreplaceable features provide an excellent opportunity to contribute towards the creation of a unique sense of place in this area via new development proposals.</p>
7.7	<p>The provision of a good quality, attractive information point outlining the historical and industrial heritage of the Dicker Mill area should be considered.</p>	<p>Noted. This very detailed design issue can be considered outside of the UDF process but would be a welcome feature.</p>	None
7.10	<p>The widening of Marshgate Drive should not lead to increased traffic speeds</p>	<p>The objectives of the UDF listed in Para 2.2 indicates that residential roads will be designed to achieve a 20mph standard.</p>	None
8	<p>The UDF refers to sustainable travel but there are no specific priorities or actions. There has been general and specific concern that there is no recognition of the inadequate state of the provision for walking and cycling at present. Many current journeys are unsafe and involve crossing busy roads. This is particularly the</p>	<p>Chapter 8 'Movement Strategy' identifies the need to incorporate sustainable travel principles and careful street design in order to encourage walking, cycling and use of passenger</p>	<p><u>A Vision for the Mead Lane Area, Overview</u></p> <p>The Mead Lane are will be enlivened by a healthy mix of uses and a network of streets and paths that provide good internal</p>

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	<p>case for crossing the road around the Mill Road – Railway Street Crossing.</p>	<p>transport. New walking and cycling routes will therefore be provided. A bus interchange and extended routes will also support the development. The location of the site close to the town centre and to Hertford East railway station should reduce car usage. In addition, the UDF identifies that a car club could be provided on site. The link road will improve traffic flow on site while the configuration of existing junctions such as Mill Road and Ware Road will be considered through the planning application process</p> <p>Chapter 10 and in particular the Mill Road Opportunities acknowledges that improved pedestrian access from the station to the town centre is required. This includes seeking to enhance the crossing of Mill Road.</p>	<p>connections, promote walking <u>and cycling</u> and exploit the locational advantages of the area (see Figure 14).</p>

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		The Vision on page 38 should be amended to refer to both walking and cycling.	
8	Cycling is currently difficult due to high levels of traffic. Walking and cycling routes need to be kept separate.	It is considered that pedestrian/cycle friendly routes are a highly effective option for delivering sustainable transport principles. Every effort will be made to reduce conflict between different users although limitations of space may mean compromises have to be made.	None
8	Bus routes already get delayed on Ware Road. Providing a service in the Mead Lane area may make this worse.	Providing a bus service within the site may reduce some existing car usage and therefore ease congestion problems. The Hertford and Ware UTP requires development to ameliorate conditions at the junction of Mill Road and Ware Road.	None
8	HCC development control policies have previously not allowed any further development of the Mead Lane site without a second point of access. Work on the UTP	Noted. Paragraph 8.1 acknowledges the principles contained within the Hertford and Ware UTP. Any	<u>New sentence at the end of Paragraph 8.6</u>  <u>Development of the Mead Lane</u>

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	<p>identified that providing segregated emergency access in front of Hertford East together with a new link road between Mill Rd and Mead Lane would enable the second point of access to be discounted.</p> <p>The Hertford and Ware UTP contains a number of schemes that would help to encourage sustainable travel to and from the area. Schemes to be considered include enhanced cycle storage provision in Hertford East Station, improvements to local cycle and pedestrian routes</p>	<p>planning application would need to submit a Transport Assessment and a Travel Plan where issues such as this should be explored with HCC as Highway Authority.</p> <p>Paragraph 8.6 should be amended to reflect links to the wider area.</p>	<p><u>area would offer opportunities for improvement to walking and cycling links between the destinations and wider environs, such as Ware.</u></p>
8	<p>The Highways Agency support the development of a sustainable travel strategy and are content to work with interested parties to ensure long distance journeys are kept to a minimum and thus minimising any additional burden on the strategic road network.</p>	<p>Support noted and welcomed.</p>	<p>None</p>
8.2	<p>It is important that high quality secure cycle parking is integrated into the development to promote sustainable travel.</p>	<p>An element of cycle parking is required for all new developments as part of parking standards within the adopted Local Plan and advice on provision is provided in the Vehicle Parking at New Development SPD. This</p>	<p>None.</p>

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		issue will be agreed through the planning application process.	
8.4	<p>Can EHC clarify what is understood by the term 'low car parking' in this instance?</p> <p>As a guide East Herts normal parking standards vary from 0.75 for 1-bed, 1 space for 2-bed, and 1.5 for a 3 bed therefore any significant reduction from East Herts normal parking standards may be restrictive to National Grid Properties development options for the site.</p>	<p>Details of parking space numbers can be determined at the planning application stage. The UDF sets out the principle of encouraging sustainable forms of transport and so acknowledges that, due to the sites sustainable location and single point of access, low car parking regimes may be implemented.</p> <p>A low car parking regime would provide a lower number of spaces than the maximum standards for residential development contained within the Vehicle Parking at New Development SPD.</p>	None
8.5	The bus interchange should be in a lay-by form able to accommodate three vehicles with two bays being classed as buses on stand with one operational stop.	The interchange will be delivered as part of the development approved subject to S106 in July 2014	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		including 107 dwellings, a commercial unit and a link road. The scheme also includes provision of the bus interchange sought by this representation.	
8.5	The provision of the segregated emergency access together with the new link road would be essential to mitigate the effects of any increase in traffic associated with potential future development.	Noted. However, technological advances that may have been developed since the consultation maybe investigated as providing an alternative solution to the layout included in the Hertford and Ware UTP. Encouraging the use of sustainable modes of transport will also reduce congestion issues.	None
8.7	The local authorities and any prospective developers should join the train operator in a station travel plan exercise for Hertford East Station. This will help determine the measures required to improve access to the station and prioritise needed investment.	Agreed. The potential for undertaking a station travel plan for Hertford East is acknowledged in paragraph 8.7 and this can be developed in due course.	None
8.8	Requirements for vehicular access to the station for deliveries and cash collection must be considered in any potential redevelopment of the East Herts Station site.	Noted. This issue can be considered at the planning application stage should any alterations to the station	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		frontage become part of final designs.	
8.8	A more frequent train service to London should operate from Hertford East using more modern trains.	The frequency of trains from Hertford East falls outside of the remit of this UDF.	None
8.8	An alternative entrance to Hertford East could undermine the commercial viability of the tenant businesses at the station.	The development is likely to lead to an increase in patronage at the station so, even with the provision of an alternative entrance, there is not likely to be a reduction in passengers using the main entrance.	None
9	New homes need to be built with a distinctive character and to highly sustainable standards.	Noted. The importance of quality sustainable design of new buildings is discussed in the Vision for the Mead Lane area on page 38 of the draft UDF. The retention of heritage assets as noted in paragraph 7.7 will also assist in creating an area which is locally distinctive.	None
9.1	This is a semi-rural area therefore further strengthening of the urban character will be detrimental to the character of the area.	All of the areas that are being brought forward for development have previously been in employment use and are	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		industrial in nature. Much of the site is currently vacant, damaged and underused. Suitable development will recycle valuable urban land and enhance the character of the area while making a contribution to identified housing and employment needs.	
9.2	There is general and specific support in favour of low rise developments to reflect the broader character of Hertford as a market town.	The UDF indicates that new development in the Mill Road area should be restricted to a maximum of three and a half storeys in height. However the height of buildings needs to be considered on a site specific basis depending on individual circumstances.	None
9.2	Some support for taller buildings on the western, Mill Road, side of the site.	Noted	None
10.2	It is agreed that a broader range of uses other than employment is required to bring forward key sites.	Support noted and welcomed.	None
10.2	The UDF makes no connection to the way in which development in Mead Lane may impact on the town centre.	It is not considered that development proposed in this area would impact	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		<p>negatively on the town centre. The UDF seeks to maintain existing employment uses in the area while providing new residential dwellings on vacant or underused parts of the site. The Mead Lane area is in an edge of town centre location and therefore within easy walking distance of the services and facilities located there. Development in the Mead Lane area is therefore likely to support the social and economic function of the town centre rather than be detrimental to it. Any commercial space provided in this location would be of a small scale and would not impact upon the vitality of the town centre</p>	
10.5	<p>The building scale of 3 and a half storeys on this site is too high and may lead to the perception of enclosure on the street.</p>	<p>The UDF indicates that new development in the Mill Road area should be restricted to a maximum of three and a half storeys in</p>	None.

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		height. However the height of buildings needs to be considered on a site specific basis depending on individual circumstances.	
10.5	Concern that height limitations cannot be justified by the level of new adjoining development.	The UDF indicates that new development in the Mill Road area should be restricted to a maximum of three and a half storeys in height. However the height of buildings needs to be considered on a site specific basis depending on individual circumstances.	None
10.6	Consideration needs to be given to the location of the new bridge as local residents have expressed significant concern that opening up the area near The Waterfront will adversely impact on resident's privacy and security. This could also lead to further anti-social behaviour which has been minimised with work from the Hertfordshire Constabulary.	Technical difficulties identified with the bridge suggested in the draft document at the end of the Waterfront development are currently unable to be resolved so will be unable to be progressed at this stage. However, Herts County Council is currently developing proposals to replace the existing bridges at the end of Mill Road with	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		<p>structures suited to all user groups.</p> <p>The Council will work with developers through the planning application process to ensure that the design of new developments reduces the possibility of anti-social behaviour and crime in accordance with Para 58 of the NPPF and the principles of the 'Secured by Design' initiative as outlined in paragraph 8.6.2 of the adopted Local Plan.</p>	
10.6	The Environment Agency would like to be involved in the design of the new bridge as any proposal for widening the existing bridge could have an adverse effect on the biodiversity.	HCC will be responsible for the design and delivery of the new bridge and it is anticipated that liaison with the Environment Agency would feature in the development of any proposals.	None
10.6	Objection to the proposed cycle/pedestrian link between Hartham Common and Hertford East. Shared cycle and pedestrian links do not work and are dangerous to pedestrians.	It is considered that pedestrian/cycle friendly routes are a highly effective option for delivering	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		sustainable transport principles. Every effort will be made to reduce conflict between different users although limitations of space may mean compromises have to be made.	
10.8	There is general and specific concern surrounding the impact further development will have on congestion. The A414 and the southern area of Mill Road leading up to Ware Road already suffers from heavy congestion especially at peak times. Will the proposed development/regeneration not serve to increase this congestion?	Reducing congestion is a key consideration for the UDF and is linked to the outcomes of the Mead Lane section of the Hertford and Ware Urban Transport Plan (UTP). Chapter 8 of the UDF, 'Movement Strategy', identifies the need to incorporate sustainable travel principles and careful street design in order to encourage walking, cycling and use of passenger transport. New walking and cycling routes will therefore be provided. A bus interchange and extended routes will also support the development and offer modal choice. The location	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		<p>of the site close to the town centre and to Hertford East railway station should reduce car usage. In addition, the UDF identifies that a car club could be provided on site. The link road will improve traffic flow on site while the configuration of existing junctions such as Mill Road and Ware Road will be considered through the planning application process.</p> <p>The Council will continue to work with Hertfordshire County Council, Essex County Council and other organisations in order to understand in more detail the potential impacts on the strategic and local highway networks and possible mitigation measures.</p>	
10.8	Concern over the proposal for a 'shared space' in front of the station. Such areas raise issues	The UDF currently proposes a public space in front of the	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	of pedestrian safety	station which would not be accessible to traffic except where emergency access would be required. It is considered that a new public space would improve the environment in that area and enhance the setting of the listed Hertford East station building.	
10.8	Concern about new pedestrian/cycle link between Hartham Common and Hertford East. The proposals would be dangerous for pedestrians and also harm the tranquillity and privacy of the area for existing residents of the new developments. It could also increase levels of anti-social behaviour which is already an issue.	<p>It is considered that pedestrian/cycle friendly routes are the best option for delivering sustainable transport principles. Every effort will be made to reduce conflict between different users although limitations of space may mean compromises have to be made.</p> <p>The Council will work with developers through the planning application process to ensure that the design of new developments reduces the possibility of anti-social</p>	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		behaviour and crime in accordance with Para 58 of the NPPF and the principles of the 'Secured by Design' initiative as outlined in paragraph 8.6.2 of the adopted Local Plan.	
10.8	The new bridge over the river would encourage cyclists to use the towpath down to Hartham Lock which would be dangerous for walkers. The towpath is a statutory public footpath.	Chapter 10, River Lea Corridor Opportunities identifies the potential to widen the towpath in this area to make it more suitable for pedestrians and cyclists and to improve disabled access.	None
10.8	Thought needs to be given to the height of buildings in the Mill Road area so as not to affect the setting of Hertford East.	The UDF indicates that new development in the Mill Road area should be restricted to a maximum of three and a half storeys in height. However the height of buildings needs to be considered on a site specific basis depending on individual circumstances.  The setting of the listed Hertford East station building	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		is important and the UDF suggests enhancing this through the provision of a new public space and improved public access.	
10.8	It is not realistic that the link road and bus interchange could be paid for by development value.	The link road and bus interchange will be delivered as part of a development that was granted planning permission subject to S106 in July 2014.	None
10.9	Marshgate Drive is not a 'strategic route' but more a quiet residential street whose environmental quality will not be improved by this proposed high density development.	Marshgate Drive is considered to be a strategic route in the context of this site. Pedestrian and cycle links will connect Hartham Common and the Meads with the town centre and Hertford East but will also provide the main vehicular access to the western end of development off Marshgate Drive.	<p><u>Paragraph 10.9, final sentence:</u></p> <p>The design of the road should be inviting and attractive <u>to all users, and reflect that this is part of a</u> <del>reflecting the fact that this is a</del> strategic <u>pedestrian and cycle</u> route directly linking Hartham Common and Kings Meads to the town and station.</p>
10.9	The placing of residential units at the beginning of the new road at Marshgate Drive immediately abutting employment premises could be problematic.	A key consideration will be reducing potential conflict between employment and residential uses. A B1 (office) buffer will separate	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		residential and other potentially non neighbourly uses	
10.10	How will it be possible to reduce flood risk by increasing the storage capacity of the flood plain if the level of development proposed is implemented?	The UDF proposes that, where possible, the areas of functional flood plain that directly front onto the river could be used for public spaces which would enhance the environmental quality of the area and help to reduce flood risk. In addition, innovative design of new developments will be expected including basement parking.	None
10.10	The requirement for Marshgate Drive to accommodate on-street parking, widened footpaths and a road layout that allows circulatory traffic will potentially result in a wide highway corridor and a street scene dominated by highway infrastructure.	It is considered that the street scene at Marshgate Drive would be greatly enhanced by the widening of the road and the provision of parking, wide pavements, street trees and appropriate landscaping. The design would need to be agreed through the planning application process.	None
10.10	The provision of new community facilities	Noted. Paragraph 10.9	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	within the Marshgate Drive area would be welcomed.	suggests that community uses could be appropriate in this area.	
10.10	Footpath widths on Marshgate Drive are adequate and don't require widening. The road is also of sufficient width and there are already trees present. These proposals would also reduce the potential development area.	It is considered that the street scene at Marshgate Drive would be greatly enhanced by the widening of the road and the provision of parking, wide pavements and appropriate landscaping. The design would need to be agreed through the planning application process.	None
10.10	There is no need for new employment space. Existing space provides useful low rent industrial premises. New premises are likely to be high cost.	The UDF places great emphasis on the retention of existing employment space and it is acknowledged that the smaller, low rent premises perform an important function in the local area. The provision of new employment space on vacant or underused land would provide an enhanced offering of new, modern facilities that would benefit the local economy and help	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		to meet the draft District Plan requirement to provide 9,700 jobs between 2011 and 2031. New employment provision on brownfield land also negates the need for potential greenfield releases.	
10.11	The River Lea and its surrounds should be considered as an entity and not just a boundary for development. With this in mind careful consideration should be given to the height and orientation of any new residential development along the navigation.	<p>The UDF indicates that new development in the Mill Road area should be restricted to a maximum of three and a half storeys in height. However the height of buildings needs to be considered on a site specific basis depending on individual circumstances.</p> <p>Due consideration should be given to the river and any proposals affecting it as reflected in Paragraph 10.11</p>	None
10.11	There shouldn't be development along the whole edge of the navigation. Any development should be low level and set back from the riverbank.	It is considered that providing residential development along the river on existing vacant or underused areas would improve the setting and	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		provide a stronger frontage. Development would be broken down into different components and would not form one continuous block. The UDF does support the provision of public spaces immediately next to the river in order to enhance the natural environment and increase the storage capacity of the floodplain.	
10.11	The towpath should not be widened. Cyclists should be banned from the towpath in order to ensure the safety of walkers.	The Council supports considerate use of the towpath by both walkers and cyclists. Widening the towpath would help facilitate this.	None
10.11	The UDF states that the River Lea corridor cannot accommodate residential development due to flood risk. However the majority of the Dicker Mill site is within Flood Zones 1 and so is appropriate for residential use. The remainder of the site is in Flood Zone 2 and is therefore suitable for employment uses without having to apply the sequential test.	Dicker Mill is north of the river and it is not considered that a mixed use re-development of this site would be in conformity with Policy HE5 and Policy EDE1.  It is considered that these smaller units provide an	7 <sup>th</sup> Sentence of Paragraph 10.11:  Flooding considerations <u>may restrict residential development options in this area subject to the application of the sequential test and, if necessary, the exception test.</u> <del>are also likely to restrict any residential options.</del>

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		important local employment function in the town. The Employment Land Review Update (2013) concludes that the employment function of the Dicker Mill site should be retained.	
10.12	Improved lighting beside the Hertford basin might improve safety in the area at night.	Noted. There are no specific proposals to address this issue at present although it could be considered in due course outside of the UDF. Any proposals would need to be in conformity with the requirements of Policy ENV23 of the adopted Local Plan (2007).	None
10.12	Concerns over the effects the 'floating café/restaurant' concept may have on the biodiversity. Also, the channel of the River Lea has been defined as Flood Zone 3b therefore by PPS25 only water compatible development is acceptable within this area. Consideration would also need to be given to disabled users.	A floating café/restaurant should by nature of its design not be at risk from flooding. The impact of the proposal on biodiversity and potential access issues for disabled users would need to be considered should such a proposal come forward.	None
10.12	The proposal that the new Green Space	Support noted and	None

<b>Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Officer Response</b>	<b>Proposed Amendment to UDF</b>
	should be focussed primarily along the Lea is welcomed as this should enhance the value of the Lea as a wildlife corridor.	welcomed	
10.12	The aims of the UDF are in accordance with the TCPA Policy Advice Note on 'Unlocking the potential of the inland Waterways through the Planning System'.	Support noted and welcomed.	None
10.14	There is already a pavement on the north side of Mead Lane. A pedestrian/cycle route on the south side is not necessary.	The provision of a 3 metre wide route on the south side would prevent difficulties between different users and would enhance the setting for walkers and cyclists and provide alternative routes and form part of the wider pedestrian and cycle network.	None
11	The importance of retro fitting existing development to help meet the target of reducing carbon emissions is not mentioned	Retrofitting is an important issue and homeowners and business owners should be encouraged to undertake works to their premises. However, the UDF seeks to address sustainable design in new developments.	None
11.1	The low-energy Passivhaus standard is a more appropriate standard than the Code for	The Council is unable to require sustainability	<u>Amendments to Para's 11.1, 11.3 and 11.4</u>

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	Sustainable Homes and BREEAM.	standards through the UDF which are not in accordance with policies in the Local Plan Second Review. The Government's consultation on the Housing Standards Review in 2013 suggested incorporating sustainability standards within Building Regulations. Given the current uncertainty with initiatives and standards such as the Code for Sustainable Homes, it is considered that Chapter 11 should be amended to be less specific while still encouraging development to be highly sustainable.	11.1 Developers of new housing areas will be <u>encouraged</u> expected to achieve a <u>high level of sustainable design in accordance with nationally recognised standards such as the Code for Sustainable Homes, BREEAM and Passivhaus.</u> Level 4 within the new developments. This shall be based on energy and water efficiency and include incorporation of renewable energy provisions and sustainable drainage systems. <u>The use of SUDS will be expected to achieve on-site 1 in 100 year climate change attenuation will also be encouraged.</u> Subject to the overall coherence of design, the incorporation of green roofs will be promoted to foster sustainable drainage, heating and cooling benefits and biodiversity. Commercial developments will be required to meet appropriate BREEAM standards.
11.1	Support for implementing relevant BREEAM standards for commercial development.		
11.1	There is no explanation as to why Code Level 4 is referenced and not a more onerous level.		11.3 A sustainability statement setting out the provisions and standards to be achieved will be

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
			<p>required to be submitted with planning applications. Developments shall be certified by approved assessors. 11.4 <u>In considering the design of new developments, regard should be had to</u> The Building for Life <u>12 standard</u>. Code will also provide a main standard reference for the development of the area. While the highest standards are promoted, all applications for new developments shall be submitted with assessments and it is expected that these will achieve a minimum silver standard of 14 points or above. Under this national scheme developers are then granted the standard to advertise the quality of their designs.</p>
11.2	The use of CHP within the development area would be welcomed. However, if there is more than one developer involved with the site this may not get delivered.	Noted. While there are multiple landowners across the area as a whole, it is hoped that sites can be brought forward together to create a comprehensive development and it remains an ambition that	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		technologies such as CHP and district heating could be delivered.	
11.2	If district heating was to go ahead, what actions would the Council take to help deliver this?	The Council would need to work with applicants during the planning application process to explore the feasibility of delivering a scheme of this nature.	None
11.3	Assessment criteria need to be published and the term 'approved assessors' needs to be defined.	It is not considered necessary to include criteria and standards within the UDF which sets the design context for development. Both the Building for Life and BREEAM standards are nationally recognised schemes and information on the requirements and the way in which they are assessed are easily accessible online.	None
11.8	Concerns over the proposed increase in S106 payments in the Mead Lane area over and above what will be expected elsewhere. The Council needs to provide more clarity as to how improvements will be delivered. The cost of remediation added to S106 payments and	The Planning Obligations SPD will generally provide the basis for calculating contributions.  Paragraph 2.10.9 of the	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	affordable housing provision may make development unviable.	<p>adopted Planning Obligations SPD states that:</p> <p>The standard charges presented here are not a “tariff” or “levy” but rather a “framework for negotiation” (Circular 05/2005 Paragraph B33), providing “quantitative indications of the level of contributions likely to be sought”. Planning applications will be considered as a whole and on a case-by case basis, without “blanket” application of charges. This will take into account viability constraints of a site (see section 7.8 on viability) and the benefits of development proposals’.</p> <p>Negotiations with applicants at the planning application stage will be required in order to ensure that viable schemes are delivered that meet the aims of the UDF</p>	

<b>Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Officer Response</b>	<b>Proposed Amendment to UDF</b>
11.8	'Agreed independent assessor' needs to be defined.	The assessor would need to be agreed with the applicant so no further definition is considered necessary.	None
12	The Council should use this UDF to develop an innovative, cost effective response to the twin challenges of climate change and peak oil.	The UDF supplements saved policies contained within the adopted Local Plan which includes policies which seek to mitigate climate change. Chapter 2 of the Local Plan seeks to address issues impacting on sustainable development at the local level. Chapter 11 of the draft UDF also identifies the importance of implementing a high standard of sustainability within new development. However, the UDF cannot require sustainability standards that go beyond those contained within the adopted Local Plan.	None
12.3	Concern regarding level of need for a new hotel. It would also be out of keeping with the current scale of building on the site.	Reference to a hotel should be removed from the UDF following approval of a planning application for 107	<u>Paragraph 2.2. bullet point 15:</u> Diversifying the uses within the area to limit peak hour traffic congestion including the potential provision of a

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		<p> dwellings and a commercial unit on the site.</p>	<p> hotel, retail <u>commercial space</u> and increased leisure space; and other measures to address local congestion and capacity issues.</p> <p><u>Figure 9</u> Remove reference to 'New Station Hotel'.</p> <p><u>Paragraph 10.5, 1<sup>st</sup> sentence</u> This will be predominantly residential with potential opportunities for a range of other commercial uses such as retail <u>and</u>, restaurant uses, <u>and a hotel</u> opposite Hertford East Station.</p> <p><u>A Vision for the Mead Lane Area (Page 38)</u></p> <p><del>The site adjacent to Hertford East station is highlighted as being well suited for a hotel use, a new Station Hotel reinterpreting an historical pattern. This must be fully explored as a development option.</del></p> <p><u>Figure 14</u> Remove reference to 'Hotel'.</p>

<b>Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Officer Response</b>	<b>Proposed Amendment to UDF</b>
12.3	Concerns about the necessity to have a bus link on site	Providing a bus service within the site should reduce car usage and therefore ease congestion problems as a key component of modal shift.	None
12.3	Commercial and residential traffic should be separated as much as possible. At present the main route through the site serves both commercial and residential areas. A through road could access the employment areas while a shared surface access could serve the residential areas facing the river.	Given the access constraints to the Mead Lane area, it is difficult to separate commercial and residential traffic. However, widening of streets and provision of links roads will allow traffic to flow more easily on the site. The implementation of sustainable travel principles should reduce the amount of car usage on site. It is anticipated that 80% of commercial traffic to Mead Lane will use the link road.	None
Figure 1	General support for rejuvenating this part of Hertford although low rise buildings may be more appropriate.	Support noted and welcomed. The UDF indicates that new development in the Mill Road area should be restricted to a maximum of	None

<b>Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Officer Response</b>	<b>Proposed Amendment to UDF</b>
		three and a half storeys in height. However the height of buildings needs to be considered on a site specific basis depending on individual circumstances.	
Figure 5	Figure 5 should show the land occupied by the Scout group as being in community use as Figure 8 does.	Figure 5 only shows current land use designations as identified on the adopted Local Plan Proposals Map	None
Figure 6	It is agreed that the edges of the river are not well defined and that development would visually improve the area.	Noted.	None
Figure 7	The diagram does not show walking times for getting to school. It is considered that residential development will lead to greater car usage which will put pressure on local roads, particularly as local schools are at capacity and pupils may have to travel further afield.	The Council is currently preparing a new District Plan which will allocate sites for development for the period up to 2031. As part of the evidence base for this work, discussions are ongoing with Hertfordshire County Council in order to understand education requirements in Hertford and the rest of the District. This critical issue will therefore be addressed through the preparation of the District Plan rather than	None

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		<p>the UDF in isolation. The proposals for the expansion of Simon Balle School to become an All Through facility are expected to form a planning application in autumn 2014. This will meet the primary education needs of development in the Mead Lane area.</p> <p>Any planning application would need to submit a Transport Assessment and a Travel Plan where issues such as this should be explored with HCC as Highway Authority.</p>	
Figure 8	The Hertford Scout group would like to work with the Council to see if there are ways that their site could be enhanced for the benefit of the community.	Noted although this would be considered separately from the UDF.	None
Figure 9	The construction of a hotel is not necessary. A large branded hotel would also be detrimental to the character of the local area.	Reference to the construction of a hotel should be removed following granting of permission for 107 dwellings and a commercial unit on the site.	See changes proposed on under Paragraph 12.3

<b>Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Officer Response</b>	<b>Proposed Amendment to UDF</b>
Figure 9 & 10	The enhanced access links between the town, Mead Lane site and the adjacent section of the Lea Valley are welcomed	Noted	None
Figure 9	Well defined borders to the river are not required. A new basin cut into the gas works site would be supported if done sympathetically and did not harm existing use of the river.	<p>The Council considers that a stronger frontage would enhance the setting of the river. At present vacant and underutilised sites provide an unpleasant aspect to the Lea.</p> <p>Reference to the basin and floating café on Figure 9 should be changed to be less prescriptive about what could be delivered in that area.</p>	Change reference to New Canal Basin – Floating ‘Pop Up’ café to ‘Enhanced water frontage/uses’.
Figure 10	Objection to a pathway or cycleway to waterfront development.	<p>This link provides a key element of the sustainable transport principles which will serve the site. Improving pedestrian and cycle links between Hartham Common, the Meads and the town would be beneficial.</p> <p>Technical difficulties identified with the bridge</p>	None

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
		<p>suggested in the draft document at the end of the Waterfront development are currently unable to be resolved so will be unable to be progressed at this stage. However, Herts County Council is currently developing proposals to replace the existing bridges at the end of Mill Road with structures suited to all user groups.</p>	
Figure 10	<p>The single access into the site is problematic and junctions need to be modified. The new link road is not necessary – if the current bend in the road is not safe then this should be improved. The land allocated to a new road could then be used for station parking.</p>	<p>The link road is an integral part of proposals and development could not proceed without it in order to comply with the Hertford and Ware UTP criteria. The link road formed part of a planning application which was approved subject to S106 in July 2014.</p>	None
Figure 12	<p>The proposed buildings are too high and not in keeping with the rest of the area.</p>	<p>UDF indicates that new development in the Mill Road area should be restricted to a maximum of three and a half storeys in</p>	None

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		height. However the height of buildings needs to be considered on a site specific basis depending on individual circumstances.	
Figure 12	The current building height of the Hertford Scout Group premises is noted but it is hoped that this would not have to be maintained as eventual expansion of the facility is desired.	Noted. The UDF does not seek to prevent future expansion of this facility and the figure is a visual representation of existing building heights in the area.	None
Figure 14	Objection to proposal for new bridge as access to Hartham Common is adequate using existing bridges. Privacy of residents would be impacted upon.	Technical difficulties identified with the bridge suggested in the draft document at the end of the Waterfront development are currently unable to be resolved so will be unable to be progressed at this stage. However, Herts County Council is currently developing proposals to replace the existing bridges at the end of Mill Road with structures suited to all user groups.	None
Figure 14	The UDF is an SPD to the adopted Local Plan. It cannot legally propose different allocations of	Policy HE5 of the adopted Local Plan allows for a	Changes to chapter 11 are detailed under Paragraph 11.1 above.

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	land than that contained within the Local Plan. An Area Action Plan should be prepared instead. Similarly, it cannot propose sustainability standards in excess of those contained in the Local Plan i.e. Code Level 4 and Building for Life Silver standard.	<p data-bbox="1133 285 1559 539">mixed use development of the site provided that the issues in Paragraph 12.3.12 of the Local Plan can be resolved. The SPD is therefore in accordance with the adopted policy.</p> <p data-bbox="1133 579 1559 1054">The adopted Local Plan is now several years old and does not identify sustainable design standards which should be met. The Council cannot seek to enforce standards given the lack of such a policy in the Local Plan but developers should be encouraged to deliver sustainable development standards providing it is financially viable to do so.</p>	
Figure 14	The area currently designated for employment use should instead be allocated for a mix of uses in order to allow redevelopment of the site to take place. B uses on their own are not viable at present. The Dicker Mill site is particularly suitable for a mixed use site.	Policy HE5 of the adopted Local Plan allows for a mixed use development of the site east of Marshgate Drive. The SPD is therefore in accordance with the adopted policy.	None
Figure 14	The industrial buildings at Dicker Mill are now		

Paragraph No:	Summary of Issues Raised	Officer Response	Proposed Amendment to UDF
	insufficient and contribute little to the local economy. The site would benefit from a mixed use redevelopment.		
Figure 14	Re-development of Dicker Mill as a mixed use scheme would bring multiple benefits in a sustainable location. It would create a more attractive frontage and also help to provide better crossing points and access to Hartham Common.	Dicker Mill is north of the river and it is considered that a mixed use re-development of this site would not be in conformity with Policy HE5 and Policy EDE1. The Council considers that these smaller units provide an important employment function in the town.	

## Other amendments required

Paragraph No:	Issue	Proposed Amendment to UDF
8.3	Weblink to 'Roads in Hertfordshire, Highway Design Guide' is out of date	<p><u>Amendment to 3<sup>rd</sup> and 4<sup>th</sup> sentences:</u></p> <p>Local guidance in the form of Hertfordshire County Council's 'Roads in Hertfordshire, <a href="http://www.hertsdirect.org/services/transtreets/devmanagment/roadsinherts/">Highway Design Guide</a> 3<sup>rd</sup> Edition', should also be taken into account and is available to view at: <a href="http://tinyurl.com/67of3tu">http://tinyurl.com/67of3tu</a>  <a href="http://www.hertsdirect.org/services/transtreets/devmanagment/roadsinherts/">http://www.hertsdirect.org/services/transtreets/devmanagment/roadsinherts/</a>.</p>
8.8	Reference to a renewed franchise in 2013 is out of date.	<p><u>Amendment to paragraph 8.8:</u></p> <p><del>It is noted that the Greater Anglia rail franchise, which covers Hertford East Station, is due for renewal in 2013. The expectation is that, due to the Government's franchising policy, any new franchisee will have greater incentive to secure investment in its stations and it is hoped that this will provide an opportunity to achieve a new focus for both the station and the local train service.</del></p>
10.11	British Waterways is now known as the Canal & River Trust.	<p><u>Amend 4<sup>th</sup> sentence:</u></p> <p>Such an initiative would be welcomed by <del>British Waterways</del> <a href="http://www.canalrivertrust.org/">the Canal &amp; River Trust</a> and would be consistent with advice contained in its Policy Advice Note: Inland Waterways, Unlocking the Potential and Securing the Future of Inland Waterways through the Planning System available to view at <a href="http://tinyurl.com/3gftnue">http://tinyurl.com/3gftnue</a>.</p>
11.5	Weblink to Manual for Streets in Hertfordshire is out of date	<p><del><a href="http://tinyurl.com/67of3tuit">http://tinyurl.com/67of3tuit</a></del>  <a href="http://www.hertsdirect.org/services/transtreets/devmanagement/roadsinherts/">http://www.hertsdirect.org/services/transtreets/devmanagement/roadsinherts/</a></p>
11.6	Weblink and reference to 'Quality	<p><u>Amend paragraph:</u></p>

	Bus Stops' document is out of date	Likewise, the design principles for bus provision within the area are set out in Hertfordshire County Council's ' <a href="#">Bus Infrastructure in Hertfordshire – A Design Guide (available at <a href="http://www.hertsdirect.org/docs/pdf/b/businfrainhertsDG">www.hertsdirect.org/docs/pdf/b/businfrainhertsDG</a>)</a> . <del>Quality Bus Stops – Design Guidelines' (available at: <a href="http://tinyurl.com/69vlwb4">http://tinyurl.com/69vlwb4</a>). However, it should be noted that this 2004 publication is currently being updated and will be re-issued shortly.</del>
11.7	Reference to Local Transport Plan 2 is out of date and reference to consultation on Rail Strategy and Bus Strategy should be changed.	Hertfordshire County Council also has an adopted Rail Strategy and Bus Strategy, which are linked to the Local Transport Plan 2006/07 – 2010/11 (LTP <del>2</del> <sup>3</sup> ). <del>In line with the superseding of LTP2 with LTP3, it is planned that public consultation on a revised Rail Strategy and Bus Strategy (and accompanying Intalink Strategy), as daughter documents, will take place in 2011. The contents of the <a href="#">se</a> finally agreed Rail and Bus Strategies should be taken into account in any new development proposals for the Mead Lane area.</del>
11.8	Reference to Circular 05/2005 is out of date.	<del>It is anticipated that, under the terms of Circular 05/2005, pooled contributions may be necessary in order to achieve all of the aims of the UDF.</del>
Figure 4	Figure is out of date	Update Figure 4 to reflect current position with regard to permissions and completions.
Figure 7	Reference to Sainsbury's should be updated.	Changed from 'Sainsbury's Opening 2012' to 'Sainsbury's'
Figure 10	Location of bus stops and Passenger Transport Interchange to be changed	Bus stop shown on Mill Road to be removed and most northerly bus stop moved to the left side of the link road. Location of Passenger Transport Interchange should be updated to reflect the recent planning permission.
Figure 12	Building heights should be updated to reflect current construction on former TXU site	Figure 12 updated to include building heights for the former TXU site which is currently under construction.

Figure 14	The reference to hotel/restaurant should be removed from the key to reflect the recent planning permission	Change annotation for number 3 on the key from 'Hotel/Restaurant/Residential' to 'Residential/Commercial'.
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