



MEETING : LOCAL DEVELOPMENT FRAMEWORK EXECUTIVE
PANEL
VENUE : COUNCIL CHAMBER, WALLFIELDS, HERTFORD
DATE : THURSDAY 29 MARCH 2012
TIME : 7.00 PM

PLEASE NOTE START TIME

MEMBERS OF THE PANEL

Councillors M Carver (Chairman) and L Haysey.

All other Members are invited to attend and participate if they so wish.

CONTACT OFFICER: Martin Ibrahim
Tel: 01279-502173
E-mail: martin.ibrahim@eastherts.gov.uk

PERSONAL AND PREJUDICIAL INTERESTS

1. A Member with a personal interest in any business of the Council who attends a meeting of the Authority at which the business is considered must, with certain specified exemptions (see section 5 below), disclose to that meeting the existence and nature of that interest prior to the commencement of it being considered or when the interest becomes apparent.
2. Members should decide whether or not they have a personal interest in any matter under discussion at a meeting. If a Member decides they have a personal interest then they must also consider whether that personal interest is also prejudicial.
3. A personal interest is either an interest, as prescribed, that you must register under relevant regulations or it is an interest that is not registrable but where the well-being or financial position of you, members of your family, or people with whom you have a close association, is likely to be affected by the business of the Council more than it would affect the majority of inhabitants of the ward(s) affected by the decision.
4. Members with personal interests, having declared the nature of that personal interest, can remain in the meeting, speak and vote on the matter unless the personal interest is also a prejudicial interest.
5. An exemption to declaring a personal interest applies when the interest arises solely from a Member's membership of or position of general control or management on:
 - any other body to which they have been appointed or nominated by the authority
 - any other body exercising functions of a public nature (e.g another local authority)

In these exceptional cases, provided a Member does not have a prejudicial interest, they only need to declare their interest if they speak. If a Member does not want to speak to the meeting, they may still vote on the matter without making a declaration.

6. A personal interest will also be a prejudicial interest in a matter if all of the following conditions are met:
 - the matter does not fall within one of the exempt categories of decisions
 - the matter affects your financial interests or relates to a licensing or regulatory matter
 - a member of the public, who knows the relevant facts, would reasonably think your personal interest is so significant that it is likely to prejudice your judgement of the public interest.

7. Exempt categories of decisions are:
 - setting council tax
 - any ceremonial honour given to Members
 - an allowance, payment or indemnity for Members
 - statutory sick pay
 - school meals or school transport and travelling expenses: if you are a parent or guardian of a child in full-time education or you are a parent governor, unless it relates particularly to the school your child attends
 - housing; if you hold a tenancy or lease with the Council, as long as the matter does not relate to your particular tenancy or lease.

8. If you have a prejudicial interest in a matter being discussed at a meeting, you must declare that interest and its nature as soon as the interest becomes apparent to you.

9. If you have declared a personal and prejudicial interest, you must leave the room, unless members of the public are allowed to make representations, give evidence or answer questions about the matter, by statutory right or otherwise. If that is the case, you can also attend the meeting for that purpose. However, you must immediately leave the room once you have finished or when the meeting decides that you have finished (if that is earlier). You cannot remain in the public gallery to observe proceedings.

AGENDA

1. Apologies

To receive apologies for absence.

2. Minutes (Pages 5 - 12)

To approve the Minutes of the Panel meeting held on 24 November 2011.

3. Chairman's Announcements

To receive any announcements.

4. Declarations of Interests

To receive any Members' Declaration(s) of Interest.

5. Local Development Scheme (LDS) Version 3 - May 2012 (Pages 13 - 28)

6. Local Development Framework Core Strategy: Approach, Technical Work and Next Steps (Pages 29 - 518)

7. Population and Household Forecasts and the East Herts Housing Requirement (Pages 519 - 580)

8. Strategic Land Availability Assessment (SLAA) Progress (Pages 581 - 598)

9. Urgent Business

To consider such other business as, in the opinion of the Chairman of the meeting, is of sufficient urgency to warrant consideration and is not likely to involve the disclosure of exempt information.

MINUTES OF A MEETING OF THE
LOCAL DEVELOPMENT FRAMEWORK
EXECUTIVE PANEL HELD IN THE
COUNCIL CHAMBER, WALLFIELDS,
HERTFORD ON THURSDAY 24
NOVEMBER 2011, AT 7.00 PM

PRESENT: Councillor M Carver (Chairman)
Councillors L Haysey

ALSO PRESENT:

Councillors W Ashley, E Bedford,
E Buckmaster, Mrs R Cheswright,
M Newman, M Pope, N Poulton and J Wing

OFFICERS IN ATTENDANCE:

Linda Bevan	- Committee Secretary
John Careford	- Senior Planning Officer
Laura Pattison	- Assistant Planning Policy Officer
Claire Sime	- Team Leader Planning Policy
Kevin Steptoe	- Head of Planning and Building Control
Bryan Thomsett	- Planning Policy Manager

14 CHAIRMAN'S ANNOUNCEMENTS

The Chairman welcomed Members, the public and the press to the meeting.

He congratulated Laura Pattison, Assistant Planning Policy Officer on completing her Masters Degree in Spatial Planning.

The Chairman made a statement concerning the Local Development Framework (LDF). He explained that there was a continuing process to develop this and no decisions on the framework itself would be made until the end of the process. The LDF Executive Panel scrutinised the details and the Executive would decide on strategy. The Council would make decisions on the final document. The LDF sought to provide sustainable regulation and guidelines for land use and community development.

He added that all parties would have a chance to comment on what had been produced so far in the Spring of 2012. In addition, he said that he always declared an interest where appropriate and had not taken part in discussion where it would not be correct to do so.

The Chairman said that training sessions on the LDF would be held for Parish and Town Councils on 30 November 2011 (River Room, Hertford Theatre) and 5 December 2011 (Council Chamber, Wallfields)

15 DECLARATIONS OF INTERESTS

The following Members declared a personal interest in Minute 17 – Strategic Land Availability Assessment (SLAA) Next Steps, by virtue of the reason shown below:

Councillor E Buckmaster – Member of the Stop Harlow North Campaign.

Councillor M Carver – Chairman of the Board of Governors of Hertford Regional College;

Councillor M Newman – Member of the Stop Harlow North Campaign;

Councillor M Pope – Member of Save our Green Spaces, Ware;

Councillor J Wing – Husband of Vice-Chairman of the Board of Governors of Hertford Regional College.

16 **STRATEGIC LAND AVAILABILITY ASSESSMENT (SLAA)
NEXT STEPS**

The Executive Member for Planning Policy and Economic Development submitted a report setting out the next steps in the ongoing Strategic Land Availability Assessment (SLAA) technical work which would inform the East Herts Local Development Framework (LDF) and housing trajectory.

The Chairman added that meetings had been held to obtain more information on all sites so that the LDF would be robust and stand up to the Examination in Public. It was important to include Harlow North as this was in the RSS (Regional Spatial Strategy) which had not yet been abolished.

Officers said that the SLAA did not make decisions as to whether a site should be developed. It was about obtaining information to understand whether a site could be developed. It was believed important to involve Town and Parish Councils, although it was concluded that Councillors might feel compromised if they attended the meetings. Having come to that conclusion, it was felt the best compromise was to invite Clerks who as employees of Parish Councils could act as representatives and feedback and comment as appropriate. All Clerks had been invited. Although not all sites were considered at the meetings, this did not mean that those that were not had been approved. All SLAA sites would be considered by Officers when they undertook their initial assessment, taking on board information received. Amendments to Essential Reference Paper 'B' and Essential Reference Paper 'C' were tabled. It was confirmed that Braughing was a Category 1 Village in the existing Local Plan.

The Chairman said it was essential to provide infrastructure for developments and this would be part of the LDF. A Member raised the need to take into account the frequency of bus services as well as how close they were to developments.

The Panel decided to make the recommendations detailed below to the Executive.

RECOMMENDED - that (A) the information received in respect of the SLAA sites, attached at Essential Reference Papers 'B' and 'C' of the report submitted and revised at the meeting, be noted; and

(B) the SLAA Next Steps, Assessment Criteria and Fact Sheet, attached at Essential Reference Papers 'D', 'E' and 'F' of the report now submitted, be agreed.

17 **HERTFORDSHIRE STRATEGIC EMPLOYMENT SITES STUDY (APRIL 2011)**

The Executive Member for Planning Policy and Economic Development submitted a report seeking the consideration and agreement of the Hertfordshire Strategic Employment Sites Study (April 2011).

Members commented on the lack of strategic sites in the District but the Chairman explained that East Herts had a diverse range of employment although the sites were not large enough to be included in this study.

The Panel decided to make the recommendation detailed below to the Executive.

RECOMMENDED – that the Hertfordshire Strategic Employment Sites Study (April 2011) be agreed and published as a technical study, forming part of the evidence base to inform and support the East Herts Local Development Framework.

18 **LOCAL DEVELOPMENT FRAMEWORK - EVIDENCE BASE - TECHNICAL STUDIES 2010/11 AND 2011/12**

The Executive Member for Planning Policy and Economic

Development submitted a report updating the Panel on progress in respect of completed and ongoing Local Development Framework (LDF) evidence base related technical studies from 2010/11 and seeking noting of, or agreement to, those underway or proposed to be undertaken during 2011/12.

The Chairman explained that all the studies helped to support the LDF, in particular concerning infrastructure such as transport.

The Panel decided to make the recommendations detailed below to the Executive.

RECOMMENDED- that (A) it be noted, or as appropriate agreed, that the technical studies listed in Essential Reference Paper 'B' to the report now submitted, which are due for completion, already underway or proposed to be undertaken during 2011/12, contribute to the Local Development Framework Evidence Base and be completed or undertaken by means of:

- (1) seeking competitive quotes or tenders, as appropriate, to engage consultants, with the costs being met from the 2011/12 Planning Policy / Local Development Framework budgets for such purposes; and/or**
- (2) partnership working where appropriate, with neighbouring authorities and other relevant partners; and**

(B) the Head of Planning and Building Control, in consultation with the Executive Member for Planning Policy and Transport, be given authority to approve funding, within the limits of the 2011/12 Planning Policy/Local Development Framework budgets, for such other relevant planning policy studies, as may be deemed appropriate.

19 **ANNUAL MONITORING REPORT 2010/11**

The Executive Member for Planning Policy and Economic Development submitted a report seeking Members' approval for the publication and submission of the Annual Monitoring Report to the Secretary of State by 31 December 2011.

Members noted that this was the final Annual Monitoring report which would be required to be submitted to the Secretary of State.

The Panel decided to make the recommendations detailed below to the Executive.

RECOMMENDED – that (A) the Annual Monitoring Report 2010/2011 contained as Essential Reference Papers 'B' and 'C' to the report now submitted be approved for publication and submission to the Secretary of State by 31 December 2011; and

(B) the Head of Planning and Building Control, in consultation with the Executive Member for Planning Policy and Economic Development, be authorised to make any necessary amendments or corrections to the above document, which may be required or identified prior to publication and submission to the Secretary of State.

20 **INTERIM NEIGHBOURHOOD PLANNING GUIDANCE NOTE (NOVEMBER 2011)**

The Executive Member for Planning Policy and Economic Development submitted a report seeking Members' agreement to publish an interim guidance note on Neighbourhood Planning; and to set out what the potential resource implications of Neighbourhood Planning are for East Herts Council.

The Chairman said that he hoped communities would

become involved with planning but did not wish to see them waste money on plans which might not be consistent with the LDF. The completion of the LDF as soon as possible was important to help Neighbourhood Plans proceed.

The Panel decided to make the recommendations now detailed to the Executive.

RECOMMENDED – that (A) the Interim Neighbourhood Planning Guidance Note (November 2011) contained at Essential Reference ‘B’ to the report now submitted be agreed and published;

(B) further consideration is given to the potential resource implications of Neighbourhood Planning; and

(C) communities be advised to wait before they do any substantive work on Neighbourhood Plans until the Localism Bill has been enacted, associated regulations published and the Council has progressed with its Core Strategy.

21 MINUTES

RESOLVED – that the Minutes of the meeting held on 7 July 2011 be approved as a correct record and signed by the Chairman.

The meeting closed at 8.15 am

Chairman
Date

This page is intentionally left blank

EAST HERTS COUNCIL

LOCAL DEVELOPMENT FRAMEWORK EXECUTIVE PANEL – 29
MARCH 2012

REPORT BY EXECUTIVE MEMBER FOR PLANNING POLICY AND
ECONOMIC DEVELOPMENT

LOCAL DEVELOPMENT SCHEME (LDS) VERSION 3 – MAY 2012

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- This report presents Version 3 of the Council's Local Development Scheme (LDS): the schedule and work programme that sets out when and how the Council will prepare its Development Plan Documents (DPD). Reflecting changes to the planning system, it also seeks agreement to amend the plan-making terminology.

<u>RECOMMENDATION FOR PANEL:</u> to commend to Council (via Executive) that:	
(A)	the Local Development Scheme (LDS) version 3 – May 2012, attached at Essential Reference Paper B, be agreed and take effect from 1st May 2012;
(B)	the Head of Planning and Building Control, in consultation with the Executive Member for Planning Policy and Economic Development, be given authority to make any consequential amendments to the Local Development Scheme (LDS) version 3 following final publication of the Town and Country Planning (Local Planning) (England) Regulations, as appropriate;
(C)	the Local Development Framework (LDF) and associated terminology be replaced with District Plan; and,
(D)	the Local Development Framework Executive Panel be renamed as the District Planning Executive Panel to reflect the change in terminology.

1.0 Background

- 1.1 The Local Development Scheme (LDS) is a work programme that provides information about the Development Plan Documents (DPDs) that East Herts Council will produce. The LDS sets out the subject and geographical area that each DPD will cover and the timetable for their preparation and revision.
- 1.2 Because DPDs allocate and determine how land will be used, they are subject to independent examination to ensure they have been produced in accordance with the regulations and meet the tests of soundness. Section 19 (1) of the Planning and Compulsory Purchase Act 2004 states that local development documents, i.e. DPDs, must be prepared in accordance with the published LDS.
- 1.3 The Localism Act 2012 has introduced a number of changes to the planning system including, at the national level replacing Planning Policy Guidance Notes and Statements with a single and shortened National Planning Policy Framework (NPPF), and removing the regional tier of planning by abolishing regional spatial strategies such as the East of England Plan. In addition, a new tier of plan-making has been established at the parish level called neighbourhood planning.
- 1.4 Accompanying the Localism Act, a revised set of Town and Country Planning (Local Planning) (England) Regulations were published for consultation in July 2011. Part 3 sets out the changes relating to the preparation and revision of LDS.
- 1.5 Although currently still draft, final publication of the Regulations is expected in March/April 2012. It is not anticipated that there will be significant changes to Part 3, although to ensure that any consequential changes can be incorporated into the LDS, authorisation is sought for the Head of Planning and Building Control, in consultation with the Executive Member for Planning Policy and Economic Development to make any such amendments.

2.0 Report

- 2.1 The current LDS dates from 2006 and is out of date. It has been the intention to update this document for some time now. However owing to the uncertainties surrounding changes to the

planning system, it was considered prudent to wait until these changes had been made or were in train before revising the LDS.

- 2.2 In order to progress with the preparation of the replacement to the East Herts Local Plan Second Review 2007, it is crucial that the Council now reviews the LDS and publishes a more accurate timetable to reflect the current and anticipated work programme. Version 3 of the LDS is attached at **Essential Reference Paper B**.
- 2.3 Changes to Part 3 of the Draft Regulations 2011 include setting out a simplified definition of Development Plan Documents, *“without referring to complex ‘local development framework’ terminology such as ‘core strategy’ or ‘area action plan’, which made the process confusing for the public and business, and inflexible for councils”* (Local Planning Regulations Consultation, CLG, p12).
- 2.4 To reflect this move to simplification and consolidation of planning policy documents, it is proposed to rename the East Herts LDF as the East Herts District Plan. This has the additional benefit of re-emphasising the role and function of planning at the district-wide level and distinguishes it from the new tier of Neighbourhood Planning. Furthermore, the term District Plan differentiates it from the current Local Plan, which it will replace.
- 2.5 Paragraph 20 of the Draft NPPF (anticipated to be published in its final form in March/April 2012) requires that each *“local planning authority should produce a Local Plan for its area. This can be reviewed in whole or in part to respond flexibly to changing circumstances”*. Importantly, it makes the point that *“additional development plan documents should only be used where clearly justified”*.
- 2.6 It is therefore proposed to reduce the number of separate DPDs that East Herts Council will produce from five to two. Using the new terminology, the DPDs listed in the LDS Version 3 include:
- District Plan: Part 1 - Strategy
 - District Plan: Part 2 - Allocations and Policies
- 2.7 Part 1 will include the development strategy, strategic policies, and broad locations for growth including any strategic allocations. Part 2 will include site-specific policies and allocations including generic development control/management policies.

- 2.8 A further welcome simplification proposed by the draft Regulations 2011 under Part 3, is to remove the current regulations and requirements “*giving councils the freedom to report the information that they think most relevant to local people, whilst maintaining the requirement to keep the public informed about the status of planning documents*” (Local Planning Regulations Consultation, CLG, p12). Thus, it is proposed to not include Supplementary Planning Documents (SPD) or the Statement of Community Involvement (SCI) in the LDS.
- 2.9 The LDS Version 3 sets out a very ambitious timetable for production of the LDF (District Plan). The priority for East Herts is to adopt its Core Strategy (District Plan: Part 1) in order to have an up-to-date strategy and core policies in place. This is to ensure that East Herts is not only in a position to robustly shape the future of the district to 2031 but also to provide the strategic planning context for Neighbourhood Planning. Section 5 of the LDS Version 3 sets out a risk assessment for preparing the District Plan.
- 3.0 Implications/Consultations
- 3.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper ‘A’**.

Background Papers

- Local Planning Regulations Consultation, Communities and Local Government, July 2011
- Draft National Planning Policy Framework, Communities and Local Government, July 2011

Contact Member: Councillor M G Carver, Executive Member for Planning Policy and Economic Development

Contact Officer: Kevin Steptoe, Head of Planning and Building Control – Ext 1407

Report Author: John Careford – Senior Planning Policy Officer

ESSENTIAL REFERENCE PAPER 'A'

<p>Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):</p>	<p>Promoting prosperity and well-being; providing access and opportunities <i>Enhance the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</i></p> <p>Pride in East Herts <i>Improve standards of the built neighbourhood and environmental management in our towns and villages.</i></p> <p>Shaping now, shaping the future <i>Safeguard and enhance our unique mix of rural and urban communities, ensuring sustainable, economic and social opportunities including the continuation of effective development control and other measures.</i></p> <p>Leading the way, working together <i>Deliver responsible community leadership that engages with our partners and the public.</i></p>
<p>Consultation:</p>	<p>N/a</p>
<p>Legal:</p>	<p>N/a</p>
<p>Financial:</p>	<p>The consolidation of the current proposed five separate DPDs into two, is estimated to save up to two years preparation time, and produce savings in the order of £250,000, in legal, procedural, planning inspector and examination fees.</p>
<p>Human Resource:</p>	<p>Existing Planning Policy staff resources</p>
<p>Risk Management:</p>	<p>In order to be found sound at examination, DPDs must be prepared in accordance with their published LDS. It is crucial that the LDS is up-to-date.</p>

This page is intentionally left blank



District Plan

Shaping Now, Shaping the Future

Local Development Scheme (LDS)

Version 3 - May 2012

Contents

- 3 About the Local Development Scheme**
- 4 Quick Guide to the Planning System**
- 6 East Herts Development Plan Documents**
- 7 Schedule**
- 8 Risk Assessment**
- 10 Project Profiles**

1. About the Local Development Scheme

What is the Local Development Scheme?

The Local Development Scheme or LDS is a work programme that provides information about the Development Plan Documents (DPDs) that East Herts Council will produce. The LDS sets out the subject and geographical area that each DPD will cover and the timetable for their preparation and revision.

Why do we need a LDS?

DPDs are important planning documents because they affect how land is used. It is therefore appropriate that residents, stakeholders and the community are fully aware of how and when they will be produced. The LDS provides information and certainty: it sets out which DPDs East Herts Council will produce, and more importantly, the anticipated timescale for their preparation. Whilst consultations will continue to be advertised and stakeholders notified accordingly, by knowing in advance when consultations are likely to happen, everyone with an interest in the future of East Herts can make sure they don't miss their opportunity to have their say.

Hasn't the Council already published an LDS?

The current LDS dates from 2006. Since then, there have been significant changes to the planning system including the abolition of regional plans and the introduction of neighbourhood plans. Because DPDs must be prepared in accordance with the published LDS it is crucial that we review the LDS and publish a more accurate timetable to reflect the current and anticipated work programme.

Will the LDS be reviewed again?

It is intended that the LDS will be reviewed at least annually in conjunction with the preparation of the Annual Monitoring Report (AMR) to ensure that it is kept up-to-date. However, it is not expected that significant revisions would be made each year. The Council will also publish up-to-date information on the progress in preparing DPDs on the Council's website at www.eastherts.gov.uk/lDs.

2. Quick Guide to the Planning System

What is the Development Plan?

The Development Plan is the name for the collection of local development documents (LDD) or planning policy documents that shape development and manage land use in a particular area. It is a legal requirement to produce and keep up-to-date a Development Plan. It contains the policies and proposals against which planning applications are determined. Importantly, the Development Plan must be consistent with Government planning guidance as set out in the National Planning Policy Framework or NPPF (www.communities.gov.uk). As shown in Figure 1, in non-unitary areas such as East Herts, the responsibility for preparing the Development Plan is split between the three tiers of local government.

What is Hertfordshire County Council's plan-making role?

The County Council covering the whole of Hertfordshire is responsible for producing minerals and waste plans. These are specific topic-based Development Plan Documents (DPD) that relate to minerals extraction and dealing with waste development including the use of land for landfill and incineration. More information about minerals and waste planning can be found at: <http://www.hertsdirect.org/services/envplan/>.

What is East Herts District Council's plan-making role?

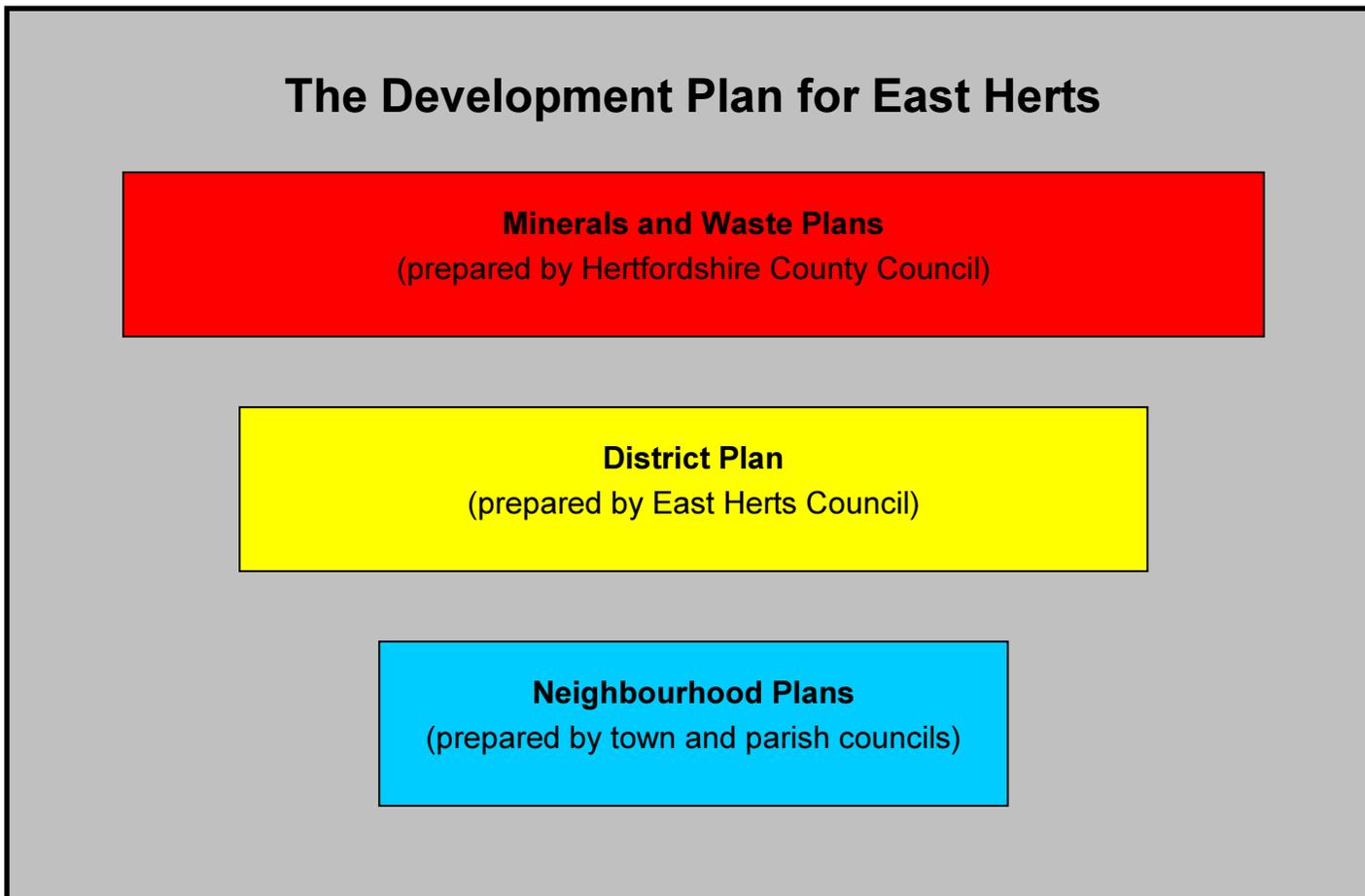
The District Plan DPDs cover all other aspects of development and land-use including housing, employment, retail, leisure, recreation and community. It is these documents that will be used to determine the vast majority of planning applications. They will set out the principles for development, as well as detailed policies in respect of design and amenity, varying in size from householder extensions to large-scale housing development. Importantly, the District Plan sets the strategic context for any Neighbourhood Plans. More information about the East Herts District Plan can be found at: www.eastherts.gov.uk/districtplan.

What is the plan-making role of Town and Parish Councils within East Herts?

Town and parish councils can produce a Neighbourhood Plan for their area, identifying where the community thinks new development should be built. Neighbourhood Plans can then be adopted by East Herts Council and used alongside the District Plan to determine planning applications. However, unlike county and district planning functions, Neighbourhood Plans are not compulsory and where a Neighbourhood Plan is not produced, the District Plan will continue to form the basis of planning decisions. More information about Neighbourhood Plans can be found at: www.eastherts.gov.uk/neighbourhoodplans.

Figure 1: The Development Plan

National Planning Policy Framework (NPPF)



3. East Herts Development Plan Documents

Which DPDs will East Herts Council produce?

East Herts Council will prepare the following local development documents as DPDs which will apply across the whole of East Herts district. It is proposed to refer to the DPDs as the District Plan which is a much more user-friendly and easily understood term.

- *East Herts District Plan: Part 1 - Strategy*: The strategic planning policy document that will establish the vision for East Herts to 2031, strategic policies and the broad locations for growth including any strategic allocations;
- *East Herts District Plan: Part 2 - Allocations and Policies*: The site-specific planning policy document that will allocate and designate land for development and land use as well as setting out detailed policies for determining planning applications covering topics such as design, amenity and changes of use.

How will each DPD be produced?

The production of each DPD is not a one-off event. There are various stages of preparation and consultation. This enables the Council to fine-tune its plans and policies in response to comments from stakeholders and the community. It is anticipated that the following stages of plan preparation will be undertaken:

- *Awareness Raising* – The preliminary stage of preparation including initial background work and community and stakeholder engagement
- *Issues and Options* – Public consultation setting out the issues facing East Herts and presenting a series of options to deal with those issues within the document
- *Preferred Strategy / Allocations & Policies* – Public consultation on the draft version of the document
- *Pre-submission* – Opportunity for stakeholders and the community to say whether they think the plan and its preparation is 'sound' and fit for purpose
- *Submission & Examination* – Document is submitted to the Planning Inspectorate for independent examination to check that all legal requirements have been met and that it is consistent with national planning policy
- *Adoption* – Document is formally agreed by the Council and can then be used to shape the future of East Herts by guiding development proposals and assess planning applications.

When will the Proposals Map be revised?

The Proposals Map illustrates geographically how and where the policies in the DPD apply across the district. The adopted Proposals Map will be revised at the same time as the DPD is adopted.

4. Schedule

The following schedule sets out the timetable for the preparation of the East Herts DPDs:

Year	2008												2009											
Month	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
District Plan: Part 1 - Strategy																								
District Plan: Part 2 - Allocations and Policies																								

Year	2010												2011											
Month	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
District Plan: Part 1 - Strategy																								
District Plan: Part 2 - Allocations and Policies																								

Year	2012												2013											
Month	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
District Plan: Part 1 - Strategy																								
District Plan: Part 2 - Allocations and Policies																								

Year	2014												2015											
Month	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
District Plan: Part 1 - Strategy																								
District Plan: Part 2 - Allocations and Policies																								

Key to Stages

	Awareness Raising		Issues & Options		Preferred Strategy / Allocations & Policies		Public Consultation
	Pre-Submission		Submission & Examination		Adoption		Examination

5. Risk Assessment

In order to progress DPDs in an efficient and timely manner it is important to identify any risks and any mitigation measures that can be applied to ensure that the preparation of the DPDs runs in accordance with the timetable in this LDS.

Risk	Impact	Likelihood	Mitigation and Risk Management
District Plan: Part 1 preparation delayed	4	3	Good implementation of project management procedures. Corporate and team prioritisation of DPD work and de-prioritisation of other planning policy work.
District Plan: Part 1 found unsound at examination	5	2	Ensuring DPD produced in accordance with regulations and tests of soundness including duty to co-operate and NPPF. Early liaison with PINS to ensure that any potential issues are identified and rectified before examination.
Council fail to agree District Plan: Part 1 for consultation / submission / adoption	5	1	Ensuring Member engagement throughout the preparation process so that Members understand and agree to both the preparation process and proposals.
Legal Challenge to District Plan: Part 1 mounted	3	1	Financial cost and delays to DPD adoption and knock-on effect on DPD Part 2. Ensure DPD produced in accordance with regulations, tests of soundness and based on objective analysis of planning issues.
Legal Challenge to District Plan: Part 1 successful	5	0	
District Plan: Part 2 preparation delayed	4	2	Good implementation of project management procedures.
District Plan: Part 2 found unsound at examination	4	2	Ensuring DPD produced in accordance with regulations and tests of soundness including duty to co-operate and NPPF. Early liaison with PINS to ensure that any potential issues are identified and rectified before examination.

Risk Ratings

Rating the potential impact if the risk did arise.	Rating the likelihood of the event happening without controls being in place
5 Catastrophic impact	5 Very probable in the near future
4 Major impact with long term implications	4 Very probable in the medium term
3 Major short term impact	3 Probable (more than 30% likely)
2 Moderate long term impact	2 Moderately likely (between 10% and 30% chance)
1 Moderate short term impact	1 Unlikely (less than 10% chance)
0 Little impact	0 Remote possibility (less than 1% chance)

Risk	Impact	Likelihood	Mitigation and Risk Management
Council fail to agree District Plan: Part 2 for consultation / submission / adoption	4	1	Ensuring Member engagement throughout the preparation process so that Members understand and agree to both the preparation process and proposals.
Legal Challenge to District Plan: Part 2 mounted	3	1	Financial cost and delays to DPD adoption. Ensure DPD produced in accordance with regulations, tests of soundness and based on objective analysis of planning issues.
Legal Challenge to District Plan: Part 2 successful	4	0	
Community and Stakeholder Support	2	1	Ensuring community and stakeholder engagement throughout the preparation process so that it is understood that proposals must be based on objective analysis of planning issues. Need to ensure adequate resources available to maintain sufficient and appropriate engagement.
Change in staff resources	3	1	Delays caused by recruitment time lag. Managed through team building and personal development including PDRs.
Loss of staff resources	4	1	Impact to work programme if staff not replaced. Ensure corporate agreement to prioritisation of DPD production and adequate resources.
Further reduction of budgets	4	3	Ensure value for money. Robust financial medium-term service planning.
Delays to preparation of technical evidence	4	1	Good implementation of project management procedures and understanding of relationship of study to DPD preparation.

Risk Ratings

Rating the potential impact if the risk did arise.	Rating the likelihood of the event happening without controls being in place
5 Catastrophic impact	5 Very probable in the near future
4 Major impact with long term implications	4 Very probable in the medium term
3 Major short term impact	3 Probable (more than 30% likely)
2 Moderate long term impact	2 Moderately likely (between 10% and 30% chance)
1 Moderate short term impact	1 Unlikely (less than 10% chance)
0 Little impact	0 Remote possibility (less than 1% chance)

6. Project Profiles

DPD Title:	East Herts District Plan: Part 1 - Strategy
Role and Subject	Sets out the vision, objectives and spatial development strategy for the district to 2031 including the strategic policies and any strategic allocations. Key diagram illustrates the strategy.
Conformity	National Planning Policy Framework (NPPF), County Minerals Plan, County Waste Plan
Local Plan Saved Policies to be Replaced	To be determined.
Geographical Coverage	District-wide
Key Public Consultation	Issues and Options: September - November 2010 Preferred Strategy : September - November 2012 Pre-submission: March - April 2013
Staff Management	Planning Policy Manager and Planning Policy Team
Corporate Management	Executive Member for Planning Policy and Economic Development, Local Development Framework (District Planning) Executive Panel, Executive, Full Council
Internal Resources	Support from Development Control, Community Projects, Economic Development, Housing Services, Internal Customer Services including DTP and printing, Communications.

DPD Title:	East Herts District Plan: Part 2 - Allocations and Policies
Role and Subject	Specific allocations and policies relating to development and the use of land.
Conformity	East Herts District Plan - Part 1, National Planning Policy Framework (NPPF), County Minerals Plan, County Waste Plan
Local Plan Saved Policies to be Replaced	To be determined
Geographical Coverage	District-wide
Key Public Consultation	Issues and Options: February – April 2014 Preferred Allocations & Policies: November 2014 – January 2015 Pre-submission: May - June 2015
Staff Management	Planning Policy Manager and Planning Policy Team
Corporate Management	Executive Member for Planning Policy and Economic Development, Local Development Framework (District Planning) Executive Panel, Executive, Full Council
Internal Resources	Support from Development Control, Community Projects, Economic Development, Housing Services, Internal Customer Services including DTP and printing, Communications.

EAST HERTS COUNCIL

LOCAL DEVELOPMENT FRAMEWORK EXECUTIVE PANEL – 29
MARCH 2012

REPORT BY EXECUTIVE MEMBER FOR PLANNING POLICY AND
ECONOMIC DEVELOPMENT

LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY:
APPROACH, TECHNICAL WORK, AND NEXT STEPS

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- This report explains how the approach to the Local Development Framework Core Strategy requires adaptation in order to operate effectively in the context of changes to the planning system;
- East Herts Council’s enhanced role and responsibility in terms of strategic planning is explained;
- Technical work is presented and an approach based on targeted consultation on a Preferred Strategy is recommended, with a timetable for consultation in autumn 2012;
- A draft of the first three chapters of the Strategy Supporting Document, including associated documents are attached at **Essential Reference Papers B, C, D, and E.**

<u>RECOMMENDATION FOR PANEL:</u> to commend to Council (via Executive): that	
(A)	the planning process, strategic planning tools, and approach to preparing the LDF Core Strategy set out in Essential Reference Papers B and C, be agreed;
(B)	the draft technical work contained within Essential Reference Paper D be agreed for the purposes of preparing the Preferred Strategy for consultation; and
(C)	Planning Officers be authorised to undertake such duties as are necessary to demonstrate soundness at Examination in Public, including for example the collection of further information from landowners and developers, and

conducting joint technical work with neighbouring Local Planning Authorities.
--

1.0 Background

- 1.1 East Herts Council has had a statutory responsibility to prepare a development plan for the District ever since Local Government reorganisation in 1974. The broad locations for growth and development targets for the District were set out in the County Structure Plan, and subsequently in the East of England Plan.
- 1.2 Until recently the plan-making role of the District Council has therefore largely been to identify development sites in accordance with the County or Regional strategy, and to prepare detailed development management policies.
- 1.3 Under the Planning and Compulsory Purchase Act 2004 (the '2004 planning system'), Local Plans were divided into several development plan documents, including a Core Strategy, Site Allocations, and Development Management Policies. Collectively these documents are known as the 'Local Development Framework'.
- 1.4 Recently the Government has set about reforms which retain the plan-led system but introduce some changes:
- Regional Plans, including the East of England Plan, are expected to be abolished during April 2012, as soon as the Government has completed Strategic Environmental Assessment of the implications of abolition;
 - Neighbourhood Plans have been introduced. These will conform to the policies contained in district-level plans. East Herts Council's *Interim Neighbourhood Planning Guidance Note* (December 2011) provides further information.
- 1.5 The overall structure of the new planning system is therefore clear. Plans produced by District Councils have become more important, because they need to provide strategic priorities for the area, and to provide the context necessary for Neighbourhood Plans to form part of a coherent planning system.

- 1.6 This role is clear in the direction set out in the draft National Planning Policy Framework (NPPF), in which the Government has made clear its commitment to a continued role for strategic planning, led by Local Planning Authorities rather than unelected regional assemblies. The wording is expected to be finalised during the spring, but the overall principles are not in doubt.
- 1.7 The principles underpinning previous work on the Local Development Framework and the Core Strategy to date remain the same within the new planning system. These include for example the need for a development strategy founded on robust evidence including an understanding of infrastructure and delivery, the need to consider reasonable alternative options in the selection of such a strategy, and the need for site-level assessments.
- 1.8 The Issues and Options (autumn 2010) consultation, together with the established strategy selection process, therefore remain a sound basis on which to proceed towards the selection of a development strategy for the district. Reports on both these matters were considered by the LDF Executive Panel on 7th July 2011.
- 1.9 Some additional work is required in order to facilitate the transition to the new system. This includes modifications to the approach to take account of the changes at regional and local levels. It also includes supplementary technical work on demographic projections in order to assist in the selection of suitable development targets.
- 1.10 The Government has indicated that Local Planning Authorities will continue to be required to demonstrate an adequate housing land supply. This must be set out in the Annual Monitoring Report.
- 1.11 There is an urgent need to adopt a strategy for East Herts District which will set out how much development is needed in the District and the broad locations for that growth. This is because most of the housing sites identified in the Local Plan 2007 have now been developed.
- 1.12 Without a strategy in place to assist in the identification of new sites, there is a high risk of speculative planning applications for development proposals at inappropriate locations.

1.13 As explained in **Agenda Item 5: Local Development Scheme (LDS) Version 3 – May 2012** it is proposed that the Local Development Framework (LDF) and associated terminology be replaced with 'District Plan'. It is further proposed to use the term 'Preferred Strategy' rather than 'Preferred Options'. This is a more precise description of the task and the output for consultation.

2.0 Report

2.1 This report is divided into three parts. The first part summarises the overall approach, which is explained in more detail in **Essential Reference Papers 'B' and 'C'**. The second part explains the technical work presented in **Essential Reference Paper 'D'**.

Approach

2.2 Given the urgent need to agree a development strategy identified above, the approach is to prioritise the strategy. For this reason it is recommended that the LDF (District Plan) and its work requirements be split into two parts, the first part to contain strategy, and the second to contain allocations and policies.

2.3 It is proposed that the first part will include only policies which are necessary to delivery of the strategy. This is likely to include, for example, strategic policies, infrastructure policies, and policies about phasing of development. It is also likely to include policies which are very important to delivery, such as affordable housing thresholds and Community Infrastructure Levy. For non-strategic policies, Local Plan 2007 saved policies can continue to be used until such time as new policies are developed.

2.4 It is proposed that a short volume of strategic policies will be accompanied by a 'Strategy Supporting Document' which will explain how the strategy was selected. Part of this has already been prepared in draft, and is provided in **Essential Reference Papers 'B', 'C', and 'D'**. Given the large number of possible development options in the district, this document will be quite long.

2.5 Strategy emerges gradually through the application of various strategic planning tools to different sources and types of evidence. This is set out on a single sheet in **Essential Reference Paper 'C'**. Rather than consult on incomplete evidence which is likely to

be misunderstood without an overall context, it is proposed to make all the work available together for consultation.

- 2.6 For the same reasons, it is proposed that short-listed strategic scenarios should be set out for consultation through the Strategy Supporting Document, but that the Council's Preferred Strategy should be clearly set out in a separate document, including a 'key diagram' to illustrate the components of the strategy, which may include strategic sites as well as broad development locations. Presentation of a Preferred Strategy will demonstrate that it is possible to provide a way forward, and the process for doing so.
- 2.7 Failure to indicate a Preferred Strategy is likely to result in policy paralysis, because it is likely that there will be opposition to all alternative strategies which the Council could put forward. Policy paralysis would result in a policy vacuum in which developers would resort to the appeals system, with decisions on planning applications ultimately made by a Government-appointed Planning Inspector by reference to national planning policy.
- 2.8 Presentation of a Preferred Strategy does not imply that the Council is closed to alternative strategies. New evidence may be brought to light through the consultation. However, it is essential that the Council does not abandon a strategy which is reasonable in planning terms, unless there are compelling reasons for doing so. Such a course of action would result in a planning vacuum.
- 2.9 The new strategic planning role and responsibilities of East Herts Council therefore require an enhanced community leadership role to the plan-making process. It is important for the Council to defend the integrity of this process.
- 2.10 In practice this may mean, for example, explaining the process to people who do not agree with the strategy resulting from the process. It could also mean explaining housing targets to meet the long-term needs of the district. This is explained more in **Agenda Item 7: Population and Household Forecasts and the East Herts Housing Requirement**.
- 2.11 These are challenging new responsibilities for the Council and Members. Reflecting this, it is anticipated that additional Member support will be made available when the Preferred Strategy is published.

Technical Work

- 2.12 The 'Stepped Approach' explained in **Essential Reference Paper 'B'** explains that Steps 2 and 3 involve technical work.
- 2.13 Chapter 2 of ERP 'B' contains a number of 'Strategic Overviews' which explain some of the key strategic issues influencing the development of the strategy. ERP 'D' contains 22 topic assessments of 69 'areas of search'. This work contains much of the context for an Infrastructure Delivery Plan (IDP) which will be presented alongside the Preferred Strategy.
- 2.14 The technical work is currently in draft format. The work has been subject to an initial quality control check and further checks will be carried out as work progresses.
- 2.15 All technical work will be presented as part of the consultation on the Preferred Strategy later in 2012 and there will be opportunity then for comment on it.
- 2.16 A summary matrix grouping the topic assessment 'traffic lights' is contained in **Essential Reference Paper 'E'**. As explained in ERP 'B', the matrix is presented as a helpful check-list of topics at each area of search. It is not possible to reach any conclusions from the matrix at this stage because the relative importance of each topic has not been evaluated at this stage, and the wider strategic context has not yet been applied. The matrix should become a useful strategic tool at Step 5: Scenario Testing.
- 2.17 The approach to integrating Sustainability Appraisal into the strategy selection process is explained in Section 1.12 of ERP 'B'. This approach has been endorsed by URS Consultants, in an email attached at **Essential Reference Paper 'F'**. Although URS (formerly known as Scott Wilson Consultants) has previously been contracted by the Council, for the current work consultancy services have been made available through funding from the Planning Advisory Service as part of their 'Critical Friend' support package. URS is not contracted by East Herts Council. The endorsement is therefore made on an impartial basis as the opinion of experts in the field. The Planning Advisory Service itself does not comment on the work of Local Planning Authorities.

Next Steps

- 2.18 The proposed timetable is as follows:

- Executive Panel Meeting (26th July 2011)
- Preferred Strategy Consultation (September-November 2012)
- Pre-Submission 'soundness checking' Consultation (March-April 2013)
- Examination in Public (September 2013)
- Adoption (December 2013)

2.19 Prior to the July Panel meeting it will be necessary for Planning Officers to engage in work necessary to meet the requirements of Examination in Public.

2.20 One of these is a requirement to demonstrate deliverability of the strategy. The information required might include:

- **Land assembly:** whether there are co-operative agreements in place with adjoining landowners to enable access;
- **Financial viability:** whether there are particular costs which might prevent the land coming forward;
- **Delivery arrangements:** whether a landowner has an agreement in place with a developer to progress a development proposal;
- **Phasing:** when a given location might be available for development;
- **Restrictions:** for example restrictive covenants or ransom strips.

Without evidence that such issues have been addressed it is very unlikely that a strategy would be found sound at Examination in Public. Obtaining such information will require planning officers to conduct meetings with some landowners and/or developers. Without such meetings it is very unlikely that a realistic strategy can be put forward.

2.21 The choice of strategy will be led by the strategy selection process set out in ERP 'B'. This will enable transparency and confidence in decision-making. It is not for landowners and developers to persuade the Council or its Officers of the merits of a particular strategy. As an added safe-guard, the notes of all developer meetings will be published as part of the consultation in the autumn.

2.22 The requirement for 'soundness' does not mean that the Council is obliged to meet all interested landowners or developers. This is not necessary because the nature of the emerging strategy will

suggest a focus for further information-gathering. It would in any case be impractical given the very large number of submissions received through the Call for Sites. Planning officers will invite landowners and developers to tailored meetings aimed at eliciting specific information where there are known evidence gaps.

- 2.23 Partnership working with neighbouring Local Planning Authorities on certain aspects of the evidence base may also be necessary. For example, transport modelling will require parties to agree a common methodology and data inputs.
- 2.24 The Localism Act contains a 'Duty to Co-operate'. The implications of this are gradually emerging through the examination system. At present it appears that this does not mean that Local Planning Authorities must necessarily accept the growth aspirations of their neighbours when these entail growth beyond their administrative boundaries. However, it does mean that those aspirations should be given due consideration through the assessment of alternative options in the plan-making process.

3.0 Implications/Consultations

- 3.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper 'A'**.

Essential Reference Papers

- 'A' – Corporate Issues and Consultation
- 'B' – Local Development Framework Core Strategy (District Plan Part 1 - Strategy) Draft Supporting Document [Chapters 1, 2 and 3 only]
- 'C' – Stepped Approach to Strategy Selection
- 'D' – Topic Assessments
- 'E' – Summary Assessment Matrix
- 'F' – Sustainability Appraisal Endorsement Letter from URS Consultants

Background Papers

- National Planning Policy Framework – Draft Consultation Document (Department for Communities and Local Government, July 2011)

www.communities.gov.uk/publications/planningandbuilding/draftframework

- Interim Neighbourhood Planning Guidance Note (East Herts Council, December 2011)
www.eastherts.gov.uk/neighbourhodplanning
- Local Development Framework Executive Panel 27th May 2010 - Agenda Item 5: LDF Core Strategy Issues and Options Consultation Document (May 2010)
www.eastherts.gov.uk/index.jsp?articleid=13789
- Local Development Framework Executive Panel 7th July 2011 - Agenda Item 5: East Herts Core Strategy Preferred Options: Project Plan and Methodology Statement (July 2011)
www.eastherts.gov.uk/index.jsp?articleid=13789

Contact Member: Councillor M G Carver, Executive Member for Planning Policy and Economic Development

Contact Officer: Kevin Steptoe, Head of Planning and Building Control – Ext 1407

Report Author: Martin Paine – Senior Planning Policy Officer

ESSENTIAL REFERENCE PAPER 'A'

<p>Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):</p>	<p>Promoting prosperity and well-being; providing access and opportunities <i>Enhance the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</i></p> <p>Pride in East Herts <i>Improve standards of the built neighbourhood and environmental management in our towns and villages.</i></p> <p>Shaping now, shaping the future <i>Safeguard and enhance our unique mix of rural and urban communities, ensuring sustainable, economic and social opportunities including the continuation of effective development control and other measures.</i></p> <p>Leading the way, working together <i>Deliver responsible community leadership that engages with our partners and the public.</i></p>
Consultation:	N/A
Legal:	N/A
Financial:	The risks of 'planning by appeal' are explained in the report.
Human Resource:	The necessary resources to complete the work indicated are now in place.
Risk Management:	Failure to progress with the Core Strategy as set out could lead to 'planning by appeal'. This would severely limit the ability of local residents and others to shape the future of the district.



Essential Reference Paper 'B'

**Local Development Framework
Core Strategy
(District Plan: Part 1 - Strategy)**

Supporting Document

[Draft Chapters 1, 2 and 3]

Contents

Draft Chapter 1: Background and Approach

1.1	Introduction	3
1.2	Local Development Framework (District Plan)	4
1.3	Progress So Far	5
1.4	Scope	6
1.5	Planning Policy and the Planning System	8
1.6	Localism and Neighbourhood Planning	9
1.7	A Stepped Approach	10
1.8	Consultation	12
1.9	Refining the Approach	18
1.10	Delivery	24
1.11	Infrastructure Planning	25
1.12	Sustainability Appraisal	27

Draft Chapter 2: Strategic Overview

2.1	Introduction	33
2.2	Housing	34
2.3	Economy	46
2.4	Education	54
2.5	Transport	60
2.6	Water	72
2.7	Telecoms, Gas and Electricity	80
2.8	Natural and Historic Environment	83
2.9	Green Belt	92
2.10	Community and Leisure	96
2.11	Natural Resources	104
2.12	Environmental Quality	108
2.13	Conclusion and Next Steps	113

Draft Chapter 3: Topic Assessments

3.1	Introduction	114
3.2	Strategic Planning Tools	114
3.3	Identifying New Settlement Areas of Search	118
3.4	Areas of Search	123
3.5	Topic Assessments	131

Chapter 1: Background and Approach

1.1 Introduction

- 1.1.1 This document contains the workings involved in the formulation of a strategy which will provide the basis for the East Herts Local Development Framework (LDF) Core Strategy (District Plan: Part 1 - Strategy) to 2031¹. The strategic policies emerging from this document will replace the strategy contained within the Local Plan 2007. However, non-strategic Local Plan 2007 policies will continue to be used for the purposes of assessing planning applications until new policies are adopted.
- 1.1.2 Work to replace the Local Plan 2007 is needed for three reasons. Firstly, the national policy context has changed and the plan needs updating to reflect this. Secondly, most of the development allocations contained within the Local Plan 2007 have now been developed, and so there is a need to provide fresh guidance as to the best locations for development in the future. Thirdly, technical work and policy advances since the Local Plan was prepared suggest a need to refresh and update the policies in the Local Plan.
- 1.1.3 Brief consideration of a map of the district is sufficient to understand that questions relating to where long-development should go do not present obvious or straightforward answers.
- 1.1.4 In theory, much of England could be developed, as there are few clear-cut physical constraints such as mountains or large bodies of water, and although the country is comparatively densely populated compared with many others, most of the country is still undeveloped. In this, East Herts District is typical of many semi-rural English districts in the south of England, with large areas of gently rolling farmland interspersed with towns and villages where pressure for development is high and the obvious constraints are relatively few.
- 1.1.5 The planning system in England is so important to people because it enables a finer balance of issues to be taken into account when deciding where development should be focused. It is based on the notion of 'sustainability', which, like 'truth' or 'justice' mean little in the abstract, but in practice means a great deal through the process of trying to implement it. Sustainability is about trying to integrate social, economic, and environmental issues, and

¹ The draft National Planning Policy Framework refers to Local Plans, but in East Herts the term District Plan is used to distinguish it from Neighbourhood Plans, which are likely to be more 'local' in character.

Draft Supporting Document

being honest about the difficult decisions which have to be made. Where and how the balance is struck tell us much about the values of society today.

- 1.1.6 This document has been prepared using the best available evidence in a proportionate manner to the complexity of the task of preparing a strategy for East Herts District. It has involved careful consideration of a wide range of social, economic, and environmental factors, plus questions about the practicality and deliverability of development in a wide range of locations. The number of potential options considered is very large. For these reasons the document is unavoidably long. It is hoped that when responding to the consultation people will approach the issues with an open mind and try to understand the wide range of issues explored in this document.

1.2 Local Development Framework (District Plan)

- 1.2.1 The production of the LDF (District Plan) will be undertaken in two parts. The first part will focus on strategy. The second part will focus on site allocations and policies, and will follow the strategy as part of a separate round of policy work.
- 1.2.2 Strategy provides a context for development. It encourages different development sites and types of development to work together in the interests of both the locality and the wider area, rather than in isolation. A statutory 'duty to co-operate' requires Local Planning Authorities to ensure that sub-regional planning is coordinated.
- 1.2.3 Strategic planning takes account of the mobile economy and society in which individual settlements are located. It enables infrastructure planning, which often operates at a larger-than-local level. It also provides a framework for co-ordination of lower-level plans and policies, to prevent conflict and confusion within the planning system and maintain decision making by democratically elected bodies rather than the courts. Finally, it provides a basis for long-term planning to manage change.
- 1.2.4 For these reasons plan-making has always included a strategic planning level, previously at County and then Regional levels, and currently at District level. The government has decided that District Local Planning Authorities are best placed to provide an appropriate balance of local accountability and strategic leadership.
- 1.2.5 Reaching agreement on a development strategy is a challenge because it requires people to think strategically about wider issues than those affecting their immediate locality. Leadership from the District Council in terms of explaining and facilitating discussion of the strategic framework is essential.

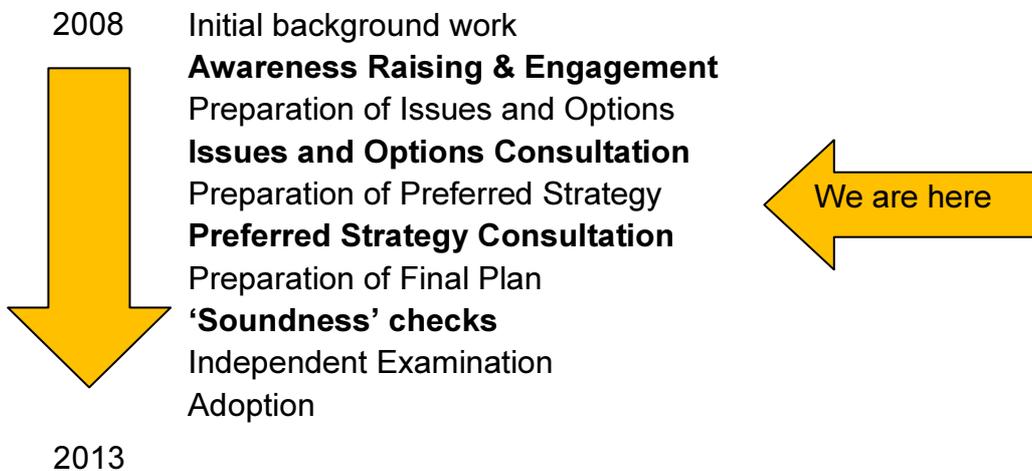
Draft Supporting Document

- 1.2.6 District Councillors have a particular role and responsibility in this respect, since many of them are also Town or Parish Councillors and are well placed to encourage discussion of strategic issues, and to help people to understand how the strategic framework will provide a context for other plans.

1.3 Progress So Far

- 1.3.1 Work on the Core Strategy commenced in 2008, and has involved a considerable amount of technical work and consultation. **Figure 1.1** shows the main stages, with consultation opportunities shown in **bold**:

Figure 1.1: Core Strategy (District Plan: Part 1 - Strategy) Timeline



- 1.3.2 The Issues and Options stage was completed in 2010, and involved setting out for discussion a broad range of possible development options and scenarios, based on early technical work and community engagement starting in 2008. The Preferred Strategy (current) stage, involved assessing and refining the options, based on feedback from the consultation and on further technical work.
- 1.3.3 The next stage will be to make minor amendments based on the consultation and then run a series of procedural and legal checks on the plan, followed by submission to the Government's Planning Inspectorate. The Examination in Public will be an opportunity for the appointed Inspector to test the soundness of the plan.
- 1.3.4 Finally, the plan would need to be adopted by East Herts Full Council, comprising all 50 Councillors representing all the electoral Wards of East Hertfordshire District. Upon adoption the plan will gain full weight as planning policy for East Herts District.

1.4 Scope

1.4.1 The scope of plan-making has become more ambitious in recent years. Previously plan-making was primarily about making decisions on individual pieces of land. In addition to new requirements to prepare infrastructure plans and address climate change concerns, plans now also have to consider the wider impacts of development decisions on places. In other words, plan-making must consider how places function, and how they can and should evolve over time. The Stepped Approach explained in Section 1.7 has been created to address this challenge.

1.4.2 National policy defines the scope of the District ('Local') Plan work as follows:

Local Planning Authorities should set out the **strategic priorities** for the area in the Local Plan. This should include strategic policies to deliver:

- Housing and economic development requirements
- The provision of retail, leisure and other commercial development
- The provision of infrastructure for transport, minerals, waste, energy, telecoms, water supply and water quality
- The provision of health, security, community infrastructure and other local facilities and;
- Climate change mitigation and adaptation, protection and enhancement of the natural & historic environment, including landscape, and where relevant coastal management.

Draft National Planning Policy Framework: Paragraph 23

1.4.3 The scope of the Core Strategy (District Plan: Part 1 - Strategy) is defined by matters which are necessary to prepare an effective strategic plan. In practice the scope of the strategy will emerge as work progresses and more information is gathered.

1.4.4 Over the past 50 years the annual rate of housing construction in East Herts has generally been between 500 and 600 dwellings per annum. Projecting forward this suggests something in the region of between 10,000 and 12,000 new homes over the twenty years of the plan period. Over the same period job creation has lagged well behind house creation, reflecting a mobile economy in which employment hubs are mainly located outside the district. Deciding whether these historical trends are appropriate for the next twenty years, and if so what pattern of development will be most beneficial to the area, are the key questions which define the scope of the strategy work.

Draft Supporting Document

1.4.5 In order to understand what the LDF (District Plan) can achieve, it is also important to understand what it cannot do. For example:

- The LDF (District Plan) falls within a hierarchy of policy defined by **national planning policy** (see Section 1.5), and the LDF (District Plan) cannot propose policies which are contrary to this;
- There are many **non-planning issues** (defined as issues which are not addressed in national planning policy) related to the built and natural environment. These include areas of work undertaken by other regulatory regimes, for example environmental health matters such as pollution control, building regulations, designations made by other bodies such as Natural England, or the functions of the Environment Agency;
- There are also many **sub-strategic planning issues** which may be addressed in the LDF (District Plan: Part 2 - Allocations and Policies) or in Neighbourhood Plans, which are likely to be initiated by Town and Parish Councils. Step 6 of the process examines in more detail what the scope of policies may be. As explained in *Section 1.9: Refining the Approach*, the Stage 1 of the District Plan has been refocused onto strategy and the full range of policy themes introduced in the Issues and Options consultation document are therefore unlikely to be contained in this first stage.
- Although the LDF (District Plan) will provide a statutory framework, it **cannot in itself ensure delivery of development**. The bodies responsible for development and infrastructure provision, in both public and private sectors, are independent organisations subject to their own funding pressures and business planning processes. East Herts Council itself owns very little land, and no longer provides housing directly. The Plan will therefore require some flexibility to recognise uncertainty in delivery over the twenty-year plan period, and this is likely to be reflected in the approach to monitoring and delivery.

1.4.6 National policy makes it clear that the evidence base for plan-making should be proportionate to the scale of the task. East Herts Council believes that the work presented here is proportionate to the demands of strategy preparation. For strategic planning work exhaustive detail is not necessary, and can actually reduce the clarity and robustness of strategic judgements.

1.4.7 Plan-making, like public policy in general, is not science, but is based on formulation of rigorous and clear processes to assess the available evidence and reach a sound judgement. Where evidence does not point to a clear-cut decision, the role of informed judgement becomes more significant. One of

Draft Supporting Document

the key functions of the strategy supporting document is to make clear the basis on which a balanced judgement has been made.

1.5 Planning Policy and the Planning System

- 1.5.1 Planning in England is governed by a number of tiers of planning policy. At the top is national policy issued by the Government. Then there are County minerals and waste policies, and District or Borough policies which guide all other aspects of development. Beneath District policies sit Neighbourhood Plans containing policies at a Parish or similar level. These are discussed further below in Section 1.6.
- 1.5.2 The various tiers of policy form a hierarchy, in which each tier must conform to the policies set out by higher policy tiers. The hierarchy enables the planning system to function as a statutory decision-making system, in which planning applications can be assessed against a clear set of complementary criteria.
- 1.5.3 In order to avoid contradictory policies, which would encourage appeals and result in a shift of planning decisions away from elected councillors to the courts, independent planning inspectors must examine every statutory plan, to ensure that it preserves the hierarchy of policies as a coherent planning system.
- 1.5.4 Individual planning applications are assessed by Local Planning Authorities using the hierarchy of policies. The hierarchy of policies provides some discretion for Local Planning Authorities to interpret policy in relation to the context of particular proposals. However, clear deviations from policy can result in applicants appealing to the Planning Inspectorate to have a planning decision overturned.
- 1.5.5 The planning system is subject to periodic change as governments review national policy to reflect changing national priorities. During the preparation of the current Plan the Government has undertaken a comprehensive review of national policy, which is expected to be finalised in the near future. This includes the abolition of regional planning, which set housing targets for each district and specified major growth locations, as well as a range of policies in relation to infrastructure, social, economic and environmental issues.
- 1.5.6 Notwithstanding changes in national policy, most of the basic processes of plan preparation remain the same. These include the requirement to consider all reasonable options, to apply a wide range of assessment criteria across social, economic, and environmental issues, to engage in consultation, and

Draft Supporting Document

to test the wider implications of emerging plans for the plan area and the wider area.

- 1.5.7 For this reason the Government has urged Local Planning Authorities to progress as quickly as possible in the preparation of their plans. To encourage this, the Government's draft National Planning Policy Framework (NPPF) requires that where there is no up-to-date plan in place, planning applications should be assessed in relation to national policy only.

1.6 Localism and Neighbourhood Planning

- 1.6.1 On 15 November 2011 the Localism Bill received Royal Assent. The Act devolves greater powers to councils and neighbourhoods and gives local communities more control over housing and planning decisions. A key component of the Act introduces a new tier of planning – namely neighbourhood planning.
- 1.6.2 Neighbourhood planning is the name of the new tier of statutory planning that will sit below the LDF (District Plan). Neighbourhood planning is an opportunity for communities to come together and produce a Neighbourhood Plan to shape the future of their area. Neighbourhood Plans differ from parish plans because they will form part of the statutory Development Plan which, along with the East Herts LDF (District Plan), will be used to determine planning applications. In this sense they will become part of the hierarchy of policies within the planning system, as explained in Section 1.5 above.
- 1.6.3 East Herts Council has prepared an *Interim Neighbourhood Planning Guidance Note* (December 2011)². Because neighbourhood plans will have a statutory role, certain procedures must be followed. Neighbourhood Plans must:
- conform with the East Herts LDF (District Plan);
 - be consistent with national planning policies set out in the National Planning Policy Framework (NPPF);
 - be based on evidence from technical studies;
 - be subject to strategic environmental assessments (SEA) and habitats regulations assessment (HRA) (as appropriate);
 - pass an independent examination;
 - be subject to a referendum and receive more than 50% support;
 - be adopted by East Herts Council as statutory policy documents.

² The Guidance Note is available on the Council's website at: www.eastherts.gov.uk/neighbourhoodplanning

Draft Supporting Document

- 1.6.4 In East Herts it is anticipated that the majority of Neighbourhood Plans will be initiated by town and parish councils. The Government has also stated that it will enable businesses to bring forward Neighbourhood Plans. The involvement of a range of local stakeholders will help strengthen community support. However, neighbourhood planning is not compulsory and towns and parishes do not have to prepare a Neighbourhood Plan. Where Neighbourhood Plans are not prepared, the East Herts LDF (District Plan) and Hertfordshire Minerals and Waste Plans, will set planning guidance.
- 1.6.5 The Council is taking active steps to increase the level of engagement with Town and Parish Councils, for example by preparing the *Interim Neighbourhood Planning Guidance Note*, and a link to the agenda papers and minutes of the Council's District Plan Panel meetings is now issued to all Town and Parish Councils.

1.7 A Stepped Approach

- 1.7.1 Because of the complexity of producing a development strategy for the district, it is necessary to break the process down into a number of steps, which correspond to chapters in this document. The steps are shown in detail in **Essential Reference Paper C: A Stepped Approach to Strategy Selection for the Core Strategy (District Plan: Part 1 – Strategy)**. These are shown in summary in Table 1.1 below:

Table 1.1: Core Strategy (District Plan): Steps Towards a Development Strategy

Step/ Chapter	Broad function and main tasks
1	Background and Context: Approach to strategy formulation grounded in national policy, consultation, delivery, infrastructure planning etc. This is a top-down step in that it sets the policy process in place.
2	Strategic Overviews: Identifying strategic issues affecting the formulation of the plan. This is largely a top-down step in that it uses planning judgement to identify key strategic issues for the wider area.
3	Topic Assessments: Comparative assessment of the suitability of broad locations covering much of the district, using a series of defined criteria. This is a bottom-up step in that it collects site-level information.
4	Areas of Search Assessments: Gathering further location-specific information about the broad locations, particularly

Draft Supporting Document

	relating to availability and delivery. This is a bottom-up step in that it collects site-level information. <i>[This step is likely to require contact with landowners and developers in order to obtain information to demonstrate the deliverability of the strategy.]</i>
5	Scenario Testing: Formulating and testing the scenarios for their cumulative impact across a range of topics. Assessing the role and function of specific settlements. Assessing the impact of different levels of growth at different locations. This is largely a top-down stage in that it uses planning judgement, expert opinion, and planning techniques at a large-area scale. <i>[This step is likely to require joint technical work with neighbouring Local Planning Authorities, for example in relation to transport modelling.]</i>
6	Preferred Strategy: Developing sub-strategies to support the emerging plan. Deciding on strategic development allocations and providing guidance for later non-strategic allocations. Considering which policies are needed to support the strategy. This is a mix of top-down and bottom-up approaches, based on local-level information as well as other higher-level techniques and judgement. This is the main decision-making step.

1.7.2 There are several benefits to thinking of the strategy selection process as a series of steps. The stepped approach:

- shows how progress towards a strategy is part of a coherent programme of work involving several steps or iterations before the preferred strategy can start to emerge. It is a systematic approach involving the gradual testing and refinement of evidence to reach greater levels of confidence about proposed development locations as part of a strategy;
- is a project management tool, enabling a large and complex project to be broken down into more manageable tasks. Each task forms a milestone which helps to ensure timely progress towards delivery of the strategy;
- integrates sub-projects, such as handling consultation feedback (see next section), infrastructure planning (Section 1.11), and sustainability appraisal (see Section 1.12);
- enables a targeted and effective approach to consultation, because many of the underlying principles are the same, as explained in the next section;

Draft Supporting Document

- integrates and balances ‘top-down’ process and wider considerations with ‘bottom-up’ local-level considerations.

1.7.3 In relation to the first point, this is also known as an ‘iterative process’ and is common to strategic planning work where at the outset there is very little clarity about where development should be located. It is critical to the process of strategy formulation, involving using a mix of evidence and reasonable assumptions which can be tested in small steps and then refined. This gradual process enables successively greater clarity to emerge from the initial mass of considerations. It becomes particularly important in Step 3 where the first assumptions are made, for later refinement in subsequent steps.

1.7.4 The steps approach outlined above applies to the current ‘Preferred Strategy’ work stage. However, as explained in the section on *Progress So Far* (Section 1.3), many smaller steps have already been taken. However, this strategy selection document has been prepared in order that it should be sufficient to read this document in order to understand the whole process since work commenced in 2008.

1.7.5 There are further steps following on from the strategy work, notably in relation to policies for assessing planning applications, and also in relation to non-strategic development allocations. These will be addressed in Part 2 of the District Plan: Allocations and Policies.

1.7.6 Planning applications themselves are governed by a whole series of regulatory requirements and steps, but these are beyond the scope of this strategy work and are not considered further in this document.

1.8 Consultation

1.8.1 East Herts Council’s approach is to target consultation to points where it can help to improve the quality of the strategy. Six broad interlocking principles support the approach: coherence, scrutiny, planning merit, added value, integration, and resources.

1. Coherence

Strategy work should be considered as a coherent whole, rather than piecemeal, as explained in the previous section on the steps approach. The danger of a piecemeal approach to consultation is that it would by definition be on the basis of incomplete evidence, and would therefore be likely to result in unrealistic hopes on the part of developers, and unjustified fears on the part of local residents;

2. Scrutiny

Targeting consultation on the decision-making points rather than technical (information-gathering or process-focused) stages encourages better focused consultation feedback and therefore greater levels of scrutiny and accountability;

3. Planning Merit

Consultation issues raised should be properly considered on their planning merits in the context of national planning policy, because plans cannot be adopted as policy if they do not pass an Examination in Public. *[note: If substantial changes are required following the publication of the finalized National Planning Policy Framework (NPPF) these will be made prior to consultation];*

4. Added value

Consultation needs to add value to a process which must have a rational decision-making process at its core. Care must be taken to ensure that non-planning or sub-strategic concerns do not distract from the overall business of producing a sound strategy;

5. Integration

Consultation feedback should help to shape the emerging strategy. Therefore the issues raised should be considered in the context of the appropriate step in the strategy process, rather than in isolation as a separate exercise to respond to each comment;

6. Resources

Resource implications in terms of time are a consideration, since this is the major determinant of the ability of the Council to move the strategy process forward in a timely fashion.

- 1.8.2 With these principles in mind, full public consultation has been targeted at two important points in the process: at Issues and Options stage (completed in 2010) and Preferred Strategy stage (autumn 2012).
- 1.8.3 The Preferred Strategy consultation will present a selection of rejected options together with the preferred strategy, in order to make clear the balance of considerations upon which the strategic judgements have been made.
- 1.8.4 How consultation feedback is integrated into the strategy-making process is the subject of the remainder of this section and the following section: *Refining the Approach*.

Draft Supporting Document

- 1.8.5 As explained in the section on *Progress So Far* above, since the process started in 2008 there has already been a considerable amount of awareness-raising, consultation and engagement activity. Around 7,000 comments were received from over 3,000 separate individuals and organisations in response to the consultation on the Issues and Options which ran for 12 weeks between September and November 2010. A summary of the issues raised in the comments and a summary list of activities used to promote the consultation are available by following links on the Council's website³.
- 1.8.6 To ensure thoroughness each issue will be considered in terms of the development of the structure and content of the plan-making process, a simple check-list approach is used to ensure that issues are addressed within the appropriate step of the strategy selection process. This is illustrated in Table 1.2 below from a selection of comments to the Issues and Options consultation:

Table 1.2: Illustration of approach to individual comments

Comment submitted	Section within which issue is addressed
Why is it necessary at this stage to say where development will be located?	Scenario Testing
No one option in isolation and do not agree that all are realistic	Scenario Testing
All options have downside of car-dependency	Transport Strategic Overview
Absence of any numerical breakdown of 8,500 between settlement types makes it difficult to rank options	Scenario Testing
Core Strategy fails to embrace localism agenda - approach simply distributes a top down target rather than being bottom-up and based on the wishes of individual towns and villages. Town and Parish plans should be the building blocks and you should facilitate them for those localities that do not yet have them	Housing Strategic Overview; Scope; The Planning System and Planning Policy; Localism and Neighbourhood Planning

- 1.8.7 Many of the issues raised have influenced both the process and the content of the Preferred Strategy stage, in terms of major refinements set out in the next section, and also in terms of the topics chosen and the issues

³ <http://www.eastherts.gov.uk/issuesandoptions>. The original comments can also be viewed on the consultation portal at <http://consult.eastherts.gov.uk>

Draft Supporting Document

considered. Table 1.3 below shows in summary how the issues raised have been addressed through the process of preparing the strategy.

Table 1.3: Integration of consultation issues: an illustration

Issues Raised	Supporting Document	Council approach
Consultation process, timing involvement opportunities, democratic framework, role, responsibility of the District Council	Introduction; Progress So Far; Consultation; LDF (District Plan); Localism and Neighbourhood Planning	Explain the stage of plan preparation, Issues and Options and Preferred Options consultations, and the role of the District Council, Town and Parish Councils.
Approach to growth and development, balance of social, economic and environmental concerns, abolition of the East of England Plan	Planning Policy and the Planning System	Explain the legislative framework including the Planning Acts, the Localism Act and the National Planning Policy Framework. Explains the planning process including the relationship between plans, applications, enforcement and the appeals system.
Concerns about the Sustainability Appraisal and Habitats Regulations Assessment, concern that some important wildlife sites have not been considered.	Sustainability Appraisal	Explains the process and how this complies with national and European legislative requirements, as well as improving the strategy selection process. Explains the difference between different levels of protection and designation and how other designations are addressed.
Strategic issues likely to influence the selection of broad locations of growth or core policies, for example relating to the overall need for housing and development, funding and delivery of infrastructure, constraints	Strategic Overviews	Explains what the Council thinks the main strategic issues are and how they will need to be addressed by the planning process.
Concerns about the original consultation options, alternative options.	Refining the Approach	Explain the concept and rationale behind original test options. Sets out how they have been modified and refined in response to consultation feedback and changing national policy and other

Draft Supporting Document

Issues Raised	Supporting Document	Council approach
Land at particular locations is available for development; a particular location does or doesn't have capacity; there are environmental constraints to development at particular locations.	Topic Assessments	considerations. Establish criteria which may be consistently applied to assessment of various options across the district, and which will form part of the evidence base for evaluation and selection of a robust strategy.
Local issues particular to a settlement or location, derived from either local knowledge or technical information	Areas of Search Assessments: 69 Areas of Search as shown on the Areas of Search Map	Sets out local information which may be used to inform planning decisions. The sources of information are documented.
Comments on particular test options; Need to assess the cumulative effects of different development options; Need to consider the effect of development beyond the district boundaries; Issues about broad policy for specific types of location, such as villages, rural area, existing settlements, town extensions, brownfield sites and urban capacity.	Scenario Testing: For example: transport modelling, appropriate assessment of impacts on designated wildlife habitats of European importance	Construct a variety of scenarios (combinations of options) for more detailed testing, including testing scenarios at different growth levels and broad locations. Test options using tools including transport models, employment projections, housing capacity and contingency planning, as well as seeking input comment from infrastructure and service providers and ecologists. Consideration of development beyond the district boundaries.
Concerns about the impacts of development on the district, for example on quality of life, the environment, social integration and impact on future generations. Concerns about the realism of any potential strategy in terms of delivery of infrastructure.	Preferred Strategy; Infrastructure Planning	Explains how the proposed overarching development strategy is supporting by a series of inter-locking strategies addressing particular topics. Establishes a monitoring framework to complement the delivery of infrastructure and to trigger policy changes or other measures if necessary.

1.9 Refining the Approach

- 1.9.1 This section explains how the original approach has been refined following the Issues and Options consultation. This shows how the consultation has been used to ‘add value’ to the policy process, as explained in the previous section. The next chapter takes forward the refined approach.

Issues Refinements

- 1.9.2 These are refinements to non-spatial elements of the Issues and Options consultation: in other words, issues to do with general policy and process.

Refinement 1: Housing Targets

- 1.9.3 The Issues and Options consultation document included a figure of 8,500 new homes, based on a target included within the East of England Plan. The Issues and Options document was prepared before the Government announced its intention to abolish Regional Plans. Many comments referred to the issue of top-down targets, and suggested that housing targets should be based on local need.
- 1.9.4 The Housing and Demographic Change Strategic Overview in the next chapter explains how the new approach to setting housing targets responds to the changed national policy context and the removal of the East of England Plan. It also explains the need for a continuation of some form of top-down target in order for strategic planning to function.
- 1.9.5 East Herts Council has undertaken demographic projections as a basis for target setting. However, an additional step has been added to test the targets suggested by this work. This reflects the fact that the impact of a given level of growth is likely to vary depending on where it is located.
- 1.9.6 Rather than beginning with an assumed target (‘Where would you put 8,500 new homes by 2031?’), the new approach recognizes that a suitable target can only emerge by testing a number of different scenarios including different development locations and growth levels. This approach should ensure that the target supports rather than undermines the vision for the District. These considerations will be examined in *Step 5: Scenario Testing*.

Refinement 2: Policies

- 1.9.7 The Issues and Options consultation document included nine ‘themes’ on a range of social, economic and environmental issues, including a number of objectives and policy options related to each theme. The Issues and Options was based on the assumption that the Core Strategy (District Plan: Part 1) would contain policies addressing each theme, but that detailed policies

would be included in a separate document of detailed policies to follow the adoption of the Core Strategy.

- 1.9.8 Consultation feedback made clear that the development strategy work is in itself likely to generate a large amount of interest from residents in particular, and that this is likely to overshadow the policy work in terms of the volume of feedback likely to be received. This was particularly evident in many of the comments on the housing theme, which suggested interest in the principles of development and the need for housing, rather than engaging in housing policy matters specifically.
- 1.9.9 National policy changes present an opportunity to review the overall approach to planning policy for East Herts District. Given this, the approach has been reviewed as follows:
- *Part 1: Strategy* will focus on policies necessary to delivery of the strategy, principally items represented on the key diagram and supplemented by infrastructure policies;
 - *Part 2: Allocations and Policies* will include all other policies and allocations, and will constitute a day-to-day reference for planning decisions. In the interim the Local Plan 2007 saved policies will continue to be used.
- 1.9.10 The revised approach will ensure swift progress towards getting the strategic framework in place, in order to clear the way for a focused consultation on policies.
- 1.9.11 In order to identify the policies needed for this work, *Step 5: Scenario Testing* will assess policy needs against the emerging strategy and *Step 6: Preferred Strategy* will set up a framework for an integrated approach between the two stages.
- 1.9.12 Following the Issues and Options consultation it became clear that the 'People and Community Safety' theme included a number of non-planning issues such as voluntary activities. Therefore the People and Community Safety theme has been refocused on issues which can be addressed by planning policy and renamed 'Community and Leisure'. Further explanation of this will be outlined in *Step 6: Preferred Strategy*.

Refinement 3: Visions

- 1.9.13 The Issues and Options document included a number of draft visions, for Bishop's Stortford, Buntingford, Hertford, Sawbridgeworth, Ware, for the villages and for the district as a whole. Comments suggested that the visions need to be more realistic and deliverable.

- 1.9.14 A clear vision is needed in order to ensure that the strategy focuses on the key things it aims to achieve. Therefore deliverability should be a key requirement of any vision. However, it is difficult to prepare a deliverable vision independently of an emerging strategy, because the vision of a place might change depending on the strategy, or conversely a vision of a place might help to suggest a strategy. It is a 'chicken and egg' issue which can be addressed through the steps approach explained in Section 1.6.
- 1.9.15 Therefore the revised approach is to use the steps approach to look at visioning more carefully in *Step 5: Scenario Testing and Step 6: Preferred Strategy*. This should mean that how a place should look and function in twenty years time will become a key part of the assessment process, and also ensure that progress towards the vision can be monitored over time.

Options Refinements

- 1.9.16 The consultation included the following types of spatial options:
- District-wide strategic options
 - Options within the existing built-up area
 - Main settlement 'directions of growth'
 - Formula-based approaches
- 1.9.17 The revisions addressed here relate to the first three of these approaches. Formula-based approaches such as proportional growth stem from the existing Local Plan (2007) and may or may not be appropriate. They are discussed in Step 5 as part of the scenario testing process.
- 1.9.18 The revisions made following the Issues and Options consultation are as follows:

Refinement 4: Within the Existing Built-up Area

- 1.9.19 The Issues and Options consultation included options on development within the existing built-up area of Bishop's Stortford, Buntingford, Hertford, Sawbridgeworth, and Ware. The consultation document explained that there is only very limited land available within the existing urban area of each settlement to accommodate further development.
- 1.9.20 The approach to assessing the capacity of land within the built-up area has been refined. A detailed technical assessment of the capacity of each settlement is being undertaken, looking not just at availability of land, but also its suitability for development and its deliverability. The initial findings of this work will inform Step 4 and will assist in understanding how much development could be reasonably accommodated within the existing urban area before Greenfield development needs to be considered.

Refinement 5: Town Extensions

1.9.21 The Issues and Options document also looked at possible ‘directions of growth’ for urban extensions to each of the five main settlements in the district. These could be needed in the event that insufficient suitable land is available within the built up area. Options included in the Issues and Options consultation were as follows:

- Bishop’s Stortford: northeast, east, southeast, south
- Buntingford: north, northeast, east, south and west
- Hertford: north, south, west
- Sawbridgeworth: north, southwest, west
- Ware: north, east, southeast, southwest

1.9.22 The following revisions have been made to this approach:

- **Bishop’s Stortford North:** is designated in the Local Plan 2007 as ‘Areas of Special Restraint’ and ‘Special Countryside Area’, and this was called ‘Planned Development’ in the Issues and Options consultation. The approach has been amended so that the area is considered in the same way as the other options. This provides consistency and conformity with Local Plan 2007 Policy BIS 8 which states that “*development other than would be allowed in the Green Belt will not be allowed until such time as the land so identified is shown to be needed for, and proposed for development, as a result of a review of the [Local] Plan*”.
- **Northeast and southeast of Bishop’s Stortford:** were shown crossing the County boundary into Uttlesford District. Some respondents, including Uttlesford District and Birchanger Parish Councils, expressed concern that this suggested options outside East Herts District. The revised approach is to engage in dialogue with Uttlesford Council as the strategic planning authority in respect of options in these locations. The process should be similar to that in respect of neighbouring local planning authorities who may wish to explore options which lie within East Herts District, and guided by the statutory ‘Duty to Co-operate’^d.
- **Clarification of Directions/Areas:** some comments were made that the areas for consideration under the ‘directions of growth’ were not clear. Step 3 looks at a refined approach based on ‘areas of search’ which enables greater clarity and refinement.

^d Draft National Planning Policy Framework, Paragraphs 44 to 47

Refinement 6: Extensions to Adjacent Settlements

- 1.9.23 Some responses to the Issues and Options consultation raised the option of development north of Hoddesdon. North of Hoddesdon, North of Harlow, East of Stevenage and East of Welwyn Garden City are all similar options, in that they are options for urban extensions to towns adjacent to East Herts district.
- 1.9.24 The Issues and Options document was prepared prior to the Government's announcement of its intention to abolish the Regional Spatial Strategies, including the East of England Plan. Since the abolition of the East of England Plan (anticipated April 2012), North of Harlow is no longer mandated by higher-level policy, and therefore should be considered alongside other options.
- 1.9.25 Many comments were received opposing development north of Harlow in particular, including objections from local Parish Councils and Sawbridgeworth Town Council. As the strategic planning authority, East Herts District Council has a responsibility to give equal consideration to all options as part of the strategy selection process, and to consider the strategic implications of development options. Failure to consider any reasonable options, large or small, is likely to result in legal challenge. National policy requires that all options must be judged in terms of their planning merits on the basis of a balanced consideration of the available evidence.

Refinement 7: New Settlements

- 1.9.26 Some responses to the Issues and Options consultation suggested that the possibility of a new settlement should be considered. To date the Council has not undertaken assessment of the potential of new settlements because it was discouraged by the East of England Plan. However, with the abolition of the East of England Plan there is now an opportunity to consider the potential of this approach. Given the requirement to consider all reasonable alternatives, the strategy process will provide evidence as to whether a new settlement is a reasonable option.

Refinement 8: Villages

- 1.9.27 The Issues and Options document explained the categorisation of villages within the Local Plan 2007 based on the level of facilities and services, size, availability of passenger transport, capacity of the highway network and capacity to accommodate development. Some comments questioned the approach to village categorisation, and also whether the assignment of particular villages to a particular category was appropriate.

- 1.9.28 Rather than proceed with the village categories suggested in the Issues and Options document, a strategic-level review of the villages will be undertaken as part of the strategy process at Steps 4 and 5. In total 36 villages will be assessed. This will include all the villages designated as Category 1 and 2 within the Local Plan 2007, and also a number of Category 3 villages located within transport corridors (i.e. along 'A' roads).
- 1.9.29 Following this, a review of the appropriateness of the approach to a village strategy will be undertaken as part of *Step 5: Scenario Testing*. This will include consideration of the function of the villages within the overall strategy for the District.

Note on Stanstead St. Abbots & St Margarets

- 1.9.30 Although located in more than one Parish, for the purposes of the strategy selection process 'Stanstead Abbots and St. Margarets' is considered as a single village, because most of the facilities are shared and are within walking distance. Functionally speaking the areas east and west of the railway line constitute a single village.
- 1.9.31 The policy status of the village is a separate concern. The Issues and Options consultation document explained that although the Local Plan 2007 categorises Stanstead Abbots & St. Margarets as a 'main settlement', it is treated as a village for consideration as part of the strategic review. Some comments in response to the Issues and Options consultation disagreed with this approach, and argued that the settlement should have a higher status because it is well connected by road and rail, and has a good range of shops and facilities.
- 1.9.32 *Step 5: Scenario Testing* will include a review of the effectiveness and appropriateness of the settlement hierarchy approach, which may include re-assessment of village categories. However, it is necessary to understand whether a settlement is to be considered a village or a town for *Step 3: Topic Assessments*, because the assumptions used as a basis for assessment differ.
- 1.9.33 One of the main purposes of the strategy selection process is to re-assess the appropriateness of the existing development strategy from first principles. It is therefore appropriate to consider at Step 1 whether any given settlement is a town or a village, but not whether it is a main settlement or not. In deciding whether Stanstead Abbots & St. Margarets is a town or a village, the following considerations are evident:

- It is considerably smaller than Buntingford and Sawbridgeworth, in terms of population^e and range of shops and facilities;
- Physical and environmental constraints are problematic for strategic scale development;
- It is administered by Parish Councils rather than a Town Council, and makes no claim to Town status;
- Good road and rail connections also apply to some other villages in the district such as Watton-at-Stone, which are functionally similar.

1.9.34 For these reasons it is considered that the only reasonable starting premise is to consider Stanstead Abbots & St. Margarets as a village for assessment purposes. This does not necessarily pre-determine that the outcome of the strategy selection process will be to severely curtail development, either here or in any village. Further explanation of the approach is included in *Chapter 3: Topic Assessments*.

1.10 Delivery

1.10.1 National policy is clear that plans must be deliverable. In other words, it is necessary to engage with landowners at preferred locations in order to find out for example, the nature and extent of their proposals, and the feasibility and viability of developing in a particular location.

1.10.2 Step 4 requires the collection of further information, including information from landowners and developers. These meetings are likely to be arranged at fairly short notice and will seek points of clarification about specific matters. A record of the meetings will be published as part of the Preferred Options consultation.

1.10.3 Given the very large number of sites submitted by landowners through the Call for Sites process, it will not be possible to meet with all landowners or their representatives. Instead, specific enquiries will be necessary where available information is insufficient to enable a fully informed evaluation to be made. Planning Officers will contact landowners or developers as the need arises.

1.10.4 Where the information gathered in steps 1 and 2 is sufficient to omit a particular landowner proposal from further consideration, no contact will be made. It may be that some sites will be omitted from further consideration because they are too small for strategic development, for example. It may be that further enquiries will need to be made at a later date as part of the

^e According to the 2001 Census, the population of Buntingford was 4,700, Sawbridgeworth was 7,600, and Stanstead Abbots & St Margarets only 2,250.

selection of small sites at Part 2: Allocations and Policies. However, such sites will form no further part in the Preferred Options for Part 1: Strategy.

- 1.10.5 Despite the deliverability requirements the option is still open for a plan including land which the landowner is not promoting. In other words, a plan could unlock appropriate development locations. However, national policy makes it clear that in such cases it would not be reasonable to assume that the land will come forward early in the plan, and it could not therefore be included in the Local Planning Authority's housing land supply calculations.

1.11 Infrastructure Planning

- 1.11.1 One of the main strategic functions of the LDF (District Plan) is to seek to provide a statutory framework in order to guide the provision of infrastructure in a timely manner. Long-term planning is important to many infrastructure providers because the delivery of infrastructure, including preparation, securing funding and then planning permission and finally construction can take many years.
- 1.11.2 The steps approach to strategic plan-making enables consideration of development options and infrastructure delivery together. This process will form the basis for a realistic housing trajectory and parallel Infrastructure Delivery Plan (IDP).
- 1.11.3 An IDP should identify what infrastructure is needed, where and when it will be needed, who is going to be responsible for delivery of it, and how it will be funded. There is a minimum level of confidence required in respect of any of these details, because circumstances change over time. Like policy generally, infrastructure planning requires evidence proportionate to needs of the strategy, and exhaustive detail will not help to make the plan more robust. In a sense, much of the key information in respect of infrastructure is derived from obtaining a clear understanding of the issues, as addressed in Steps 2-6 of the strategy selection process, rather than in the precise schedule of infrastructure needs alone.
- 1.11.4 Acknowledging that infrastructure planning is a rolling programme, it will be necessary to update the IDP at regular intervals to assess the continued feasibility of development, and whether any contingency measures need to be taken. The IDP which will be presented alongside the Core Strategy (District Plan) at Examination in Public will therefore be a snapshot of the latest available projections.
- 1.11.5 For this reason the IDP will need to form part of the ongoing monitoring framework for the LDF (District Plan). Currently the Local Plan 2007 is

accompanied by an Annual Monitoring Report, but this is likely to require some adjustments in order to reflect the changed nature and scope of the LDF (District Plan).

- 1.11.6 Recent studies^f have brought together local authorities and infrastructure and service providers from across Hertfordshire to examine infrastructure planning processes and delivery of specific items. This work will be continued during 2012 and will provide further useful information to supplement work undertaken separately by Local Planning Authorities in preparation of their IDPs.
- 1.11.7 One aspect of infrastructure funding which has traditionally been a planning concern is that of contributions from developers. Seeking such contributions is justified by the uplift in the land value arising from the allocation of land and/or the granting of planning permission by the Local Planning Authority. In the past such contributions have been negotiated on a case-by-case basis as part of the planning application process, known as Section 106 agreements.
- 1.11.8 National policy now makes provision for the introduction of a Community Infrastructure Levy (CIL), which will be a charge set through the District policy-making process to pay for pre-defined items of infrastructure. East Herts Council has resolved to introduce a CIL to support the delivery of the LDF (District Plan). The overall amount of money which can be charged will be determined by a financial viability assessment undertaken by the Local Planning Authority. This work is currently underway and will be subject to consultation alongside the Preferred Strategy. Once a CIL is introduced the use of Section 106 agreements in East Herts will be scaled back.
- 1.11.9 The Government has made clear that although it expects plans to encourage growth and development, for the foreseeable future public funding to provide infrastructure will be limited. There is no nationally significant infrastructure planned within the district^g. Therefore Local Planning Authorities should not plan for growth which is reliant on unrealistic expectations about infrastructure funding. National policy encourages plans to foster 'sustainable patterns of development' which enable the utilisation of infrastructure capacity to be maximised and the need for new infrastructure to be minimised. How this might be achieved within East Herts in practice will be the subject of the remainder of the steps to be undertaken as part of the plan-making process.

^f The *Hertfordshire Infrastructure and Investment Strategy* (2009). Details available online at www.eastherts.gov.uk/hiis

^g The National Infrastructure Plan 2011 is available at www.hm-treasury.gov.uk/national_infrastructure_plan2011.htm

1.12 Sustainability Appraisal

- 1.12.1 European legislation requires the environmental impacts of plans to be assessed^h. UK policy requires that all the likely significant effects on the environment, economic and social factors should be considered (draft NPPF paragraph 3.4). This joint assessment is called 'sustainability appraisal' (SA).
- 1.12.2 Failure to prepare a sustainability appraisal where there may be significant effects on the environment, particularly in relation to wildlife sites protected by European law, may result in legal challenge.
- 1.12.3 Sustainability appraisal helps to improve the quality of plans in the following ways:
- Ensuring that alternative options have been carefully considered;
 - Minimising the risks that the social, economic, and environmental impacts of plans have been overlooked;
 - Consideration of actions to mitigate any unavoidable negative impacts arising from development.
- 1.12.4 East Herts Council commissioned Scott Wilson consultants to prepare an overview of the main sustainability issues in the District, and establish a framework for the Council to use to assess the emerging plan. This work is contained in the 'SA Scoping Report'.
- 1.12.5 The draft SA Scoping Report was issued to Town and Parish Councils, technical specialists, government bodies and local groups for comment, and amendments were made to the document before the final scoping report was agreed by Full Councilⁱ.
- 1.12.6 Using the agreed SA framework, the Council's Issues and Options consultation document (Autumn 2010) was appraised by Scott Wilson consultants, and this was published for consultation at the same time.
- 1.12.7 National Policy emphasises that sustainability appraisal should be an integrated part of the plan preparation process (draft NPPF paragraph 3.4). The Council has followed this approach, rather than prepare a separate sustainability appraisal of the draft Core Strategy (District Plan: Part 1 - Strategy). This approach enables a more streamlined process, and it also

^h Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, also known as the 'strategic environment assessment Directive' or 'SEA Directive'.

ⁱ See www.eastherts.gov.uk/sa.

encourages a better plan by suggesting improvements at each stage, rather than waiting until the draft plan is prepared.

- 1.12.8 The following table explains how sustainability appraisal has been integrated into the plan-making process for each of the SA Framework Topics.

Table 1.4: Integration of the Sustainability Appraisal Framework with the plan-making process

SA Framework Topic	Plan-making process
Air Quality	<p>Step 2: Environmental Quality Strategic Overview Step 4: Areas of Search Assessments Step 5: Scenario Testing</p> <p>Development impacts are considered in terms of additional traffic resulting from cumulative impact of development, based on traffic modelling results.</p>
Biodiversity and Green Infrastructure	<p>Step 2: Natural & Historic Environment Strategic Overview Step 3: Designated Wildlife Sites Topic Assessment Step 4: Areas of Search Assessment Step 5: Scenario Testing: Habitats Regulations Assessment Step 6: Preferred Strategy</p> <p>This includes consideration of sites designated at European, national, and County level. Green Infrastructure opportunities are considered through the formulation of the development scenarios. This includes consideration of the role and function of the Key Biodiversity Areas. A Green Infrastructure strategy will support the draft development strategy.</p>
Climate Change (mitigation and adaptation) (includes flood risk)	<p>Step 2: Natural & Historic Environment Strategic Overview Step 2: Natural Resources Strategic Overview Step 3: Flood Risk Topic Step 4: Areas of Search Assessment Step 6: Preferred Strategy</p> <p>Overall climate change impacts as a result of increased emissions are addressed through the approach to sustainable transport. Climate Change adaptation is addressed through the approach to Green Infrastructure and drainage. The strategic overview of Natural Resources considers opportunities for low and zero carbon energy.</p>

SA Framework Topic	Plan-making process
Community and Wellbeing	<p>Step 2: Community Infrastructure Strategic Overview Step 2: Housing Strategic Overview Step 2: Environmental Quality Strategic Overview Step 3: Maintaining Tranquillity Topic Step 3: Noise Topic Step 6: Preferred Strategy</p> <p>The SA Scoping Report identified a number of elements to this, including health, crime, economic wellbeing, and social inclusion. The plan-making process promotes sustainable communities, in which there is easy access from housing to a range of services and facilities. It also considers the implications of housing and demographic change on various sections of the population, including the young and the elderly. Green Infrastructure and Sustainable Communities are considered through the plan-making process and provide opportunities for public health through walking and cycling. A strategic design framework which may address site-level considerations including designing out crime and encouraging healthy lifestyles. The development strategy will provide a policy context for Neighbourhood Planning to further many of the local aspects of community and wellbeing.</p>
Economy and Employment	<p>Step 2: Economy Strategic Overview Step 3: Employment Potential Topic Step 5: Scenario Testing Step 6: Preferred Strategy</p> <p>The cumulative impact assessment will assess the employment offer against the levels of housing and form a basis for the housing and employment components of the development strategy.</p>
Historic Environment	<p>Step 2: Natural & Historic Environment Strategic Overview Step 3: Historic Assets Topic Step 3: Landscape Character Topic Step 4: Areas of Search Step 5: Scenario Testing Step 6: Preferred Strategy</p> <p>Scenario testing will involve an integrated appraisal of the</p>

SA Framework Topic	Plan-making process
	whole settlement character and setting.
Housing (including gypsies and travellers)	<p>Step 2: Housing Strategic Overview Step 5: Scenario Testing Step 6: Preferred Strategy</p> <p>Housing mix and tenure, and special housing needs are considered in the strategic overview on housing and demographic change. Housing market areas inform the development of scenarios for testing the cumulative impact of development.</p>
Land (includes waste)	<p>Step 2: Natural Resources Strategic Overview Step 2: Green Belt Strategic Overview Step 3: Minerals and Waste Designations Topic Step 3: Green Belt Topic Step 3: Boundary Limits Topic Step 3: Strategic Gaps Topic Step 3: Agricultural Land Classifications Topic Step 3: Environmental Stewardship Topic Step 6: Preferred Strategy</p>
Landscape	<p>Step 2: Natural & Historic Environment Strategic Overview Step 3: Landscape Character Assessment Topic Step 5: Scenario Testing Step 6: Preferred Strategy</p> <p>Scenario testing will involve an integrated appraisal of the whole settlement character and setting.</p>
Transport	<p>Step 2: Transport Strategic Overview Step 3: Highways Infrastructure Step 3: Vehicular access Step 3: Access to Bus services Step 3: Access to Railway Stations Step 5: Scenario Testing Step 6: Preferred Strategy</p> <p>Traffic modelling of alternative development scenarios will be undertaken to enable a more realistic look at the network effects of traffic.</p>
Water	<p>Step 2: Water Strategic Overview Step 2: Waste Water Impacts Step 5: Scenario Testing Step 6: Preferred Strategies</p>

SA Framework Topic	Plan-making process
	<p>Water cycle issues will be considered throughout the process, including the effect on groundwater and the aquifer, and environmental effects including the European Water Framework Directive.</p>
<p>European Sites</p>	<p>Step 2: Natural & Historic Environment Step 3: Designated Wildlife Sites Step 5: Scenario Testing Step 6: Preferred Strategies</p> <p>A full Habitats Regulations Assessment (HRA) will be conducted as part of scenario testing. HRA is a requirement of the Habitats Directive. European sites are those designated as follows:</p> <ul style="list-style-type: none"> • Special Areas of Conservation (SACs) • Special Protection Areas (SPAs) • Ramsar Sites <p>For the Issues and Options stage, an HRA Screening report was prepared to identify any potential impact pathways between development in East Herts and the following European Sites:</p> <ul style="list-style-type: none"> • Wormley-Hoddesdonpark Woods SAC • Epping Forest SAC • Lee Valley SPA • Lee Valley Ramsar • Eversden and Wimpole Woods <p>The Screening Report concluded that options for significant development could not be screened out as having no likely significant effects on the European Sites. It therefore recommended that a more detailed Appropriate Assessment will be required, based on firmer growth options, in order to determine in-combination effects, and the amount of mitigation (if any) required. This work will be undertaken at Step 5.</p>

1.12.9 A monitoring framework will be established where suitable data are available, to ensure that the sustainability effects can be managed and corrective action taken if necessary.

1.12.10 The cumulative impacts of development will be assessed through a testing process which compares combinations of options into district-wide scenarios.

The SA framework suggests a series of 'spatial areas' which will be considered in the scenario testing exercise to help identify the impact of development in terms of its function in relation to the surrounding area.

- 1.12.11 The SA framework also includes equalities and rural impacts of the development options. The SA Scoping Report identified that the main issues in East Herts relate to provision for the young and for the elderly, particularly in the rural area, and in relation to gypsies and travellers. Equalities and rural issues are considered in the strategic overview of housing and demographic change.
- 1.12.12 URS consultants have been have been retained as a 'critical friend' to East Herts Council in respect of sustainability appraisal matters. **Essential Reference Paper F** includes a letter from URS consultants confirming that the approach outlined by the Council in this document complies with national and European requirements.

Chapter 2: Strategic Overview

2.1 Introduction

2.1.1 Step 2 of the policy process is to identify the key strategic issues likely to affect the choice of location of future development. This requires investigation of a wide range of different social, economic and environmental issues.

2.1.2 Identification of strategic issues is based on the following:

- national planning policy, which identifies the scope of planning issues and sets out strategic priorities for plan-making;
- Government statistics^j, reports and other publications;
- technical studies on various social, economic and environmental topics including infrastructure and demographic projections;
- consultation feedback from the Issues and Options stage;
- meetings with the providers of infrastructure and services;
- planning judgement (issues important to strategy development).

2.1.3 The scope of the strategic overviews is defined by a number of matters, as explained in Section 1.4 of this document. Strategic Overviews set the overall focus for work at subsequent steps of the strategy selection process. It may be that some of the information contained in the strategic overviews will need to be amended as more information is obtained as work progresses.

2.1.4 Some planning issues can be considered under a number of different headings. For example, climate change is usually considered in terms of reducing greenhouse gases (mitigation) and in terms of creating environments which can be resilient to the unavoidable effects of climate change (adaptation). However, within these categories there are issues relating to transport (reducing emissions), economy (low carbon business), environment (flood risk), housing (insulation), infrastructure (district heating), water (supplies), and natural resources (renewable and low carbon energy). There are also cross-cutting concerns. For example, biomass boilers may result in lower CO₂ emissions but a rise in particulates, which is an environmental health issue.

^j Many prepared by the Office for National Statistics (ONS). These include www.neighbourhood.statistics.gov.uk. Mid-Year Population Estimates published by ONS. The 2011 Census results are expected to be published during 2012-3. In the meantime the 2001 Census data, although over 10 years old, provides a good indication of trends sufficient for many strategic planning purposes.

- 2.1.5 The approach taken here is to avoid duplication and repetition by dealing with issues where relevant as part of each separate strategic overview. *Step 5: Scenario Testing* and *Step 6: Preferred Strategy* will consider more specifically how such cross-cutting issues might influence the emerging development strategy.

2.2 Housing

Scope of this Overview

- 2.2.1 This overview sets out how housing issues will be dealt with in respect of the development strategy. The key housing issues are considered to be:

- Demographics and the Housing Target
- Affordability and the Housing Market
- Housing Density, Type and Size
- Ageing Population and Specialist Needs
- Brownfield Land, Urban Capacity and Mix of Uses
- Gypsies and Travellers and Travelling Showpeople
- Housing Design and Functionality

- 2.2.2 Other housing related issues, including many raised through the Core Strategy Issues and Options Consultation in 2010 are also discussed. Because the preparation of the plan is a 'stepped' approach, this overview also sets out how the housing issues will be dealt with under later steps.

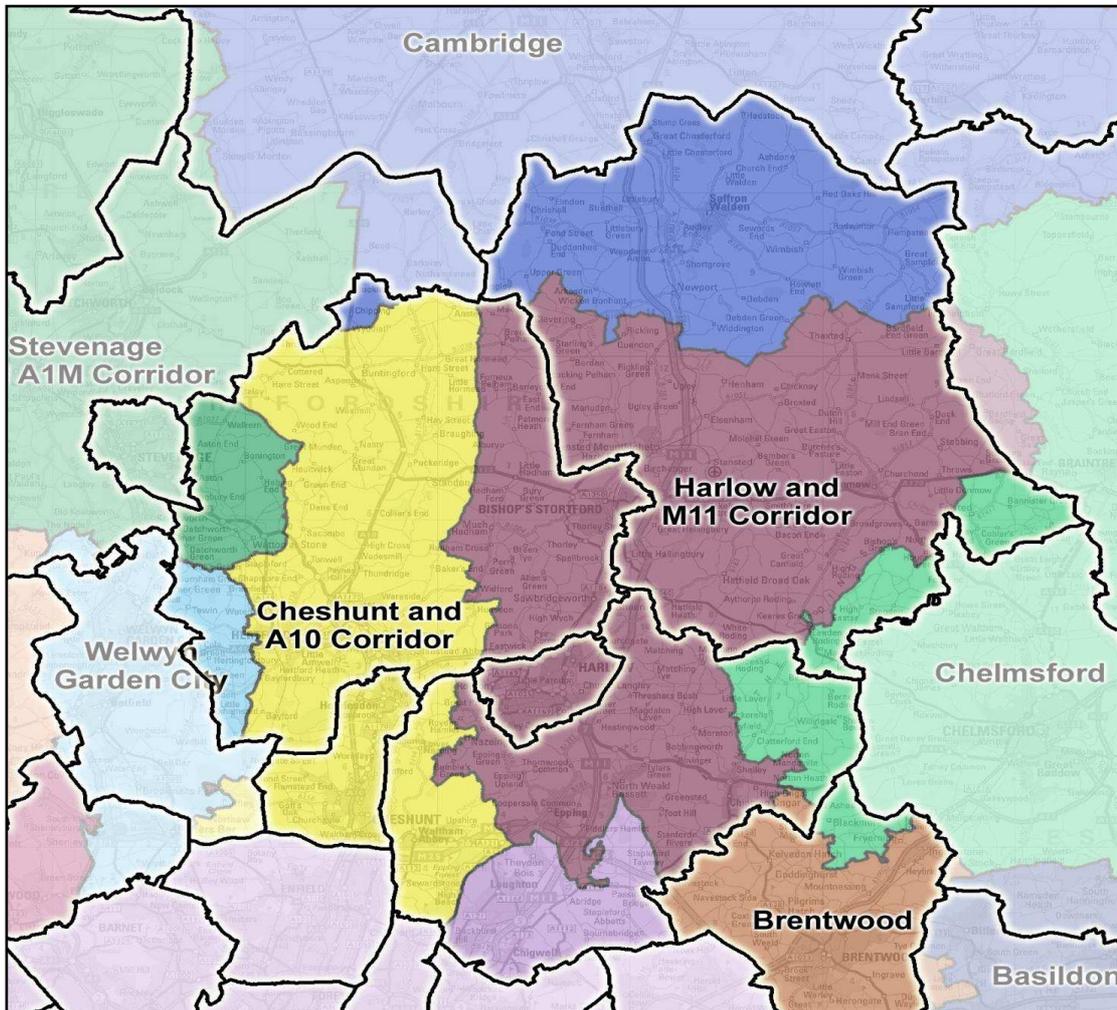
Demographics and Housing Target

- 2.2.3 Over the next twenty years the population of East Herts is expected to grow by 18,900 people¹. This growth will be caused by both 'natural change' (the difference between births over deaths) as well as people coming into East Herts from outside the district (migration).
- 2.2.4 In terms of migration, East Herts 'imports' population from London and the neighbouring districts of Broxbourne, Epping Forest and Harlow and 'exports' population to Uttlesford². These flows reflect the fact that East Herts is not an 'island' nor is it a single housing market area and that when purchasing a home, people tend to ignore local government administrative boundaries preferring to relocate along travel-to-work corridors. The housing market areas are shown in Figure 2.1 below.
- 2.2.5 It is possible to seek to meet the 'internal' housing needs of the existing East Herts population, often referred to as 'local needs'. That is, just build enough houses to meet the housing requirements of the current population. However, such an approach is not considered appropriate since whilst you achieve this

numerically, it is not considered that it would adequately meet the actual housing needs of the residents of East Herts.

- 2.2.6 This is because the UK has a free housing market and anyone can buy a house (or houses) anywhere. Given that East Herts is a desirable location in which to live, individuals and families from outside the district may have a higher purchasing power and successfully out-price local people. A lower housing target which overly limits supply will therefore exacerbate this problem causing un-affordability to increase and local people being forced to move outside the district away from their families.

Figure 2.1: Housing Market Areas³



- 2.2.7 Whilst the population of East Herts is expected to grow by 13.6% to 2031 (an increase of 18,900 people⁴), the number of households is expected to grow by 13,068, representing a 22.6% increase over the same period⁵.

- 2.2.8 The difference between the level of population growth and the level of household growth is due to the age profile of the population (different population profiles generate differing housing requirements). The trends for a

reduction in household size and an increase of smaller households are set to continue, with household size expected to reduce from a ratio of currently 2.4 to 2.2 persons per household by 2031. This reduction is driven to a large degree by an ageing population, with over two-thirds of the population growth by 2031 expected to be aged over 65 years⁶, as well as continued growth in younger people choosing to co-habit later.

- 2.2.9 As the local planning authority, it is East Herts Council's responsibility to plan for and meet the future housing and development needs of the district. Previously, the number of houses that had to be 'planned-for' (known as the district housing requirement or target) was set by the strategic planning authority: originally Hertfordshire County Council (HCC) through the Structure Plan and then, between 2004 and 2012, the East of England Regional Assembly (EERA) through the Regional Spatial Strategy (RSS) or Regional Plan. In 2011, regional assemblies were abolished and their strategic planning functions ceased. Regional Plans will be formerly abolished in 2012.
- 2.2.10 In the absence of the East of England Regional Plan, the requirement to deliver the district housing requirement has not disappeared. Instead, East Herts Council is now solely responsible for setting its own district housing requirement. In doing so, East Herts Council must ensure that its plans are consistent with national planning policy⁷. The Draft National Planning Policy Framework (NPPF) states that *objectively assessed development needs should be met*⁸ and *'to boost the supply of housing, local planning authorities should use an evidence-base to ensure that their Local Plan meets the full requirements for market and affordable housing in the housing market area'*⁹.
- 2.2.11 The Population and Household Topic Paper reported to the LDF Executive Panel 29th March 2012 sets out the background and considers the implications of various housing targets. It acknowledges that in line with the accepted principles of sustainable development, a housing target cannot simply be imposed: its geographic implications must be tested to ensure that the level of housing growth is appropriate and balances the social and economic needs of the district with its environmental capacity. The development strategy will set the district housing target for East Herts to 2031, including identifying the numbers and broad locations where these homes will be built.
- 2.2.12 It should be noted that East Herts Council is required to maintain a continuous supply of housing. As such, houses with planning permission are counted as part of the supply and are deducted from the total when built. These are listed in the Council's Housing Trajectory and include both allocated and non-allocated housing sites¹⁰. This figure of 5,978 homes, and any additional homes that are granted planning permission between now and

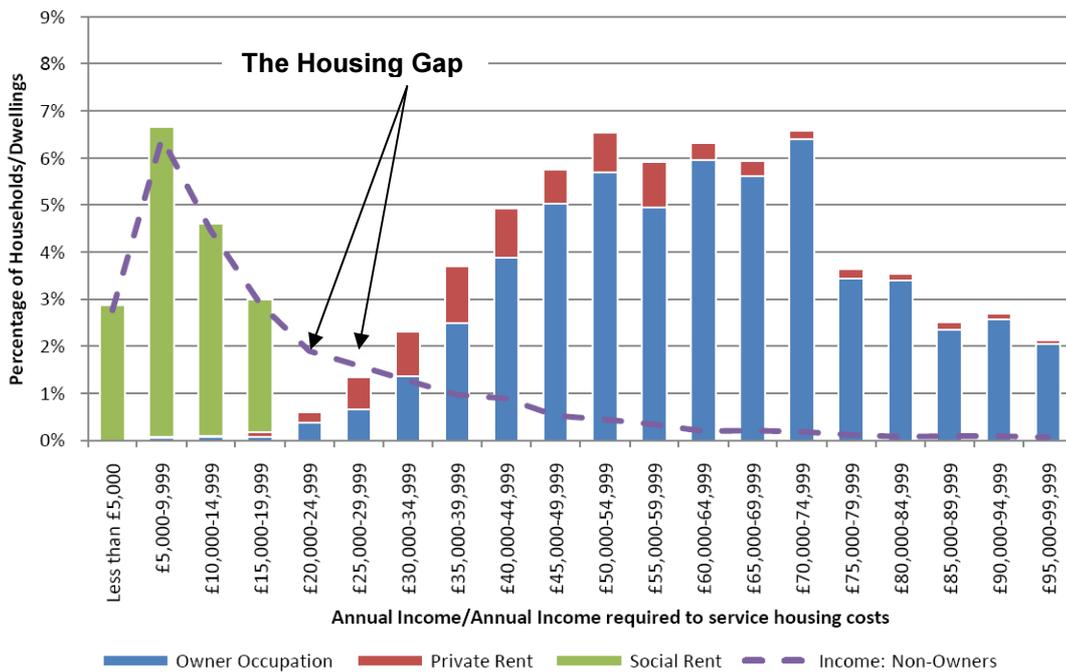
adoption of the District Plan, will be deducted from the housing target leaving a 'to-find' figure, which is the number of homes that has to be planned for in the development strategy.

Affordability and the Housing Market

- 2.2.13 East Herts Council, like any local planning authority, does not have the powers to restrict the ownership or occupation of homes sold on the open market. It does, however, have a responsibility to provide advice and assistance to secure accommodation for those who are homeless¹¹. Although an extreme outcome, ultimately, homelessness is caused by an imbalance in the housing market and individuals not being able to meet their own housing needs. Alternative outcomes include overcrowding and/or sub-standard housing.
- 2.2.14 The location of East Herts on the periphery of London in the Southeast of England means that the affordability of housing (i.e. the relationship of income to house prices) is a key issue. Between 2000 and 2008, the average property price in East Herts increased by 117%, compared with 85% in Uttlesford and 133% in Epping Forest¹².
- 2.2.15 Figure 2.2 (below) identifies a 'gap' in the housing market. If the housing market was balanced, the amount of housing stock (columns) would exceed the proportion of local households who can afford housing in that income band (dotted line) in every income bracket. As can be seen, for those households earning between £20,000 and £29,999 per annum, the columns do not exceed the dotted line so there is a shortage of homes available to these households to either rent or buy. Individual earners would need to earn at least £55,000 per annum whilst joint earners would need an income of at least £65,000 per annum just to afford properties in the cheapest quarter of the market.
- 2.2.16 To help prevent homelessness, East Herts operates a housing register. As at December 2011 there are 2,754 live housing applications on the East Herts Housing Register, consisting of 5,404 people. This is a 91.5% increase since 2001. Of the 2,754 applications, 1,628 (59%) are considered to be in housing need^k.

^k This increase may also reflect the impact of the introduction of Choice Based Lettings and the fact that anyone can join the register.

Figure 2.2: The Affordability of Housing¹³



2.2.17 To help balance the housing market, East Herts Council seeks to provide subsidised housing, known as affordable housing (formerly Council housing)^l to those households considered to be in housing need. Affordable housing is allocated using a points system based on level of need. When allocating homes, weighting is given to individuals with a local connection to East Herts as well as other housing need issues.

2.2.18 Affordable housing is delivered through the planning system usually as a percentage of market housing. East Herts Council currently seeks up to 40% on eligible sites^m.

2.2.19 It should be noted that land values vary across the district, and as such, the imposition of affordable housing requirements and tenure mix would have a different impact on the viability of residential schemes in different areas. The lowest value area is CM23 Bishop’s Stortford whilst the highest value area is SG13/14 Hertford¹⁴. This broadly reflects the split of the district between the A10 corridor and the M11 Corridor housing market areas, as shown in Figure 2.1.

^l Affordable housing is defined in the Draft NPPF as ‘social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. “Low cost market” housing may not be considered, for planning purposes, as affordable housing (Draft National Planning Policy Framework, page 53, (CLG, July 2011)).

^m Currently, the Council seeks 40% of homes on sites providing 15 or more dwellings or 0.5 or more hectares in the Six Main Settlements and 3 or more dwellings or 0.09 or more hectares in Category 1 and 2 Villages to be provided as affordable^m. Of these, 25% are required to be provided as Shared Ownership and 75% as Affordable Rented properties.

2.2.20 The percentage requirement, site size thresholds and tenure split are all important planning issues. However, these are not considered to be strategic in nature. Instead, the development strategy will deal with the locations where affordable housing provision will be sought. Detailed affordable housing policy will be included within allocations and policies.

Housing Density, Type and Size

2.2.21 Housing density is a measure of the amount of land used for development (usually expressed as dwellings per hectare (DPH)). Higher densities allow land to be used more efficiently (i.e. less land is required for development) and are considered to be more sustainable. However, since higher density development is usually associated with flatted apartments and taller buildings, the impact of increasing densities on character must be considered. The Draft NPPF allows local planning authorities *to set out their own approach to housing density to reflect local circumstances*¹⁵. The development strategy will set out indicative density ranges considered appropriate for East Herts.

2.2.22 Density is often determined by the size of the homes themselves. In recent years there has been a proliferation of one and two bedroom flatted apartments, reflecting both demographic trends and the desire to re-use brownfield land.

2.2.23 Looking forward, based on the likely population profile and size mix of the existing housing stock, nearly two-thirds of new homes should be 2-3 bedrooms and almost a quarter 1-bed homes¹⁶. Whilst it may be difficult for a local planning authority to control, the impact of owners of existing properties continuing to convert their smaller homes to larger homes, also needs to be considered. The development strategy will set out indicative dwelling size requirements considered appropriate for East Herts.

2.2.24 *The planning system can play an important role in facilitating social interaction and creating inclusive communities*¹⁷. This can be achieved by ensuring that developments create mixed communities by providing for a range of housing types, sizes and tenures. The requirement for the provision of an appropriate mix of housing types, sizes and tenures will be set out in the development strategy, although specific allocations and any policy criteria will be identified in allocations and policies.

Ageing Population and Specialist Needs

2.2.25 A key issue for East Herts is its ageing population. Hertfordshire County Council (HCC) is the commissioning authority for older persons housing and care needs. Their preference is for a move away from residential and nursing care to the provision of 'flexi-care'¹⁸. Flexicare schemes enable a greater mix

of older people to live independently, with their own tenancy but with communal areas and the reassurance of having 24 hour care provided should they need it, or as and when they need care, as they get older and their care needs change.

- 2.2.26 Flexicare schemes can be both publicly and privately provided. HCC are seeking the even spread of socially rented flexi-care units across the district, with the preference being for town locations. In terms of private provision, flexi-care schemes could be developed anywhere across the District, as market analysis has found a shortfall of services providing an alternative to residential care for those people self-funding their care. Every flexicare scheme should meet the HCC criteria both in terms of design and location requirements.
- 2.2.27 The requirement for the provision of flexicare schemes will be set out in the development strategy, although specific allocations and any policy criteria will be identified in allocations and policies.
- 2.2.28 HCC is also the commissioning authority for specialist housing services such as for those with mental health, learning disability and physical disabilities. The current level of provision varies across the district and there is a shortfall in some areas, which has resulted in a high proportion of placements being made outside of the District. Outpatient numbers are amongst the highest, and the future population growth in East Herts indicates that there will be a need for additional services to meet the growing needs of the population. Target areas are the larger settlements of Bishop's Stortford, Hertford and Ware because of the transport links and lower risk of isolation. It is not considered that such provision would be specifically identified in the LDF (District Plan). Instead, it is considered that provision would be made through the provision of affordable housing or through a specific allocation in allocations and policies.

Brownfield Land, Urban Capacity and Mix of Uses

- 2.2.29 Whilst the exact locations of new homes are still to be determined, how and where they could be accommodated are important issues. One of the Core Planning Principles set out in the Draft NPPF is the requirement to *focus significant development in locations which are or can be made sustainable*¹⁹. In general terms, such locations are considered to be existing urban areas such as towns and large villages.
- 2.2.30 Monitoring shows that in the year to 31st March 2011, 71% of all new and converted dwellings in East Herts were built on previously developed (brownfield) land. However, brownfield land is a finite and dwindling resource.

For example in 2017/18 it is anticipated that only 23% of new homes in the district will be on previously developed land, compared to 96% in 2007/08²⁰.

- 2.2.31 Whilst every effort should be made to make the best use of urban land, the effects of doing so must also be considered including the effect of the loss of garden land and land for other commercial and non-residential uses, which can have economic consequences. As of summer 2011, East Herts has 575 empty homes. In terms of trends, the number of empty homes has remained relatively stable over the past ten years around the 650 mark, and the current figure is the lowest it has been since 2002. Bringing empty homes back into use is a painstaking process which entails lengthy negotiations for each new home brought into use. On average, between 10 and 20 homes are brought back into use every year. Therefore, it seems very unlikely that empty homes will provide a significant contribution to meeting East Herts' overall housing need.
- 2.2.32 The Council is also undertaking a Strategic Land Availability Assessment (SLAA) which will provide further information as to the capacity of the existing urban areas to accommodate further development. The development strategy will establish the settlement hierarchy and the broad locations for development in East Herts to 2031. The Council's approach to the re-use of existing buildings will be set out in allocations and policies. Ensuring that the Council delivers its housing target will also help ensure that development on unwanted sites can be controlled.
- 2.2.33 It is also important to ensure that new developments provide for a mix of land uses including community facilities, open space and employment uses. In accordance with the Government's objective to create *strong, vibrant and healthy communities*²¹ large residential estates should be avoided. The development strategy will set out the broad mix of uses the Council will expect on new development sites.

Gypsies and Travellers and Travelling Showpeople

- 2.2.34 As with the settled population, local planning authorities have a responsibility to plan for the accommodation needs of Gypsies and Travellers and Travelling Showpeople²². As with general housing, the requirements for East Herts district were set by the East of England Plan²³.
- 2.2.35 In respect of Gypsies and Travellers, of the 46 permanent pitches required for the period 2006 to 2021, ten have already been provided in East Herts. A need for transit provision for 20 transit pitches for the whole of Hertfordshire for the period to 2011 was also identified; however, no district specific figures were provided and no transit provision has been made to date in the district. In respect of Travelling Showpeople, for the period 2006 to 2021 the

requirement is for 14 plots in East Herts; none of which have yet been provided²⁴. For both Gypsies and Travellers and Travelling Showpeople, no target for the period 2021 to 2031 has been provided.

- 2.2.36 In 2011 the Government consulted on a draft 'Planning for Traveller Sites' Planning Policy Statement (PPS) to replace both national and regional planning guidance in respect of Gypsies and Travellers and Travelling Showpeople²⁵. This document indicated that the Government would support the local determination of need, as a basis for future pitch and plot provision. A final version of this PPS has yet to emerge; however, the later consultation on the draft NPPF included potential for the revised guidance to be subsumed within this larger document.
- 2.2.37 If local need alone were to be taken into account then an indicative target totalling nine pitches to be provided for the period from 2006 to 2021 would be more applicable for East Herts (all of which have already been provided). Under a locally arising needs scenario, Travelling Showpeople's targets would be likely to remain as 14ⁿ.
- 2.2.38 Until final national planning policy is published, it is not possible to determine the exact numbers of pitches and plots that will need to be accommodated within East Herts over the plan period to 2031. What is certain is the fact that the LDF (District Plan) must make provision to meet the accommodation needs of these specific groups as part of its overall housing requirement and that a needs assessment to establish what that provision should be for the period 2021 to 2031 will need to be undertaken in due course. One benefit of appropriate planned provision is that it helps support the Council in taking action where illegal encampments occur.
- 2.2.39 As such, it is considered that the policy approach to the provision of permanent and transit pitches for Gypsies and Travellers and plots for Travelling Showpeople will be set out in allocations and policies. This will take account of evidence such as local need²⁶, site suitability for purpose, sustainability criteria and the potential for large-scale development opportunities to aid delivery. It should also be noted that the starting place for the identification of sites for pitches and plots is likely to continue to be in areas beyond the Green Belt.

ⁿ It should be noted that the needs of Travelling Showpeople differ to those of Gypsies and Travellers as, in addition to residential accommodation, secure, permanent bases are required due to the need for storage of equipment and maintenance of rides. Furthermore, circus people may also require an enclosed rehearsal spaces and also areas to exercise animals.

Housing Design and Functionality

- 2.2.40 The design of new homes is an important issue. Design can refer to architectural appearance; the relationship to other buildings and the street scene; and functionality.
- 2.2.41 Whilst planning can seek to influence the general appearance of new buildings, it should *avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, layout and access of new development*²⁷. This is known as urban design and can help ensure inclusive, accessible communities²⁸.
- 2.2.42 Functionality refers to the non-aesthetic elements of design such as Lifetime Homes Standards, which are design principles that seek to enable general housing to meet the existing and changing needs of diverse households over time, *including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items*²⁹. Allocations and policies will include detailed urban design and public realm policies, including policies relating to residential amenity and standards. The issue of zero carbon homes is discussed in further detail in the Natural Resources Strategic Overview.

Housing Next Steps

- 2.2.43 As can be seen above, it is considered that most issues in respect of housing can be dealt with in allocations and policies, as opposed to the development strategy. This section sets out how housing issues will be dealt with through the steps approach to the preparation of the development strategy.
- 2.2.44 *Step 3: Topic Assessments* - will consider how the availability of land relates to the areas of search.
- 2.2.45 *Step 4: Areas of Search Assessments* - will consider any relevant information for the areas of search in relation to all the topic assessments carried out under Step 3, along with relevant technical studies. For example, an area of search may perform well in terms of land availability, but may score poorly in terms of environmental concerns.
- 2.2.46 *Step 5: Scenario Testing* - will examine the cumulative issues of a number of different strategy scenarios, in order to determine the potential impacts of all the relevant topic and areas of search assessments carried out in Steps 3 and 4. This step will be key in determining an appropriate housing target for East Herts district.

- 2.2.47 *Step 6: Preferred Strategy* - will set out the draft strategy and development principles to planning for housing including the housing target, settlement hierarchy, and broad mix of uses (including housing for older people) required on strategic sites. It will also set out where affordable housing will be applied, and indicative requirements for density and sizes of new dwellings.

Housing References:

- ¹ 2008-based Sub-National Population Projections (SNPP) published from the Office for National Statistics (ONS) in 2010
- ² Information from Strategic Housing Market Assessment (SHMA) (ORS, 2010) <http://www.eastherts.gov.uk/index.jsp?articleid=15675>
- ³ Figure 15, p47, Strategic Housing Market Assessment (SHMA), (ORS 2010) <http://www.eastherts.gov.uk/index.jsp?articleid=15675>
- ⁴ 2008-based Sub-National Population Projections (SNPP) published from the Office for National Statistics (ONS) in 2010
- ⁵ 2008-based Sub-National Population Projections (SNPP) published from the Office for National Statistics (ONS) in 2010
- ⁶ Interrogation of 2008-based Sub-National Population Projections (SNPP) published from the Office for National Statistics (ONS) in 2010
- ⁷ Planning & Compulsory Purchase Act 2004 (as amended), Chapter 5, Section 20, Part 5(b)
- ⁸ Draft National Planning Policy Framework, paragraph 20 (CLG, July 2011)
- ⁹ Draft National Planning Policy Framework, paragraph 109 (CLG, July 2011)
- ¹⁰ Appendix C, Annual Monitoring Report (AMR) 2010-2011 www.eastherts.gov.uk/amr
- ¹¹ 1996 Housing Act (as amended)
- ¹² Paragraph 7.2, p101, Strategic Housing Market Assessment (SHMA), (ORS 2010) <http://www.eastherts.gov.uk/index.jsp?articleid=15675>
- ¹³ Figure 124, p126, Strategic Housing Market Assessment (SHMA), (ORS 2010), <http://www.eastherts.gov.uk/index.jsp?articleid=15675>. NB: graph shows the housing market for the whole LCB (East)/M11 Sub-region, not just East Herts
- ¹⁴ SHMA Viability Assessment, Level, 2010 <http://www.eastherts.gov.uk/index.jsp?articleid=15687>
- ¹⁵ Draft National Planning Policy Framework, paragraph 109 (CLG, July 2011)
- ¹⁶ p143, Strategic Housing Market Assessment (SHMA) (ORS, 2010) <http://www.eastherts.gov.uk/index.jsp?articleid=15675>
- ¹⁷ Draft National Planning Policy Framework, paragraph 125 (CLG, July 2011)
- ¹⁸ Flexicare Housing Hertfordshire: Accommodation Services for Older People, (Hertfordshire County Council, Adult Care Services, 2009)
- ¹⁹ Draft National Planning Policy Framework, paragraph 19 (CLG, July 2011)
- ²⁰ Figure 6, Page 25 East Herts Annual Monitoring Report 2010/11 (December 2011) www.eastherts.gov.uk/amr
- ²¹ Draft National Planning Policy Framework, paragraph 124, and also see paragraphs 125 - 132 (CLG, July 2011)
- ²² The Housing Act 2004 (Section 225) requires local authorities to consider Gypsy and Traveller sites as part of their Accommodation Assessments and to prepare strategies to meet those needs.
- ²³ Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England, A Revision to the Regional Spatial Strategy for the East of England, Government Office for the East of England, July 2009 (Policies H3 and H4).
- ²⁴ A figure of 20 plots was identified for the joint East Herts and Broxbourne area. The East Herts element of this relates to nine plots for the period 2006-2011 with a further five plots to 2021, giving a total of fourteen plots.

²⁵ Circular 01/2006, 'Planning for Gypsy and Traveller Caravan Sites'; Circular 04/2007, 'Planning for Travelling Showpeople'; and Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England, A Revision to the Regional Spatial Strategy for the East of England, Government Office for the East of England, July 2009.

²⁶ E.g. Accommodation Needs of Gypsies and Travellers in Northern and Eastern Hertfordshire, Stage Two: Identification of Potential Areas to Accommodate Gypsy and Traveller Pitches in the Study Area (Scott Wilson, October 2007)

²⁷ Draft National Planning Policy Framework, paragraph 117 (CLG, July 2011)

²⁸ See paragraphs 114-123 on Design and 124-127 on Sustainable Communities in the Draft National Planning Policy Framework, (CLG, July 2011)

²⁹ <http://www.lifetimehomes.org.uk/pages/revised-design-criteria.html>

2.3 Economy

Scope of overview

2.3.1 This overview sets out how economy issues will be dealt with in respect of the development strategy. The key economy issues are considered to be:

- Economic History and geography
- Businesses and Employment Land
- Rural Economy
- Retail and Services
- Tourism

2.3.2 Other economy related issues, including many raised through the Core Strategy Issues and Options Consultation in 2010 are also discussed. Because the preparation of the District Plan is a 'stepped' approach, this overview also sets out how the economy issues will be dealt with under later steps.

Economic History and Geography

2.3.3 In order to understand the economic environment of East Herts as a district it is important to understand the economic environment of Hertfordshire as a whole and the relationship of the county within the national and international economic context.

2.3.4 The commercial property market of Hertfordshire has a strong, high quality manufacturing base, with many national and international high technology occupiers carrying out specialist manufacturing and research and development functions. The success of these has been built from access to a high quality pool of labour, accessibility to London, and to national and international markets, the high quality environment, location of higher education establishments and the historic location of pioneering industries such as aviation and pharmaceuticals. In recent decades this has enabled the growth of logistics and distribution industries.

2.3.5 Despite these positive attributes, many of the key employment locations within the county suffer from a market perception of infrastructure problems, primarily associated with transport infrastructure, but also the physical environment, higher education (skills levels), and the general quality of commercial building stock. There is intense competition not only from London but from other locations which have a similar travel distance and connection to the city. Within Hertfordshire itself some locations fare better than others because of their locations, quality, constraints and economic histories. This is acknowledged in the Hertfordshire Strategic Employment Sites Study³⁰.

Within East Herts this is manifested in the location of the more successful employment sites being located in the main towns of Bishop's Stortford, Hertford and Ware and to a lesser extent Buntingford; i.e. near the M11, A414 and A10 corridors.

- 2.3.6 As with housing, employment is a fluid and mobile activity and is less constrained by distance now than it once was. Travel to work data³¹ for the main settlements in the district indicate that 14-18% of the East Herts working population commutes to and from London; hence there are greater pressures for housing in the towns with train services. People will travel considerable distances to seek employment, particularly in specialist fields. Whilst it may be desirable to live near to a place of work this is not in many cases an option, particularly when two adults in a family may work in different locations. People often choose to live in travel to work corridors to enable access employment some distance away, rather than working locally.
- 2.3.7 It is no longer the case of leaving school and securing a 'job for life'. Employers relocate forcing individuals to commute long distances, or close down forcing redundancy; skills and individual circumstances change over time and therefore careers also change. It is important therefore to acknowledge that planning for the economic prosperity of a district will be limited to those economic factors that a district planning authority can influence.

Businesses and Employment Land

- 2.3.8 East Herts is a prosperous district with higher than average earnings and low unemployment with a claimant count rate of 1.9%. East Herts contributes significantly to the economy of the county accounting for around 11% of Hertfordshire's Gross Value Added³² (GVA)^o. Employment and unemployment levels in the district have performed better than the county average even during the peak of the recent recession. However, in the last decade East Herts has seen a decrease in office and factory/manufacturing floorspace and an increase in warehouses. This trend is anticipated to continue³³, with forecasts predicting a decline in B2 and slight increases in B1 and B8 uses³⁴.
- 2.3.9 The district has a sound economic base built on small and medium-sized firms including engineering, high-tech computer companies, brewing, printing, food processing and distribution, and Stansted Airport related service industries. The presence of GSK in Ware contributes significantly to the success of the district in the Life Sciences business sector. GSK has

^o GVA is a measure of the value of goods and services produced in an area, industry or sector of an economy.

sites within Stevenage and Harlow and the employer attracts a significant number of supporting businesses creating a cluster of Life Sciences.

- 2.3.10 The District Council cannot fund the construction of new employment locations, but it can encourage and enable such development through a positive planning policy approach, combined with land allocations/designations in appropriate locations. In order to deal with the above issues, the employment potential of the areas of search will need to be assessed. The application of a general policy against the loss of existing and creation of new employment land is considered to be a key component of the development strategy. This will take into account issues of location, viability and the quality of employment land. Detailed criteria-based policy for assessing the impact of the loss of employment land and the development of new employment sites will be included in Allocations and Policies.

The Rural Economy

- 2.3.11 East Herts has the most significant rural economic profile in the county. There are 433 holdings in East Herts in total occupying 34,647 hectares.³⁵ Many of these businesses have diversified and have a second income stream. Some diversification schemes, such as those that create visitor attractions result in the intensification of the rural area but can also act as a means of connecting visitors to the countryside, supporting rural jobs and crafts. In terms of employment land in the rural area, this tends to be smaller and of comparatively poorer quality than town counterparts. It nonetheless provides valuable locations for small and start up businesses. While the rural economy is a major part of the districts' economic profile, it is important to retain and support it but at the same time not seek to preserve it to the point of stagnation. Diversification schemes should be considered on an individual basis to ensure that they do not conflict with the principles of the rest of the strategy.
- 2.3.12 One method of protecting the rural economy is by acknowledging the role of environmental stewardship schemes and areas of higher quality agricultural land and seeking to ensure their protection from development where possible. Agricultural land, particularly that which is subject to environmental stewardship is important in terms of building resilience to climate change and fluctuations in food production. Local food production not only decreases the cost of transporting food to consumers but has the added benefit of reducing CO2 emissions, supporting local rural jobs and crafts and can provide an educational tool of connecting the consumer to the product. The areas of search should be assessed in relation to their agricultural land classification and whether environmental stewardship schemes exist.

- 2.3.13 With the development of new information technology such as broadband internet and Wi-fi connectivity, the technological barriers to working in more remote locations are gradually being overcome³⁶. Working from home, farm or in business hubs^p is becoming more possible, reducing the need to travel to or rent office space in urban locations.
- 2.3.14 Given the importance of the rural economy on the economic success of the district, the application of a general policy seeking to protect and enable rural economic activity is considered to be a key component of the development strategy. This will take into account issues of location, viability and the impact of diversification on the local environment. Detailed criteria-based policy for assessing the impact of the loss of rural employment land and the development of new diversification schemes will be included in Allocations and Policies.

Jobs and skills

- 2.3.15 The East Herts Economic Development Strategy cited ambitions to increase the number of high level jobs in the district. In order to create high value jobs there would need to be a major new purpose-built employment site, created in the district with these industries in mind in order to secure their investment. It is also important that investment is made in higher education, in order to provide the skilled workforce such employers need. Traditionally specialist employers locate near specialist education facilities, sharing experience and research skills. It is unlikely that a new university would be built in the district during the plan period. Given the location of the district in relation to London, Cambridge and our larger neighbouring towns, particularly those with universities, it may be necessary to accept that the role of East Herts will be as a dormitory district where those with higher-skills commute out of the district for employment.
- 2.3.16 This level of out-commuting leads to a range of other issues. The spending power of higher earners can disproportionately raise the cost of properties both in towns and the rural area, leading to an affordability issue for those on average salaries. An ambition that concentrates on high-value jobs risks alienating those unable to attain those positions. Without affordable housing employers may not be able to secure sufficient local labour, but without sufficient labour with the appropriate skills an employer will not locate or invest in an area. The development strategy should therefore seek to support a range of employment uses and range of housing affordability.

^p A premises set up for flexible office uses with associated facilities, available to rent or use on an ad-hoc basis by a range of users.

- 2.3.17 With a decline in agriculture and manufacturing jobs, there is a need to ensure those with manual skills are valued, with more opportunities for adult learning being made. When considering schemes for employment and education, the strategy should seek to enable and support new businesses and entrepreneurial activity, through incubation and new business support schemes. The assessment into employment potential of the areas of search should consider the opportunity to make links with existing or new education facilities such as schools and colleges.
- 2.3.18 As has been indicated in the Housing Strategic Overview, the population of the district is getting older. The population of East Herts is expected to increase by an additional 18,500 persons with two-thirds of this growth being in the 65 and over age range. This has implications in terms of both the number of economically active residents and the abilities of the remaining workforce to continue in full active employment. Where the number of younger working age ranges has shrunk, this leads to an imbalance between employees and dependents, with fewer workers supporting both younger and older age groups. Changes in retirement age, life expectancy and the cost of living into retirement may have implications on the workforce. Older employees tend to be in the more expensive senior roles, while younger workers starting out on their careers are at lower pay scales. One of the problems of increasing the retirement age is that in the short to medium-term there is less churn, or turnover of positions, which can restrict the ability of younger workers to gain employment.
- 2.3.19 The types of jobs created will be determined by the type of employment land developed and is therefore linked to the development strategy, particularly in relation to the opportunities created by links to higher education, incubation and entrepreneurial activities. Housing affordability is also a key part of the development strategy.

Retail and Services

- 2.3.20 The district's five main towns are performing reasonably well despite the recent economic downturn, with only a slight increase in the number of vacant units. The biggest issue facing the district's towns is that of competition from neighbouring centres. Stevenage has just granted permission for a major redevelopment of its town centre; Welwyn Garden City Centre benefits from a wide retail offer including department stores; Harlow Town Centre, combined with its out of centre retail and leisure complexes offer a substantial retail experience combined with greater car parking. Broxbourne Council has an ambition to considerably expand the Brookfield Shopping Centre off the A10, south of Hertford and Ware. It would be impractical and unrealistic to try to compete with these centres, as this would involve the loss of the very character that makes our market towns special.

Of all our towns Bishop's Stortford has changed the most over time and has recently seen plans approved for a large scale extension to the town centre. Should these plans be implemented, the retail offer within the town may be able to reduce the loss of expenditure out of the district and also provide valuable job opportunities.

- 2.3.21 The evolution of the district's historic town centres is both a positive and a negative; it has led to their unique character and charm, but it has also led to congestion and inflexibility, as their historic form tries to accommodate modern travel and shopping habits. The rise of supermarkets often in out-of-centre locations has also contributed to the demise of the town centre in general enabling shoppers to complete all their retail needs in one location. It is therefore common that independent retailers suffer more when economic downturns occur, resulting in high vacancy levels within town centres and re-igniting the question as to the future of the high street.
- 2.3.22 The draft NPPF sets out its approach to retail policies,³⁷ and these should be strengthened by local policies that support the viability and vitality of town centres, including the establishment of town centre boundaries and a range of policies to guide the appropriate types of developments that should occur within or outside these boundaries.

Tourism

- 2.3.23 Visitors to the district play a vital role in the East Herts economy. The overall value of tourism to East Herts in 2002 was an estimated £138.8 million. Of this, approximately £43.7 million was generated by staying visitors and approximately £95 million was generated by day visitors. In terms of staying visitors, there were approximately 334,000 trips. In terms of day visitors, there were approximately 3.5 million tourist trips. Expenditure from tourism activities supported an estimated 2,376 full time job equivalents, not including part time and seasonal positions.
- 2.3.24 Whilst tourism plays an important part in the economy of the district, it is really a by-product of the high quality environment of its countryside and historic market towns, along with its locational advantages and proximity to Stansted Airport, rather than something that can effectively be planned for. It is therefore important that the overall planning strategy for the district seeks to retain the qualities that attract visitors and to ensure that tourist-related developments are supported, where they do not conflict with other principles of the strategy.

Economy Next Steps

- 2.3.25 *Step 2: Topic Assessments* – will assess the areas of search in relation to their use as potential employment land and where links to existing or new education establishments could be forged. These assessments should be read in conjunction with separate assessments into access to passenger transport networks, vehicular access and highways infrastructure.
- 2.3.26 Topic assessments should also consider the areas of search in relation to high value agricultural land zones and land subject to environmental stewardship schemes.
- 2.3.27 *Step 3: Areas of Search Assessments* – will consider any relevant information for the areas of search, in relation to all the topic assessments carried out under Step 2, along with relevant technical studies. For example, an area of search may perform well in terms of employment potential, taking account of transport and access constraints, but may score poorly in terms of environmental concerns.
- 2.3.28 *Step 4: Scenario Testing* – will examine the cumulative issues of a number of different strategy scenarios, in order to determine the potential impacts of all the relevant topic and areas of search assessments carried out in Steps 2 and 3.
- 2.3.29 *Step 5: Preferred Strategy* – will set out the draft strategy and policy approach to managing the economy of the district in terms of new and existing employment land and retail areas, rural diversification, education, and tourism. This may include broad locations for new employment land, town centre boundaries and primary and secondary shopping areas.
- 2.3.30 District Plan: Part 2 - Allocations and Policies will set out in further detail, policies regarding the design and use of employment land, rural diversification schemes and retail developments.

Economy References:

³⁰ Paragraph 2.8 and Figure 2-2: Employment Trends 2003-2008 in Hertfordshire Strategic Employment Sites Study 2011.

³¹ Hertfordshire County Council provides summaries of for selected settlements, based on the 2001 Census, (which will be updated as 2011 Census figures become available) at: www.hertsdirect.org/yourcouncil/hcc/env/factsfigs/population/census2001/cenresults/odmatrices/commprof/

³² NOMIS, December 2011

³³ Hertfordshire Strategic Employment Sites Study, 2011 Appendix A, paragraph 2.11, Figure 2.1

³⁴ East Herts Employment Land and Policy Review, 2008, paragraph 5.4

³⁵ East Herts Economic Development Strategy, 2006-2011

³⁶ Broadband Delivery UK Initiative 2011:

www.culture.gov.uk/what_we_do/telecommunications_and_online/7781.aspx

and Hertfordshire and Buckinghamshire Joint Project for Broadband Delivery:

www.hertsdirect.org/your-community/broadband/

³⁷ Draft NPPF, 2011, paragraphs 76 to 80

2.4 Education

Scope of this Overview

2.4.1 This overview sets out how education issues will be dealt with in respect of the development strategy. The main issues relate to the provision of school places for:

- Primary School Provision
- Middle and Upper School Provision
- Secondary School Provision

2.4.2 In East Herts, Hertfordshire County Council (HCC) is responsible for school placements. Comments received in response to the Core Strategy Issues and Options consultation highlighted the need to ensure that the development strategy takes account of the ability of HCC to plan for suitable education provision, both in terms of existing school capacity and potential to expand schools.

2.4.3 Because the preparation of the LDF (District Plan) is a 'stepped approach', this overview also sets out how education will be dealt with under later steps.

School Place Planning

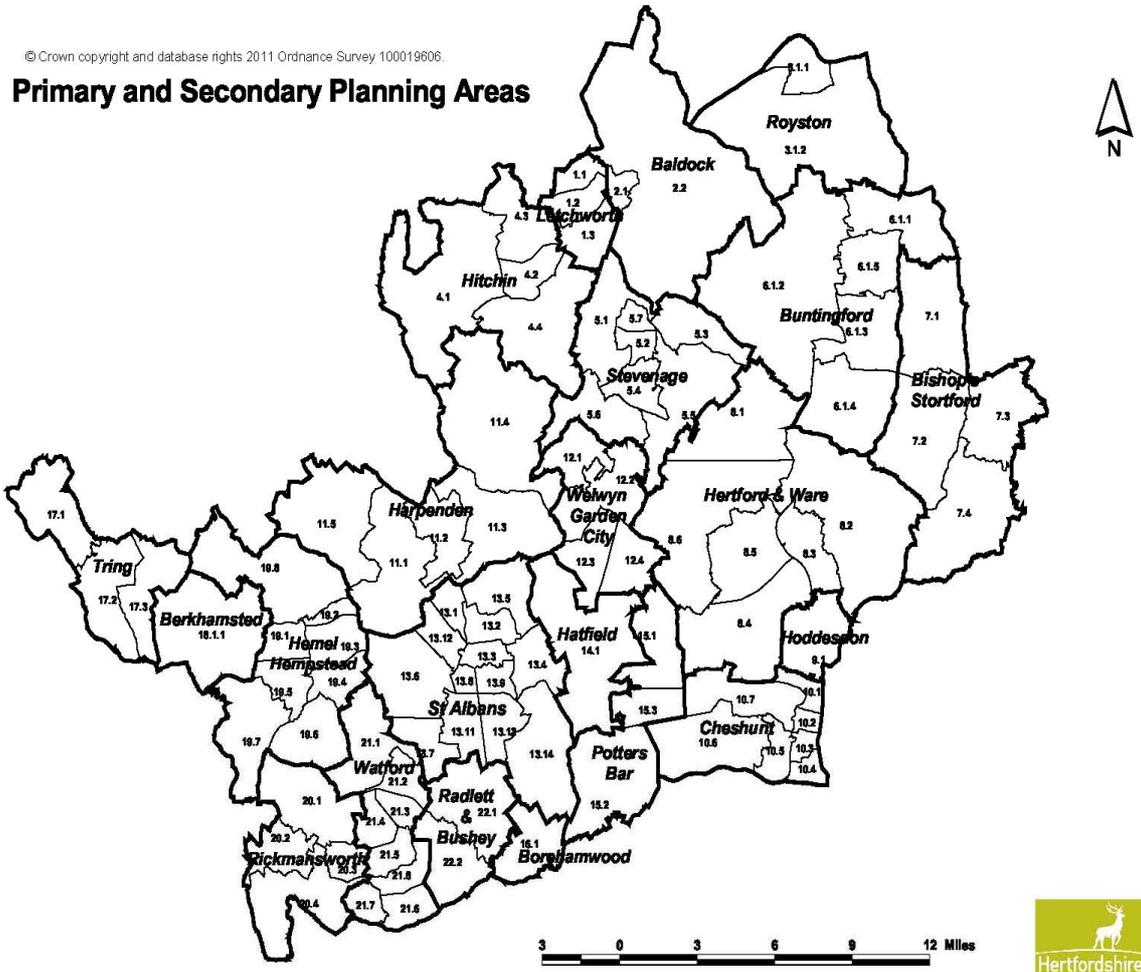
2.4.4 School place planning is based on ensuring that current and future supply is in line with forecast demand³⁸. It assumes an average 'pupil yield' from new developments: i.e. the likely number of school children requiring school places in a particular area. HCC predicts that in East Herts, an allowance of 42 primary pupils and 38 secondary pupils per 100 dwellings (phd) needs to be made. In Bishop's Stortford there is evidence, based on recent developments in the town, to suggest that yields of 20 to 38 phd at primary and 18 to 34 phd at secondary could be expected.

2.4.5 School provision is often described in terms of 'Forms of Entry' (FE). One Form of Entry (1.0FE) equals 30 places per year group. In East Herts, based on the above pupil yields, 1.0FE will be required for every 500 to 850 dwellings when calculating the school requirements from new developments.

2.4.6 HCC is a commissioner of school places, not a provider. School places are commissioned from a wide range of providers in the state funded sector which include community, foundation, trust, voluntary controlled and voluntary aided schools, academies and potentially free schools. HCC engages with the full family of schools across an area to ensure sufficient school places are available to meet demand.

- 2.4.7 HCC is the admission authority for all voluntary controlled and community schools. All other schools (e.g. faith schools, foundation, voluntary aided schools and academies) are their own admitting authority and as such, determine their own admissions rules. HCC coordinates admissions to all maintained schools and academies in Hertfordshire. Many schools have more applications than there are places available. When schools are oversubscribed a set of admission criteria (rules) are used by the school's admitting authority to decide which children should be offered places. Different schools have different admission rules.
- 2.4.8 School planning areas are used to inform decisions around school place planning and are the basis of HCC pupil forecasts. Figure 2.3 (below) shows the primary and secondary education planning areas for Hertfordshire (the thick lines delineate the secondary areas). In East Herts there are three secondary planning areas (Bishop's Stortford & Sawbridgeworth, Hertford & Ware, and Buntingford), and 17 primary planning areas (Bishop's Stortford, Buntingford, Hertford, Sawbridgeworth, Ware, The Pelhams, The Hadhams, Watton District North, Ware Villages, Hertford South Villages, Watton District South, Stevenage South East Villages, Puckeridge, Anstey, Hormead, Braughing and Walkern).
- 2.4.9 The majority of the district is covered by a two tier education system (primary and secondary). However, there is a three tier education system (first, middle and upper schools) operating in the Buntingford area, which includes Puckeridge. Anstey, Hormead, Braughing and Walkern also operate within the three tier system and each has their own planning area.
- 2.4.10 HCC works to ensure wherever possible that school places are provided where they are required to meet local demand, and do so in consideration of both parental preference and analysis of where pre-school aged children live in an area.
- 2.4.11 One of the most challenging roles for a local authority is to ensure that there is always sufficient and suitable education provision for all of its children and young people. HCC has a statutory duty to ensure a school place is offered to every child who applies for one. It is therefore essential that the development strategy for East Herts properly considers the impact of growth upon the statutory duty of the County Council to provide school places.

Figure 2.3: Primary and Secondary Planning Areas



Primary School Provision

- 2.4.12 Primary schools typically have 7 year groups from reception through to Year 6; therefore a 1.0FE school has 30 x 7 = 210 pupils. Many primary schools also have a nursery class, typically with 30 places.
- 2.4.13 HCC policy is to provide 2.0FE primary schools where possible for operational reasons, with 420 pupils (plus nursery). There are also variations in provision, such as in rural areas where schools are often smaller than 2.0FE.
- 2.4.14 To assist in informing the decision on which development strategy would be the most appropriate, HCC has provided information indicating both areas where there is existing capacity, and therefore additional development may not be an issue for school place planning, and those areas where there is no capacity, and whether or not it would be possible to address these issues.

- 2.4.15 In summary, generally the primary schools to the north of the district could accommodate more children, if new housing development was to take place in this location. Primary schools to the south of the district have limited existing capacity to accommodate additional need arising from new development. In Hertford a shortage of 2.0FE is forecast in the short term.
- 2.4.16 If required the development strategy will identify where any new primary schools would need to be. Primary schools should ideally meet the following criteria:
- 2.5 hectares site size
 - Sustainably located
 - Flat site
 - Accessible to pedestrians (less than 2 miles along safe routes) and vehicles
 - Free from site constraints

Middle and Upper School Provision

- 2.4.17 Middle schools have 5 year groups, from Year 5 through to Year 9. An Upper school has 4 year groups, from Year 10 to Year 13. There are two middle schools in the district – Edwinstree C of E in Buntingford and Ralph Sadleir in Puckeridge. Freman College in Buntingford is an Upper School and has 7.0FE.
- 2.4.18 Current forecasts are showing a 0.5FE deficit in the middle schools in Buntingford and Puckeridge. There is also currently a shortfall of 2.0FE in Freman College. If significant levels of development are to occur in the Buntingford area early discussions will be needed with HCC to ensure education provision.

Secondary School Provision

- 2.4.19 Secondary schools have 5 year groups, from Year 7 through to Year 11. A typical Hertfordshire secondary school has between 5.0FE and 8.0FE; therefore a 5.0FE school will have $30 \times 5 \times 5 = 750$ compulsory age pupils. Many schools also have sixth forms, with lower and upper year groups. HCC policy is to provide secondary schools of between 6.0FE and 10FE where possible, for operational reasons.
- 2.4.20 The strategy for expanding secondary provision in the Bishop's Stortford and Sawbridgeworth planning area includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. The Secretary of State's Decision is not

expected until 24 April 2012. Expansion is required to meet forecast demand for places in the area. New development will add to the demand already identified.

2.4.21 In the Hertford and Ware planning area there is a forecast deficit of 2.0FE (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.

2.4.22 If required the development strategy will identify where any new secondary schools would need to be. Secondary schools should ideally meet the following criteria:

- 13-15 Hectares site size (c.4 ha will typically be built development and include hard play and parking areas)
- Sustainably located
- Flat site
- Accessible to pedestrians, vehicles and public transport
- Free from site constraints

Education Next Steps

2.4.23 The above standards set out HCC's preferred model of provision. The Government has recently introduced new policy which allows the setting up of free schools. They are not governed by the same standards as community schools, and may be lower in terms of spatial provision. HCC must, however, continue to seek provision of schools to Department for Education (DfE) standards. Information on the costs of providing new schools and funding mechanisms will be provided in the Infrastructure Delivery Plan.

2.4.24 Education will be dealt with through the next steps in the preparation of the development strategy as follows.

2.4.25 *Step 3: Topic Assessments* – will assess whether or not existing schools are forecast to have sufficient spare places to accommodate the additional pupils generated by development in an area of search; and whether or not existing schools can be expanded to provide any additional capacity.

2.4.26 *Step 4: Areas of Search Assessments* – will consider any other relevant information for the areas of search in relation to all the topic assessments carried out under Step 3 along with relevant technical studies. For example, an area of search may perform well in terms of land availability, but may have insurmountable issues regarding education provision.

- 2.4.27 *Step 5: Scenario Testing* – will examine the cumulative issues of a number of different strategy scenarios in order to determine the potential impacts of all the relevant topic and areas of search assessments carried out in Steps 3 and 4. This step will be key in determining whether or not a new school site/s will be required during the plan period.
- 2.4.28 *Step 6: Preferred Strategy* – will set out the draft strategy and policy approach to education provision.

Education References:

³⁸ HCC's current strategy for provision of education is set out in the document 'Meeting the Rising Demand for School Places' - <http://www.hertsdirect.org/services/edlearn/aboutstatesch/risingdemand>. This document is updated on a regular basis.

2.5 Transport

Scope of this Overview

2.5.1 This overview sets out how transport issues will be dealt with in respect of the development strategy. The key transport issues are considered to be:

- Route Hierarchy and Connectivity
- Sustainable Transport
- Park and Ride
- Rural Accessibility
- Aviation

2.5.2 Other transport related issues, including many raised through the Core Strategy Issues and Options Consultation in 2010, are also discussed. Because the preparation of the plan is a 'stepped' approach, this overview also sets out how transport issues will be dealt with under later steps.

Background

2.5.3 Transport is an important issue for development plan-making in East Herts, due to the need for people to achieve access for work, shopping, education, health and leisure purposes. It is therefore crucial that the appropriate infrastructure is in place in the district to ensure that those journeys will be able to be made. Due to the dispersed nature of the district's settlements and complex journey patterns, car borne traffic is likely to continue to be the most used transport mode. The aim of any development strategy for the district should be to ensure that choices made on the location of future development, will enable sustainable transport modes to make a more significant contribution to travel patterns in the future.

The National Context

2.5.4 Any local planning policy for transport must be compliant with national government policy. Currently, revised Planning Policy Guidance Note 13³⁹ provides advice in this respect. However, the draft *National Planning Policy Framework* (NPPF)⁴⁰ is shortly expected to supersede this advice. The draft NPPF states, within its section on Core Planning Principles (paragraph 19), that "planning policies and decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

2.5.5 The draft NPPF acknowledges the variance between urban and rural communities and that differing solutions will be required in these locations in

respect of opportunities to maximise sustainable transport solutions and balancing the transport system in favour of those modes.

2.5.6 The draft NPPF's specific objectives for transport policy are to:

facilitate economic growth by taking a positive approach to planning for development;
and support reductions in greenhouse gas emissions and congestion,
and promote accessibility through planning for the location and mix of development.

2.5.7 While the final version of the NPPF may be subject to revision in terms of transport, it is considered likely that the overall approach to national policy will continue.

2.5.8 The National Infrastructure Plan⁴¹ and Investment in Highways Transport Schemes⁴² provide summaries of the current state of nationally strategic transport projects and details the areas of expenditure that the Government intends to support. However, these are largely related to major infrastructure schemes that will have little or no direct impact on East Herts.

Local context

2.5.9 At the local level, Hertfordshire County Council (HCC) is the Highway Authority for the area and has the prime responsibility for transport provision in the district. Therefore, it should be recognised that there are limitations to the extent of direct involvement in transport provision that the district council has, although it does have an influence through the planning system in respect of development proposals.

2.5.10 The Local Transport Plan (LTP) 2011-2031⁴³, published by HCC in April 2011 and supported by a suite of daughter documents, is the main delivery vehicle for transport in the county. Urban Transport Plans (UTPs) are developed in partnership with district and borough councils for the larger towns in the county and set out a framework to focus transport improvements within a specific geographical area to cover a 15 to 20 year period. For East Herts, the Hertford and Ware UTP⁴⁴ is already in place, with the Bishop's Stortford and Sawbridgeworth UTP currently being under development. Schemes within these Plans are important considerations in new developments.

Modal Hierarchy Principles

2.5.11 Hertfordshire County Council has introduced a Route User Hierarchy for its Urban Transport Plans. This gives priority consideration for users in the following order:

- pedestrians;
- cyclists;
- mobility impaired;
- public transport;
- car; and
- HGV.

2.5.12 New development proposals should be based on this hierarchy. However, in terms of serving such developments, it is recognised that it is necessary to plan for the availability of suitable road infrastructure – not only for the use of private motorised transport but also for passenger transport provision and to enable connections to wider route networks and to support the local economy.

Route Hierarchy and Connectivity

Motorways and national routes

2.5.13 The road network in the district is limited in terms of nationally strategic routes. Although the A1(M) runs to the west of the district and the M11 to the east, within East Herts the A10 is a comparatively less important north-south de-trunked road serving only other A-roads such as the A120, A507 and A602. Although the M25 runs to the south of the district, there are few east-west routes within East Herts, the principal one being the A414 in the south of the district, which links the A1(M) to the M11. While these nationally important motorways are beyond the district boundaries, they do have an effect on travel patterns within the district, and likewise any large-scale development within the district may also have a knock-on impact on capacity levels for these strategic roads.

2.5.14 The Highways Agency is responsible for motorways and trunk roads. Although it has no coverage for roads in East Herts, it is concerned with levels of development in the district in terms of long-term impact. This is especially true of the A1(M), where there are existing capacity issues and no provision for upgrades in the current Comprehensive Spending Review (2010-2014)⁴⁵. There is also doubt that the following Review will contain provision either. As the Highways Agency does not expect to cater for unconstrained traffic generated by new development proposals, it therefore considers that in respect of LDF Core Strategies, development should be promoted at sustainable locations and that demand management measures be incorporated in development proposals; most notably measures to manage car use.

Road Hierarchy Principles

2.5.15 In Hertfordshire, there is a specific hierarchy for roads, based on intended function; the aim of which is to ensure that traffic is concentrated onto those

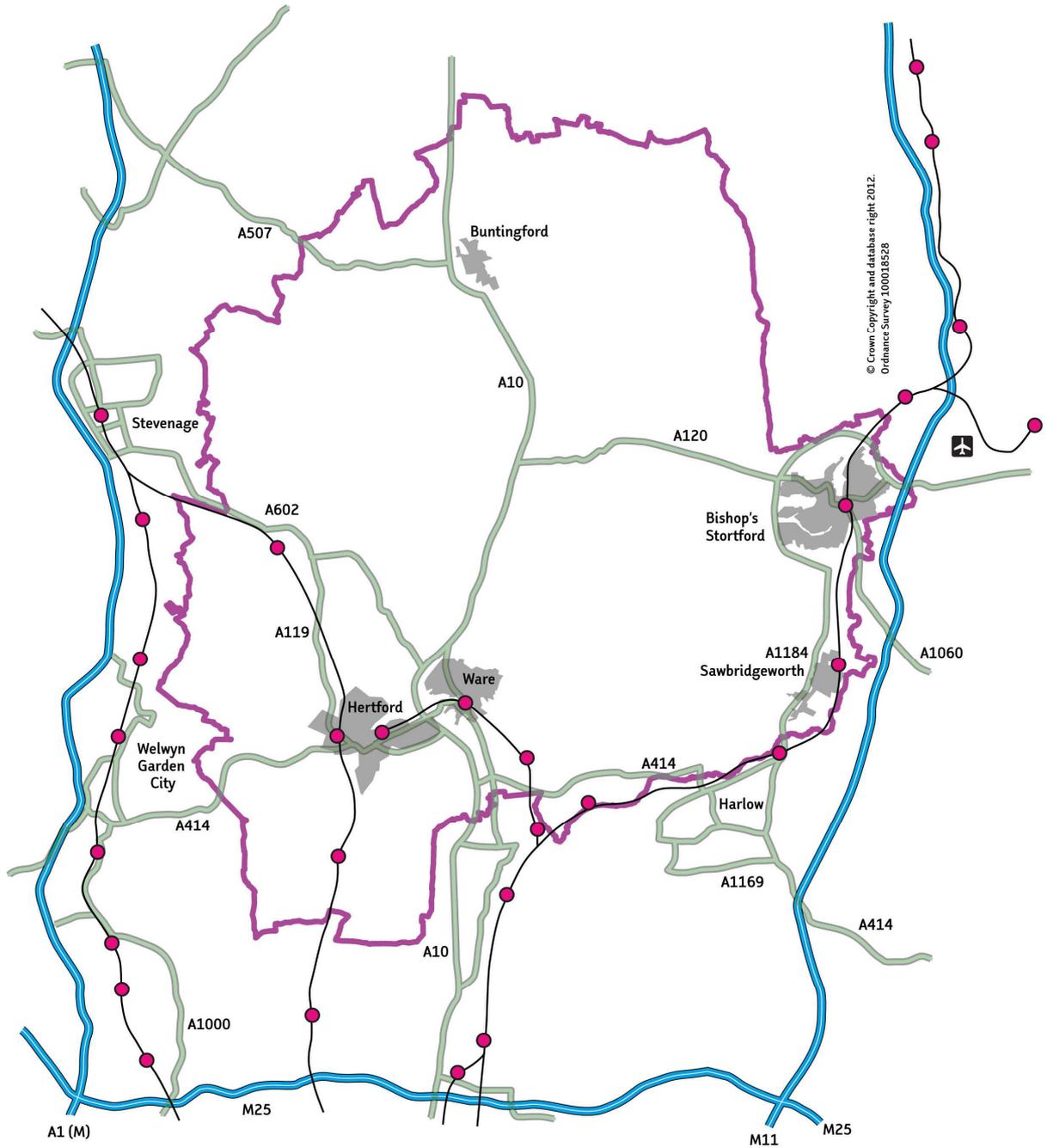
roads that are most suitable for journey purpose. The road hierarchy consists of:

- Primary Roads;
- Main Distributor Roads;
- Secondary Distributor Roads;
- Local Distributor Roads; and
- Access Roads (Major, Minor and Shared Surface).

2.5.16 The Primary Route Network in East Herts comprises the A10, A120, A414 and A602. In considering the location of any new development, direct access from any of these roads would not normally be supported as this would be contrary to HCC policy⁴⁶ on new connections to primary routes. This is because they could lead to a detrimental impact on traffic that is using those routes to access wider destinations. It should also be noted that there is a further concern that, depending on the mix of uses, development on such routes could attract amounts of externally generated trips for other uses (e.g. employment or retail).

2.5.17 Future connections to the local network, in conjunction with proposed development, will be dependent on many factors. The ability of the road network to accommodate the additional number of trips generated will be a major issue for consideration. In some cases additional infrastructure provision may be necessitated (for both physical improvements to the road network and to enable passenger transport enhancements). In such cases, it is likely that these improvements will need to be financed through development, in order to enable their provision as, in the current economic climate with stretched resources, it is unlikely that public finance would be available to fund significant new infrastructure proposals. It should also be noted that Hertfordshire County Council is in the process of developing an Inter Urban Route Strategy, as a daughter document to the LTP. This covers key corridors linking the urban centres within the County and across the borders to neighbouring authorities. It will inform the development strategy and may help address existing deficiencies e.g. east-west travel.

Figure 2.4: Rail connections, Primary Road Routes, 'A' roads and links to strategic road network



Sustainable Transport⁴⁷

2.5.18 East Herts is an area with high car ownership^{48q} and this is partly due to the dispersed settlement pattern of the district and the level of passenger transport services in some areas failing to provide suitable journey alternatives. People's movement patterns are not necessarily linked to where they live as suitable opportunities for employment, education, shopping and other services may not be readily available in their locality; therefore it is recognised that it may not always be possible for journeys to be made other than by private motor vehicle. There are also significant dormitory commuting patterns in the district^r. It is recognised that this trend of high car ownership is likely to continue and it would be unreasonable to restrict it. The aim of any transport strategy should be to encourage the use of sustainable transport modes, to be used for journeys in preference to private motor vehicles, where possible to address service deficits and help minimise greenhouse gas emissions and congestion. Therefore, the development strategy should aim to provide locally self-sustaining communities, but also offer the ability for as many people as possible to access services (which may also be beyond the district boundaries) by sustainable transport modes.

2.5.19 To achieve these aims it is crucial that existing passenger transport services are maintained and that these be supplemented by additional provision to ensure as wide coverage as possible in the district.

Bus Services

2.5.20 The majority of bus services in Hertfordshire are run on a commercial basis by bus companies. Hertfordshire County Council subsidises approximately 30% of overall services to help fill gaps in the commercial network. Due to restricting budgets, it is likely that most new service provision will either have to be commercially self-financing or be totally funded via development led contributions. Therefore, the ability of developments to economically support frequent and reliable services, either through enhanced existing services or new specific provision where necessary, will be crucial in helping to ensure sustainable communities in the district are delivered and will be a matter of Strategy. Matters concerning details of provision will be covered in Allocations and Policies.

^q According to the 2001 Census, approximately 87% of households have access to a car or van compared to the national average of 73%; while around 47% of households in the district have access to two or more cars or vans, which is considerably above the national average of 36%.

^r According to the 2001 Census, over 50% of the working population is employed outside the district. Around 17% of the working population commute to either inner or outer London.

Trains

- 2.5.21 Various rail services operate through the district utilising two lines into London, which serve Kings Cross/Moorgate and Liverpool Street stations. Route Utilisation Strategies (RUSs) are developed by Network Rail with the purpose of seeking to balance capacity, passenger and freight demand, operational performance and cost, while addressing the requirements of funders and stakeholders. RUSs can identify where deficiencies in the network exist and suggest measures to help redress shortfalls in infrastructure and service provision. Network Rail takes account of the recommendations of RUSs when carrying out its activities. In particular, they are used to help inform the allocation of capacity on the network. East Herts is affected by measures contained in several RUSs⁴⁹ and various schemes have been identified within them that could impact on service delivery in the district. However, notwithstanding the cost of provision, due to the many competing demands for limited capacity, it is not possible for Network Rail to provide for all identified schemes. Therefore, while some schemes have projected delivery timescales within certain control periods and some are categorised as uncommitted, others are not shown as being supported at this stage. It should also be noted that a number of schemes that offer benefit to some lines and services, may have a detrimental effect on other areas. The East Coast Main Line 2016 Capacity Review has likewise identified that the demand for paths exceeds the capacity available, and that without any tradeoffs in journey times or service specifications, there will be limited opportunities to increase the number of train services, after the completion of committed infrastructure interventions.
- 2.5.22 Issues highlighted in the RUSs of particular note for East Herts include: station/platform capacity issues (both at points of origin and destination); frequency of service; identified peak crowding; and forecast growth on inner suburban services, notably the Hertford Loop. In particular, the July 2011 London and South East RUS forecasts a significant increase in the numbers of commuters using National Rail services into the capital during the weekday morning peaks.
- 2.5.23 Within the RUSs several improvements for services in East Herts have been identified. Some of these have already been implemented, including (in December 2011) more capacity to Bishop's Stortford and Hertford East stations as trains became freed up by the arrival of the new trains elsewhere on the West Anglia network coupled with timetable improvements.
- 2.5.24 Many other potential improvements have been identified, including platform lengthening; increasing the number of carriages on trains; some faster journey times; and additional peak time services. Of particular significance is the potential for additional services on the Hertford Loop line into

Moorgate, to allow a frequency increase to 10 trains per peak hour, following completion of the Thameslink programme (as this scheme involves rerouting many services elsewhere that currently stop at Welwyn Garden City).

- 2.5.25 Regarding further rail infrastructure provision in the future, it is improbable that any significant infrastructure proposals (e.g. new lines or stations) will be provided in the district, within the Plan period beyond the more limited measures included in the RUSs, as there is unlikely to be enough critical population mass to support such schemes and be economically viable. This is also likely to be the case for potential schemes involving ultra light rail, trams and guided busways. These schemes usually serve much larger conurbations than the settlements in East Herts, rely on heavy usage to make them financially viable, and are extremely expensive to provide^s.
- 2.5.26 All of the above issues in relation to the potential for future passenger transport infrastructure provision will inform the development strategy.

Other Passenger Transport Initiatives

- 2.5.27 In addition to “traditional” passenger transport mechanisms (buses and trains), there are various additional schemes that supplement this provision and help extend the options available to users. These non-statutory initiatives are supported by various funding mechanisms and are often restricted in the clientele that they serve. They include, but are not restricted to: taxis; Dial a Ride^t; WRVS Good Neighbour Scheme^u; Hertfordshire Action on Disability^v; Buntingford Action for Social Help^w; and the Barbara Bus Fund^x.

Park and Ride

- 2.5.28 Many Park and Ride (P&R) facilities have become established in recent years and there are now over 100 bus based P&R sites throughout the UK. P&R at rail, light rail and underground stations also form part of the country’s sustainable transport offer. A 2007 report⁵⁰ looking into P&R nationally showed that a number of towns with populations of between 45,000 and

^s The Cambridge Guided Busway (25km of dedicated busway within 40km total route length) is believed to have cost £180.7m by its opening in August 2011.

^t Door to door transport service for the elderly or people of any age, including children, who have difficulty travelling due to permanent disability or illness.

^u Community Car Scheme providing door-to-door travel to hospitals, doctors or clinics.

^v Transport Service providing fully accessible transport 24 hours a day 365 days a year and accessible vehicle hire.

^w Voluntary transport scheme for health related journeys for people from Buntingford and the surrounding villages who lack their own means of travel and who are unable to use public transport.

^x Small fleet of adapted vehicles for those dependent on a wheelchair and cannot transfer to use cars, taxis or public transport.

85,000 have P&R; larger towns and cities of 90,000 population plus often have more than one P&R site; and consideration is being given for P&R to be introduced in some smaller towns with populations of less than 45,000.

- 2.5.29 To date, no P&R facilities have been provided in East Herts, although the Hertford and Ware Urban Transport Plan examines in simplistic terms the potential for a shared facility to be provided to serve both towns, should the population base in the area increase and economic viability be established in the future. The likelihood of the provision of such schemes anywhere in the district in the future would be largely reliant on critical user mass to secure long-term financial viability. Therefore, the finally selected development strategy could prove crucial in this respect.

Rural Accessibility

- 2.5.30 A large proportion of East Herts lies outside of urban settlements within a rural context. The differing sizes and dispersed nature of the settlements within district results in big variations in the provision of passenger transport services for the rural population. Some rural residents have very limited transport choices and therefore suffer “transport deprivation”. This is especially true of those people with no access to private motorised transport and can particularly include those on low income, young people, older people and those with disabilities. It is important that the development strategy for the district should not exacerbate this situation and should, where possible, seek to improve modal choice.
- 2.5.31 Hertfordshire County Council is in the process of developing a Rural Transport Strategy, which is expected to set out measures aimed at addressing the shortfall in transport provision in locations outside the urban areas. As a daughter document to the LTP, any future transport strategy within the LDF (District Plan) should comply with the final contents of this document.

Aviation

- 2.5.32 While there are no airports within East Herts, the district is affected by the very close proximity of Stansted (in Essex), and to a lesser extent by Luton (in Bedfordshire).
- 2.5.33 Stansted, in particular, has potential impacts for the district; both positive, in terms of immediacy to air travel and employment opportunities, and negative, in terms of traffic generation, noise, and air quality issues. As the fourth busiest airport in the UK (third busiest in London), it attracted 18.3 million passengers in 2011 and has permission to grow to 35 million per annum. In seeking to mitigate its impact on the area, Stansted Airport has produced both a Noise Strategy Access Plan⁵¹ and a Surface Access Strategy⁵².

Approximately 49% of passengers currently use public transport to travel to and from the airport⁵³. The Government has previously declared against additional runway provision at Stansted.

2.5.34 Luton Airport is developing proposals to increase the capacity of the airport to handle 18 million passengers per annum, up from the current 11.5 million. It aims to achieve this within the airport's current boundary and using its existing runway. Should such proposals proceed, issues and concerns relate to the provision of adequate and timely surface access infrastructure, increased over-flying of East Herts and night flights.

2.5.35 It should be noted that a comprehensive review of the UK's aviation needs is due to be undertaken in 2012. Depending on the recommendations of this review, there could potentially be implications for the district that would need to be taken into account in the development strategy. Likewise, NATS' consideration of appropriate future flightpaths for both airports may be an issue to be taken into account.

Non strategic issues

2.5.36 While the Strategy is concerned with issues of strategic importance and all the matters discussed above are considered to fall into that category, there are other transport related matters that, although important in their own right, do not meet this criterion. Examples of such non-strategic issues include:

- Travel Plans
- Car parking standards, restrictions and charges, car sharing
- Electric and other sustainable fuelled vehicles
- Cycling provision
- Pedestrian provision
- Aviation mitigation
- Waterways and towpath routes
- Traffic calming
- Passenger transport new specific initiatives (e.g. community buses) and minor infrastructure improvements
- Other transport issues relating to development management considerations.

2.5.37 It is intended that these matters will be considered within the Allocations and Policies sections of the Plan.

Transport Next Steps

- 2.5.38 *Step 3: Topic Assessments* – in terms of transport, these will assess areas of search in relation to: the potential need for highways infrastructure; vehicular access requirements; and, the likely availability of those areas to access passenger transport provision.
- 2.5.39 *Step 4: Areas of Search Assessments* – these will consider any relevant information for the areas of search in relation to all the topic assessments carried out under Step 3 along with relevant technical studies, responses to the Issues and Options consultation, and other pertinent matters. For example, in relation to transport matters, an area of search may perform well in terms of highways infrastructure and vehicular access issues, but may score poorly in terms of access to bus and rail services.
- 2.5.40 *Step 5: Scenario Testing* – will examine the cumulative effects and issues for a number of different strategy scenarios in order to determine the potential impacts of all the relevant topic and areas of search assessments carried out in Steps 3 and 4. Liaison with the Highways Agency, Highway Authority, Bus and Train operating companies and certain transport modelling and will be carried out at this stage.
- 2.5.41 *Step 6: Preferred Strategy* – will set out the draft strategy and policy approaches in relation to strategic transport provision in the district.

Transport References:

³⁹ Planning Policy Guidance 13: Transport, Department for Communities and Local Government, first published March 2001, updated January 2011
<http://www.communities.gov.uk/publications/planningandbuilding/ppg13> (viewed 24 February 2012)

⁴⁰ Draft National Planning Policy Framework, Department for Communities and Local Government, July 2011
<http://www.communities.gov.uk/publications/planningandbuilding/draftframework> (viewed 24 February 2012)

⁴¹ National Infrastructure Plan, HM Treasury, November 2011 http://www.hm-treasury.gov.uk/national_infrastructure_plan2011.htm (viewed 24 February 2012)

⁴² Investment in Highways Transport Schemes, Department for Transport, October 2010
<http://assets.dft.gov.uk/publications/investment-in-highways-transport-schemes/highways-transport-schemes.pdf> (viewed 24 February 2012)

⁴³ Local Transport Plan 2011 - 2031, Hertfordshire County Council, April 2011
<http://www.hertsdirect.org/services/transtreets/transplan/ltp/LTP3/ltp3docs/> (viewed 24 February 2012)

⁴⁴ Hertford and Ware Urban Transport Plan, Hertfordshire County Council, November 2010
<http://www.hertsdirect.org/services/transtreets/transplan/tcatp/handwutp.pdf> (viewed 24 February 2012)

⁴⁵ http://cdn.hm-treasury.gov.uk/sr2010_complereport.pdf (viewed 24 February 2012)

⁴⁶ Local Transport Plan 2011 - 2031, Volume 2: Policy Document, Hertfordshire County Council, April 2011 (3.20 Road Hierarchy and Network Development) <http://www.hertsdirect.org/docs/pdf//ltp3vol2policydoc.pdf> (viewed 24 February 2012) and Roads in Hertfordshire: A Design Guide, 3rd Edition, Hertfordshire County Council, January 2011 <http://www.hertsdirect.org/services/transtreets/transplan/infdev/roadsinherts/> (viewed 24 February 2012)

⁴⁷ Delivering Sustainable Transport for Housing Growth: Case studies from Local Communities, Department for Transport, December 2010. Available via National Building Specification website: <http://www.thenbs.com/PublicationIndex/DocumentSummary.aspx?PubID=172&DocID=296116>

⁴⁸ 2001 Census, Key Statistics, Office for National Statistics, <http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=276992&c=east+hertfordshire&d=13&e=15&g=454150&i=1001x1003x1004&m=0&r=1&s=1330100783085&enc=1&dsFamilyId=51> (viewed 24 February 2012)

⁴⁹ East Coast Main Line RUS, Network Rail, February 2008;
East Coast Main Line RUS, 2016 Capacity Review, an addendum to the East Coast Main Line RUS, Network Rail, December 2010;
East Coast Main Line RUS, Update, Network Rail, 2011
Greater Anglia RUS, Network Rail, December 2007
Greater Anglia RUS, Update, Network Rail, 2010
London and South East RUS, Network Rail, July 2011
All available at: <http://www.networkrail.co.uk/aspx/4449.aspx> (viewed 24 February 2012)

⁵⁰ Park & Ride Great Britain, 2007, TAS Publications, 2007
<http://www.taspublications.co.uk/content/park-a-ride> (viewed 28 February 2012)

⁵¹ Building on a sound foundation, Stansted Noise Strategy and Action Plan (2010 – 2015), Stansted Airport, June 2011
http://www.stanstedairport.com/static/Stansted/Downloads/PDF/STN_Noise_Action_Plan.pdf (viewed 28 February 2012)

⁵² Leading the way forward Airport Surface Access Strategy - Review 2010, Stansted Airport, December 2010
http://www.stanstedairport.com/static/Stansted/Downloads/PDF/STAL_ASAS_Summary_Web.pdf (viewed 29 February 2012)

⁵³ CAA data <http://www.stanstedairport.com/about-us/stansted-facts-and-figures> (viewed 29 February 2012)

2.6 Water

Scope of this Overview

2.6.1 This overview sets out how water-related issues will be dealt with in respect of the development strategy. The key water-related issues are considered to be:

- Flood Risk
- Water Demand, Water Supply, and Water Quality
- Water Supply Infrastructure
- Waste Water Infrastructure

Flood Risk

2.6.2 East Herts Council has a Strategic Flood Risk Assessment (SFRA)⁵⁴ which was produced with the close involvement of flood experts at the Environment Agency. The SFRA explains and where possible, maps the following flood risks in East Herts:

- **Fluvial (river) flooding:** caused by rivers bursting their banks. Based on river modelling and historical records, four main flood Zones are identified. (Zone 1: Low Probability; Zone 2: Medium Probability; Zone 3a High Probability; Zone 3b: The Functional Floodplain). National policy prescribes which types of development are appropriate within each zone. Climate change is expected to exacerbate flood risk and national guidance requires a 20% allowance for climate change impacts over and above the Flood Zones. The 2012 update to the SFRA includes new modelled flood outlines.
- **Sewer flooding:** due to blocked drains. Records collected by East Herts Council's Drainage Team and recorded in the Flood Incident Database;
- **Surface water flooding:** follows intense rainfall where water cannot soak into the ground or enter drainage systems. Records collected by East Herts Council's Drainage Team and recorded in the Flood Incident Database;
- **Groundwater flooding:** during wet winters ground water may rise to affect low-lying areas. Records collected by East Herts Council's Drainage Team and recorded in the Flood Incident Database.;
- **Artificial sources of flooding:** where flood defence infrastructure fails, for example dam or bank failure, or blocked storm grilles. A map

showing Areas Benefiting from Defences and storm grilles is included in the SFRA;

- **Residual Risk:** remaining risks relating for example to, uncertainties associated with flood risk modelling, overtopping of defence infrastructure resulting from extreme weather events, etc;
- **Critical Infrastructure:** for emerging planning purposes the SFRA reviews the risk of extreme flood events, including major roads which could be affected, and risk to sewerage infrastructure, schools and nursing homes.

2.6.3 The SFRA includes a number of recommendations for the strategic level of planning work. These respond to the Thames Catchment Flood Management Plan⁵⁵, which provides a long-term strategic overview of flood risk management including the Environment Agency's investment plans. These are addressed in the 'next steps' section below. The remainder of the recommendations will be addressed through a combination of work by applicants at specific sites, through the development management process, and through the development of appropriate district policies. The Green Infrastructure Strategy will set the context for further work to river corridors, and new policies on Sustainable Urban Drainage Systems (SUDS) will seek to mitigate flood risk at development sites and downstream. East Herts Council will continue to work with the Environment Agency in respect of the SFRA recommendations, within the context of the Thames Catchment Flood Management Plan.

Water Demand, Water Supply, and Water Quality

2.6.4 It is essential to consider whether the amount of water currently available will be sufficient to provide for the planned growth, and to understand the environmental impact of water abstraction to cater for general consumption.

2.6.5 Veolia Water is the water supply company serving East Herts. East Herts lies within the company's Northern Water Resource Zone (WRZ), which includes Hertfordshire, Bedfordshire and Essex. Each zone is considered as a water grid within which water can be moved around to meet changing demand. Within the grid there are daily changes in the volume of water abstracted from each source and the direction of water flows. Therefore it is not possible to identify which source supplies any particular settlement, since this depends on need and the way the system is being operated at any given time.

2.6.6 As a guideline, around 60% of water consumed is abstracted through boreholes descending to the large chalk aquifer underlying the area. Around

40% comes from surface water, including rivers and reservoirs. The amount of water that can be taken from any individual source is controlled by the Environment Agency, which grants water abstraction licenses.

2.6.7 Development impact calculations and catchment capacity figures are contained within the *Rye Meads Water Cycle Strategy* (2008), which assumed the levels of growth given in the East of England Plan. In summary, total demand was calculated using best case, worst case and base case scenarios as follows:

- The **worst case** assumes that current daily per capita water consumption levels (150 litres) are carried forward to 2031. In this case, even allowing for the enhanced Building Regulations introduced in 2009 (to 125 litres) total demand will rise substantially from 2007 levels;
- The **base case** requires the implementation of a daily per capita consumption of 105 litres at new development, enacted through local planning policy (the government has no plans to require this through Building Regulations). In this case demand will increase slightly.
- The **best case** assumes the rollout of water metering to the existing population. Under this scenario, the total consumption of the catchment will actually reduce, despite significant growth within the area.

2.6.8 Veolia Water's current *Water Resources Management Plan (March 2010)*⁵⁶, has been agreed by the Environment Agency and OFWAT (the water regulator). The demand projections used in the plan are based on 90% rollout of water meters by 2030, leading to a reduction in daily per capita consumption of 132 litres by that date. Without metering, demand by the same date is forecast at 148 litres. Based on the assumptions about rollout of metering, the plan suggests that there is likely to be sufficient water to meet demand through to 2035 without developing new water resources, subject to the Environment Agency's licensing requirements for water abstraction. In reaching this conclusion Veolia acknowledges uncertainty around several variables, but has allowed a margin of error and remains flexible in its approach.

2.6.9 However, the Environment Agency has advised East Herts Council that the worst case scenario would be likely to have significant negative environmental impacts. Many of the district's Sites of Special Scientific Interest (SSSIs) and the Lee Valley Special Protection Area are water dependent and there is a risk that further development could result in negative impacts. Unless appropriate mitigation measures are taken,

strategic development would reduce the likelihood of meeting the ecological standards set out in the European Water Framework Directive⁵⁷.

- 2.6.10 The *Rye Meads Water Cycle Strategy* recommended that water efficiency targets would help to reduce the impact of development on water resources and water supply infrastructure, as well as the environment. The concept of offsetting water demand from new development by increased water efficiency and reduced demand in existing buildings is referred to as water neutrality. This allows water to remain in the environment for ecological and leisure purposes and negates the need for new resources such as reservoirs. The strategy suggested that “*water neutrality should always be the aim of Local Authorities, the water companies and developers*”⁵⁸
- 2.6.11 The Environment Agency has recommended that the Council introduce a water efficiency policy on the grounds that this will alleviate pressure on the chalk aquifer and therefore will have a beneficial impact on river flow levels and water quality.
- 2.6.12 Whether this requires a strategic policy or a non-strategic policy will be considered as part of Steps 5 and 6. It is likely that such a policy would need to be subject to viability assessment as part of the planning requirements, alongside other items such as Community Infrastructure Levy and Affordable Housing.

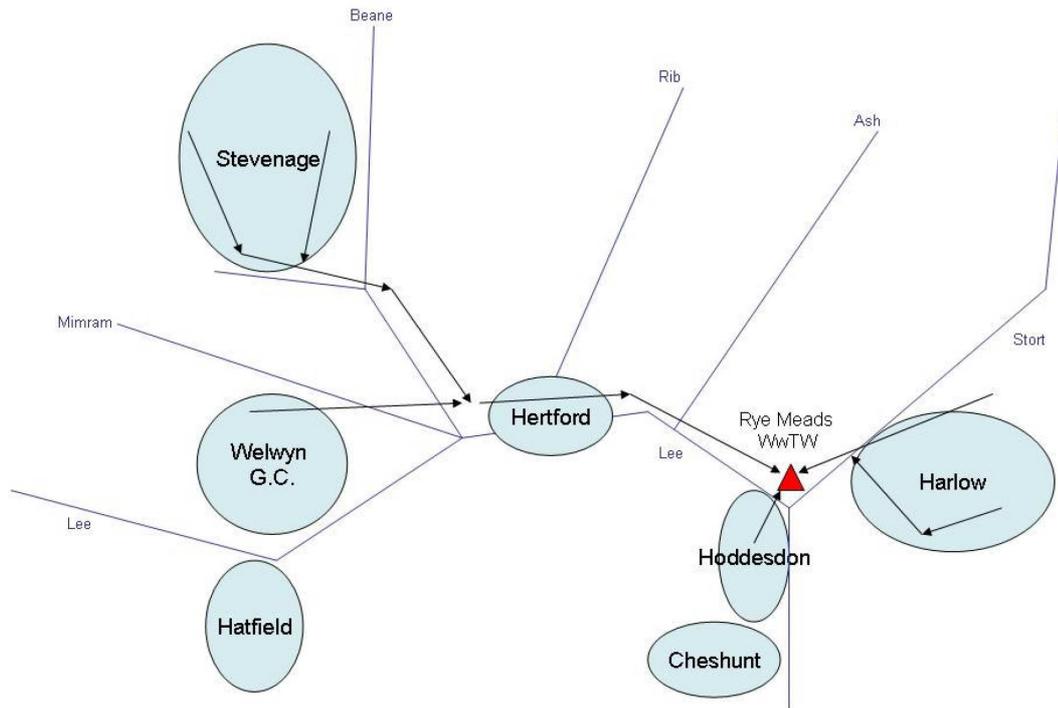
Water Supply Infrastructure

- 2.6.13 Veolia Water’s network of infrastructure and pipes has been designed to be suitable for existing developments with a limited amount of spare capacity to accept incremental growth.
- 2.6.14 Where large scale development is required, the network may need infrastructure improvements to be made to ensure that the new developments have an appropriate supply network, and that existing customers do not experience deterioration in service.
- 2.6.15 Veolia Water plans for new infrastructure as new development sites are planned and applications made. The company then works with developers to ensure that new infrastructure needed is appropriate for the developments proposed and that developers help to fund the new infrastructure needed. It is impossible for Veolia Water to give accurate information on the type and cost of infrastructure needed until detailed plans for new developments have been completed.

Waste Water Infrastructure

- 2.6.16 The main strategic sewerage and sewage treatment issues in the district relate to the capacity of the Rye Meads treatment works, located in the far south of the district and to the capacity available in some of the main trunk sewers. The catchment area served by Rye Meads is shown in Figure 2.5 below:

Figure 2.5: Rye Meads sewerage network schematic



Source: *Rye Meads Water Cycle Strategy* (2008)

- 2.6.17 Rye Meads treatment works was built in the 1950s to serve the New Towns of Harlow and Stevenage. Existing settlements in the catchment area were connected to the sewer network, resulting in the closure of local sewage treatment works in the catchment area. In total Rye Meads serves the equivalent of over 400,000 people, which includes trade effluent, for example from Stanstead airport (runway de-icer) and industry within Harlow. Predicting flows from these latter sources can be especially difficult, as businesses may open or close without warning.
- 2.6.18 The sewerage network is gravity-based, which means that waste water falls to the lowest point in the network without the need for pumping, which is prohibitively expensive over large areas and has negative environmental impacts in terms of increased fossil fuel use and associated carbon emissions.

- 2.6.19 A consequence of the gravity-based system is that Rye Meads is sited in the middle of a wide floodplain. The floodplain is attractive to a wide variety of birds, and in recent years the areas adjacent to the treatment works have been designated as a Site of Special Scientific Interest (SSSI) and a Ramsar site.
- 2.6.20 These environmental designations mean that there are significant constraints to expansion of the capacity of the treatment works to cater for the level of development within the catchment under the East of England Plan (70,000 dwellings to 2021). Recognising these constraints, in 2008 the *Rye Meads Water Cycle Strategy*⁵⁹ was produced to investigate potential solutions in order to provide for future growth and development. The study suggested a number of possible options involving various infrastructure-based solutions, and suggested various issues for further investigation by Thames Water (the water company responsible for the sewerage network infrastructure).
- 2.6.21 Thames Water has continued to monitor capacity at Rye Meads treatment works. Since the study was commissioned, forecast volumes of treated effluent discharged to the river have been lower than were forecast at the time of the Rye Meads study⁶⁰. This is because of reduced consumption and also lower rates of housebuilding than were envisaged at the time. Difficulties with the West of Stevenage proposals are an example of this. Therefore concerns about capacity have somewhat receded over the next twenty year period. Whilst Thames Water continues to monitor the situation closely, it does not believe that there are sufficient grounds for refusing particular developments during the plan period due to capacity constraints at Rye Meads.
- 2.6.22 A second strategic issue is the capacity of the trunk sewer serving Stevenage, which runs along the Beane Valley from Bragbury End past Watton-at-Stone before entering the Lea Valley in Hertford. This sewer is of insufficient diameter to accommodate strategic growth around Stevenage, and therefore network upgrades in the form of a new trunk sewer are likely to be necessary. This may either run to the west of the railway line or along the line of the existing sewer. Given the uncertainty surrounding proposals west of Stevenage in North Herts, it is at present unclear how this might be funded.
- 2.6.23 Thirdly, in order to provide for strategic growth at Harlow, upgrades to the trunk sewer along the Stort Valley will be required. Thames Water suggests that strategic growth within Harlow District will on its own be sufficient to make this upgrade financially viable. Therefore there is more confidence about the viability of upgrades to this sewer than there is around upgrades to the Beane sewer.

- 2.6.24 East Herts Council has discussed with Thames Water the concept of localised sewage treatment such as low technology reed beds. These are not feasible for strategic developments, because they require a large area of land even for quite small scale developments, and require high levels of maintenance. A new local high technology treatment works is likely to be energy and carbon intensive to meet the required effluent standards.
- 2.6.25 The ability to upgrade or construct new treatment works depends on the ability to secure revised or new discharge consents from the Environment Agency and the likelihood that Thames Water can construct new treatment assets to meet the high standards of effluent quality that will undoubtedly be required.
- 2.6.26 Thames Water and the Environment Agency advocate the use of Sustainable Urban Drainage Systems (SUDs). These come in a variety of forms, the more sustainable types of which include grass swales and filter strips⁶¹. These have a variety of beneficial effects in terms of reduced flood risk, and they also free up capacity within sewers, which can be particularly important during and after periods of heavy or prolonged rainfall.

Water Next Steps

- 2.6.27 *Step 3: Topic Assessments* – a sequential test for flood risk will be undertaken using available flood risk mapping. Assessment of waste water impacts will be undertaken.
- 2.6.28 *Step 4: Areas of Search Assessments* – n/a
- 2.6.29 *Step 5: Scenario Testing* – work with the water companies to assess the cumulative impacts of various development scenarios. Work with the Environment Agency to assess the impacts on water quality and flood risk.
- 2.6.30 *Step 6: Preferred Strategy* – will consider water infrastructure issues necessary as part of the Infrastructure Delivery Plan. Deciding which policy areas are strategic and which can be addressed later in the preparation of the Local Development Framework (District Plan). Agree flood mitigation measures at particular locations.

Water References:

⁵⁴ See www.eastherts.gov.uk/sfra. The SFRA will be updated during 2012 to include new modelled flood outlines, surface water flood maps, groundwater flooding records, as well as updates on the national policy position.

⁵⁵ See <http://www.environment-agency.gov.uk/research/planning/33592.aspx>

⁵⁶ This is the Veolia Water Central area. See www.veoliawater.co.uk/media/wrmp/three-valleys-water.htm. The Overview (pages i to iv) provides a succinct summary. Pages

⁵⁷ See www.environment-agency.gov.uk/wfd. East Herts is located within the Thames River Basin District.

⁵⁸ Rye Meads Water Cycle Strategy, page 63

⁵⁹ See www.eastherts.gov.uk/watercycle

⁶⁰ Flow reports are available from Thames Water and from the Environment Agency

⁶¹ Further information on SUDS is contained within the East Herts SFRA
www.eastherts.gov.uk/sfra

2.7 Telecoms, Gas and Electricity

Scope of this Overview

2.7.1 This section introduces important infrastructure which will be needed for any new development. These are:

- Telecoms
- Gas
- Electricity

2.7.2 There are several National Policy Statements (NPS) on energy⁶². There is no nationally significant energy infrastructure in East Herts District. Provision of these utilities is largely a matter for the utility companies and developers. However, the Local Development Framework (District Plan) can provide an opportunity for early discussions around feasibility. Low and Zero Carbon energy is addressed in the 'Natural Resources' strategic overview.

Telecoms

2.7.3 As BT has a universal service obligation telecoms is never a barrier to scheme delivery. However some sites will not be commercially attractive to telecoms companies therefore limiting the choice of supplier. The National Broadband Strategy: "Britain's Superfast Broadband Future"⁶³ sets out the Government's vision for broadband in the UK, which is to ensure the UK has the best superfast broadband network in Europe by 2015. As part of this initiative a joint Local Broadband Plan for Hertfordshire and Buckinghamshire has secured £3m of Government funding to support the delivery of super-fast broadband. Those communities and associated premises which are in rural areas, where the market has indicated it will fail to deliver, are the priority for implementation of these monies.

2.7.4 Telecoms include provision for mobile-phone masts as well as cables. The physical pieces of infrastructure such as masts and telephone exchanges require planning permission, except in cases of permitted development. National policy provides guidance on this. The possibility of a telecommunications policy will be investigated further during the preparation of the Development Management Policies DPD (District Plan Part 2: Allocations and Policies).

Gas

2.7.5 The gas industry can be split into the infrastructure for production, transmission, distribution and metering and the supply of the gas.

- 2.7.6 Production infrastructure is a competitive market and includes the production and importing infrastructure of the major oil companies (e.g. BP/Shell). Gas transmission occurs through the National Transmission System (NTS) operated by the regulated monopoly of National Grid Gas. Three off-takes from the National Grid system supply the whole of the Hertfordshire area.
- 2.7.7 Local Gas Distribution Networks (GDNs) supply the gas from the transmission network to the consumer. GDNs prepare long term development statements (10 year periods – reviewed annually). Reinforcement Plans are produced annually. GDN investment plans cover 5 year periods and are based on consumer demand growth trends, known locations of capacity limitation and slow rollout into rural areas.
- 2.7.8 The cost of network infrastructure both on-site and off-site will be borne by developers. The gas company may wish to install strategic pipelines at an early stage of the developments and will recharge a proportion of the costs to each developer. National Grid will not install infrastructure on a speculative basis to serve potential developers and will need to enter into agreement with developers before any work is commenced. Ofgem (the gas and electricity regulator) will not accept the practice of speculative main laying as this would be seen as anti-competitive and against the interests of the consumer⁶⁴.

Electricity

- 2.7.9 Generation sources include fossil-fuelled power stations, nuclear power stations, waste incineration and on-and offshore wind power. Electricity is then transmitted through a national network of electricity lines operated by National Grid, before connecting to local networks owned by distribution network operators (DNOs). EDF Energy Ltd is the DNO covering all of East Herts District. DNOs prepare Long Term Development Statements for 5 year periods, reviewed annually based on consumer growth trends for whole DNO area, and known locations of capacity limits.
- 2.7.10 Whilst there is some spare capacity in several East Herts towns, housing growth will require a substantial investment in infrastructure before a connection is permitted. This may be in the form of additional sub-stations and new heavier duty cables. The electricity companies will seek all costs associated with these works, including design, from the developer.

Telecoms, Gas and Electricity Next Steps

- 2.7.11 *Step 3: Topic Assessments – n/a*
- 2.7.12 *Step 4: Areas of Search Assessments –comment may be made on opportunities for low-carbon energy.*

2.7.13 *Step 5: Scenario Testing* - TBD

2.7.14 *Step 6: Preferred Strategy* – will include an Infrastructure Delivery Plan (IDP), which will contain further information on Telecoms, Gas and Electricity.

Telecoms, Gas and Electricity References:

⁶² See www.nationalpolicystatements.org.uk

⁶³ See www.culture.gov.uk/publications/7829.aspx

⁶⁴ Hertfordshire Infrastructure and Investment Strategy (2009)

2.8 Natural and Historic Environment

Scope of this Overview

- 2.8.1 This overview sets out how natural and historic environmental issues will be dealt with in respect of the development strategy. The key issues are considered to be:
- Landscape and the Countryside
 - Tranquillity
 - Wildlife, Biodiversity and Green Infrastructure
 - Historic Assets
- 2.8.2 Other natural and historic environmental related issues, including many raised through the Core Strategy Issues and Options Consultation in 2010 are also discussed. Because the preparation of the plan is a 'stepped' approach, this overview also sets out how natural and historic environmental issues will be dealt with under later steps.

Landscape and the Countryside

- 2.8.3 The defining landscape characteristic of the district is its river valleys and the historic pattern of settlement at river fording points; including five tributaries of the River Lea⁶⁵. Lying between the valleys are the areas of higher ground or plateaus: more exposed agricultural landscapes largely free from significant settlement.
- 2.8.4 The issue of topography is usually considered in terms of the landscape, and certainly, any assessment of landscape character includes an assessment of topography, since this is often its defining feature. As such, there is no specific guidance in relation to topography other than a 'rule of thumb' that (on the whole) development on sloping sites or in visually prominent locations should be avoided.
- 2.8.5 The landscape is formed by many factors, including the underlying soils, climate, habitats and human influence, both past and present. The classification and designation of areas of the countryside for their 'landscape value' has long been part of the planning system. This dates back to the creation of National Parks and Areas of Outstanding Natural Beauty (AONB) from the 1940s and in subsequent decades by the introduction of local landscape designations at a county/district scale.
- 2.8.6 The Draft NPPF states that *'the planning system should aim to conserve and enhance the natural and local environment by:*
- *Protecting valued landscapes*

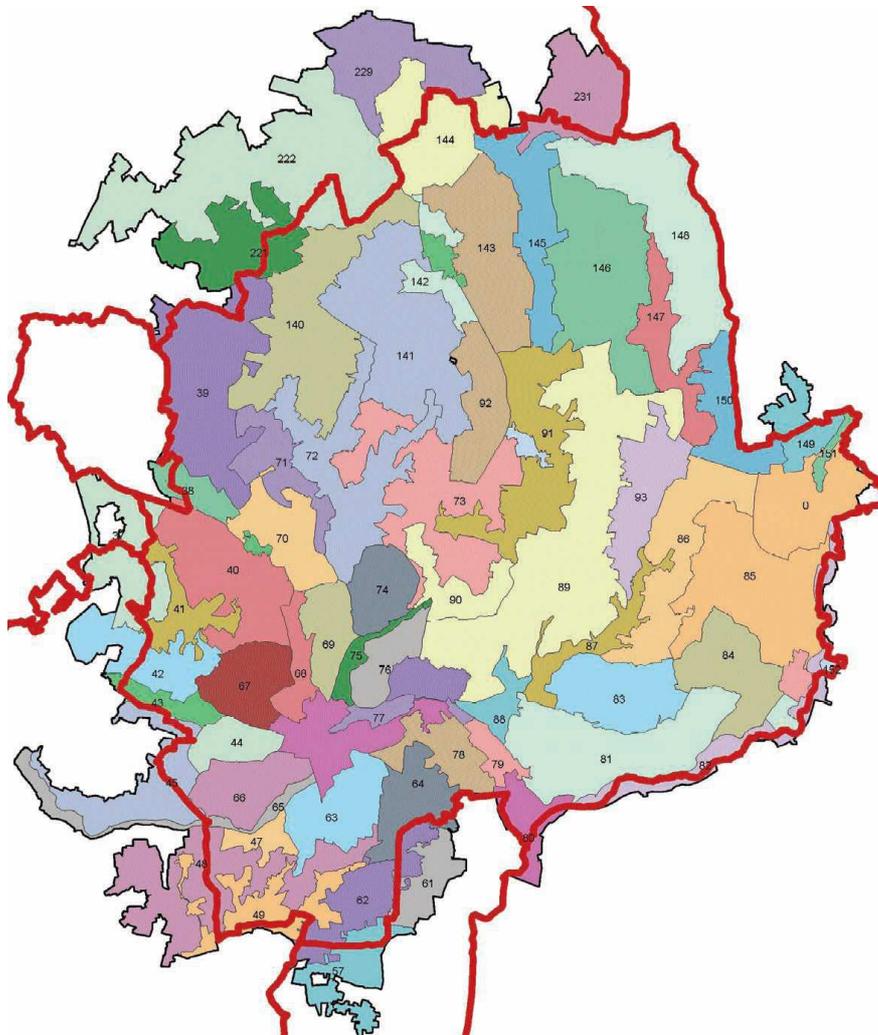
- *Minimising impacts on biodiversity and providing net gains in biodiversity, where possible*⁶⁶

- 2.8.7 Whilst there are no nationally important landscape designations in East Herts, when viewed at the sub-regional level East Herts forms an important 'green bubble' or 'green lung' between the M11 corridor to the east and the A1(M) corridor to west.
- 2.8.8 Given the value attached to the various landscapes in East Herts, the East Herts Local Plan 2007 applies a general approach of restraint to development in the rural area. Priority is given to conserving and enhancing the character, appearance, and quality of the countryside. Although not landscape policies themselves, Policies GBC1, GBC2, and GBC3 set out appropriate development in the Green Belt and Rural Area Beyond the Green Belt. Coupled with Policy GBC14 Landscape Character, such an approach helps ensure that the landscapes of East Herts maintain their unique character.
- 2.8.9 Landscape characterisation is an approach advocated by Natural England, which values the countryside as a whole, rather than just those areas with specific designation. In short: all landscapes matter. Landscape characterisation seeks to understand what makes each individual landscape unique. It is defined as *'a distinct, recognisable and consistent pattern of elements, be it natural (soil, landform) and/or human (for example settlement and development) in the landscape that makes one landscape different from another, rather than better or worse'*⁶⁷.
- 2.8.10 England has been divided into areas with similar landscape character, which are called National Landscape Character Areas. East Herts is covered by the following three National Landscape Character Areas:
- 86 South Suffolk and North Essex Claylands
 - 87 East Anglian Chalk
 - 111 Northern Thames Basin
- 2.8.11 In Hertfordshire, the process of characterising the landscape was undertaken by Hertfordshire County Council in 2000, and completed for East Herts district in 2004. In 2007, the Council adopted its Landscape Character Assessment technical study as a Supplementary Planning Document (SPD) to Policy GBC14 of the East Herts Local Plan 2007. This document identifies 63 individual landscape character areas (see Figure 2.6 below). For each landscape character area, the SPD presents a summary, assessment, evaluation and guidelines for managing change.

2.8.12 East Herts covers approximately 1/3 of Hertfordshire. Outside of the main settlements is rolling countryside, predominately used for arable agriculture. The Draft NPPF requires local planning authorities to *'take into account the economic and other benefits of the best and most versatile agricultural land'* and seek to focus development on poorer quality agricultural land⁶⁸.

2.8.13 The application of a general policy of restraint to development in the countryside is considered to be a key component of the development strategy. This will take into account issues of landscape character and the quality of agricultural land. Detailed criteria-based policy for assessing the impact of development on landscape character will be included in Allocations and Policies.

Figure 2.6: East Herts Landscape Character Areas⁶⁹



Tranquillity

- 2.8.14 Feedback from the Issues and Options consultation suggested that the tranquillity of the countryside in East Herts is highly prized for its recreational and amenity value. The draft NPPF states that “*Planning should aim to identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason*” (Paragraph 173). However, the NPPF provides no guidance as to how ‘relative’ is to be defined, so a methodology appropriate to local circumstances must be devised.
- 2.8.15 Reflecting national policy, the development strategy will steer development away from tranquil areas to ensure their continued protection. East Herts Council’s approach recognises that strategic planning should incorporate understanding of the wider setting of urban areas as a strategic-level design consideration. The amenity value of the countryside in terms of providing access to high-quality open spaces for leisure and recreation is an example of this. ‘Tranquillity Areas’ in this sense may be understood as part of a district-wide strategic approach.
- 2.8.16 NPPF emphasis on the need to protect ‘relatively’ undisturbed areas suggests that planning should not pursue a blanket approach to identifying large areas of urban fringe as ‘tranquil’. In order to differentiate between ‘more’ and ‘less’ tranquil areas, a common-sense approach based on proximity to noise sources such as roads, railways, and aircraft flight-paths is used (see Chapter 3). This information will then be used to inform a strategy-level approach to identification of the most important tranquil areas (Chapter 5). Noise is a separate but related planning issue and this is dealt with in the ‘Environmental Quality’ strategic overview (Section 1.12 below).

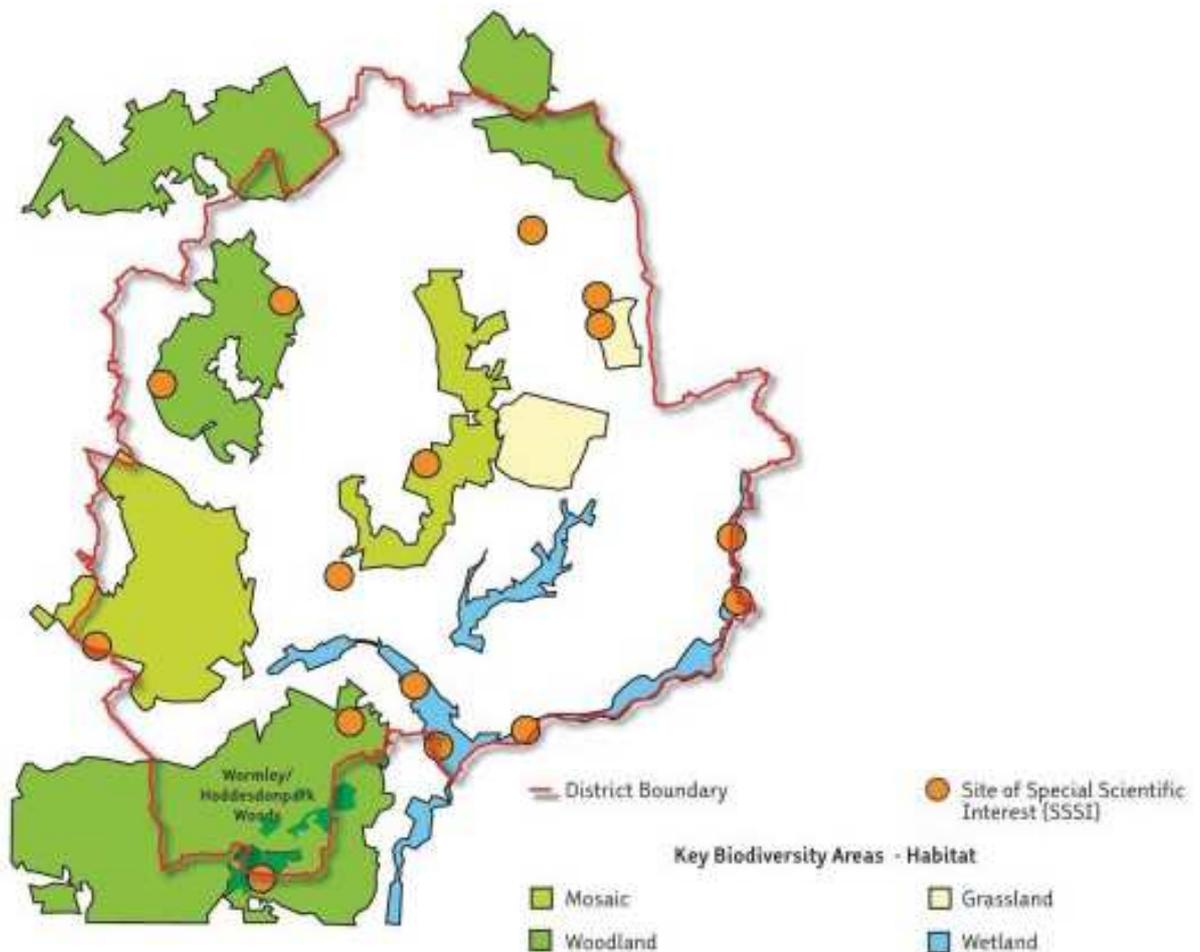
Wildlife, Biodiversity and Green Infrastructure

- 2.8.17 Biodiversity encompasses the whole of the natural world and all living things. Importantly, *‘biodiversity is all around us: not just in wild places and nature reserves but also in our cities, the places we live and work, our farmland and our countryside. We are an integral part of this biodiversity and exert a major influence over it’*⁷⁰. The term Green Infrastructure refers to *‘a strategically planned and delivered network of high quality green spaces and other environmental features and includes parks, open spaces, playing fields, woodlands, allotments and private gardens’*⁷¹.
- 2.8.18 The draft NPPF states that local planning authorities should plan *‘positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure’*⁷². Key biodiversity areas in East Herts are shown below in Figure 2.7.

2.8.19 The district contains a number of important habitats including impressive wetlands along the Mimram, Stort and Lea Valleys, many of which are a legacy of mineral extraction sites. Ancient woodland areas of national importance are found south of Hertford, including part of the Broxbourne Woods National Nature Reserve. Hornbeam trees are distinctive to this area of the country, making these woodlands really special in a national context. Heathland is one of the county's rarest habitats. Patmore Heath and Hertford Heath Nature Reserves are both nationally significant Sites of Special Scientific Interest.

2.8.20 Key Biodiversity Areas (KBAs) are areas that support the greatest diversity of species and the greatest extent and highest quality of semi-natural habitat.⁷³ There will usually be a significant wildlife resource, often as a cluster of sites, and therefore the potential to manage the adjacent land in a way that enlarges and links these sites. It should be noted that some KBAs might have inherently low biological diversity; but which support unusual communities of species that do not occur elsewhere.

Figure 2.7: Key Biodiversity Areas



- 2.8.21 Given the large size of KBAs, they perhaps offer the greatest potential to contribute to the mitigation of the climate change on wildlife by providing habitats that are more resilient to change. Indeed, as Natural England acknowledge, *'climate change poses the most serious long-term threat to England's natural environment because of the damage it will cause to our wildlife and habitats, the landscapes we enjoy and the ecosystem services they provide, including clean water, food and recreation'*.⁷⁴ The issue of climate change is considered in more detail in the Natural Resources Strategic Overview, although it is important to remember it affects both the natural and built environments and the relationships between them.
- 2.8.22 In terms of designations, East Herts includes sites of European, national and local importance:
- 1 RAMSAR site which is part of a Special Protection Area (SPA) for birds classified under the European Commission's Birds Directive, 1979
 - 1 Special Area of Conservation (SAC)
 - The only National Nature Reserve (NNR) in Hertfordshire (Broxbourne Woods)
 - 16 Sites of Special Scientific Interest (SSSI)
 - 582 Wildlife Sites of county importance covering 3,505ha
 - 13 Herts and Middlesex Wildlife Trust Nature Reserves (HMWT)
 - 1 local nature reserve
 - Numerous local wildlife sites
- 2.8.23 The main strategic issues in the district relating to wildlife sites revolve around the fragmentation and cumulative harm to habitats, flora and fauna from inappropriate development in proximity to protected sites, particularly where development pressure is greatest such as in the south of the district around Hertford and Ware. Consideration must also be given to the impact on important sites outside the district such as Hatfield Forest and Epping Forest, both areas of Ancient Woodland.
- 2.8.24 Urban areas cause disruption to natural wildlife corridors, prohibiting migration and movement of species, making them less adaptable to change, including that brought about by climatic change. The A10, dividing the district roughly in half is a key part of the district's transport network and thus development along this corridor would make sense. Yet the proximity of this major transport artery to the district's sites of European, national and local wildlife importance could be of vital consideration, as any further development which significantly increases vehicle movements along the A10 could also cause harm to these sites.

2.8.25 The development strategy will seek to protect wildlife and habitats by guiding development away from such locations and ensuring any negative effects are mitigated. To assist with this, the potential impacts of the development strategy will be assessed through the Sustainability Appraisal and Habitats Regulations Assessment; both formal requirements of the plan-making process. Detailed policies seeking to protect sites of wildlife importance will be included in Allocations and Policies.

Heritage Assets

2.8.26 The Government's objectives for planning for the historic environment include '*conserving heritage assets in a manner appropriate to their significance*'.⁷⁵ Designated heritage assets in East Herts include⁷⁶:

- Over 30 Scheduled Monuments
- Over 4,000 Listed Buildings, of which just over 1% are Grade 1
- 15 Registered Parks and Gardens
- 42 Conservation Areas
- 450 Areas of Archaeological Significance
- At least 59 Locally Listed Historic Parks and Gardens
- Numerous Tree Preservation Orders

2.8.27 Many historic assets are designated under other heritage-related consent regimes rather than through the planning system itself. Nonetheless, planning has a role to ensure that new development does not adversely affect such assets. This is particularly important where development is off-site, but has the potential to still affect the historic asset such as, for example, its setting.

2.8.28 This is particularly true for development within a Conservation Area. East Herts has 42 Conservation Areas, including the town centres of all of the five towns and most Category 1 and 2 Villages. They are, therefore, the historic asset under most pressure, since the majority of development is focused within the existing urban areas. Conservation Areas are not static, although it is crucial that they do not suffer from incremental change that detrimentally affects their character.

2.8.29 '*When considering the impact of a proposed development on a designated heritage asset, considerable importance and weight should be given to its conservation. The more important the asset, the greater the weight should be*'.⁷⁷ Similarly to wildlife assets, the development strategy will seek to protect the heritage of the district, by guiding development away from such historic assets and ensuring any negative effects are mitigated. Detailed policies

seeking to protect sites of historic importance will be included in Allocations and Policies.

Natural and Historic Environment Next Steps

- 2.8.30 One of the biggest challenges facing planning is striking the correct balance between conserving the historic environment with conserving the natural environment. This is especially true in more recent years with the presumption in favour of previously developed land. On the one hand, whilst such an approach minimises development in the surrounding countryside, it increases the pressure and potential impact on the historic character of the towns.
- 2.8.31 The conservation and protection of natural and historic environmental assets is considered to require both strategic and detailed policy approaches. Whilst criteria-based policies setting out how the assets will be protected in detail will be included within Allocations and Policies, the development strategy will also seek to conserve such assets by guiding development away from such locations and ensuring any negative effects are mitigated.
- 2.8.32 Natural and historic environmental issues will be dealt with through the next steps in the preparation of the development strategy as follows:
- 2.8.33 *Step 3: Topic Assessments* - will assess the impact and importance of wildlife sites, historic assets, landscape character and tranquillity in relation to the areas of search. Assessments will also cover other topics including agricultural land, environmental stewardship, Green Belt, strategic gaps and boundary limits to growth.
- 2.8.34 *Step 4: Areas of Search Assessments* - will consider any relevant information for the areas of search in relation to all the topic assessments carried out under Step 3, along with relevant technical studies. For example, an area of search may perform well in terms of historic issues, but may score poorly in terms of wildlife concerns.
- 2.8.35 *Step 5: Scenario Testing* - will examine the cumulative issues of a number of different strategy scenarios, in order to determine the potential impacts of all the relevant topic and areas of search assessments carried out in Steps 3 and 4. This step will be key in determining the cumulative and off-site impacts on both natural and historical environmental assets.
- 2.8.36 *Step 6: Preferred Strategy* - will set out the draft strategy and identify the broad locations for growth, helping to conserve natural and historical environmental assets. It will include a Green Infrastructure strategy

identifying a strategic network of high quality green spaces and other environmental features.

Natural and Historic Environment References:

⁶⁵ Also spelt Lee, and historically, Ley. Convention is that when referring to the river and its valley, the spelling Lea is used but when referring to the Navigation and Regional Park, the spelling Lee is used, because this spelling is used in the respective Acts of Parliament.

⁶⁶ Draft National Planning Policy Framework, paragraph 164 (CLG, July 2011)

⁶⁷ Natural England

<http://www.naturalengland.org.uk/ourwork/landscape/englands/character/default.aspx> (7th Dec 2011)

⁶⁸ Draft National Planning Policy Framework, paragraph 167 (CLG, July 2011)

⁶⁹ East Herts Landscape Character assessment SPD 2007, page 26

<http://www.eastherts.gov.uk/index.jsp?articleid=24642>

⁷⁰ <http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/default.aspx>

⁷¹

<http://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/greeninfrastructure/default.aspx>

⁷² Draft National Planning Policy Framework, paragraph 167 (CLG, July 2011)

⁷³ A 50-year vision for the wildlife and natural habitats of Hertfordshire: A Local Biodiversity Action Plan (1998 revised 2006).

⁷⁴ <http://www.naturalengland.org.uk/ourwork/climateandenergy/default.aspx>

⁷⁵ Draft National Planning Policy Framework, paragraph 177 (CLG, July 2011)

⁷⁶ Data from East herts Council Core Strategy Issues and Options Consultation 2010 (paragraphs 2.7.4 and 2.7.5) and Appendix C of the Historic Parks and Gardens Supplementary Planning Document

⁷⁷ Draft National Planning Policy Framework, paragraph 183 (CLG, July 2011)

2.9 Green Belt

Scope of overview

2.9.1 This overview sets out how Green Belt issues will be dealt with in respect of the development strategy. The key Green Belt issues are considered to be:

- The Five Purposes of Green Belt
- The Need for a Green Belt Review

2.9.2 Other Green Belt related issues, including many raised through the Core Strategy Issues and Options Consultation in 2010 are also discussed. Because the preparation of the District Plan is a 'stepped' approach, this overview also sets out how the Green Belt issues will be dealt with under later steps.

The Five Purposes of Green Belt

2.9.3 Approximately the southern third of the district lies within the London Metropolitan Green Belt (17,530 hectares). The remainder of the district is covered by the 2007 Local Plan Second Review policy area Rural Area Beyond the Green Belt. Four of the district's main towns are surrounded by Green Belt; Bishop's Stortford, Hertford, Sawbridgeworth and Ware.

2.9.4 The Government attaches great importance to Green Belts. Retaining the principles set out in Planning Policy Guidance Note 2: Green Belts, the draft NPPF sets out the policy requirements for Green Belts (paragraphs 133 to 147). Green Belts serve five purposes:

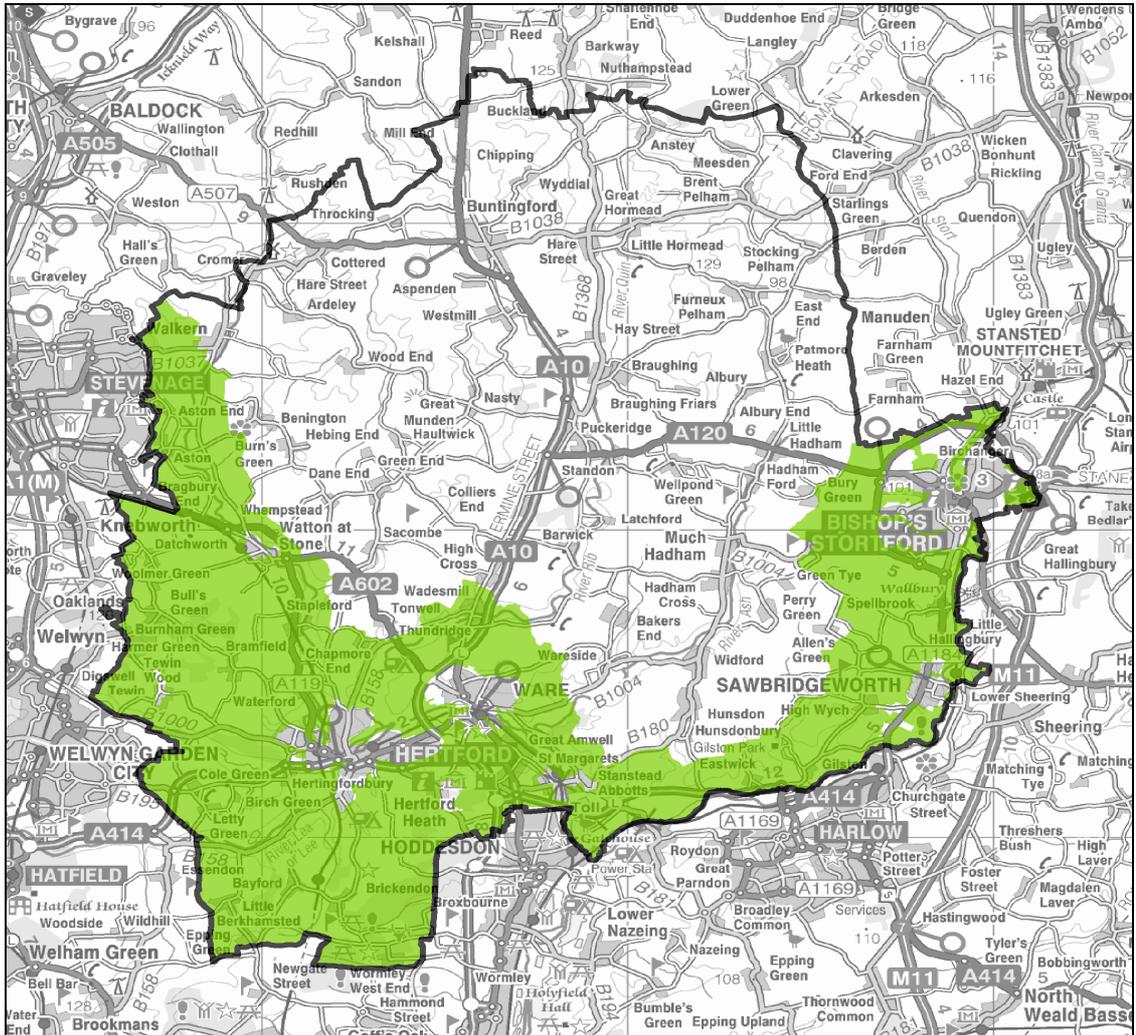
- To check the unrestricted sprawl of large built-up areas
- To prevent neighbouring towns merging into one another
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the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

The Need for a Green Belt Review

2.9.5 In the absence of a regional or county-wide plan, the duty to plan for Green Belts falls to the local planning authority, which should set the framework for Green Belt and settlement policy and determine the appropriateness of existing Green Belt boundaries during the review of a local plan. The Green Belt policy should consider the ability of Green Belt boundaries to remain effective for the time period proposed for the district plan and beyond i.e its permanence. Once established, Green Belt boundaries should only be altered in exceptional circumstances.

- 2.9.6 The draft NPPF states that *“when drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary” (paragraph 139).*
- 2.9.7 In response to the Issues and Options consultation, many comments were received to the effect that Green Belt should not be touched. However, as the consultation document explained: *“whilst we acknowledge that two-thirds of the district is not covered by Green Belt, we do not think that it would be either realistic or sustainable to propose a development strategy option which seeks to locate development exclusively outside the Green Belt”* (Issues and Options consultation document, 2010, Section 3.6)
- 2.9.8 We know that there is a finite amount of brownfield or previously developed land within the urban areas of our towns. Future recycling of urban land is likely to take the form of intensification of existing buildings or estates, the act of which could create increased demand for existing services and facilities, but due to the constrained nature of such sites these developments tend not to be able to provide new facilities on site. Since four of the district’s five towns and many of the villages are surrounded by Green Belt, it is doubtful whether it is possible to meet the requirement to ‘promote sustainable patterns of development’ without reviewing the Green Belt and extending existing settlements. It would also be very difficult and expensive to provide adequate supporting infrastructure if all development were to take place beyond the Green Belt, given that the settlements outside the Green Belt areas are by and large quite small. This is shown in Figure 2.8 below.
- 2.9.9 It is important to recognise that the Green Belt is simply a strategic planning tool used to ensure that the five purposes of the Green Belt are met. Given the need for development in the district it is difficult to balance both protecting the Green Belt and enabling sustainable development. The most proactive approach is to assess Green Belt principles, and see where the most important areas of Green Belt lie, and then review Green Belt boundaries in accordance with this assessment. If there is no option but to develop in the Green Belt where is the best location?

Figure 2.8: Designated Green Belt in East Herts District (Local Plan Second Review 2007)



Green Belt Next Steps

- 2.9.10 *Step 3: Topic Assessments* – will consider firstly whether an area of search is within the Green Belt or in the Rural Area Beyond the Green Belt, secondly whether the area of search plays a role in protecting the strategic gap between settlements, and thirdly whether there are any clear boundary limits to growth within the area of search.

- 2.9.11 *Step 4: Areas of Search Assessments* – will consider any relevant information for the areas of search, in relation to all the topic assessments carried out under Step 2, along with relevant technical studies. For example, an area of search may perform well in terms of employment potential taking account of transport and access constraints, but may score poorly in terms of environmental concerns.

- 2.9.12 *Step 5: Scenario Testing* – will examine the cumulative issues of a number of different strategy scenarios in order to determine the potential impacts of all the relevant topic and areas of search assessments carried out in Steps 3 and 4. In order to inform this stage a Green Belt review will be needed.
- 2.9.13 *Step 6: Preferred Strategy* – will set out the draft strategy and policy approach to managing the Green Belt in terms of where strategic Green Belt releases will be necessary and set the framework for Green Belt and settlement policies.

2.10 Community and Leisure

Scope of this Overview

2.10.1 This overview sets out how people and community issues will be dealt with in respect of the development strategy. The key issues are considered to be:

- Community Facilities
- Healthcare Facilities
- Leisure and Open Space
- Lee Valley Regional Park
- Crime Prevention and Emergency Services
- Equalities

2.10.2 Other people and community related issues, including many raised through the Core Strategy Issues and Options Consultation in 2010 are also discussed. Because the preparation of the plan is a 'stepped' approach, this overview also sets out how people and community issues will be dealt with under later steps.

Community Facilities

2.10.3 The term 'community facilities' is very broad and applies to a range of types of facilities that may be used by the wider community or a particular section of the community, whether this is a particular age group (e.g. teenagers or older people), interest or faith group. Such facilities can also be provided for a specific use or be multi-functional. In smaller communities, such facilities often form the hub of community life.

2.10.4 *'To deliver the facilities and services the community needs, planning policies and decisions should:*

- *Plan positively for the provision and integration of community facilities (such as local shops, meeting places, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments*
- *Safeguard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs*
- *Ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community⁷⁸*

2.10.5 In East Herts, the following are considered to be community facilities, irrespective of whether they are located in a village or town centre:

- Arts Centres / Museums / Theatres
- Community Centres / Village Halls
- Healthcare Facilities (see below)
- Libraries
- Leisure Centres
- Local / Village Shop (i.e. selling milk, bread and newspapers)
- Post Office
- Place of Worship
- Public House

- 2.10.6 Whilst not considered community facilities *per se*, schools can provide a valuable resource for extra curricular activities through community use agreements and open access arrangements. This includes, for example the use of school playing fields for public recreation at weekends (see below).
- 2.10.7 Hertfordshire County Council provides a wide range of community services, including libraries and children and youth services. There are currently libraries in Bishop's Stortford, Hertford, Ware, Buntingford, and Sawbridgeworth which also act as hubs for a range of community services. Four mobile library services operate a number of routes across the district.
- 2.10.8 Children's centres are local service hubs where children under five years old and their families can receive integrated services and information, to a relatively small geographic area. Developments of 2,500 dwellings will require a new children's centre. Centres could be provided alongside or as part of a new primary school. Youth Connexions provides information, advice, guidance and support to 13-19 year olds on subjects such as education, work, training and volunteering, drugs, finance, health, sexual health and housing. There are two Youth Connexions Centres in East Herts, in Bishop's Stortford and Hertford. HCC's preferred model of provision would be to locate services in the larger towns and have access through community facilities in smaller communities through access to shared use of local facilities.
- 2.10.9 Provision of community facilities is usually through the use of planning obligations and Section 106 Agreements. To support or make facilities financially viable, a certain minimum level of population, reached at a particular threshold, is required. These vary from facility to facility. Illustrative thresholds are set out in Figure 2.9 (below). Please note: these figures would need to be amended to reflect local circumstances, particularly in rural locations where the thresholds may be lower.

Figure 2.9: Illustrative Thresholds⁷⁹

Community Facility	Illustrative Catchment Populations	Approximate Dwelling Threshold
Health Centre (4 GPs)	10,000	4,350
Local Shop	1,500	650
Public House	6,000	2,610
Post Office	5,000	2,170
Community Centre	4,000	1,740
Local Centre	6,000	2,610
Leisure Centre	24,000	10,440

2.10.10 The requirement for the provision of community facilities will be set out in the development strategy, although specific allocations and any policy criteria will be identified in allocations and policies.

2.10.11 Indeed, the approach to the provision of community facilities will depend on the scale of development. Smaller developments, (which cannot in themselves provide a full range of social infrastructure), should complement and use spare capacity within existing facilities in close proximity in the existing settlement. Where there is no spare capacity in existing facilities nearby, the cumulative impact of more than one smaller development could collectively provide for additional facilities. Larger developments will be more likely to provide a fuller range of community facilities, perhaps at identified local centres.

Healthcare Facilities

2.10.12 Healthcare facilities are also considered to fall within the term 'community facilities'. There are five main types of healthcare facility (excluding specialist and private hospitals and home care):

- *District General Hospitals* provide acute care services including accident and emergency and maternity functions. Although outside of the district, Lister Hospital in Stevenage and Princess Alexandra Hospital in Harlow serve East Herts.
- *Local General Hospitals* offer a wide range of primary care services that patients use most often including outpatient, therapies, diagnostics and urgent care. NHS Hertfordshire is proposing to redevelop the QEII Hospital site in Welwyn Garden City in 2014 as a Local General Hospital (with acute care services being transferred to Lister)
- *Urgent Care Centres* treat most injuries or illnesses that are urgent but not life threatening. For example sprains and strains, broken bones, minor

burns and scalds, minor head and eye injuries, bites and stings. Hertford County Hospital is an Urgent Care Centre

- *Community Hospitals* provide outpatient services, for example including a Minor Injuries Unit. There are community hospitals in Bishop's Stortford (the Herts and Essex Hospital) and in Cheshunt.
- *GP surgeries* are located in the five towns in East Herts as well as the larger villages of Hertford Heath, Much Hadham, Puckeridge, Stanstead Abbots and Watton-at-Stone. There are a total of 70 practices in East Herts.

2.10.13 In order to provide a better and more efficient level of care, some health services are being decentralised closer to where people live, such as community hospitals, GP practices or in their own homes⁸⁰. Thus, in terms of plan-making, the focus for new health infrastructure will be on providing a limited number of small-scale local health facilities such as health centres for GP practices. It is not considered that specific allocations of new facilities will be made although any requirement for the provision of healthcare will be set out in the development strategy.

Leisure and Open Space

2.10.14 Nationally and locally there is a drive to increase participation in physical and social activity and to encourage improvements in health and wellbeing: an approach perhaps endorsed by the presence of the Olympic and Paralympic Games in London, including the Lee Valley White Water Centre in Broxbourne.

2.10.15 Open spaces provide a valuable contribution to community life not only in terms of leisure and recreation, but in many cases because of their cultural significance and contribution to the character and setting of an area.

2.10.16 In East Herts, these include:

- Allotments
- Children's Playground
- Parks and Gardens
- Playing Fields
- Outdoor sports facilities
- Natural and semi-natural green spaces
- Amenity green spaces
- Cemeteries and churchyards
- Green corridors and public rights of way

2.10.17 *Planning policies should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sport and recreation facilities in the local*

area. The information gained from this assessment of needs and opportunities should be used to set locally derived standards⁸¹. Quantity provision set out the indicative amount of open space per 1,000 population. Through the use of planning obligations and Section 106 Agreements planning can help ensure adequate provision of open spaces across East Herts. Currently the district has a deficit in open spaces for sport and recreation.

2.10.18 The requirement for the provision of open space will be set out in the development strategy, although specific allocations and any policy criteria will be identified in allocations and policies.

2.10.19 East Herts has an extensive network of public rights of way and Hertfordshire County Council is responsible for maintaining the definitive map. Proposals for development should not adversely affect a right of way and this policy approach will be set out in allocations and policies.

2.10.20 The rivers Lea and Stort are a good example of green infrastructure: corridors that penetrate into the urban areas for the benefit of both wildlife and people. As important water-based habitats they are also a focus for recreation and leisure, whether walking, cycling, boating or fishing. The policy approach for their continued protection and enhancement will be set out in allocations and policies.

2.10.21 Indoor leisure and recreation facilities are provided at:

- Grange Paddocks, Bishop's Stortford
- Hartham, Hertford
- Wodson Park, Ware
- Fanshaws Pool and Gym, Ware
- Leventhorpe Pool, Sawbridgeworth
- Ward Freman Pool, Buntingford

2.10.22 It is not considered that new sites for indoor recreation facilities will be allocated. However, additional provision at existing sites may be delivered through S106 and/or community infrastructure levy payments.

Lee Valley Regional Park

2.10.23 Established by Act of Parliament in 1966, the Lee Valley Regional Park covers 10,000 acres and stretches 26 miles and was created to meet the recreation, leisure and nature conservation needs of London, Hertfordshire and Essex. Although not a local authority, the Lee Valley Regional Park Authority is a statutory body responsible for managing and developing the park and must prepare a Plan setting out future use and development.

2.10.24 445 hectares of the Regional Park to the south of Ware running through Stanstead Abbots and St Margarets fall within East Herts and East Herts Council will continue to support the proposals of the Park Plan subject to their general conformity with the LDF (District Plan). The development strategy will identify the boundaries of the Regional Park.

Crime Prevention and Emergency Services

2.10.25 In terms of police services, there are 13 'Safer Neighbourhood Teams' across the district, based at Hertford, Buntingford and Bishop's Stortford police stations. The number of staff needed to police an area is not based on population but on criminality, which is influenced by the type of housing, population density, housing quality and whether there is a stable population. It is, therefore, difficult to assess future demand for police services as a result of housing growth.

2.10.26 However, Hertfordshire Constabulary has advised that larger developments would require the provision of a new facilities, including the potential for custody facilities. The capital investment required for a new custody facility would be in the region of £20m. It is critical that new or enhanced police facilities are provided early on as local police need to be able to build relationships with expanded or new communities from the outset, and to react to the need for police services, demand for which will typically commence as soon as growth starts.

2.10.27 Through the application of good design principles planning can help ensure that new development reduces opportunities for criminal and anti-social behaviour. Devised by the Association of Chief Police Officers (ACPO), Secured by Design focuses on crime prevention through design. The principles have been proven to achieve a reduction of crime risk by up to 60%, by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space⁸². The principles of Secured by Design apply to the design of specific schemes. As such, it is considered appropriate to include it in allocations and policies rather than the development strategy.

2.10.28 The East of England Ambulance Service NHS Trust provides emergency and unscheduled care and patient transport services in East Herts. The ambulance service is demand driven, as opposed to purely population driven. EEAST is already experiencing a 6% a year increase in calls, which has doubled since 1992/93; partly driven by changing public attitudes to using the 999 service, an ageing population profile and increased resources being allocated to emergency capability. These challenges are resulting in consideration of major changes to the delivery of the ambulance service,

which could result in a more flexible 'hub and spoke' approach, with operational staff not assigned to a single centre and only going there as required (e.g. for training). This could reduce the number of command centres and, therefore, its property portfolio.

- 2.10.29 In terms of fire and rescue services, there are currently fire stations in East Herts (Bishop's Stortford, Buntingford, Hertford, Much Hadham, Sawbridgeworth, and Ware). Fire and rescue services are driven by attendance standards: 1st fire engine within 10 minutes; 2nd within 13 minutes, and 3rd within 16 minutes. There is generally less coverage in the north and east of the County. In particular, the northern areas surrounding the A10 corridor have been identified as a particularly difficult area in which to meet attendance standards. Few new developments would be large enough to warrant a new fire station or even an extension to an existing one e.g. a development of 10,000 would only generate potential need for a retained (part time) station⁸³.
- 2.10.30 As such, it is not considered that specific allocations of new emergency services facilities will be made.

Equalities

- 2.10.31 As part of the preparation of the District Plan, the Sustainability Appraisal will include both Equalities and a Health Impact Assessment. These will help to ensure that the effects of the development strategy and allocations and policies on all groups of society including the most vulnerable, are given due consideration.

Community and Leisure Next Steps

- 2.10.32 Whilst criteria-based policies setting out how community facilities (including open space and recreation) will be protected in detail will be included within allocations and policies, the development strategy will also set out the requirements to provide the appropriate level of facilities to support new development and ensure sustainable communities. This section sets out how community and leisure issues will be dealt with through the next steps in the preparation of the development strategy.
- 2.10.33 *Step 3: Topic Assessments* - will assess the availability of a range of community facilities in relation to the Areas of Search.
- 2.10.34 *Step 4: Areas of Search Assessments* - will consider any relevant information for the areas of search in relation to all the topic assessments carried out under Step 3 along with relevant technical studies. For example, an area of search may perform well in terms of availability of community facilities, but may score poorly in terms of environmental concerns.

- 2.10.35 *Step 5: Scenario Testing* - will examine the cumulative issues of a number of different strategy scenarios in order to determine the potential impacts of all the relevant topic and areas of search assessments carried out in Steps 3 and 4. This step will be key in determining the broad quantum of development and the required level of supporting community and leisure infrastructure.
- 2.10.36 *Step 6: Preferred Strategy* - will set out the draft strategy and identify the broad locations for growth, helping to conserve natural and environmental assets. It will include a Green Infrastructure strategy identifying a strategic network of high quality green spaces as well as an Infrastructure Delivery Plan setting out how certain types of community infrastructure will be delivered.

Community and Leisure References:

⁷⁸ Draft National Planning Policy Framework, paragraph 126 (CLG, July 2011)

⁷⁹ Adapted from 'Shaping neighbourhoods' by Hugh Barton, Marcus Grant and Richard Guise, p98 (Spon Press, 2003) and included in the East Herts Core Strategy issues and Options Consultation 2010. Approximate dwelling threshold based on 2.3 persons per household and rounded to nearest 10.

⁸⁰ The Hertfordshire Health Strategy (NHS Hertfordshire, October 2011)

⁸¹ Draft National Planning Policy Framework, paragraph 128 (CLG, July 2011)

⁸² <http://www.securedbydesign.com/>

⁸³ *Hertfordshire Infrastructure and Investment Strategy* (2010)

2.11 Natural Resources

Scope of this Overview

2.11.1 This overview sets out how natural resource issues will be dealt with in respect of the development strategy. Planning aims to encourage the prudent use of natural resources (draft NPPF Paragraph 10). The key issues are considered to be:

- Waste
- Minerals
- Food Supply
- Low Carbon Energy

2.11.2 Waste is included in this section because although not 'natural', if managed sustainably there is potential to make it a resource.

Waste

2.11.3 Hertfordshire County Council has two separate responsibilities for waste: waste disposal and waste planning. Household waste is collected by East Herts Council, which is then disposed of by the County Council. There are four County Household Waste Recycling Centres (HWRCs) in East Herts, at Bishop's Stortford, Buntingford, Cole Green, and Ware. All are operating at the limit of their capacity.

2.11.4 The Hertfordshire Waste Partnership (a partnership between the County Council and the 10 District Councils) has developed a Joint Municipal Waste Management Strategy⁸⁴. The strategy aims to identify solutions to Hertfordshire's lack of facilities for treating and disposing of waste.

2.11.5 The County Council is responsible for decisions on waste planning applications. It has also prepared the Waste Core Strategy⁸⁵. The new plan, which will cover a period to 2026, will set out the County Council's vision and objectives for the future treatment of waste and the policies and proposals necessary to achieve this vision, including identifying potential sites for future waste facilities and safeguarding existing facilities.

Minerals

2.11.6 Hertfordshire County Council is the Minerals Planning Authority for the whole County including East Herts. The Minerals Local Plan (2007) includes policies and site allocations⁸⁶.

- 2.11.7 The Minerals Local Plan provides a safeguarded 'landbank' of aggregates used in constructing and maintaining roads, buildings and other infrastructure. Sand and gravel deposits are found in most parts of the county although they are concentrated in that part south of a line between Bishop's Stortford in the east and Hemel Hempstead in the west (often referred to as the sand and gravel belt).
- 2.11.8 Stakeholders include the minerals industry, other commercial enterprises, landowners, conservation or other interest groups and the general public including local residents. Since each stakeholder group may have its own particular concerns and priorities, some of which may be contradictory, it is likely that a degree of compromise will be required. It is the role of the Minerals Local Plan to ensure that a satisfactory balance is struck between these potentially competing interests in terms of sustainable planning for minerals in Hertfordshire.

Food Supply

- 2.11.9 Agricultural land is the main source of food. Most agriculture is based on intensive, large scale production, although there are a number of small scale and organic farmers who serve the local area. Agricultural diversification is an important issue for planning policy, although its overall influence on formulation of a development strategy is limited. The development strategy concept of small-scale communal agriculture to feed the majority of the population is not considered realistic. However, agricultural land classifications based on land quality is a planning concern and will be assessed.
- 2.11.10 Allotments are also a smaller-scale source of food, although in planning terms they are considered as open space. East Herts Council manages three allotments in Hertford. Each of the Town Councils (Bishop's Stortford, Buntingford, Sawbridgeworth and Ware) manages its own allotments. Protection of existing allotments is a wider concern of planning policy in the LDF (District Plan). Provision of new allotments may be possible within new development, although this is only likely to be financially viable on larger scale developments, and where appropriate land agreements and long-term management arrangements are feasible.
- 2.11.11 There is a complicated relationship between food supply and other needs such as biodiversity and leisure uses. Environmental Stewardship is a national scheme to encourage conservation interests in farming. The strategy selection process will balance these considerations with development needs in planning terms, at a level appropriate to the emerging development strategy.

Low-Carbon Energy

- 2.11.12 The social, economic and environmental benefits of pursuing renewable and low carbon energy opportunities are recognised in national planning policy and are well documented.
- 2.11.13 Energy opportunities mapping suggests locations where such opportunities may be explored through planning⁸⁷. It may be that energy opportunities have some influence on the selection of a development strategy, although there is not likely to be a direct correlation. For example, availability of wind or biomass is not likely to be a consideration in the selection of locations for strategic-scale development. For this reason energy opportunities mapping has not been used as a basis for a topic assessment in Step 3.
- 2.11.14 Following the development strategy work there are likely to be challenges for planning policy in terms of striking an appropriate balance around certain energy opportunities, for example, around wind turbines and biomass boilers. Such issues will be addressed separately by policy work after the strategy is in place.
- 2.11.15 Climate change mitigation requires more than identifying energy opportunities. It is also about infrastructure delivery, for example district heating systems. These are complex and long-term projects which require a policy framework but also require extensive investigation into feasibility and deliverability⁸⁸. The ‘zero carbon homes’ debate at national level⁸⁹ is beyond the scope of the development strategy. Much of the reduction in emissions from individual buildings is addressed through phased tightening of Building Regulations.

Natural Resources Next Steps

- 2.11.16 Many natural resources issues are beyond the scope of the LDF (District Plan), or otherwise may be addressed by non-strategic policies. Issues addressed at the next steps are expected to be as follows:
- 2.11.17 *Step 3: Topic Assessments* – Agricultural Land Classification, Minerals and Waste Designations, Environmental Stewardship.
- 2.11.18 *Step 4: Areas of Search Assessments* – will consider these issues in more detail if necessary.
- 2.11.19 *Step 5: Scenario Testing* – likely to engage the County Minerals and Waste Authority and East Herts Council Environmental Health Service.
- 2.11.20 *Step 6: Preferred Strategy* – may include low carbon requirements for strategic allocations.

Natural Resources References:

⁸⁴ The Joint Municipal Waste Strategy is available at: www.wasteaware.org.uk

⁸⁵ See www.hertsdirect.gov.uk/waste. The Core Strategy and Development Management Policies DPD has recently completed Examination in Public. The Inspector's report is expected at the end of March 2012.

⁸⁶ See www.hertsdirect.org/services/envplan/plan/hccdevplan/mlp

⁸⁷ See www.sustainabilityeast.org.uk for the East of England Low and Zero Carbon Strategy. The Hertfordshire Renewable and Low Carbon Strategy (2010) is on the Council's website at: www.eastherts.gov.uk/technicalstudies

⁸⁸ See for example 'Community Energy: Urban Planning for a Low Carbon Future' (2010) at www.tcpa.org.uk

⁸⁹ For example see www.zerocarbonhub.org

2.12 Environmental Quality

Scope of this overview

2.12.1 This overview sets out how environmental quality issues will be dealt with in respect of the development strategy. The key environmental quality issues are considered to be:

- Air Quality
- Noise Pollution
- Light Pollution
- Groundwater Pollution
- Contaminated Land

2.12.2 Other environmental quality related issues, including many raised through the Core Strategy Issues and Options Consultation in 2010 are also discussed. Because the preparation of the District Plan is a 'stepped' approach, this overview also sets out how the environmental quality issues will be dealt with under later steps.

Air Quality

2.12.3 The nature of the district, with its dispersed towns, villages and hamlets with poor inter-connectivity by public transport, relative affluence and mobility, high car-ownership and close proximity to London and larger towns and cities, all contribute to higher levels of greenhouse gas emissions per person than neighbouring districts. The historic nature and organic growth of the district's principle towns of Bishop's Stortford, Hertford and Ware have in themselves led to inefficient road and transport networks and where these issues coincide with limited connections to major roads, congestion is inevitable. Such congestion can result in high levels of localised pollutants which can cause problems for those with respiratory conditions.

2.12.4 Bishop's Stortford in particular suffers from this issue; the combination of the historic road network combined with its proximity to Stansted Airport means that the town centre frequently suffers from congestion and the resultant poor air quality. As such an Air Quality Management Area (AQMA) has been established in the town centre (Hockerill Lights) to monitor levels of pollutants. There is also an AQMA in Hertford (Mill Road/A414 roundabout), with a potential new one being established in London Road, Sawbridgeworth. These monitoring sites are supported by action plans to improve air quality in these locations⁹⁰.

2.12.5 The potential impact on these AQMAs from development is largely dependant upon the location and scale of development and any

improvements to infrastructure that occur as a result. In theory, any development along the M11 corridor has the potential to impact on the AQMA in Bishop's Stortford as there are limited opportunities to improve the road infrastructure. It is therefore appropriate to determine this during the area of search assessments and scenario testing (Steps 4 and 5).

- 2.12.6 All developments have a level of impact on air quality through emissions, built form and activity. The impact of different building forms on local air quality have been well-documented, sometimes creating micro-climates of increased temperature and trapping pollutants within air pockets. The mechanised heating and cooling of buildings can increase emissions and local air temperatures. However, new construction techniques can aid the natural ventilation and heating of properties and these can be encouraged through planning policies. Pressures on highways department budgets and the relative cost of the maintenance of street trees often result in the removal of trees in the urban area, thus reducing the cleansing and shading benefits they bring. In historic centres there are fewer trees as the built form tends to consist of narrow roads and pavements and combined with vehicle movements can lead to localised high pollutant levels.
- 2.12.7 The application of a general policy concerning air quality, in relation to wider environmental concerns is considered to be a key component of the development strategy. Detailed criteria-based policy for the management of development proposals which have the potential to affect AQMAs will be included in Allocations and Policies.

Noise Pollution

- 2.12.8 The scope of the strategy work is defined by noise issues which may impact on the choice of location for strategic development. It does not address the issue of noise created by strategic development: although construction activity (including traffic) is noisy, national policy provides for this to be addressed through planning conditions.
- 2.12.9 A distinction should be drawn between the environmental health approach to noise and the strategic planning approach. The environmental health approach uses measurable recordings and data to provide stand-alone evidence which may be tested in a court of law. Planning can take account of the environmental health data where these are available, and where there is clear evidence that noise is likely to cause a significant risk to human health.
- 2.12.10 For strategic planning purposes such data is either lacking or controversial. There are no suitable data for noise arising from traffic. Flightpath noise contour maps attempt to identify the impact of aircraft noise in precise locations and whether it does or does not exceed an acceptable threshold.

However, such techniques are subject to highly technical argument and interpretation, which is further complicated by changes to flight patterns, weather conditions on the dates when readings are taken, and many other factors. Because such maps are usually produced by interested parties in support of particular proposals they are often contentious.

- 2.12.11 East Herts Council's approach is based on common sense criteria to assess noise impacts. One aspect of this is to use the proximity of a given area to different types of road as a proxy for likely noise impact. Air noise contours are used in a similar way, but indicatively rather than in a technical sense. This approach avoids the pitfalls of 'false precision' without resorting entirely to subjective judgement. The approach enables a strategic perspective to provide a degree of consistency and transparency in assessing the possible impacts of a wide range of issues 'in the round'.
- 2.12.12 An approach to identifying areas of tranquillity in accordance with the draft NPPF is included in Section 2.8: Natural and Historic Environment above.

Light Pollution

- 2.12.13 Artificial light is a part of everyday life. We use it for security reasons, pedestrian and traffic safety, recreation and for enhancing historic buildings. But poor or inconsiderate lighting schemes can result in light pollution, nuisance and is also a waste of energy. Light can affect humans and wildlife in detrimental ways. Glare and light trespass can be dangerous and disturbing and streetlights can cause a sky-glow at night preventing the observation of the night sky by astronomers and wildlife. Birds and animals use the moon for navigation and nocturnal animals like bats, badgers and otters are confused by bright lights. Artificial lighting can also dissuade animals from visiting favoured breeding or feeding grounds. In the rural area, where dark skies are one of the qualities of the rural landscape, artificial lighting can be particularly harmful. Detailed criteria-based policy on minimising the impact of artificial lighting will be included in Allocations and Policies.

Groundwater pollution

- 2.12.14 A key concern for the district, as elsewhere in the south-east of England is the protection of groundwater, the abstraction of which provides a third of our drinking water in England and Wales. Groundwater also maintains the flow in many of our rivers. The Environment Agency plays a crucial role in looking after these sources to ensure that our water is completely safe to drink⁹¹.
- 2.12.15 In order to ensure pollution to sources of groundwater does not occur, the Environment Agency has established a range of Source Protection Zones (SPZ) for groundwater sources such as wells, boreholes and springs used for

public drinking water supply. These zones show the risk of contamination from any activities that might cause pollution in the area; the closer the activity, the greater the risk. The Environment Agency Groundwater Map series show three main zones (inner, outer and total catchment) and a fourth zone of special interest, which is occasionally applied, to a groundwater source. These zones are used in conjunction with a Groundwater Protection Policy to set up pollution prevention measures in areas which are at a higher risk, and to monitor the activities of potential polluters nearby.⁹² In determining where development should or should not be located, it is important to consider the location of these Zones in order to ensure any development does not harm vulnerable groundwater sources.

- 2.12.16 The application of a general policy concerning groundwater protection, in relation to wider environmental concerns is considered to be a key component of the allocations and policies following the development strategy. This will take into account issues of the contamination of groundwater sources. Detailed criteria-based policy for the management of development proposals in areas of known groundwater importance will be included in Allocations and Policies.

Contaminated land

- 2.12.17 Contaminated land is any land which is in such a condition, by reason of substances in, on or under the land, that causes or has the significant possibility to cause harm, or where the pollution of controlled water is being or is likely to be caused.⁹³ For a risk to exist there needs to be a source and a target and a pathway between them.
- 2.12.18 Examples of sources of contamination include: petrol filling stations, chemical works, ordnance factories, metal works and other such industrial and land use activities. Being a rural district with a large agricultural base, historic farming practices including the use of pesticides and fertilisers have had impacts on water and soil quality. Riverside industrial uses have also contributed to the contamination of waterways. Being in proximity to London there are also a number of landfill sites originally constructed to manage the waste of the northern London boroughs. The East Herts Contaminated Land Strategy 2007 identified 400 sites of potential contamination during its review.
- 2.12.19 Contamination can move through groundwater, gas migration, wind blown deposition, uptake from soils into plants and then to humans, leaching into watercourses and then to aquatic life. Particularly vulnerable to the effects of contamination are Sites of Special Scientific Interest, high quality rivers, groundwater, human beings, and flora and fauna.

2.12.20 Whilst it is theoretically possible to map these potential sources, pathways and targets, a topic assessment along these lines will prove impractical and inconclusive at this stage due to the technical nature of the necessary testing and evaluation required. A more useful assessment would occur on a more detailed area of search level with the potential cumulative impact of development being assessed as part of scenario testing (Steps 4 and 5).

2.12.21 The application of a general policy concerning contaminated land, in relation to wider environmental concerns is considered to be a key component of the development strategy. This will take into account the prevention of new contamination and mitigation of existing potential sources of contaminated land. Detailed criteria-based policy for the management of development proposals in relation to contaminated land will be included in Allocations and Policies.

Environmental Quality Next Steps

2.12.22 *Step 3: Topic Assessments* – will assess the areas of search in relation to noise pollution in the form of a tranquillity assessment. Given the more technical and site specific nature of the remaining environmental quality issues these are more appropriately assessed in Step 4 and 5 below.

2.12.23 *Step 4: Areas of Search Assessments* – will consider any relevant information for the areas of search in relation to all the topic assessments carried out under Step 3 along with relevant technical studies.

2.12.24 *Step 5: Scenario Testing* – will examine the cumulative issues of a number of different strategy scenarios in order to determine the potential impacts of all the relevant topic and areas of search assessments carried out in Steps 3 and 4.

2.12.25 *Step 6: Preferred Strategy* – will set out the draft development strategy and policy approach to managing the impact of development on environmental quality.

Environmental Quality References:

⁹⁰ The Environment Act 1995 places a duty on local authorities to review and assess air quality in their districts.

⁹¹ Environment Agency Policy and Practice for the Protection of Groundwater (1998) provides a comprehensive framework

⁹² Environment Agency Website <http://www.environment-agency.gov.uk/business/topics/water> (accessed 22.02.12)

⁹³ East Herts Contaminated Land Strategy 2007

2.13 Conclusion and Next Steps

- 2.13.1 Step 2 (this chapter) has established a basis for the identification of strategic planning issues. However, as explained in Section 1.7, the stepped approach is about gradual testing and refinement of evidence to reach progressively greater levels of confidence. It is therefore not possible to take the information contained in this Chapter as setting out a 'definitive' list of strategic issues. This will only become possible at the end of Step 6 as the emerging strategy becomes clear. Chapter 2 must therefore be read in context as 'work in progress'.
- 2.13.2 The next step is based on very different techniques to those employed in this chapter. The Step 3 Topic Assessments relate to the Step 2 Strategic Overviews as shown in **Essential Reference Paper C**.

Chapter 3: Topic Assessments

3.1 Introduction

- 3.1.1 This Chapter introduces the strategic planning tools used to undertake bottom-up assessments of a large number of locations across the district. The focus of the chapter is Step 3 of the strategy selection process, which is presented as a separate document contained in **Essential Reference Paper D**.
- 3.1.2 Step 3 is a bottom-up step, which means that it is necessary to begin to collect information about specific locations as the basis for comparative assessment. This is known as a 'benchmarking' process.
- 3.1.3 In order to meaningfully assess locations it is important to have some idea of the possible scale and extent of development in specific locations. It is now necessary to go beyond the first tentative steps taken in the *Issues and Options* document (see Chapter 1 above) and put in place a basis for substantive assessment.

3.2 Strategic Planning Tools

- 3.2.1 One of the benefits of the steps approach described in Chapter 1 is that it enables initial assumptions to be tested and refined. It is therefore possible to establish some standard assumptions about the scale and extent of development and then refine these at the next steps (Steps 3 and 4).
- 3.2.2 Strategic planning tools have been developed for the Step 3 benchmarking assessments:
- The first tool provides some standardised initial estimates of the possible scale of development. These will be known as 'initial scale assumptions'.
 - The second tool provides some idea of the possible extent of development at the different locations to be considered. These will be known as 'areas of search'.
 - The third tool enables comparative assessment of different locations in terms of a wide range of topics. This is known as 'criteria-based assessment'.
 - The fourth tool uses red, amber or green ratings based on criteria as visual cues to flag up differences between different areas of search. This is known as 'traffic light rating'.

Initial Scale Assumptions

- 3.2.3 It is essential to have an initial sense of whether a development is likely to be of 10, 100, 1,000 or 10,000 dwellings in order to understand the potential impacts on a range of infrastructure and other planning issues. For example, for school planners, highway engineers, or utility companies the difference between the various growth levels is a major concern when offering opinions on development locations. Initial scale assumptions are also important because they help to define the possible extent of development through areas of search, as explained further below.
- 3.2.4 Initial scale assumptions need to be standardised in order to avoid the ‘false precision’ trap: it is too early in the process to be able to suggest a specific scale of growth at any particular location, because as yet there is no information about constraints. This may lead to figures which common sense suggests are unreasonable in some cases, but they are sufficient to enable early strategic thinking about the nature of development issues and can be refined at the next step. However, it is possible to increase the realism where a reasonable basis exists, as shown in Table 3.1 below:

Table 3.1: Initial Scale Assumptions

Locations	Initial assumption (dwellings)	Basis of Initial Scale Assumption
<i>Built-Up Areas and Town Extensions</i> (Bishop’s Stortford, Buntingford, Hertford, Sawbridgeworth, and Ware)	500	Big enough to be considered strategic in the context of past delivery. Small enough to be relevant to the options where space is constrained by physical barriers. <i>Note:</i> a more realistic urban capacity for each town will be calculated in Step 5.
<i>Bishop’s Stortford North</i>	3,000	Approximation of the 2,811 dwellings suggested by the <i>Bishop’s Stortford Masterplanning Study</i> (2005) ²⁵
<i>North of Harlow</i>	10,000	The Harlow Options Appraisal technical study (2010) ²⁶
<i>North of Hoddesdon</i>	1,500	60 hectares (area defined by the

²⁵ The study was prepared by Roger Evans Associates. The 2,811 figure is explained on page 62 on the land budget. See <http://www.eastherts.gov.uk/index.jsp?articleid=24805>

²⁶ These findings were reported in the Issues and Options consultation document (Chapter 10). The original study is available online at www.eastherts.gov.uk/harlowoptions

Locations	Initial assumption (dwellings)	Basis of Initial Scale Assumption
		A10/A414) multiplied by 25 dwellings per hectare.
<i>East of Welwyn Garden City</i>	2,000	80 hectares (area defined by the A414/Panshanger Lane/woodland boundary) at 25 dwellings per hectare.
<i>East of Stevenage</i>	5,000	250 hectares (approximate area in a broad strip between the town and the River Beane) at 20 dwellings per hectare
<i>New Settlements</i>	5,000	Based on the evidence base supporting the former Eco-towns Planning Policy Statement, which suggests that 5000 dwellings is the minimum number necessary to provide a good range of supporting infrastructure and reduce the need to travel.
<i>Villages</i>	Existing dwellings + 10%	The Government's <i>Community Right to Build</i> Q&A (2011) suggests a maximum of 10% village expansion over ten years ²⁷ . Given that this is a maximum, a more conservative assumption of 10% spread over 20 years plan period is considered a reasonable baseline.

3.2.5 A density of 25 dwellings per hectare has been used to derive an initial scale assumption east of Welwyn Garden City and North of Hoddesdon, whereas a slightly lower density figure of 20 dwellings per hectare has been suggested east of Stevenage. Different density assumptions have been used because the larger available area to the east of Stevenage would be likely to require a greater range of supporting infrastructure. Again, these figures will be subject to refinement at Step 5.

²⁷ This is available on the Communities and Local Government website at: <http://www.communities.gov.uk/documents/newsroom/pdf/1647749.pdf>

Areas of Search

- 3.2.6 It is important to have an initial sense of the possible extent of development in order to understand what the impacts are likely to be, for example in relation to whether a wildlife site or a flood risk area is likely to fall inside or outside the potential development area.
- 3.2.7 Areas of search are shown as an ellipse in order to avoid the impression of false precision in respect of their extent. It will only become clear whether a particular area of search is considered suitable for any development at all once a considerable amount of further work has been undertaken through Steps 3, 4 and 5.
- 3.2.8 The location and extent of areas of search are based on a number of factors as follows:
- they cover all the options set out in Issues and Options consultation document, with some modifications as explained in Section 1.10.
 - they broadly reflect the initial scale assumptions in Table 4;
 - where reasonable they are defined with reference to clear physical features such as major roads.
- 3.2.9 A full list of the areas of search is provided in Section 3.4 below.

Criteria-Based Assessment

- 3.2.10 Criteria are clearly defined measures by which the differences between areas can be assessed. This enables the benchmarking process to be undertaken. Criteria-based assessments establish clear terms of reference and ensure a clear and consistent basis for the approach to each of the areas of search within each topic assessment.
- 3.2.11 For the avoidance of doubt, wherever possible criteria are based on mapped data, for example policy areas defined in the Local Plan (Green Belt, Wildlife Sites) or other established datasets (for example, agricultural land, flood risk, landscape character). However, where mapped data are not available then a mix of common sense mapwork has been applied (access to bus and railway stations, tranquillity), often with the close involvement of relevant experts (for example, vehicular access & highways, primary and secondary schools, waste water impacts) and informed by the principles set out in relevant technical studies (employment potential).
- 3.2.12 A criteria-based approach is limited in that it cannot be fully comprehensive: the approach can only be used where there is a clear and measurable basis for assessment. Subsequent steps in the assessment process will address issues which cannot be accommodated as part of a criteria-based approach.

Traffic Light Assessment

3.2.13 A traffic light rating system has been used in order to help ensure consistency between each areas of search assessment within each topic. Traffic light systems avoid the false precision of other approaches such as scoring systems, which imply equivalence between different criteria. However, caution should be exercised in use of the traffic light ratings, for the following reasons:

- A 'red' rating does not necessarily imply that development in all or part of a particular area of search is impossible, but that there are probably issues that will impede strategic scale development;
- A 'green' rating does not necessarily imply that a particular topic poses no challenges to development, but that it appears unlikely from the criteria used that there will be any major strategic barriers;

3.2.14 The traffic light ratings have been drawn together into a single summary matrix. This is included in **Essential Reference Paper E**. No conclusions can be drawn from the topic assessment matrix at this stage, because different topics are not necessarily of comparable significance or weight. The significance of the assessments will only become apparent at Step 4 as more detailed local-area information becomes available.

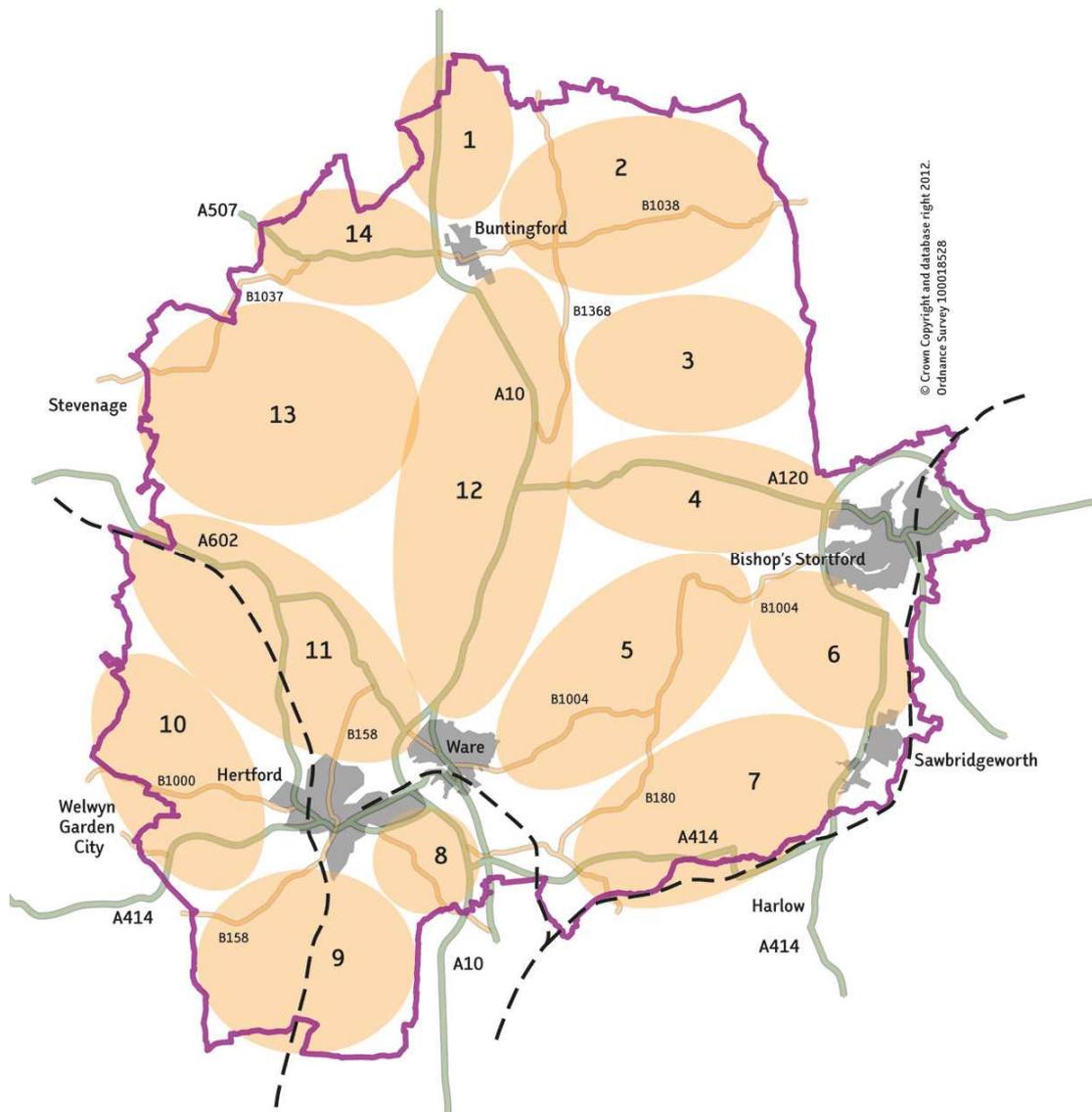
3.3 Identifying New Settlement Areas of Search

3.3.1 As explained in *Section 1.9: Refining the Approach*, one of the issues raised by the Issues and Options consultation was the need to consider options for a new settlement in the district. East Herts District is characterised by extensive areas of open farmland and therefore, from a glance at a map of Hertfordshire, it appears plausible that a new settlement could be accommodated.

3.3.2 5,000 dwellings has been suggested as the minimum necessary scale of new settlement in order to provide a good range of supporting infrastructure and to reduce the need to travel. This conclusion is supported by the initial findings of the Strategic Overviews, which emphasize that cost-effective infrastructure provision relies on economies of scale.

3.3.3 In order to test the options for a new settlement, the district has been divided into 14 areas of search, each of which would have sufficient land to accommodate a new settlement of 5,000 dwellings. These are shown in Figure 3.1 below:

Figure 3.1: Indicative New Settlement Areas of Search



3.3.4 However, it is not considered necessary to assess all fourteen areas in detail because several of them are clearly unsuitable. It is possible to reduce the list of areas for further assessment using a criteria-based approach.

3.3.5 The aim of the exercise is to identify areas which might be suitable for further consideration through the next steps in the policy process. Therefore any criteria must be very high-level, to avoid dismissing options which could merit further investigation. Criteria should sit at a higher level than those used in *Step 3: Topic Assessments*. New settlements options which pass this initial screening will be carried forward to Step 3. The following high-level assessment criteria have been developed for this exercise:

Criterion A: Transport Infrastructure

3.3.6 New roads and railways are very expensive to provide, and unless there is good existing infrastructure which could be upgraded it is unlikely that even a new settlement of 5,000 dwellings would be able to fund the provision of such infrastructure. Traffic light ratings will be applied as follows:

Red	Areas with neither rail nor primary route ('A' road) potential.
Amber	Areas with rail links but poor road infrastructure, or no rail links but potential connection to a primary route.
Green	Areas with primary routes ('A' roads) and rail links

Criterion B: Settlement Networks

3.3.7 If a new settlement is to function effectively as part of the sub-regional economy it must have potential to form good links with a network of other towns. Traffic light ratings will be applied as follows:

Red	Areas with poor potential connections to settlement networks
Amber	Areas which could be a 'satellite settlement' to one town
Green	Areas with good potential connections to settlement networks

Criterion C: Coalescence risks

3.3.8 This relates to coalescence risks between urban areas i.e. towns. The possibility of coalescence with villages has not been assessed at this stage. Given the dense network of villages across England, Garden Cities, New Towns and other new settlements have usually encompassed existing villages, for example Old Stevenage and Old Harlow. It is therefore not considered reasonable to screen out a new settlement option on these grounds at this stage. Traffic light ratings will be applied as follows:

Red	Areas likely to result in coalescence
Amber	Areas where a strategic gap could be rather narrow
Green	Areas unlikely to result in coalescence

3.3.9 Any option with one or more 'red' ratings will not be taken forward for further consideration.

Table 3.2: Initial Screening for New Settlements

No.	New Settlement Screening - Comments	Rating
1.	A. Located on A10 primary route. No railway	Amber
	B. Between London/Cambridge (Buntingford/Royston)	Green
	C. Narrow gap with Buntingford.	Amber
2.	A. 'B' roads only. No railway.	Red
	B. Poorly related to existing settlement network	Red
	C. No coalescence concerns	Green
3	A. No primary routes. No railway	Red
	B. Poorly related to existing settlement network	Red
	C. No coalescence concerns	Green
4.	A. Located on A120 primary route	Green
	B. Satellite to Bishop's Stortford	Amber
	C. No coalescence concerns	Green
5.	A. B1004 too small to serve a new settlement. No railway	Red
	B. Between Ware and Bishop's Stortford	Green
	C. No coalescence concerns	Green
6.	A. A1184 primary route. No railway	Amber
	B. Between Harlow and Bishop's Stortford	Green
	C. Between Sawbridgeworth and Bishop's Stortford	Red
7.	A. A414. Harlow Mill and Harlow Town stations	Green
	B. Satellite to Harlow	Amber
	C. Need a big gap with Sawbridgeworth	Amber
8.	A. A10. No railway	Amber
	B. A10 corridor settlements	Green
	C. Coalescence with Hoddesdon	Red
9.	A. Minor roads – country lanes. Bayford station	Amber
	B. Poorly related to existing settlement network	Red
	C. No coalescence concerns	Green
10	A. Northern part: rail but no road. Southern part: road (A414) but no rail	Amber
	B. Related to Welwyn G.C	Amber
	C. Coalescence between Welwyn G.C and Hertford	Red
11.	A. A602 primary route. Watton-at-Stone station	Green
	B. Between Hertford and Stevenage	Green
	C. No coalescence concerns	Green
12.	A. Located on A10 primary route. No railway	Amber
	B. Between London and Cambridge	Green
	C. No coalescence concerns	Green
13.	A. No primary routes. No railway	Red
	B. Satellite to Stevenage	Amber

No.	New Settlement Screening - Comments	Rating
	C. No coalescence concerns	Green
14.	A. A507 primary route. No railway	Amber
	B. Between Buntingford and Baldock	Green
	C. No coalescence concerns	Green

3.3.10 The conclusions of the screening assessment have been tabulated in Table 3.3 to illustrate how these will be taken forward.

Table 3.3: New Settlement Screening - Conclusions

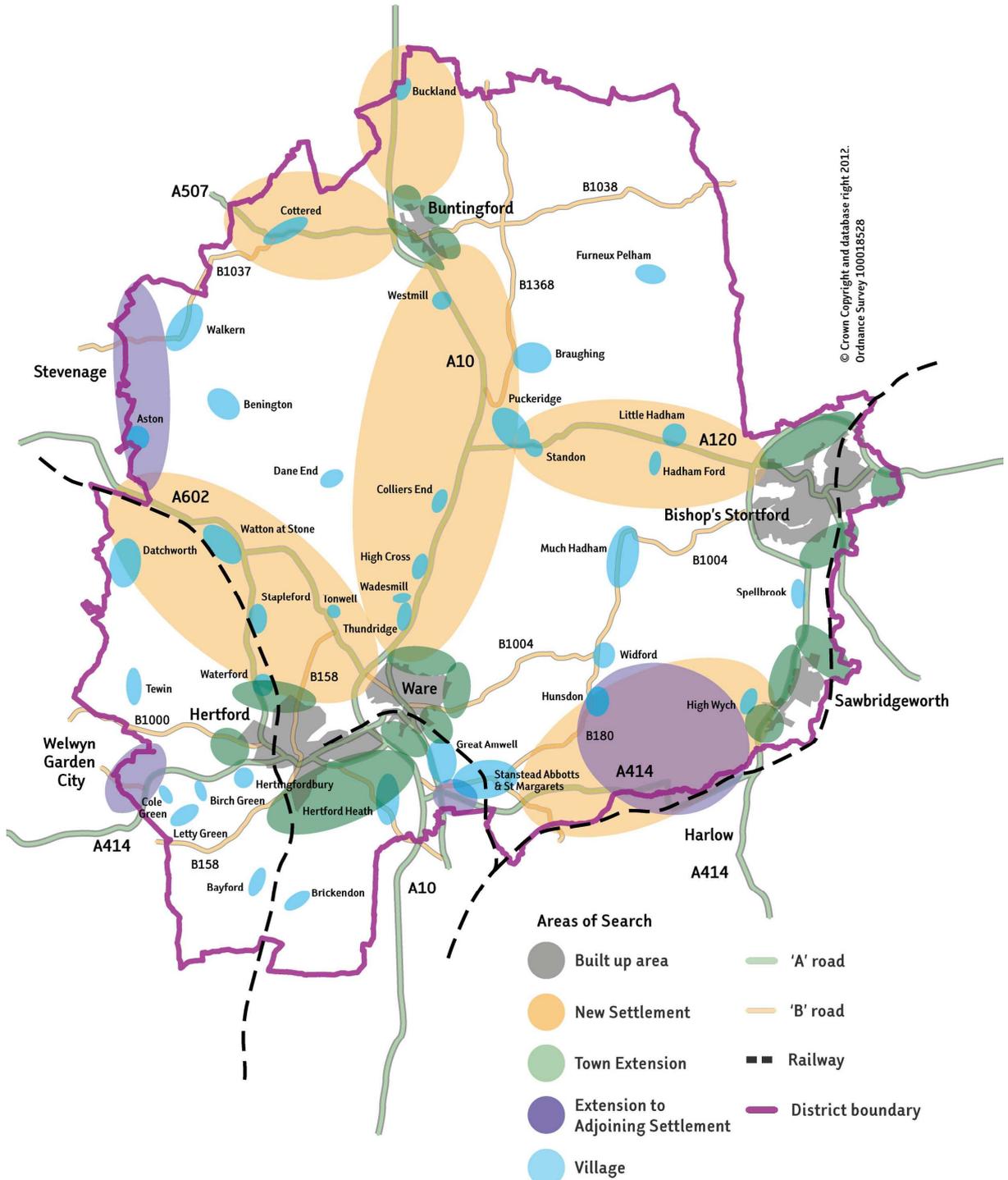
No.	A. Transport Infrastructure	B. Settlement Networks	C. Coalescence Risks	Carried forward?	Name assigned for ease of reference at next steps
1	Amber	Green	Amber	Yes	A10 Corridor - North
2	Red	Red	Green	No	n/a
3	Red	Red	Green	No	n/a
4	Green	Amber	Green	Yes	A120 Corridor
5	Red	Green	Green	No	n/a
6	Amber	Green	Red	No	n/a
7	Green	Amber	Amber	Yes	Hunsdon Area
8	Amber	Green	Red	No	n/a
9	Amber	Red	Green	No	n/a
10	Amber	Amber	Red	No	n/a
11	Green	Green	Green	Yes	A602 Corridor
12	Amber	Green	Green	Yes	A10 Corridor - Central
13	Red	Amber	Green	No	n/a
14	Amber	Green	Green	Yes	A507 Corridor

3.3.11 The areas indicated have been carried forward to the topic assessments in the next stage.

3.4 Areas of Search

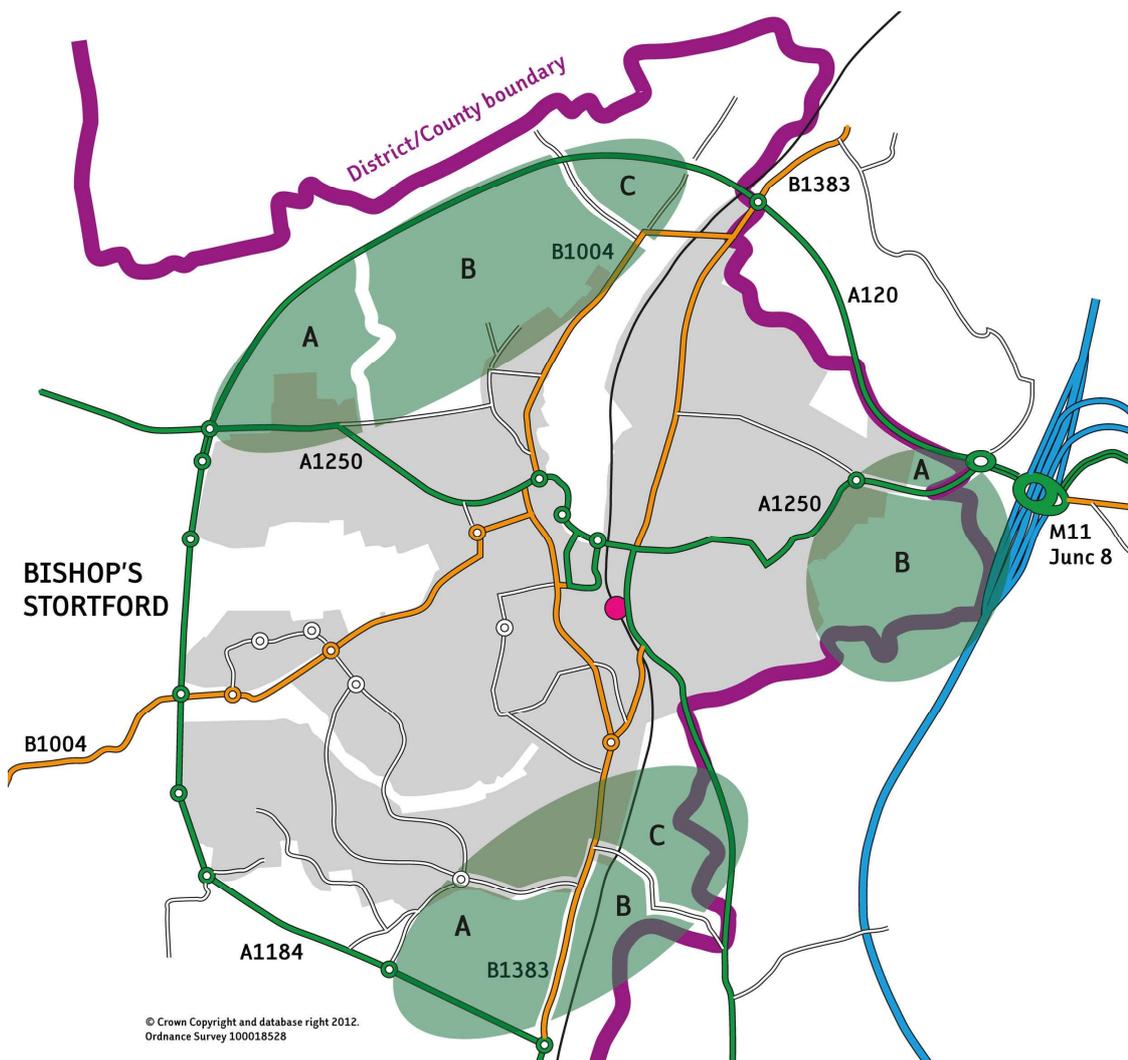
3.4.1 All of the areas of search are shown in Figure 3.2. The areas of search correspond to the options set out for consultation in the Issues and Options document in autumn 2010. The practical use of the Areas of Search will become clear as further work over Steps 3 and 4 progresses.

Figure 3.2: Areas of Search (not to scale)



- 3.4.2 A small number of areas adjacent to the towns have not been included within areas of search and will therefore not be considered further. These are locations which are not capable of accommodating strategic-scale development (at least 500 dwellings) because for example they are protected public-open space and play a well-recognised part in the identity of a town or are characterised by areas of flood plain. For example, the green wedges in Bishop's Stortford (including Southern Country Park), the Hertford green fingers including the meads between Hertford and Ware, and the eastern side of Sawbridgeworth which includes Pishiobury Park and extensive areas of flood plain.
- 3.4.3 Some small villages have not been included as areas of search. Such villages have very limited services and facilities, and lie outside transport corridors provided by a main road or railway line. As such they are not considered to be sustainable locations even for a relatively small amount of growth. Therefore they will not be considered further in the preparation of the District Plan. However, if there is a desire on the part of village residents or Parishes to allow some small-scale growth in such locations then there is still the possibility of pursuing this option through the Community Right to Build.
- 3.4.4 In a few locations major physical boundaries have been used to define the edge of the areas of search. Examples include the bypass at Bishop's Stortford and the A10 at Ware. The A10 at Buntingford serves a similar function, although the Buntingford Business Park is located on the opposite side of the A10 and therefore Area 6(A) crosses the A10. These are firm physical boundaries and provide a robust limit to the growth of a settlement.
- 3.4.5 Where there are no clear physical boundaries the area of search is indicative, based to the initial scale assumptions. These areas will be reviewed in Steps 4 and 5 as more information becomes available.
- 3.4.6 As explained in *Section 1.9: Refining the Approach*, Bishop's Stortford North has been added as an option. The white areas shown on Figure 2 will not be considered further as part of the strategy selection process. The villages are all shown by an indicative area encircling the village.
- 3.4.7 Some of the areas of search shown are too large or too diverse in terms of the range of planning considerations to assess meaningfully. Therefore these have been subdivided (see Figures 3.3, 3.4, 3.5, 3.6, 3.7 and 3.8) along either clear physical boundaries such as roads or using landscape character areas where roads are not available. The built-up areas shown in grey have not been sub-divided because this information will come with a better understanding of possible urban capacity at Step 4.

Figure 3.3: Bishop's Stortford Sub-Areas (not to scale)

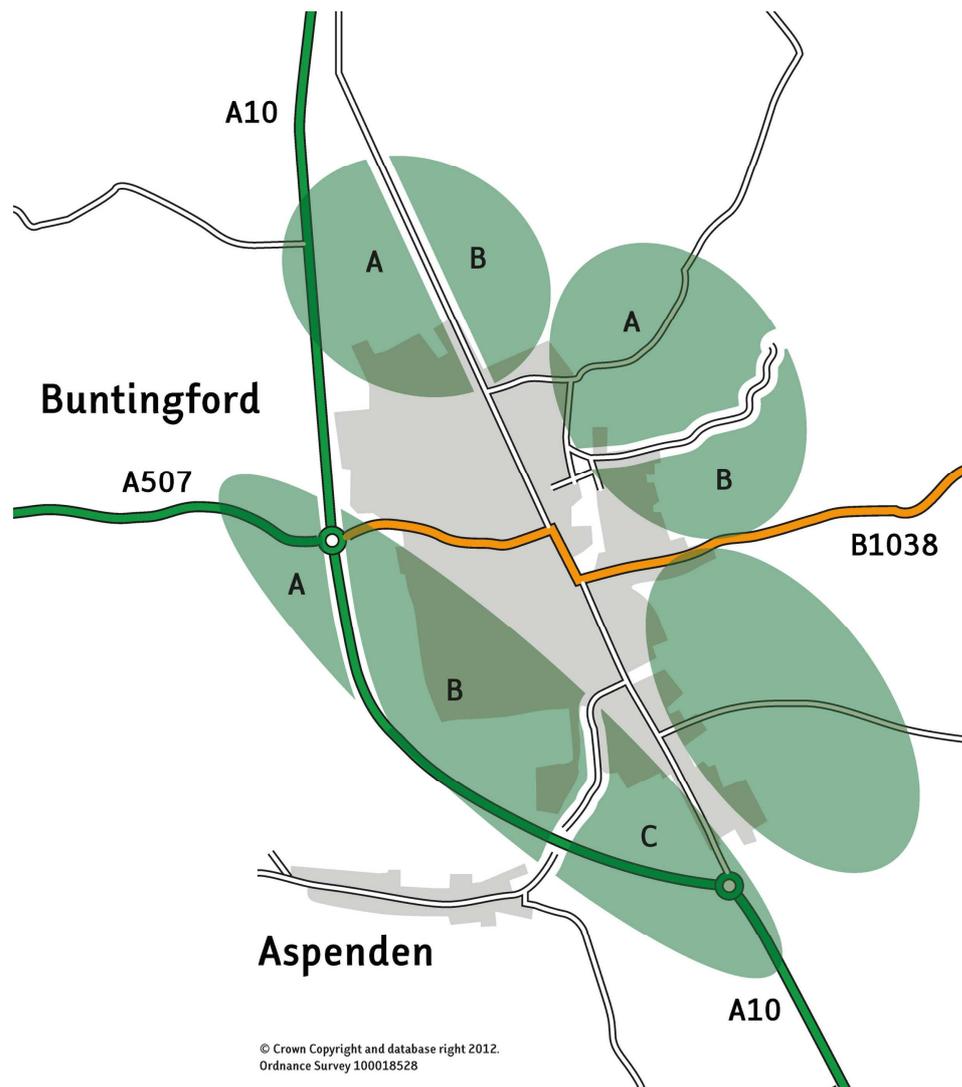


Note: the areas of search shown are strategic planning tools as explained in Section 3.2 and must also be understood in the context of the stepped approach explained in Section 1.7

- **Bishop's Stortford North:** Bounded by the A120 bypass and the built-up area. Subdivided into three sections using landscape character areas between A and B, and Farnham Road between B and C
- **Bishop's Stortford South:** bounded by the district boundary, the built-up area and the A1184 bypass. Subdivided along London Road/B1383 between A and B, and Pig Lane between B and C
- **Bishop's Stortford East:** Bounded by the district boundary and the built-up area. Subdivided along Dunmow Road

Note: the slight overlap of the southern and eastern areas of search into Uttlesford does not imply that East Herts Council is seeking to pursue those development locations outside the district. The slight overlap is attributable to the deliberately indicative nature of the ellipses used.

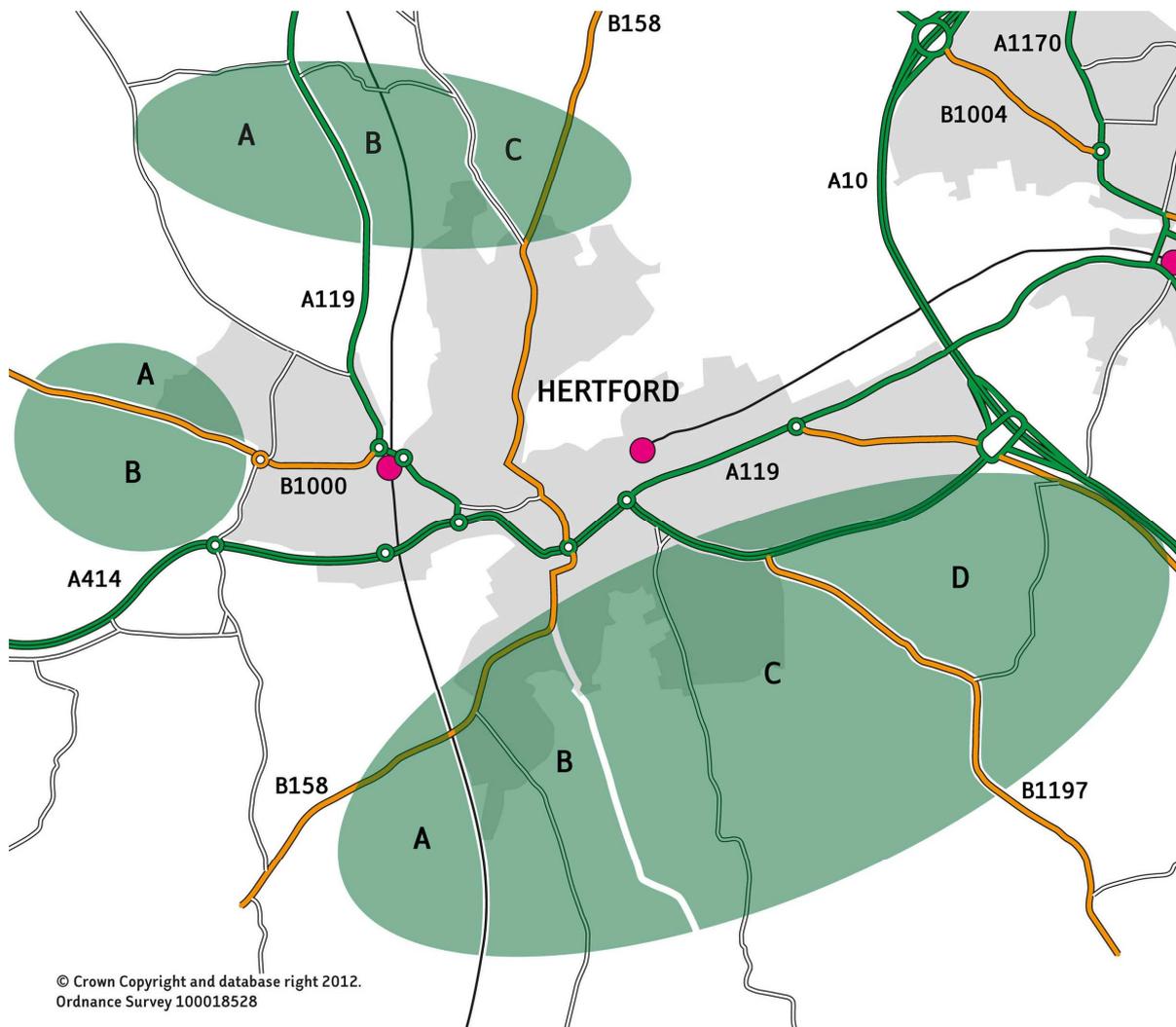
Figure 3.4: Buntingford Sub-Areas (not to scale)



Note: the areas of search shown are strategic planning tools as explained in Section 3.2 and must also be understood in the context of the stepped approach explained in Section 1.7

- **Buntingford North:** Bounded by the A10 and the River Rib. Subdivided along Ermine Street
- **Buntingford North-East:** Bounded by the River Rib and Hare Street Road. Subdivided along The Causeway
- **Buntingford South and West:** Bounded by the A10 and the built up area, except to take account of the Buntingford Business Park on the west side of the A10. Subdivided along the A10 between A and B, and along Aspenden Road between B and C
- **Buntingford East:** Bounded by Hare Street Road to the north, and the built-up area. Buntingford East has not been subdivided because the strategic planning issues are similar throughout the area of search.

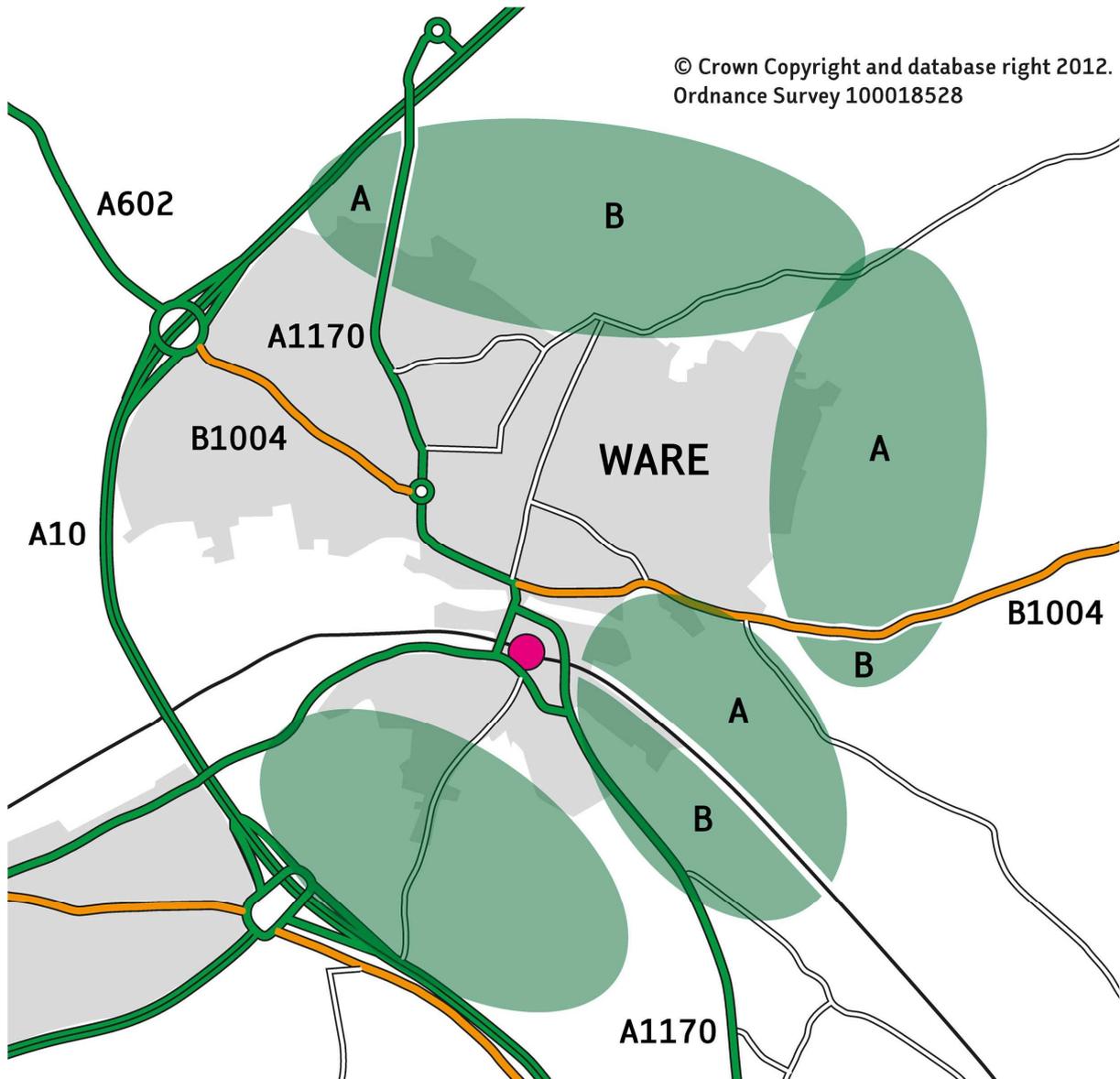
Figure 3.5: Hertford Sub-Areas (not to scale)



Note: the areas of search shown are strategic planning tools as explained in Section 3.2 and must also be understood in the context of the stepped approach explained in Section 1.7

- **Hertford North:** Bounded by the River Rib and the area of Goldings Parks to the south. Sub-divided along the A119 between A and B, and along Sacombe Road between B and C
- **Hertford West:** Bounded by the urban area and the A414. Sub-divided along Welwyn Road/B1000
- **Hertford South:** Bounded by the urban area and the A10. Sub-divided along the railway between A and B, along Morgan's between B and C, and the B1197 (Hertford Heath Road) between C and D

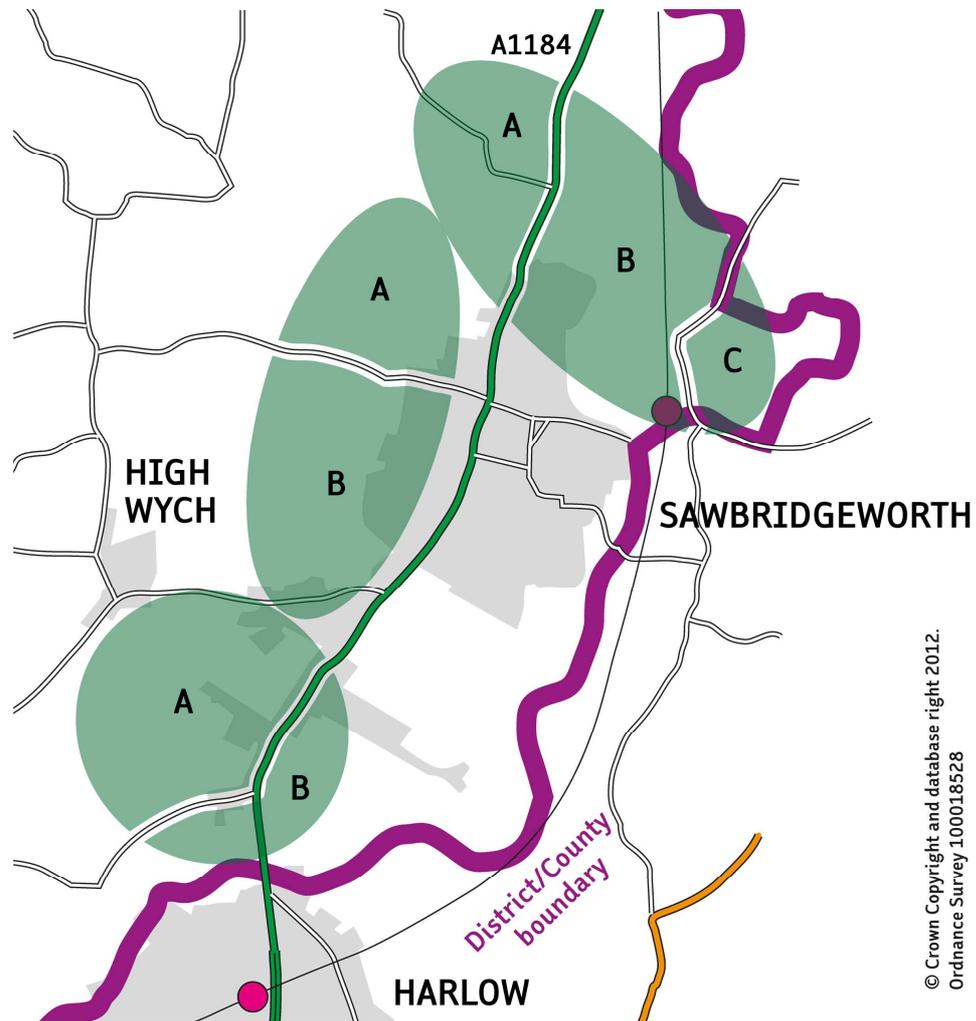
Figure 3.6: Ware Sub-Areas (not to scale)



Note: the areas of search shown are strategic planning tools as explained in Section 3.2 and must also be understood in the context of the stepped approach explained in Section 1.7

- **Ware North:** Bounded by the A10 and Fanhams Hall Road. Sub-divided along the A1170
- **Ware East:** Bounded by Fanhams Hall Road and the Lea Valley. Sub-divided along the B1004
- **Ware South-East:** Bounded by the A1170 and B1004 and the urban area. Sub-divided along the railway line
- **Ware South-West:** Bounded by the A10 and the built-up area. Not sub-divided

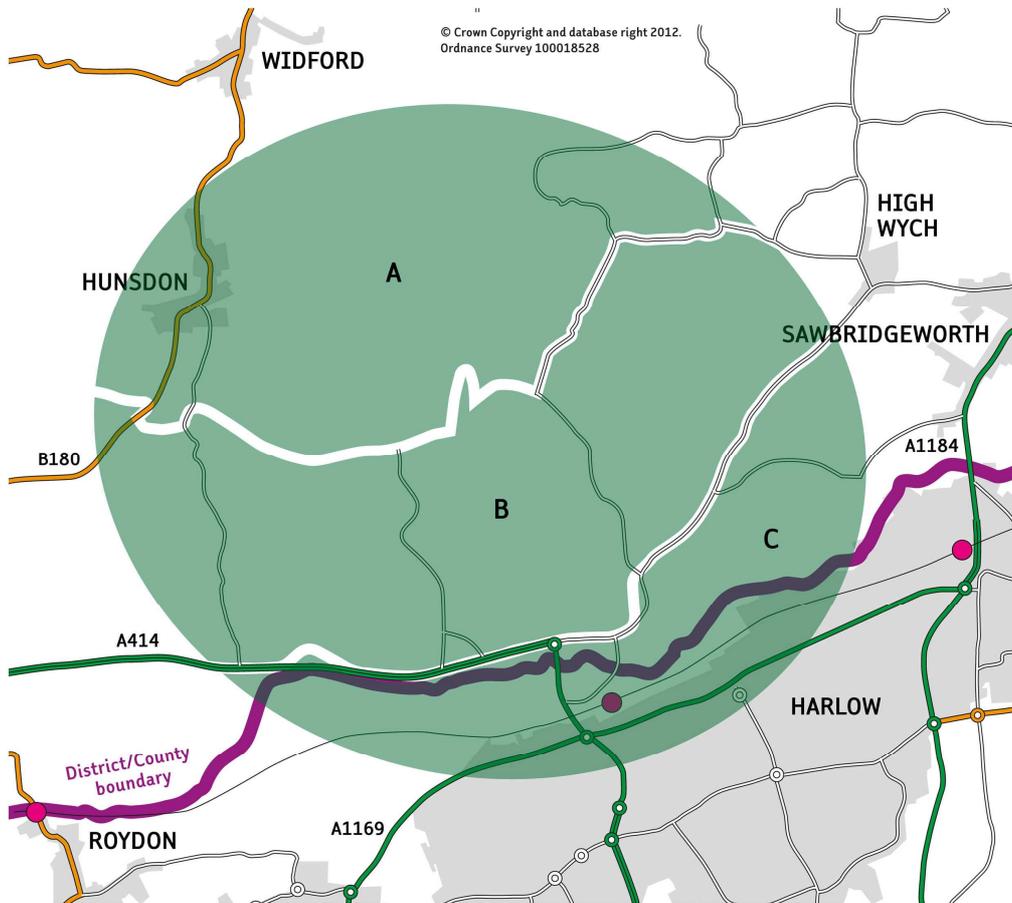
Figure 3.7: Sawbridgeworth Sub-Areas (not to scale)



Note: the areas of search shown are strategic planning tools as explained in Section 3.2 and must also be understood in the context of the stepped approach explained in Section 1.7

- **Sawbridgeworth North:** Bounded by the District Boundary and the built-up area. Sub-divided along the A1184 between A and B, and along Hallingbury Road between B and C
- **Sawbridgeworth West:** Bounded by the built-up area and High Wych Road. Sub-divided along West Road
- **Sawbridgeworth South-East:** Bounded by the District Boundary and the existing built-up area. Sub-divided along Redricks Lane

Figure 3.8: North of Harlow (not to scale)



Note: the areas of search shown are strategic planning tools as explained in Section 3.2 and must also be understood in the context of the stepped approach explained in Section 1.7

- **North of Harlow:** Bounded by the built-up area of Harlow. Subdivided by Landscape Character Areas between A and B, and also between B and C

3.5 Topic Assessments

- 3.5.1 The Topic Assessments are presented in **Essential Reference Paper D**. The Topic Assessment Matrix, which draws together the results of all the Step 3 Topic Assessments, is presented in **Essential Reference Paper E**. When interpreting these assessments heed should be given to the cautionary notes about these strategic planning tools contained in Section 3.2 above.

This page is intentionally left blank

A Stepped Approach to Strategy Selection for the Core Strategy (District Plan: Part 1 - Strategy) (Section 1.7)



Background and Approach	Strategic Overview	Topic Assessments	Areas of Search Assessments	Scenario Testing			Preferred Strategy		
Introduction; LDF (District Plan); Progress So Far; Scope; Planning Policy and the Planning System; Localism and Neighbourhood Planning; A Stepped Approach; Consultation; Refining the Approach; Delivery; Infrastructure Planning; Sustainability Appraisal.	Housing	Land Availability	Consideration of additional relevant information about the 69 Areas of Search, including wider context, technical information, consultation feedback, developers (availability and deliverability) Parish Plans etc. Brownfield availability and urban capacity;	Short listing of areas and combination into possible scenarios to assess the cumulative effects. Testing to address different levels of growth as well as different combinations of locations.	Testing housing levels against locations	Consideration of current and potential future functions of settlements, including: a) relation to other settlements; b) potential services and facilities; c) economic and retail potential; d) balance of housing and employment; e) Quality of life; f) Vision (focus on growth locations).	Housing Strategy	Economic Development Strategy	Spatial Strategy Including: Key Diagram Proposals Map Strategic Allocations Village Strategy Infrastructure and delivery policies Monitoring Framework <i>[others as necessary to the selected development strategy]</i> District Plan: Part 2 - Allocations and Policies to follow Stage 6
	Economy	Employment Potential			Employment projections		Infrastructure Delivery Plan and Monitoring Framework		
	Education	Primary Schools Secondary/Middle Schools			Local Education Authority			Transport Strategy	
	Transport	Highways Infrastructure Vehicular Access Access to Bus Services Access to Rail Services			Transport modelling Highways Agency Bus/Train Operating Companies		Design Strategy		
		Water			Waste Water Impacts Flood Risk			Water Companies Environment Agency	
					Telecoms, Gas and Electricity		[Steps 5, 6]	Utility Companies	
	Natural and Historic Environment	Designated Wildlife Sites Historic Assets Landscape Character Maintaining Tranquillity			Habitats Regulation Assessment; Biodiversity experts		Green Infrastructure Strategy		
								Green Belt	Settlement-wide design; Settlement Character; Green Belt Review; Open space; Access to key services and facilities
	Community and Leisure	Community Facilities			Low and Zero Carbon Strategy				
	Natural Resources	Minerals and Waste Designations Agricultural Land Classification Environmental Stewardship					Design Strategy		
		Environmental Quality			Noise Impacts				

This page is intentionally left blank



**Local Development Framework
Core Strategy
(District Plan: Part 1 - Strategy)**

Topic Assessments

[Draft Section 3.5]

Contents

Topic Assessment Areas of Search Explanation	3
1. Land Availability	7
2. Employment Potential	21
3. Primary Schools	40
4. Secondary Schools (including Middle and Upper Schools)	61
5. Highways Infrastructure.....	94
6. Vehicular Access	104
7. Access to Bus Services	120
8. Access to Rail Services	139
9. Waste Water Impact	160
10. Flood Risk	168
11. Designated Wildlife Sites	176
12 Historic Assets	214
13. Landscape Character	230
14. Maintaining Tranquillity	265
15. Green Belt	271
16. Strategic Gaps	277
17. Boundary Limits	289
18 Community Facilities.....	301
19. Minerals and Waste	317
20. Agricultural Land Classification.....	324
21. Environmental Stewardship	330
22. Noise Impacts	337

Draft Topic Assessments

Topic Assessment Areas of Search Explanation

The table below explains in more detail where the areas of search are located and where they have been sub-divided where necessary. The table should be read in conjunction with the area of search maps in Sections 3.3 and 3.4 of Essential Reference Paper 'B'.

No.	Areas of Search & sub-divisions	Explanation of area and sub-areas
Towns: initial planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000.		
1	Bishop's Stortford Built Up Area	No sub-division of specific locations with the Built Up Area. Principle of development already been established through the Local Plan at the Mill Site, the Goods Yard Site, and the Hadham Road Reserve Secondary Schools site and therefore these have not been considered separately.
2	Bishop's Stortford North (A)	Area bounded by A120 bypass and Hadham Plateau Landscape Character area (i.e. along footpath west of Hoggate's Wood)
	Bishop's Stortford North (B)	Area bounded by A120 bypass, and Farnham Road
	Bishop's Stortford North (C)	Area bounded by A120 bypass, Farnham Road, Hazelend Road
3	Bishop's Stortford East (A)	Between Dunmow Road & A120 Bypass
	Bishop's Stortford East (B)	Area bounded by Dunmow Road, M11, and the Built Up Area
4	Bishop's Stortford South (A)	Obrey Way/Whittington Way, A1184 bypass and B1383 (London Road)
	Bishop's Stortford South (B)	B1383 (London Road), Pig Lane, A1060 (Hallingbury Road)
	Bishop's Stortford South (C)	Built Up area, A1060 (Hallingbury Road)
5	Buntingford Built Up Area	No strategically significant locations within the built up area of Buntingford. This area includes the Sainsbury's Depot to the south of the town.
6	Buntingford South and West (A)	West of A10 Bypass (north & south of Baldock Road)
	Buntingford South and West (B)	Between A10 Bypass, Aspenden Road and the Built Up Area
	Buntingford South and West (C)	Area bounded by A10 Bypass, Aspenden Road, London Road and the Built Up Area
7	Buntingford North (A)	Area bounded by A10 Bypass, Built Up Area and Ermine Street
	Buntingford North (B)	Area bounded by Ermine Street, Built Up Area and the River Rib

Draft Topic Assessments

No.	Areas of Search & sub-divisions	Explanation of area and sub-areas
8	Buntingford North-East (A)	North of The Causeway to area north of Vicarage Road
	Buntingford North-East (B)	South of The Causeway as far as Hare Street Road
9	Buntingford East	From South of Hare Street Road to area level with A10 roundabout
10	Hertford Built Up Area	No sub-division of specific locations with the Built Up Area. However, Mead Lane is being addressed separately as a discrete work stream through the draft Mead Lane Urban Design Framework.
11	Hertford West (A)	North of Welwyn Road (B1000)
	Hertford West (B)	South of Welwyn Road (B1000)/West of Thieves Lane
12	Hertford North (A)	West of A119
	Hertford North (B)	Between A119 and Sacombe Road
	Hertford North (C)	Between Sacombe Road and the River Rib
13	Hertford South (A)	West of railway line towards Bayfordbury
	Hertford South (B)	Between railway line and Morgan's Walk
	Hertford South (C)	Between Morgan's Walk and B1197
	Hertford South (D)	East of B1197
14	Sawbridgeworth Built Up Area	No strategically significant locations within the built up area of Sawbridgeworth
15	Sawbridgeworth South-West (A)	North of A1184 and Redricks Lane
	Sawbridgeworth South-West (B)	South of A1184 and Redricks Lane
16	Sawbridgeworth West (A)	North of West Road
	Sawbridgeworth West (B)	South of West Road to High Wych Road
17	Sawbridgeworth North (A)	West of A1184
	Sawbridgeworth North (B)	Between A1184 and Hallingbury Road
	Sawbridgeworth North (C)	East of Hallingbury Road
18	Ware Built Up Area	No strategically significant locations within the built up area of Ware
19	Ware North (A)	Area Bounded by A10 Bypass, A1170 (Ermine Street) and the Built Up Area (Quincey Road)
	Ware North (B)	Area east of A1170 (Ermine Street) as far as Fanhams Hall Road
20	Ware East (A)	Area between Fanhams Hall Road and Widbury Hill
	Ware East (B)	Area south of Widbury Hill
21	Ware South-East (A)	North of the railway line to Widbury Hill/ Hollycross Road
	Ware South-East (B)	South of the railway line to A1170 (London Road)
22	Ware South-West	Area bounded by the A10 to the south-west , Hertford

Draft Topic Assessments

No.	Areas of Search & sub-divisions	Explanation of area and sub-areas
		Road (A119) and the Built Up Area to the north, and footpath west of Amwellbury farm to the east.
Villages: Initial planning assumption of existing village + 10% growth		
23	Aston (excluding Aston End)	Indicative area encircling the village
24	Bayford	Indicative area encircling the village
25	Benington	Indicative area encircling the village
26	Birch Green	Indicative area encircling the village
27	Braughing	Indicative area encircling the village
28	Brickendon	Indicative area encircling the village
29	Buckland	Indicative area encircling the village
30	Cole Green	Indicative area encircling the village
31	Colliers End	Indicative area encircling the village
32	Cottered	Indicative area encircling the village
33	Dane End	Indicative area encircling the village
34	Datchworth	Indicative area encircling the village
35	Furneux Pelham	Indicative area encircling the village
36	Great Amwell	Indicative area encircling the village
37	Hadham Ford	Indicative area encircling the village
38	Hertford Heath	Indicative area encircling the village
39	Hertingfordbury	Indicative area encircling the village
40	High Cross	Indicative area encircling the village
41	High Wych	Indicative area encircling the village
42	Hunsdon	Indicative area encircling the village
43	Letty Green	Indicative area encircling the village
44	Little Hadham	Indicative area encircling the village
45	Much Hadham	Indicative area encircling the village
46	Puckeridge	Indicative area encircling the village
47	Spellbrook	Indicative area encircling the village
48	Standon	Indicative area encircling the village
49	Stanstead Abbots & St Margarets	Indicative area encircling the village. Note: for strategic planning purposes Stanstead Abbots & St. Margarets are considered together as a single village
50	Stapleford	Indicative area encircling the village
51	Tewin	Indicative area encircling the village
52	Thundridge	Indicative area encircling the village
53	Tonwell	Indicative area encircling the village
54	Wadesmill	Indicative area encircling the village
55	Walkern	Indicative area encircling the village
56	Waterford	Indicative area encircling the village
57	Watton-at-Stone	Indicative area encircling the village
58	Westmill	Indicative area encircling the village
59	Widford	Indicative area encircling the village

Draft Topic Assessments

No.	Areas of Search & sub-divisions	Explanation of area and sub-areas
Extensions to Adjoining Settlements – Planning assumption of 1,500-10,000 dwellings		
60	East of Stevenage	Indicative area to east of town (approximate area in a broad strip between the town and the River Beane)
61	East of Welwyn Garden City	Indicative area to east of town (area defined by the A414/Panshanger Lane/woodland boundary)
62	North of Harlow (A)	Hunsdon Plateau Landscape Character Area (north of line from Overhall Farm to Hunsdonbury)
	North of Harlow (B)	Stanstead & Pishiobury Parklands Landscape Character Area (south of line from Overhall Farm to Hunsdonbury)
	North of Harlow (C)	River Stort (south of Redricks Lane/A414)
63	North of Hoddesdon	Area bounded by the A10 and A414
New Settlements – initial scale assumption of 5,000 dwellings		
64	A10 Corridor - North	Indicative area encompassing transport corridor
65	A10 Corridor - Central	Indicative area encompassing transport corridor
66	A120 Corridor	Indicative area encompassing transport corridor
67	A507 Corridor	Indicative area encompassing transport corridor
68	A602 Corridor	Indicative area encompassing transport corridor
69	Hunsdon Area	Indicative area encompassing whole area

1. Land Availability

Justification

'Plans should set out a clear strategy for allocating sufficient land which is suitable for development in their area' (draft NPPF paragraph 19).

'Local planning authorities should:

- *identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements. The supply should include an additional allowance of at least 20 per cent to ensure choice and competition in the market for land*
- *identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15*
- *not make allowance for windfall sites in the first 10 years of supply, or in the rolling five-year supply, unless they can provide compelling evidence of genuine local circumstances that prevent specific sites being identified'* (draft NPPF paragraph 109).

Sources of information

- Call for Sites (Ongoing)
- Outstanding housing allocations from the Local Plan Second Review April 2007

Assessment Criteria

- **Land Availability:** the quantity of land known to be available for development within each area of search.

Red	Areas with little or no land known to be available for development.
Amber	Areas with some land known to be available for development.
Green	Areas with a large quantity of land known to be available for development.

The traffic light assessment is based on planning assumptions regarding the potential scale and density of growth at each different type of area of search. These planning assumptions are:

Within the **built-up area** of existing settlements, land availability for 500 dwellings at a density of 40 dwellings per hectare (dph).

Within the areas of search located on the **edge of existing settlements** (excluding Bishop's Stortford North), land availability for 500 dwellings at a density of 20dph.

Within the area of **Bishop's Stortford North**, land availability for 3,000 dwellings at a density of 20dph.

Within the **villages**, land availability for additional dwellings based on the size of the existing village +10% growth at a density of 30dph.

For **extensions to adjacent settlements**, land availability for 1,500+ dwellings at a density of 20dph.

Draft Topic Assessments

For **new settlements**, land availability for 5,000+ dwellings at a density of 20dph.

General Comments

It is important to note that this assessment is concerned solely with 'known' land availability. Land promoted for all types of potential future development is included in the assessment at this strategic level. Further technical work on land availability throughout the district will be carried out by development type and at a site level as part of the 'Strategic Land Availability Assessment'.

The assessment makes no comment on the 'suitability' of land for development. Therefore a 'green' rating does not necessarily mean that an area of search will be allocated for future development. Likewise, a 'red' rating does not mean that an area of search will not be considered for future development. The assessment of land availability will be an ongoing exercise, repeated at each stage of the plan-making process to ensure that the development strategy is deliverable.

A number of assumptions have been made about the density of development in assessing land availability. It is acknowledged that the densities of development used in the assessment criteria are quite crude, and that in reality a variety of different densities are likely to be appropriate across each area of search dependent on several factors. However, for the purposes of this high level assessment, a single density has been used for each type of area of search to calculate an indicative number of dwellings that could be delivered. A density of 20 dwellings per hectare has been used in areas of search with the potential for a large scale of growth to reflect the fact that development in these areas is likely to also be required to provide infrastructure and other land-uses as appropriate, such as schools, parks, roads, community facilities and employment sites.

There are also difficulties with carrying out an assessment of available land within the existing built up areas of settlements. Within these areas, there is no in principle objection to development. Therefore, it is possible that landowners have not chosen to promote sites through the plan-making process as they could come through the planning application route at any time. In addition, development within the existing built up areas of settlements normally occurs on previously-developed sites that have unexpectedly become available (windfall sites). However, previously developed land is in limited supply across the district and it is unlikely that sufficient land would be available within the built up areas of settlements to meet the district's housing requirement.

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	01/005 – B.J.Ashpole Ltd, Southmill Road 01/006 – 34 Rye Street 01/009 – Land to the rear of 37-57 Haymeads Lane 01/012 – Apton Road Car Park 01/013 – Reserve Secondary School Site, Hadham Road 01/019 – Junior School Site, Bishop's Stortford College, Maze Green Road 01/025 – Bishop's Stortford Air Cadet HQ, Knights Row 01/026 – Reserve Secondary School Site, Hadham Road 01/028 – Council Offices & land at The Causeway 01/029 – Land at Riverside Walk 01/031 – Oxford House, London Road 01/032 – Bishop's Stortford Delivery Office & Post Office, 102 South Street 01/120 – The Goods Yard Available land – 20.2ha	Green
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	01/002 – Land to the rear of 165/167 Rye Street 01/004 – Land west of Farnham Road 01/008 – Land at Hoggates End, Whitehall Lane 01/020 – Land at Dane O'Coys Road 01/021 – Whitehall Leys, Whitehall Road 01/022 – Land north of 221 Rye Street 01/023 – Land north-east of Farnham Road 01/024 – ASRs 1-5, Special Countryside Area & adjoining Green Belt 01/027 – Land adjacent to Bournebrook House, Farnham Road Available land – 157.8ha	Green
3	Bishop's Stortford East	01/003 – Woodlands Lodge, Dunmow Road 01/010 – Bishop's Stortford Football Club, Woodside Park 01/014 – Land at Bishop's Stortford Golf Club (to the rear of Manor Links) 01/136 – Land at Bishop's Stortford Golf Club, Dunmow Road	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Available land - 9.7ha	
4	Bishop's Stortford South (A)	01/030 – Land at Hallingbury Road 01/033 – Land at Styleman's Farm, Hallingbury Road	Green
	Bishop's Stortford South (B)	41/001 – Land north of Twyford Bury, Twyford Lane	
	Bishop's Stortford South (C)	41/002 – Land south of Whittington Way 41/004 - Land south of Whittington Way 41/005 – Land at Pig Lane, Twyford Bury Lane	
		Available land – 70.1ha	
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	02/007 – Former Sainsbury's Depot, London Road 02/051 – Park Farm Industrial Estate Extension Available land – 11.2ha	Amber
6	Buntingford South and West (A)	02/003 – Land off Longmead 02/005 – Land west of Buntingford (between Monks Walk & A10)	Green
	Buntingford South and West (B)	02/006 – Aspenden Bridge (opposite Watermill Industrial Estate), Aspenden Road	
	Buntingford South and West (C)	02/008 – Land west of London Road 02/010 – Land to the rear of How Green Meadow, Baldock Road 02/011 – Land at Aspenden Road 09/001 – Land north of Buntingford Business Park, Baldock Road Available land – 31.2ha	
7	Buntingford North (A)	02/009 – Land west of Ermine Street	Amber
	Buntingford North (B)	Available land – 17.4ha	
8	Buntingford North-East (A)	02/004 – Land east of Buntingford (south of The Causeway & north of Hare Street Road) Available land – 11.7ha	Red
	Buntingford North-East (B)		
9	Buntingford East	02/001 - Land south of Owles Lane 02/002 – Land to the rear of Snells Mead, Station Road Available land – 30.5ha	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	03/002 – National Grid/Norbury Woodyard, Marshgate Drive 03/007 – The Old Orchard, Old Hertingfordbury Road 03/008 – Hertford Fire Station & Fire Service HQ, Old London Road 03/009 – West Street Allotments 03/012 – 13-19 Castle Mead Gardens 03/015 – Land to the rear of ‘Fireflies’, 9 The Avenue 03/016 – 1-14 Dicker Mill 03/017 – 30-34 and 33-41 Chambers Street 03/020 – Land at Braziers Field 03/023 – Land south of 145 North Road 03/024 – Hertford Delivery Office, Greencoates 03/101 – Land west of Marshgate Drive 03/121 – Hertford Industrial Estate 03/136 – Adams Yard, Bull Plain Available land – 14.9ha	Green
11	Hertford West (A) Hertford West (B)	03/010 – Land west of Thieves Lane & south of Welwyn Road Available land – 11.4ha	Red
12	Hertford North (A) Hertford North (B) Hertford North (C)	03/001 – Bengeo Plant Nursery, Sacombe Road 03/019 – Goldings Manor 03/120 – Land at Wadesmill Road Available land – 91.5ha	Green
13	Hertford South (A) Hertford South (B) Hertford South (C) Hertford South (D)	03/005 – Land west of Mangrove Road 03/006 – Cricket Ground, Mangrove Road 03/011 – Dunkirksbury Farm, Mangrove Lane 03/013 – Land east of East Lodge, Balls Park 03/014 – Land west of London Road Cottages, Balls Park 03/025 – Land west of Mangrove Road 03/134 – Land south of Hornsmill Road 17/002 – Land west of Brickendon Lane Available land – 103.3ha	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	04/003 – Land to the rear of 4 Newports, High Wych Road Available land – 0.2ha	Red
15	Sawbridgeworth South-West (A) Sawbridgeworth South-West (B)	04/001 – Land at 'The Colt', Redricks Lane 04/004 – Land adjacent to east edge of Rowney Wood, Chaseways 04/009 – Land north of Chaseways 04/010 – Land adjacent to Primrose Cottage, High Wych Road 04/011 – The Piggeries (land south & west of the Coach House), Redricks Lane 04/055 – Triangle Nurseries, Chaseways 21/002 (part) – Redricks, Hollingson Meads, Sayes Park, Gilston Park, Marlers, Pye Corner Available land – 52.6ha	Green
16	Sawbridgeworth West (A) Sawbridgeworth West (B)	04/005 – Land at Thomas Rivers Hospital, High Wych Road 04/006 – Land at Chalk's Farm (south of West Road) 04/007 (part) – Land west of Sawbridgeworth 04/013 – Brickwell Fields (land north of West Road) 04/018 – Land at Thomas Rivers Nursery, High Wych Road Available land – 100.3ha	Green
17	Sawbridgeworth North (A) Sawbridgeworth North (B) Sawbridgeworth North (C)	04/007 (part) – Land west of Sawbridgeworth 04/008 – Land at Northfield House, Cambridge Road 04/012 – The Bungalow and land to the east, Three Mile Pond Farm Available land – 21.9ha	Amber
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	05/007 – Baldock Street Car Park, Coronation Road 05/009 – Land east of the Trinity Centre, Lady Margaret Gardens 05/010 – Ware Library & The Old Fire Station	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
		05/011 – 2B Star Street 05/012 – 101-103 New Road 05/015 – Swain Mill, Crane Mead 05/018 – Cintel Site, Watton Road 05/021 – Land at King George Road 05/022 – Swains Mill & land south of Crane Mead Available land – 6.3ha	
19	Ware North (A) Ware North (B)	05/003 – Nuns’ Triangle (land bounded by A10/A1170/Quincey Road) 44/001 – Land north of Ware 44/005 (part) – Land to the north of Ware Available land – 83.8ha	Green
20	Ware East (A) Ware East (B)	05/004 – Land south of Fanhams Hall Road & east of the Trinity Centre 05/020 – Land east of Ware (to the rear of Cozens Road) 44/005 (part) – Land to the east of Ware Available land – 71ha	Green
21	Ware South-East (A) Ware South-East (B)	05/014 – Land at Crane Mead Available land – 1.67ha	Red
22	Ware South-West	05/001 – Presdales Pit, Hoe Lane 05/005 – Horticultural Nursery, Presdales School, Hoe Lane 05/008 – Old Hertfordians Rugby Club, Hoe Lane 05/013 – Land at Rush Green, Hoe Lane 05/016 – Land at Chadwell Springs Golf Course, Hertford Road 05/017 – Land at Little Acres 05/019 – Hale Club, Hoe Lane 23/004 (part) – Land surrounding Van Hages Garden Centre Available land – 49.4ha	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	10/001 – Palletts Orchard, Stringers Lane 10/002 – Coppers Field, Aston End Road 10/003 – Little Orchard, Dene Lane 10/004 – Lammas Cut, Dene Lane Available land – 4.3ha	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
24	Bayford	11/001 – Land to the rear of 4-6 Ashdene Road Available land – 0.2ha	Amber
25	Benington	13/001 – Land west and north of Oak Tree Surgery, Oak Tree Close 13/003 – Land west of 90 Town Lane 13/007 – Old School, Old School Green 13/008 – Land at the Old Chalk Pit, Church Green 13/013 – Land adjacent to The Bell PH, Town Lane Available land – 3.2ha	Green
26	Birch Green	26/004 (part) – Hatfield Estate (parts of) 26/005 – New England Nursery Available land – 3ha	Green
27	Braughing	15/001 – Arden Meadow, Friars Road 15/003 – Land off Green End & Gravelly Lane 15/004 – Land off Green End 15/005 – Land north of 21 Green End 15/007 – Land to the rear of the Chesnuts, Hull Lane 15/017 – Pentlows Farm Available land – 12.1ha	Green
28	Brickendon	17/003 – Land at Brickendon Grange, Pembridge Lane Available land – 0.2ha	Amber
29	Buckland	Available land – 0ha	Red
30	Cole Green	26/004 (part) – Hatfield Estate (parts of) Available land – 8.5ha	Green
31	Colliers End	35/005 – Land to rear of Lamb & Flag PH 35/007 – Land south of Dowsetts Lane 35/008 – Land north of St Mary's Church, Ermine Street 35/012 – Land north of Barnacres, Ermine Street 35/013 – Camps Field, Ermine Street 35/014 – Slaughterhouse/Orchard, Ermine Street Available land – 15.1ha	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
32	Cottered	19/002 – Land to the rear of Peasecroft & The Crescent 19/003 – The Paddock, Warren Lane Available land – 13.4ha	Green
33	Dane End	Available land – 0ha	Red
34	Datchworth	20/010 – Old Turkey Farm, Brookbridge Lane Available land – 4.1ha	Green
35	Furneux Pelham	22/001 – Land north of Lake Villas, Barleycroft End 22/003 – Land at Violets Lane, Barleycroft End 22/004 – Land at Tinkers Hill, The Street Available land – 0.9ha	Green
36	Great Amwell	23/001 – Land to the rear of The Brooms, Lower Road 23/002 – Byfield Nusery, Gipsy Lane 23/004 (part) – Land surrounding Van Hages Garden Centre, Amwell Hill 23/021 (part) – Hillside Farm, Pepper Hill Available land – 34.7ha	Green
37	Hadham Ford	31/004 – Land to rear of Florence Cottage, The Ford 31/007 – Field behind Foxearth, Chapel Lane Available land – 1.2ha	Green
38	Hertford Heath	25/001 – Land west of London Road (opposite no's 87-119) 25/002 – Land at Amwell Place Farm (east & west of Downfield Road) 25/003 – The Roundings and land to the rear Available land – 77.8ha	Green
39	Hertingfordbury	Available land – 0ha	Red
40	High Cross	42/001 – The Football Pitches (land south of Dane End Road) 42/004 – Land to rear of Puller Memorial JMI School, High Road 42/006 – Sutes Farm, High Road 42/007 – Land north of 24 Cambridge	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Cottages, High Road 42/008 – Land to rear of Cambridge Cottages, High Road 42/009 – Land north of North Drive 42/010 – Land at Oakley Coach Builders, High Road 42/011 – Land at Oakley Coach Builders, High Road 42/014 – Land south of North Drive Available land – 16.1ha	
41	High Wych	27/001 – Builders Yard, High Wych Lane 27/002 (part) – Sayes Park Farm, High Wych Farm 27/003 – Land surrounding High Wych Grange Available land – 9.9ha	Green
42	Hunsdon	29/001 – Land west of Little Samuel’s Farm, Widford Road 29/002 – Land north of Little Samuel’s Farm, Widford Road 29/003 – Little Samuel’s Farm Estate, 49 Widford Road 29/005 – Land south of Drury Lane & east of allotments 29/006 – Land south of Tanners Way 29/007 – Land north of 50 Widford Road 29/016 – Land off Wicklands Road, Acorn Street Available land – 32.6ha	Green
43	Letty Green	26/002 – Joseph Rochford Gardens Ltd, 1 Pipers End 26/004 (part) – Hatfield Estate (parts of) Available land – 17.4ha	Green
44	Little Hadham	31/001 – Field 5155, Stone House Farm, Stortford Road 31/002 – Land & buildings at Little Hadham 31/006 – Land east of Ashcroft Farm, Stortford Road Available land – 269.5ha	Green
45	Much Hadham	33/001 – Land west of Hodge’s Garage, Victoria Terrace 33/002 – Land at Walnut Close 33/003 – Land between 2-3 Poplar	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Cottages, Windmill Way 33/004 – Land south of Ashleys, Widford Road 33/005 – Dolan’s Field (land north of New Barns Lane) Available land – 6.1ha	
46	Puckeridge	35/004 – Café Field (land north of A120) 35/009 – Land west of Buntingford Road & north of Mentley Lane East 35/010 – Kerry Foods, land east of Station Road 35/016 – Land at Wickham Hill 35/017 – The Chestnuts & Glanton, Cambridge Road Available land – 23.5ha	Green
47	Spellbrook	04/002 – Biss Brothers Old Site, Land north of ‘The Dell’ 04/017 – Land north & south of Spellbrook Lane West 41/003 – Thorley Wash Grange, London Road Available land – 11ha	Green
48	Standon	35/002 – Burrs Meadow, High Street 35/003 – Lilymead, Mill End 35/006 – Land at Half Acres, Stortford Road 35/011 – Hopsons Site, Stortford Road Available land – 1.9ha	Green
49	Stanstead Abbots & St Margarets	23/003 – Land north of Jansus, Amwell Lane 23/021 (part) – Hillside Farm, Pepper Hill 36/001 – Kitten Hill (land east of Hunsdon Road & north of Roydon Road) 36/002 – Land north of Marsh Lane 36/003 – Land north of Marsh Lane (adjacent to the Mill Stream) 36/004 – Land at French & Jupps, The Maltings 36/005 – The Old Windmill, Glenmire Terrace 36/006 – David Websters, Netherfield Lane 36/007 – Land off Netherfield Lane (north of David Websters) 36/008 – Tennis Court, 1 The Abbots, Warrax Park	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
		37/001 (part) – Land at Stanstead St Margarets (land north of A414) 37/003 – The Wilderness (land between Hoddesdon Road & the New River) Available land – 33.2ha	
50	Stapleford	Available land – 0ha	Red
51	Tewin	40/001 – Land adjacent to Cowper C of E School, Cannons Meadow 40/002 – Seven Acres, 49 Upper Green Road 40/003 – Land east of Upper Green Road 40/004 – Land at junction of Upper Green Road & Tewin Hill 40/005 – Land to the rear of 8 Tewin Hill Cottages 40/006 – Land north of 16 Grass Warren 40/007 – Land rear of 29 Upper Green Road Available land – 7.8ha	Green
52	Thundridge	42/005 – Land south of Cold Christmas Lane Available land – 1.1ha	Green
53	Tonwell	12/002 – Land at Bourne Honour Available land – 0.4ha	Green
54	Wadesmill	42/002 – Land to rear of Rennesley Farm 42/003 – Land east of Cambridge Road Available land – 2.2ha	Green
55	Walkern	43/004 – Land to rear of The White Lion PH, High Street 43/009 – Land to the rear of 19-39 Aubries 43/010 – Land adjacent to Granary Cottage, High Street 43/011 – Land north of Manor View, High Street Available land – 2.9ha	Green
56	Waterford	03/019 (part) – Goldings Manor Available land – 3ha	Green
57	Watton-at-Stone	45/001 – Watton-at-Stone Depot, Station Road. 45/002 – Land and buildings at Perrywood	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Lane 45/003 – Land at 22 Great Innings North 45/004 – Land north of 25 Walkern Road Available land – 2.3ha	
58	Westmill	46/001 - Land south of Cherry Green Lane (between Pantiles and Gaynors Farm) 46/002 – Land to rear of School Cottages Available land – 0.7ha	Green
59	Widford	47/001 – Adams Farm, Hunsdon Road 47/002 – Land to rear of Adams Farm, Hunsdon Road Available land – 2.2ha	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	43/002 – Land to the north-east of Stevenage 43/003 – Chells Field, Stevenage Road Available land – 248.2ha	Green
61	East of Welwyn Garden City	26/003 – Birchall Farm (land north of Birchall Lane) 26/004 (part) – Hatfield Estate (parts of) Available land – 92.7ha	Green
62	North of Harlow (A)	21/001 – Fiddlers Brook Stables, Church Lane	Green
	North of Harlow (B)	21/002 (part) – Redricks, Hollingson Meads, Sayes Park, Gilston Park, Marlers, Pye Corner	
	North of Harlow (C)	21/003 – Terlings Park, Eastwick Road 21/004 – Land north of A414/Eastwick Road 21/005 – Land adjacent and to the rear of The Dusty Miller PH, Burnt Mill Lane 21/006 – Land south of Gilston Park House, Gilston Park 21/007 – Terlings Park & the gravel pits to the west of Redricks Lane 21/008 – Gilston Great Park 21/009 – Land south of Eastwick Road & Redricks Lane 27/002 (part) – Sayes Park Farm, High Wych Road 29/004 – Eastern part of Briggens Estate (land east & west of Eastwick Road)	

Draft Topic Assessments

No.	Areas of Search	Assessment of Land Availability	Traffic Light
		Available land – 1456.8ha	
63	North of Hoddesdon	37/001 (part) – Land at Stanstead St Margarets (land south of A414) 37/002 – Land west of Ware Road, Springle House, Springle Lane 37/004 – Hillside Nursery, Ware Road, Hailey Available land – 55ha	Amber
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	No land known to be available for development.	Red
65	A10 Corridor - Central	Some land available for development; mainly small sites around existing villages. Insufficient land known to be available for a new settlement.	Red
66	A120 Corridor	Large quantity of land known to be available for development around Little Hadham which would be sufficient for a new settlement.	Green
67	A507 Corridor	Some land available for development; mainly small sites around existing villages. Insufficient land known to be available for a new settlement.	Red
68	A602 Corridor	Some land available for development; mainly small sites around existing villages. Insufficient land known to be available for a new settlement.	Red
69	Hunsdon Area	Large quantity of land known to be available for development around Hunsdon which would be sufficient for a new settlement.	Green

2. Employment Potential

Justification

“In drawing up Local Plans, local planning authorities should ensure that they:

- *set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth*
- *set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated requirements over the plan period*
- *support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate requirements not anticipated in the plan and to allow a rapid response to changes in economic circumstances*
- *positively plan for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries*
- *identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and*
- *facilitate new working practices such as live/work”* (draft NPPF paragraph 73).

Source of Information

- Accessibility Mapping from HCC Super Output Areas (Hertfordshire County Council)
- Employment Land and Policy Review 2008 - East Herts Council (Halcrow Group Limited)
- Hertfordshire Strategic Employment Sites Study 2011 (Regeneris Consulting)

Assessment Criteria

- **Accessibility:** Sites which are in proximity to primary transport routes both by road and by rail are more accessible to a range of users (both employees and visitors). However, different types of employment uses require different types of accessibility: B8 Uses such as warehouses, storage and distribution are more likely to require access for heavy goods vehicles along major road networks; whereas B1 or B2 Uses are less dependant upon the movement of goods and more upon the movement of its workforce or customers and may prefer to be located closer to public transport networks in or near to town centres.
- **Visibility:** A highly visible location could improve the prospects of a business by increasing the efficacy of signage and side-of-building advertising, thus increasing footfall. Flagship/landmark buildings have more presence in a visible location. Visible sites are typically at major road junctions, on main transport routes, in town centres or near passenger transport interchanges.
- **Proximity:** Being located within or near to major town and service centres can provide mutually beneficial opportunities. Such sites tend to benefit from the ancillary and spin-off services that such centres provide such as retail and banking opportunities, goods suppliers, links with educational establishments and passenger transport.

Draft Topic Assessments

- **Clustering:** Locating similar businesses within close proximity to each other or on main transport networks can enable the sharing of services, labour, expertise, suppliers, advertising, customers etc.

Red	Areas that have poor access to major road and rail networks and have no opportunity to improve access. Areas that are not visible nor in proximity to centres providing the opportunity to share services and facilities. Areas that do not form part of a wider cluster of employment locations.
Amber	Areas that have some access to major road and rail networks, or where this can be improved. Areas that are visible and in proximity to centres or where this could be improved. Areas which could form part of a wider cluster of employment locations.
Green	Areas which are accessible by major road and rail networks. Areas that are visible and in proximity to centres and where a cluster of existing employment land exists and can be built upon.

General Comments

Some areas will perform well in relation to one part of the criterion and poor in relation to another. For example, a location may be more suitable for a particular type of employment use than another. Where this is the case this is clarified in the table below.

It is important that the Core Strategy provides a balance between providing for residential development as well as providing employment opportunities for both existing and potential future population. In this context it is important that we have an understanding as to what contributes to making employment land successful. Why is one business more successful than another and to what extent is location an important factor in this success?

It is difficult to assess some sites by set criteria as by the very action of locating new employment in a location which previously had none or very little, you are increasing and improving the potential spin-off benefits such as the clustering of new ancillary business to support the new site. Some rural locations perform well despite their more remote location as they fill a niche in the local market: an employment location that prevents the need to travel into the town and with relatively cheaper rents. Amber sites could be improved through the right investment.

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<p>The existing employment sites in the town remain important facilities for businesses and given some improvements could be made more suitable for modern business uses. However, some of the existing employment areas within the built-up area suffer from poor accessibility for B8 Uses, being removed from the major peripheral roads. Some also have poor flexibility being constrained by other land uses. Some locations are of relatively poor quality having suffered from underinvestment in the past. Sites to the south of the town in particular are closer to the railway station but have less scope to expand and are less attractive in terms of road access.</p> <p>There are limited opportunities within the existing built-up-area to accommodate a suitable quantum of new employment development. Rather improvements could be made to areas of poorer quality or where a change of use would offer more scope for improving viability.</p> <p>The Hertfordshire Strategic Employment Sites Study 2011 (HSESS 2011) indicates that the town is not suitable for a premier business park of a county-wide significance because of road network limitations being prohibitively expensive. Local scale employment could be linked to supportive uses for Stansted Airport and would not require major upgrades to the M11 and A120.</p>	Amber
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	This area of search is a very good location in terms of access and visibility. The A1250 and B1004 are local roads that link well with the A120. The area would have the potential to benefit from the cluster of Bishop's Stortford businesses and the M11 corridor in general and from its proximity to Stansted Airport.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		<p>The Employment Land and Policy Review 2008 (ELR 2008) ranks this area joint second in its recommended locations for new employment land. The area has good visibility but access to the M11 is restricted. Its greenfield status means it scores poorly in terms of infrastructure provision and sustainability, but highly for its deliverability.</p> <p>The location was highly praised at the Strategic Land Availability Assessment meetings in terms of its marketability. There is sufficient land to accommodate a significant quantum of commercial and housing development.</p>	
3	Bishop's Stortford East (A)	<p>This area of search has excellent potential accessibility due to its proximity to the M11 junction. Woodside Industrial Estate is cited as the top rated existing employment site in the district in the ELR 2008 and has planning permission to expand to the east with approximately 5,500sq.m of new B1 units. Being on the A1250, adjacent to the M11/A120 junction this land would have high visibility, and though it is somewhat removed from the town centre it is very well located in terms of clustering with existing employment uses. Further eastward expansion of the estate would require the relocation of Bishop's Stortford Football Club.</p>	Green
	Bishop's Stortford East (B)	<p>This area of search has excellent potential accessibility and visibility due to its proximity to the M11 junction. Whilst being somewhat removed from the town centre it is very well located in terms of improving the cluster of employment locations in the town and to Birchanger Green Services.</p>	Green
4	<p>Bishop's Stortford South (A)</p> <p>Bishop's Stortford South (B)</p> <p>Bishop's Stortford South (C)</p>	<p>This area of search, whilst being somewhat removed from the town centre, is well located on the main road network to the south of the town and therefore could be accessible and visible. It could improve the cluster of business in the area, particularly in relation to the business parks in the Twyford area and along the A1184 from Harlow through to Bishop's Stortford.</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		<p>The ELR 2008 ranks this area joint second in its recommended locations for new employment land. The area has good visibility but access to the M11 is restricted. Its greenfield status means it scores poorly in terms of infrastructure provision and sustainability, but highly for its deliverability.</p> <p>Subject to the outcome of the Schools Inquiry there could be significant potential to forge links between employment and education.</p>	
<p>Buntingford (Planning assumption of at least 500 dwellings at each area of search)</p>			
5	Buntingford Built Up Area	<p>The High Street has good resilience even through the economic downturn. This is a good indicator as to its potential to absorb more growth. Buntingford works both as a local employment opportunity for the surrounding rural hinterland as well as capitalising on its relative proximity to Cambridge and London. Three of the four existing designated employment sites work well, with low or no vacancies. However, the relative remoteness of the town from major road networks and the lack of railway links does limit the potential growth.</p>	Amber
6	<p>Buntingford South and West (A)</p> <p>Buntingford South and West (B)</p> <p>Buntingford South and West (C)</p>	<p>Sites to the south and west of the town are the most visible and accessible due to their location on the A10. However, there is relatively limited public transport and no railway line serving the town. Accessibility to the town centre is hindered by the large impermeable housing estate in this area. Whilst direct access off A10 by-pass is unlikely, access could be gained from local roads which link to the A10. There are existing un-neighbourly uses (sewage works) that would make this area more suitable for B8 uses. There is good clustering potential in this location to the existing employment land in the town.</p>	Amber
7	<p>Buntingford North (A)</p> <p>Buntingford North (B)</p>	<p>Whilst access directly from the A10 would not be possible, Ermine Street has a link to the A10, therefore access is reasonable. However, there is relatively limited public transport and no railway line serving the town. This area of search would have good</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		visibility from the A10 but would be more removed the built-up area of the town. There would be potential to expand an existing employment site at Park Farm. There is good clustering potential in this location to the existing employment sites.	
8	Buntingford North-East (A)	This area of search is the least well connected to the main roads in the town, being accessed only by local roads. This would limit the potential uses to B1 or B2. However, there is relatively limited public transport and no railway line serving the town. This inaccessibility would also make this area less visible. There would be better access to the town centre from this area of search in terms of shared services and facilities. There is good clustering potential in this location to the existing employment sites.	Amber
	Buntingford North-East (B)		
9	Buntingford East	This area of search would be well-connected to major road networks. However, there is relatively limited public transport and no railway line serving the town. Development to the north of this area of search could be well-connected to the town centre. There is good clustering potential in this location to the existing employment sites.	Amber
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Given the historic nature of the town the existing employment sites have evolved over time amongst other land uses hence their lack of flexibility and in some cases conflict with neighbouring uses. This has also created access issues to some sites which require significant investment to improve. Whilst being relatively close to the town centre services, many sites lack the necessary access and visibility to be marketable. The A414 through Hertford town centre suffers congestion. These issues have resulted in a steady loss of these sites to residential and other uses over time. Regardless of these issues the existing employment sites remain valuable facilities	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		for local businesses with Foxholes Business Park being cited as one of the district's premier business locations.	
11	Hertford West (A)	The area of search has potentially good access to the A414 and could therefore have good visibility from the dual carriageway. The area is some distance from the town centre to fully benefit from shared services and facilities, but is within reasonable distance of Hertford North Station. In terms of potential future clustering, the location of existing employment areas is such that an east-west corridor of employment land could be formed if new businesses were located here. This location is also reasonably close to Welwyn Garden City.	Amber
Hertford West (B)			
12	Hertford North (A)	This area of search has the potential to gain access to main roads such as the A119 and Wadesmill Road which are reasonably well connected to the A602 then the A10. The area would be some distance from rail stations and Hertford town centre. Employment land here would be able to benefit from an east-west A414 corridor being not too far from existing employment land within the town.	Amber
Hertford North (B)			
Hertford North (C)			
13	Hertford South (A)	This area of search is less well connected in terms of accessibility, visibility and proximity to major transport routes. The northern part of the area of search is within reasonable proximity to Hertford's services and facilities but the majority of the area is too remote to benefit from this proximity. The viability of businesses here would be much dependant upon the construction of a major road network to the south of the town to provide links to the A414 and provide an improved A414 cluster.	Red
Hertford South (B)			
Hertford South (C)	Access to the eastern part of the area of search could be gained from the A414/A10 junction and the Foxholes/A414 junction. The northern part of the area of search is reasonably close to Hertford town centre to benefit from shared services and would be in close proximity to the successful Foxholes Business Park to improve the cluster of employment land.	Green	
Hertford South (D)			

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	There is a highly constrained existing employment area to the south of the station that is just outside the East Herts boundary. If suitable land could be found within the urban area it would benefit from its proximity to businesses in Harlow and the railway connection to London.	Amber
15	Sawbridgeworth South-West (A)	This area of search is in a good location in terms of its proximity to existing employment and retail areas along the northern edge of Harlow, providing good clustering potential within the M11 corridor in general. The area is within 2km of Harlow Mill Station, and is reasonably close to other businesses in Harlow and the Italstyle estate just north of the East Herts boundary.	Green
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	A good location in terms of its proximity to both Bishop's Stortford and Harlow, benefiting from the clustering potential of the M11 corridor in general. The location is somewhat detached from the facilities and services of the town centre. Access could be an issue with no direct access to the A1184. To make this location more suitable for employment uses a western by-pass would be required.	Amber
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	A good location in terms of its proximity to the south of Bishop's Stortford, benefiting from the clustering potential of the M11 corridor in general and with Hayters Lawn Mowers in Spellbrook. The location is somewhat detached from the facilities and services of the town centre. If access could be gained from the A1184 this location would have good access, though the road suffers considerable congestion at peak times.	Amber
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	GSK is the most significant employment area in the town. This site has almost reached capacity in terms of further expansion opportunities and as it is in single ownership is currently unlikely to be released. Given its size and location it is of	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		strategic importance. Other employment sites in the town are seen as less favourable, with much of the Widbury Hill and Crane Mead sites being redeveloped for housing. There is scope to improve the quality of the existing units at Crane Mead and Marsh Lane, but because there is a low level of visibility and few access points they score low on market perception.	
19	Ware North (A) Ware North (B)	This area of search is potentially very well connected to the A10 via the A1170 access. There are also local roads running in proximity. The area of search is a little removed from the town centre and from Ware Station. Its visibility would be dependant upon its proximity to the A10 and A1170. There are some potential clustering benefits with existing employment areas.	Green
20	Ware East (A) Ware East (B)	This area of search is less well connected to major transport routes and therefore less suitable for employment land purposes. The area is not very visible being on the outskirts of a residential area with few local roads in proximity. Although somewhat removed from the town centre and Ware Station, the location would be fairly close to the existing employment areas to the east of the town.	Red
21	Ware South-East (A) Ware South-East (B)	A large part of this area of search contains both Crane Mead and Marsh Lane employment areas. These sites are close to Ware town centre and Ware Station. Some derelict units detract from the general quality of the area and low visibility and access means its overall market perception is low. B1 and B2 uses would be more suitable in this location given the limited potential to improve road access to the area.	Amber
22	Ware South-West	If direct access could be gained from the A10 this would be a highly visible and accessible location as a stand-alone business location. If access was limited to local roads only the site would be much less viable. It is somewhat removed from Ware town centre but could serve both Hertford and Ware. The area has potential	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		to utilise some of the Hertford Regional College land and buildings in terms of exploring incubation and targeted education programmes.	
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Located to the east of Stevenage the village is reasonably close to Stevenage, however is some distance from the town centre. The village has low visibility but is close to the A602 so that reasonable access could be achieved to the south of the village.	Red
24	Bayford	The village is in a location with poor access, no visibility from major road networks, no services from which to benefit from and no employment sites in the vicinity to build upon. However, Bayford Station is close to the village.	Red
25	Benington	The location is poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	Red
26	Birch Green	Although the village is located close to the A414, direct access off the dual-carriageway is unlikely and would only be achieved via Hertingfordbury or Cole Green. This would limit the types of employment uses in this area. The landscaping around the A414 is such that the site would not be visible from the main road.	Red
27	Braughing	Although the village is reasonably close to the A10, there is no direct access. Given its location, an employment site here would provide a niche location for the large rural area. However, there are few employment locations in the immediate area with which to provide links. The longer term success of any employment sites in the village would be largely dependant upon any growth along the A10 corridor.	Red
28	Brickendon	The village is in a location with poor access, no visibility from major road networks, no services from which to benefit from and no employment sites in the vicinity to build upon. However, Bayford Station is close to the village.	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
29	Buckland	The village is very remote, despite potential access from the A10. The nearest centre is Royston in North Herts. The nearest East Herts centre is Buntingford which has four employment sites plus one at Hare Street which is slightly less accessible by road. There is no rail line and no services in the village. Any employment site here would provide a rural niche, catering for the rural area.	Red
30	Cole Green	The village is very close to the A414 and depending upon its location, employment land in the north-west of the village could be visible from this main road. Otherwise, access through the village would limit the viability of employment land. The village has few services from which to benefit from and is some distance from either Hertford or Welwyn Garden City. There is no rail line nearby.	Amber
31	Colliers End	The village is in a good location on the old A10 and if access could be gained from the A10 the village would be highly accessible by road but there is no rail line in this corridor. Currently the village is not visible from the A10 and there are no existing employment sites from which to build on. An employment site in this location would be dependent upon a strategic decision to improve the A10 corridor. There are currently few services and facilities in the village or in nearby Standon and Puckeridge from which to benefit from.	Amber
32	Cottered	Located on the A507 the village has reasonably good access but its location in relation to larger settlements means there is little clustering opportunity.	Red
33	Dane End	The nearest main road is the A602 but local access roads make this village largely inaccessible for employment uses. The nearest rail link is in Watton-at-Stone, approximately 4km away. There are no nearby employment sites with which to build upon.	Red
34	Datchworth	This rural location is poorly connected in terms of road and rail networks. Although fairly close to the A1 there is little potential for clustering benefits. There are currently	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		few services and facilities in the village from which to benefit from.	
35	Furneux Pelham	The location is poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	Red
36	Great Amwell	This area of search is relatively good in terms of road access and visibility given its proximity to the A10, A414, and A1170 junction. The area is between 1 and 2.5km from Ware Station and 1 to 2km from St Margaret's Station, and is reasonably close to both Ware and Stanstead Abbots retail centres. There is some clustering potential along both an A10 and A414 corridor and to existing employment locations to the south-east of Ware.	Amber
37	Hadham Ford	The location is relatively poor in terms of visibility and clustering potential. The village is close to the A120 via Little Hadham. There is a low critical mass from which to build upon.	Red
38	Hertford Heath	The village has limited access to the main road networks and would therefore be unsuitable for B8 uses. The area would need a new junction from the A10 to be viable. The village is not visible from the A10 or A414 so businesses are not likely to benefit from passing trade. The village has local village facilities and is reasonably close to Hertford. There is low clustering potential as it is detached from the main urban areas of Ware and Hertford although benefits from being within an A10 corridor.	Red
39	Hertingfordbury	The village located to the south-west of Hertford benefits from its proximity and potential access from the A414. Given the landscaping around the A414, visibility would depend upon how close an employment site would be to the main road. An employment site here would form a continuation of an east-west/A414 corridor of employment land. The village is however, some distance from Hertford North station.	Amber
40	High Cross	In a good location with access off the old A10 and if access could be gained directly from the A10 an employment site in the village would have more success,	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		particularly in relation to any strategic decision to direct growth along the A10 corridor. There is no rail access and the village is not visible from the A10. There are few services and facilities in the village from which to benefit from and the village is too far from nearby Ware. An existing designated employment site; Oakley's Coach Builders is located in the south of the village. The estate scores well in the ELR2008 and has been occupied for a long time by an important local business.	
41	High Wych	The village is close to Sawbridgeworth and Harlow which has a large number of employment locations along its northern edge. There are clustering opportunities with these businesses and that of Rivers Hospital adjacent to the village. However, there is no direct access from the A1184 and Harlow North rail station is approximately 2km away.	Amber
42	Hunsdon	The location is relatively poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	Red
43	Letty Green	Although the village is close to the A414 access could only be gained via local roads through Cole Green. This would limit the viability of employment land. The village has few services from which to benefit from and the distance of the village to either Hertford or Welwyn Garden City is some distance. There is no rail line nearby.	Red
44	Little Hadham	The village is within reasonable proximity to Bishop's Stortford and benefits from its access to the A120. There is a small cluster of employment uses (non-designated land) in the village from which to build upon. The viability of employment land here would depend upon other strategic decisions.	Amber
45	Much Hadham	The location is relatively poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	Red
46	Puckeridge	There is potential access to both the A10 and A120. Given its location, an additional employment site here would provide a niche location for the large rural area. The	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		<p>longer term success of any employment sites in the village would be largely dependant upon any growth along the A10 corridor. There is a low critical mass of employment from which to build upon at Station Road and Standon Business Park.</p> <p>The ELR 2008 stated that <i>in terms of market perception it is not deemed to be a prime location in terms of road access compared to the A10 but has a good occupancy rate indicating it is a small estate catering for local needs. Station Road scores well in terms of quality and location, with flexibility and no major conflicts with adjacent land uses.</i></p>	
47	Spellbrook	<p>The village is close to the south of Bishop's Stortford and north of Sawbridgeworth and access could be gained directly from the A1184. There is an existing employment base at Hayters Lawn Mowers from which to build upon. The location has good clustering potential for the existing businesses in Bishop's Stortford, although the area is some distance from the nearby town centres.</p>	Amber
48	Standon	<p>There is potential access to the A120. Given its location, an additional employment site here would provide a niche location for the large rural area. The longer term success of any employment sites in the village would be largely dependant upon any growth along the A10 corridor. There is a low critical mass of employment from which to build upon at Station Road and Standon Business Park.</p> <p>The ELR 2008 stated that <i>in terms of market perception it is not deemed to be a prime location in terms of road access compared to the A10 but has a good occupancy rate indicating it is a small estate catering for local needs. Station Road scores well in terms of quality and location, with flexibility and no major conflicts with adjacent land uses.</i></p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
49	Stanstead Abbots & St Margarets	<p>The area of search has relatively good access given its proximity to the A10, A414, A1170 junction, and has its own station in the centre of the two villages. Access could also be achieved by river.</p> <p>The area has a good social and community infrastructure with a number of key employers keen to expand/ diversify. It is an attractive area with a long history of employment uses at The Maltings. The ELR 2008 indicates that the existing cluster of employment land performs well despite some locations not having high visibility and direct access to the major road network.</p>	Green
50	Stapleford	<p>This is a small village with access from the A119 leading to Hertford. Warrenwood Industrial Estate lies in the south-west of the village which has limited scope to enlarge due to its location alongside the railway line. The estate scores highly in the ELR 2008 as it is located directly off the A119 running north of Hertford. Its location also means that it scores highly in terms of location as there are no other employment areas in the vicinity. The village itself is not visible from major roads and the village is a reasonable distance from Watton-at-Stone and Hertford Stations.</p>	Red
51	Tewin	<p>Although the village is close to Welwyn Garden City there are no main roads from which to gain access and visibility. The village is too far from Welwyn Garden City town centre and Digswell Station to the north of the town to benefit from. There are no employment areas apart from those within Welwyn Garden City from which to build upon.</p>	Red
52	Thundridge	<p>The village is in a good location in proximity to Ware, with access from the A10. The village itself is not visible from the A10 but if employment land were located off Cambridge Road it would be visible from the main road through the village. The village is remote from the centre of Ware and there are few services and facilities within the village itself. There is an existing business park in the village with which to build links. The success of employment</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		sites in the village would be dependent upon a strategic decision to improve the A10 corridor.	
53	Tonwell	Located off the A602 there is potential to gain access from this main road running to the north of Ware. However, the village is too distant from Ware or Hertford to benefit from shared services. The nearest employment site is Ermine Point & Gentleman's Field Business Park on the outskirts of Ware. As the A602 effectively bypasses the village there is little scope to create a visible site to maximise the advantages of the A602.	Red
54	Wadesmill	The village is in a good location in proximity to Ware, with access from the A10. The village itself is not visible from the A10 but if employment land were located off Cambridge Road it would be visible from the main road through the village. The village is remote from the centre of Ware and there are few services and facilities within the village itself. There are existing business parks in neighbouring Thundridge and nearby High Cross with which to build links. The success of employment sites in the village would be dependent upon a strategic decision to improve the A10 corridor.	Amber
55	Walkern	Located to the east of Stevenage, the village has low visibility and poor access and despite being reasonably close to Stevenage is some distance from the town centre. The Pin Green Employment Area is located in the north-east of Stevenage, which is located off the peripheral roads. Approximately one-third of this employment area has been redeveloped for residential purposes calling into question the viability of this location for employment uses.	Red
56	Waterford	Located to the north of Hertford the village is reasonably close to Hertford but too far to benefit from shared services and facilities. The village has no services itself and visibility and access is limited from the A119.	Red
57	Watton-at-Stone	Not well connected in terms of cluster benefits but access could be gained from	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		the A602 leading to Hertford and Stevenage. The village has a rail station and a small village centre. The nearest employment area is in Stapleford but otherwise there are no employment sites from which to build upon in the area.	
58	Westmill	Located adjacent to the A10 just south of Buntingford, with two points of access off this primary road, the village has good access and is potentially a very visible location. There is clustering potential with the existing employment areas in Buntingford. However, the village is somewhat removed from the town centre and there is no rail line in this northern part of the district.	Amber
59	Widford	The location is relatively poor in terms of access, visibility and clustering potential. There is a low critical mass from which to build upon.	Red
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	The site is disconnected from main transport networks and the prestige and monopoly affect of the Gunnels Wood Employment Area. The Pin Green Employment Area is located in the north-east of the town, which is located off the peripheral roads. Approximately one-third of this employment site has been redeveloped for residential purposes calling into question the viability of this employment location. New employment land to the east of Stevenage would be disconnected from the major road and rail networks and the town centre.	Red
61	East of Welwyn Garden City	Very good location in terms of visibility and viability, access and potential clustering along the A414 depending upon other strategic decisions. The area is some distance from the town centre to benefit from shared services and facilities including the rail stations.	Green
62	North of Harlow (A)	This area is close to the numerous businesses located along the northern edge of the town. It also benefits from its proximity to Harlow Town and Harlow Mill Stations. Development here would require	Green
	North of Harlow (B)		
	North of Harlow		

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
	(C)	major new infrastructure which could be designed to ensure new employment land would be visible and accessible.	
63	North of Hoddesdon	This area of search is in a very accessible location in terms of road (A10, A1170, A414 junction) and rail networks. There are also several employment areas nearby at Stanstead Abbots and St Margaret's and Rye Park from which to build upon.	Green
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Employment land located along the A10 could be highly visible in some locations and potentially, if access could be gained directly from the A10, very accessible by road. However, this corridor is not really in a viable location in terms of its distance from London and the major cross-routes of the M25 and A414. There are several employment sites in Buntingford from which to build upon but the area is too far from Royston and the A505. There is also no rail access along this corridor which would limit the viability of employment land in this corridor.	Red
65	A10 Corridor - Central	Employment land located along the A10 could be highly visible in some locations and potentially, if access could be gained directly from the A10, very accessible by road. However, there is no rail access along this corridor which would limit the viability of employment land in this corridor.	Amber
66	A120 Corridor	Whilst the A120 is a major link road between the A10 and the M11 via Bishop's Stortford, the road is single carriageway and would therefore be less favourable for employment uses than the A414. There is also no extension to the A120 west of the A10 that would provide links to other employment hubs such as Stevenage. Currently there is not enough quantum of development in the settlements along this corridor to make employment land viable. If the A10 corridor had more employment providence there would be scope for the A120 corridor to act as a bridge between the A10 and M11/Bishop's Stortford corridors. Without this, only land nearest the	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Employment Potential	Traffic Light
		Bishop's Stortford by-pass would be suitable for employment land.	
67	A507 Corridor	Whilst the A507 is a main link road from Buntingford to Letchworth, Baldock and the A1(M), the volume of traffic in this area on the single width carriageway is far less than that on the A414 and A10. The corridor is too far from Letchworth, Baldock and Stevenage from which to gain links. A small cluster could be made with the existing employment sites in Buntingford if located close to the town. There is no rail link in this corridor.	Red
68	A602 Corridor	There are several small employment sites in the villages within this corridor, but the A602 is single width carriageway and the volume of traffic is not as great as the A414. The distance between Hertford, Ware and Stevenage would be close in employment terms if new employment land was located within this corridor, potentially forming a new cluster. Should access be gained from the A602 and sufficient links made with Watton-At-Stone station, employment land is likely to be viable, though not as successful as other locations off the A414.	Amber
69	Hunsdon Area	Employment land located along the A414 would be highly visible and very accessible by road should access be gained from the A414. There also would be scope to expand/enhance the cluster of employment areas along the A414. A new settlement and new employment land here would be dependant upon the construction of major infrastructure, including new rail stations or links to Harlow's existing stations.	Green

3. Primary Schools

Justification

Planning should “*deliver the right community facilities, schools, hospitals and services to meet local needs*” (draft NPPF paragraph 124).

“Local authorities should take a proactive, positive and collaborative approach to the development of schools by working with schools promoters to identify and resolve key issues before applications are submitted” (draft NPPF paragraph 127).

Sources of information

Information for this assessment has been received from two different departments within Hertfordshire County Council (HCC) as the Local Education Authority:

- **Hertfordshire Property:** town planning assessment of the expansion potential of existing primary schools;
- **Children, Schools and Families:** assessment of capacity of existing schools, based on school planning areas.

Assessment Criteria

- **Existing capacity:** whether or not existing schools are forecast to have sufficient spare places to accommodate the additional pupils generated by the development;
- **School expansion capacity:** on the basis of an initial town planning assessment by Herts Property, whether the existing primary schools could be expanded to provide additional capacity;
- **New school capacity:** where a development could meet its own primary education needs by providing a new 2.0FE school, which would require a suitable 2.5 hectare site and 420 pupils (i.e. 1,000 - 1,700 dwellings) for each new primary school required.

At this stage funding has not been considered as an assessment criterion. Further detail on funding is provided in the Infrastructure Delivery Plan.

Red	Areas where there is no/very limited existing capacity, no potential to expand existing schools, and which are unlikely to meet their own needs.
Amber	Areas where there is some existing capacity, and/or where there is potential to expand existing schools, subject to land acquisition and planning consent.
Green	Areas where there is sufficient capacity to accommodate pupils in existing schools; or where a development could meet its own primary education needs.

A ‘red’ rating does not necessarily mean that an area of search is undevelopable, but that there are particular issues in education provision that would need to be overcome to enable the area to come forward.

Draft Topic Assessments

Bishop's Stortford – The position in Bishop's Stortford is currently not clear, pending the outcome of the Schools Inquiry. The Secretary of State's Decision is expected 24 April 2012. Consequently the below table will need to be updated in due course.

Further information on education provision is provided in the 'Education Strategic Overview'. Consideration of cumulative impacts will be considered at *Step 5: Scenario Testing*.

The following acronyms are used in the table below:

- FE = Form of Entry (1.0FE = 30 places per year group)
- PAN = Planned Admission Number (1.0FE = a PAN of 30)

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<p>Bishop's Stortford Planning Area There are 11 primary schools in the planning area:</p> <ul style="list-style-type: none"> • All Saints C of E Primary and Nursery (1.0FE) • Hillmead Primary (1.0FE) • Manor Fields Primary (2.0FE) • Northgate Primary (2.0FE) • Richard Whittington Primary (1.5FE) • St Joseph's Catholic Primary (1.5FE) • St Michael's C of E VA Primary (1.0FE) • Summercroft Primary (2.0FE) • Thorley Hill Primary (1.0FE) • Thorn Grove Primary (1.0FE) • Windhill Primary and Nursery (2.0FE) <p>Forecasts show that by 2014/15 there will be approximately 1.5FE surplus. However, most schools are full at reception. Assuming 10% growth from the existing community, this surplus will be taken up by future demand from the existing community. There is potential to expand Hillmead to 2.0FE using land not currently in HCC ownership. Further technical investigations required.</p> <p>Further investigation is also needed to assess the expansion potential of St Joseph's to 2.0FE (NB. Faith schools need</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>agreement from the Diocese to expand).</p> <p>Summercroft is located on a large site and further investigation is needed to assess its potential to expand by 1.0FE.</p> <p>Depending on the outcome of the Secondary Schools Inquiry there could also be potential to expand Thorley Hill by 1.0FE.</p>	
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	<p>Bishop's Stortford Planning Area</p> <p>If 3,000 houses are provided on the ASR's this will equate to a need for 5.0FE of primary school capacity. HCC would expect this development to provide for its own school capacity in appropriate locations.</p>	Green
3	Bishop's Stortford East (A) Bishop's Stortford East (B)	<p>Bishop's Stortford Planning Area</p> <p>Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Summercroft Primary (2.0FE) • Thorn Grove Primary (1.0FE) <p>Summercroft is located on a large site and further investigation is needed to assess potential to expand by 1.0FE.</p> <p>There is no expansion potential at Thorn Grove.</p>	Amber
4	Bishop's Stortford South (A) Bishop's Stortford South (B) Bishop's Stortford South (C)	<p>Bishop's Stortford Planning Area</p> <p>Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Richard Whittington Primary (1.5FE) • Thorley Hill Primary (1.0FE) <p>There is no capacity or expansion potential at Richard Whittington. Depending on the outcome of the Secondary Schools Inquiry there could be potential to expand Thorley Hill by 1.0FE.</p>	Pending outcome of Schools Inquiry
Buntingford			
(Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	<p>Buntingford Planning Area</p> <p>Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Millfield First and Nursery (1.5FE) • Layston C of E First (1.0FE) 	Green
6	Buntingford South and West (A) Buntingford South and West (B) Buntingford South and West (C)	<p>(Planning area also includes Ardeley St Lawrence (PAN 18)).</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
7	Buntingford North (A)	There is around 1.0FE capacity available in the planning area. There is also potential to expand both the existing sites in the town using land not currently in HCC ownership (Millfield +0.5FE; Layston +1.0FE).	
	Buntingford North (B)		
8	Buntingford North-East (A)		
	Buntingford North-East (B)		
9	Buntingford East		
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	<p>Hertford Planning Area</p> <p>There are eight primary schools in the planning area:</p> <ul style="list-style-type: none"> • Abel Smith (1.0FE) • Bengo Primary (2.0FE) • Hertford St Andrews C of E Primary (1.0FE) • Hollybush Primary (1.0FE) • Mill Mead (1.0FE) • Morgans Primary (2.0FE) • St Joseph's Catholic Primary (1.0FE) • Wheatcroft Primary (1.5FE) <p>In Hertford a shortage of 2.0FE is forecast in the short term. This will be met through the provision of 1.0FE of permanent need and a further 1.0FE of temporary need.</p> <p>Any new housing is likely to generate a need for additional school places. Potential expansion by 1.0FE may be possible at Bengo although detached playing field and highways issues still need to be investigated.</p> <p>Hollybush has some spare capacity within existing buildings to expand by 1.0FE.</p> <p>Morgans is potentially large enough to accommodate additional development, however, there are policy issues including Green Belt, and a Listed Building on site. Sport England may also raise concerns.</p> <p>Wheatcroft is capable of expansion to</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>2.0FE with a detached playing field, however, the site is constrained and previous options around expansion have not proved cost effective.</p> <p>There is also land available in HCC ownership at Mangrove Road that is located within the area of need for primary school places.</p>	
11	<p>Hertford West (A)</p> <p>Hertford West (B)</p>	<p>Hertford Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Hollybush (1.0FE) • Hertford St Andrews C of E (1.0FE) • St Josephs RC (1.0FE) <p>Whilst there is a deficit of primary places across the planning area to meet the existing need, Hollybush has some spare capacity within existing buildings to expand by 1.0FE.</p>	Green
12	<p>Hertford North (A)</p> <p>Hertford North (B)</p> <p>Hertford North (C)</p>	<p>Hertford Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Bengo (2.0FE) <p>There is a deficit of primary places across the planning area to meet the existing need. However, potential expansion by 1.0FE may be possible at Bengo although detached playing field and highways issues still need to be investigated.</p>	Amber
13	<p>Hertford South (A)</p> <p>Hertford South (B)</p> <p>Hertford South (C)</p> <p>Hertford South (D)</p>	<p>Hertford Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Morgans Primary (2.0FE) • Abel Smith (1.0FE) <p>There is a deficit of primary places across the planning area to meet the existing need. Morgans is potentially large enough to accommodate additional development, however, there are policy issues including Green Belt, and a listed building on site. Sport England may also raise concerns.</p> <p>There is also land available in HCC ownership at Mangrove Road that is located within the area of need for primary school places.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	<p>Sawbridgeworth Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Mandeville Primary (1.0FE) • Reedings Junior (2.0FE) • Fawbert & Barnard Infants (2.0FE) <p>(Planning area also includes High Wych C of E and Spellbrook).</p> <p>There is a shortage of places in the planning area and any new housing is likely to generate a need for additional school places.</p> <p>There is potential to expand Mandeville by 1.0FE using land not currently in HCC ownership. Further technical investigations required, in particular into noise and highway issues.</p>	Amber
15	Sawbridgeworth South-West (A)		
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)		
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)		
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	<p>Ware Planning Area There are seven schools in the planning area:</p> <ul style="list-style-type: none"> • Christ Church (C of E) VA Primary and Nursery (1.5FE) • Kingshill Infant/St Mary's Junior (2.0FE) • Priors Wood Primary (1.0FE) • Sacred Heart Catholic Primary (1.0FE) • St Catherine's (C of E) Primary (1.5FE) • St John the Baptist VA C of E Primary, Great Amwell (PAN 25) • Tower Primary (1.0FE) <p>The forecasts currently indicate that there is sufficient capacity in the short term to meet demand in Ware. However, a need for 0.5FE is anticipated in the plan period to cater for the needs arising from the existing population. Any new housing is therefore likely to generate a need for additional places.</p> <p>There may be potential to expand Priors Wood by 1.0FE using land not currently in</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>There may also be potential to expand St John the Baptist's using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>Sacred Heart Catholic may have the potential to expand by 1.0FE. Subject to further investigation into flood risks. (NB. Faith schools need agreement from the Diocese to expand).</p> <p>St Catherine's may also have potential to expand 0.5FE although site topography is difficult and there may be highway issues.</p>	
19	<p>Ware North (A)</p> <p>Ware North (B)</p>	<p>Ware Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Kingshill Infants/St Mary's Junior (2.0FE) • Tower Primary (1.0FE) <p>There is no current expansion potential.</p>	Red
20	<p>Ware East (A)</p> <p>Ware East (B)</p>	<p>Ware Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Prior's Wood Primary (1.0FE) • Tower Primary (1.0FE) • Christ Church C of E VA Primary (1.5FE) <p>There may be potential to expand Priors Wood by 1.0FE using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>Neither Tower Primary nor Christ Church C of E has any expansion potential.</p>	Amber
21	<p>Ware South-East (A)</p> <p>Ware South-East (B)</p>	<p>Ware Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Sacred Heart Catholic (1.0FE) • St John the Baptist VA C of E Primary, Great Amwell (PAN 25) • Christ Church C of E VA Primary (1.5FE) 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>Sacred Heart Catholic may have the potential to expand by 1.0FE. Subject to further investigation into flood risks. (NB. Faith schools need agreement from the Diocese to expand).</p> <p>There may also be potential to expand St John the Baptist's using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>Christ Church C of E has no expansion potential.</p>	
22	Ware South-West	<p>Ware Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Sacred Heart Catholic (1.0FE) • St John the Baptist VA C of E Primary, Great Amwell (PAN 25) • Christ Church C of E VA Primary (1.5FE) <p>Sacred Heart Catholic may have the potential to expand by 1.0FE. Subject to further investigation into flood risks. (NB. Faith schools need agreement from the Diocese to expand).</p> <p>There may also be potential to expand St John the Baptist's using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues.</p> <p>Christ Church C of E has no expansion potential.</p>	Amber
<p>Villages (Planning assumption of existing village + 10% growth)</p>			
23	Aston (excluding Aston End)	<p>Stevenage South East Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Aston St Mary's C of E (Aided) (PAN 20) <p>Takes children both from the village and the local area. The capacity of the school would not be a bar on a limited amount of development in the village. Potential to become a 1.0FE school (+ 10</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		places), but constraints include highway issues.	
24	Bayford	<p>Hertford South Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Bayford (C of E) VC Primary (0.5FE) <p>School is full in most year groups and takes children from Hertford, Hoddesdon and Cheshunt where there are capacity issues. A small amount of housing would have an impact on both the school and the current pattern of allocation of school places to children from outside the village.</p> <p>There maybe potential to expand using land not currently in HCC ownership. Further technical investigations required.</p>	Amber
25	Benington	<p>Stevenage South East Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Benington C of E Primary (PAN 16) <p>Takes children both from the village and the local area. The capacity of the school would not be a bar on a limited amount of development. However, school has no expansion potential because of highway issues.</p>	Amber
26	Birch Green	<p>Watton District South Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Hertingfordbury Cowper C of E VA (PAN 25) <p>Takes children from the local area, Hertford and Welwyn. Accommodating children from any new housing development in the area may be possible, but could impact upon the current pattern of allocation of school places to children from outside of the village.</p> <p>There may be potential to become a 1.0FE school (+5 places). Site constraints include Green Belt and listed buildings. Further technical investigations required.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
27	Braughing	<p>Braughing Planning Area</p> <ul style="list-style-type: none"> Jenyns First School and Nursery (PAN21) <p>Takes children from both the village and local area. The capacity of the school would not be a bar on a limited amount of development in the village. However, no further expansion potential.</p>	Amber
28	Brickendon	<p>Hertford South Villages Planning Area</p> <p>Nearest school in planning area:</p> <ul style="list-style-type: none"> Bayford (C of E) VC Primary (0.5FE) <p>The school is full in most year groups and takes children from Hertford, Hoddesdon and Cheshunt where there are capacity issues. A small amount of housing would have an impact on both the school and the current pattern of allocation of school places to children from outside the village.</p> <p>There maybe potential to expand using land not currently in HCC ownership. Further technical investigations required.</p>	Amber
29	Buckland	<p>Royston Villages Planning Area</p> <p>Nearest schools in planning area:</p> <ul style="list-style-type: none"> Barkway VA (C of E) First School (PAN 12) Reed First School (PAN 12) <p>Both Barkway and Reed are small rural schools meeting needs from their locality. There is a small amount of capacity in both schools and numbers fluctuate in line with demand from their respective villages.</p> <p>Barkway is located on a constrained site with no potential to expand. Reed is also constrained and could not be expanded unless additional land is provided. Further technical investigations required.</p>	Amber
30	Cole Green	<p>Watton District South Planning Area</p> <p>Nearest school in planning area:</p> <ul style="list-style-type: none"> Hertingfordbury Cowper C of E VA (PAN 25) <p>Takes children from the local area, Hertford and Welwyn. Accommodating children from any new housing development in the area</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>may be possible, but could impact upon the current pattern of allocation of school places to children from outside of the village.</p> <p>There may be potential to become a 1.0FE school (+5 places). Site constraints include Green Belt and listed buildings. Further technical investigations required.</p>	
31	Colliers End	<p>Ware Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Puller Memorial C of E VA Primary, High Cross (0.5FE) <p>The school currently has places available. Development that would increase the number of pupils at the school would be welcomed, but it should be noted that although the school has capacity it has some deficiency in its built development and core facilities which HCC would seek to address through developer contributions.</p> <p>Potential expansion capacity up to 1.0FE (+0.5FE) using land not currently in HCC ownership. Further technical investigations required.</p>	Green
32	Cottered	<p>Buntingford Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Millfield First and Nursery (1.5FE) • Layston C of E First (1.0FE) • Ardeley St Lawrence (PAN 18) <p>There is around 1.0FE capacity available in the planning area. There is also potential to expand existing sites using land not currently in HCC ownership (Millfield +0.5FE; Layston +1.0FE).</p> <p>If required, Layston could potentially expand to 3.0FE using land not currently in HCC ownership. Further technical investigations required.</p>	Green
33	Dane End	<p>Watton District North Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Little Munden C of E VC Primary (PAN 25) 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		New housing is likely to generate a need for additional places; however there is no capacity or expansion potential. PAN is being reduced in 2012/13 to 15 in line with the existing building capacity.	
34	Datchworth	<p>Stevenage South East Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • All Saints C of E Primary (PAN 25) <p>The school is full taking children from the local area, Knebworth, Watton-at-Stone and Welwyn Garden City. Accommodating children from any new housing development in Datchworth may be possible, but could impact upon the current pattern of allocation of school places to children outside the village. There is no expansion potential at All Saints. Other schools in the planning area are too far away to travel.</p>	Amber
35	Furneux Pelham	<p>The Pelham's Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Furneux Pelham C of E (PAN 20) <p>There is currently no spare capacity at the school, however, HCC have indicated that the capacity of the school would not be a bar on a limited amount of development in the village.</p>	Amber
36	Great Amwell	<p>Ware Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • St John the Baptist VA C of E (1.0FE) <p>There may be potential to expand St John the Baptist's using land not currently in HCC ownership. Further technical investigations required, in particular into highway issues. However, there is also an increased demand for primary places further south in the North of Hoddesdon.</p>	Amber
37	Hadham Ford	<p>The Hadham's Planning Area Nearest school in area:</p> <ul style="list-style-type: none"> • Little Hadham Primary (PAN 20) <p>Potential expansion capacity up to 1.0FE</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>(10 places), to accommodate the yield from some additional housing in the village. HCC do not currently own the land adjacent to the school. However, negotiations are in train with the landowner for the possible transfer of some land which, if successful, will enable its expansion to 1.0FE.</p>	
38	Hertford Heath	<p>Hertford South Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Hertford Heath Primary (1.0FE) <p>The school is well located in the village; however, it is full in most year groups. Children attend from Hertford, including those from the Pinehurst estate, who were transferred here when The Pines School closed. It is likely that there are still siblings from this arrangement in the school. Children also attend from Hoddesdon.</p> <p>There is no capacity to accommodate children from any additional development in the village and the site capacity will not enable expansion of the school.</p> <p>If any further housing is proposed in the village a new 2.0 FE school site would be required to allow for the relocation and expansion of the school.</p>	Red
39	Hertingfordbury	<p>Watton District South Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Hertingfordbury Cowper C of E VA Primary (PAN 25) <p>Takes children from the local area, Hertford and Welwyn. Accommodating children from any new housing development in the area may be possible, but could impact upon the current pattern of allocation of school places to children from outside of the village.</p> <p>There may be potential to become a 1.0FE school (+5 places). Site constraints include Green Belt and listed buildings. Further technical investigations required.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
40	High Cross	<p>Ware Villages Planning Area Nearest school in area:</p> <ul style="list-style-type: none"> • Puller Memorial C of E VA Primary (0.5FE) <p>The school currently has places available. Development that would increase the number of pupils at the school would be welcomed, but it should be noted that although the school has capacity it has some deficiency in its built development and core facilities which HCC would seek to address through developer contributions.</p> <p>Potential expansion capacity up to 1.0FE (+0.5FE) using land not currently in HCC ownership. Further technical investigations required.</p>	Green
41	High Wych	<p>Sawbridgeworth Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • High Wych C of E Primary (1.0FE) <p>Whilst there is a shortage of places in Sawbridgeworth town, in High Wych GP registration data shows that currently there are fewer children living in these villages than there are places available. Capacity will need to be monitored to assess any impact of new housing in these areas.</p> <p>There may be potential to expand using land not currently in HCC ownership. Further technical investigations required as there could be noise and highway issues.</p>	Green
42	Hunsdon	<p>Ware Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Hunsdon JMI (1.0FE) <p>Hunsdon JMI is full in most year groups and is mostly attended by children from the village. The school does, however, have potential to expand by 1.0FE using land not currently in HCC ownership. Further technical investigations required.</p>	Amber
43	Letty Green	<p>Watton District South Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Hertingfordbury Cowper C of E VA Primary (PAN 25) 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>Takes children from the local area, Hertford and Welwyn. Accommodating children from any new housing development in the area may be possible, but could impact upon the current pattern of allocation of school places to children from outside of the village.</p> <p>There may be potential to become a 1.0FE school (+5 places). Site constraints include Green Belt and listed buildings. Further technical investigations required.</p>	
44	Little Hadham	<p>The Hadham's Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Little Hadham Primary (PAN 20) <p>Potential expansion capacity up to 1.0FE (10 places), to accommodate the yield from some additional housing in the village. HCC do not currently own the land adjacent to the school. However, negotiations are in train with the landowner for the possible transfer of some land which, if successful, will enable its expansion to 1.0FE.</p>	Amber
45	Much Hadham	<p>The Hadham's Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • St Andrews C of E Primary, Much Hadham (1.0FE) <p>St Andrews is full in most year groups. It mainly serves the local community with some pupils attending from surrounding villages (including Little Hadham). There would be limited capacity to cater for any need arising from further development. An expansion of Little Hadham Primary may help with school places in Much Hadham and enable a small amount of development to occur.</p>	Amber
46	Puckeridge	<p>Puckeridge Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • St Thomas of Canterbury Catholic (PAN 15) • Roger De Clare C of E First School (2.0FE) <p>There is potentially 0.5FE capacity available in the planning area to cater for additional</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		needs arising from any new development. Roger De Clare could be expanded by 1.0FE (to 3.0FE) using land not currently in HCC ownership. Further technical investigations required. (N.B. whilst it is HCC's policy to provide 2.0FE schools, where additional places are required to meet rising demand, expansion of primary schools by 1.0FE to 3.0FE could be considered as part of an option analysis).	
47	Spellbrook	<p>Sawbridgeworth Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Spellbrook Primary (0.5FE) <p>In Spellbrook GP registration data shows that currently there are fewer children living in these villages than there are places available. Capacity will need to be monitored to assess any impact of new housing in these areas.</p> <p>No further expansion potential. Issues with noise from Stansted Airport.</p>	Green
48	Standon	<p>Puckeridge Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • St Thomas of Canterbury Catholic (PAN 15) • Roger De Clare C of E First School (2.0FE) <p>There is potentially 0.5FE capacity available in the planning area to cater for additional needs arising from any new development.</p> <p>Roger De Clare could be expanded by 1.0FE (to 3.0FE) using land not currently in HCC ownership. Further technical investigations required. (N.B. whilst it is HCC's policy to provide 2.0FE schools, where additional places are required to meet rising demand, expansion of primary schools by 1.0FE to 3.0FE could be considered as part of an option analysis).</p>	Green
49	Stanstead Abbots & St Margarets	<p>Ware Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • St Andrews C of E Primary (1.0FE) <p>The school is full and oversubscribed. There is no capacity to accommodate</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		children from any additional development and the site capacity will not enable expansion of the school. If any further housing is proposed a new 2.0FE school site will be required to allow for the relocation and expansion of the school.	
50	Stapleford	<p>Watton District South Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Stapleford Primary (PAN 12) <p>Is full in most year groups taking children from the local area, Hertford and Watton-at-Stone. Accommodating children from any new housing development in Stapleford may be possible, but could impact upon the current pattern of allocation of school places to children outside the village.</p> <p>There is no expansion potential at the school.</p>	Amber
51	Tewin	<p>Watton District South Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Tewin Cowper C of E VA Primary (PAN 22) <p>Any additional development in the village will require additional school places. There is potential to expand using land not currently in HCC ownership. Further technical investigations required.</p>	Amber
52	Thundridge	<p>Ware Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Thundridge Primary (PAN 12) <p>The school is full in most year groups taking children from the local area and Ware. Accommodating children from any new housing development may be possible, but could impact upon the current pattern of school places to children outside the village.</p> <p>There is no expansion potential at the school.</p>	Amber
53	Tonwell	<p>Watton District South Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Tonwell St Mary's C of E Primary (PAN 8) 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<p>There are enough children in the village to fill the school in reception but many travel out of the village to Ware and Hertford.</p> <p>There is no expansion potential at the school.</p>	
54	Wadesmill	<p>Ware Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Thundridge Primary (PAN 12) <p>Is full in most year groups taking children from the local area and Ware. Accommodating children from any new housing development may be possible, but could impact upon the current pattern of school places to children outside the village.</p> <p>There is no expansion potential at the school.</p>	Amber
55	Walkern	<p>Walkern Planning Area</p> <ul style="list-style-type: none"> • Walkern Primary (PAN 15) <p>Takes children from the local area and Stevenage. Accommodating children from any new housing development may be possible, but could impact upon the current pattern of allocation of school places to children outside the village.</p> <p>There is no expansion potential at the school.</p>	Amber
56	Waterford	<p>Watton District South Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Stapleford Primary (PAN 12) <p>Hertford Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Hertford St Andrews CofE (1.0FE) • St Joseph's Catholic (1.0FE) <p>Stapleford Primary is full in most year groups taking children from the local area, Hertford and Watton-at-Stone. There is no expansion potential at the school. There is no expansion potential at either Hertford St Andrews or St Joseph's.</p>	Red
57	Watton-at-Stone	<p>Watton District North Planning Area Nearest school in planning area:</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
		<ul style="list-style-type: none"> • Watton-at-Stone Primary (PAN 34) <p>Land has been retained adjacent to the existing school to allow expansion to 2.0FE. There will therefore be capacity up to 2.0FE (+26 places) to accommodate any demand arising from additional development in the village.</p>	
58	Westmill	<p>Buntingford Planning Area Nearest schools in planning area:</p> <ul style="list-style-type: none"> • Millfield First and Nursery (1.5FE) • Layston C of E First (1.0FE) <p>or</p> <p>Braughing Planning Area</p> <ul style="list-style-type: none"> • Jenyns First School and Nursery (PAN 21) <p>There is around 1.0FE capacity available in the Buntingford planning area. There is also potential to expand existing sites using land not currently in HCC ownership (Millfield +0.5FE; Layston +1.0FE). If required, Layston could potentially expand to 3.0FE using land not currently in HCC ownership. Further technical investigations required</p> <p>Jenyns takes children from both the village and local area. The capacity of the school would not be a bar on a limited amount of development. However, no further expansion potential.</p>	Green
59	Widford	<p>Ware Villages Planning Area Nearest school in planning area:</p> <ul style="list-style-type: none"> • Widford School (PAN 8) <p>Takes children both from the village and the local area. The capacity of the school would not be a bar on a limited amount of development in the village. There may be potential to expand as the school is on a large site, however, it is constrained by highway issues.</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Primary Schools	Traffic Light
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Stevenage North East Villages Planning Area HCC would expect this development to provide for its own school capacity in appropriate locations.	Green
61	East of Welwyn Garden City	Watton District South Planning Area Welwyn Garden City East Planning Area HCC would expect this development to provide for its own school capacity in appropriate locations.	Green
62	North of Harlow (A)	Sawbridgeworth Planning Area HCC would expect this development to provide for its own school capacity in appropriate locations.	Green
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	Ware Planning Area HCC would expect this development to provide for its own school capacity in appropriate locations.	Green
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	HCC would expect a new settlement to provide for its own school capacity.	Green
65	A10 Corridor - Central	HCC would expect a new settlement to provide for its own school capacity.	Green
66	A120 Corridor	HCC would expect a new settlement to provide for its own school capacity.	Green
67	A507 Corridor	HCC would expect a new settlement to provide for its own school capacity.	Green
68	A602 Corridor	HCC would expect a new settlement to provide for its own school capacity.	Green
69	Hunsdon Area	HCC would expect a new settlement to provide for its own school capacity.	Green

4. Secondary Schools (including Middle and Upper Schools)

Justification

Planning should “*deliver the right community facilities, schools, hospitals and services to meet local needs*” (draft NPPF paragraph 124).

“Local authorities should take a proactive, positive and collaborative approach to the development of schools by working with schools promoters to identify and resolve key issues before applications are submitted” (draft NPPF paragraph 127).

Sources of information

Information for this assessment has been received from two different departments within Hertfordshire County Council (HCC) as the Local Education Authority:

- **Hertfordshire Property:** town planning assessment of the expansion potential of existing middle and secondary schools;
- **Children, Schools and Families:** assessment of capacity of existing schools, based on school planning areas.

Assessment Criteria

- **Existing capacity:** whether or not existing schools are forecast to have sufficient spare places to accommodate the additional pupils generated by the development;
- **School expansion capacity:** on the basis of an initial town planning assessment by Herts Property, whether the existing secondary schools could be expanded to provide additional capacity;
- **New school capacity:** where a development could meet its own secondary education needs by providing a new school between 6.0FE and 10FE.

At this stage funding has not been considered as an assessment criterion. Further detail on funding is provided in the Infrastructure Delivery Plan.

Red	Areas where there is no/very limited existing capacity, no potential to expand existing schools, and which are unlikely to meet their own needs.
Amber	Areas where there is some existing capacity, and/or where there is potential to expand existing schools, subject to land acquisition and planning consent.
Green	Areas where there is sufficient capacity to accommodate pupils in existing schools; or where a development could meet its own secondary education needs.

A ‘red’ rating does not necessarily mean that an area of search is undevelopable, but that there are particular issues in education provision that would need to be overcome to enable the area to come forward.

General Comments

The map below shows the primary and secondary education planning areas for Hertfordshire (the thick lines delineate the secondary areas).

Draft Topic Assessments



'Planning Areas' are administrative areas used to inform decisions around school planning and are the basis of HCC pupil forecasts.

School provision is often described in terms of 'Forms of Entry'. 1 Form of Entry (FE) equals 30 places per year group. Secondary schools have 5 year groups, from Year 7 through to Year 11. A typical Hertfordshire secondary school has between 5.0FE and 8.0FE; therefore a 5.0FE school will have $30 \times 5 \times 5 = 750$ compulsory age pupils.

HCC policy is to provide secondary schools of between 6.0FE and 10FE where possible, for operational reasons.

When calculating the secondary school requirements from new developments 1.0FE is required for every 500 to 850 dwellings. In Bishop's Stortford there is evidence based on recent developments that 1.0FE would be required for every 552 to 1,050 dwellings.

Further information on education provision is provided in the 'Education Strategic Overview'. Consideration of cumulative impacts will be considered at *Step 5: Scenario Testing*.

Bishop's Stortford – The position in Bishop's Stortford is currently not clear, pending the outcome of the Schools Inquiry. The Secretary of State's Decision is expected 24 April 2012. Consequently the below table will need to be updated in due course.

Draft Topic Assessments

Villages – The planning area/s referred to under the villages reflect where current secondary age pupils attend school. Pupils often look to more than one planning area. In some instances pupils look to schools outside of the district. If there is capacity/potential to expand a school/s in at least one of the planning areas then the traffic light assigned reflects this position.

The following acronyms are used in the table below:

- FE = Form of Entry (1.0FE = 30 places per year group)
- PAN = Planned Admission Number (1.0FE = a PAN of 30)

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<p>Bishop's Stortford Planning Area</p> <p>There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing will add to the demand identified in the appeal documentation.</p> <p>Whilst Leventhorpe (in Sawbridgeworth) has the capacity to expand by 2.0FE, additional places here would not meet the demand arising from Bishop's Stortford.</p>	Pending outcome of Schools Inquiry
2	Bishop's Stortford North (A)		
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)		
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)		
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	<p>Buntingford Planning Area</p> <p>The secondary schools in the three tier education system in the Buntingford area</p>	Amber
6	Buntingford		

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
	South and West (A)	include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:	
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	<ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) 	
	Buntingford North (B)		
8	Buntingford North-East (A)	Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.	
	Buntingford North-East (B)		
9	Buntingford East	<p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>If significant levels of development are to occur in Buntingford early discussions should take place around a strategy to ensure education provision.</p>	
<p>Hertford (Planning assumption of at least 500 dwellings at each area of search)</p>			
10	Hertford Built Up Area	<p>Hertford and Ware Planning Area</p> <p>There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) 	Red
11	Hertford West (A)		
	Hertford West (B)		
12	Hertford North (A)		
	Hertford		

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
13	North (B)	<p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area. Hertford is an area with increasing demand and currently little potential for expansion.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
	Hertford North (C)		
	Hertford South (A)		
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		
<p>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</p>			
14	Sawbridgeworth Built Up Area	<p>Bishop's Stortford Planning Area Sawbridgeworth falls within the Bishop's Stortford Planning Area where there are six secondary schools:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. Leventhorpe does, however, have the capacity to expand by 2.0FE.</p>	<p>Pending outcome of Schools Inquiry</p>
15	Sawbridgeworth South-West (A)		
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)		
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)		
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
<p>Ware (Planning assumption of at least 500 dwellings at each area of search)</p>			
18	Ware Built Up Area	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) 	
19	Ware North (A)		
	Ware North (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
20	Ware East (A)	<ul style="list-style-type: none"> • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
	Ware East (B)		
21	Ware South-East (A)		
	Ware South-East (B)		
22	Ware South-West		
Villages			
(Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	<p>Buntingford Planning Area</p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p>	
24	Bayford	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
25	Benington	<p>Buntingford Planning Area The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p>Stevenage Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Thomas Alleyne (6.0FE) • The Noble (8.0FE) • John Henry Newman RC (7.0FE) • The Barclay (6.5FE) • Barnwell (8.0FE) • Marriots (7.0FE) <p>The Stevenage planning area has no capacity from 2014/15.</p>	
26	Birch Green	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
27	Braughing	<p>Buntingford Planning Area</p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p>Bishop's Stortford Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing will add to the demand identified in the appeal documentation.</p>	
28	Brickendon	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
29	Buckland	<p>Buntingford Planning Area</p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>If significant levels of development are to occur in Buntingford early discussions should take place around a strategy to ensure education provision.</p>	
30	Cole Green	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing. Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
31	Colliers End	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
32	Cottered	<p>Buntingford Planning Area</p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p>	Amber
33	Dane End	<p>Hertford and Ware Planning Area</p> <p>There are five secondary schools located in</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
34	Datchworth	<p>Hertford and Ware Planning Area</p> <p>There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>possible, however this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p> <p>Or</p> <p>Stevenage Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Thomas Alleyne (6.0FE) • The Noble (8.0FE) • John Henry Newman RC (7.0FE) • The Barclay (6.5FE) • Barnwell (8.0FE) • Marriots (7.0FE) <p>The Stevenage planning area has no capacity from 2014/15.</p>	
35	Furneux Pelham	<p>Bishop's Stortford Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing will add to the demand identified in the appeal documentation.</p>	Pending outcome of Schools Inquiry
36	Great Amwell	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<ul style="list-style-type: none"> • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
37	Hadham Ford	<p>Bishop's Stortford Planning Area</p> <p>There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing will add to the demand identified in the appeal documentation.</p>	Pending outcome of Schools Inquiry

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
38	Hertford Heath	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
39	Hertingfordbury	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
40	High Cross	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
41	High Wych	<p>Bishop's Stortford Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's</p>	Pending outcome of Schools Inquiry

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p>	
42	Hunsdon	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
43	Letty Green	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>development that adds to this would require further discussion to develop a strategy to deal with this and further housing. Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
44	Little Hadham	<p>Bishop's Stortford Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p>	Pending outcome of Schools Inquiry
45	Much Hadham	<p>Bishop's Stortford Planning Area Sawbridgeworth falls within the Bishop's Stortford Planning Area where there are six secondary schools:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College 	Pending outcome of Schools Inquiry

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>(4.0FE)</p> <ul style="list-style-type: none"> • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. Leventhorpe does, however, have the capacity to expand by 2.0FE</p>	
46	Puckeridge	<p>Buntingford Planning Area</p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p>Bishop's Stortford Planning Area</p> <p>There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<ul style="list-style-type: none"> • Bishop’s Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary’s Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop’s Stortford includes the proposed relocation of the two single sex schools, Bishop’s Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p> <p>Whilst Leventhorpe (in Sawbridgeworth) has the capacity to expand by 2.0FE, additional places here would not meet the demand arising from Bishop’s Stortford.</p> <p>Or</p> <p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p>	

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
47	Spellbrook	<p>Bishop's Stortford Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p>	Pending outcome of Schools Inquiry
48	Standon	<p>Buntingford Planning Area The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
49	Stanstead Abbots & St Margarets	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p> <p>Or</p> <p>Hoddesdon Planning Area There are three secondary schools in this planning area:</p> <ul style="list-style-type: none"> • The Broxbourne (PAN 206) • Sheredes (PAN 171) • John Warner (PAN191) <p>Both The Broxbourne and John Warner are full at admissions. There are some places available at Sheredes but forecasts suggest that further places will be required from 2017/18 to meet demand.</p>	Red
50	Stapleford	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<ul style="list-style-type: none"> • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
51	Tewin	<p>Hertford and Ware Planning Area</p> <p>There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
52	Thundridge	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
53	Tonwell	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
54	Wadesmill	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
55	Walkern	<p>Buntingford Planning Area The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p> <p>Or</p> <p>Stevenage Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Thomas Alleyne (6.0FE) • The Noble (8.0FE) • John Henry Newman RC (7.0FE) • The Barclay (6.5FE) • Barnwell (8.0FE) • Marriots (7.0FE) <p>The Stevenage planning area has no capacity from 2014/15.</p>	
56	Waterford	<p>Hertford and Ware Planning Area There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	
57	Watton-at-Stone	<p>Hertford and Ware Planning Area</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p>	Red
58	Westmill	<p>Buntingford Planning Area</p> <p>The secondary schools in the three tier education system in the Buntingford area include middle schools, in Buntingford and</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>Puckeridge, and Freman College in Buntingford:</p> <ul style="list-style-type: none"> • Edwinstree C of E Middle School (PAN112) • Ralph Sadleir Middle (3.0FE) • Freman College (7.0FE) <p>Current forecasts are showing a 0.5FE deficit at Edwinstree. There is potential capacity within the site to expand to 4.5FE (+ 23 places). Potential to expand may depend upon use of adjacent East Herts Council playing field as a detached playing field. Further technical investigations required.</p> <p>There is no current capacity at Ralph Sadleir, however, there is potential for the school to expand to 5.0FE on its existing site.</p> <p>There is currently a shortfall of 2.0FE deficit in Freman College. The existing forecast is showing a shortfall of 1.5 to 2FE in 2017/18 and 1.6FE in 2019/20 at Freman College.</p> <p>There is land available to the north of Freman College, which is not in HCC ownership, but which could be acquired to expand the school. Further technical investigations required.</p>	
59	Widford	<p>Hertford and Ware Planning Area</p> <p>There are five secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Chauncy (5.0FE) • Richard Hale (5.5FE) • Presdales (5.5FE) • Sele (5.0FE) • Simon Balle (PAN 160) <p>There is a forecast deficit of 2.0FE in this planning area (from 2017/18). Any development that adds to this would require further discussion to develop a strategy to deal with this and further housing.</p> <p>Whilst Richard Hale has the capacity to expand by 0.5FE, HCC will look at all options available in assessing the most</p>	Pending outcome of Schools Inquiry

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
		<p>appropriate way of meeting demand for school places in an area.</p> <p>Consideration may be given to the expansion of other schools, where this is possible; however, this would need to be assessed to establish if options available provide the right number of places in the area that they are needed to meet demand.</p> <p>Or</p> <p>Bishop's Stortford Planning Area There are six secondary schools located in this planning area:</p> <ul style="list-style-type: none"> • Birchwood High (8.0FE) • Bishop's Stortford High (PAN 155) • Herts & Essex High (PAN 160) • Hockerill Anglo-European College (4.0FE) • St Mary's Catholic (PAN 155) • Leventhorpe (PAN 168) <p>There is currently an existing forecast deficit in this planning area. The strategy for expanding secondary provision in Bishop's Stortford includes the proposed relocation of the two single sex schools, Bishop's Stortford High School and Herts & Essex High School, to the Whittington Way site in the south of the town. This is currently subject to a planning appeal. Expansion is required to meet forecast demand for places in the area. Any new housing in the LDF will add to the demand identified in the appeal documentation.</p> <p>Whilst Leventhorpe (in Sawbridgeworth) has the capacity to expand by 2.0FE.</p>	
<p>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</p>			
60	East of Stevenage	<p>Stevenage Planning Area Pupils would look to the Stevenage Planning Area. However, HCC would expect development in this location to provide a new school to meet its own needs.</p>	Green
61	East of Welwyn	<p>Welwyn Garden City Planning Area</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Secondary/Middle/Upper Schools	Traffic Light
	Garden City	Current demand exceeds capacity by 1.5FE. Further work is required to assess potential capacity within the existing schools sites in the Welwyn Garden City area. Additional demand from development in this location would need to be taken in to account and if not possible to accommodate then a new 6.0FE school site would be required.	
62	North of Harlow (A)	Bishop's Stortford Planning Area Pupils would look to the Bishop's Stortford Planning Area. However, HCC would expect development in this location to provide a new school to meet its own needs.	Green
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	Hertford and Ware Planning Area or Hoddesdon Planning Area Pupils would look to either the Hertford and Ware Planning Area or the Hoddesdon Planning Area. There are unlikely to be sufficient dwellings numbers to provide for a new school in this location.	Red
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	HCC would expect a new settlement to provide a new school to meet its own needs.	Green
65	A10 Corridor - Central	HCC would expect a new settlement to provide a new school to meet its own needs.	Green
66	A120 Corridor	HCC would expect a new settlement to provide a new school to meet its own needs.	Green
67	A507 Corridor	HCC would expect a new settlement to provide a new school to meet its own needs.	Green
68	A602 Corridor	HCC would expect a new settlement to provide a new school to meet its own needs.	Green
69	Hunsdon Area	HCC would expect a new settlement to provide a new school to meet its own needs.	Green

5. Highways Infrastructure

Justification

“Local planning authorities should work with other authorities and providers to: assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecast demands” (draft NPPF paragraph 31).

Sources of Information

- Hertfordshire County Council – the Highway Authority for Hertfordshire;
- Hertfordshire Highways – a public-private partnership between Hertfordshire County Council and two large engineering contractors. Responsible for all aspects of local highway work, from day-to-day repairs and refurbishing of worn out roads to investigating accident sites’. It is also involved in enhancing the general road environment and implementation of Transport Plans.

Note: HCC possesses information in relation to traffic counts and accidents. This information will be of use in the next stages of assessment looking in more detail at the areas of search and scenario testing.

Assessment Criteria

- Whether or not new roads are required beyond those internal to the proposed development;
- Whether or not substantial investment in upgrades to the existing road network are likely to be needed to accommodate the proposed development;
- If it is clear whether funding for the necessary highways infrastructure is likely to be available. This depends on the scale and complexity of the necessary works, and whether it is anticipated that the development could pay for it.

Red	Significant and expensive road infrastructure or upgrades required. Unlikely that development could fund such upgrades.
Amber	Road upgrades required. However, it is anticipated that development would be able to fund this infrastructure.
Green	Small-scale and relatively inexpensive highways infrastructure investments needed. Development will have minimum impact on the public highway but may require some highway infrastructure provision.

General Comments

This assessment is based on information gained from a number of meetings between the District Council, the Highway Authority and Herts Highways, including high level comments from the transport modelling team for the new settlement areas of search. It does not take account of existing highways deficits, which are addressed in the Transport strategic overview.

Within the **existing built-up area** of settlements generally local improvements would be required, and therefore these areas have been assigned a ‘Green’ rating, unless where there are existing proposals for new highways infrastructure. Specific development site proposals will need to be assessed on their merits as the process progresses.

Draft Topic Assessments

Many **villages** are served by narrow rural roads characterised by poor visibility and poor alignment. However, the small scale of development being considered at this stage (+10%) is unlikely to necessitate significant investment in road infrastructure, although this would need to be confirmed prior to the identification of specific site allocations.

New settlements and **urban extensions** are likely to have an impact on the wider highway network and a high-level assessment of this is provided here. The assessments have been based on the planning assumptions regarding the potential scale of growth.

Transport modelling may be used during the next stage of assessment to aid consideration of the cumulative highways impact of transport proposals.

Any strategic level planning applications would need to be accompanied by a **Transport Assessment**, which are required by Hertfordshire Council County for all residential development over 80 units¹. According to the Department for Transport's guidance, a TA is "*a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme, as well as measures to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport*".

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	No major new highways infrastructure required. Local improvements only. Specific proposals and locations will need to be assessed on their own merits. Whether a Link Road through the Goods Yard would improve traffic flow should be subject to transport modelling.	Amber
2	Bishop's Stortford North (A)	Would require a new junction on Hadham Road. Provision of a frequent bus service through the site and traffic management measures likely to be required.	Amber
	Bishop's Stortford North (B)	The Highways Authority has a policy objection to direct access on to primary routes (i.e. A120 bypass). Transport modelling of the network effects of a junction here would be necessary, and would also need to be thoroughly addressed by a Transport Assessment accompanying a planning application. Provision of a frequent bus service through	Red

¹ See *Roads in Hertfordshire: A Design Guide* (January 2011)

Draft Topic Assessments

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		the site and traffic management measures likely to be required.	
	Bishop's Stortford North (C)	New junction on Michael's Road and upgrades to Rye Street. Transport modelling and a Transport Assessment will be needed to show whether the impacts on these streets are manageable. Provision of a frequent bus service through the site and traffic management measures likely to be required.	Amber
3	Bishop's Stortford East (A)	No major new highways infrastructure required. May require new roundabout or other local infrastructure requirements in the wider area.	Green
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Access to M11 would be along A1184 south-west distribution road/A120 northern bypass or through town centre, both of which could cause increased congestion. Dualling of bypass may be required to accommodate this, but funding for this could depend on contributions from development. M11 southern link road impractical due to cost of crossing the floodplain and distance for connection to Junction 8. Highways Agency will not authorise additional junctions.	Amber
	Bishop's Stortford South (B)	Pig Lane is a minor road and would struggle to accommodate additional traffic. Stort floodplain could make engineering difficult and expensive. The level crossing could require significant upgrades. Hallingbury Road could accommodate a small amount of additional traffic. Development would have to be routed through the town centre.	Red
	Bishop's Stortford South (C)		
Buntingford			
(Planning assumption of at least 500 dwellings at each area of search)			
General comment: Upgrades will be required to A507 (Baldock Road) which is too narrow to cope without significant upgrades.			
5	Buntingford Built Up Area	No major new highways infrastructure required. Local improvements only. Specific proposals and locations will need to be assessed on their own merits.	Green
6	Buntingford South and West (A)	No major new highways infrastructure required. Local improvements required.	Green
	Buntingford South and West (B)		
	Buntingford South and West (C)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
7	Buntingford North (A)	Would require junction improvements to enable access from A10 for approach in northerly direction.	Amber
	Buntingford North (B)		
8	Buntingford North-East (A)	Would require junction improvements to enable access from A10 for approach in northerly direction. Would also require upgrade of staggered junctions at Hare Street Road/Station Road/High Street /Baldock Road to enable safety improvements.	Amber
	Buntingford North-East (B)		
9	Buntingford East	Would require upgrade of staggered junctions at Hare Street Road/Station Road/High Street /Baldock Road to enable safety improvements.	Green
Hertford			
(Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	No major new highways infrastructure required. Local improvements only, other than for Mead Lane where substantial proposals are contained in the Hertford and Ware UTP including: <ul style="list-style-type: none"> • New access road; • Emergency access across station frontage; • Bridge across River Lea from The Waterfront; and • Other provisions in the Mead Lane area e.g. road and footpath widening; cycle paths etc. 	Amber
11	Hertford West (A)	Easy connection to A414 and existing capacity on Thieves Lane/Sele roads. Little additional road infrastructure required. Little contribution to peak hour congestion on Hertford A414/rail bridge pinch point.	Green
	Hertford West (B)		
12	Hertford North (A)	Would put pressure on North Road by St Joseph's Primary School at drop-off and pickup times and at peak time by Hertford North station. Would require developer contributions to upgrade road (North Road) into the town.	Amber
	Hertford North (B)		
	Hertford North (C)	Would cause significant additional traffic into Hertford and significant extra pressure on Bengoe, which already suffers congestion into the town at peak times. Old Cross/Port Hill bridge and new Sainsbury's is a particular pinch-point. Unlikely that road upgrades would be able to cope with the	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		cumulative effects.	
13	Hertford South (A)	B158 is narrow and poorly aligned. Strategic development here would detrimentally affect the rural character of the road.	Red
	Hertford South (B)	Significant infrastructure improvements would be required. However, these would be very difficult to achieve due to: a) steep banks along Brickendon Lane b) the stream and c) the poor alignment and rural character of Brickendon Lane. Works would detrimentally alter character of the area.	Red
	Hertford South (C)	Development over 500 new dwellings would require the provision of a southern bypass to Hertford. 500 or fewer dwellings could be accommodated through upgrades to Mangrove Road.	Amber
	Hertford South (D)	Estate roads could connect to the B1197 Hertford Heath roundabout. Potential need to signalise roundabout and for other improvements along A414 between Rush Green roundabout and Ware Road roundabout. N.B. A10/Rush Green roundabout itself too congested to allow direct access.	Amber
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	No major new highways infrastructure required. Local improvements only. Specific proposals and locations will need to be assessed on their own merits.	Green
15	Sawbridgeworth South-West (A)	Development above 500 dwellings likely to require a Sawbridgeworth bypass. Larger developments could result in congestion on A1184 through the town, congestion at the Harlow Mill roundabout and queuing at Harlow Town roundabout. Would also add to pressure on A1184 Bishop's Stortford bypass.	Red
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Development above 500 dwellings likely to require a Sawbridgeworth bypass. West of Sawbridgeworth is relatively inaccessible to primary routes. Larger developments could result in congestion on A1184 through the town, congestion at the Harlow Mill roundabout and queuing at Harlow Town roundabout. Would also add to pressure on	Red
	Sawbridgeworth West (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		A1184 Bishop's Stortford south-west distributor road.	
17	Sawbridgeworth North (A)	New bypass to the west of Sawbridgeworth likely to be required due to cumulative impacts on wider road network. Estate roads would connect directly to A1184. Contributions to upgrading A1184, which is already subject to peak congestion.	Red
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)	New bypass to the west of Sawbridgeworth likely to be required due to cumulative impacts on wider road network. Additional pressure on the level crossing, which is congested at peak times. Provision of either a new road bridge or pedestrian bridge may be required and viability would require further investigation.	Red
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	No major new highways infrastructure required. Local improvements only. Specific proposals and locations will need to be assessed on their own merits.	Green
19	Ware North (A)	Good connection to A10. Connections into Ware via High Oak Road, Musley Hill and Wadesmill Road (A1170) would be subject to strain for local car trips. Additionally, the option may have to provide for a northern spine road to access development to the east. The impact of additional traffic on the town centre (which already suffers considerable congestion at peak times) would be significant and would need to be addressed.	Amber
	Ware North (B)		
20	Ware East (A)	Remote from A10, and substantial development in this area could therefore produce additional town centre congestion as traffic passes through the town. New relief road to north/east could provide access. There would need to be upgrades to the B1004 to Much Hadham and the town centre.	Amber
	Ware East (B)		
21	Ware South-East (A)	Crane Mead and Marsh Lane junctions with Viaduct Road would be subject to Transport Assessment should new development be served by these access points and could require significant upgrades, as appropriate.	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
	Ware South-East (B)	Potential to link with Marsh Lane or A1170 directly.	Green
22	Ware South-West	No new roads needed. Hoe Lane provides access north into town and south to A10, although Hoe Lane would need upgrading which may prove difficult due to narrow stretches with high banking in places. Cumulative impact on A10.	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	No specific infrastructure required for this scale of development.	Green
24	Bayford	No specific infrastructure required for this scale of development.	Green
25	Benington	No specific infrastructure required for this scale of development.	Green
26	Birch Green	No specific infrastructure required for this scale of development.	Green
27	Braughing	No specific infrastructure required for this scale of development.	Green
28	Brickendon	No specific infrastructure required for this scale of development.	Green
29	Buckland	No specific infrastructure required for this scale of development.	Green
30	Cole Green	No specific infrastructure required for this scale of development.	Green
31	Colliers End	No specific infrastructure required for this scale of development.	Green
32	Cottered	No specific infrastructure required for this scale of development.	Green
33	Dane End	No specific infrastructure required for this scale of development.	Green
34	Datchworth	No specific infrastructure required for this scale of development.	Green
35	Furneux Pelham	No specific infrastructure required for this scale of development.	Green
36	Great Amwell	No specific infrastructure required for this scale of development.	Green
37	Hadham Ford	No specific infrastructure required for this scale of development.	Green
38	Hertford Heath	No specific infrastructure required for this scale of development.	Green
39	Hertingfordbury	No specific infrastructure required for this scale of development.	Green
40	High Cross	No specific infrastructure required for this scale of development.	Green
41	High Wych	No specific infrastructure required for this	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		scale of development.	
42	Hunsdon	No specific infrastructure required for this scale of development.	Green
43	Letty Green	No specific infrastructure required for this scale of development.	Green
44	Little Hadham	No specific infrastructure required for this scale of development.	Green
45	Much Hadham	No specific infrastructure required for this scale of development.	Green
46	Puckeridge	No specific infrastructure required for this scale of development.	Green
47	Spellbrook	No specific infrastructure required for this scale of development.	Green
48	Standon	No specific infrastructure required for this scale of development.	Green
49	Stanstead Abbots & St Margarets	No specific infrastructure required for this scale of development.	Green
50	Stapleford	No specific infrastructure required for this scale of development.	Green
51	Tewin	No specific infrastructure required for this scale of development.	Green
52	Thundridge	No specific infrastructure required for this scale of development.	Green
53	Tonwell	No specific infrastructure required for this scale of development.	Green
54	Wadesmill	No specific infrastructure required for this scale of development.	Green
55	Walkern	No specific infrastructure required for this scale of development.	Green
56	Waterford	No specific infrastructure required for this scale of development.	Green
57	Watton-at-Stone	No specific infrastructure required for this scale of development.	Green
58	Westmill	No specific infrastructure required for this scale of development.	Green
59	Widford	No specific infrastructure required for this scale of development.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Several potentially negative impacts. Impact on small roads in the Beane Valley. Route to A10 through Walkern/A507 would severely impact Walkern High Street, which already suffers from congestion. The site lies a long way from any major roads and would therefore need considerable road infrastructure. The developers propose a	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
		long spine road linking to A1(M) junction 8. However, junction 8 congestion already exists in the area around Lister Hospital and Sainsbury's supermarket. High accident rate within eastern part of Stevenage.	
61	East of Welwyn Garden City	Easy connection to A414 and possible connection into Welwyn Garden City via Black Fan Road (B195). Impact on A1(M)/A414 junction would need to be addressed through transport modelling if this option is taken further.	Green
62	North of Harlow (A)	Based on the <i>Harlow Infrastructure Strategy</i> (2010), this option would require an expensive link road to the M11 and funding sources are not immediately apparent. Careful design to internalise vehicle trip patterns within Harlow and prevent traffic outflow to the B180 (Hunsdon), B1004 (Much Hadham) and the minor roads south of Allen's Green would be essential to avoid severe congestion. Unclear how severe congestion could be avoided on the A1184 through Sawbridgeworth, but would be highly likely to involve considerable investment in upgraded infrastructure. If it is carried through to the next stage for further assessment this option would need transport modelling and more detailed consideration	Red
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	While individual junction solutions may be acceptable to allow access to the areas suggested, the cumulative impact of development in this broad location could have a major effect on the Amwell roundabout (which has already been identified as being in need of mitigation measures) and would require significant improvements in order that development would be acceptable. If this site is carried through to the next stage of assessment, transport modelling will be required to assess the cumulative impacts on the A10/A414.	Amber
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Some spare capacity on A10 north of Buntingford. Lack of sustainable transport would need to be addressed.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Highways Infrastructure	Traffic Light
65	A10 Corridor - Central	This is mainly dual carriageway. Recently improved south of A120. Spare capacity to be utilised at Wadesmill. Lack of sustainable transport provision and rat running through Puckeridge and Standon would need to be addressed. Hazardous sites at A10/A120 junction and A10/B1386 junction.	Amber
66	A120 Corridor	The A120 primary distributor is a single two lane carriageway with bends and runs through centre of two villages. The major congestion/delay point is Little Hadham where the narrow width of the road through the centre of the village necessitates signal controlled shuttle working as large vehicles cannot pass each other. There is difficult access from side roads. Development of this size would necessitate building Little Hadham bypass and dualling the entire road.	Red
67	A507 Corridor	Single carriageway rural road with numerous bends. Goes through the middle of Cottered. No direct access to A505 at northern end; would have to go through Baldock. This route is relatively free flowing, carrying largely local traffic although it can be used as an alternative route to the A1(M) towards London to access towns such as Hertford from Baldock/Letchworth via the A10. The road itself would need improvements to ease movement. Lack of sustainable transport provision is an issue.	Amber
68	A602 Corridor	A602 main distributor road runs as single two lane carriageway between Hertford and Stevenage. The road carries a mix of local traffic as well as longer distance trips off the A1(M) and A10. Steep gradient on A602 east of Watton-at-Stone. Likely to cause additional congestion in/approaches to Hertford and Stevenage.	Amber
9	Hunsdon Area	A414 is a dual carriageway with sections of 50mph. A414 Eastwick roundabout and Amwell roundabout are congestion issues which would need careful consideration. Impact on Sawbridgeworth A1184 (already congested) and the possible need for an M11 link road would need to be assessed through transport modelling.	Amber

Draft Topic Assessments

6. Vehicular Access

Justification

“... developments should be located and designed where practical to: [inter alia]...

- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians” (draft NPPF Paragraph 89).

Sources of information

- Hertfordshire County Council – the Highway Authority for Hertfordshire;
- Hertfordshire Highways – a public-private partnership between Hertfordshire County Council and two large engineering contractors. Responsible for all aspects of local highway work, from day-to-day repairs and refurbishing of worn out roads to investigating accident sites, it is also involved in enhancing the general road environment and implementation of Transport Plans.

Assessment Criteria

- **Existing access arrangements:** assessment of existing access point/s to area and potential to accommodate additional likely levels of vehicular movements in a manner meeting current highway standards that would enable connection to the existing road network;
- **Potential for additional access point/s:** whether any additional access point/s would be necessary and if so, whether they would be likely to accommodate additional likely levels of vehicular movements in a manner meeting current highway standards that would enable connection to the existing road network;
- **Other potential impediments:** e.g. cumulative effects of development; ‘land-locked’ areas requiring additional land to secure access; etc.

Red	Serious vehicular access impediments, which may not be surmountable
Amber	Some vehicular access issues, which could be surmountable
Green	Access option/s likely to be acceptable subject to meeting Highway Authority conditions.

A ‘green’ rating does not imply that no further consideration of access requirements would be necessary in the event that the site is eventually brought forward for development. Further negotiations with Hertfordshire County Council’s Highways Development Control Unit would be required.

A ‘red’ rating does not necessarily mean that a site is undevelopable, but that there are serious access issues that would need to be overcome to enable the area to come forward.

General Comments

Any options brought forward by applicants would be expected to be fully compliant with the requirements of Hertfordshire County Council’s Highways Development Control Unit in respect of appropriate vehicular access provision considered necessary to serve the site. In particular, the criteria contained in the HCC document ‘Roads in Hertfordshire’, 3rd edition, and the joint DfT/CLG documents Manual for Streets and Manual for Streets 2 would need to be fully taken into account.

Draft Topic Assessments

The **Primary Route Network** in East Herts comprises the A10, A120, A414 and A602. Direct access to new development sites from any of these roads would be contrary to Hertfordshire County Council's policy on new connections to primary routes, as this could lead to a detrimental impact on traffic using those routes accessing wider destinations. Therefore, such access arrangements would not normally be supported. However if, due to special circumstances, an exception is made to this policy then this should be achieved at a nil detriment to that traffic. Therefore, junctions may potentially be required to be grade separated. It should also be noted that there is a further concern that, depending on the mix of uses, development served directly from the Primary Route Network could attract amounts of externally generated trips (e.g. for employment or retail uses) and this issue would also need to be fully assessed in addition to general access proposals.

Built Up Areas – As proposals would need to be assessed on individual merits, all built up areas have been assigned an amber rating. In particular, the criteria contained in the HCC document 'Roads in Hertfordshire', 3rd edition, and the joint DfT/CLG documents Manual for Streets and Manual for Streets 2 would need to be fully taken into account, as applicable. However, where there are issues already known in specific locations that could affect this rating, then these have been detailed as appropriate.

Villages – Proposals for up to 10% development would not be likely to have a significant impact on the wider road network and therefore all villages have been assigned an initial green rating. However, there may be site specific safety issues either at a proposed access point or in the general vicinity which could change ratings from green to either amber or red, as appropriate. All proposals will be assessed on their individual merits. Where significant issues are already known, these are raised in the table below.

New Settlements – Due to the wide areas of search it is not possible to provide detailed assessments of vehicular access potential until a more detailed stage is reached. However, it is unlikely that the significant levels of development proposed would be able to be accommodated via existing access points because of the associated volume of vehicular movements and/or lack of existing infrastructure. Therefore, all potential new settlements have been assigned a red rating. In the event that these areas of search progress to a more detailed stage, then particular reference should be made to the text above regarding new points of access onto the primary route network.

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	See general comments relating to built up areas.	Amber
2	Bishop's Stortford North (A)	Access could potentially be achieved to some locations in the area via: <ul style="list-style-type: none"> • A120 bypass 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<ul style="list-style-type: none"> • Hadham Road <p>Dane O'Coys Road is considered currently unsuitable for access to this development area due to the narrow nature of the road.</p> <p>See also general comments on Primary Route Network.</p> <p>N.B. Due to the above issues and the potential level of development that could be achieved in area 2 overall, the outcome of transport modelling will be crucial in determining both the impact of development on immediate and wider areas and in suggesting potential solutions to access impediments.</p>	
	Bishop's Stortford North (B)	<p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> • A120 bypass • Rye Street <p>Dane O'Coys Road, Foxdells Lane, Whitehall Lane, Whitehall Road, Barrells Down Road and Cricket Field Lane are considered currently unsuitable for access to this development due to the narrow nature of these roads.</p> <p>Also, while Rye Street could potentially provide an access point, this would involve crossing Bourne Brook to facilitate access to the majority of the area.</p> <p>See also general comments on Primary Route Network.</p> <p>N.B. Due to the above issues and the potential level of development that could be achieved in area 2 overall, the outcome of transport modelling will be crucial in determining both the impact of development on immediate and wider areas and in suggesting potential solutions to access impediments.</p>	Red
	Bishop's Stortford North (C)	<p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> • A120 bypass 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<ul style="list-style-type: none"> • Farnham Road • Rye Street • Hazel End Road <p>See also general comments on Primary Route Network.</p> <p>N.B. Due to the above issues and the potential level of development that could be achieved in area 2 overall, the outcome of transport modelling will be crucial in determining both the impact of development on immediate and wider areas and in suggesting potential solutions to access impediments.</p>	
3	Bishop's Stortford East (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Haymeads Lane • Construction of two access roads off Manor Links, on land in ownership of Golf Course which was reserved for this purpose when Manor Links was developed. Both accesses have satisfactory geometry and sight lines • Beldams Lane • A1250 Dunmow Road • Existing access to football club 	Amber
	Bishop's Stortford East (B)	<p>There are historic problems at the Dunmow Road junction with Haymeads Lane, where severe congestion is experienced in peak hours. A significant amount of land in third party ownership would be required to achieve junction solutions, e.g. signals. Rat-running avoidance measures would also be required at Beldams Lane.</p>	
4	Bishop's Stortford South (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Whittington Way • St James Way (A1184) • London Road (B1383) <p>Development in this location supported by the Highway Authority subject to significant improvements to bypass due to cumulative effect on wider road network.</p>	Green
	Bishop's Stortford South (B) Bishop's Stortford	<p>Access from Pig Lane not supported by Highway Authority. Pig Lane is a minor road and would struggle to accommodate</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
	South (C)	<p>additional traffic.</p> <p>Access off Hallingbury Road not supported beyond a small amount of additional traffic. The Stort floodplain could also make engineering solutions difficult to achieve and would be expensive. The level crossing could require significant upgrades. Traffic generated by development would be required to be routed through the town centre.</p>	
<p>Buntingford (Planning assumption of at least 500 dwellings at each area of search)</p>			
5	Buntingford Built Up Area	See general comments relating to built up areas.	Amber
6	Buntingford South and West (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • A507 Baldock Road <p>Depending on scale of provision, upgrades to pedestrian and cycle access arrangements towards the town centre may be required.</p> <p>See also general comments on Primary Route Network.</p>	Green
	Buntingford South and West (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Baldock Road – HCC Highways favoured approach. While this access is associated with proposals to bring forward a small site, it could unlock a much wider area. However, this could have potential to become a ransom strip. • Longmead – while this access is associated with proposals to bring forward a small site, it could unlock a much wider area. However, this could have potential to become a ransom strip. • Luynes Rise – carriageway at least 6m wide and would support bus penetration into the area. <p>Direct access from A10 – approach not normally supported by Highway Authority so may not prove acceptable.</p> <p>A combination of any of Longmead and</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		Baldock Road and Luynes Rise as joint access points could potentially serve to support this area, which would be in excess of the maximum 300 dwellings usually served by a single point of access recommended by Highway Authority. If this can be achieved without use of the A10 as an entry point, then the categorisation rating could change to green.	
	Buntingford South and West (C)	<p>Access could potentially be achieved via: Preferred Highway Authority approach:</p> <ul style="list-style-type: none"> • London Road – potentially to be linked with additional access • Via new development (Olvega Drive) already accessed off London Road <p>Also for consideration: Aspenden Road – potential widening of Aspenden Road required and pavement/s to be added, which could change categorisation to amber for development using this access point.</p>	Green
7	Buntingford North (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Existing access to Ermine Street 	Amber
	Buntingford North (B)	<p>However, additional access points may be required from Ermine Street. It should also be noted that the cumulative effects of additional traffic on the town centre would need addressing in various locations and upgrade to junction on A10 may be required.</p>	
8	Buntingford North-East (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Vicarage Road • The Causeway • Wyddial Road 	Green
	Buntingford North-East (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • B1038 Hare Street Road • The Causeway 	Green
9	Buntingford East	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Owles Lane – single width carriageway would require upgrading • B1038 Hare Street Road; • Snells Mead • Existing access off A10 roundabout with London Road 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	See general comments relating to built up areas. For the Mead Lane area: Access could potentially be achieved via: Proposals contained in the Hertford and Ware UTP including new access road; emergency access across station frontage; and other provisions in the Mead Lane area.	Amber
11	Hertford West (A)	Access could potentially be achieved via: <ul style="list-style-type: none"> • Welwyn Road (B1000) Limited junction improvements necessary.	Green
	Hertford West (B)	Access could potentially be achieved via: <ul style="list-style-type: none"> • Thieves Lane • Welwyn Road (B1000) Limited junction improvements necessary.	Green
12	Hertford North (A)	Access could potentially be achieved via: <ul style="list-style-type: none"> • A119 • Goldings Lane • Existing private road serving Goldings Possible junction improvements required.	Green
	Hertford North (B)	Access could potentially be achieved via: <ul style="list-style-type: none"> • A119 • Other minor roads in the area • Sacombe Road (where there is no alternative access point other than from this road). Local junction and road improvement works would be necessary.	Green
	Hertford North (C)	Access could potentially be achieved via: <ul style="list-style-type: none"> • Wadesmill Road (B158) (preferred access point) • Sacombe Road (where there is no alternative access point other than from this road) Local junction and road improvement works would be necessary.	Green
13	Hertford South (A)	Access could potentially be achieved via: <ul style="list-style-type: none"> • B158 Lower Hatfield Road 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
	Hertford South (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Brickendon Lane <p>Significant investment would be required in the road network which would detrimentally alter the character of the local area. The accommodation of additional traffic would be an issue. Junction improvements would also be required at Hornsmill Road.</p>	Red
	Hertford South (C)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Mangrove Road • London Road (B1197) <p>Improvements to local roads (especially Mangrove Road) would be required to accommodate additional traffic levels.</p>	Amber
	Hertford South (D)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Downfield Road • London Road (B1197) • Stanstead Road (B1502) <p>Access to Stanstead Road would be subject to junction improvements.</p>	Amber
Sawbridgeworth			
(Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	See general comments relating to built up areas.	Amber
15	Sawbridgeworth South-West (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • High Wych Road • Wychford Drive • Chaseways • Redricks Lane <p>Improvements to the A1184/High Wych Road and A1184/Redricks Lane junctions may be required, which has existing peak time capacity issues that would be exacerbated by further development.</p>	Amber
	Sawbridgeworth South-West (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Harlow Road (A1184) • Redricks Lane • High Wych Road <p>Improvements to the A1184/High Wych Road and A1184/Redricks Lane junctions may be required, which has existing peak time capacity issues that would be</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		exacerbated by further development.	
16	Sawbridgeworth West (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • New bypass to the west of Sawbridgeworth* • West Road <p>Junction improvements to the A1184/West Road may be required, which has existing peak time capacity issues that would be exacerbated by further development. Effect of impact on wider network to be assessed.</p> <p>*See Highways Infrastructure Assessment for further details.</p>	Amber
	Sawbridgeworth West (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • New bypass to the west of Sawbridgeworth* • West Road • High Wych Road <p>Junction improvements to the A1184/High Wych Road and A1184/West Road may be required, which has existing peak time capacity issues that would be exacerbated by further development. Effect of impact on wider network to be assessed.</p> <p>*See Highways Infrastructure Assessment for further details.</p>	Amber
17	Sawbridgeworth North (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • New access directly from Cambridge Road (A1184) <p>A1184 has existing peak time capacity issues that would be exacerbated by further development. Effect of impact on wider network to be assessed.</p>	Amber
	Sawbridgeworth North (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • New access directly from Cambridge Road (A1184) <p>A1184 has existing peak time capacity issues that would be exacerbated by further development. Effect of impact on wider network to be assessed.</p>	Amber
	Sawbridgeworth North (C)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Hallingbury Road 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<ul style="list-style-type: none"> Station Road/Sawbridgeworth Road 	
Ware			
(Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	See general comments relating to built up areas.	Amber
19	Ware North (A)	For area off of Quincey Road: <ul style="list-style-type: none"> Quincey Road A1170 	Green
	Ware North (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> A1170 Fanhams Hall Road High Oak Road New relief road to north/east of town* <p>However, the impact of additional traffic on the town centre (which already suffers considerable congestion at peak times) would be significant and would need to be addressed.</p> <p>*See Highways Infrastructure Assessment for further details. Also, see 20 Ware East (A) and (B).</p>	Amber
20	Ware East (A)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> Widbury Hill (B1004) Fanhams Hall Road New relief road linking both east and north areas* <p>However, capacity of existing junctions insufficient to cope with amount of traffic generated. Could potentially be acceptable if linked with North of Ware and construction of new road accessing A1170.</p> <p>Also, the impact of additional traffic on the town centre (which already suffers considerable congestion at peak times) would be significant and would need to be addressed.</p> <p>*See Highways Infrastructure Assessment for further details. Also, see 19 Ware North (B) and 20 Ware East (B).</p>	Red
	Ware East (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> Widbury Hill (B1004) New relief road linking both east and 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<p>north areas*</p> <p>However, capacity of existing junctions insufficient to cope with amount of traffic generated. Could potentially be acceptable if linked with North of Ware and construction of new road accessing A1170.</p> <p>Also, the impact of additional traffic on the town centre (which already suffers considerable congestion at peak times) would be significant and would need to be addressed.</p> <p>*See Highways Infrastructure Assessment for further details. Also, see 19 Ware North (B) and 20 Ware East (A).</p>	
21	Ware South-East (A)	<p>Access could be achieved via:</p> <ul style="list-style-type: none"> • Hollycross Road <p>Junction improvements and additional pedestrian facilities required to Hollycross Road.</p> <p>N.B. Widbury Hill unsuitable for additional access points in this location and lack of pedestrian facilities.</p>	Green
	Ware South-East (B)	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • London Road (A1170) • Marsh Lane • Crane Mead 	Green
22	Ware South-West	<p>Access could potentially be achieved via:</p> <ul style="list-style-type: none"> • Hoe Lane • Little Acres • Hertford Road • Warner Road • Amwell Hill (Great Amwell) <p>Lower section of Hoe Lane (towards London Road (A119) is narrow with poor pedestrian access on northern side and little scope for improvement due to high banking on both sides. Junction improvements would be required to Stanstead Road (B1502). May be potential for linkages through to Hertford Road (A119).</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		Walnut Tree Walk would not be considered acceptable for access purposes; however, Amwell Hill (Great Amwell) could be utilised to access land to the east of the area of search via the construction of new access junctions.	
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	See general comments relating to villages.	Green
24	Bayford	See general comments relating to villages.	Green
25	Benington	See general comments relating to villages.	Green
26	Birch Green	See general comments relating to villages. N.B. Access should be achieved onto the wider road network via The Old Coach Road (old A414) with no new direct access onto A414.	Green
27	Braughing	See general comments relating to villages.	Green
28	Brickendon	See general comments relating to villages.	Green
29	Buckland	See general comments relating to villages.	Green
30	Cole Green	See general comments relating to villages. N.B. Access should be achieved onto the wider road network via The Old Coach Road (old A414) with no new direct access onto A414.	Green
31	Colliers End	See general comments relating to villages.	Green
32	Cottered	See general comments relating to villages.	Green
33	Dane End	See general comments relating to villages.	Green
34	Datchworth	See general comments relating to villages.	Green
35	Furneux Pelham	See general comments relating to villages.	Green
36	Great Amwell	See general comments relating to villages.	Green
37	Hadham Ford	See general comments relating to villages.	Green
38	Hertford Heath	See general comments relating to villages.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
39	Hertingfordbury	See general comments relating to villages. N.B. Access to the west should be achieved onto the wider road network via The Old Coach Road (old A414) with no new direct access onto A414.	Green
40	High Cross	See general comments relating to villages. N.B. Whilst North Drive could be improved to accommodate further development, the junction with the former A10 (Ermine Street) would preclude this. Visibility is poor and existing accesses to the garage and private residences already exist right on the junction.	Green
41	High Wych	See general comments relating to villages.	Green
42	Hunsdon	See general comments relating to villages.	Green
43	Letty Green	See general comments relating to villages.	Green
44	Little Hadham	See general comments relating to villages.	Green
45	Much Hadham	See general comments relating to villages.	Green
46	Puckeridge	See general comments relating to villages.	Green
47	Spellbrook	See general comments relating to villages.	Green
48	Standon	See general comments relating to villages.	Green
49	Stanstead Abbots & St Margarets	See general comments relating to villages. N.B. While the capacity of the road network to accommodate future development would be acceptable, technical solutions would be required to enable access to be achieved in certain locations, particularly in respect of Kitten Hill.	Green
50	Stapleford	See general comments relating to villages.	Green
51	Tewin	See general comments relating to villages.	Green
52	Thundridge	See general comments relating to villages.	Green
53	Tonwell	See general comments relating to villages.	Green
54	Wadesmill	See general comments relating to villages.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
55	Walkern	See general comments relating to villages.	Green
56	Waterford	See general comments relating to villages.	Green
57	Watton-at-Stone	See general comments relating to villages.	Green
58	Westmill	See general comments relating to villages.	Green
59	Widford	See general comments relating to villages.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	<p>Access could be achieved via:</p> <ul style="list-style-type: none"> • Walkern Road • Gresley Way • Stevenage Road <p>While some limited development could be acceptable served by Gresley Way, the local road infrastructure would be unable to accommodate the significant increase in traffic generated by the level of development proposed. Significant new highway infrastructure would be required, which would change the character of the local area.</p>	Red
61	East of Welwyn Garden City	<p>Access could be achieved via:</p> <ul style="list-style-type: none"> • Black Fan Road • Cole Green Lane • The Old Coach Road (old A414) – with no new direct access onto A414. <p>Local junction and road improvements would be necessary.</p>	Green
62	North of Harlow (A)	<p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> • Acorn Street • A1187 • B180 • Other minor roads in the area <p>However, the scale of development proposed would not be able to be accommodated by minor access proposals and a much wider, comprehensively planned, scheme involving significant new infrastructure would be required to mitigate</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
	North of Harlow (B)	<p>the cumulative traffic impacts.</p> <p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> • A414 • High Wych Road • B180 • Church Lane • Eastwick Road • Eastwick Hall Lane • Other minor roads in the area <p>However, the scale of development proposed would not be able to be accommodated by minor access proposals and a much wider, comprehensively planned, scheme involving significant new infrastructure would be required to mitigate the cumulative traffic impacts.</p>	Red
	North of Harlow (C)	<p>Access could potentially be achieved to some locations in the area via:</p> <ul style="list-style-type: none"> • A414 • Redricks Lane • High Wych Road • From Harlow via new bridge from River Way across the Stort • Eastwick Road • Fifth Avenue • Burnt Mill Lane • Other minor roads in the area <p>However, the scale of development proposed would not be able to be accommodated by minor access proposals and a much wider, comprehensively planned, scheme involving significant new infrastructure would be required to mitigate the cumulative traffic impacts.</p>	Red
63	North of Hoddesdon	<p>Access could be achieved via:</p> <p>For area south west of A414 (from roundabout towards Harlow):</p> <ul style="list-style-type: none"> • A1170 Ware Road • Hoddesdon Road <p>For area east of A1170 Ware Road:</p> <ul style="list-style-type: none"> • A1170 Ware Road 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Vehicular Access	Traffic Light
		<p>For area west of A1170 Ware Road:</p> <ul style="list-style-type: none"> • A1170 Ware Road <p>While individual junction solutions may be acceptable to allow access to the areas suggested, the cumulative impact of development in this broad location could have a major effect on the Amwell roundabout (which has already been identified as being in need of mitigation measures) and would require significant improvements in order that development would be acceptable.</p>	
<p>New Settlements (Planning assumption of 5,000 dwellings)</p>			
64	A10 Corridor - North	To be assessed should proposals reach more detailed stage.	Red
65	A10 Corridor - Central	To be assessed should proposals reach more detailed stage.	Red
66	A120 Corridor	To be assessed should proposals reach more detailed stage.	Red
67	A507 Corridor	To be assessed should proposals reach more detailed stage.	Red
68	A602 Corridor	To be assessed should proposals reach more detailed stage.	Red
69	Hunsdon Area	To be assessed should proposals reach more detailed stage.	Red

7. Access to Bus Services

Justification

“Planning policies and decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”. (draft NPPF Paragraph 19).

Sources of information

- Hertfordshire County Council Passenger Transport Unit
- Intalink website

Assessment Criteria

- **Existing bus service provision:** assessment of bus service provision currently available in close proximity to area;
- **Effect on existing bus service provision:** whether any detrimental effect on existing service provision would be incurred;
- **Additional bus service provision:** likelihood of provision of long term commercially viable services to serve area.

Red	Areas with little or no access to existing bus services* and additional provision unlikely to prove commercially sustainable.
Amber	Areas with little or no access to existing bus services* but where opportunities may exist to provide good commercially sustainable services; and/or where issues exist that may detrimentally affect existing services and would require mitigation; and/or where route enhancements may be required; and/or frequency enhancements may be required.
Green	Areas with good access to existing bus services* and opportunities to link into/enhance existing provision.

A ‘green’ rating does not infer that no further consideration of the requirements for bus service provision would be necessary in the event that the area is eventually brought forward for development. Further negotiations with Hertfordshire County Council’s Passenger Transport Unit would be required.

A ‘red’ rating does not mean that an area is necessarily undevelopable, but that there are serious service provision issues that would need to be overcome to enable long term sustainable travel options to be made available to future residents.

*The term ‘existing bus services’ includes both the provision of an adequate amount of bus stops to serve the area and a reasonable weekday frequency of service, including peak time provision, that would enable journeys to be made to a range of destinations (either directly or via links to other points that would facilitate wider travel options available).

General Comments

Any options brought forward by applicants would be expected to be fully compliant with the requirements of Hertfordshire County Council’s Passenger Transport Unit in respect of appropriate bus provision considered necessary to serve the area. In

Draft Topic Assessments

particular, the criteria contained in the HCC document 'Passenger Transport in New Developments' should be fully taken into account.

All traffic light assessments have been made on the basis of the level of development described in the particular category heading. Should the levels of development proposed change in respect of these areas then the traffic light assessments may also be subject to change, as appropriate.

The term 'accessibility criteria' is used within the following assessment table. This refers to key distances from home to bus stop beyond which disabled people should not be required to walk. These criteria are utilised by Hertfordshire County Council's Passenger Transport Unit in service provision assessment and are derived from the DfT guidance 'Inclusive Mobility', December 2005.

The majority of bus services in Hertfordshire are run on a commercial basis by bus companies with Hertfordshire County Council subsidising approximately 30% of overall provision to help fill gaps in the commercial network. As the bus industry operates within a deregulated environment it is likely that some elements of service provision may have changed from the assessment below prior to final adoption of the LDF (District Plan).

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except for Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Close proximity to existing transport provision and would be able to enhance existing services. Services (5, 7, 7A, 10, 20, 62, 301, 308, 318, 351, 386, 510, 511, 741A, and 808) utilise the town centre and supply a good range of services to wide destinations amongst which include: Harlow, Saffron Walden, Stansted Airport, Chrishall, Anstey, Elmdon, Thaxted, Ware, Hertford, Puckeridge and Sawbridgeworth. However, proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	Green
2	Bishop's Stortford North (A)	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation and to ensure that no 'double' running is necessary. Good connections to existing road network plus priority measures are highly important.	Amber
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
3	Bishop's Stortford East (A)	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation and to ensure that no 'double' running is necessary. Good connections to existing road network plus priority measures are highly important. Existing services (5, 7, 7A, 301, 308, 318, 700, 744, 808) serve the area and wider destinations via: Beldams Lane, Dunmow Road, Hallingbury Road and Haymeads Lane.	Amber
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	While potentially easy to integrate into existing bus provision, would be likely to require additional service provision. 20-30 minute commercial service (511) runs between Bishop's Stortford and Harlow stopping on London Road, with no late evening or Sunday service. The only service stopping on Whittington Way being the once daily term time school service (512).	Amber
	Bishop's Stortford South (B)	Likely to require bespoke bus service provision and ongoing bus subsidies. While 20-30 minute commercial service (511) runs between Bishop's Stortford and Harlow stopping on London Road (with no late evening or Sunday service) this would not serve the majority of the area due to separation caused by the railway. Existing service (5) runs hourly schedule between Saffron Walden and Bishop's Stortford Interchange along Hallingbury Road.	Amber
	Bishop's Stortford South (C)		
<p>Buntingford (Planning assumption of at least 500 dwellings at each area of search) <i>It should be noted that all bus services which operate in Buntingford are tendered routes for HCC. No commercial routes operate.</i></p>			
5	Buntingford Built Up Area	Close proximity to existing transport provision and would be able to enhance existing services. Basic hourly service provision between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Also, 7 times daily service between Stevenage and Stansted Airport (700); and less frequent services to Stevenage (701), and Bishop's Stortford (386). Once weekly return services also operate to Sandon (25); Furneux Pelham (28); Cambridge (334); and Harlow (354).	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
6	Buntingford South and West (A)	Nearest bus stops are in the vicinity of Greenways on the other side of A10. Would be dependent upon the extent of development and is becoming remote from existing service provision. Services running past area along Baldock Road (A507) include those between Buntingford and Stevenage (701) twice daily; and between Stevenage and Stansted Airport (700) seven times daily, with evening and weekend provision, though currently there are no bus stops in this locational area. Depending on level of development, additional stopping facilities would be necessary.	Amber
	Buntingford South and West (B)	Will be dependent upon the extent of development and is becoming remote from existing service provision. Careful layout will be necessary.	Amber
	Buntingford South and West (C)	Will be dependent upon the extent of development and is becoming remote from existing service provision. While some additional services have been introduced in the vicinity of London Road recently (between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service; seven times daily service between Stevenage and Stansted Airport (700); and less frequent services to Stevenage (701), funding for these route additions is currently only assured in the short term & long term is not guaranteed. Careful layout will be necessary.	Amber
7	Buntingford North (A)	The north is likely to fall completely outside accessibility criteria and will require diversions and service enhancements. It is likely in the long term to be unsustainable.	Red
	Buntingford North (B)		
8	Buntingford North-East (A)	Would be dependent upon the extent of development. Some parts in fairly close proximity to existing transport provision in the High Street (Market Hill area). Basic hourly service provision between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Also, less regular services: between Stevenage and Stansted Airport (700); Stevenage (701); and Bishop's Stortford (386). Once weekly return services also operate to	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		Sandon (25); Furneux Pelham (28); Cambridge (334); and Harlow (354). However, northern extremities are becoming remote from existing service provision.	
	Buntingford North-East (B)	In close proximity to existing transport provision in Hare Street Road and further away in the High Street (Market Hill area). Would be able to enhance existing services. Basic hourly service provision between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Also, less regular services: between Stevenage and Stansted Airport (700); Stevenage (701); and Bishop's Stortford (386). Once weekly return services also operate to Sandon (25); Furneux Pelham (28); Cambridge (334); and Harlow (354).	Green
9	Buntingford East	The east is in close proximity to existing transport provision in Hare Street Road and High Street/Station Road/London Road. Would be able to enhance existing services. Basic hourly service provision between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Also, less regular services: between Stevenage and Stansted Airport (700); Stevenage (701); and Bishop's Stortford (386). Once weekly return services also operate to Sandon (25); Furneux Pelham (28); Cambridge (334); and Harlow (354).	Green
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Close proximity to existing transport provision and would be able to enhance existing services. Services (308, 310, 310A, 311, 331, 333, 341, 351, 379, 383, 384, 388, 390, 395, 396, 524, 724, 725, 767, C3, C4, H1, H3, H4, M3, M4) utilise the town centre and supply a good range of services to wide destinations amongst which include: Cuffley; Waltham Cross A10 corridor; Welwyn Garden City; villages along old A414 corridor; Royston; Buntingford; Puckeridge; Hatfield; Hunsdon; Standon; Stevenage; Harlow; St Albans; Heathrow; Stanstead Airport; Luton Airport; Milton Keynes; Leicester; Nottingham;	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		<p>Watford; and other local Hertford and Ware locations. However, proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.</p> <p>Mead Lane area: While there is a bus stop located on Mill Road and the town centre bus station is under 400m walking distance from Hertford East Station, there is no direct bus penetration into the Mead Lane area itself. The Hertford and Ware Urban Transport Plan and the draft Mead Lane Urban Design Framework both detail the need for bus provision in the area, including a limited passenger transport interchange area and a route to serve the wider employment area. While the overall level of passenger transport provision in the central area of town would warrant a green rating, it should be noted that an amber rating is appropriate for this specific location in recognition of the passenger transport requirements in the area.</p>	
11	<p>Hertford West (A)</p> <hr/> <p>Hertford West (B)</p>	<p>The area to the west of the existing settlement is most likely to have potential to extend existing commercial bus service provision to/from town centre. Existing routes between Welwyn Garden City and Hertford (also Ware term time school provision) (388); and Harlow and Heathrow Airport (724/725) operate through area with other regular services stopping in the nearby Sele Farm area (310, 311, 388, 395, 396, H3, H4) which serve Waltham Cross A10 corridor, Welwyn Garden City and villages along old A414 corridor, and other local Hertford and Ware locations. R66 and R88 services also offer once daily return journeys to all secondary schools in Hertford (calling in order at Sele, Richard Hale and Simon Balle) and to Presdales School in Ware from Bragbury End and Datchworth, respectively, during term time only.</p>	Green
12	Hertford North (A)	In the Waterford area, basic service provision operates between	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		Stevenage/Hertford (extending to Ware for term time school provision) (390) along North Road (Hertford) at hourly frequency. HCC contracted service. No evening or Sunday provision. However, western extremities are becoming remote from existing service provision.	
	Hertford North (B)	In the Bengo area, development is likely to access highly congested roads to/from town centre. Existing bus service which also serves Hertford Pinehurst/Foxholes via town centre (333) is contracted and any increase in congestion is likely to have a significant impact on provision and reliability. In the Waterford/Molewood area, basic service provision operates between Stevenage/Hertford (Ware term time school provision) (390) along North Road (Hertford) at hourly frequency. HCC contracted service. No evening or Sunday provision.	Amber
	Hertford North (C)		
13	Hertford South (A)	Along Lower Hatfield Road a basic hourly service operates between Hatfield and Ware Station (341). HCC contracted provision. Likely to require diversion plus increase in frequency. Limited Saturday and evening provision with no Sunday provision at present.	Amber
	Hertford South (B)	A single, three times daily service, between Hertford/Little Berkhamsted/Cuffley operates along Brickendon Lane (308/380) with no peak, late afternoon, evening or Sunday service. Development locations are likely to be remote from transport provision and are also likely to require additional subsidised routes as would be unlikely to reach such critical mass to become commercially viable.	Red
	Hertford South (C)	R66 and R88 services offer once daily return journeys to all secondary schools in Hertford (calling in order at Sele, Richard Hale and Simon Balle) and to Presdales School in Ware from Bragbury End and Datchworth, respectively, during term time only. No other services operate in the Mangrove Road area. Locations are likely to be remote from transport provision and are likely to require additional subsidised	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		<p>routes as would be unlikely to reach such critical mass to become commercially viable.</p> <p>Through Hertford Heath there is one main route operational between Harlow, Hertford and Brookfield Centre, Waltham Cross (C3) half hourly. HCC contracted service with no evening or Sunday provision. Likely to require additional increase in frequencies to support further development in the area. Development located close to the existing C3 route could result in an amber traffic light assignment.</p>	Red
	Hertford South (D)	<p>No service currently operates on Stanstead Road (B1502) which would be likely to require additional subsidised routes as would be unlikely to reach such critical mass to become commercially viable.</p> <p>Through Hertford Heath there is one main route operational between Harlow, Hertford and Brookfield Centre, Waltham Cross (C3) half hourly. HCC contracted service with no evening or Sunday provision. Likely to require additional increase in frequencies to support further development in the area. Development located close to the existing C3 route could result in an amber traffic light assignment.</p>	
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Close proximity to existing transport provision and would be able to enhance existing services. Services operate between destinations such as Harlow and Hatfield Broad Oak three times daily (347); three times hourly service between Stansted Airport and Harlow (510); three times hourly service between Harlow and Thorley Park (511); and London (744) once daily weekdays. However, proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	Green
15	Sawbridgeworth South-West (A) Sawbridgeworth	While areas close to High Wych Road and Harlow Road (A1184) would be close to services which serve destinations such as	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
	South-West (B)	Harlow and Hatfield Broad Oak three times daily (347); three times hourly service between Stansted Airport and Harlow (510); three times hourly service between Harlow and Thorley Park (511); and London (744) once daily weekdays, large parts of the area could be remote from locations currently serviced and likely to fall outside of accessibility criteria. Traffic light assessment could change to red in respect of these areas depending on location.	
16	Sawbridgeworth West (A)	No services currently stop in West Road although, depending on pedestrian links, stops on A1184 could be utilised. Overall, not ideal in terms of access to sustainable transport provision and would need to be carefully planned to ensure accessibility criteria are met. Location may fall outside of accessibility criteria and proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	Amber
	Sawbridgeworth West (B)	While areas close to High Wych Road and Harlow Road (A1184) would be close to services which serve destinations such as Harlow and Hatfield Broad Oak three times daily (347), no services currently stop in West Road although, depending on pedestrian links, stops on A1184 could be utilised. Overall, not ideal in terms of access to sustainable transport provision and would need to be carefully planned to ensure accessibility criteria are met. Location may fall outside of accessibility criteria and proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	Amber
17	Sawbridgeworth North (A)	While areas close to Cambridge Road (A1184) would be close to services which serve destinations such as Stansted Airport and Harlow (510) three times hourly service; between Harlow and Thorley Park (511) three times hourly service; and London (744) once daily weekdays, large parts of the area could be remote from locations currently serviced and likely to fall outside of accessibility criteria. Traffic light assessment could change to red in respect	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
	<p>Sawbridgeworth North (B)</p>	<p>of these areas depending on location.</p> <p>While areas close to Cambridge Road (A1184) would be close to services which serve destinations such as Stansted Airport and Harlow (510) three times hourly service; between Harlow and Thorley Park (511) three times hourly service; and London (744) once daily weekdays, large parts of the area could be remote from area currently serviced and likely to fall outside of accessibility criteria.</p> <p>For area off Station Road in vicinity of station, service 347 offers 3 times daily off peak service between Hatfield Broad Oak and Harlow. Service may need enhancement depending on level of development. However, large parts of the area could be remote from area currently serviced and likely to fall outside of accessibility criteria to provide more frequent services and to wider destinations.</p> <p>Traffic light assessment could change to red in respect of these areas depending on location.</p>	<p>Amber</p>
	<p>Sawbridgeworth North (C)</p>	<p>Service 347 offers 3 times daily off peak service between Hatfield Broad Oak and Harlow. Service may need enhancement depending on level of development. However, large parts of the area are likely to be remote from sustainable transport provision and are also likely to require additional subsidised routes as would be unlikely to reach such critical mass to become commercially viable.</p>	<p>Red</p>
<p>Ware (Planning assumption of at least 500 dwellings at each area of search)</p>			
<p>18</p>	<p>Ware Built Up Area</p>	<p>Close proximity to existing transport provision and would be able to enhance existing services. Services (310, 310A, 311, 331, 341, 351, 383, 384, 390, 395, 524, 724, 725, C4, M1, M2, M3, M4, M5) utilise town centre and serve wide range of destinations such as A10 corridor to Waltham Cross, A10 corridor to Royston, Hatfield, Bishop's Stortford, Stevenage, Hertford, Harlow, Heathrow Airport, and</p>	<p>Green</p>

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		other local Hertford and Ware locations; however, proposals would need to be assessed on a site specific basis in respect of any diversions or service enhancements.	
19	Ware North (A)	Good access to bus services. Existing provision in Quincey Road includes services to and from the railway station (M1) three times early am and four times early evenings on weekdays only; and between Stevenage and Hertford (383/384), seven times daily with no evening or Sunday provision. Additionally, basic hourly service provision along old A10/Wadesmill Road (A1170) between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Additional service provision may be necessary.	Green
	Ware North (B)	Good access to bus services as development could be arranged around the main north/south corridor. Current basic hourly service provision along old A10/Wadesmill Road (A1170) between Royston and Hertford (331), no evening or Sunday provision, HCC contracted service. Existing bus services are contracted and would have greater opportunity to strengthen these. Large parts of the area could be remote from area currently serviced. Additional service provision likely to be necessary.	Amber
20	Ware East (A) Ware East (B)	This location is remote from the town centre and existing transport provision. Only a six times daily (generally a commuter/school service (M3/M4)) currently operates in this general area, along Widbury Hill between Hunsdon/Wareside and Ware, with one Saturday Hertford return service and no evening or Sunday provision. New route/diversion of existing route/s would be required to access the location and would require critical mass to become commercially viable.	Red
21	Ware South-East (A)	The location is becoming remote from the town centre and has poor links to existing passenger transport access. Only a six times daily (generally a commuter/school	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		service (M3/M4)) currently operates in this general area, along Widbury Hill between Hunsdon/Wareside and Ware, with one Saturday Hertford return service and no evening or Sunday provision. New route/diversion of existing route/s would be required to access the location and would require critical mass to become commercially viable.	
	Ware South-East (B)	Services (310A, 311, 351, 524, 724, 725, C4) run along London Road accessing A10 corridor to Waltham Cross, Bishop's Stortford, Harlow, and Heathrow Airport. Possible diversion of local services may be required.	Green
22	Ware South-West	The location is remote from the town centre and has poor links to existing passenger transport access. R66 and R88 services offer an afternoon single trip to Bragbury End and Datchworth, respectively, calling en-route at Hertford and Welwyn Garden City, during term time only. Additional services would be necessary and probable on-going subsidy required.	Red
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Hourly service (390) between Ware and Stevenage with no evening or Sunday service.	Green
24	Bayford	Three times daily service operates between Hertford and Cuffley, (308) with no peak, late afternoon, evening, or Sunday service.	Red
25	Benington	Five times daily service (384) operates between Stevenage and Hertford, with no evening or Sunday service. Probable on-going subsidy would be required to enhance service provision.	Amber
26	Birch Green	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no peak, late afternoon, evening, or Sunday service. Probable on-going subsidy would be required to enhance service provision. Three times a week service (380) operates between Hertford and Cuffley, with no evening or weekend service.	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
27	Braughing	Nine times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service; and once weekly return service to Cambridge (334), stopping on the B1368. Additional once weekly return service to Bishop's Stortford (386) serving the main village.	Green
28	Brickendon	Three times daily service operates between Hertford and Cuffley (308), with no peak, late afternoon, evening, or Sunday service.	Red
29	Buckland	Seven times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service. Once weekly return circular service between Buntingford and Sandon (25); once weekly return service to Cambridge (334); and a once weekly return service to Bishop's Stortford (386).	Green
30	Cole Green	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no peak, late afternoon, evening, or Sunday service. Probable on-going subsidy would be required to enhance service provision.	Red
31	Colliers End	12 times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service.	Green
32	Cottered	Seven times daily service between Stevenage and Stansted Airport (700); and less frequent services to Stevenage (701). Once weekly return circular service between Buntingford and Sandon (25)	Green
33	Dane End	Five times daily service (384), between Stevenage and Hertford, operates with no evening or Sunday service. Probable on-going subsidy would be required to enhance service provision.	Amber
34	Datchworth	Located on main interurban bus corridor between Stevenage and Welwyn Garden City. Mainly commercial with little HCC support. Existing services to: Knebworth (379) twice daily, not Sundays, no peak service; and Watton-at-Stone (203) one off peak return journey Thursdays only. R88 service offers once daily return journeys to all secondary schools in Hertford (calling in	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		order at Sele, Richard Hale and Simon Balle) and to Presdales School in Ware from Bragbury End and Datchworth, respectively, during term time only. Probable on-going subsidy would be required to enhance service provision.	
35	Furneux Pelham	Three times daily return service to Bishop's Stortford (20) with three outward and two return journeys on Saturdays. Also, once a week return service to Buntingford (28). No peak, evening or Sunday Services.	Red
36	Great Amwell	Main regular services operate via Amwell Hill including between: Waltham Cross, Ware and Hertford (310); Hertford and Harlow (524); Harlow and Heathrow Airport (724/725); and Hertford and Bishop's Stortford (351). Less frequent services between: Waltham Cross, Ware and Hertford (310A/311); Waltham Cross, Ware and Hertford (C4); and once daily return between Hatfield Business Park and Broxbourne (341). There is strong commercial activity in this area as well as HCC contracted services. Evenings and Sundays are mainly provided as HCC contracted provision. Area suffers from high levels of congestion and this affects operations in terms of cost and reliability. If development limited to this general location then designation could change to green. However, much of the area either faces on to B1502 Stanstead Road where there are currently no bus services along this route, or lies within areas remote from existing services. Additional service provision may be necessary to serve these areas.	Amber
37	Hadham Ford	Nine times daily return service (351) between Hertford and Bishop's Stortford; once weekly return service to Harlow (354); and twice daily weekdays return to Bishop's Stortford (once during school holidays with one outward and two return services on Saturdays (386). No evening or Sunday Services.	Green
38	Hertford Heath	One main route between Hertford and Broxbourne (C3). HCC contracted service with no evening or Sunday provision. Likely to require additional increase in frequencies	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		to support further development in the area.	
39	Hertingfordbury	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no peak, late afternoon, evening, or Sunday service. Probable on-going subsidy would be required to enhance service provision; and three times a week service (380) operates between Hertford and Cuffley with no evening or weekend service.	Red
40	High Cross	12 times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service.	Green
41	High Wych	Three times daily service between Hatfield Broad Oak and Harlow (347) with no peak, evening or Sunday Service.	Red
42	Hunsdon	Current provision includes services between: Hertford and Bishop's Stortford (351) roughly two hourly; Harlow and Waltham Cross (C3) hourly with no evening or Sunday provision; one return journey to Harlow (354) on Saturdays only; one return journey to Harlow (5) on Saturdays only; and one return journey (M3/M4) on Saturdays only to Ware and Hertford. No evening or Sunday provision.	Green
43	Letty Green	Three times a week service (380) operates between Hertford and Cuffley with no peak, evening or weekend service.	Red
44	Little Hadham	Nine times daily return service (351) between Hertford and Bishop's Stortford with evening and six returns on Saturdays (no Sunday service); Eight times daily service between Stevenage and Stansted Airport (700) with evening and weekend provision; Three times daily return service to Bishop's Stortford (20) with three outward and two return journeys on Saturdays (no Sunday service); three times daily return service between Bishop's Stortford and Standon (twice only during school holidays) (386); with no evening or weekend service; one return journey to Harlow (354) on Saturdays only.	Green
45	Much Hadham	Nine times daily return service (351) between Hertford and Bishop's Stortford with evening and six returns on Saturdays	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		(no Sunday service); one return journey to Harlow (354) on Saturdays only; and one return journey to Harlow (5) on Saturdays only.	
46	Puckeridge	15 times daily return service (331) between Royston/Hertford, with limited Saturday service and no evening or Sunday Service. Also, less regular services: eight times daily service between Stevenage and Stansted Airport (700) with evening and weekend provision; Harlow, 1 return journey Saturdays only (354); Cambridge, 1 return journey Fridays only (334). Depending on location, could change to green if in fairly close proximity to existing services. Otherwise, additional service enhancements could be required.	Amber
47	Spellbrook	Approximately half hourly service (510) between Harlow and Stansted Airport with hourly service on Sundays; and roughly 20 mins service (511) between Harlow and Thorley Park with no Sunday Service.	Green
48	Standon	15 times daily return service (331) between Royston/Hertford, with limited Saturday service and no evening or Sunday Service. Also, less regular services: eight times daily service between Stevenage and Stansted Airport (700) with evening and weekend provision; Harlow, 1 return journey Saturdays only (354); Cambridge, 1 return journey Fridays only (334); Nottingham, Leicester, Milton Keynes; Luton (including airport) Hitchin; Stevenage; Hertford; Stansted Airport (767). Depending on location, could change to green if in fairly close proximity to existing services. Otherwise, additional service enhancements could be required.	Amber
49	Stanstead Abbots & St Margarets	Main routes operate along the High Street. Some commercial operation in existence but evenings and Sundays HCC contracted. Current provision to Stanstead Abbots includes services between: Harlow, Hertford and Brookfield Centre, Waltham Cross (C3) half hourly no evening or Sunday provision; Harlow, Hoddesdon, Broxbourne, Cheshunt, Brookfield Centre, Hammond Street (C3) half hourly no evening or	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		Sunday provision; Hertford and Bishop's Stortford (351) approximately two hourly; Hertford and Harlow (524); Harlow to Broxbourne (323A). Other services operate in St Margarets, along Hoddesdon Road (via stop at St Mary's Church) including between Waltham Cross, Ware and Hertford (310); and between Waltham Cross, Ware and Hertford (C4) but are remote from areas to east of Stanstead Abbots. Evening provision may need enhancement.	
50	Stapleford	Hourly service between Ware and Stevenage (390) with two hourly service on Saturdays and no evening or Sunday Service.	Green
51	Tewin	Five times daily return service (388) operates between Welwyn Garden City and Hertford, with less frequent Saturday service and with no peak, late afternoon, evening, or Sunday service. Probable on-going subsidy would be required to enhance service provision.	Red
52	Thundridge	12 times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service.	Green
53	Tonwell	Five times daily service (384); and two times daily service (383); operate between Stevenage and Hertford, with no evening or Sunday service.	Green
54	Wadesmill	12 times daily return service (331) between Hertford and Royston, with limited Saturday service and no evening or Sunday Service.	Green
55	Walkern	Five times daily return service, between Stevenage and Hertford (384), operates with no evening or Sunday service plus daily return service (701) between Buntingford and Stevenage. Probable on-going subsidy would be required to enhance service provision.	Amber
56	Waterford	Hourly service (390) between Ware and Stevenage with no evening or Sunday service.	Green
57	Watton-at-Stone	Services available between Ware/Stevenage hourly (390); Stevenage/Hertford twice daily, except Sundays (383); and Welwyn Garden City (203) one off peak return journey Thursdays	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
		only. Probable on-going subsidy would be required to enhance service provision.	
58	Westmill	Five times daily return service (331) between Hertford and Royston stopping on A10, with limited Saturday service and no evening or Sunday Service. No direct service into village with the centre being a walking distance of over 700m away. Insufficient capacity of development to enable and/or require further investment.	Amber
59	Widford	Current provision includes services between: Hertford and Bishop's Stortford (351) approximately two hourly; one return journey to Harlow (354) on Saturdays only; one return journey to Harlow (5) on Saturdays only; and one return journey (M3/M4) on Saturdays only to Ware and Hertford. No evening or Sunday provision available.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Likely to be incorporated into Stevenage network. Many commercial services and size should be sufficient to continue this provision. Approximate 10 to 15 minute frequency along Gresley Way (SB1), with evening and weekend provision. Current services along B1037 Stevenage Road include: Hertford (via Walkern) (384); and daily peak return service from Buntingford (701). New routes likely and should eventually become commercial. Some HCC subsidised evening and Sunday provision exists.	Amber
61	East of Welwyn Garden City	One existing route between Welwyn Garden City/Hertford (Ware term time school provision) (388). Limited early and pm peak provision. HCC contracted route. Saturday provision every 3 hours with no evening and/or Sunday provision. Likely to require significant enhancements. High level of investment and/or subsidy likely.	Amber
62	North of Harlow (A)	Limited services available. Will need to be linked into Harlow network. Provision of new routes and/or services likely.	Amber
	North of Harlow (B)		
	North of Harlow (C)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Bus Services	Traffic Light
63	North of Hoddesdon	Ware Road (A1170): existing route (310A) operates twice daily return service along Ware Road between Waltham Cross and Hertford and once daily return Hatfield Business Park and Broxbourne (341). No services currently stop within area. No evening and/or Sunday provision. Some HCC contracted services. Diversion of some routes likely with further enhancements required.	Amber
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	Amber
65	A10 Corridor - Central	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	Amber
66	A120 Corridor	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	Amber
67	A507 Corridor	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	Amber
68	A602 Corridor	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	Amber
69	Hunsdon Area	Will require bespoke services to be provided. Layout of area(s) critical to allow good bus operation.	Amber

8. Access to Rail Services

Justification

“Planning policies and decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable” (draft NPPF paragraph 19).

Sources of information

- Hertfordshire County Council Passenger Transport Unit
- National Rail Website – stations, services and facilities
- SwiftMap GIS

Assessment Criteria

- **Existing rail service provision:** assessment of rail service provision currently available in the settlement or in close proximity;
- **Existing bus service provision serving rail stations:** assessment of existing bus service provision between areas of search and rail stations to allow realistic peak time commuting journeys to be made;
- **Future provision:** where services do not currently exist, the likelihood of the level of development being sufficient to provide enhancements to bus services between areas of search and rail stations that would enable realistic peak time commuting journeys to be made.

Red	No rail station in settlement and/or little or no likelihood of nearest station/s being accessed by sustainable transport modes (i.e. 15 min bus journey) to enable realistic peak time commuting journeys to be made.
Amber	<u>Either:</u> No rail station in settlement but good potential for nearest station/s to be accessed by sustainable transport modes (i.e. 15 min bus journey) to enable realistic peak time commuting journeys to be made; <u>or</u> Rail station in settlement, but central point of area of search beyond 1.6km distance from the station and no current bus provision serving station/s; however, level of development would be likely to support bus provision to nearest station/s to enable realistic peak time commuting journeys to be made (i.e. 15 min bus journey).
Green	<u>Either:</u> Rail station in settlement with central point of area of search within 1.6km distance from nearest station/s; <u>or</u> Rail station in settlement beyond 1.6km distance from central point of area of search to nearest station/s, but currently capable of being accessed by sustainable transport modes (i.e. within 15 min bus journey) to enable realistic peak time commuting journeys to be made; <u>or</u> no rail station in settlement but likelihood that nearest station/s

Draft Topic Assessments

	currently capable of being accessed by sustainable transport modes (i.e. 15 min bus journey) to enable realistic peak time commuting journeys to be made.
--	---

The assessment criteria are applied on a settlement basis linked to the ability to use sustainable transport options (walk/bus) to reach the nearest station/s. Sites closer to passenger transport facilities are regarded as being in more sustainable locations.

Distances have been calculated 'as the crow flies' based on GIS measured from station to the approximate centre of the locational area, except for the built up areas of town centres where stations are present, where the distance has been measured giving a range from any applicable station/s to the edge of the built up area. All measurements are included for illustrative purposes only to provide a context for area options in relation to proximity to rail availability.

The PPG13 Guide to Better Practice on 'Reducing the need to travel through land use and transport planning', DoE/DoT, 1996 states that "where distances exceed 1 mile (about 1.6km) only a small proportion of people will walk". This distance has therefore been utilised in terms of proximity to rail stations to establish a 'green' rating. In the absence of the availability of this distance to potential commuters, a secondary measure of access by bus has been applied. A journey time of 15 minutes by bus is therefore applied as a reasonable maximum period that people would be likely to be prepared to travel in achieving an onward connection to rail services. In terms of the likelihood of bus journeys becoming achievable via development in option areas to satisfy the 15 minute criterion, cross-reference should be made to the Assessment of Bus Services.

A 'green' rating does not infer that no further consideration of the requirements for rail service provision or inter-linkages with other sustainable transport modes would be necessary in the event that the area is eventually brought forward for development. Further negotiations with Hertfordshire County Council's Passenger Transport Unit would be required.

A 'red' rating does not mean that a site is necessarily undevelopable, but that there are serious service provision issues that would need to be overcome to enable long term sustainable travel options to be made available to future residents.

N.B. Issues relating to station and train capacity are considered separately in the Transport Strategic Overview.

Stations included in the assessment and their facilities:

- **Bayford** (Great Northern Line – Hertford Loop to London Moorgate/Kings Cross) *0 covered and 0 uncovered cycle stands; bus services; 45 parking spaces; no taxi rank;*
- **Bishop's Stortford** (West Anglia Main Line to London Liverpool Street and Stansted Express) *179 cycle stands (covered); bus services (PlusBus); 605 parking spaces; taxi rank;*

Draft Topic Assessments

- **Harlow Town** (West Anglia Main Line to London Liverpool Street and Stansted Express) *80 cycle stands; bus services (PlusBus); 704 parking spaces; taxi rank;*
- **Harlow Mill** (West Anglia Main Line to London Liverpool Street and Stansted Express) *18 cycle stands; bus services (PlusBus); 29 parking spaces; no taxi rank;*
- **Hertford East** (West Anglia Main Line to London Liverpool Street) *30 covered cycle stands; bus services (PlusBus); 18 parking spaces; taxi rank;*
- **Hertford North** (Great Northern Line – Hertford Loop to London Moorgate/Kings Cross) *40 covered and 8 uncovered cycle stands; bus services (PlusBus); 123 parking spaces; taxi rank;*
- **Knebworth** (Great Northern Line to London Moorgate/Kings Cross and Mainline services) *16 covered cycle stands; bus services (PlusBus); 259 parking spaces; no taxi rank;*
- **Rye House** (West Anglia Main Line to London Liverpool Street) *8 covered cycle stands; bus services (PlusBus); 0 parking spaces; no taxi rank;*
- **St Margarets** (West Anglia Main Line to London Liverpool Street) *24 uncovered cycle stands; bus services (PlusBus); 39 parking spaces; taxi rank;*
- **Sawbridgeworth** (West Anglia Main Line to London Liverpool Street) *10 covered and 12 uncovered cycle stands; 52 parking spaces; no taxi rank;*
- **Stevenage** (Great Northern Line to London Moorgate/Kings Cross and Mainline services) *78 covered cycle stands; bus services (PlusBus); 490 parking spaces; taxi rank;*
- **Ware** (West Anglia Main Line to London Liverpool Street) *20 uncovered cycle stands; bus services (PlusBus); 99 parking spaces; taxi rank;*
- **Watton-at-Stone** (Great Northern Line – Hertford Loop to London Moorgate/Kings Cross) *3 uncovered cycle stands; bus services; 23 parking spaces; no taxi rank;*
- **Welwyn Garden City** (Great Northern Line to London Moorgate/Kings Cross and Mainline services) *20 covered and 218 uncovered cycle stands; bus services (PlusBus); 30 parking spaces; taxi rank;*
- **Welwyn North** (Great Northern Line to London Moorgate/Kings Cross and Mainline services) *16 covered cycle stands; bus services (PlusBus); 259 parking spaces; no taxi rank.*

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except for Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Station located at: <ul style="list-style-type: none"> Bishop's Stortford [approx distance between 0km and 5.6km]. Peak time bus journeys to station likely to be achievable within 15 mins.	Green
2	Bishop's Stortford North (A)	Station located at: <ul style="list-style-type: none"> Bishop's Stortford [approx distance 2.1km]. Level of development likely to support bus provision to the station to enable peak time commuting journeys to station to be made within 15 mins.	Amber
	Bishop's Stortford North (B)	Station located at: <ul style="list-style-type: none"> Bishop's Stortford [approx distance 1.9km]. Level of development likely to support bus provision to the station to enable peak time commuting journeys to station to be made within 15 mins.	Amber
	Bishop's Stortford North (C)	Station located at: <ul style="list-style-type: none"> Bishop's Stortford [approx distance 2.4km]. Level of development likely to support bus provision to the station to enable peak time commuting journeys to station to be made within 15 mins.	Amber
3	Bishop's Stortford East (A)	Station located at: <ul style="list-style-type: none"> Bishop's Stortford [approx distance 1.9km]. Peak time bus journeys to station likely to be achievable within 15 mins.	Green
	Bishop's Stortford East (B)	Station located at: <ul style="list-style-type: none"> Bishop's Stortford [approx distance 1.7km]. Peak time bus journeys to station likely to be achievable within 15 mins.	Green
4	Bishop's Stortford South (A)	Station located at: <ul style="list-style-type: none"> Bishop's Stortford [approx distance 2.1km]. Peak time bus journeys to station likely to be achievable within 15 mins.	Green
	Bishop's Stortford South (B)	Station located at: <ul style="list-style-type: none"> Bishop's Stortford [approx distance 1.8km] 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		Peak time bus journeys to station likely to be achievable within 15 mins.	Green
	Bishop's Stortford South (C)	Station located at: <ul style="list-style-type: none"> • Bishop's Stortford [approx distance 1.3km]. Peak time bus journeys to station likely to be achievable within 15 mins.	
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 12.1km]; • Stevenage [approx distance 13.8km]; • Ware [approx distance 15.3km]; and • Bishop's Stortford [approx distance 15.5km]. Bus journeys over 15 mins.	Red
6	Buntingford South and West (A)	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 11.9km]; • Stevenage [approx distance 13.0km]; • Ware [approx distance 15.4km]; and • Bishop's Stortford [approx distance 16.1km]. Bus journeys over 15 mins.	Red
	Buntingford South and West (B)	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 12.5km]; • Stevenage [approx distance 13.3km]; • Ware [approx distance 14.8km]; and • Bishop's Stortford [approx distance 15.4km]. Bus journeys over 15 mins.	Red
	Buntingford South and West (C)	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 13.0km]; • Stevenage [approx distance 13.8km]; • Ware [approx distance 14.3km]; and • Bishop's Stortford [approx distance 14.5km]. Bus journeys over 15 mins.	Red
7	Buntingford North (A)	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 11.0km]; • Stevenage [approx distance 13.6km]; • Ware [approx distance 16.3km]; and • Bishop's Stortford [approx distance 16.4km]. Bus journeys over 15 mins.	Red
	Buntingford North (B)	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 10.9km]; 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> • Stevenage [approx distance 14.0km]; • Bishop's Stortford [approx distance 16.2km]; and • Ware [approx distance 16.3km]. Bus journeys over 15 mins.	
8	Buntingford North-East (A)	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 11.3km]; • Stevenage [approx distance 14.4km]; • Bishop's Stortford [approx distance 15.5km]; and • Ware [approx distance 16.0km]. Bus journeys over 15 mins.	Red
	Buntingford North-East (B)	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 11.7km]; • Stevenage [approx distance 14.5km]; • Bishop's Stortford [approx distance 15.1km]; and • Ware [approx distance 15.7km]. Bus journeys over 15 mins.	Red
9	Buntingford East	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Royston [approx distance 12.5km]; • Stevenage [approx distance 14.4km]; • Bishop's Stortford [approx distance 14.5km]; and • Ware [approx distance 15.0km]. Bus journeys over 15 mins.	Red
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Stations located at: <ul style="list-style-type: none"> • Hertford East [approx distance between 0km and 2.7km]; and • Hertford North [approx distance between 0km and 3.5km]. Peak time bus journeys likely to be achievable to at least one station within 15 mins.	Green
11	Hertford West (A)	Stations located at: <ul style="list-style-type: none"> • Hertford North [approx distance 1.5km]; • Hertford East [approx distance 2.7km]; and • Welwyn North [approx distance 5.8km]. Peak time bus journeys likely to be achievable to at least one station within 15 mins.	Green
	Hertford West (B)	Stations located at: <ul style="list-style-type: none"> • Hertford North [approx distance 1.5km]; 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> • Hertford East [approx distance 2.8km]; and • Welwyn North [approx distance 6.1km]. Peak time bus journeys likely to be achievable to at least one station within 15 mins.	
12	Hertford North (A)	Stations located at: <ul style="list-style-type: none"> • Hertford North [approx distance 2.0km]; and • Hertford East [approx distance 2.7km]. Peak time bus journeys likely to be achievable to at least one station within 15 mins.	Green
	Hertford North (B)	Stations located at: <ul style="list-style-type: none"> • Hertford North [approx distance 1.7km]; and • Hertford East [approx distance 2.1km]. Peak time bus journeys likely to be achievable to at least one station within 15 mins.	Green
	Hertford North (C)	Stations located at: <ul style="list-style-type: none"> • Hertford East [approx distance 1.7km]; and • Hertford North [approx distance 1.9km]. Peak time bus journeys likely to be achievable to at least one station within 15 mins.	Green
13	Hertford South (A)	Stations located at: <ul style="list-style-type: none"> • Hertford North [approx distance 2.2km]; • Bayford [approx distance 2.4km]; • Hertford East [approx distance 2.6km]; and • Ware [approx distance 5.4km]. No bus service available to Bayford or either of the Hertford stations. Peak time bus journeys to Ware Station over 15 mins.	Red
	Hertford South (B)	Stations located at: <ul style="list-style-type: none"> • Hertford East [approx distance 2.1km]; • Hertford North [approx distance 2.1km]; and • Bayford [approx distance 2.6km]. No peak time bus service to station/s available and unlikely to increase.	Red
	Hertford South (C)	Stations located at: <ul style="list-style-type: none"> • Hertford East [approx distance 1.7km]; • Hertford North [approx distance 2.5km]; and 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> • Bayford [approx distance 3.8km]. No peak time bus service to station/s available and unlikely to increase.	
	Hertford South (D)	Stations located at: <ul style="list-style-type: none"> • Hertford East [approx distance 2.3km]; • Hertford North [approx distance 3.8km]; and • Bayford [approx distance 5.3km]. No peak time bus service to station/s available and unlikely to increase.	Red
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Stations located at: <ul style="list-style-type: none"> • Sawbridgeworth [approx distance between 0.2km and 2.8km]; and • Harlow Mill [approx distance 2.5km]. No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	Green
15	Sawbridgeworth South-West (A)	Stations located at: <ul style="list-style-type: none"> • Harlow Mill [approx distance 1.4km]; and • Sawbridgeworth [approx distance 2.6km]. No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	Green
	Sawbridgeworth South-West (B)	Stations located at: <ul style="list-style-type: none"> • Harlow Mill [approx distance 0.9km]; and • Sawbridgeworth [approx distance 2.6km]. No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	Green
16	Sawbridgeworth West (A)	Stations located at: <ul style="list-style-type: none"> • Sawbridgeworth [approx distance 1.4km]; and 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> • Harlow Mill [approx distance 3.3km]. No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	Green
	Sawbridgeworth West (B)	Stations located at: <ul style="list-style-type: none"> • Sawbridgeworth [approx distance 1.6km]; and • Harlow Mill [approx distance 2.5km]. No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	
17	Sawbridgeworth North (A)	Stations located at: <ul style="list-style-type: none"> • Sawbridgeworth [approx distance 1.4km]; and • Harlow Mill [approx distance 4.0km]. No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	Green
	Sawbridgeworth North (B)	Stations located at: <ul style="list-style-type: none"> • Sawbridgeworth [approx distance 0.8km]; and • Harlow Mill [approx distance 3.8km]. Eastern section of area would be considerably more accessible to the station as it lies in very close proximity. No peak time bus service to Sawbridgeworth station available and unlikely to increase. However, peak time bus journeys along A1184 to Harlow Mill station likely to be achievable within 15 mins.	Green
	Sawbridgeworth North (C)	Stations located at: <ul style="list-style-type: none"> • Sawbridgeworth [approx distance 0.4km]; and • Harlow Mill [approx distance 3.6km]. Station lies in very close proximity. No peak time bus service to stations available and unlikely to increase.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Station located at: <ul style="list-style-type: none"> Ware [approx distance between 0km and 1.8km]. Peak time bus journeys to station likely to be achievable within 15 mins.	Green
19	Ware North (A)	Station located at: <ul style="list-style-type: none"> Ware [approx distance 1.9km]. Peak time bus journeys to station likely to be achievable within 15 mins.	Green
	Ware North (B)	Station located at: <ul style="list-style-type: none"> Ware [approx distance 1.7km]. Peak time bus journeys to station likely to be achievable within 15 mins.	Green
20	Ware East (A)	Station located at: <ul style="list-style-type: none"> Ware [approx distance 1.5km]. Peak time bus journeys to station may potentially not be available.	Green
	Ware East (B)	Station located at: <ul style="list-style-type: none"> Ware [approx distance 1.3km]. Peak time bus journeys to station may potentially not be available from northern part of this area of search.	Green
21	Ware South-East (A)	Station located at: <ul style="list-style-type: none"> Ware [approx distance 0.8km]. Peak time bus journeys to station may potentially not be available from southern part of this area of search.	Green
	Ware South-East (B)	Station located at: <ul style="list-style-type: none"> Ware [approx distance 1.0km]. Peak time bus journeys to station likely to be achievable within 15 mins.	Green
22	Ware South-West	Station located at: <ul style="list-style-type: none"> Ware [approx distance 0.9km]. Peak time bus journeys to station unlikely to be available.	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	No rail provision. Nearest stations: <ul style="list-style-type: none"> Knebworth [approx distance 3.4km]; Stevenage [approx distance 4.1km]; and Watton-at-Stone [approx distance 4.2km]. Peak time bus journeys to Stevenage	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		station over 15 mins. No peak time service to any other station.	
24	Bayford	Station located at: <ul style="list-style-type: none"> • Bayford [approx distance 0.5km]. N.B. No peak time bus service to station available and unlikely to increase.	Green
25	Benington	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Watton-at-Stone [approx distance 4.6km]; and • Stevenage [approx distance 6.6km]. Bus journeys to Stevenage and Ware stations over 15 mins. No bus service to Watton-at-Stone.	Red
26	Birch Green	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Bayford [approx distance 3.9km]; • Hertford North [approx distance 2.7km]; and • Hertford East [approx distance 3.9km]. • <i>*Welwyn Garden City [approx distance 5.5km]; and</i> • <i>*Welwyn North [approx distance 6.1km].</i> One peak time am bus (service 388) available to Hertford North; however, last return leaves station at 18:05. No bus service to either Hertford East or Bayford. (<i>*N.B. Off-peak, in addition to Hertford North, 388 bus also serves Welwyn North and Welwyn Garden City stations over 15 min journey time).</i>	Red
27	Braughing	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Bishop's Stortford [approx distance 10.4km]; • Ware [approx distance between 11.1km]; • Stevenage [approx distance 16.2km]; and • Royston [approx distance 16.7km]. Peak time bus journeys to Royston and Ware stations over 15 mins. No peak time bus service to Bishop's Stortford station available and unlikely to increase. No bus service to Stevenage station.	Red
28	Brickendon	Station located at: <ul style="list-style-type: none"> • Bayford [approx distance 0.8km]. N.B. No peak time bus service to station available and unlikely to increase.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
29	Buckland	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Royston [approx distance 7.5km] • Stevenage [approx distance 15.6km]; • Bishop's Stortford [approx distance 18.6km]; and • Ware [approx distance 19.7km]. <p>Peak time bus journeys to Royston and Ware stations over 15 mins. Only once weekly return service to Bishop's Stortford station over 15 mins. No bus service to Stevenage.</p>	Red
30	Cole Green	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Hertford North [approx distance 3.7km]; • Bayford [approx distance 4.5km]; and • Hertford East [approx distance 5.0km]. • <i>*Welwyn Garden City [approx distance 4.5km]; and</i> • <i>*Welwyn North [approx distance 5.4km].</i> <p>One peak time am bus (service 388) available to Hertford North; however, last return leaves station at 18:05. No bus service to either Hertford East or Bayford. (<i>*N.B. Off-peak, in addition to Hertford North, 388 bus also serves Welwyn North and Welwyn Garden City stations over 15 min journey time).</i></p>	Red
31	Colliers End	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Ware [approx distance 6.8km]; • Bishop's Stortford [approx distance 12.1 km]; and • Stevenage [approx distance 14.0km]. <p>Peak time bus journeys to Ware station likely to be achievable within 15 mins. No bus service to either Bishop's Stortford or Stevenage.</p>	Green
32	Cottered	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Stevenage [approx distance 10.0km]; and • Royston [approx distance 12.5km]. <p>Peak time bus journeys to Stevenage station over 15 mins. No bus service to Royston.</p>	Red
33	Dane End	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Watton-at-Stone [approx distance 4.4km]; • Ware [approx distance 7.9km]; 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> • Hertford North [approx distance 8.7km]; and • Stevenage [approx distance 10.3km]. Peak time bus journeys to Ware and Stevenage stations over 15 mins. No bus service to Hertford North or Watton-at-Stone.	
34	Datchworth	No rail provision. Nearest station: <ul style="list-style-type: none"> • Knebworth [approx distance 2.6km]; • Watton-at-Stone [approx distance 2.7km]; • Welwyn North [approx distance 4.0km]; • Stevenage [approx distance 6.4km]; and • Hertford North [approx distance 7.5km]. Single am peak time bus journey to Welwyn North and Hertford North stations exists; however, this is predominantly a schools' service with the return leg reaching Datchworth at 17:05 and both journeys over 15 mins. No peak time bus service to any other stations available and unlikely to increase.	Red
35	Furneux Pelham	No rail provision. Nearest station: <ul style="list-style-type: none"> • Bishop's Stortford [approx distance 9.1km]. No peak time bus service to station available and unlikely to increase.	Red
36	Great Amwell	No rail provision, but in close proximity to St Margarets and Ware. Nearest stations: <ul style="list-style-type: none"> • St Margarets [approx distance 1.4km]; and • Ware [approx distance 1.8km]. Peak time bus journeys to both Ware and St Margarets stations likely to be achievable within 15 mins.	Green
37	Hadham Ford	No rail provision. Nearest station: <ul style="list-style-type: none"> • Bishop's Stortford [approx distance 5.7km]; • Ware [approx distance 10.9km]; and • St Margarets [approx distance 11.4km]. Peak time bus journeys to Bishop's Stortford, St Margarets and Ware stations over 15 mins.	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
38	Hertford Heath	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Hertford East [approx distance 2.77km]; • Ware [approx distance 2.9km]; and • Broxbourne [approx distance 4.6km]. <p>Remote location for sustainable links to stations. One bus service to Broxbourne Station exists; however, this only offers one am peak call and no return service after 17:39. No other peak time bus service to any other station available and unlikely to increase.</p>	Red
39	Hertingfordbury	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Bayford [approx distance 3.7km]; • Hertford North [approx distance 1.4km]; and • Hertford East [approx distance 2.5km]. • <i>*Welwyn Garden City [approx distance 6.7km]; and</i> • <i>*Welwyn North [approx distance 6.9km].</i> <p>One peak time am bus (service 388) available to Hertford North; however, last return leaves station at 18:05. No bus service to either Hertford East or Bayford. (<i>*N.B. Off-peak, in addition to Hertford North, 388 bus also serves Welwyn North and Welwyn Garden City stations over 15 min journey time).</i></p>	Red
40	High Cross	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Ware [approx distance 4.6km]; and • Stevenage [approx distance 14.1km]. <p>Peak time bus journeys to Ware station likely to be achievable within 15 mins. No bus service to Stevenage.</p>	Green
41	High Wych	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Harlow Mill [approx distance 2.1km] • Sawbridgeworth [approx distance 2.7km]; and • Harlow Town [approx distance 3.6km]. <p>No peak time bus service to any station available and unlikely to increase.</p>	Red
42	Hunsdon	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Harlow Town [approx distance 4.2km]; • St Margarets [approx distance 4.4km] • Ware [approx distance 5.7km] • Harlow Mill [approx distance 5.8km]; 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		<ul style="list-style-type: none"> • Sawbridgeworth [approx distance 7.3km]; and • Bishop's Stortford [approx distance 9.9km]. <p>Peak time bus journeys to Harlow Town and St Margarets stations likely to be achievable within 15 mins. Bus journeys to Bishop's Stortford and Ware stations over 15 mins. No bus services to either Harlow Mill or Sawbridgeworth stations.</p>	Green
43	Letty Green	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Bayford [approx distance 3.7km]; • Hertford North [approx distance 3.6km]; • Hertford East [approx distance 4.7km]; • Welwyn Garden City [approx distance 5.3km]; and • Welwyn North [approx distance 6.2km]. <p>No peak time bus service to stations available and unlikely to increase.</p>	Red
44	Little Hadham	<p>No rail provision. Nearest station:</p> <ul style="list-style-type: none"> • Bishop's Stortford [approx distance 5.4km] • Ware [approx distance 12.0km] • St Margarets [approx distance 12.5km]. <p>Peak time bus journeys to Bishop's Stortford, St Margarets and Ware stations over 15 mins.</p>	Red
45	Much Hadham	<p>No rail provision. Nearest station:</p> <ul style="list-style-type: none"> • Bishop's Stortford [approx distance 6.7km] • Ware [approx distance 8.3km] • St Margarets [approx distance 8.5km]. <p>Peak time bus journeys to Bishop's Stortford, St Margarets and Ware stations over 15 mins.</p>	Red
46	Puckeridge	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Ware [approx distance 9.5km]; • Bishop's Stortford [approx distance 10.3km]; and • Stevenage [approx distance 15.6km]. <p>Peak time bus journeys to Bishop's Stortford, Stevenage and Ware stations over 15 mins.</p>	Red
47	Spellbrook	<p>No rail provision. Nearest station:</p> <ul style="list-style-type: none"> • Bishop's Stortford [approx distance between 3.2km]. 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		Peak time bus journeys to Bishop's Stortford station likely to be achievable within 15 mins.	
48	Standon	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Ware [approx distance 9.2km]; • Bishop's Stortford [approx distance between 9.5km]; and • Stevenage [approx distance 16.4km]. Peak time bus journeys to Bishop's Stortford, Stevenage and Ware stations over 15 mins.	Red
49	Stanstead Abbots & St Margarets	<ul style="list-style-type: none"> • St Margarets [approx distance between 0km & 1.1km] 	Green
50	Stapleford	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Watton-at-Stone [approx distance 2.7km]; and • Hertford North [approx distance 4.1km]. Peak time bus journeys to Watton-at-Stone and Hertford North stations likely to be achievable within 15 mins.	Green
51	Tewin	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Welwyn North [approx distance 2.6km]; • Welwyn Garden City [approx distance 3.8km]; and • Hertford North [approx distance 4.8km]. No peak time bus service to stations available and unlikely to increase.	Red
52	Thundridge	No rail provision. Nearest station: <ul style="list-style-type: none"> • Ware [approx distance 3.0km]. Peak time bus journeys to Ware station likely to be achievable within 15 mins.	Green
53	Tonwell	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Ware [approx distance 4.1km]; • Hertford East [approx distance 4.3km]; • Watton-at Stone [approx distance 4.4km]; and • Hertford North [approx distance 4.7km]. Peak time bus journeys to Ware station likely to be achievable within 15 mins. Off peak time bus journeys to Watton-at-Stone station likely to be achievable within 15 mins. No bus service to either Hertford East or Hertford North stations.	Green
54	Wadesmill	No rail provision. Nearest station: <ul style="list-style-type: none"> • Ware [approx distance 3.6km]. Peak time bus journeys to Ware station likely to be achievable within 15 mins.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
55	Walkern	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Stevenage [approx distance 5.8km]; and • Watton-at-Stone [approx distance 7.1km]. One outward and two return peak time bus journeys to Stevenage station likely to be achievable within 15 mins. No bus service to Watton-at-Stone station.	Green
56	Waterford	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Hertford North [approx distance 2.1km]; and • Watton-at-Stone [approx distance 4.7km]. Peak time bus journeys to Watton-at-Stone and Hertford North stations likely to be achievable within 15 mins.	Green
57	Watton-at-Stone	<ul style="list-style-type: none"> • Watton-at-Stone [approx distance between 0km & 1.0km]. 	Green
58	Westmill	No rail provision. Nearest stations: <ul style="list-style-type: none"> • Ware [approx distance 13.1km]; • Stevenage [approx distance 13.7km]; • Bishop's Stortford [approx distance 13.7km]; and • Royston [approx distance 14.3km]. No peak time bus service to stations available and unlikely to increase.	Red
59	Widford	No rail provision. Nearest station: <ul style="list-style-type: none"> • Harlow Town [approx distance 5.3km]; • St Margarets [approx distance 5.5km]; • Ware [approx distance 6.2km]; • Harlow Mill [approx distance 6.3km]; • Sawbridgeworth [approx distance 7.1km]; and • Bishop's Stortford [approx distance 8.9km]. Peak time bus journeys to St Margarets station likely to be achievable within 15 mins.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	<ul style="list-style-type: none"> • Stevenage [approx distance 4.1km]. Existing peak time bus service from Poplars/Chells Manor area (utilising Gresley Way) involves journey time to Stevenage station over 15 mins. Depending on level of development in this area, critical mass	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		could be enough to extend services and allow improved journey times to the station.	
61	East of Welwyn Garden City	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Welwyn Garden City [approx distance 3.4km]; • Welwyn North [approx distance 4.4km]; • Hertford North [approx distance 4.5km]; • Bayford [approx distance 5.6km]; and • Hertford East [approx distance 5.8km]. <p>While no bus service currently stops within the vicinity it is likely that additional stopping of the 388 service could result in peak time bus journeys to Hertford North station likely to be achievable within 15 mins.</p>	Amber
62	North of Harlow (A)	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Harlow Town [approx distance 3.4km]; • Harlow Mill [approx distance 4.4km]; and • Sawbridgeworth [approx distance 5.9km] <p>Depending on area developed & proximity to Harlow, could potentially have relatively close access. The majority of the area is currently remote in terms of passenger transport access. However, due to the size and development potential of the overall search area, bus services would be likely to operate to one or more stations to provide peak time bus journeys that would be likely to be achievable within 15 mins.</p>	Amber
	North of Harlow (B)	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Harlow Town [approx distance 1.4km]*; • Harlow Mill [approx distance 3.2km]; and • Sawbridgeworth [approx distance 5.6km] <p>Depending on area developed & proximity to Harlow, could potentially have relatively close access. The majority of the area is currently remote in terms of passenger transport access. However, due to the size and development potential of the overall search area, bus services would be likely to operate to one or more stations to provide peak time bus journeys that would be likely to be achievable within 15 mins.</p> <p>*N.B. While station within 1.6km criterion,</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		rail line and river present physical barriers to access.	
	North of Harlow (C)	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Harlow Town [approx distance 0.5km]*; • Harlow Mill [approx distance 2.3km]; and • Sawbridgeworth [approx distance 5.4km] <p>Depending on area developed & proximity to Harlow, could potentially have relatively close access. The majority of the area is currently remote in terms of passenger transport access. However, due to the size and development potential of the overall search area, bus services would be likely to operate to one or more stations to provide peak time bus journeys that would be likely to be achievable within 15 mins.</p> <p>*N.B. While station within 1.6km criterion, rail line and river present physical barriers to access.</p>	Amber
63	North of Hoddesdon	<p>No rail provision, but in close proximity to nearest station:</p> <ul style="list-style-type: none"> • St Margarets [approx distance 1.0km]*; • Rye House [approx distance 2.0km]; and • Broxbourne [approx distance 4.1km] <p>While no bus service currently stops within the vicinity it is likely that additional stopping of the existing services could result in peak time bus journeys to St Margarets or Broxbourne stations likely to be achievable within 15 mins.</p> <p>*N.B. While station within 1.6km criterion, A414 and Amwell Roundabout present physical barriers to access.</p>	Amber
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Royston [approx distance 8.7km]; • Stevenage [approx distance 15.2km]; • Ware [approx distance 18.6km]; and • Bishop's Stortford [approx distance 17.6km]. <p>Peak time bus journeys to stations likely to be over 15 mins.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
65	A10 Corridor - Central	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Ware [approx distance 8.3km]; • Bishop's Stortford [approx distance 12.5km]; and • Stevenage [approx distance 13.4km]. <p>Depending on location of development, existing bus service (331) may be able to allow for peak time bus journeys to Ware station that would be likely to be achievable within 15 mins.</p>	Amber
66	A120 Corridor	<p>No rail provision. Nearest station:</p> <ul style="list-style-type: none"> • Bishop's Stortford [approx distance 6.2km]. <p>Peak time bus journeys to station likely to be over 15 mins.</p>	Red
67	A507 Corridor	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Royston [approx distance 12.1km]; • Stevenage [approx distance 11.0km]; • Ware [approx distance 15.8km]; and • Bishop's Stortford [approx distance 18.4km]. <p>Peak time bus journeys to stations over 15 mins.</p>	Red
68	A602 Corridor	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Ware [approx distance 6.5km] • Watton-at Stone [approx distance 1.7km]; • Hertford North [approx distance 5.2km]; • Hertford East [approx distance 5.6km] • Knebworth [approx distance 6.4km]; • Stevenage [approx distance 9.6km]; <p>Depending on location of development, existing bus services may be able to allow for peak time bus journeys to one or more stations that would be likely to be achievable within 15 mins.</p>	Amber
69	Hunsdon Area	<p>No rail provision. Nearest stations:</p> <ul style="list-style-type: none"> • Harlow Town [approx distance 1.9km]; • Harlow Mill [approx distance 3.5km]; • St Margarets [approx distance 5.8km]; and • Sawbridgeworth [approx distance 5.8km]. <p>Depending on area developed, could potentially have relatively close access to one or more stations. The majority of the area is currently remote in terms of</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Access to Rail Services	Traffic Light
		passenger transport access. However, due to the size and development potential of the overall search area, bus services would be likely to operate to one or more stations to provide peak time bus journeys that would be likely to be achievable within 15 mins.	

9. Waste Water Impact

Justification

“Local planning authorities should work with other authorities and providers to: assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and its ability to meet forecast demands” (draft NPPF paragraph 31).

Sources of Information

- Thames Water Utilities Ltd
- Rye Meads Water Cycle Strategy (2009)

Assessment Criteria

- **Network (pipe) upgrade requirements:** requirements are greater where there is no existing network, where the network is insufficient for a large volume of development, for example at the head of a catchment where pipes are smaller;
- **Treatment Works upgrade requirements:** this assessment refers to treatment works outside the Rye Meads catchment. Capacity issues at Rye Meads are addressed in *Step 5: Scenario Testing*;
- **Community impact:** this includes odour in the vicinity of a treatment works; and disruption caused by digging up roads to lay pipes. There is less disruption from laying pipes across a road than from laying pipes along the length of a road;
- **Economic viability:** a function of the scale of a development proposal in relation to the scale of infrastructure required. A small development with a substantial infrastructure requirement will score less well than a large proposal with a large infrastructure requirement;
- **Environmental constraints:** any impacts on designated wildlife habitats or involving work across wide areas of floodplain, where many trunk sewers are located because of the gravity-based nature of the sewerage network. Problems of storm drainage resulting in surface water flooding are also included under this criterion.

Red	Negative impact in relation to several of the above criteria; or severe impact resulting from a small number of criteria.
Amber	Some negative impacts, but these are surmountable.
Green	Few negative impacts, highly feasible.

General comments

Waste water is both a strategic and a local issue. *Step 2: Strategic Overviews* examines the Rye Meads Treatment Works issue. The assessment here indicates which treatment works each site option might drain to. An assessment of the cumulative impacts of development on Rye Meads is included in *Step 5: Scenario Testing*. This also looks at the effect of growth from East Herts and the neighbouring Districts and Boroughs of North Herts, Welwyn Hatfield, Harlow, Broxbourne and Stevenage. Thames Water commented that the scale of each upgrade needs to be considered in terms of their financial viability. It may be more appropriate to focus the growth on a small number of specific sites where the cost of the upgrades then becomes economic. This will also be assessed in *Step 5: Scenario Testing*.

Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except for Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Bishops Stortford treatment works. Would require investigation of network upgrades.	Green
2	Bishop's Stortford North (A)	Bishops Stortford treatment works. Existing capacity at the treatment works. Network upgrades identified and planned, utilising a pumping station at Bishop's Park.	Green
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	Bishops Stortford treatment works. Would require investigation of network upgrades.	Green
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Bishops Stortford treatment works. Existing capacity at the treatment works. Would require a new direct connection to the trunk sewer.	Green
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Buntingford treatment works. Treatment works upgrades required. Potential disruption to the High Street, depending on the location. Would require investigation.	Red
6	Buntingford South and West (A)	Buntingford treatment works. Treatment works upgrades required. Could be served by a gravity sewer along the bypass.	Green
	Buntingford South and West (B)	Buntingford treatment works. Treatment works upgrades required. Near the treatment works and could be odour issues in parts of the area. A buffer could help to alleviate this.	Amber
	Buntingford South and West (C)	Buntingford treatment works. Treatment works upgrades required. Local network upgrades required.	Green
7	Buntingford North (A)	Buntingford treatment works. Treatment works upgrades required. Major sewer upgrades would be required. A gravity-based sewer would involve digging up the High Street. An alternative, but more	Red
	Buntingford North (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		expensive, option, would be a pumping station and a new sewer alongside the A10 bypass.	
8	Buntingford North-East (A)	Buntingford treatment works. Treatment works upgrades required. Further from the treatment works, but a larger quantity of development to the east, perhaps including area 9, would make this more viable.	Amber
	Buntingford North-East (B)		
9	Buntingford East	Buntingford treatment works. Treatment works upgrades required. Further from the treatment works, but a larger quantity of development to the east, perhaps including area 8, would make this more viable.	Amber
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Rye Meads treatment works. Local upgrades are likely to be required.	Green
11	Hertford West (A)	Rye Meads treatment works. Local upgrades are likely to be required.	Green
	Hertford West (B)		
12	Hertford North (A)	Rye Meads treatment works. A new direct connection to the trunk sewer (adjacent to the River Lea) would be required. Achievable but could be costly due to distance.	Amber
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	Rye Meads treatment works. Would need independent connection into the Mimram trunk sewer.	Amber
	Hertford South (B)	Rye Meads treatment works. Up to 500 dwellings could be accommodated without significant disruption and would be reasonably viable. For a higher number of dwellings the required upgrade would extend into the town centre and would be highly disruptive.	Amber
	Hertford South (C)		
	Hertford South (D)	Rye Meads treatment works. Would need independent connection running between Hertford and Ware to join the Hertford trunk sewer.	Amber
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Rye Meads treatment works. A major sewer upgrade would be required but would be costly and involve	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		considerable disruption in passing through the existing settlement to reach the trunk sewer at the Stort corridor. Environmental constraints reaching the trunk sewer through the Stort flood plain. Not likely to be viable at lower levels of development.	
15	Sawbridgeworth South-West (A)	Rye Meads treatment works. Direct connection to the Harlow trunk sewer is possible.	Amber
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Rye Meads treatment works. A major sewer upgrade would be required but would be costly and involve considerable disruption in passing through the existing settlement to reach the trunk sewer at the Stort corridor. Environmental constraints reaching the trunk sewer through the Stort flood plain. Not likely to be viable at lower levels of development.	Red
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	Rye Meads treatment works. Located at the head of the Rye Meads network, pipes are of small diameter and would not have capacity. Environmental constraints reaching the trunk sewer through the Stort flood plain. Not likely to be viable at lower levels of development.	Red
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Rye Meads treatment works. Impact would depend on where the development is located within the built-up area.	Amber
19	Ware North (A)	Rye Meads treatment works. Two alternative options. Firstly, a gravity-based system would involve digging up Ware High Street to reach the trunk sewer. This would be very disruptive. Secondly, a pumping station combined with a new sewer to the east would involve less disruption but would be very expensive. Would be more viable if brought forward together with development to the east of Ware.	Red
	Ware North (B)		
20	Ware East (A)	Rye Meads treatment works. For the sewerage system a new direct connection to the trunk sewer adjacent to the River Lee would be required. The trunk sewer lies to the north of the flood plain and	Green
	Ware East (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		there are no major environmental constraints.	
21	Ware South-East (A)	Rye Meads treatment works. New direct connection to the trunk sewer would be required, but would need to be pumped across the flood plain.	Amber
	Ware South-East (B)		
22	Ware South-West	Rye Meads treatment works. Local sewerage upgrades required.	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Rye Meads treatment works. Local sewerage upgrades required.	Green
24	Bayford	Rye Meads treatment works. Local sewerage upgrades required.	Green
25	Benington	Rye Meads treatment works. Local sewerage upgrades required.	Green
26	Birch Green	Rye Meads treatment works. Local sewerage upgrades required.	Green
27	Braughing	Dassels treatment works. Local sewerage upgrades required.	Green
28	Brickendon	Brickendon treatment works. Local sewerage upgrades required.	Green
29	Buckland	Buntingford treatment works. Local sewerage upgrades required.	Green
30	Cole Green	Rye Meads treatment works. Local sewerage upgrades required.	Green
31	Colliers End	Standon treatment works. Local sewerage upgrades required.	Green
32	Cottered	Cottered treatment works. Current treatment issues	Amber
33	Dane End	Dane End treatment works. Local sewerage upgrades required.	Green
34	Datchworth	Rye Meads treatment works. Local sewerage upgrades required.	Green
35	Furneux Pelham	Furneux Pelham (Barleycroft End) treatment works. Local sewerage upgrades required.	Green
36	Great Amwell	Rye Meads treatment works. Local sewerage upgrades required.	Green
37	Hadham Ford	Widford treatment works. Local sewerage upgrades required.	Green
38	Hertford Heath	Rye Meads treatment works. Local sewerage upgrades required.	Green
39	Hertingfordbury	Rye Meads treatment works. Local sewerage upgrades required.	Green
40	High Cross	Rye Meads treatment works. Local sewerage upgrades required.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
41	High Wych	Rye Meads treatment works. Local sewerage upgrades required.	Green
42	Hunsdon	Rye Meads treatment works. Local sewerage upgrades required.	Green
43	Letty Green	Rye Meads treatment works. Local sewerage upgrades required.	Green
44	Little Hadham	Widford treatment works. Local sewerage upgrades required.	Green
45	Much Hadham	Widford treatment works. Local sewerage upgrades required.	Green
46	Puckeridge	Standon treatment works. Local sewerage upgrades required.	Green
47	Spellbrook	Bishop's Stortford treatment works. Local sewerage upgrades required.	Green
48	Standon	Standon treatment works. Local sewerage upgrades required.	Green
49	Stanstead Abbots & St Margarets	Rye Meads treatment works. Local sewerage upgrades required.	Green
50	Stapleford	Rye Meads treatment works. Local sewerage upgrades required.	Green
51	Tewin	Rye Meads treatment works. Local sewerage upgrades required.	Green
52	Thundridge	Rye Meads treatment works. Local sewerage upgrades required.	Green
53	Tonwell	Chapmore End Treatment works. Local sewerage upgrades required.	Green
54	Wadesmill	Rye Meads treatment works. Local sewerage upgrades required.	Green
55	Walkern	Rye Meads treatment works. Local sewerage upgrades required.	Green
56	Waterford	Rye Meads treatment works. Local sewerage upgrades required.	Green
57	Watton-at-Stone	Rye Meads treatment works. Local sewerage upgrades required.	Green
58	Westmill	Buntingford treatment works. Local sewerage upgrades required.	Green
59	Widford	Widford treatment works. Local sewerage upgrades required.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Rye Meads treatment works. The sewer runs along Gresley Way and is probably big enough. However, further development could exacerbate existing localised flooding concerns further south following heavy rain. The trunk sewer around Watton-at-Stone is at full capacity and would require expensive	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		upgrades, possibly involving a new trunk sewer on the other side of the railway line. This would be more financially viable if development west and north of Stevenage goes ahead. However, at present there is considerable uncertainty about development plans around Stevenage.	
61	East of Welwyn Garden City	Rye Meads treatment works. For the sewerage system a new direct connection to the Southern Outfall sewer at Welwyn Garden City will be required. The sewers in this area were built with excess capacity in expectation of future development.	Green
62	North of Harlow (A) North of Harlow (B) North of Harlow (C)	Rye Meads treatment works. Trunk sewer upgrades expensive but will be needed for proposed growth within Harlow in any case, so the additional development would make it more viable.	Amber
63	North of Hoddesdon	Rye Meads treatment works. For the sewerage system a new direct connection to the treatment works is likely to be required. Environmental constraints in terms of local habitats at Rye Meads and crossing a wide reach of flood plain.	Red
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Located at the watershed so there are no rivers or watercourses of sufficient size to accommodate discharge from any new treatment works in this area. Would require very expensive engineering to connect to the south, probably to Rye Meads treatment works since the River Rib channel at Buntingford is unlikely to be able to accommodate discharge.	Red
65	A10 Corridor - Central	The River Rib is unlikely to be able to accommodate the discharge from a new treatment works to serve this scale of development.	Red
66	A120 Corridor	Widford treatment works. Would drain to Widford treatment works which would require a substantial upgrade and potentially a change of treatment process. If draining to Widford significant sewer upgrades would be required due to the long distances between the village of	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Waste Water Impact	Traffic Light
		<p>Little Hadham and Widford treatment works. This is unrealistic unless a new works is proposed.</p> <p>A new local treatment works would be a more appropriate solution, but the Environment Agency may have serious concerns regarding a new effluent discharge consent for the new works as it would be discharging to a "dry" watercourse.</p> <p>At lower levels of development such expensive infrastructure is likely to be unviable.</p>	
67	A507 Corridor	<p>Located at the watershed there are no rivers or watercourses channels of sufficient size to accommodate discharge from any new treatment works in this area. Would require a very expensive engineering solution.</p>	Red
68	A602 Corridor	<p>The Rye Meads Water Cycle Strategy suggested that a new treatment works on the Beane upstream from Watton-at-Stone could provide capacity for Stevenage and discharge would have the beneficial effect of raising the flow levels on the river. However, this proposal has not yet been thoroughly investigated and would need substantial further work on feasibility and viability.</p>	Amber
69	Hunsdon Area	<p>Rye Meads treatment works. Trunk sewer upgrades expensive but will be needed for proposed growth within Harlow in any case, so the additional development would make it more viable.</p>	Amber

Draft Topic Assessments

10. Flood Risk

Justification

Planning should “avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere” (draft NPPF paragraph 148).

“Local Plans must be supported by strategic flood risk assessment and develop policies to manage flood risk, taking account of advice from the Environment Agency” (draft NPPF paragraph 155).

Sources of information

- East Herts Council Strategic Flood Risk Assessment (SFRA)
- Flood Zone modelling (Environment Agency)
- Surface Map for Flood Water (Environment Agency)

Assessment Criteria

- **Modelled Flood Zones 2 and 3:** hydrological surveys have been carried out on all the district’s rivers. A 20% allowance for climate change has been added to this in accordance with national requirements;
- **Flood Map for Surface Water:** shows areas where surface water would be expected to flow or pond. The areas at risk of flooding are displayed in two bands showing a) surface water flooding and b) areas of deeper surface water flooding.

Flood Zone	Definition	Probability of Flooding
1	Greater than 1 in 1000 year flood risk.	Low
2	Between 1 in 100 and 1 in 1000 year flood risk.	Medium
3a	1 in 100 year flood risk	High
3b	1 in 20 year flood risk	Functional floodplain

Red	Areas with a substantial amount of land within Flood Zones 2 and 3, and/or areas at risk of deep surface water flooding.
Amber	Areas with some land within Flood Zones 2 and 3, and/or areas with some risk of deep surface water flooding.
Green	Areas with little or no land within Flood Zones 2 and 3, and with no/little risk of deep surface water flooding.

A ‘green’ rating does not mean that no further consideration of flood risk should be made, in the event that the area, or part of it, is eventually brought forward for development. On-site attenuation measures will be required at all development sites.

A ‘red’ rating does not mean that all of the area is necessarily undevelopable, but that there may be available areas at a lower risk of flooding which are sequentially preferable.

Draft Topic Assessments

General Comments

The overall aim of the assessment is to ensure that development is located in areas at lowest risk of flooding. The sequential approach should be taken where flood risk is identified. Tables D2 and D3 of Planning Policy Statement 25: Development and Flood Risk (PPS25) should be used to ensure that development is compatible with the flood zone in which it is situated.

All planning applications at sites over one hectare in size will need to be accompanied by a detailed surface water drainage scheme. Sustainable Urban Drainage Systems (SUDS) will need to be considered at the design and layout stage to ensure the most sustainable options are incorporated, linked to Green Infrastructure provision where feasible. Applications should also be accompanied by a comprehensive sustainable drainage strategy appropriate to the site location.

No.	Areas of Search	Assessment of Flood Risk	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except for Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Flood Zone 2 is quite wide along the Stort, and affects most of both the Mill Site and the Goods Yard. Surface water flooding extends the area of potential concern. Most of the rest of the town is on higher ground away from the river and is unlikely to be affected by river flooding, and would therefore be green. However, there are a number of potential areas of surface water flood risk.	Amber
2	Bishop's Stortford North (A)	No Flood Zone 2 or 3. However, there is risk of deep surface water flooding at the road to Wickham Hall where it passes under the bypass.	Green
	Bishop's Stortford North (B)	At Bourne Brook Flood Zone 3b is approximately 60 metres – 80 metres wide and Flood Zone 2 is 140 metres wide. There is some surface water flood risk along Bourne Brook Tributary.	Amber
	Bishop's Stortford North (C)	No Flood Zone 2 or 3. There is an area subject to surface water flooding at the ditch to the eastern edge.	Green
3	Bishop's Stortford East (A)	No designated Flood Zone 2 or 3. Some potential for surface water flooding at lowest points of the area.	Green
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	No designated Flood Zone 2 or 3, however, there is some potential for surface water flooding along the ditch running across the area.	Green
	Bishop's Stortford South (B)	Most of this area lies within the Stort floodplain Flood Zone 3. Large areas are also	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Flood Risk	Traffic Light
	Bishop's Stortford South (C)	susceptible to deep surface water flooding.	
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Extensive areas of Flood Zone 2 through the town centre, but no Flood Zone 3. Most of the rest of the town is on higher ground away from the river and is unlikely to be affected by river flooding. However, there are a number of potential areas of surface water flood risk.	Amber
6	To the South and West (A)	No areas of Flood Zone 2 and 3, except around the sewage treatment works and along Aspenden Road.	Green
	To the South and West (B)		
	To the South and West (C)		
7	Buntingford North (A)	No areas within Flood Zones 2 and 3. Area by ditch north of Park Farm Industrial Estate liable to surface water flooding.	Green
	Buntingford North (B)	Adjacent to the Rib there is an extensive area of Flood Zone 2 and 3.	Red
8	Buntingford Northeast (A)	Small area within Flood Zones 2 and 3 to the west along the Rib. Some surface water flood risk along the Wyddial Road.	Amber
	Buntingford Northeast (A)		
9	Buntingford East	Small area within Flood Zones 2 and 3 along Hailey Hill Ditch.	Amber
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Along the rivers many areas are within Flood Zone 3, although site-specific consideration of flood defences would be required. Mead Lane is partly in Flood Zone 2. Parts of the rest of the site may be at risk of surface water flooding. Careful attention to design and flood risk would be required as part of any future development proposals. Most of the rest of the town is on higher ground away from the river and is unlikely to be affected by river flooding. However, there are a number of potential areas of surface water flood risk.	Amber
11	Hertford West (A)	No Flood Zone 2 or 3. Small pockets of low-level surface water flood risk.	Green
	Hertford West (B)		
12	Hertford North (A)	No Flood Zone 2 or 3. Little surface water flood risk.	Green
	Hertford North (B)	Large area of Flood Zones 2 and 3 along the River Beane.	Red
	Hertford North (C)	Flood Zones 2 and 3 lie along the River Rib to	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Flood Risk	Traffic Light
		the east of in this area. Additionally some areas may be at risk of surface water flooding.	
13	Hertford South (A)	Bayford Brook and the River Lea north of Lower Hatfield Road/ B158 include areas of Flood Zone 2 and 3. The area between the Brook and the railway line is in Flood Zone 1.	Amber
	Hertford South (B)	Brickendon Brook runs alongside Brickendon Lane and includes an area of Flood Zone 3 which extends across the lane.	Amber
	Hertford South (C)	No Flood Zone 2 or 3. Areas at risk of surface water flooding along the stream running past Swallows Farm and St Andrews Church.	Green
	Hertford South (D)	No Flood Zone 2 or 3. Area at risk of surface water flooding along the Foxholes Valley.	Green
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	The Stort passes east of the built-up area and therefore areas of Flood Zone 2 and 3 are quite small. There is an area of Flood Zone 3 running roughly along Lawrence Avenue, and also the stream which runs along Brook Lane, South Brook and Burnside.	Amber
15	Sawbridgeworth South-West (A)	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	No Flood Zone 2 or 3. Small areas subject to surface water flooding.	Green
	Sawbridgeworth West (B)	Flood Zone 3 approximately 50 metres wide runs north-south along the eastern edge of this area, where it adjoins the existing settlement. It could form a particular issue for access to West Road or the residential roads along this side of the town.	Amber
17	Sawbridgeworth North (A)	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
	Sawbridgeworth North (B)	There is a wide area of Flood Zone 3 between Hallingbury Road and the Stort.	Red
	Sawbridgeworth North (C)	This area lies on higher ground outside Flood Zones 2 and 3. No known risk of surface water flooding.	Green
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Flood Zone 3 is quite wide and covers parts of the town centre near the river, and also north along Baldock Street and towards Fanhams Hall. Surface water flooding	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Flood Risk	Traffic Light
		extends the area of potential concern. Most of the rest of the town is on higher ground away from the river and is unlikely to be affected by river flooding. However, there are a number of potential areas of surface water flood risk.	
19	Ware North (A)	No Flood Zone 2 or 3.	Green
	Ware North (B)	No Flood Zone 2 or 3. Some risk of deep surface water flooding along the brook running north of Fanhams Hall and then parallel with High Oak Road.	Green
20	Ware East (A)	No Flood Zone 2 or 3. Small areas of low-level risk of surface water flooding along Fanhams Tributary.	Green
	Ware East (B)	No Flood Zone 2 or 3.	Green
21	Ware South-East (A)	Most of this area lies within Flood Zone 3 associated with the River Lea.	Red
	Ware South-East (B)		
22	Ware South-West	No Flood Zone 2 or 3. Small areas of possible low-level surface water flooding. Possible areas of deep surface water flooding between Presdales Pit and Walnut Tree Walk.	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding. River Beane lies well to the east of the village.	Green
24	Bayford	Area outside Flood Zones 2 and 3.	Green
25	Benington	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
26	Birch Green	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
27	Braughing	Areas of Flood Zone 2 and 3 associated with the River Quin, although the village is set back from this.	Amber
28	Brickendon	Area outside Flood Zones 2 and 3.	Green
29	Buckland	Area outside Flood Zones 2 and 3.	Green
30	Cole Green	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
31	Colliers End	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
32	Cottered	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
33	Dane End	Areas of Flood Zone 2 and 3 along Dane End Tributary.	Amber
34	Datchworth	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Flood Risk	Traffic Light
35	Furneux Pelham	Areas of Flood Zone 2 and 3 along River Ash east of the village (Barleycroft End). Areas liable to surface water flood risk along the tributary of the Ash through the village.	Amber
36	Great Amwell	South of the New River the village is largely outside Flood Zones 2 and 3, although there may be some deep surface water flood risk. North of the New River there are large areas of Flood Zone 2 and 3.	Amber
37	Hadham Ford	Large areas are affected by Flood Zone 3b on the River Ash.	Red
38	Hertford Heath	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
39	Hertingfordbury	North of the village, areas are affected by Flood Zone 2 and 3 associated with the River Mimram.	Amber
40	High Cross	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
41	High Wych	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
42	Hunsdon	Hunsdon Brook does not include Flood Zone 2 or 3 in the village, but the channel could be subject to surface water flooding.	Green
43	Letty Green	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
44	Little Hadham	Large areas are affected by Flood Zone 3b on the River Ash.	Red
45	Much Hadham	River Ash flows east of the village. Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
46	Puckeridge	Puckeridge Tributary passes through the village and joins the River Rib. There are extensive areas of Flood Zone 2 and 3 along both watercourses.	Amber
47	Spellbrook	As the village name suggests, a brook runs through the village and joins the Stort. Areas near the brook lie in Flood Zone 2 and 3. Large parts of the village are on higher ground.	Amber
48	Standon	Large areas of Flood Zones 2 and 3 (River Rib) west but not east of the High Street.	Red
49	Stanstead Abbots & St Margarets	Extensive areas of Flood Zones 2 and 3 in Stanstead Abbots. Higher areas, east of the village and in Stanstead St Margarets, are outside Flood Zones 2 and 3.	Red
50	Stapleford	Flood Zone 2 and 3 along the Beane between the two parts of the village (Clusterbolts and main road/A119).	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Flood Risk	Traffic Light
51	Tewin	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
52	Thundridge	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
53	Tonwell	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
54	Wadesmill	Large areas affected by Flood Zones 2 and 3 associated with the River Rib.	Red
55	Walkern	Large areas east of the High Street affected by Flood Zones 2 and 3 associated with the River Beane.	Red
56	Waterford	Flood Zone 2 and 3 along the Beane east of the village.	Amber
57	Watton-at-Stone	Areas of Flood Zone 2 and 3 along the River Beane east of the High Street.	Amber
58	Westmill	Most of the village outside Flood Zones 2 and 3, apart from area east of the church which lies in Flood Zones 2/3 at the River Rib.	Green
59	Widford	Area outside Flood Zones 2 and 3. Small areas subject to surface water flooding.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	No Flood Zone 2 or 3. There is some risk of deep surface water flooding along the drain running through the site.	Green
61	East of Welwyn Garden City	No Flood Zone 2 or 3. Some risk of deep surface water flooding in the depression north of the pond at Birchall Farm.	Green
62	North of Harlow (A)	Areas of Flood Zones 2 and 3 associated with Fiddlers Brook and Eastwick Brook. There are also significant areas at risk of deep surface water flooding along the brooks.	Amber
	North of Harlow (B)		
	North of Harlow (C)	Large area covered by Flood Zone 3. There are also large areas at risk of deep surface water flooding.	Red
63	North of Hoddesdon	No Flood Zone 2 or 3 but there are areas at risk of deep surface water flooding along the northern edge of the site adjoining the A414.	Amber
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	River Rib flows to the east of Buckland and through Chipping, and tributaries of the Rib and Quin flow through the area, including sizeable areas of Flood Zones 2 and 3. Areas of Surface Water Flooding largely overlap Flood Zone 2.	Amber
65	A10 Corridor - Central	There are areas within Flood Zone 2 and 3 along the River Rib which flows through the	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Flood Risk	Traffic Light
		area, and a number of its tributaries. There are also areas of surface-water flooding in low-lying areas. The eastern part of the area may also be affected by Flood Zone 2 and 3 along the Dane End Tributary.	
66	A120 Corridor	The River Rib flows through the western end of this area at Standon & Puckeridge, and the Ash through the central area around Little Hadham. Flood Zone 3 is over 100m wide at this point and would present challenges to design. There are fairly large areas at risk of surface water flooding in low-lying areas.	Amber
67	A507 Corridor	There is a complex network of rivers and streams involving Flood Zones 2 and 3 crossing the area, associated with tributaries of the Rib and the Beane. Areas at risk of surface water flooding overlap Flood Zone 2 and 3.	Amber
68	A602 Corridor	Areas of Flood Zone 2 and 3 associated with the Rivers Beane and Dane End Tributary to the central and northern sections, and the Rib to the south. Additionally, there are substantial areas at risk of surface water flooding in the network of dry valleys across this wide area.	Amber
69	Hunsdon Area	Most of this option lies outside Flood Zones 2 and 3. There are however significant areas at risk of deep surface water flooding along the brooks running north-south through the site. The south of the area is largely covered by Flood Zone 3, which is up to 700m wide in places.	Amber

11. Designated Wildlife Sites

Justification

“...the planning system should aim to conserve and enhance the natural and local environment by:

- *protecting valued landscapes*
- *minimising impacts on biodiversity and providing net gains in biodiversity, where possible; and*
- *preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of land, air, water or noise pollution or land instability”* (draft NPPF paragraph 164).

Sources of Information

- Maps: East Herts GIS
- Hertfordshire Biological Records Office
- Natural England SSSI County Level Report and Statistics (January 2012).

Assessment Criteria

- **Proximity:** The closer existing or new development is to areas of wildlife importance, the more direct is its impact on the species and habitat contained within the wildlife site. The indirect impacts caused by the cumulative impact of a number of new developments spread over a wider geographical area also need to be considered. European or National sites are designated for their particular contribution to rare or protected species or habitats and as such are sensitive to external influences.
- **Hierarchy:** Sites given statutory protection are often valued more for their contribution to nature conservation than undesignated sites of local importance. While locally important sites provide a valuable resource in terms of their cumulative contribution to the network of habitats and their recreational uses, they often have less clear boundaries and habitat and species data is less readily available. Therefore for the purpose of this assessment only the following designated sites have been chosen:
 - **European Sites:** Special Areas of Conservation (SAC), Special Protection Areas (SPA), and Ramsar Sites
 - **National Sites:** Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR)
 - **Local Sites:** County Wildlife Sites, Local Nature Reserves

Red	Areas that are within 2km of a SAC, SPA, NNR, RAMSAR site or SSSI or include a Local Nature Reserve, or where the majority of the area contains land designated as Local Wildlife Sites.
Amber	Areas within 5km of a SAC, SPA, NNR, RAMSAR site or SSSI or are adjacent to a Local Nature Reserve, or where the area of search contains a large proportion of land designated as Local Wildlife Sites.
Green	Areas which are within proximity to but contain no or only a small amount of land designated as Local Wildlife Sites.

Draft Topic Assessments

General Comments

Whilst this assessment does not attempt to replicate a Habitats Regulations Assessment, it provides a good indication of the locations where development is likely to have a detrimental impact on European or National sites. Areas of search ranked as 'amber' indicate that further assessments should be made to determine the extent of possible impacts. A 'green' ranking does not assume that there would be no impacts on designated Wildlife Sites but the impacts from development would be less direct and mitigation would be more possible.

Key Biodiversity Areas (KBA) are defined as: *Areas within an administrative unit that support the greatest diversity of species and the greatest extent and highest quality of semi-natural habitat.*¹ As such, KBA offer the greatest potential for a targeted and holistic approach to the restoration of habitats characteristic of the administrative unit. KBAs not only represent priority areas for conserving the existing biodiversity resource, but also provide the best opportunity for maintaining and creating large areas of quality habitat. There will usually be a significant wildlife resource, often as a cluster of sites, and therefore the potential to manage the adjacent land in a way that enlarges and links these sites. It should be noted that some KBAs might have inherently low biological diversity; but which support unusual communities of species that do not occur elsewhere. The London Clay grasslands of southern Hertfordshire may be seen as a good example of this. At this stage reference to Key Biodiversity Areas (KBAs) are for information only and do not form part of the assessment. The role of KBAs will be more apparent when considering the cumulative impact of development within a chosen scenario and will therefore be considered at that stage.

Green Infrastructure is an important aspect of sustainable development due to its multi-functionality. Green infrastructure is described in Planning Policy Statement 12: Local Spatial Planning, as: *a network of multi-functional greenspace...both new and existing...both rural and urban...which supports the natural and ecological processes...and is integral to the health and quality of life of sustainable communities...* Green infrastructure provides space for access and recreation, landscape character and experience, including settlement setting, the historic environment, health, productive environments, biodiversity and ecosystems, natural flood attenuation and land remediation. Wildlife habitats therefore contribute significantly to the wider green infrastructure network. As part of the strategy selection process the multi-functional role and benefits of green infrastructure will be considered in relation to the cumulative impacts of development in Step 5 (scenario testing). A green infrastructure strategy will be prepared as part of Step 6 (preferred strategy) and will include proposals for improved green infrastructure networks such as country parks, river networks and rights of way.

Given the large size of the new settlement areas of search, and the relatively large scale of a new settlement of approximately 5,000 homes, it is important to acknowledge that there will inevitably be an impact from development wherever it occurs. The ranking in this part of the assessment therefore reflects not only the assessment criteria but also compares the five areas against one another.

It should be noted that a lack of known biological data does not prove the absence of protected species. All sites chosen for development should be surveyed for UK and

Draft Topic Assessments

European priority habitats and European protected species (EPS), prior to a planning application being made. Wildlife Sites should not be built on as a matter of principle.

An assessment into the potential direct, indirect and cumulative impacts of development will be undertaken in the form of scenario testing and a full Habitats Regulations Assessment.

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>The allotments and cemeteries within the town are Local Wildlife Sites, supporting various grassland species.</p>	Amber
2	Bishop's Stortford North (A)	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>There are no designated Wildlife Sites within the area of search, although there are sites in adjacent Area (B.)</p> <p>Local Wildlife Sites 34/011 (<i>Bloodhounds Wood: ancient woodland</i>) and 34/054 (<i>Bloodhounds Woods Pond, Hadham Lodge: woodland pond</i>) lie in proximity to the west.</p> <p>Habitats include ancient semi-natural Oak/Hornbeam woodland on damp boulder clay with several grassy rides. Ground flora supports orchids and 25 ancient woodland species. These habitats will support bats (flight-lines). Badger and breeding birds.</p>	Amber
	Bishop's Stortford North (B)	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>There are three Local Wildlife Sites within the area of search: 34/015 (<i>Hoggate's Wood: ancient woodland</i>), 34/016 (<i>Dane O'Coys Meadows</i>), and 34/018 (<i>Whitehall Field</i>).</p> <p>There may also be sites within Uttlesford District that may need to be considered.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Habitats include arable and grass fields, ancient woodland and an ancient lane (Dane O'Coys) including ancient Oak trees. These habitats will support bats (flight-lines). Badger and breeding birds.</p>	
	<p>Bishop's Stortford North (C)</p>	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>There are no designated Wildlife Sites within the area of search, although there are sites in adjacent Area (B.)</p> <p>Local Wildlife Sites 34/026 (<i>Bishop's Stortford Marsh: marshy grassland</i>) and 34/025 (<i>Hazelend Wood: ancient woodland</i>) lie in proximity to the site to the east. These habitats include marshy grassland species and ancient woodland, supporting several aquatic species, birds and uncommon plants.</p>	<p>Amber</p>
<p>3</p>	<p>Bishop's Stortford East (A)</p>	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>There are no designated Wildlife Sites within the area of search itself. The area is in proximity to Local Wildlife Site 35/001 (<i>Birchanger Wood: ancient woodland</i>) to the north-west. This habitat includes a wide variety of woodland species and open water. The woodland supports a diverse ground flora exceptionally rich in woodland indicator species and includes species uncommon to Hertfordshire. In addition to habitat and floristic value the site is also known to support a diverse fauna, especially birds.</p> <p>There may also be other sites within Uttlesford District that may need to be considered.</p>	<p>Amber</p>
	<p>Bishop's Stortford East (B)</p>	<p>The area of search is within 5km of Thorley Flood Pound SSSI.</p> <p>A large proportion of the area of search consists of Bishop's Stortford Golf Course which has several pockets of land designated as Local Wildlife Site 35/002 (<i>Bishop's Stortford Golf Course: grassland</i>),</p>	<p>Amber</p>

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>part of which dissects the site west to east. The main areas of interest are the disused railway across the site, an area of species diverse calcareous grassland towards the south-west and an area of unimproved neutral grassland towards the east. Lesser Broomrape has been recorded along the disused railway line.</p> <p>The area of search is in proximity to Local Wildlife Sites 35/004 (<i>Haymeads Lane Allotments: cultivated land</i>) to the south-west and 35/005 (<i>Woodland by Raynham Road: ancient woodland</i>) to the north-west. These habitats have been identified for the species they support.</p> <p>There may also be sites within Uttlesford District that may need to be considered.</p>	
4	Bishop's Stortford South (A)	<p>The area of search lies just to the north of Thorley Flood Pound SSSI.</p> <p>The area of search contains part of Local Wildlife Site 48/003 (<i>Thorley Wood: ancient woodland</i>). This habitat includes ancient broadleaved, semi-natural woodland with only a small area surviving. Given its proximity to Thorley Washes it is likely that this woodland supports breeding birds and foraging bats.</p>	Red
	Bishop's Stortford South (B)	<p>The area of search lies just to the north of Thorley Flood Pound SSSI.</p> <p>Local Wildlife Site 48/009 (<i>Thorley Washes & Flood Pound: marshy grassland</i>), which forms part of the SSSI, covers a large part of the area of search.</p> <p>Habitats include urban edge, arable agriculture, mature hedgerows, trees, the River Stort and associated wetlands. These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), and reptiles. The river is important for Otters, a European Protected Species (EPS) and birds such as Kingfisher (Schedule 1 species).</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Natural England describe the site as 'unfavourable declining' but new management measures are being implemented to improve the SSSI's condition.	Red
	Bishop's Stortford South (C)	<p>The area of search lies just to the north of Thorley Flood Pound SSSI.</p> <p>There is one Local Wildlife Site within the area of search: 48/005 (<i>Twyfordbury Gravel Pit, Abbey Cross: grassland</i>) in the east. Habitats include open water and marshy grassland among others supporting wet meadow vegetation with Willow and Alder along the banks. The site supports a good flora including a large population of Bee Orchids.</p> <p>There is a Local Nature Reserve just outside the district boundary that will need to be considered.</p>	
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	The built-up area contains two Local Wildlife Sites: 24/070 (<i>Porters Close: buildings</i>) and 24/072 (<i>Down Hall Ley: buildings</i>). These sites were designated because of the presence of bats.	Green
6	Buntingford South and West (A)	The area of search contains no designated Wildlife Sites. However, Local Wildlife Site 24/024 (<i>Foxglade, Aspenden: grassland</i>) lies in proximity to the west. This site was designated because of the presence of bats. The land in proximity to these bat roosts will be important foraging grounds.	Green
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	The area of search contains no designated Wildlife Sites. However, just to the north lies Local Wildlife Site 15/020 (<i>Cornebury Farm Area: buildings and surroundings</i>) and just to the south within the built-up-area lies 24/070 (<i>Porters Close: buildings</i>). These sites were designated because of the presence of bats.	Green
	Buntingford North (B)		
8	Buntingford North-East (A)	The area of search contains no designated Wildlife Sites. However, just to the south-west lies Local Wildlife Site 24/070 (<i>Porters Close: buildings</i>). This site was designated because of the presence of bats.	Green
	Buntingford North-East (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
9	Buntingford East	The area of search contains no designated Wildlife Sites. However, Local Wildlife Site 24/008 (<i>ancient semi-natural woodland</i>) lies to the south-east. This habitat includes broadleaved semi-natural and coppice woodland, supporting 9 ancient woodland species. 24/072 (<i>Down Hall Ley: buildings</i>) lies just to the north-west. This site was designated because of the presence of bats.	Green
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	The urban area contains several Local Wildlife Sites, located primarily within the Green Fingers. These habitats range from ancient woodland, marshy grassland and open water, including aquatic habitats which are particularly plant-rich and support several scarce species, several of which are declining plants in Hertfordshire.	Amber
11	Hertford West (A)	Part of Hertford West (A) is within 2km of Waterford Heath LNR.	Red
	Hertford West (B)	<p>The majority of the area of search contains Local Wildlife Site and Local Nature Reserve 58/025 (<i>Panshanger Park</i>). The northern part contains Local Wildlife Site 59/077 (<i>Land West of Sele Farm</i>). The majority of this area of search is within the Lower Mimram/ Lower Beane/ Bramfield Plateau Key Biodiversity Area.</p> <p>Habitats include ancient woodland, veteran oak trees (some of the best in England), acid, neutral and marshy grassland, River Mimram (a chalk stream) wetlands, lakes, reed-beds, marsh, ponds, and wet alder woodland. The site supports bat roosts (EPS), Otter (EPS), Water Vole, and Grayling in the river; numerous breeding and wintering birds. The ponds are very important for dragonflies. Bare areas of ground are important for invertebrates.</p> <p>Panshanger Park is owned and managed by Lafarge, in partnership with HCC. Part of the management plan for the park includes an aspiration to become designated as a</p>	

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Country Park, which would include a Nature Reserve among other facilities. At this stage it is necessary to consider the possible implications of locating development in proximity to the park as a Wildlife Site. The potential cumulative impacts of development on the Park will be considered as part of Step 5 (scenario testing) and Step 6 (preferred strategy).	
12	Hertford North (A)	<p>The area of search is within 2km of Waterford Heath Local Nature Reserve.</p> <p>A small part of Local Wildlife Site 59/001 (<i>Goldings Meadows and Woods</i>) lies just in the south of the area of search. These habitats range from ancient woodland, marshy grassland and open water, including aquatic habitats which are particularly plant-rich with high wildlife and scenic value, supporting several scarce species.</p> <p>The area of search is within the Lower Mimram/ Lower Beane/ Bramfield Plateau Key Biodiversity Area.</p>	Red
	Hertford North (B)	<p>A large part of the area of search contains Local Wildlife Sites 59/015 (<i>Great Mole Wood: ancient woodland</i>), and 59/113 (<i>Meadow adjacent to Waterford Marsh: grassland</i>), and Local Nature Reserve: 59/010 and 59/062 (<i>Waterford Marsh: LNR</i>). The area is also in proximity to many more Local Wildlife Sites.</p> <p>Waterford Marsh habitats include marshy grassland and open water. These habitats support a substantial amount of marginal and submerged aquatic vegetation including plants unusual to Hertfordshire. The river is home to a breeding pair of Mute Swans and Little Grebes. Kingfishers and Water Voles are also present.</p> <p>Habitats also include park grasslands, a large lake, River Beane and River Rib (chalk streams) reed-bed, marsh, wet alder woodland, which support bats (EPS), badger, Grass Snake, Kingfisher, River</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Water-dropwort and birds. Habitats also include arable fields, grassland, hedgerows, woodland (some ancient). These habitats support bats (EPS), Dormouse (EPS), polecat, badger, Grizzled Skipper and Small Heath butterflies.	
	Hertford North (C)	This area of search contains no designated Wildlife Sites. However, it sits adjacent to Waterford Heath Local Nature Reserve.	Amber
13	Hertford South (A)	The area of search is within 5km of Broxbourne Woods SAC NNR and Wormley-Hoddesdonpark Woods SAC NNR SSSI and Hertford Heath SSSI. (See Hertford South C and D below)	Amber
	Hertford South (B)	A small part to the south of the area of search is within 2km of Broxbourne Woods SAC NNR and Wormley-Hoddesdonpark Woods SAC NNR SSSI and Hertford Heath SSSI. (See Hertford South C and D below)	Amber
	Hertford South (C)	Within 2km of Hertford Heath SSSI, and Broxbourne Woods SAC NNR and Wormley-Hoddesdonpark Woods SAC NNR SSSI and within 5km of the Lee Valley Ramsar Sites. The area is adjacent to Hertford Heath SSSI and Balls Wood Local Nature Reserve.	Red
	Hertford South (D)	<p>The majority of this area of search is within the Broxbourne Woods Key Biodiversity Area. The site is also within the South Herts Woods Living Landscape area. The Broxbourne Woods KBA includes Wormley-Hoddesdonpark Woods SAC NNR SSSI. This woodland complex is of European importance and supports Sessile Oak-Hornbeam broad-leaved deciduous woodland, mixed and conifer woodland, heath, scrub and dry grassland (wood pasture), as well as streams, wet flushes and ponds. The woodlands are important at a county level for declining woodland bird species, such as Hawfinch and Lesser Spotted Woodpecker. Nightjar and Woodlark have bred in the past and may do so again with appropriate habitat management.</p> <p>Habitats also include arable farmland,</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>grassland and parkland with hedgerows, mature trees and small woods, supporting foraging bats from roosts in Hertford. Ponds in the area support Great Crested Newts (EPS).</p> <p>There are a large number of Local Wildlife Sites contained in this area of search: WS 59/008 (<i>Balls Wood: ancient woodland</i>), 59/009 (<i>Great Stock Wood: ancient woodland</i>), 59/019 (<i>Balls Park: grassland</i>), 59/021 (<i>Bayfordbury Rough Hills Grassland</i>), 59/022 (<i>Sailor's Grove: very rare mix of habitats</i>) 59/042 (<i>Little Stocks Wood: ancient woodland</i>), 59/044 (<i>Meadow East of Balls Wood: grassland</i>), 59/048 (<i>Wooded Bourne, Brickendon Lane: woodland</i>), 59/050 (<i>Wooded Hedgerows W Brickendon Lane</i>), 59/033 (<i>Brickendon Estate and Home Farm</i>), 59/099 (<i>Jenningsbury Ponds: open water</i>), 59/100 (<i>Mangrove Lane Pond by Balls Park: open water</i>), 59/107 (<i>Pond in Grassland west of Balls Park: open water</i>), 59/111 (<i>Valley Close Area: species criteria</i>), 60/049 (<i>Wet Meadow Near Mount Pleasant: grassland</i>) and 71/042 (<i>Brickendon Lane Road Verges and Pond</i>).</p>	
<p>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</p>			
14	Sawbridgeworth Built Up Area	<p>Much of the built-up area of the town lies within 2km of Sawbridgeworth Marsh SSSI.</p> <p>There are no designated Wildlife Sites within the built-up area. Sawbridgeworth and High Wych are important for bats (EPS) with several roost sites, and Rivers Nursery is probably an important feeding area for the local bat and bird populations.</p>	Red
15	<p>Sawbridgeworth South-West (A)</p> <p>Sawbridgeworth South-West (B)</p>	<p>The area of search is within 5km of Sawbridgeworth Marsh SSSI. (See also Sawbridgeworth West B below)</p> <p>The area of search contains one small Local Wildlife Site 62/016 (<i>Rowney Wood: ancient woodland</i>). 62/001 (<i>Pishiobury Park: parkland</i>) lies in proximity to the east and 62/020 (<i>Rivers Nursery</i>) to the north.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland, parkland, plantation and apple orchard. These habitats support species diverse grassland and ground flora including the rare Stinking Iris in Rowney Wood and Bee Orchids and invertebrates in Rivers Nursery Orchard. Sawbridgeworth and High Wych are important for bats (EPS) with several roost sites, and Rivers Nursery is probably an important feeding area for the local bat and bird populations.</p> <p>There may be sites within Harlow District which will need to be considered.</p>	
16	Sawbridgeworth West (A)	<p>The area of search is within 2km of Sawbridgeworth Marsh SSSI.</p> <p>There are no designated Wildlife Sites within the area itself.</p> <p>Sawbridgeworth and High Wych are important for bats (EPS) with several roost sites, and Rivers Nursery is probably an important feeding area for the local bat and bird populations.</p>	Red
	Sawbridgeworth West (B)	<p>Over half of the area of search is within 2km of Sawbridgeworth Marsh SSSI. (See also Sawbridgeworth South-West above)</p> <p>The southern part of the area of search contains Local Wildlife Site 62/020 (<i>Rivers Nursery: grassland and orchard</i>). 62/001 (<i>Pishiobury Park: parkland</i>) and 62/016 (<i>Rowney Wood: ancient woodland</i>) lie in proximity.</p> <p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland, parkland, plantation and apple orchard. These habitats support species diverse grassland and ground flora including the rare Stinking Iris in Rowney Wood and Bee Orchids and invertebrates in Rivers Nursery Orchard.</p> <p>The Rivers Nursery is a very important historic orchard site with old fruit trees,</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		scrub and grassland. Sawbridgeworth and High Wych are important for bats (EPS) with several roost sites, and Rivers Nursery is probably an important feeding area for the local bat and bird populations.	
17	Sawbridgeworth North (A)	<p>The area of search lies within 2km of Sawbridgeworth Marsh SSSI and Thorley Flood Pound SSSI. (See Sawbridgeworth North B below)</p> <p>There are no designated Wildlife Sites within the area of search.</p>	Red
	Sawbridgeworth North (B)	<p>The area of search contains Sawbridgeworth Marsh SSSI (48/001) and Local Wildlife Sites: 48/010 (<i>Tednambury Meadows and Marsh</i>), 48/016 (<i>Sawbridgeworth Meadows: grassland and open water</i>) and 48/017 (<i>Scrub E. of Railway: scrub, grassland</i>). It is also within 2km of Thorley Flood Pound SSSI.</p> <p>Sawbridgeworth Marsh is one of the few remaining intact river marshes in Hertfordshire, supporting a range of reed bed, mixed fen, marshy and grassland flora. The Natural England SSSI report describes the site as favourable. The site supports a rich diversity of invertebrate, bird and mammal species and county-rare plants. The locally rare southern marsh orchid is present. Several Damselflies (banded demoiselle) are present which is an indicator of good water quality as the species is sensitive to pollution. The habitat supports several rare butterfly and bird species.</p> <p>Other habitats include broadleaved semi-natural woodland, marshy grassland, fen and open water. Tednambury is the only pasture in the upper part of the Stort Valley to retain a full complement of typical flora within a grazing system. Several scarce aquatic plant species have been recorded. Water Voles and Harvest Mice have been recorded at Sawbridgeworth Meadows.</p>	Red
	Sawbridgeworth North (C)	The area of search lies adjacent to Sawbridgeworth Marsh SSSI. (See	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Sawbridgeworth North B above)</p> <p>There are no designated Wildlife Sites within the area of search.</p>	
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	<p>The Kings Meads Local Wildlife Site 59/003 penetrates the town to the west but there are few other Local Wildlife Sites within the urban area. The majority of the built-up area is within 5km of Downfield Pit SSSI and Amwell Quarry Ramsar and SSSI site.</p> <p>Kings Mead habitats include marshy grassland and open water among others, including steep chalk slopes supporting a species-rich calcareous flora with many scarce species. The breeding and wintering bird populations on the meads are significant and include Gadwell, Wigeon, Teal, Shoveler and Snipe. Hertfordshire's only pair of Garganey Duck (a nationally scarce species) bred here. Otters, Water Voles, Dragonflies, Grass Snakes and various bat species are also present on the meads.</p>	Amber
19	Ware North (A)	<p>The area of search is within 2km of Downfield Pit SSSI and is within 5km of Amwell Quarry Ramsar and SSSI site. (See Great Amwell below).</p> <p>Downfield Pit is designated for its geological value. Habitats include arable farmland with hedgerows and small woods. Hedges will support foraging bats from roosts in Ware. Declining farmland birds are present on the farmland, though the land is not designated.</p>	Red
	Ware North (B)	<p>The majority of the area of search is within 2km of Downfield Pit SSSI. The area of search is within 5km of Amwell Quarry Ramsar Site and SSSI. (See Great Amwell below).</p> <p>A small part of the area of search to the east contains Local Wildlife Site 46/044 (<i>Fanhams Hall Meadow: calcareous grassland</i>). Habitats include arable farmland with hedgerows and small woods.</p>	

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		Hedges will support foraging bats from roosts in Ware. Declining farmland birds are present on the farmland, though the farmland is not designated. Ponds at Moles Farm support Great Crested Newts (EPS); ponds at Fanhams Hall might support Great Crested Newts.	Red
20	Ware East (A) Ware East (B)	The area of search is within 2km of Amwell Quarry Ramsar Site and SSSI. (See Great Amwell below). The area contains a Local Wildlife Site 60/001 (<i>Wood Lane, Ware: hedgerow</i>) in a strip across the centre, while the southern tip contains Local Wildlife Site 60/051 (<i>Widbury Wood: ancient woodland</i>). These habitats include species diverse old hedgerow and Oak-Hornbeam and broadleaved woodland supporting ancient ground flora and bluebells. Habitats also include arable farmland with hedgerows and small woods. Hedges will support foraging bats from roosts in Ware. Declining farmland birds are present on the farmland.	
21	Ware South-East (A) Ware South-East (B)	The site is within 2km of Amwell Quarry Ramsar Site and SSSI, Hertford Heath SSSI and Local Nature Reserve. (See Great Amwell and Hertford Heath below). The majority of the area of search contains Local Wildlife Sites: 60/004 (<i>Tumbling Bay Gravel Pit: open water</i>), 60/024 (<i>Meadow East of New River, Ware: grassland</i>) and 60/041 (<i>Amwell Walkway by Lea Navigation</i>). Habitats include species-diverse grasslands, relict fen and mature damp scrub/ woodland. Grass snakes are known to breed in the area, with otters travelling through. The habitats also support a nationally rare plant.	Red
22	Ware South-West	The area is within 2km of Amwell Quarry Ramsar Site and SSSI and Hertford Heath SSSI and Local Nature Reserve. The eastern part of this area of search contains Local Wildlife Site 60/021 (<i>Post Wood: ancient woodland</i>). Habitats include Pedunculate oak-hornbeam and	

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		broadleaved woodland. The ground flora contains ancient woodland indicator species such as Bluebells and Dogs Mercury. There are also several other Local Wildlife Sites designated for the presence of bats in proximity.	
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	<p>The area of search is within 2km of Benington High Wood SSSI.</p> <p>There are no designated Wildlife Sites within the village area of search.</p> <p>Benington High Wood habitats include broadleaved mixed and yew woodland. Deer are present in the wood. Natural England described the SSSI as 'unfavourable recovering' due to the number of non-native species and poor regeneration of Oak within the site. A Higher Level Stewardship Scheme is now in place to deal with these issues.</p>	Red
24	Bayford	<p>The area of search is within 2km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>There are two Local Wildlife Sites within the built-up area of the village, with several surrounding: 71/014 (<i>Bayford Village Pond: open water</i>) and 71/010 (<i>Bayford School Pond and Meadow</i>).</p> <p>To the north 71/013 (<i>Weepings Wood: ancient woodland</i>), to the east 71/120 (<i>Harmond's Wood: ancient woodland</i>) and 71/118 (<i>Dalmond's Wood: ancient woodland</i>).</p> <p>The village is situated in close proximity to the network of woods that form the Broxbourne Woods complex and is within the Broxbourne Woods Key Biodiversity Area. This woodland complex is of European importance and supports Sessile Oak-Hornbeam broad-leaved deciduous woodland, mixed and conifer woodland, heath, scrub and dry grassland (wood pasture), as well as streams, wet flushes</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>and ponds. The woodlands are important at a county level for declining woodland bird species, such as Hawfinch and Lesser Spotted Woodpecker. Nightjar and Woodlark have bred in the past and may do so again with appropriate habitat management.</p>	
25	Benington	<p>The area of search is within 2km of Benington High Wood SSSI.</p> <p>Whilst there are no other designated Wildlife Sites within the area of search, there are several nearby: 31/008 (<i>Town Green, Hebing End: grassland</i>) to the south, 30/015 (<i>Baron's Grove: ancient woodland</i>) to the north and 31/009 (<i>Walman's Wood: ancient woodland</i>) to the north-east.</p> <p>Benington High Wood habitats include broadleaved mixed and yew woodland. Deer are present in the wood. Natural England described the SSSI as 'unfavourable recovering' due to the number of non-native species and poor regeneration of Oak within the site. A Higher Level Stewardship Scheme is now in place to deal with these issues.</p> <p>Other habitats include grassland and Pedunculate Oak-Hornbeam and broadleaved woodland supporting typical ancient ground flora such as Bluebells and Dogs Mercury and Adders Tongue and Cowslips in the grassland.</p>	Red
26	Birch Green	<p>The area of search is within 5km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>A previously designated Local Wildlife Site located in the centre of the village, 58/053 (<i>Birch Green: buildings</i>) was deselected in 2010. 58/056 (<i>Birch Green Pond</i>) lies just to the north. To the south of the village lies 58/006 (<i>Cole Green Way: disused railway line</i>) and 58/033 (<i>Hazeldene, East End Green: buildings</i>).</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Habitats include arable fields, lakes, ponds, hedgerows, trees and woods, including ancient woodland. All are very important foraging habitats for bats (EPS). They also support Great Crested Newts (EPS), badger, polecat and breeding birds; reptiles may be present.</p>	
27	Braughing	<p>The village contains three Local Wildlife Sites: 24/057 (<i>Braughing Churchyard: grassland and building</i>), 24/075 (<i>The Old Vicarage Area: grassland and buildings</i>), and 32/086 (<i>Meadow View, Ford Street: buildings</i>).</p> <p>Local Wildlife Site 32/036 (<i>Braughing Meads: marshy grassland</i>) lies in close proximity to the south-west of the village. This is a rare habitat being a combination of calcareous spring water and mineral soil tending to be acid or neutral. Uncommon wetland plant species are present and the area is good for birds.</p> <p>Braughing is a very important village for bats (EPS) and their roost sites and supports rare species. Therefore, the surrounding countryside will be very important foraging habitat for these bat populations.</p>	Amber
28	Brickendon	<p>The area of search is within 2km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>There are several Local Wildlife Sites running through the village: 71/035 (<i>Back Lane: woodland</i>), 71/042 (<i>Brickendon Lane Road Verges and Pond</i>), 71/034 (<i>Brickendon Green</i>).</p> <p>To the north lie 71/020 (<i>Harmond's Wood: ancient woodland</i>), 71/122 (<i>Long Leys: buildings</i>), and 71/023 (<i>Great Groves Wood: ancient woodland</i>). To the east lie 71/061 (<i>Bourne Wood: Pedunculate woodland</i>), and 71/005 (<i>Broxbourne Woods: ancient woodland NNR, SSSI, SAC</i>). To the south 71/031 (<i>Pond West of Claypits Wood: open water</i>). To the west</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>71/016 (<i>Blackfan, Gidner's Wood and Harry's Grove: ancient woodland</i>).</p> <p>The village is situated in close proximity to the network of woods that form the Broxbourne Woods complex and is within the Broxbourne Woods Key Biodiversity Area. This woodland complex is of European importance and supports Sessile Oak-Hornbeam broad-leaved deciduous woodland, mixed and conifer woodland, heath, scrub and dry grassland (wood pasture), as well as streams, wet flushes and ponds. The woodlands are important at a county level for declining woodland bird species, such as Hawfinch and Lesser Spotted Woodpecker. Nightjar and Woodlark have bred in the past and may do so again with appropriate habitat management.</p>	
29	Buckland	<p>Just to the north of the village lies Local Wildlife Site 15/009 (<i>A10 Road Bank near Hilly Wood: grassland</i>). The verge is rich with species-diverse neutral-calcareous rough grassland with Bee Orchids.</p>	Green
30	Cole Green	<p>Local Wildlife Site 58/007 (<i>Cole Green: grassland</i>) sits in the middle of the village, being the village green. 58/006 (<i>Cole Green Way: grassland</i>) and 58/011 (<i>Cowper Arms Pit</i>) lie to the south of the village.</p> <p>Habitats include arable fields, lakes, ponds, hedgerows, trees and woods, including ancient woodland. All are very important foraging habitats for bats and support Great Crested Newts, both EPS along with badger, polecat and breeding birds. The Cole Green Way contains a structural diversity of vegetation providing a range of habitats with a diverse insect population and forms an important linking corridor.</p>	Amber
31	Colliers End	<p>Sites are within 2km of Plashes Wood SSSI, and within proximity to Local Wildlife Sites.</p> <p>Immediately adjacent to the east of the village lies Local Wildlife Site 32/030 (<i>Colliers End Meadows and Ponds</i>). Also</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>within close proximity to the village to the south is 32/050 (<i>Nearer Wood: ancient woodland</i>) and 32/057 (<i>Colliers End Lime Kiln: scrub woodland</i>). To the north is 32/023 (<i>Cottage Meadow, Colliers End</i>).</p> <p>Habitats include arable fields, hedgerows, mature trees and woods. Scrub exists around a small industrial site. These habitats form important areas/corridors for local bats (flight-lines), badger and breeding birds. Reptiles may be present in areas of rough grassland and scrub. Ponds might support Great Crested Newt (EPS), although there are no known records. Natural England describe the site as 'unfavourable recovering' which could be rectified with appropriate deer control.</p> <p>Other habitats include species-rich damp grassland which supports abundant Lady's Smock, Meadow Buttercups, Rushes and Meadow Sweet.</p>	
32	Cottered	<p>The village is just over 2km north of Moor Hall Meadows SSSI.</p> <p>The village contains one small Local Wildlife Site 23/063 (<i>Cottered Churchyard: grassland</i>). Several other Wildlife Sites lie in proximity to the village: 23/066 (<i>Throcking Road Verge: grassland/hedge</i>) to the north-east, 23/057 (<i>Burymead Lane and Paddock</i>) to the south-east, and 23/017 (<i>Little Osbornes Meadow</i>) to the south-west.</p> <p>Moor Hall Meadows SSSI is a spring-fed meadow noted for its mixture of species-rich neutral/calcareous grassland, wet grassland and fen-meadow plant communities. Natural England described the site as 'unfavourable no change' as management measures are required to improve the condition of the site.</p> <p>Other habitats include species diverse neutral, marshy grassland, calcareous grassland, old hedges and a flush line along</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		a former ditch supporting high flora diversity.	
33	Dane End	<p>There are no designated Wildlife Sites within the area of search. There are several small Local Wildlife Sites in proximity: 31/032 (<i>Dane End Chalk Pit & Verge, Short Whiteley Common: grassland</i>) and 31/052 (<i>Whitehall Road Verge: grassland</i>) to the north-east, and 31/055 (<i>Claypits Wood: ancient woodland</i>) to the south-east.</p> <p>Habitats include unimproved calcareous grassland and chalk pits supporting rich chalk flora including the white variety of Thyme (the only site in Hertfordshire), and Tall Broomrape. Claypits Wood contains Pedunculate Oak-Hazel-Ash and Oak-Hornbeam woodland along with open water adding to the habitat diversity of the site.</p>	Green
34	Datchworth	<p>There are two small Local Wildlife Sites within the area of search: 44/038 (<i>Datchworth Green Buildings</i>) and 44/090 (<i>Datchworth Pond by Hawkins Hall</i>). 44/011 (<i>Bury Wood: ancient woodland</i>) lies just north of the area of search, with 44/066 (<i>Green Lane near Hawkins Hall</i>) to the east.</p> <p>There may be other sites to the west of the village within Welwyn-Hatfield Borough that may be of relevance.</p> <p>The area of search site is within the Lower Mimram, Lower Beane, Bramfield Plateau Key Biodiversity Area.</p> <p>Habitats include arable and grass fields with hedgerows and trees supporting Great Crested Newts (EPS), bat (EPS) flight-lines, badger and farmland birds.</p>	Green
35	Furneux Pelham	<p>The village is within 2km of Hillcollins Pit SSSI, Patmore Heath SSSI and LNR, and Great Hormead Park SSSI.</p> <p>A building within the village used to be a local wildlife site for its bat habitat but has been deselected. Local Wildlife Site 25/019 (<i>Ferneux Pelham Hall Grounds: buildings and grounds</i>) lies immediately to the west of</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>the village. 25/025 (<i>Patient End Farm: grassland</i>) and 25/039 (<i>Pelham Sewage Works Roadside Verge: grassland</i>) lie in proximity to the south.</p> <p>Hillcollins Pit is designated for its national importance in relation to its geological features. Natural England describe the site as 'favourable'. Other SSSI habitats include broadleaved, mixed and yew woodland and acid grassland, supporting species rich ground flora including Oxslips. Natural England describe Patmore Heath and Great Hornead Park SSSIs as 'unfavourable recovering', needing further management to achieve favourable conditions.</p>	
36	Great Amwell	<p>The area of search is adjacent to Amwell Quarry Ramsar Site, within 5km of Rye Meads Ramsar Site and SSSI, and within 2km of Hertford Heath SSSI. The village also sits between two major Key Biodiversity Areas.</p> <p>In addition, there are four Local Wildlife Sites in and around the village: 60/067, 60/025 (<i>Amwellbury Wood: ancient woodland</i>), 60/060 (<i>Cautherly Lane: buildings</i>) and 60/032 (<i>Meadow by Lower Road, Amwell: grassland</i>).</p> <p>In proximity to the south-west lies Local Wildlife Site 60/017 (<i>Goldings Wood: ancient woodland</i>). 60/021 (<i>Post Wood: ancient woodland</i>) and 60/024 (<i>Meadow East of New River, Ware</i>) lie just to the north-west of the village.</p> <p>The Lee Valley SPA and Ramsar site supports a range of man-made, semi-natural and valley-bottom, wetland habitats including embanked water supply reservoirs, sewage treatment lagoons and former gravel pits. The wetlands support wintering wildfowl; in particular, Gadwall and Shoveler, which occur in numbers of European importance. Areas of reed-bed support nationally significant numbers of wintering Bittern. The key sites are: Amwell,</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs.</p> <p>Habitats include ancient woodland, arable fields, hedgerows, rough grassland and scrub. These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), badger, reptiles and amphibians. There are records of Dormouse (EPS) in Hailey Wood. Ponds at Hertford Heath support Great Crested Newts (EPS).</p>	
37	Hadham Ford	<p>Immediately to the east of the village lies Local Wildlife Site 33/041 (<i>Brick Kiln Meadows: grassland</i>). 33/040 (<i>Ford Hill Meadow: grassland</i>) lies in proximity to the south-east.</p> <p>Habitats include species-rich grassland and spoil from disused brick pits supporting Meadow Saxifrage, Betony, Bluebells and a variety of locally uncommon plants.</p>	Green
38	Hertford Heath	<p>The area of search is within 2km of Wormley-Hoddesdonpark Woods SAC NNR SSSI, within 5km of Rye Meads Ramsar Site and SSSI, and contains several parts of Hertford Heath SSSI and Local Nature Reserve.</p> <p>Just north of the village lies Local Wildlife Site 60/049 (<i>Wet Meadow near Mount Pleasant</i>); to the east lies 60/017 (<i>Goldings Wood: ancient woodland</i>); to the south 60/018 (<i>High Wood</i>), 71/002 (<i>Ermine Street: woodland and others</i>); and to the west 59/044 (<i>Meadow East of Balls Wood: grassland</i>) and 59/008 (<i>Balls Wood: ancient woodland</i>).</p> <p>The area of search is covered by the Broxbourne Woods Key Biodiversity Area. This woodland complex is of European importance and supports Sessile Oak-Hornbeam broad-leaved deciduous woodland, mixed and conifer woodland, heath, scrub and dry grassland (wood pasture), as well as streams, wet flushes and ponds. The woodlands are important</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>at a county level for declining woodland bird species, such as Hawfinch and Lesser Spotted Woodpecker. Nightjar and Woodlark have bred in the past and may do so again with appropriate habitat management.</p> <p>Wildlife Site meadows adjacent to Balls Wood SSSI are important for White Admiral butterflies, Dormouse (EPS), badger and woodland birds. Ponds also support Great Crested Newts (EPS).</p>	
39	Hertingfordbury	<p>The area of search is within 5km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>A small Local Wildlife Site: 59/058 (<i>St Mary's Church: grassland and buildings</i>) sits in the centre of the village. In proximity to the east of the village is 59/004 (<i>Hertingfordbury Park, Lower Pastures: grassland</i>), and to the south is 58/006 (<i>Cole Green Way: grassland</i>).</p> <p>Habitats include grassland, marshy grassland, swamp and open water among others. Pastures contain wet flushes and springs producing a quaking bog and fen community especially uncommon in the locality and of considerable wildlife value. Cole Green Way habitats support a diverse insect population.</p>	Amber
40	High Cross	<p>The village is within 2km of Plashes Wood SSSI.</p> <p>There are no designated Wildlife Sites in the village, however, there are five Local Wildlife Sites in proximity: 46/018 (<i>The Bourne, Wadesmill – Sacombe Green: open water</i>), 46/028 (<i>Great Southey Wood and Ash Plantation: ancient woodland</i>), 46/029 (<i>Sutes Wood: ancient woodland</i>), 46/012 (<i>Youngsbury Park Icehouse</i>) and 46/036 (<i>Home Farm, Youngsbury: buildings</i>).</p> <p>High Cross is very important for bats with numerous roost sites. The surrounding</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>countryside, including The Bourne (watercourse) will be a very important foraging habitat for the bat populations. Ponds support Great Crested Newts (EPS) and Slow-worm is present. Natural England describe Plashes Wood SSSI as 'unfavourable recovering' with management plans in place.</p>	
41	High Wych	<p>The area of search is within 5km of Sawbridgeworth Marsh SSSI. There are no designated Wildlife Sites in the village area of search, however, 62/020 (<i>Rivers Nursery and Orchard</i>) and 62/016 (<i>Rowney Wood: ancient woodland</i>) are in proximity to the east.</p> <p>Habitats include neutral grassland, Hawthorn scrub and an apple orchard, supporting a diverse grassland flora including Bee Orchids. The site also has invertebrate interest. The ancient woodland at Rowney Wood supports the rare Stinking Iris.</p>	Amber
42	Hunsdon	<p>The area of search is within 5km of both Amwell Quarry Ramsar, SAC, SSSI site, and Hunsdon Mead SSSI. There is one small Local Wildlife Site 61/030 (<i>Tanners Way Area: buildings and surroundings</i>) designated in the village for its bat habitat. There are several large Local Wildlife Sites in proximity: to the south-west: 61/002 (<i>Bonningtons, Shooters Hill: open water</i>), and 61/034 (<i>Bury Plantation and Hunsdon Brook: ancient woodland</i>). To the north-east: 62/012 (<i>Eastwick and Blackhut Woods: ancient woodland</i>). Bonningtons Lake is important for a range of birds including Water Rail. Habitats include broadleaved woodland and a stream supporting a range of species-rich ground flora including Common Spotted Orchid and Early Purple Orchid.</p>	Amber
43	Letty Green	<p>The area of search is within 5km of Wormley-Hoddesdonpark Woods SAC NNR SSSI.</p> <p>There are no designated Wildlife Sites within the village itself, though there are</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>several sites in proximity: to the north of the village sits Local Wildlife Site 58/006 (<i>Cole Green Way: disused railway line</i>) and 58/011 (<i>Cowper Arms Pit: gravel pit</i>). To the south of the village lies 58/009 (<i>Spring Wood: ancient woodland</i>).</p> <p>Habitats include arable fields, lakes, ponds, hedgerows, trees and woods, including ancient woodland. All are very important foraging habitats for bats (EPS). They also support Great Crested Newts (EPS), badger, polecat and breeding birds; reptiles may be present.</p>	
44	Little Hadham	<p>Just to the north-west of the village lies Local Wildlife Site 33/046 (<i>Little Hadham Chalk Pit: grassland</i>).</p> <p>Habitats include arable agriculture, hedgerows, mature trees and woodland, and the River Ash. Little Hadham is important for roosting bats. Hadham Hall and its ponds are very important for Great Crested Newts (EPS) and bats (EPS).</p> <p>These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), reptiles, amphibians and badger. The species diverse neutral-calcareous grassland supports rare protected plants and uncommon bryophyte species.</p>	Green
45	Much Hadham	<p>Though the village (combined with Hadham Cross) has no designated Wildlife Sites, two lie in close proximity to the east: 47/010 (<i>Dane Wood: ancient woodland</i>) and 47/009 (<i>Sidehill Wood: ancient woodland</i>).</p> <p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland supporting species-rich ground flora.</p>	Green
46	Puckeridge	<p>The village lies within 2km of Plashes Wood SSSI. (See Colliers End above).</p> <p>To the north-west of the village lies two Local Wildlife Sites: 32/056 (<i>Puckeridge Lime Kiln neutral grassland</i>) and 32/035 (<i>Puckeridge Round-about Paddock neutral</i></p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p><i>grassland</i>). To the south lies 32/044 (<i>Standon Lordship Meadows North neutral grassland</i>). To the north-east lies 32/094 (<i>Gatesbury Wood ancient woodland</i>) and to the west lies 32/082 (<i>Mentley Farm: species criteria</i>).</p> <p>Habitats range from urban edge, arable agriculture, mature hedgerows, trees, scrub, grassland and the River Rib. These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), reptiles, and badger. Plants rare in Hertfordshire have also been recorded.</p> <p>There is a very important bat winter hibernation roost in a small field adjacent to Mentley Lane (32/082). Surrounding habitats will be very important for foraging bats.</p>	
47	Spellbrook	<p>Immediately to the east of the village sits Thorley Flood Pound SSSI. The area of search is also within 2km of Sawbridgeworth Marsh SSSI. (See Bishop's Stortford South B and Sawbridgeworth North B).</p> <p>Local Wildlife Site 48/009 (<i>Thorley Washes, part of the SSSI</i>) sits immediately to the east, 48/019 (<i>Meadow South of Spellbrook</i>) sits to the south and 48/021 (<i>Thorley Wash Meadow, South: swamp</i>) lies to the north.</p> <p>Habitats include a range of marshy grassland and swamp supporting species such as fescue grasses, creeping bent, yarrow and common sorrel, fen bedstraw, angelica, meadow-sweet, brooklime, sedges and rushes.</p>	Red
48	Standon	<p>The village lies within 2km of Plashes Wood SSSI. (See Colliers End above).</p> <p>Local Wildlife Site 32/044 (<i>Standon Lordship Meadows</i>) lies in proximity to the south-west of the village.</p> <p>Standon is a very important area for bats,</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>particularly the River Rib. Habitats at Standon Lordship range from urban edge, arable agriculture, mature hedgerows, trees, scrub, grassland and the River Rib. These habitats support breeding birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), reptiles, and badger. Plants rare in Hertfordshire have also been recorded.</p>	
49	Stanstead Abbots & St Margarets	<p>The area of search is between Rye Meads and Amwell Quarry Ramsar, SSSI sites. The area of search is covered by the Lea Valley Key Biodiversity Area.</p> <p>There are three Local Wildlife Sites in the area of search, with several more surrounding: 60/057 (<i>Durham Road: buildings</i>), 60/073 (<i>deselected in 2010</i>) and 60/062 (<i>Lake South of The Maltings: open water</i>) within the area of search. 60/008 (<i>Stanstead Abbots Gravel Pit: open water, grassland and swamp</i>) and 60/068 (<i>Senior's Lake: swamp</i>) lie just to the south. 60/060 (<i>Cautherly Lane: buildings</i>) and 60/041 (<i>Amwell Walkway by Lea Navigation: woodland</i>) lie to the north.</p> <p>The Lee Valley SPA and Ramsar site supports a range of man-made, semi-natural and valley-bottom, wetland habitats including embanked water supply reservoirs, sewage treatment lagoons and former gravel pits, that occupy approximately 20km of the valley. The wetlands support wintering wildfowl; in particular, Gadwall and Shoveler, which occur in numbers of European importance. Areas of reed-bed support nationally significant numbers of wintering Bittern. The key sites are: Amwell, Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs.</p> <p>Both Stanstead Abbots and St Margaret's are important for bats and their roost sites. As a result, the Lee Valley and the river are particularly important foraging habitats for the local bat populations.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>The sites at St Margaret's are arable fields with hedgerows, which form important flight-lines for bats. Badgers are present in the area.</p> <p>The Stanstead Abbots sites consist of small grass meadows and an industrial site, which is adjacent to the floodplain.</p>	
50	Stapleford	<p>Local Wildlife Site 45/023 (<i>River Beane from Waterford Hall to Mill End</i>) dissects the area of search north to south. Two small Local Wildlife Sites lie within the area of search: 45/040 (<i>Warren Wood: ancient woodland</i>) and 45/087 (<i>Stapleford Churchyard: grassland</i>). 45/010 (<i>Clusterbolt Wood: ancient woodland</i>) sits just to the north-east of the village.</p> <p>Habitats include open water and marginal vegetation, Pedunculate Oak-Hornbeam woodland, supporting species-rich ground flora. Stapleford Churchyard contains calcareous gravels with thin chalky soil in places supporting herb-rich grassland. Clusterbolt Wood contains two very large old Holly trees believed to be the biggest in Hertfordshire.</p>	Green
51	Tewin	<p>The area of search lies within 2km of Tewinbury SSSI.</p> <p>There are no designated Wildlife Sites within the area of search, though there are several in proximity: 44/045 (<i>Tewin Upper Green: species criteria</i>), and 44/025 (<i>Tewin Orchard: Wildlife Trust Reserve</i>) to the north-west. 44/021 (<i>Bramfield Park, Seven Acre & Beal's Wood: ancient woodland</i>) lies to the north-east, 58/012 (<i>Lamb Dell & Home Park Woods, Marden Hill: ancient woodland</i>) to the south-east and 58/014 (<i>Westley Wood: ancient woodland</i>) to the south-west.</p> <p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland, open water and marshy grassland, supporting species-rich ground flora including Bluebells and Ramsons. Natural</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		England describe part of the SSSI as 'favourable' and part as 'unfavourable recovering', with more management needed. Positive species include Southern Marsh Orchid.	
52	Thundridge	<p>The village is within 2km of Downfield Pit SSSI. (See also Ware North).</p> <p>There are no designated Wildlife Sites within the village itself, though there are five Local Wildlife Sites in proximity: 46/018 (<i>The Bourne, Wadesmill – Sacombe Green: open water</i>), 46/037 (<i>Poles Lane: species criteria</i>), 46/038 (<i>Thundridge House: species criteria</i>) 46/002 (<i>Wade's Wood: ancient woodland</i>) and 46/012 (<i>Youngsbury Park Icehouse</i>).</p> <p>Thundridge is important for bats with several roost sites. The surrounding countryside, including the River Rib will be very important foraging habitat for these bat populations. Badgers are present. Habitats also include Pedunculate Oak-Hornbeam woodland and open water supporting species-rich ground flora and scarce ferns.</p>	Red
53	Tonwell	<p>The area of search is within 2km of Downfield Pit SSSI. (See also Ware North).</p> <p>There are no designated Wildlife Sites in the area of search. There are several within proximity of the village: 45/011 (<i>Roads Wood: ancient woodland</i>), 45/052 (<i>Ridings Wood & Grove: ancient woodland</i>), 45/053 (<i>Long Meadow by Ridings Wood: grassland</i>) to the north and 45/012 (<i>Bourne Wood</i>) to the east.</p> <p>Habitats include Pedunculate Oak-Hornbeam and broadleaved woodland and grassland, supporting species-rich ground flora including Knapweed, Spiked Sedge and St. Johns Wort.</p>	Red
54	Wadesmill	<p>The village is within 2km of Downfield Pit SSSI. (See also Ware North).</p> <p>There are no designated Wildlife Sites within the village itself, though there are five</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Local Wildlife Sites in proximity: 46/018 (<i>The Bourne, Wadesmill – Sacombe Green: open water</i>), 46/037 (<i>Poles Lane: species criteria</i>), 46/038 (<i>Thundridge House: species criteria</i>) 46/002 (<i>Wade’s Wood: ancient woodland</i>) and 46/012 (<i>Youngsbury Park Icehouse</i>).</p> <p>Wadesmill is important for bats with several roost sites. The surrounding countryside, including the River Rib will be very important foraging habitat for these bat populations. Badgers are also present. Nationally scarce invertebrates have been recorded at Youngsbury Park.</p>	
55	Walkern	<p>The southern part of the area of search (south of Stevenage Road) is within 2km of Benington High Wood SSSI. The village is also within 5km of Moor Hall Meadows SSSI. (See also Benington above).</p> <p>The large Local Wildlife Site and Nature Reserve 22/006 (<i>Box Wood, Pryor’s Wood & Lob’s Hole Spring: Local Nature Reserve ancient woodland</i>) lies within 2km to the west.</p> <p>Whilst there are no designated Wildlife Sites within the area of search, there are several nearby: 23/062 (<i>Ardeley Bury: parkland</i>) to the north-east, 22/049 (<i>Coble’s Spring and The Bushes: woodland</i>) and 30/015 (<i>Baron’s Grove: ancient woodland</i>) to the south-east, and 30/014 (<i>Benington Road Verge: grassland</i>) to the south. There may be other designated sites within neighbouring North Herts and Stevenage Districts that will need to be considered.</p> <p>Habitats include arable fields, hedgerows, trees and woods; some ancient woodland (Box Wood SSSI), River Beane – chalk stream. Species present are bats (EPS), potentially Dormouse (EPS), badger, harvest mouse, farmland birds, Small Heath and White-letter Hairstreak butterflies. The habitats form a complex of interconnecting ‘corridors’ for bats (flight-lines), badgers,</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
56	Waterford	<p>small mammals, birds and butterflies.</p> <p>The area of search is dissected north to south by Local Wildlife Sites 59/010 (<i>Waterford Marsh</i>) and 59/113 (<i>Meadow Adjacent to Waterford Marsh</i>). The area of search is adjacent to 59/062 (<i>Waterford Heath South Local Nature Reserve</i>), 45/022 (<i>Waterford Heath North Local Nature Reserve</i>) and Local Wildlife Site 45/004 (<i>Waterford Common: grassland</i>) to the east. (See also Hertford North)</p> <p>Local Wildlife Site 45/023 (<i>River Beane from Waterford Hall to Mill End</i>) lies in proximity to the north. 59/015 (<i>Great Mole Wood: Pedunculate woodland</i>) and 59/001 (<i>Goldings Meadows and Woods: ancient woodland</i>) lie in proximity south.</p> <p>Waterford Marsh habitats include marshy grassland and open water. These habitats support a substantial amount of marginal and submerged aquatic vegetation including plants unusual to Hertfordshire. The river is home to a breeding pair of Mute Swans and Little Grebes. Kingfishers and Water Voles are also present.</p> <p>Habitats also include park grasslands, a large lake, River Beane and River Rib (chalk streams) reed-bed, marsh, wet alder woodland, which support bats (EPS), badger, Grass Snake, Kingfisher, River Water-dropwort and birds. Habitats also include arable fields, grassland, hedgerows, woodland (some ancient). These habitats support bats (EPS), Dormouse (EPS), polecat, badger, Grizzled Skipper and Small Heath butterflies.</p>	Red
57	Watton-at-Stone	<p>There is one small Local Wildlife Site within the area of search: 44/078 (<i>River Beane by Watton Common</i>).</p> <p>Several Local Wildlife Sites surround the village: 30/042 (<i>The Rookery: woodland</i>), 31/001 (<i>Blackditch Wood: ancient woodland</i>), 45/038 (<i>The Grove: ancient woodland</i>), 45/065 (<i>Watton Springs: open</i></p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p><i>water</i>), 45/027 (<i>Hanging Hill Wood: ancient woodland</i>) and 45/028 (<i>Watton Green</i>).</p> <p>The village sits just north of the Lower Mimram, Lower Beane, Bramfield Plateau Key Biodiversity Area.</p> <p>Habitats include arable fields, allotments and sports field. Badgers are present along the railway line and probably forage across the area. The allotments and the railway embankment may support reptiles. Common breeding birds will be present.</p>	
58	Westmill	<p>The east of the village lies within 5km of Moor Hall Meadows SSSI.</p> <p>Local Wildlife Site 24/067 (<i>Westmill Bury Farm: building and pond</i>), located in the village is designated for its Great Crested Newt habitat. 24/026 (<i>Buntingford Chalk Pit: disused quarry</i>) lies in proximity to the village to the north-east and 24/073 (<i>Thrift Wood: ancient woodland</i>) lies to the south-west.</p> <p>Habitats include a chalk quarry on boulder clay with calcareous grassland and ephemeral ponds supporting Wood Small-Reed and species diverse broadleaved woodland and ground flora.</p>	Amber
59	Widford	<p>Just to the north of the built-up area of the village lies Local Wildlife Site 47/016 (<i>Meadow by Pegs Lane: grassland</i>). Wildlife Site 47/012 (<i>Widford Disused Railway</i>) lies in proximity to the north.</p> <p>The sites include a mosaic of habitats with secondary broadleaved woodland and species diverse grassland ranges from calcareous, neutral and acid of high wildlife value.</p>	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	<p>Benington High Wood SSSI lies within 2km of the built-up area of Stevenage.</p> <p>Immediately adjacent to Stevenage lies Local Wildlife Site and Local Nature</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Reserve 22/006 (<i>Box Wood, Pryor's Wood & Lob's Hole Spring: ancient woodland</i>) and 30/010 (<i>New Wood: ancient woodland</i>).</p> <p>Local Wildlife Sites 30/053 (<i>Astonbury Buildings and Ponds</i>) and 30/007 (<i>Astonbury Wood: ancient woodland</i>) lie to the south-east and 22/047 (<i>The Warren: ancient woodland</i>) lies to the north-east of the built-up area of Stevenage.</p> <p>Habitats include arable fields, hedgerows, trees and woods; some ancient woodland (Box Wood SSSI), and River Beane – chalk stream. Species present are bats (EPS), potentially Dormouse (EPS), badger, harvest mouse, farmland birds, Small Heath and White-letter Hairstreak butterflies. The habitats form a complex of interconnecting 'corridors' for bats (flight-lines), badgers, small mammals, birds and butterflies.</p> <p>There may be other designated sites within neighbouring North Herts and Stevenage Districts that will need to be considered.</p>	
61	East of Welwyn Garden City	<p>Just over half the area of search lies within 2km of Tewinbury SSSI to the north-west.</p> <p>There are many Local Wildlife Sites within this area of search: 58/021 (<i>Henry and Birchall Woods: ancient woodland</i>), 58/004 (<i>Land SE of Birchall Lane/ Cole Green Tip, NE area: grassland</i>) and 58/015 (<i>Great Captain's and Holwell Park Wood: ancient woodland</i>) lie to the south-east of the town.</p> <p>Habitats include arable fields, lakes, ponds, hedgerows, trees and woods, including ancient woodland. All are very important foraging habitats for bats (EPS). They also support Great Crested Newts (EPS), badger, polecat, breeding birds and Small Heath butterfly. Reptiles may well be present.</p> <p>There may be additional sites within the boundary of Welwyn Hatfield District that may need to be considered.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Whilst not immediately adjacent to the built-up area of Welwyn Garden City, Local Nature Reserve and Wildlife Site 58/025 (<i>Panshanger Park: ancient woodland</i>) lies in close proximity, east of Panshanger Lane. Panshanger Park is owned and managed by Lafarge, in partnership with HCC. Part of the management plan for the park includes an aspiration to become designated as a Country Park, which would include a Nature Reserve among other facilities. At this stage it is necessary to consider the possible implications of locating development in proximity to the park as a Wildlife Site. The potential cumulative impacts of development on the Park will be considered as part of Step 5 (scenario testing) and Step 6 (preferred strategy).</p> <p>Habitats include ancient woodland, veteran Oak trees (some of the best in England), acid, neutral and marshy grassland, River Mimram – a chalk stream – wetlands, lakes, reed-beds, marsh, ponds, and wet alder woodland. The site supports bat roosts (EPS), Otter (EPS), Water Vole, and Grayling in the river; numerous breeding and wintering birds. The ponds are very important for dragonflies. Bare areas of ground are important for invertebrates.</p>	
62	<p>North of Harlow (A)</p> <hr/> <p>North of Harlow (B)</p> <hr/> <p>North of Harlow (C)</p>	<p>The south-western quarter of the area of search lies within 2km of Hunsdon Mead SSSI. The whole area is within 5km.</p> <p>In addition to the Key Biodiversity Area of the Stort Valley, the area of search contains a large number of Local Wildlife Sites: 61/019 (<i>Field W. Eastwick Hall Lane: grassland</i>), 61/018 (<i>Pasture by Eastwick Hall Lane: grassland</i>), 61/017 (<i>Pasture N. Eastwick: grassland</i>), 61/028 (<i>Gilston Park and Lake: parkland</i>) and 62/004 (<i>Pye Corner Meads, Hollingson: grassland</i>). Depending upon its northern extension, Local Wildlife Sites: 62/021, 61/016, 61/010, 61/003, 62/006, 61/027, 61/026, 61/012, 61/011, 47/011, 61/034 and 61/002 are also</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>within proximity.</p> <p>Habitats include urban edge, arable agriculture, mature hedgerows, ancient woodlands, parkland, mature trees, the River Stort and associated wetlands. These habitats support breeding farmland birds, foraging bats (hedgerows and rivers form important flight-lines and feeding habitats), reptiles and amphibians. A large part of the area of search lies within the River Stort floodplain. The river is important for Otters (EPS), Water Vole and Kingfisher (Schedule 1 species).</p> <p>Hertfordshire Biological Records Centre recommends this area of search be classified as red due to the large number of wildlife sites and historic landscape features.</p>	
63	North of Hoddesdon	<p>The area of search is just further than 2km from Rye Meads Ramsar Site and SSSI. The area is however, in close proximity to Wormley-Hoddesdonpark Woods SAC NNR SSSI. The northern part of the area of search is also within 2km of Hertford Heath SSSI. (See Hertford Heath above).</p> <p>This site sits between two major KBAs. Local Wildlife Sites within 0.5km: 60/019 (<i>Hailey Wood: ancient woodland</i>), 60/017 (<i>Golding's Wood: ancient woodland</i>) and 60/057 (<i>Durham Road: Species criteria</i>).</p> <p>The sites at St Margaret's (north of Hoddesdon) are arable fields with hedgerows, which form important flight-lines for bats. Badgers are also present in the area.</p> <p>There are also sites within Broxbourne Borough that will need to be considered.</p>	Red
<p>New Settlements (Planning assumption of 5,000 dwellings)</p>			
64	A10 Corridor - North	<p>This area of search has the fewest number of Local Wildlife Sites (2) and no sites of greater than local designation. A small part of the area of search is within the Sandon/</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>Green End/ Clothall/ Wallington/ Weston Key Biodiversity Area.</p> <p>Habitats include ancient woodland, open water buildings and parkland supporting a range of protected species including bats and badger. There may be sites within North Herts District that may need to be considered.</p>	
65	A10 Corridor - Central	<p>Approximately a quarter of the area of search is within the Rib Valley Key Biodiversity Area. There are a fair number of Local Wildlife Sites, though these are relatively small in size. There is, however, Plashes Wood SSSI, one of the largest in the district.</p> <p>Habitats include arable fields, hedgerows, mature trees and woods. Scrub exists around a small industrial site. These habitats form important areas/corridors for local bats (flight-lines), badger and breeding birds. Reptiles may be present in areas of rough grassland and scrub. Ponds might support Great Crested Newt (EPS), although there are no known records. Other habitats include species-rich damp grassland which supports abundant Lady's Smock, Meadow Buttercups, Rushes and Meadow Sweet.</p>	Red
66	A120 Corridor	<p>A large part of the area of search is within the Wellpond Green/ Westland Green Key Biodiversity Area and a small part within the Rib Valley Key Biodiversity Area. There are a fair number of small Local Wildlife Sites but no sites of greater than local designation.</p> <p>Habitats include ancient woodland, meadows, pastures, open water, species-rich calcareous grassland and spoil from disused brick pits supporting Meadow Saxifrage, Betony, Bluebells and a variety of locally uncommon plants as well as Great Crested Newts and Bats (both EPS).</p>	Green
67	A507 Corridor	<p>A small part of the area of search is within both the Sandon/ Green End/ Clothall/ Wallington/ Weston Key Biodiversity Area</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>and the Cottered/ Ardeley/ Benington Key Biodiversity Areas.</p> <p>There are few Local Wildlife Sites within the area of search, and no sites of greater than local designation.</p> <p>Other habitats include species diverse neutral, marshy grassland, calcareous grassland, old hedges and a flush line along a former ditch supporting high flora diversity, grassland and rich roadside verges.</p>	
68	A602 Corridor	<p>This area of search has the highest proportion of Local Wildlife Sites compared to the other areas. There are no sites other than local designation.</p> <p>Approximately half of the area of search is within the Lower Mimram/ Lower Beane/ Bramfield Plateau Key Biodiversity Area.</p> <p>Hertfordshire Biological Records Centre recommends this area of search be classified as red due to the high proportion of Wildlife Sites and Key Biodiversity Area as the chalk streams are of international importance.</p> <p>Habitats include arable fields, allotments and sports field. Badgers are present along the railway line and probably forage across the area. The allotments and the railway embankment may support reptiles. Common breeding birds will be present.</p>	Red
69	Hunsdon Area	<p>The western half of the area of search is within 2km of Amwell Quarry and Rye Meads Ramsar SSSI sites and Hunsdon Mead SSSI.</p> <p>There are a reasonable number of Local Wildlife Sites within this area of search but they are spread across the area. A small part of the area of search is within the Stort Valley Key Biodiversity Area.</p> <p>These habitats support breeding farmland birds, foraging bats (hedgerows and rivers form important flight-lines and feeding</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Designated Wildlife Sites	Traffic Light
		<p>habitats), reptiles and amphibians. The River Stort is important for Otters (EPS), Water Vole and Kingfisher (Schedule 1 species).</p> <p>Hunsdon is important for bats and supports several roost sites. Habitats include urban edge, arable agriculture, mature hedgerows, ancient woodlands, and mature trees, and support breeding birds, foraging bats and badger.</p>	

ⁱⁱ A 50-year vision for the wildlife and natural habitats of Hertfordshire: A Local Biodiversity Action Plan (1998 revised 2006).

12 Historic Assets

Justification

Local Planning Authorities should “use the planning system to protect and enhance our natural, built and historic environment” (draft NPPF paragraph 10) and Local Plans should “identify land which it is genuinely important to protect from development, for instance because of its environmental or historic value” (draft NPPF paragraph 24).

“Local planning authorities should have up-to-date evidence about the historic environment in their area and use it to assess the significance of heritage assets and the contribution they make to their environment. They should also use it to predict the likelihood that currently unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future. Local planning authorities should either maintain or have access to a historic environment record” (draft NPPF paragraph 37).

Sources of Information

- East Herts Council GIS
- East Herts Local Plan Second Review (2007)
- Historic Parks and Gardens Supplementary Planning Document (2008)
- The National Heritage List for England <http://list.english-heritage.org.uk>

Assessment Criteria

The following designated historic assets are shown on the Local Plan proposals maps:

- Scheduled Monuments (national designation)
- Registered Historic Parks and Gardens (national designation)
- Conservation Areas (Local Plan Designation)
- Areas of Archaeological Significance (Local Plan Designation)
- Listed Buildings (national designation)

Red	Most of the area of search is covered by one or more of the above designations.
Amber	Around one third to one half of the area of search is covered by one or more of the above designations.
Green	Area of search includes a small area of the designation, or no designated areas at all.

General Comments

The following caveats should be borne in mind when reading the traffic light assessment of historic assets:

- The various designations do not carry equal weight in policy terms;
- Potential impacts may be dependent on local small-scale design considerations which cannot be fully addressed at the strategic level;
- There may be impacts in terms of the wider area;

Draft Topic Assessments

- There are many as yet undiscovered and undocumented archaeological remains.

With these issues in mind, the criteria-based approach has deliberately been made simple to allow for further investigation and assessment at later stages. This includes scope for further work at the planning application stage, which will be crucial to the preservation and enhancement of the historic environment.

Consultation with archaeologists at the Historic Environment Unit (HEU) at Hertfordshire County Council has been undertaken in preparing the assessments. HEU officers have advised that most of the areas of search, even those marked 'green' within the traffic light assessment, potentially contain unknown and undesignated archaeological remains, and therefore have the potential to act as a constraint upon development. Any of the areas chosen for further investigation will require the preparation of a pre-application archaeological assessment by the developer in support of any planning application.

Further consultation with the HEU will be undertaken at the scenario testing stage, at which point further detail from the Historic Environment Record may be used as appropriate to the strategic planning process.

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Scheduled Monument: - Waytemore Castle Conservation Area: - Bishop's Stortford (covers central area of town and parts of Newtown, Hockerill and Hadham Road areas) Areas of Archaeological Significance: - Town centre area and parts of Newtown, Hockerill and Hadham Road areas - Green wedge north of the castle - Woodside Industrial Estate - Bishop's Stortford High School Playing Fields - Small area at Winchester Close Listed Buildings: - Many throughout the town	Amber
2	Bishop's Stortford North (A)	Area of Archaeological Significance: - Small area at Silver Leys Listed Building: - Dane O'Coys Farmhouse	Green
	Bishop's Stortford North (B)	Listed Buildings: - Foxdells Farmhouse/barn	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
	Bishop's Stortford North (C)	No designated historic assets	Green
3	Bishop's Stortford East (A)	Area of Archaeological Significance: - Woodside Industrial Estate	Amber
	Bishop's Stortford East (B)	No designated historic assets	Green
4	Bishop's Stortford South (A)	Area of Archaeological Significance: - Small area along north side of A1184 Listed Buildings: - A few along the B1529	Green
	Bishop's Stortford South (B)	Area of Archaeological Significance: - Small area at Twyford House Listed Building: - Twyford House	Green
	Bishop's Stortford South (C)	Listed Buildings: - Twyford Bury - Stylemans Farm	Green
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Conservation Area: - Buntingford (covers central area of town and area to north-east of town) Area of Archaeological Significance: - Town centre area and area to north-east of town Listed Buildings: - Many throughout the town	Amber
6	Buntingford South and West (A)	No designated historic assets	Green
	Buntingford South and West (B)	Conservation Area: - Aspenden (covers small part of area)	Green
	Buntingford South and West (C)	Listed Building: - Aspenden Road Bridge	Green
7	Buntingford North (A)	No designated historic assets	Green
	Buntingford North (B)	Area of Archaeological Significance: - Large area south of Corneybury Farm Listed Buildings: - Various buildings at Corneybury Farm	Red
8	Buntingford North-East (A)	Conservation Area: - Buntingford (covers small part of area) Areas of Archaeological Significance: - Town centre area and area to north-east of town (covers small part of area) - St Bartholomew's Church Listed Buildings: - St Bartholomew's Church - A few along The Causeway	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
	Buntingford North-East (B)	No designated historic assets	Green
9	Buntingford East	No designated historic assets	Green
Hertford			
(Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Scheduled Monuments: <ul style="list-style-type: none"> - Hertford Castle - Bowl Barrow near Gallows Plain Conservation Area: <ul style="list-style-type: none"> - Hertford (covers central area of town and parts of Bengoe, south Hertford and Ware Road areas) Areas of Archaeological Significance: <ul style="list-style-type: none"> - Town centre area, Folly Island and parts of lower Bengoe, south Hertford and Ware Road areas - Pinehurst - Bengoe Hall Listed Buildings: <ul style="list-style-type: none"> - Many throughout the town 	Amber
11	Hertford West (A)	No designated historic assets	Green
	Hertford West (B)	Registered Historic Park & Garden: <ul style="list-style-type: none"> - Panshanger (west part of area) 	Amber
12	Hertford North (A)	Registered Historic Park & Garden: <ul style="list-style-type: none"> - Goldings (large part of area) Area of Archaeological Significance: <ul style="list-style-type: none"> - Small area west of Goldings Listed Buildings: <ul style="list-style-type: none"> - Various buildings at Goldings - Goldings Bridge - St Michael & All Angels Church, Waterford 	Red
	Hertford North (B)	Listed Building: <ul style="list-style-type: none"> - Willow Cottage 	Green
	Hertford North (C)	Conservation Area: <ul style="list-style-type: none"> - Hertford (covers small part of area) Areas of Archaeological Significance: <ul style="list-style-type: none"> - Two areas either side of Wadesmill Road 	Amber
13	Hertford South (A)	Registered Historic Park & Garden: <ul style="list-style-type: none"> - Bayfordbury (large part of area) Area of Archaeological Significance: <ul style="list-style-type: none"> - Bayfordbury Mansion Listed Building: <ul style="list-style-type: none"> - Bayfordbury Mansion 	Red
	Hertford	Area of Archaeological Significance:	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
	South (B)	<ul style="list-style-type: none"> - Small area at Brickendonbury Listed Buildings: <ul style="list-style-type: none"> - Tun Abdul Razak Research Centre, Brickendonbury - Brickendonbury Clock Cottage 	
	Hertford South (C)	Conservation Area: <ul style="list-style-type: none"> - Hertford (covers small part of area) Registered Historic Park & Garden: <ul style="list-style-type: none"> - Balls Park (north-west part of area) Areas of Archaeological Significance: <ul style="list-style-type: none"> - Small area at Brickendonbury - Small area at Brickendonbury Farm - Balls Park - Small area at Jenningsbury Listed Buildings: <ul style="list-style-type: none"> - Various buildings at Balls Park - Jenningsbury 	Amber
	Hertford South (D)	Areas of Archaeological Significance: <ul style="list-style-type: none"> - Small area at Pinehurst - Small area west of Downfield Road Listed Buildings: <ul style="list-style-type: none"> - Various buildings at Gamels Hall 	Green
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Conservation Area: <ul style="list-style-type: none"> - Sawbridgeworth (covers central area of town and area to east of town) Areas of Archaeological Significance: <ul style="list-style-type: none"> - Town centre area and area to east of town - Pishiobury Drive - Saffron Gardens Listed Buildings: <ul style="list-style-type: none"> - Many throughout the town <p>Note: Pishiobury Park is a Registered Historic Park and also contains a Scheduled Monument (Springhall Lane Causeway) but this is considered to be outside the built-up area and does not lie within an area of search</p>	Amber
15	Sawbridgeworth South-West (A)	Conservation Area: <ul style="list-style-type: none"> - High Wych (covers small part of area) Area of Archaeological Significance: <ul style="list-style-type: none"> - Area west of A1184 Listed Building: <ul style="list-style-type: none"> - Rowney Farm - 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
	Sawbridgeworth South-West (B)	Area of Archaeological Significance: - Small area at Rowneybury Listed Building: - Rowneybury Bungalow	Green
16	Sawbridgeworth West (A)	Listed Building: - 130 West Road	Green
	Sawbridgeworth West (B)	Listed Building: - Claylane Farm	Green
17	Sawbridgeworth North (A)	Area of Archaeological Significance: - Small area at Parsonage Farm	Green
	Sawbridgeworth North (B)	Conservation Area: - Sawbridgeworth (covers small part of area) Area of Archaeological Significance: - Small area south of Tedmanbury Farm	Green
	Sawbridgeworth North (C)	Conservation Area: - Sawbridgeworth (covers small part of area) Area of Archaeological Significance: - Large area at Great Hyde Hall Listed Buildings: - Various buildings at Great Hyde Hall - South Lodge - Granary at Little Hyde Hall Farm	Red
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Scheduled Monument: - Ware Friary Registered Historic Park & Garden: - Scott's Grotto (small part of area) Conservation Area: - Ware (covers central area of town and parts of Priory Street and Collett Road areas) Area of Archaeological Significance: - Town centre area and parts of south Ware, Priory Street and Collett Road areas Listed Buildings: - Many throughout the town	Amber
19	Ware North (A)	Registered Historic Park & Garden: - Poles Park, Hanbury Manor (whole area)	Red
	Ware North (B)	Registered Historic Park & Garden: - Fanhams Hall (small part at east of area) Listed Buildings:	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<ul style="list-style-type: none"> - Various buildings at Fanhams Hall - High Oak Road Round House 	
20	Ware East (A)	Listed Buildings: <ul style="list-style-type: none"> - The Old Nursery, Fanhams Hall Road - Barn at Priorswood Farm 	Green
	Ware East (B)	Area of Archaeological Significance: <ul style="list-style-type: none"> - Large area at Widbury Hill Farm Listed Building: <ul style="list-style-type: none"> - Barn at Widbury Hill Farm 	Red
21	Ware South-East (A)	No designated historic assets	Green
	Ware South-East (B)		
22	Ware South-West	Areas of Archaeological Significance: <ul style="list-style-type: none"> - Chadwell Springs - Small area at Amwellbury Farm Listed Buildings: <ul style="list-style-type: none"> - 32 Hoe Lane - Various buildings at Amwellbury Farm 	Amber
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Conservation Area: <ul style="list-style-type: none"> - Aston (covers south part of village) Area of Archaeological Significance: <ul style="list-style-type: none"> - Area covers central part of village Listed Buildings: <ul style="list-style-type: none"> - Several in village (mainly located within Conservation Area) 	Amber
24	Bayford	Scheduled Monument: <ul style="list-style-type: none"> - Stocking Lane Moated Site Area of Archaeological Significance: <ul style="list-style-type: none"> - Area covers most of village Listed Buildings: <ul style="list-style-type: none"> - Several in village 	Red
25	Benington	Scheduled Monument: <ul style="list-style-type: none"> - Benington Castle Registered Historic Park & Garden: <ul style="list-style-type: none"> - Benington Lordship (small part at west of area) Conservation Area: <ul style="list-style-type: none"> - Benington (covers west part of village) Area of Archaeological Significance: <ul style="list-style-type: none"> - Area covers west part of village Listed Buildings: <ul style="list-style-type: none"> - Several in village (mainly located within Conservation Area) 	Amber
26	Birch Green	Areas of Archaeological Significance: <ul style="list-style-type: none"> - Areas located south-west, north-west 	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<p style="text-align: center;">and north-east of village</p> <p>Listed Buildings:</p> <ul style="list-style-type: none"> - A few in village <p>Note: Settlement Site Scheduled Monument located to the south-west of village.</p>	
27	Braughing	<p>Conservation Area:</p> <ul style="list-style-type: none"> - Braughing (covers most of village) <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers most of village - Areas located south, west and north-east of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Numerous in village (mainly located within Conservation Area) <p>Note: Roman Site Scheduled Monument located to the south of village.</p>	Red
28	Brickendon	<p>Conservation Area:</p> <ul style="list-style-type: none"> - Brickendon (covers most of village) <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Small area at Bourne Orchard - Small area at 5 Brickendon Green <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in village (mainly located within Conservation Area) 	Red
29	Buckland	<p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers central part of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in village 	Amber
30	Cole Green	<p>Registered Historic Park & Garden:</p> <ul style="list-style-type: none"> - Panshanger (small part of area) <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Areas located west and south-east of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - A few in village <p>Note: Settlement Site Scheduled Monument located to the south-east of village.</p>	Amber
31	Colliers End	<p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers most of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in village 	Amber
32	Cottered	<p>Registered Historic Park & Garden:</p> <ul style="list-style-type: none"> - The Garden House (west part of area) <p>Conservation Area:</p> <ul style="list-style-type: none"> - Cottered (covers west and central parts 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		of village) Area of Archaeological Significance: - Area covers west and central parts of village Listed Buildings: - Several in village (mainly located within Conservation Area)	
33	Dane End	Area of Archaeological Significance: - Small area covers south-west part of village Listed Buildings: - Several in village (mainly located in south-west of village)	Green
34	Datchworth	Areas of Archaeological Significance: - Small areas located north-west and south-east of village Listed Buildings: - A few in village	Green
35	Furneux Pelham	Conservation Area: - Furneux Pelham (covers most of village of Furneux Pelham and north part of Barleycroft End) Areas of Archaeological Significance: - Area covers most of village of Furneux Pelham - Area covers north part of Barleycroft End Listed Buildings: - Several in village (mainly located within Conservation Area)	
36	Great Amwell	Registered Historic Park & Garden: - Amwell Grove & Amwell Pool (small part of area) Conservation Area: - Great Amwell (covers central part of village) Areas of Archaeological Significance: - Small area at Amwellbury Farm - Area covers central part of village - Small area located east of village Listed Buildings: - Several in village (mainly located within Conservation Area) -	
37	Hadham Ford	Conservation Area: - Hadham Ford (covers most of village) Areas of Archaeological Significance: - Area covers south part of village	

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<ul style="list-style-type: none"> - Small area at Home Farm west of village Listed Buildings: <ul style="list-style-type: none"> - Several in village (all located within Conservation Area) 	
38	Hertford Heath	Scheduled Monument: <ul style="list-style-type: none"> - Iron Age Cemetery, Trinity Road (within existing residential area) Conservation Area: <ul style="list-style-type: none"> - Hertford Heath (covers north part of village) Area of Archaeological Significance: <ul style="list-style-type: none"> - Area covers east part of village Listed Buildings: <ul style="list-style-type: none"> - A few in village (mainly located within Conservation Area) 	Amber
39	Hertingfordbury	Conservation Area: <ul style="list-style-type: none"> - Hertingfordbury (covers most of village) Area of Archaeological Significance: <ul style="list-style-type: none"> - Area covers most of village Listed Buildings: <ul style="list-style-type: none"> - Numerous in village (mainly located within Conservation Area) 	Red
40	High Cross	Registered Historic Park & Garden: <ul style="list-style-type: none"> - Youngsbury (small part of area) Areas of Archaeological Significance: <ul style="list-style-type: none"> - Area covers south and central parts of village - Small area at Sutes Farm Listed Buildings: <ul style="list-style-type: none"> - Several in village 	Amber
41	High Wych	Conservation Area: <ul style="list-style-type: none"> - High Wych (covers east and central parts of village) Listed Buildings: <ul style="list-style-type: none"> - Several in village (all located within Conservation Area) 	Amber
42	Hunsdon	Scheduled Monuments: <ul style="list-style-type: none"> - 2 x Hunsdon WWII Airfield Defences Conservation Area: <ul style="list-style-type: none"> - Hunsdon (covers central part of village) Areas of Archaeological Significance: <ul style="list-style-type: none"> - Area covers central part of village - Large area located west of village Listed Buildings: <ul style="list-style-type: none"> - Several in village (mainly located within Conservation Area) 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
43	Letty Green	<p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers north part of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - A few in village <p>Note: Settlement Site Scheduled Monument located to the north of village.</p>	Green
44	Little Hadham	<p>Conservation Area:</p> <ul style="list-style-type: none"> - Little Hadham (covers central part of village) <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Areas located south-west and east of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in village (mainly located within Conservation Area) 	Amber
45	Much Hadham	<p>Scheduled Monument:</p> <ul style="list-style-type: none"> - The Lordship Moated Site <p>Conservation Area:</p> <ul style="list-style-type: none"> - Much Hadham (covers most of village) <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers most of village - Small area at Moor Place west of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Numerous in village (mainly located within Conservation Area) 	Red
46	Puckeridge	<p>Scheduled Monument:</p> <ul style="list-style-type: none"> - Roman Site <p>Conservation Area:</p> <ul style="list-style-type: none"> - Puckeridge (covers west part of village) <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers most of village - Large areas located north and south of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in village (mainly located within Conservation Area) 	Red
47	Spellbrook	<p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers north-east of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - A few in village 	Amber
48	Standon	<p>Conservation Area:</p> <ul style="list-style-type: none"> - Standon (covers most of village) <p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers most of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in village (mainly located within Conservation Area) 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
49	Stanstead Abbots & St Margarets	<p>Conservation Area:</p> <ul style="list-style-type: none"> - Stanstead Abbots & St Margarets (covers most of village of Stanstead Abbots and south part of Stanstead St Margarets) <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers most of village of Stanstead Abbots - Area covers south part of Stanstead St Margarets - Large area located south-west of Stanstead St Margarets <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in both villages (mainly located within Conservation Area) 	Amber
50	Stapleford	<p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area covers most of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - A couple in village 	Red
51	Tewin	<p>Conservation Area:</p> <ul style="list-style-type: none"> - Tewin (covers central part of village) <p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area located south-west of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - A few in village (mainly located within Conservation Area) 	Amber
52	Thundridge	<p>Registered Historic Parks & Gardens:</p> <ul style="list-style-type: none"> - Youngsbury (small part of area) - Poles Park/Hanbury Manor (small part of area) <p>Conservation Area:</p> <ul style="list-style-type: none"> - Thundridge/Wadesmill (covers north part of village) <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in village (all located within Conservation Area) 	Amber
53	Tonwell	<p>Area of Archaeological Significance:</p> <ul style="list-style-type: none"> - Area located north-east of village <p>Listed Buildings:</p> <ul style="list-style-type: none"> - A couple in village 	Green
54	Wadesmill	<p>Conservation Area:</p> <ul style="list-style-type: none"> - Thundridge/Wadesmill (covers central part of village) <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several in village (all located within Conservation Area) 	Amber
55	Walkern	<p>Conservation Area:</p> <ul style="list-style-type: none"> - Walkern (covers most of village) 	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		Areas of Archaeological Significance: <ul style="list-style-type: none"> - Area covers north part of village - Area covers west part of village Listed Buildings: <ul style="list-style-type: none"> - Several in village (all located within Conservation Area) 	
56	Waterford	Registered Historic Park & Garden: <ul style="list-style-type: none"> - Goldings (small part of area) Listed Buildings: <ul style="list-style-type: none"> - A few in village 	Green
57	Watton-at-Stone	Registered Historic Park & Garden: <ul style="list-style-type: none"> - Woodhall Park (small part of area) Conservation Area: <ul style="list-style-type: none"> - Watton-at-Stone (covers narrow central part and south part of village) Areas of Archaeological Significance: <ul style="list-style-type: none"> - Area covers narrow central part of village and south part of village - Large area located west of village - Areas located north and north-east of village Listed Buildings: <ul style="list-style-type: none"> - Several in village (mainly located within Conservation Area) 	
58	Westmill	Conservation Area: <ul style="list-style-type: none"> - Westmill (covers most of village) Area of Archaeological Significance: <ul style="list-style-type: none"> - Area covers most of village Listed Buildings: <ul style="list-style-type: none"> - Several in village (all located within Conservation Area) 	
59	Widford	Conservation Area: <ul style="list-style-type: none"> - Widford (covers most of village) Areas of Archaeological Significance: <ul style="list-style-type: none"> - Area covers most of village - Large area located west of village - Areas to north-east and south of village Listed Buildings: <ul style="list-style-type: none"> - Several in village (all located within Conservation Area) 	
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	Stevenage	Scheduled Monument: <ul style="list-style-type: none"> - Earthworks in Box Wood Conservation Area: <ul style="list-style-type: none"> - Aston Areas of Archaeological Significance: <ul style="list-style-type: none"> - Several within area; largest are located 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		around Box Wood and in Beane Valley Listed Buildings: - Several within area mainly located at Aston End, Aston and Aston Bury	
61	East of Welwyn Garden City	Registered Historic Park & Garden: - Panshanger (east part of area) Area of Archaeological Significance: - Covers most of area Listed Buildings: - A few buildings at Birchall Farm	Red
62	North of Harlow (A)	Scheduled Monuments: - 14 x Hunsdon WWII Airfield Defences Areas of Archaeological Significance: - Several within area; largest is located north of Hunsdon Airfield Listed Buildings: - A few buildings scattered across the area	Amber
	North of Harlow (B)	Scheduled Monuments: - The Mount: moated site and associated deer pen enclosure, west of Gilston - Two other moated sites, north of Eastwick Areas of Archaeological Significance: - Several within area; largest are located at Gilston Park, Channoeks Farm and Hunsdon House Listed Buildings: - A few buildings mainly located at Gilston Park	Amber
	North of Harlow (C)	Listed Buildings: - A few buildings located in Gilston	Green
63	North of Hoddesdon	Area of Archaeological Significance: - Large area located either side of A414 Listed Buildings: - Rye Common Pumping Station - 89 Hoddesdon Road	Amber
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Areas of Archaeological Significance: - Several within area; largest are located east of Chipping Listed Buildings: - A few within area; mainly located in Buckland and Chipping	Amber
65	A10 Corridor - Central	Scheduled Monuments: - Roman Site, north of Puckeridge - Section of Roman Road in Rigery Lane,	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<p>north-west of Colliers End</p> <ul style="list-style-type: none"> - Moated mound south of Rennesley Garden Wood, north-west of Wadesmill - Youngsbury Roman Barrows, east of Wadesmill - Thundridgebury moated enclosure and associated remains, east of Thundridge <p>Registered Historic Parks and Gardens:</p> <ul style="list-style-type: none"> - Youngsbury - Poles Park/Hanbury Manor <p>Conservation Areas:</p> <ul style="list-style-type: none"> - Westmill - Puckeridge - Thundridge/Wadesmill <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Many within area; largest are located north of Puckeridge <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Numerous within area; mainly located in Conservation Areas and at rural farms 	
66	A120 Corridor	<p>Scheduled Monument:</p> <ul style="list-style-type: none"> - Moated mound, north-east of Little Hadham <p>Conservation Areas:</p> <ul style="list-style-type: none"> - Standon - Little Hadham - Hadham Ford - Bury Green <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Many within area <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Numerous within area; mainly located in Conservation Areas and at rural farms 	Amber
67	A507 Corridor	<p>Scheduled Monument:</p> <ul style="list-style-type: none"> - The Island: moated site, south-east of Cottered <p>Registered Historic Park and Garden:</p> <ul style="list-style-type: none"> - The Garden House, Cottered <p>Conservation Area:</p> <ul style="list-style-type: none"> - Cottered <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Several within area; largest is located around Throcking <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several within area; mainly located in Conservation Area and at rural farms 	Amber
68	A602 Corridor	<p>Scheduled Monuments:</p> <ul style="list-style-type: none"> - Moated enclosures in Well Wood & 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Historic Assets	Traffic Light
		<p>Chapel Wood, west of Watton-at-Stone</p> <ul style="list-style-type: none"> - Roman site east of Blacklane Wood, south-east of Watton-at-Stone <p>Registered Historic Park and Garden:</p> <ul style="list-style-type: none"> - Woodhall Park <p>Conservation Area:</p> <ul style="list-style-type: none"> - Watton-at-Stone <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Many within area, largest are located around Watton-at-Stone <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Several within area; mainly located in Conservation Area and at rural farms 	
69	Hunsdon Area	<p>Scheduled Monuments:</p> <ul style="list-style-type: none"> - 14 x Hunsdon WWII Airfield Defences - The Mount: moated site and associated deer pen enclosure, west of Gilston - Two other moated sites, north of Eastwick <p>Conservation Areas:</p> <ul style="list-style-type: none"> - High Wych - Hunsdon <p>Areas of Archaeological Significance:</p> <ul style="list-style-type: none"> - Several within area; largest is located north-west of Hunsdon <p>Listed Buildings:</p> <ul style="list-style-type: none"> - Numerous within area; mainly located in Conservation Areas and at rural farms 	Amber

13. Landscape Character

Justification

“The Government’s objective is that planning should help to deliver a healthy natural environment for the benefit of everyone and safe places which promote wellbeing. To achieve this objective, the planning system should aim to conserve and enhance the natural and local environment; including by protecting valued landscapes” (draft NPPF paragraphs 163 and 164).

“In preparing plans to meet development requirements, the aim should be to minimise adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value where practical” (draft NPPF paragraph 165). At the strategic scale, this approach manifests itself in landscape characterisation.

Sources of Information

This assessment is solely based on information taken from the Landscape Character assessment SPD 2007 which is available to view at www.eastherts.gov.uk/spd.

The Landscape Character Assessment identifies 63 distinct landscape character areas across East Herts, assessed their quality and strength of character, and then set out guidelines for managing change. The premise of this approach is that all landscapes have a distinctive character and are of value. As such, the character of each landscape area should be strengthened.

In order to strengthen the distinctive character of each landscape area, an evaluation matrix compares the condition of the landscape with its strength of character, resulting in one of nine possible management approaches.

Condition	Good	Strengthen & Reinforce	Conserve & Strengthen	Safeguard & Manage
	Moderate	Improve & Reinforce	Improve & Conserve	Conserve & Restore
	Poor	Reconstruct	Improve & Restore	Restore Condition to Maintain Character
		Weak	Moderate	Strong
		Strength of Character		

For example, the strategy for managing change in a landscape area considered to be in good condition with a strong character is: safeguard and manage. This is because the character of the area is already well defined and needs protecting. Alternatively, the strategy for a landscape area that is in good condition but with a weak character is: strengthen and reinforce. This is because there are some good quality characteristics but these need improving.

Draft Topic Assessments

Assessment Criteria

Applying the value led approach in the NPPF, for the purposes of this topic assessment the ratings of red, amber and green have been applied to the matrix as shown:

Condition	Good	Strengthen & reinforce	Conserve & Strengthen	Safeguard & Manage
	Moderate	Improve & Reinforce	Improve & Conserve	Conserve & Restore
	Poor	Reconstruct	Improve & Restore	Restore Condition to Maintain Character
		Weak	Moderate	Strong
		Strength of Character		

The ratings have been applied in the context of the ability of the particular landscape character area to accommodate development, *not* the quality of the landscape area itself. As such, those landscape areas that are of poorer condition and weaker character are considered to be more able to accept new development and therefore score green. Landscape areas that are in good condition and stronger character are considered to be less able to accommodate development and therefore score red.

In many cases the areas of search will include more than one landscape character area. Where this is the case and results in different ratings, a precautionary approach will be taken as follows:

	Green and Red
	Green and Amber
	Amber and Red

In some cases an area of search includes only a very small part of a landscape character area, usually on the periphery of the area of search. Where this is the case, they have also been listed, although for clarity descriptive text is omitted. However, areas of search are purely indicative; they have not been used to form the rating. If appropriate, they would be taken into account in more detail at the next stage.

It should be noted that the landscape character assessment did not assess built-up areas. However, in order to present a complete picture for all of the Areas of Search, a green rating has been applied to the built-up areas of search since in these areas the principle of development is accepted.

General Comments

This assessment has been undertaken at the strategic scale. The landscape character areas themselves are relatively large and as such, the evaluation can only be a generalisation of the key and defining features of the landscape. Furthermore, areas in urban fringe locations immediately adjacent to existing built-up areas are

Draft Topic Assessments

perhaps less likely to exhibit the key characteristics of the area as a whole. Having said that, the extension of the settlement into the character area may have a negative impact.

It is acknowledged that the condition and character of individual sites will vary within and between each landscape area. As such, there may be more suitable sites (from a landscape perspective) even within areas of strong character that are assessed as red. One benefit of development is that it could help fund landscape improvements that help strengthen the character of the landscape area. For example, if a key characteristic of an area is its woodland cover, development that funds the planting of new trees to increase the amount of woodland in the area could actually strengthen the character of the landscape. It should also be noted that significant development e.g. urban extension or new settlement would fundamentally alter the existing character and potentially create a new landscape character.

Text is from the descriptions of landscape character in the area summary of the Landscape Character Assessment SPD. Because of the size of the New Settlement Areas of Search (numbers 64-69) and the resultant number of landscape character areas that they include, descriptive text has been omitted for clarity.

It should be noted that the landscape assessments were undertaken between 2000 and 2004. Whilst it is acknowledged that this is some time ago, it is not considered that there have been changes that will have fundamentally altered the character of the landscapes or the evaluation itself.

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built-up Area	N/A	Green
2	Bishop's Stortford North (A)	<p style="color: #ffa500;">150 Hadham Plateau (Improve & Conserve)</p> <p>A plateau area with an open rural character and few roads or settlements. The plateau is generally flat with some areas gently undulating and with a gentle fall towards the Ash valley. The area is predominantly used for arable farming in large geometric fields interspersed with occasional woodland blocks. The area incorporates the dispersed settlement of Upwick Green and several large halls including Hadham Hall, Hadham Park, Wickham Hall, Upwick Hall and Patmore Hall.</p>	Amber
	Bishop's Stortford North (B)	<p style="color: #00ff00;">149 Bourne Brook Valley (Improve & Restore)</p> <p>Valley landscape formed by Bourne Brook</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>with a strong urban fringe character. Land uses include: an animal sanctuary, higher education college, horse paddocks, set-aside, works yard and a disused quarry which has been used for fly-tipping. The A120 cuts across the valley partly in cutting and partly on an embankment close to the county boundary, forming a strong dividing feature within the area. To the north, close to the county of Essex, the area has a stronger rural and valley character with arable land use predominant.</p> <p>Also includes: Part 151 Stort Meads (Conserve & Restore)</p>	
	Bishop's Stortford North (C)	<p>149 Bourne Brook Valley (Improve & Restore)</p> <p>Valley landscape formed by Bourne Brook with a strong urban fringe character. Land uses include: an animal sanctuary, higher education college, horse paddocks, set-aside, works yard and a disused quarry which has been used for fly-tipping. The A120 cuts across the valley partly in cutting and partly on an embankment close to the county boundary, forming a strong dividing feature within the area. To the north, close to the county of Essex, the area has a stronger rural and valley character with arable land use predominant.</p> <p>Also includes: Part 151 Stort Meads (Conserve & Restore)</p>	Green
3	Bishop's Stortford East (A) Bishop's Stortford East (B)	No Assessment	
4	Bishop's Stortford South (A)	<p>85 Thorley Uplands (Conserve & Strengthen)</p> <p>The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light	
		<p>associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>		
	<p>Bishop's Stortford South (B)</p>	<p>82 River Stort (Improve & Conserve) An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p> <p>85 Thorley Uplands (Conserve & Strengthen) The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>		Red
	<p>Bishop's Stortford South (C)</p>	<p>82 River Stort (Improve & Conserve) An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within</p>		Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p> <p>85 Thorley Uplands (Conserve & Strengthen)</p> <p>The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>	
<p>Buntingford (Planning assumption of at least 500 dwellings at each area of search)</p>			
5	Buntingford Built-up Area	N/A	Green
6	Buntingford South and West (A)	<p>141 Cherry Green Arable Plateau (Improve & Restore)</p> <p>The area is principally an open arable landscape with extensive views over a gently undulating plateau. The area retains a historic ambiance through the winding lanes, however many of the features have been eroded or disappeared completely including a deserted medieval village. Settlement comprises isolated farms and the occasional cottage. There are few features of note within the area with the most prominent landmarks being outside the area.</p>	Green
	Buntingford South and West (B)	<p>141 Cherry Green Arable Plateau (Improve & Restore)</p> <p>The area is principally an open arable landscape with extensive views over a gently</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>undulating plateau. The area retains a historic ambiance through the winding lanes, however many of the features have been eroded or disappeared completely including a deserted medieval village. Settlement comprises isolated farms and the occasional cottage. There are few features of note within the area with the most prominent landmarks being outside the area.</p> <p>142 High Rib Valley (Improve & Conserve) The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20th century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.</p>	
	Buntingford South and West (C)	<p>142 High Rib Valley (Improve & Conserve) The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20th century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.	
7	Buntingford North (A)	<p>142 High Rib Valley (Improve & Conserve) The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20th century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.</p> <p>Also includes: Part 140 Cottered / Ardeley Plateau (Conserve & Strengthen) Part 141 Cherry Green Arable Plateau (Improve & Restore)</p>	Amber
	Buntingford North (B)	<p>142 High Rib Valley (Improve & Conserve) The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20th century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.	
8	Buntingford North-East (A)	<p>142 High Rib Valley (Improve & Conserve)</p> <p>The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20th century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.</p>	Amber
	Buntingford North-East (B)	<p>143 Wyddial Plateau (Improve & Conserve)</p> <p>The character area comprises an elevated arable landscape with extensive views over a gently undulating plateau. There is a moderately strong historic character to the north resulting from the winding lanes, retained field patterns and scattered woodland cover while to the south the character is more open. Settlement typically comprises isolated farms and occasional cottage groups. The most distinctive areas are located near the larger houses including Alswick and at Wyddial where the hall and core of the village retain an important focus. The major detractors are the high voltage electricity cables and pylons that dwarf local features on the plateau and the Sainsbury's warehouse at Buntingford.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		Also includes: Part 142 High Rib Valley (Improve & Conserve)	
9	Buntingford East	143 Wyddial Plateau (Improve & Conserve) The character area comprises an elevated arable landscape with extensive views over a gently undulating plateau. There is a moderately strong historic character to the north resulting from the winding lanes, retained field patterns and scattered woodland cover while to the south the character is more open. Settlement typically comprises isolated farms and occasional cottage groups. The most distinctive areas are located near the larger houses including Alswick and at Wyddial where the hall and core of the village retain an important focus. The major detractors are the high voltage electricity cables and pylons that dwarf local features on the plateau and the Sainsbury's warehouse at Buntingford.	Amber
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built-up Area	N/A	Green
11	Hertford West (A)	67 Bramfield Plain (Improve & Conserve) A very gently undulating to flat area of open arable land, unsettled and with little woodland. It is enclosed to the north west by the wooded ridge of the Tewin-Datchworth plateau and by river valleys to south (Mimram) and east (Rib).	Amber
	Hertford West (B)	44 Panshanger Parkland (Improve & Restore) Relic historic ornamental parkland with dense wooded boundaries and extensive mineral excavation, developed around the valley of the river Mimram. Little remains of the historic buildings within the park, but Repton's landscape design has not yet been completely obliterated, although screened from public view. The parkland character is of grazing pastures fringed with beech woods.	Green
12	Hertford North (A)	67 Bramfield Plain (Improve & Conserve) A very gently undulating to flat area of open arable land, unsettled and with little woodland. It is enclosed to the north west by	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>the wooded ridge of the Tewin-Datchworth plateau and by river valleys to south (Mimram) and east (Rib).</p> <p>68 Lower Beane Valley (Conserve & Strengthen) A narrow flat floodplain with steeply rising valley sides. The river is not dominant enough to be a major landscape feature, but the valley does differ significantly from the arable uplands to either side, not least in the congregation within it of transport features, such as road and railway. A mix of pasture and woodland is typical throughout, with the southern part strongly influenced by ribbon development, industry and mineral extraction, while the northern part is more rural and remote.</p>	
	Hertford North (B)	<p>68 Lower Beane Valley (Conserve & Strengthen) A narrow flat floodplain with steeply rising valley sides. The river is not dominant enough to be a major landscape feature, but the valley does differ significantly from the arable uplands to either side, not least in the congregation within it of transport features, such as road and railway. A mix of pasture and woodland is typical throughout, with the southern part strongly influenced by ribbon development, industry and mineral extraction, while the northern part is more rural and remote.</p> <p>Also includes: Part 69 Stonyhills (Improve & Restore)</p>	Red
	Hertford North (C)	<p>69 Stonyhills (Improve & Restore) Gently undulating light arable upland and valley slopes between the Rib and Beane valleys, widening to the north. Generally large irregular fields and woodlands on very light soils, with several blocks of ancient woodland in the south. Very rural, with few settlements but many mineral extraction sites.</p> <p>75 Lower Rib Valley (Restore Condition to Maintain Character) Flat valley bottom with extensive wetland vegetation. Extensive mineral extraction on</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		both valley slopes	
13	Hertford South (A)	<p>63 Bayfordbury, Brickendonbury & Balls Park Parkland (Improve & Reinforce) Gently undulating parkland and estate farmland with large mansions now used for institutional purposes. Elsewhere this is a landscape of isolated farms and farm cottages, with some influence along the northern edge from Hertford's urban fringe. Bayfordbury occupies a sloping site and is characterised by its semi-natural oak/hornbeam woodland and many ornamental trees. Brickendonbury and Balls Park occupy a plateau divided by a brook, which is a strong landscape feature, and they are surrounded by arable farmland.</p>	Green
	Hertford South (B)	<p>63 Bayfordbury, Brickendonbury & Balls Park Parkland (Improve & Reinforce) Gently undulating parkland and estate farmland with large mansions now used for institutional purposes. Elsewhere this is a landscape of isolated farms and farm cottages, with some influence along the northern edge from Hertford's urban fringe. Bayfordbury occupies a sloping site and is characterised by its semi-natural oak/hornbeam woodland and many ornamental trees. Brickendonbury and Balls Park occupy a plateau divided by a brook, which is a strong landscape feature, and they are surrounded by arable farmland.</p>	Green
	Hertford South (C)	<p>63 Bayfordbury, Brickendonbury & Balls Park Parkland (Improve & Reinforce) Gently undulating parkland and estate farmland with large mansions now used for institutional purposes. Elsewhere this is a landscape of isolated farms and farm cottages, with some influence along the northern edge from Hertford's urban fringe. Bayfordbury occupies a sloping site and is characterised by its semi-natural oak/hornbeam woodland and many ornamental trees. Brickendonbury and Balls Park occupy a plateau divided by a brook, which is a strong landscape feature, and they are surrounded by arable farmland.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>64 Hertford Heath (Conserve & Restore) An area of gently undulating wooded farmland, much of it pasture, with extensive areas of woodland and heath. At the heart of this rural area lies Haileybury College, which also influences the only settlement in the area, from which it takes its name. The damp acid grasslands and relic heath are ecologically and visually important.</p>	
	Hertford South (D)	<p>64 Hertford Heath (Conserve & Restore) An area of gently undulating wooded farmland, much of it pasture, with extensive areas of woodland and heath. At the heart of this rural area lies Haileybury College, which also influences the only settlement in the area, from which it takes its name. The damp acid grasslands and relic heath are ecologically and visually important.</p> <p>78 Great Amwell Ridge & Slopes (Improve & Restore) A complex semi-urban area with two settlements and combined urban edge and rural land uses.</p>	
<p>Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)</p>			
14	Sawbridgeworth Built-up Area	N/A	Green
15	Sawbridgeworth South-West (A)	<p>84 High Wych Slopes (Improve & Restore) A south-facing slope of mixed farming within a small irregular field pattern, usually ditched rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p>	Green
	Sawbridgeworth South-West (B)	<p>Part 81 Stanstead to Pishiobury Parklands (Improve & Conserve) Parkland and arable farmland on gently undulating south-facing slope interrupted by valleys of the Stort's tributaries. Cultural pattern overrides topographical change. An area of ancient settlements, dominated by the many parklands on the southfacing slopes above the Stort valley.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>Part 82 River Stort (Improve & Conserve) An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p>	
16	Sawbridgeworth West (A)	<p>85 Thorley Uplands (Conserve & Strengthen) The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>	Red
	Sawbridgeworth West (B)	<p>84 High Wych Slopes (Improve & Restore) A south-facing slope of mixed farming within a small irregular field pattern, usually ditched rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p>	Green
17	Sawbridgeworth North (A)	<p>85 Thorley Uplands (Conserve & Strengthen) The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p>	
	<p>Sawbridgeworth North (B)</p>	<p>85 Thorley Uplands (Conserve & Strengthen) The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p> <p>82 River Stort (Improve & Conserve) An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p>	
	<p>Sawbridgeworth North (C)</p>	<p>152 Great Hyde Hall (Conserve & Restore) A small enclave of Hertfordshire that lies east of the River Stort where the remainder of the</p>	

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>valley slopes are within Essex. At a wider scale the extensive eastern slopes of the Stort Valley rise up to form part of a broad north-south orientated valley of the Stort that follows the county boundary. The small character area itself comprises a large arable field to the west and an area of mature woodland to the east, a pattern which is in common with much of the valley slopes. Great Hyde Hall and its associated parkland and grounds is partially concealed within the woodland.</p> <p>Also includes: Part 82 River Stort (Improve & Conserve)</p>	
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built-up Area	N/A	Green
19	Ware North (A)	<p>Part 76 Ware Parklands (Restore Condition to Maintain Character) Gently undulating ridge above river valleys with narrow steep slopes to Lea and Rib rivers, with small pasture and large arable fields. On the ridge there is relic parkland and extensive mineral extraction, with a strong urban edge to the south east. Strong influence of road transport network.</p>	Amber
	Ware North (B)	<p>89 Wareside – Braughing Uplands (Conserve & Strengthen) Open, gently undulating arable farmland with clustered settlements and few roads, on a clay plateau of varying width between the valleys of the rivers Rib and Ash. Can be divided into four sub-areas: the Fanhams Plateau; the central plateau area; Westland/Wellpond Green and Braughing Friars. Arable cultivation has removed field boundaries and reduced woodland cover and the significant settlements lie within the river valleys, with isolated farms set above them on the edge of the plateau.</p>	Red
20	Ware East (A)	<p>89 Wareside – Braughing Uplands (Conserve & Strengthen) Open, gently undulating arable farmland with clustered settlements and few roads, on a clay plateau of varying width between the</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>valleys of the rivers Rib and Ash. Can be divided into four sub-areas: the Fanhams Plateau; the central plateau area; Westland/Wellpond Green and Braughing Friars. Arable cultivation has removed field boundaries and reduced woodland cover and the significant settlements lie within the river valleys, with isolated farms set above them on the edge of the plateau.</p>	Red
	Ware East (B)	<p>88 Lower Ash Valley (Safeguard & Manage) Narrow flat river valley floor with steep, undulating wooded slopes on either side. Distinctive wetland vegetation and historic settlement with traditional dairy and sheep farming create a picturesque rural setting. The impact of settlement is absorbed and contained by topography. There is a clear distinction between the Ash and the Lea valleys, with the Ash valley concealed by extensive vegetation around its mouth. Within this area, Easneye stands out as a distinctive sub area for its topography and vegetation cover.</p>	
21	Ware South-East (A)	<p>77 Kingsmead & Hartham Common Floodplain (Conserve & Strengthen) Urbanised public amenity/nature conservation site between Hertford and Ware, with some rural characteristics; large area of public open space, divided between formal/informal sports facilities at Hartham and a broad area of predominantly wet grassland of joint nature conservation and informal recreation value (Kings Mead). The eastern end of this area is more urbanised, with the Lee Navigation a particular feature through Ware.</p> <p>88 Lower Ash Valley (Safeguard & Manage) Narrow flat river valley floor with steep, undulating wooded slopes on either side. Distinctive wetland vegetation and historic settlement with traditional dairy and sheep farming create a picturesque rural setting. The impact of settlement is absorbed and contained by topography. There is a clear distinction between the Ash and the Lea valleys, with the Ash valley concealed by</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>extensive vegetation around its mouth. Within this area, Easneye stands out as a distinctive sub area for its topography and vegetation cover.</p> <p>Also includes: Part 79 Amwell Floodplain (Restore Condition to Maintain Character)</p>	
	Ware South-East (B)	<p>78 Great Amwell Ridge & Slopes (Improve & Restore)</p> <p>A complex semi-urban area with two settlements and combined urban edge and rural land uses.</p>	Green
22	Ware South-West	<p>78 Great Amwell Ridge & Slopes (Improve & Restore)</p> <p>A complex semi-urban area with two settlements and combined urban edge and rural land uses.</p>	Green
<p>Villages (Planning assumption of existing village + 10% growth)</p>			
23	Aston (excluding Aston End)	<p>39 Middle Beane Valley (Conserve & Strengthen)</p> <p>Open arable farmland with small grouped woodlands linked by hedges. Medium to large-scale field pattern over strongly undulating slopes, with a remote character despite proximity to Stevenage.</p>	Red
24	Bayford	<p>47 Essendon – Brickendon Farmed Slopes (Improve & Restore)</p> <p>Gently undulating north-facing arable slopes, interrupted locally by extensive mineral workings. Generally unsettled, with isolated farms and tiny hamlets within hidden valleys. Dwarfed by the steeper wooded slopes to the south but with good views out over the river Lea.</p> <p>48 West End to Brickendon Wooded Slopes (Conserve & Strengthen)</p> <p>Steeply undulating wooded slopes, clearly differentiated by topography, woodland and age of settlement from both the arable slope to the north and the small plateau to the south. Very articulated and complex topography, with parkland and ancient settlements strung out along winding undulating lanes. An 'old' landscape pattern, remote and enclosed, with a small, domestic</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>scale. Densely wooded and treed, with a clear pattern of irregular fields with tall treed boundaries and good views across the Lea valley. Here arable conversion does not appear to have had a negative impact on hedges.</p> <p>49 Little Berkhamsted Settled Plateau (Conserve & Strengthen) A small settled plateau of several very narrow 'finger' ridges, each of which has a settlement at its extreme end, with extensive views out over wooded valleys and the Lea valley to the north, where vegetation permits. Around each settlement pasture gives way to arable and views out are frequently screened by small blocks of woodland or hedges.</p>	
25	Benington	<p>71 Benington – Sacombe Ridge (Conserve & Restore) An area of ancient countryside with small woods, winding green lanes and numerous stream-eroded valleys. It consists of a narrow, gently undulating settled plateau, with a continuous ribbon of development along its length from Benington southwards. Although predominantly in agricultural production, this is also a more populated area, with a slight commuter character derived from the substantial houses in large plots and a variance in character through the different linked villages.</p> <p>Also includes: Part 39 Middle Beane Valley (Conserve & Strengthen) Part 72 Munden Valley (Improve & Conserve) Part 140 Cottered / Ardeley Plateau (Conserve & Strengthen)</p>	Red
26	Birch Green	<p>66 Cole Green & Hertingfordbury Settled Farmland (Conserve & Restore) A mainly pastoral area of small hamlets, with parkland and mineral extraction along its southern edge and urban influence at its eastern extent.</p>	Red
27	Braughing	<p>89 Wareside – Braughing Uplands (Conserve & Strengthen) Open, gently undulating arable farmland with</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>clustered settlements and few roads, on a clay plateau of varying width between the valleys of the rivers Rib and Ash. Can be divided into four sub-areas: the Fanhams Plateau; the central plateau area; Westland/Wellpond Green and Braughing Friars. Arable cultivation has removed field boundaries and reduced woodland cover and the significant settlements lie within the river valleys, with isolated farms set above them on the edge of the plateau.</p> <p>91 Upper Rib Valley (Conserve & Restore) Variable valley landform, within which watercourses are not a significant feature, opening out to a broader undulating arable valley. Between Barwick Ford and The Lordship and again around Braughing it is an undulating arable valley, while north and south of Standon it is much narrower. The ancient settlements on the valley slopes are a notable local feature.</p>	
28	Brickendon	<p>49 Little Berkhamsted Settled Plateau (Conserve & Strengthen) A small settled plateau of several very narrow 'finger' ridges, each of which has a settlement at its extreme end, with extensive views out over wooded valleys and the Lea valley to the north, where vegetation permits. Around each settlement pasture gives way to arable and views out are frequently screened by small blocks of woodland or hedges.</p>	Red
29	Buckland	<p>144 Buckland Plateau (Conserve & Restore) Large, open and elevated plateau with the village of Buckland in the centre and bisected in the middle by the roman road, Ermine Street (now the A10). Quiet area with few features, dominated by large arable fields with no hedgerows giving an unusual prairielike character to the area. There are extensive views within and across the plateau. The spire of Buckland church is a prominent feature at the highest point in the centre of the plateau. Small pockets of pasture exist within and around Buckland and Chipping. The River Rib runs through the western side of the area but is rarely</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		noticeable other than at Buckland Bottom where a dense belt of tree and shrub vegetation creates a locally strong feature. A mature lime avenue extends between Buckland and west of Hodenhoe Manor and several new avenues have been planted in the area.	
30	Cole Green	<p>66 Cole Green & Hertingfordbury Settled Farmland (Conserve & Restore)</p> <p>A mainly pastoral area of small hamlets, with parkland and mineral extraction along its southern edge and urban influence at its eastern extent.</p>	Red
31	Colliers End	<p>73 High Cross Plateau (Improve & Conserve)</p> <p>A two-speed landscape. Open undulating clay plateau bisected by fast A-road along ancient route with several wayside settlements. In arable cultivation with several ancient woodlands. Noticeably larger field pattern to the east of the A10, without settlements; more ancient, smaller scale to the west, with settlements. The narrow linear area west of The Bourne shares some of the characteristics of the Sacombe estate farmland but does not lie within it, relating rather to the wooded farmland to its north.</p> <p>Also includes: Part 91 Upper Rib Valley (Conserve & Restore)</p>	Amber
32	Cottered	<p>140 Cottered / Ardeley Plateau (Conserve & Strengthen)</p> <p>The character area comprises a settled plateau landscape with a strong sense of historic continuity, demonstrated in the relatively complete field patterns, mixed agriculture and the dispersed and widespread settlement. There is a good intact network of mixed species hedged field boundaries with numerous field trees. Woodlands are generally small but are dispersed throughout the area helping to reduce the overall scale. There is a good range of vernacular buildings within villages, hamlets and as isolated individual properties. Small commons and parklands also add to the varied pattern and richness of the landscape. This is a tranquil</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		and traditional landscape with few detractors.	
33	Dane End	<p>72 Munden Valley (Improve & Conserve) This area is a group of small, remote pastoral and arable valleys carrying tributaries to the river Beane, dominated by important relic woodlands. The Old Bourne is a small watercourse with wetland flora but no trees, lying within a wide, shallow valley, while the Dane End Tributary, often no more than a ditch, has its course marked by non-wetland trees within a long, narrow valley with moderately steep sides and a gentle gradient. It is a long-settled area, with grouped hamlets.</p> <p>Also includes: Part 73 High Cross Plateau (Improve & Conserve)</p>	Amber
34	Datchworth	<p>37 Datchworth Settled Slopes - (Improve & Conserve) Undulating and gently sloping, west-facing, open arable farmland. An ancient landscape with modern settlements. Large blocks of woodland (Harmergreen Wood) screen views of some of the urban development and block views to the south. This is very much an 'in between' area, still rural but exhibiting a stronger urban influence than the adjoining areas to the east and south.</p> <p>40 Bramfield – Datchworth Sloping Farmland (Improve & Conserve) Undulating and gently sloping large-scale arable farmland with no settlements. Discrete medium to large blocks of woodland frame views over large fields with few hedges, but are insufficient in scale to create strong vertical elements. A long cultivated landscape, lacking variety.</p> <p>41 Bramfield Wood, Tewin Wood and Datchworth Uplands (Conserve & Strengthen) A densely wooded upland area, gently undulating, with settlements of different ages either grouped around village greens or carefully planned within wooded areas. Although woodland is a dominant feature,</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>arable production is also characteristic and prominent, with very little pasture even around the villages. It divides into three sub-areas. The Bramfield Woods area is unsettled and consists of a dense complex of plateau woodlands, with mixed deciduous and conifer plantations, surrounded by large-scale arable fields. Bull's Green and Burnham Green, like Datchworth, are old settlements clustered around extensive village greens. Tewin Wood, on the south-western part of the plateau, shares the woodland character of Bramfield Woods but contains 20th-century settlement.</p>	
35	Furneux Pelham	<p>146 Hormead Wooded Plateau (Improve & Conserve) Undulating plateau area with arable farmland and frequent woodland blocks especially on east side. In contrast the west side more open. Settlements of Little Hormead and Furneux Pelham are located on the edges of the plateau with no settlements other than occasional isolated farms in the centre of the plateau. Area has a quiet and empty feel with few roads or traffic. The woodland blocks create important features on the horizon especially when seen from adjacent interfluves. Furneux Pelham Hall and the estate of the former Albury Hall include clusters of ponds and relics of parkland.</p> <p>147 Upper Ash Valley (Improve & Conserve) Narrow valley, locally very constricted by landform and woodland. To the north, open arable slopes run down to embryonic watercourse and ancient Violets Lane trackway which is densely lined with trees and shrubs. To south, valley is more open with the watercourse less defined and scattered woodland blocks on the upper edges of the valley slopes. The area includes the small, nucleated settlements of Clapgate and Barleycroft End located close to crossing points on the River Ash but little other settlement within the valley. Mixed native species hedgerows are widespread especially along lanes.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
36	Great Amwell	78 Great Amwell Ridge & Slopes (Improve & Restore) A complex semi-urban area with two settlements and combined urban edge and rural land uses.	Green
37	Hadham Ford	93 Hadhams Valley (Safeguard & Manage) Marked valley formation with flat valley floor, within which the river Ash is marked only by linear wetland vegetation rather than as a visible watercourse. It is edged by steep undulating slopes, some densely vegetated, some in arable cultivation, with little pasture. It is characterised chiefly by ancient settlements with historic houses: Much Hadham and Little Hadham, which merit sub-areas.	Red
38	Hertford Heath	64 Hertford Heath (Conserve & Restore) An area of gently undulating wooded farmland, much of it pasture, with extensive areas of woodland and heath. At the heart of this rural area lies Haileybury College, which also influences the only settlement in the area, from which it takes its name. The damp acid grasslands and relic heath are ecologically and visually important.	Red
39	Hertingfordbury	66 Cole Green & Hertingfordbury Settled Farmland (Conserve & Restore) A mainly pastoral area of small hamlets, with parkland and mineral extraction along its southern edge and urban influence at its eastern extent.	Red
40	High Cross	73 High Cross Plateau (Improve & Conserve) A two-speed landscape. Open undulating clay plateau bisected by fast A-road along ancient route with several wayside settlements. In arable cultivation with several ancient woodlands. Noticeably larger field pattern to the east of the A10, without settlements; more ancient, smaller scale to the west, with settlements. The narrow linear area west of The Bourne shares some of the characteristics of the Sacombe estate farmland but does not lie within it, relating rather to the wooded farmland to its north.	Amber
41	High Wych	84 High Wych Slopes (Improve & Restore) A south-facing slope of mixed farming within a small irregular field pattern, usually ditched	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p> <p>Also includes: Part 81 Stanstead to Pishiobury Parklands (Improve & Conserve)</p>	
42	Hunsdon	<p>83 Hunsdon Plateau (Improve & Conserve) Large-scale open arable farmland on flat upland plateau, with smaller fields and woodland to north west of Hunsdon.</p>	Amber
43	Letty Green	<p>66 Cole Green & Hertingfordbury Settled Farmland (Conserve & Restore) A mainly pastoral area of small hamlets, with parkland and mineral extraction along its southern edge and urban influence at its eastern extent.</p>	Red
44	Little Hadham	<p>93 Hadhams Valley (Safeguard & Manage) Marked valley formation with flat valley floor, within which the river Ash is marked only by linear wetland vegetation rather than as a visible watercourse. It is edged by steep undulating slopes, some densely vegetated, some in arable cultivation, with little pasture. It is characterised chiefly by ancient settlements with historic houses: Much Hadham and Little Hadham, which merit sub-areas.</p>	Red
45	Much Hadham	<p>87 Middle Ash Valley (Conserve & Restore) Narrow flat river valley floor, falling gradually to the south, with steep undulating slopes on either side. A landscape of distinctive wetland vegetation in the valley and woodland on the interlocking spurs of the valley sides.</p> <p>93 Hadhams Valley (Safeguard & Manage) Marked valley formation with flat valley floor, within which the river Ash is marked only by linear wetland vegetation rather than as a visible watercourse. It is edged by steep undulating slopes, some densely vegetated, some in arable cultivation, with little pasture.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>It is characterised chiefly by ancient settlements with historic houses: Much Hadham and Little Hadham, which merit sub-areas.</p> <p>Also includes: Part 86 Perry Green Uplands (Conserve & Strengthen)</p>	Red
46	Puckeridge	<p>73 High Cross Plateau (Improve & Conserve)</p> <p>A two-speed landscape. Open undulating clay plateau bisected by fast A-road along ancient route with several wayside settlements. In arable cultivation with several ancient woodlands. Noticeably larger field pattern to the east of the A10, without settlements; more ancient, smaller scale to the west, with settlements. The narrow linear area west of The Bourne shares some of the characteristics of the Sacombe estate farmland but does not lie within it, relating rather to the wooded farmland to its north.</p> <p>91 Upper Rib Valley (Conserve & Restore)</p> <p>Variable valley landform, within which watercourses are not a significant feature, opening out to a broader undulating arable valley. Between Barwick Ford and The Lordship and again around Braughing it is an undulating arable valley, while north and south of Standon it is much narrower. The ancient settlements on the valley slopes are a notable local feature.</p>	
47	Spellbrook	<p>85 Thorley Uplands (Conserve & Strengthen)</p> <p>The western half of this area is an extensive area of monotonous flat arable farmland, lacking vertical elements except for infrequent large blocks of woodland, young roadside trees and the occasional large barn. Very large fields with no hedges are locally characteristic, while isolated farms with associated groups of farm buildings add incident and a sense of productivity. Cattle in meadows around the farms add occasional movement to what is otherwise a static landscape. The eastern half of this area consists of sloping arable farmland around a</p>	

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>tributary stream on the west bank of the river Stort. It too is arable land, with some pasture and isolated farms with the occasional group of three or four cottages. The area is remote but lacks tranquillity, due to the aircraft overhead coming and going from Stansted.</p> <p>Also includes: Part 82 River Stort (Improve & Conserve)</p>	
48	Standon	<p>91 Upper Rib Valley (Conserve & Restore) Variable valley landform, within which watercourses are not a significant feature, opening out to a broader undulating arable valley. Between Barwick Ford and The Lordship and again around Braughing it is an undulating arable valley, while north and south of Standon it is much narrower. The ancient settlements on the valley slopes are a notable local feature.</p>	Red
49	Stanstead Abbots & St Margarets	<p>79 Amwell Floodplain (Restore Condition to Maintain Character) An area of man-made lakes and wetland vegetation with a 20th-century character belied by the presence of the manicured surrounds of the New River on the south-western edge. A significant transport route with an urban tinge to its character. An open wetland landscape within a flat river valley bottom, extensively wooded, comprising the River Lea Navigation, the Lea river and extensive flooded former mineral workings, some of which have been restored as nature reserve</p> <p>Also includes: Part 78 Great Amwell Ridge & Slopes (Improve & Restore) Part 80 Rye Meads (Conserve & Restore) Part 81 Stanstead to Pishiobury Parklands (Improve & Conserve)</p>	Amber
50	Stapleford	<p>68 Lower Beane Valley (Conserve & Strengthen) A narrow flat floodplain with steeply rising valley sides. The river is not dominant enough to be a major landscape feature, but the valley does differ significantly from the arable uplands to either side, not least in the congregation within it of transport features,</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		such as road and railway. A mix of pasture and woodland is typical throughout, with the southern part strongly influenced by ribbon development, industry and mineral extraction, while the northern part is more rural and remote.	
51	Tewin	<p>42 Tewin, Dawley & Lockley Estate Farmland (Conserve & Strengthen)</p> <p>This area is a south-facing, strongly undulating rural slope consisting of mixed arable farmland and woodland, readily distinguishable from the surrounding urban and suburban settlements associated with Welwyn. The Lockley estate farmland and Dawley Wood farmland share the settlement of Digswell as a boundary, while Dawley Wood and Tewin share the Mimram valley parkland boundary. Although each sub-area has distinguishing characteristics, they are unified by their over-riding shared physiographic characteristics. Lockleys has a strong pattern of arable farmland and woodland blocks, with some parkland features around the farm on its summit and many mature oaks. Dawley Wood farmland is less unified by management and has south-facing views over the Mimram to the Haldens part of Welwyn Garden City, so that it is less remote than Lockleys. Tewin village's views to the south are filtered by vegetation along the river and around the edge of the Panshanger part of Welwyn Garden City. The village is a strong feature within the arable farmland around it, contained by woodland on three sides.</p>	Red
52	Thundridge	<p>89 Wareside – Braughing Uplands (Conserve & Strengthen)</p> <p>Open, gently undulating arable farmland with clustered settlements and few roads, on a clay plateau of varying width between the valleys of the rivers Rib and Ash. Can be divided into four sub-areas: the Fanhams Plateau; the central plateau area; Westland/Wellpond Green and Braughing Friars. Arable cultivation has removed field boundaries and reduced woodland cover and the significant settlements lie within the river valleys, with isolated farms set above them</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>on the edge of the plateau.</p> <p>90 Middle Rib Valley (Improve & Conserve) Short, steep valley slopes with a V-shaped valley floor and little wetland, with woodland on the steepest slopes. Historic Youngsbury lies on the north bank</p> <p>Also includes: Part 76 Ware Parklands (Restore Condition to Maintain Character)</p>	
53	Tonwell	<p>74 Sacombe Park Estate Farmland (Safeguard & Manage) Strongly undulating wooded arable farmland and parkland. Rural, remote and tranquil. The parkland and farmland are unified by the consistency of architectural style and the presence of many mature hedgerow oaks and parkland trees. Sacombe House is discreetly concealed within its parkland, which is set tightly around the house, with the estate farmland spread out to the south and more visible.</p>	Red
54	Wadesmill	<p>75 Lower Rib Valley (Restore Condition to Maintain Character) Flat valley bottom with extensive wetland vegetation. Extensive mineral extraction on both valley slopes</p> <p>90 Middle Rib Valley (Improve & Conserve) Short, steep valley slopes with a V-shaped valley floor and little wetland, with woodland on the steepest slopes. Historic Youngsbury lies on the north bank</p>	Amber
55	Walkern	<p>39 Middle Beane Valley (Conserve & Strengthen) Open arable farmland with small grouped woodlands linked by hedges. Medium to large-scale field pattern over strongly undulating slopes, with a remote character despite proximity to Stevenage.</p>	Red
56	Waterford	<p>68 Lower Beane Valley (Conserve & Strengthen) A narrow flat floodplain with steeply rising valley sides. The river is not dominant enough to be a major landscape feature, but the valley does differ significantly from the arable uplands to either side, not least in the</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>congregation within it of transport features, such as road and railway. A mix of pasture and woodland is typical throughout, with the southern part strongly influenced by ribbon development, industry and mineral extraction, while the northern part is more rural and remote.</p> <p>Also includes: Part 67 Bramfield Plain (Improve & Conserve)</p>	
57	Watton-at-Stone	<p>40 Bramfield – Datchworth Sloping Farmland (Improve & Conserve) Undulating and gently sloping large-scale arable farmland with no settlements. Discrete medium to large blocks of woodland frame views over large fields with few hedges, but are insufficient in scale to create strong vertical elements. A long cultivated landscape, lacking variety.</p> <p>70 Woodhall Park & Watton-at-Stone Slopes (Safeguard & Manage) An upland arable landscape, more enclosed by woodland than the open area to the north and with very strong overlying planned parkland characteristics within Woodhall, which makes a strong statement, contained within its extensive brick wall yet visible over a wide area.</p>	Red
58	Westmill	<p>142 High Rib Valley (Improve & Conserve) The area represents the last section of the River Rib that retains a distinctive valley form and associated land uses. Further north and out of the area the river climbs onto the high plateau and has more the character of a local stream. The area is effectively divided into two sub areas by Buntingford which initially developed along the Ermine Street corridor, but in the 20th century has spread up the valley sides. The Rib is marked by a combination of pasture and riparian trees, however arable fields are found both close to the valley bottom and on the slopes. The villages of Aspenden and Westmill are historically coherent and contain a number of fine traditional buildings and groupings. There are areas of parkland supporting traditional</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>grazing e.g. Corney Bury. The A10 corridor is a strong feature of the area and the traffic is locally intrusive as are some of the built features within Buntingford.</p> <p>Also includes: Part 92 Puckeridge Parklands (Conserve & Strengthen) Part 141 Cherry Green Arable Plateau (Improve & Restore)</p>	
59	Widford	<p>86 Perry Green Uplands (Conserve & Strengthen) Undulating settled uplands with meandering lanes linking hamlets and small villages of varying ages. Predominantly a medium-scale arable landscape of neat hedges and few hedgerow trees. Open, with narrow sunken lanes and very extensive views out but limited views within.</p> <p>87 Middle Ash Valley (Conserve & Restore) Narrow flat river valley floor, falling gradually to the south, with steep undulating slopes on either side. A landscape of distinctive wetland vegetation in the valley and woodland on the interlocking spurs of the valley sides.</p> <p>Also includes: Part 83 Hunsdon Plateau (Improve & Conserve)</p>	Red
<p>Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)</p>			
60	East of Stevenage	<p>38 Aston Estate Farmland (Conserve & Restore) South-facing undulating parkland dominated by two estates - Astonbury and Frogmore - exhibiting planned and unified characteristics of estate farmland. Rural, seemingly remote and ancient, despite proximity to Stevenage.</p> <p>39 Middle Beane Valley (Conserve & Strengthen) Open arable farmland with small grouped woodlands linked by hedges. Medium to large-scale field pattern over strongly undulating slopes, with a remote character despite proximity to Stevenage.</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
61	East of Welwyn Garden City	<p>44 Panshanger Parkland (Improve & Restore) Relic historic ornamental parkland with dense wooded boundaries and extensive mineral excavation, developed around the valley of the river Mimram. Little remains of the historic buildings within the park, but Repton's landscape design has not yet been completely obliterated, although screened from public view. The parkland character is of grazing pastures fringed with beech woods.</p> <p>45 Welwyn Fringes (Improve & Restore) An urban fringe belt around the eastern flanks of Welwyn, with a wide range of land uses, from recreation through arable cultivation to mineral extraction. While the western end of this area, squeezed between Welwyn and Hatfield, has very obvious urban-fringe land uses, the area to the east is more rural, with arable cultivation and some blocks of woodland.</p>	Green
62	North of Harlow (A)	<p>83 Hunsdon Plateau (Improve & Conserve) Large-scale open arable farmland on flat upland plateau, with smaller fields and woodland to north west of Hunsdon.</p> <p>84 High Wych Slopes (Improve & Restore) A south-facing slope of mixed farming within a small irregular field pattern, usually ditched rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p> <p>Also includes: Part 86 Perry Green Uplands (Conserve & Strengthen)</p>	Amber
	North of Harlow (B)	<p>81 Stanstead to Pishiobury Parklands (Improve & Conserve) Parkland and arable farmland on gently undulating south-facing slope interrupted by valleys of the Stort's tributaries. Cultural pattern overrides topographical change. An</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		area of ancient settlements, dominated by the many parklands on the southfacing slopes above the Stort valley.	Amber
	North of Harlow (C)	<p>82 River Stort (Improve & Conserve) An enclosed landscape, focused on the Stort Navigation with its locks and the more natural original river with its side loops. The landform is dominant, although the watercourses within it are relatively insignificant visually. The valley is predominantly rural with significant localised urban impact, varying with the degree to which industry is water related.</p> <p>84 High Wych Slopes (Improve & Restore) A south-facing slope of mixed farming within a small irregular field pattern, usually ditched rather than hedged. An area of transition, showing increasing urban influence in the southern part and with links to the parkland area to the west. Around High Wych there are wide stretches of open farmland with old houses nestling in small coppices. The flint church is surrounded by the school, ancient houses and thatched cottages.</p>	
63	North of Hoddesdon	<p>78 Great Amwell Ridge & Slopes (Improve & Restore) A complex semi-urban area with two settlements and combined urban edge and rural land uses.</p> <p>Also includes: Part 64 Hertford Heath (Conserve & Restore)</p>	Green
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	<p>140 Cottered / Ardeley Plateau (Conserve & Strengthen) 142 High Rib Valley (Improve & Conserve) 143 Wyddial Plateau (Improve & Conserve) 144 Buckland Plateau (Conserve & Restore)</p> <p>Also includes: Part 222 Weston – Green End Plateau (Improve & Conserve) Part 229 Therfield – Reed Plateau (Improve & Conserve)</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
65	A10 Corridor - Central	<p>72 Munden Valley (Improve & Conserve) 73 High Cross Plateau (Improve & Conserve) 74 Sacombe Park Estate Farmland (Safeguard & Manage) 75 Lower Rib Valley (Restore Condition to Maintain Character) 76 Ware Parklands (Restore Condition to Maintain Character) 89 Wareside – Braughing Uplands (Conserve & Strengthen) 90 Middle Rib Valley (Improve & Conserve) 91 Upper Rib Valley (Conserve & Restore) 92 Puckeridge Parklands (Conserve & Strengthen) 141 Cherry Green Arable Plateau (Improve & Restore) 142 High Rib Valley (Improve & Conserve) 143 Wyddial Plateau (Improve & Conserve)</p>	Red
66	A120 Corridor	<p>86 Perry Green Uplands (Conserve & Strengthen) 89 Wareside – Braughing Uplands (Conserve & Strengthen) 91 Upper Rib Valley (Conserve & Restore) 93 Hadhams Valley (Safeguard & Manage) 147 Upper Ash Valley (Improve & Conserve) 150 Hadham Plateau (Improve & Conserve)</p>	Red
67	A507 Corridor	<p>140 Cottered / Ardeley Plateau (Conserve & Strengthen) 141 Cherry Green Arable Plateau (Improve & Restore) 221 Upper Beane Valley Tributaries (Strengthen & Reinforce) 222 Weston – Green End Plateau (Improve & Conserve)</p> <p>Also includes: Part 142 High Rib Valley (Improve & Conserve)</p>	Red
68	A602 Corridor	<p>38 Aston Estate Farmland (Conserve & Restore) 39 Middle Beane Valley (Conserve & Strengthen) 40 Bramfield – Datchworth Sloping Farmland (Improve & Conserve) 67 Bramfield Plain (Improve & Conserve)</p>	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Landscape Character	Traffic Light
		<p>68 Lower Beane Valley (Conserve & Strengthen) 69 Stonyhills (Improve & Restore) 70 Woodhall Park & Watton-at-Stone Slopes (Safeguard & Manage) 71 Benington – Sacombe Ridge (Conserve & Restore) 72 Munden Valley (Improve & Conserve) 74 Sacombe Park Estate Farmland (Safeguard & Manage) 75 Lower Rib Valley (Restore Condition to Maintain Character) 76 Ware Parklands (Restore Condition to Maintain Character)</p> <p>Also includes: Part 37 Datchworth Settled Slopes - (Improve & Conserve) Part 41 Bramfield Wood, Tewin Wood and Datchworth Uplands (Conserve & Strengthen)</p>	
69	Hunsdon Area	<p>81 Stanstead to Pishiobury Parklands (Improve & Conserve) 82 River Stort (Improve & Conserve) 83 Hunsdon Plateau (Improve & Conserve) 84 High Wych Slopes (Improve & Restore)</p> <p>Also includes: Part 80 Rye Meads (Conserve & Restore)</p>	Amber

14. Maintaining Tranquillity

Justification

Planning should aim to: *“identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason”* (draft NPPF paragraph 173).

“By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation” (draft NPPF paragraph 175).

Sources of Information

- East Herts Council GIS
- Stansted Airport Noise Contours: maps taken from Civil Aviation Authority (CAA) data which were part of Volume 3 of the British Airport Authority (BAA) application for a second runway at Stansted Airport (Generation 2 or G2).
- Luton Airport Strategic Noise Maps: London Luton Airport submitted a Final Draft Noise Action Plan to the Department for Transport and Department for the Environment, Food and Rural affairs at the end of January 2010, which included strategic noise maps. The Final Noise Action Plan will be published subject to formal adoption by DEFRA and DfT.

Note: noise mapping is highly technical and for this assessment the noise contours have been used indicatively to refer to broad areas.

Assessment Criteria

- **Noise:** whether an area is affected by relative absence of traffic or aircraft noise, or train services;
- **Light pollution:** whether an area is currently affected by artificial lighting after dark, including directly visible lights or light affecting the darkness of the landscape.

Red	Areas which are tranquil: remote from dual carriageway and single carriageway 'A' roads and railway lines; outside aircraft flightpaths; and remote from artificial light sources.
Amber	Areas which are not particularly tranquil: areas near single carriageway 'A' roads and/or railway lines; and/or near but not inside aircraft flightpaths; and/or maybe affected by artificial light sources.
Green	Areas which are not tranquil: areas near dual carriageway roads and/or railways lines; and/or inside aircraft flightpaths; and/or affected by artificial light sources. Existing Built-Up Areas are classed as 'Green' because development in these areas is very unlikely to have much direct impact on potential Areas of Tranquillity.

Draft Topic Assessments

General Comments

Compared with other regions of the UK, the south-east and the Home Counties are relatively lacking in tranquillity. However, precisely because of this, relative tranquillity is valued by many as a precious commodity in these areas, as indicated by feedback from the Issues and Options consultation. East Herts is fortunate to have areas of relative tranquillity which also have high amenity value, not just for local residents but also for those from further afield.

At this stage it is too early to identify Areas of Tranquillity. Preferred areas for such designations will begin to emerge as work on the development strategy progresses. New development in areas classed as 'green' or 'amber' (i.e. not tranquil) might compromise the tranquillity of adjacent 'red' (i.e. tranquil) areas. This issue will be addressed at the scenario testing stage.

Noise pollution as an environmental health concern has been treated separately to the assessment of Maintaining Tranquillity within the Environmental Quality Strategic Overview (Section 1.12 of **Essential Reference Paper 'B'**). By definition the most tranquil areas are those with the least noise. By presenting tranquillity and environmental quality as separate topics it is possible to balance the concerns of each when assessing the overall planning merits.

The assessment presented here should be contrasted with the approach used in *Topic Assessment 22: Noise Impacts*.

No.	Areas of Search	Assessment of Maintaining Tranquillity	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Main settlement noise and light.	Green
2	Bishop's Stortford North (A)	Noise from the A120 bypass. Although near Stansted Airport, it does not lie on the flightpath.	Amber
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	M11. Close to Stansted airport flightpath.	Green
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Stansted flightpath, A1184 and A1060 (Hallingbury Road) single carriageways. Railway line.	Green
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Maintaining Tranquillity	Traffic Light
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Main settlement noise and light.	Green
6	Buntingford South and West (A)	A10 single carriageway.	Amber
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	A10 single carriageway.	Amber
	Buntingford North (B)	Some distance from A10 single carriageway. Affected by street lights of Buntingford.	Amber
8	Buntingford North-East (A)	Some distance from A10 single carriageway. Affected by street lights of Buntingford.	Amber
	Buntingford North-East (B)		
9	Buntingford East	Some distance from A10 single carriageway. Affected by street lights of Buntingford.	Amber
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Main settlement noise and light.	Green
11	Hertford West (A)	Affected by residential street lights of Sele in Hertford.	Amber
	Hertford West (B)	Near the A414 dual carriageway. Affected by residential street lights of Sele in Hertford.	Green
12	Hertford North (A)	A119 single carriageway.	Amber
	Hertford North (B)	A119 single carriageway. Railway line.	Amber
	Hertford North (C)	B158 (Wadesmill Road) single carriageway	Red
13	Hertford South (A)	B158 (Lower Hatfield Road) single carriageway. Railway line adjacent.	Amber
	Hertford South (B)	Away from main roads but affected by the artificial light of south Hertford.	Amber
	Hertford South (C)		
	Hertford South (D)	A414 and A10 dual carriageways	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Maintaining Tranquillity	Traffic Light
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Main settlement noise and light.	Green
15	Sawbridgeworth South-West (A)	Noise from A1184. Stansted flightpath.	Amber
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Stansted flightpath.	Amber
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	Noise from A1184. Stansted flightpath.	Amber
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)	Noise from M11 and the busy railway line. Stansted flightpath.	Green
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Main settlement noise and light.	Green
19	Ware North (A)	Noise from A10 dual carriageway.	Green
	Ware North (B)	Some distance from A10 dual carriageway.	Amber
20	Ware East (A)	Remote from main sources of noise.	Red
	Ware East (B)		
21	Ware South-East (A)	Railway Line.	Amber
	Ware South-East (B)	A1170 single carriageway. Railway line.	Amber
22	Ware South-West	Near A10 dual carriageway.	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Although near Stevenage, remote from noise and light sources.	Red
24	Bayford	Railway line nearby.	Amber
25	Benington	Remote from noise and light sources.	Red
26	Birch Green	Near A414 dual carriageway.	Amber
27	Braughing	Remote from noise and light sources.	Red
28	Brickendon	No road noise. Railway line nearby.	Amber
29	Buckland	A10 single carriageway.	Green
30	Cole Green	Near A414 dual carriageway.	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Maintaining Tranquillity	Traffic Light
31	Colliers End	Near A10 dual carriageway.	Amber
32	Cottered	A507 single carriageway.	Amber
33	Dane End	Remote from noise and light sources.	Red
34	Datchworth	Remote from noise and light sources.	Red
35	Furneux Pelham	Remote from noise and light sources.	Red
36	Great Amwell	A10 and A414 dual carriageway.	Amber
37	Hadham Ford	Remote from noise and light sources.	Red
38	Hertford Heath	Near A10 dual carriageway.	Amber
39	Hertingfordbury	Near A414 dual carriageway.	Amber
40	High Cross	Near A10 dual carriageway.	Amber
41	High Wych	Stansted flightpath.	Green
42	Hunsdon	Remote from main roads. Outside the Stansted Airport flightpath. Not affected by the artificial light of Harlow.	Red
43	Letty Green	Near A10 dual carriageway.	Amber
44	Little Hadham	A120 single carriageway	Amber
45	Much Hadham	B1004 single carriageway.	Red
46	Puckeridge	Near A120 and A10 dual carriageway.	Amber
47	Spellbrook	Noise from A1184.	Amber
48	Standon	Near A120 single carriageway.	Amber
49	Stanstead Abbots & St Margarets	Near the A414 dual carriageway.	Amber
50	Stapleford	A602 single carriageway nearby.	Amber
51	Tewin	Remote from noise and light sources.	Red
52	Thundridge	Near A10 dual carriageway.	Amber
53	Tonwell	Near A602 single carriageway	Amber
54	Wadesmill	Near A10 dual carriageway.	Amber
55	Walkern	Remote from noise and light sources.	Red
56	Waterford	A602 single carriageway nearby.	Amber
57	Watton-at-Stone	Near A602 single carriageway. Railway line.	Amber
58	Westmill	Near A10 single carriageway	Amber
59	Widford	Remote from noise and light sources.	Red
Extensions to Adjacent Settlements			
(Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Remote from main roads. Although near Stevenage, the site is protected from residential and street light pollution by topography and the tree belt screening Gresley Way, which is not a classified road. Aircraft overfly the area, although this site is around 14km from Luton airport and aircraft are high above the ground at this point. Therefore any aircraft noise is un-intrusive, and does not diminish the overall impression of tranquillity.	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Maintaining Tranquillity	Traffic Light
61	East of Welwyn Garden City	Southern parts near the A414 dual carriageway. Although screened by tree belt the darkness of the landscape is compromised by artificial light in Welwyn Garden City.	Amber
62	North of Harlow (A)	No main roads. Outside Stansted flightpath.	Red
	North of Harlow (B)	Near A414 dual carriageway. Stansted flightpath.	Green
	North of Harlow (C)	Near A414 dual carriageway. Stansted flightpath.	Green
63	North of Hoddesdon	Adjacent A10 and A414 dual carriageways. Affected by artificial light of Hoddesdon.	Green
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	A10 single carriageway.	Amber
65	A10 Corridor - Central	A10 dual carriageway.	Green
66	A120 Corridor	A120 single carriageway.	Amber
67	A507 Corridor	A507 single carriageway.	Amber
68	A602 Corridor	A602 single carriageway.	Amber
69	Hunsdon Area	A settlement separated from Harlow would probably be located in the relatively tranquil area to the north, outside the Stansted flightpath and away from the A414 dual carriageway.	Red

15. Green Belt

Justification

“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence” (draft NPPF paragraph 133).

Sources of Information

- East Herts Council GIS

Assessment Criteria

“When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary” (draft NPPF paragraph 139).

Red	Area of Search is within the Green Belt.
Amber	Part of the Area of Search is within the Green Belt.
Green	Area of Search is not within the Green Belt.

General Comments

Green Belts serve five purposes:

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

Three separate assessments have been undertaken with regard to the Green Belt. This assessment simply considers whether or not an area of search is within the Green Belt.

The other assessments consider whether or not the strategic gap between settlements would be retained if development was to take place, and whether or not there are clear boundary limits to growth within an area of search.

Further assessment into the five purposes of Green Belt land will be carried out at the next stage of the strategy selection process in the form of a Green Belt Review.

Draft Topic Assessments

No.	Areas of Search	Assessment of Green Belt	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford	Built up Area	Green
2	Bishop's Stortford North (A)	Part Green Belt The 'green wedge' including Hoggate's Wood and most of the land South of Dane O'Coys Road is Green Belt. The remainder of the area is land safeguarded for future development, designated as 'Areas of Special Restraint' (ASRs) and 'Special Countryside Area' in the Local Plan 2007. In this area <i>"development will not be permitted, other than would be allowed in the Green Belt, until such time as the land so identified is shown to be needed for, and proposed for development, as a result of a review of this Plan."</i>	Amber
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	Green Belt	Red
	Bishop's Stortford East (B)	Green Belt	Red
4	Bishop's Stortford South (A)	Green Belt	Red
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Built up Area	Green
6	Buntingford South and West (A)	Rural Area Beyond the Green Belt	Green
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	Rural Area Beyond the Green Belt	Green
	Buntingford North (B)		
8	Buntingford North-East (A)	Rural Area Beyond the Green Belt	Green
	Buntingford		

Draft Topic Assessments

No.	Areas of Search	Assessment of Green Belt	Traffic Light
	North-East (B)		
9	Buntingford East	Rural Area Beyond the Green Belt	Green
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Built up Area	Green
11	Hertford West (A)	Green Belt	Red
	Hertford West (B)		
12	Hertford North (A)	Green Belt	Red
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	Green Belt	Red
	Hertford South (B)		
	Hertford South (C)	Green Belt	Red
	Hertford South (D)		
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Built up Area	Green
15	Sawbridgeworth South-West (A)	Green Belt	Red
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Green Belt	Red
	Sawbridgeworth West (B)	Green Belt	Red
17	Sawbridgeworth North (A)	Green Belt	Red
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Built up Area	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Green Belt	Traffic Light
19	Ware North (A)	Green Belt	Red
	Ware North (B)		
20	Ware East (A)	Green Belt	Red
	Ware East (B)		
21	Ware South-East (A)	Green Belt	Red
	Ware South-East (B)		
22	Ware South-West	Green Belt	Red
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Green Belt	Red
24	Bayford	Green Belt	Red
25	Benington	Rural Area Beyond the Green Belt	Green
26	Birch Green	Green Belt	Red
27	Braughing	Rural Area Beyond the Green Belt	Green
28	Brickendon	Green Belt	Red
29	Buckland	Rural Area Beyond the Green Belt	Green
30	Cole Green	Green Belt	Red
31	Colliers End	Rural Area Beyond the Green Belt	Green
32	Cottered	Rural Area Beyond the Green Belt	Green
33	Dane End	Rural Area Beyond the Green Belt	Green
34	Datchworth	Green Belt	Red
35	Furneux Pelham	Rural Area Beyond the Green Belt	Green
36	Great Amwell	Green Belt	Red
37	Hadham Ford	Rural Area Beyond the Green Belt	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Green Belt	Traffic Light
38	Hertford Heath	Green Belt	Red
39	Hertingfordbury	Green Belt	Red
40	High Cross	Rural Area Beyond the Green Belt	Green
41	High Wych	Green Belt	Red
42	Hunsdon	Rural Area Beyond the Green Belt	Green
43	Letty Green	Green Belt	Red
44	Little Hadham	Rural Area Beyond the Green Belt	Green
45	Much Hadham	Rural Area Beyond the Green Belt	Green
46	Puckeridge	Rural Area Beyond the Green Belt	Green
47	Spellbrook	Green Belt	Red
48	Standon	Rural Area Beyond the Green Belt	Green
49	Stanstead Abbots & St Margarets	Green Belt	Red
50	Stapleford	Green Belt	Red
51	Tewin	Village inset from the Green Belt	Amber
52	Thundridge	Green Belt	Red
53	Tonwell	Rural Area Beyond the Green Belt	Green
54	Wadesmill	Green Belt	Red
55	Walkern	Rural Area Beyond the Green Belt	Green
56	Waterford	Green Belt	Red
57	Watton-at-Stone	Village inset from the Green Belt	Amber
58	Westmill	Rural Area Beyond the Green Belt	Green
59	Widford	Rural Area Beyond the Green Belt	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Green Belt	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Green Belt	Traffic Light
61	East of Welwyn Garden City	Green Belt	Red
62	North of Harlow (A)	Rural Area Beyond the Green Belt	Green
	North of Harlow (B)	Green Belt	Red
	North of Harlow (C)		
63	North of Hoddesdon	Green Belt	Red
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Rural Area Beyond the Green Belt	Green
65	A10 Corridor - Central	The southern quarter of this area is within the Green Belt, the rest is in the Rural Area Beyond the Green Belt.	Amber
66	A120 Corridor	Rural Area Beyond the Green Belt	Green
67	A507 Corridor	Rural Area Beyond the Green Belt	Green
68	A602 Corridor	Green Belt	Red
69	Hunsdon Area	The southern half this corridor is within the Green Belt.	Amber

16. Strategic Gaps

Justification

“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence” (draft NPPF paragraph 133).

Sources of Information

- East Herts Council GIS

Assessment Criteria

- **Strategic Gap:** assessment of whether the area of search is a strategic gap. Some areas of land play a more important role than others in terms of retaining the separation between two settlements. For example, the land between Hertford and Ware plays a vital role in retaining a separate identity and character of the two towns. Where villages are located close to a larger town, there may be an issue over whether the gap is ‘strategic’. Development within the village itself may not reduce the gap but the cumulative impact of development within a number of villages may. For the purpose of this assessment the same criteria apply to the Rural Area Beyond the Green Belt.

Red	Areas that are vital in protecting the strategic gaps between settlements.
Amber	Areas which, depending upon the amount and/or direction of growth, may have a role in protecting the strategic gap between settlements and therefore require further assessment.
Green	Areas which do not have a role in protecting strategic gaps.

General Comments

Green Belts serve five purposes:

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

Three separate assessments have been undertaken with regard to the Green Belt. The first simply assesses whether or not an area of search is within the Green Belt. This assessment considers whether or not the strategic gap between settlements would be retained if development was to take place. The other assessment considers whether there are clear boundary limits to growth within an area of search. Further assessment into the five purposes of Green Belt land will be carried out at the next stage of the strategy selection process in the form of a Green Belt Review.

Villages – because there has been no decision at this stage as to the extent of and direction of growth, for the purposes of this strategic level assessment every direction around a village has been considered. If at this stage a 10% growth level is assumed for each village it is unlikely that a boundary limit or strategic gap assessment is

Draft Topic Assessments

necessary. However, for the sake of consistency, the same process has been applied to all locations.

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford	Built up Area As such the locations do not play a role in protecting strategic gaps between settlements.	Green
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	Part Green Belt The location does not play a role in protecting strategic gaps between settlements.	Green
3	Bishop's Stortford East (A)	Green Belt The land east of the industrial units of Woodside Road remains Green Belt. However, it is acknowledged that the nature of this land has changed over time with much of the land being used for car parking and car storage associated with the industrial uses and Bishop's Stortford Football Club. Planning permission has been granted for an extension to the industrial estate for new employment uses 5,324sq.m. B1 units, landscaping and car parking. The football club is an appropriate Green Belt use despite its urban appearance, and benefits from planning permission. While the buildings are largely screened from the road, the openness and permanence of the Green Belt has been compromised by its current uses and also by the urban character of the location as it can only be reached through the Woodside Industrial Estate. Purely in Green Belt terms, the location would contribute to retaining a strategic gap between the built-up part of the town and the M11 junction.	Red
	Bishop's Stortford East (B)	Green Belt The northern part of this area is covered by the buildings and car parking for the golf club and therefore has some urban features despite remaining Green Belt land. This location acts as a strategic gap between the	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		town and the urban feature of Birchanger Green Service Station at the M11 junction. North-west of the junction is Stansted Airport.	
4	Bishop's Stortford South (A)	Green Belt If the southern limit of development was the by-pass there would be no impact on the strategic gaps between the town and Sawbridgeworth to the south. The village of Spellbrook could be encroached upon depending upon the extent of any development in this location.	Amber
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Built up Area As such the locations do not play a role in protecting strategic gaps between settlements.	Green
6	Buntingford South and West (A)	Rural Area Beyond the Green Belt The location does not play a role in protecting the strategic gap between the town and any major settlements.	Green
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	Rural Area Beyond the Green Belt The location does not play a role in protecting the strategic gap between the town and any major settlements.	Green
	Buntingford North (B)		
8	Buntingford North-East (A)	Rural Area Beyond the Green Belt The location does not play a role in protecting the strategic gap between the town and any major settlements.	Green
	Buntingford North-East (B)		
9	Buntingford East	Rural Area Beyond the Green Belt The location does not play a role in protecting the strategic gap between the town and any major settlements.	Green
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Built up Area As such the locations do not play a role in protecting strategic gaps between settlements.	Green
11	Hertford West (A)	Green Belt The extent to which this area of search plays a role in protecting the strategic gap between Welwyn Garden City and Hertford depends upon the extent of development in the area. This area of search needs to	Amber
	Hertford West (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		consider the potential impact of development to the east of Welwyn Garden City. The cumulative impact of development in both locations could reduce the strategic gap between the two towns and the role of this location could be more important.	
12	Hertford North (A)	Green Belt The location does not play a role in protecting the strategic gap between Hertford and any major settlement but northward expansion of Hertford could cause encroachment of Waterford village.	Amber
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	Green Belt Development limited to this area would not harm the strategic gap between the north of Hoddesdon and Hertford. Some villages could be encroached upon.	Amber
	Hertford South (B)		
	Hertford South (C)	Green Belt Development here would encroach upon the village of Hertford Heath and would lose the strategic gap between Hoddesdon and Hertford, and Ware and Hertford.	Red
	Hertford South (D)		
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Built up Area As such the locations do not play a role in protecting strategic gaps between settlements.	Green
15	Sawbridgeworth South-West (A)	Green Belt This location is vital in protecting strategic gaps between Sawbridgeworth, High Wych and Harlow.	Red
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Green Belt This area of search north of West Road does not play a role in protecting any strategic gap between the town and other settlements.	Green
	Sawbridgeworth West (B)	Green Belt This location is important in protecting strategic gaps between Sawbridgeworth and High Wych and potentially north of Harlow.	Red
17	Sawbridgeworth North (A)	Green Belt This location has a role in protecting the strategic gap between Sawbridgeworth and Spellbrook and depending upon its northern extent could play a role in protecting the strategic gap between Spellbrook,	Red
	Sawbridgeworth North (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		Sawbridgeworth and Bishop's Stortford.	
	Sawbridgeworth North (C)	Green Belt This location, east of Hallingbury Road plays less of a role in protecting strategic gap between East Herts settlements. However, development here would be closer to the village of Little Hallingbury in Uttlesford district.	Amber
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Built up Area As such the locations do not play a role in protecting strategic gaps between settlements.	Green
19	Ware North (A)	Green Belt Development in this location would not lose any strategic gap between the town and other major settlements. However, it could result in the loss of a strategic gap between Ware and the villages of Thundridge and Wadesmill.	Amber
	Ware North (B)		
20	Ware East (A)	Green Belt This location does not play an important role in protecting the strategic gap between Ware and other major settlements.	Green
	Ware East (B)		
21	Ware South-East (A)	Green Belt This location is vital in protecting the strategic gap between the town and settlements such as Great Amwell, Stanstead Abbots and St Margaret's and the north of Hoddesdon.	Red
	Ware South-East (B)		
22	Ware South-West	Green Belt This location is vital in protecting the strategic gap between the town and Hertford and between Hoddesdon and Hertford and Ware.	Red
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Green Belt The village lies just to the east of Stevenage within the Green Belt. If major development were to occur to the east of Stevenage the village would be at risk of encroachment. Given its proximity to the built-up-area of Stevenage, development to the west of the village could reduce the strategic gap.	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
24	Bayford	<p>Green Belt This location does not play an important role in protecting the strategic gap between settlements in the south of the District.</p>	Green
25	Benington	<p>Rural Area Beyond the Green Belt The village is just outside the Green Belt boundary. The Green Belt here is important in terms of protecting the gap between Stevenage and Benington but development in the village itself would not harm the gap. The importance of this location in terms of strategic gaps depends upon whether development occurs to the east of Stevenage.</p>	Amber
26	Birch Green	<p>Green Belt This location, approximately mid-way between Hertford and Welwyn Garden City has a role in protecting the strategic gap between settlements in the south-west of the District depending upon the extent of development in this location.</p>	Amber
27	Braughing	<p>Rural Area Beyond the Green Belt This location would not cause any harm to strategic gaps between larger settlements. If development were to occur to the south of the village, there would be a risk of reducing the gap between the village and Puckeridge.</p>	Green
28	Brickendon	<p>Green Belt This location does not play an important role in protecting the strategic gap between settlements in the south of the District.</p>	Green
29	Buckland	<p>Rural Area Beyond the Green Belt The location does not play a role in protecting any strategic gaps.</p>	Green
30	Cole Green	<p>Green Belt This location, approximately mid-way between Hertford and Welwyn Garden City has a role in protecting the strategic gap between settlements in the south-west of the District depending upon the extent of development in this location.</p>	Amber
31	Colliers End	<p>Rural Area Beyond the Green Belt Given its location approximately mid-way between Ware and Puckeridge, development here would not harm strategic gaps between larger settlements but would represent an increase in the A10 corridor.</p>	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
32	Cottered	Rural Area Beyond the Green Belt The location does not play a role in protecting any strategic gaps.	Green
33	Dane End	Rural Area Beyond the Green Belt The location does not play a role in protecting any strategic gaps.	Green
34	Datchworth	Green Belt Lying between Stevenage and Welwyn Garden City, the village is one of a number of 'stepping stone' settlements between the two larger towns. The cumulative impact of development in these settlements could result in the loss of the strategic gap in this location. However, a small degree of development in the village itself is unlikely to harm the strategic gap. This situation would be dependent upon the development strategy of neighbouring settlements.	Amber
35	Furneux Pelham	Rural Area Beyond the Green Belt The location does not play a role in protecting any strategic gaps.	Green
36	Great Amwell	Green Belt This location is vital in protecting strategic gaps between Broxbourne Borough and East Herts District settlements.	Red
37	Hadham Ford	Rural Area Beyond the Green Belt The location does not play a role in protecting any strategic gaps.	Green
38	Hertford Heath	Green Belt This location is vital in protecting strategic gaps between Broxbourne Borough and East Herts District settlements.	Red
39	Hertingfordbury	Green Belt This location is close to Hertford and would represent more of an urban extension rather than a loss of a strategic gap.	Amber
40	High Cross	Rural Area Beyond the Green Belt Given its location reasonably close to the north of Ware, development here would not harm strategic gaps between larger settlements but would represent an increase in the A10 corridor.	Green
41	High Wych	Green Belt The location is important in terms of protecting the strategic gap between the village and nearby Sawbridgeworth, particularly if development were to occur to the east of the village. Depending upon an	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		extension to Harlow or within the area of search to the south-west of Sawbridgeworth, development here could potentially reduce the strategic gap.	
42	Hunsdon	Rural Area Beyond the Green Belt The village does not currently play a role in protecting the strategic gap between settlements.	Green
43	Letty Green	Green Belt This location, approximately mid-way between Hertford and Welwyn Garden City has a role in protecting the strategic gap between settlements in the south-west of the District depending upon the extent of development in this location.	Amber
44	Little Hadham	Rural Area Beyond the Green Belt The location does not play a role in protecting any strategic gaps.	Green
45	Much Hadham	Rural Area Beyond the Green Belt The location does not play a role in protecting any strategic gaps.	Green
46	Puckeridge	Rural Area Beyond the Green Belt The distance from nearby settlements is enough to not cause any loss of strategic gaps, although depending upon its location development here could cause further merging of Standon and Puckeridge. If development were to occur to the north of the village there is a risk of closing the gap between the village and Braughing to the north.	Amber
47	Spellbrook	Green Belt The village lies just south of Bishop's Stortford, within the strategic gap between Sawbridgeworth and Bishop's Stortford. If development were to occur in the south of Bishop's Stortford this village would have a greater role to play in protecting the strategic gap between the two towns.	Red
48	Standon	Rural Area Beyond the Green Belt This location would not harm any strategic gaps between larger settlements but depending upon its extent development here would cause further merging with Puckeridge.	Amber
49	Stanstead Abbots & St Margarets	Green Belt This location plays a vital role in retaining the separation of Broxbourne Borough and	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		East Herts given its proximity to Hoddesdon.	
50	Stapleford	<p>Green Belt The village is approximately mid-way between Watton-at-Stone and Hertford, and therefore has a role in protecting the gap between the two settlements. The village acts as a 'stepping stone' of settlements between Hertford and Stevenage. Therefore the cumulative impact of development in these settlements will need to be considered.</p>	Amber
51	Tewin	<p>Village inset from the Green Belt Lying between Stevenage and Welwyn Garden City, the village is one of a number of 'stepping stone' settlements between the two larger towns. The cumulative impact of development in these settlements could result in the loss of the strategic gap in this location. However, a small level of development in the village itself is unlikely to harm the strategic gap. This situation would be dependent upon the development strategy of neighbouring settlements. Given its location reasonably close to Welwyn Garden City any development to the south west of the village would harm the gap between the village and the larger town.</p>	Amber
52	Thundridge	<p>Green Belt Given its close proximity to the north of Ware, development to the south of the village would harm the strategic gap between the village and the larger town. Development to the north would cause further merging of Wadesmill and Thundridge.</p>	Amber
53	Tonwell	<p>Rural Area Beyond the Green Belt The village does not currently play a role in protecting any strategic gaps.</p>	Green
54	Wadesmill	<p>Green Belt Given its close proximity to the north of Ware, development to the south of the village could harm the strategic gap between the village and the larger town and would cause further merging of Wadesmill and Thundridge.</p>	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
55	Walkern	Rural Area Beyond the Green Belt The village lies just to the east of the Green Belt surrounding Stevenage and the development pattern here has been shaped by the Green Belt boundary. The location to the west of the village plays a vital role in protecting the strategic gap between Stevenage and the village. The importance of this location in terms of strategic gaps depends upon whether development occurs to the east of Stevenage.	Amber
56	Waterford	Green Belt The village is reasonably close to Hertford, and therefore has a role in protecting the gap between Hertford and other settlements such as Stapleford and Watton-at-Stone. However, the village acts as a 'stepping stone' of settlements between Hertford and Stevenage. Therefore the cumulative impact of development in these settlements will need to be considered.	Amber
57	Watton-at-Stone	Village inset from the Green Belt The village is approximately two-thirds and a third respectively between Hertford and Stevenage and acts as a 'stepping stone' of settlements between Hertford and Stevenage. Therefore although the development of the village itself is unlikely to cause any harm to the strategic gap between the two towns, the cumulative impact of development in a number of these stepping stone villages will need to be considered.	Amber
58	Westmill	Rural Area Beyond the Green Belt The village does not currently play a role in protecting the strategic gap between settlements. Though depending upon development to the south of Buntingford this may become more important.	Green
59	Widford	Rural Area Beyond the Green Belt The village does not currently play a role in protecting any strategic gaps.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Green Belt This location is important in protecting the strategic gap between the town and the villages surrounding it, but is sufficient	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		distance from the nearest town of Buntingford.	
61	East of Welwyn Garden City	Green Belt This area of search plays an important role in protecting the strategic gap between Hertford and Welwyn Garden City, but the overall impact would depend upon the cumulative impact of development in the villages between the two towns.	Amber
62	North of Harlow (A)	Part Green Belt The extent of this area of search makes it difficult to determine the potential impact development here would have. Development in the east of this area would result in the loss of the strategic gap between Harlow and Sawbridgeworth and could engulf all the settlements in between.	Amber
	North of Harlow (B)		
	North of Harlow (C)		
63	North of Hoddesdon	Green Belt This location is vital in protecting strategic gaps between Broxbourne Borough and East Herts District settlements.	Red
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Rural Area Beyond the Green Belt The villages of Buckland, Chipping and Wyddial are within close proximity. There would be no obvious place to accommodate a development of this scale without encroaching/enveloping one of these villages and being very close to Buntingford.	Amber
65	A10 Corridor - Central	The southern quarter of this area is within the Green Belt, the rest is in the Rural Area Beyond the Green Belt. The existing pattern of settlements in this corridor means that any development would be likely to encroach upon one or more villages. The current distance between Ware and Buntingford towns is such that if placed strategically, a new settlement could retain the strategic gaps in this corridor.	Amber
66	A120 Corridor	Rural Area Beyond the Green Belt The eastern tip is within the Green Belt. West of Bishop's Stortford the nearest large settlement is Standon and Puckeridge combined. Whilst it could be argued that this gap is not strategic because Standon	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Strategic Gaps	Traffic Light
		and Puckeridge are villages and not towns nonetheless if the gap between them and Bishop's Stortford were to be retained a new settlement within this corridor would need to be central within this corridor.	
67	A507 Corridor	<p>Rural Area Beyond the Green Belt Development in this location would be far enough away from Stevenage (as the largest of surrounding towns) to retain the strategic gap between settlements in this part of the district. Depending upon how far east development would be located, there could be a risk of being too close to, and encouraging development between the new site and Buntingford.</p>	Green
68	A602 Corridor	<p>Largely Green Belt Watton-at-Stone sits approximately two-thirds and a third respectively between Hertford and Stevenage and therefore retains the strategic gap being in its current form. If a new settlement were to retain the strategic gap between Hertford and Stevenage it would probably need to envelope or abut Watton-at-Stone and or Stapleford which are both larger settlements than Little Hadham for example as discussed in 66 above. Either side of Watton-At-Stone and the strategic gap between the village and Stevenage or Hertford would be lost.</p>	Amber
69	Hunsdon Area	<p>The southern half this corridor is within the Green Belt. Given its location between Ware, Harlow and Sawbridgeworth it would depend on the location within this corridor as to whether there would be harm to strategic gaps between settlements. Development to either the south west or north east of this corridor would remove the strategic gaps between Harlow and Ware and Harlow and Sawbridgeworth respectively.</p>	Amber

17. Boundary Limits

Justification

“The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence” (draft NPPF paragraph 133).

“Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances” (draft NPPF paragraph 137).

“When defining boundaries, local planning authorities should...define boundaries clearly, using physical features that are readily recognisable and likely to be permanent” (draft NPPF paragraph 140).

Sources of Information

- East Herts Council GIS and aerial survey
- Google Map

Assessment Criteria

- **Clear boundary to growth:** assessment of whether the area of search has a clear boundary. Sites that have hard natural or man-made boundaries are likely to be more successful in retaining their permanence than boundaries based on moveable river courses or hedgerows. For this assessment minor field boundaries are not considered permanent features. However, where field boundaries consist denser trees and hedgerows they are considered more likely to remain and are noted where appropriate.

Red	Areas that are within the Green Belt/Rural Area Beyond the Green Belt and do not have a clear boundary limit to growth.
Amber	Areas that are within the Green Belt/Rural Area Beyond the Green Belt, which do not have a clear boundary limit to growth in all directions.
Green	Areas that are within the Green Belt/Rural Area Beyond the Green Belt and have a clear boundary limit to growth.

For the purpose of this assessment the same criteria apply to the Rural Area Beyond the Green Belt.

General Comments

Green Belts serve five purposes:

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

Draft Topic Assessments

Three separate assessments have been undertaken with regard to the Green Belt. The first simply assesses whether or not an area of search is within the Green Belt. The second assessment considers whether or not the strategic gap between settlements would be retained if development was to take place. This assessment considers whether there are clear boundary limits to growth within an area of search in order to check the unrestricted sprawl of built-up areas.

When considering whether there are clear boundary limits it is important to acknowledge that such features could be built in as part of a major scheme either in the form of landscaping or the construction of man-made infrastructure.

Villages – because there has been no decision at this stage as to the extent of and direction of growth, for the purposes of this strategic level assessment every direction around a village has been considered. If at this stage a 10% growth level is assumed for each village it is unlikely that a boundary limit or strategic gap assessment is necessary. However, for the sake of consistency, the same process has been applied to all locations.

Further assessment into the five purposes of Green Belt land will be carried out at the next stage of the strategy selection process in the form of a Green Belt Review.

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Built up Area Infill sites would have clear boundaries.	Green
2	Bishop's Stortford North (A)	Part Green Belt The A120 would form the clearest man-made boundary limit to growth. There are a few tree-lined field boundaries that could act as boundaries but these are not as defensible as the A120.	Green
	Bishop's Stortford North (B)	Part Green Belt The A120 would form the clearest man-made boundary limit to growth. There are a few tree-lined field boundaries and Dane O'Coys Road itself that could act as boundaries but these are not as defensible as the A120.	Green
	Bishop's Stortford North (C)	The A120 would form the clearest man-made boundary limit to growth, bordered to the west by Farnham Road (local road).	Green
3	Bishop's Stortford East (A)	Green Belt The existing major road network forms a clear boundary limit to growth.	Green
	Bishop's Stortford East (B)	Green Belt The M11 forms a clear boundary limit to growth. The golf course, currently	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		occupying the land, has clear tree-lined and hedge-lined boundaries.	
4	Bishop's Stortford South (A)	Green Belt The major road network, (Obrey Way, Whittington Way, London Road and St James Way/A1184) forms a clear boundary line. Within the area there is a minor field boundary of trees and hedges that could form an incomplete south-eastern boundary.	Green
	Bishop's Stortford South (B)	Green Belt The railway line and the River Stort form a clear boundary limit to growth west and eastwards respectively. There is a reasonably dense line of trees within the area of search that could form a southern boundary (level with The Millers Cottage). South of this there is no clear southern boundary.	Amber
	Bishop's Stortford South (C)	Green Belt The local road network, railway line and the River Stort form clear boundary limits to growth.	Green
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Built up Area Infill sites would have clear boundaries.	Green
6	Buntingford South and West (A) Buntingford South and West (B) Buntingford South and West (C)	Rural Area Beyond the Green Belt The A10 would form a clear boundary limit to growth in this direction. There are minor field boundaries within the area of search that could form incomplete boundaries.	Green
7	Buntingford North (A)	Rural Area Beyond the Green Belt The A10 could be used as a boundary limit to growth in the north-west of the town up to where it joins local roads. There are some minor field boundaries to the north though at some distance from the town.	Amber
	Buntingford North (B)	Ermine Street could form a clear western boundary feature but there are no clear boundaries in other directions. A dense swath of trees lies beyond the area of search to the north-east.	Amber
8	Buntingford North-East (A)	Rural Area Beyond the Green Belt There is a potential to contain development between Vicarage Road, The Causeway	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		and a dense swath of trees to the east. There are less clear boundary features north of Vicarage Road.	
	Buntingford North-East (B)	Rural Area Beyond the Green Belt The Causeway and Hare Street Road could form clear north and south boundaries. However, there are only very minor field boundaries to the east.	Amber
9	Buntingford East	Rural Area Beyond the Green Belt Hare Street Road and Owles Lane could form north and south boundaries. However, only minor field boundaries could be used for an eastern boundary. South of Owles Lane there are no clear southern boundary limits.	Amber
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Built up Area Infill sites would have clear boundaries.	Green
11	Hertford West (A)	Green Belt A patch of woodland and dense field boundary could form north and western boundaries with the B1004 forming a clear southern boundary.	Green
	Hertford West (B)	Green Belt There are patches of dense woodland edges and local roads that could form some boundaries with some directions having less clear boundaries depending upon the extent of development.	Amber
12	Hertford North (A)	Green Belt Local roads and reasonably dense field and woodland edges could form boundary limits.	Green
	Hertford North (B)		
	Hertford North (C)	Green Belt Local roads and reasonably dense field and woodland edges could form some boundary limits. There are few northern features.	Amber
13	Hertford South (A)	Green Belt The Pinetum woodland and Bayford Brook could form south-western boundary features and the railway line the eastern boundary feature.	Green
	Hertford South (B)	Green Belt Local roads, the railway line and the bank of trees along Morgans Walk could form western or eastern boundaries. There are	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		no clear features that could form a southern boundary limit.	
	Hertford South (C)	Green Belt Existing road networks and the bank of trees at Morgans Walk could form western and eastern boundaries. There are various features such as local access lanes, field boundaries and woodland edges that could form boundary limits to growth to the south.	Amber
	Hertford South (D)	Green Belt Local roads such as London Road and Downfield Road could form a clear boundary limit to growth up to the village of Hertford Heath. South of Downfield Road, Goldings Wood and the A10 could form clear boundaries.	Green
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Built up Area Infill sites would have clear boundaries.	Green
15	Sawbridgeworth South-West (A)	Green Belt The area of search is bounded by High Wych Road to the north and Redricks Lane to the south. Within this large area there are only minor field boundaries. To the north-east of the area Rowney Wood could form a potential boundary feature. There is also a ridgeline running south-west to north-east through the area.	Green
	Sawbridgeworth South-West (B)	Green Belt Union Wood, Ashplant Wood and the estate boundaries of Rowneybury House could form clear boundary features. South of Redricks Lane (west of the A1184) a small block of woodland could form a clear boundary limit to growth to the south. A small brook runs to the west of the area.	Green
16	Sawbridgeworth West (A)	Green Belt There are no clear boundary limits to growth with few minor field boundaries.	Red
	Sawbridgeworth West (B)	Green Belt There are no clear boundary limits to growth only minor field boundaries.	Red
17	Sawbridgeworth North (A)	Green Belt There are no clear boundary limits to growth only minor field boundaries.	Red
	Sawbridgeworth North (B)	Green Belt Local access tracks, the road, railway and	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		river network could all form boundaries.	
	Sawbridgeworth North (C)	Green Belt The Great Hyde Hall estate boundary features could form a boundary limit to growth.	Green
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Built up Area Infill sites would have clear boundaries.	Green
19	Ware North (A)	Green Belt The A10 and the A1170 form a clear northward boundary limit.	Green
	Ware North (B)	Green Belt There are several reasonably dense field boundaries around the Round House estate and Wodson Park and Fanhams Hall that could form some boundary features. North of these estates there are few features bar a local access track to Moles Farm.	Amber
20	Ware East (A)	Green Belt Jacksons Grove and Priors Wood could form some boundary edges but otherwise there are only minor field boundary hedges. Fanhams Hall Road and the B1004 (Widbury Hill) could form north and south boundaries respectively. Would depend upon the extent of development.	Amber
	Ware East (B)	Green Belt South of the B1004, Hollycross Road (local road) could form a southern and western boundary, with Widbury Wood forming a partial eastern boundary.	Green
21	Ware South-East (A)	Green Belt Major road and river networks and water courses could form clear boundary limits to growth.	Green
	Ware South-East (B)		
22	Ware South-West	Green Belt Major road, river networks and woodlands could form clear boundary limits to growth.	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Green Belt Local roads, tracks and river network could form boundaries depending upon location of development.	Amber
24	Bayford	Green Belt To the north of Bayford there are local roads that could form boundaries. The	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		railway line to the east could form a boundary along with some reasonably dense field boundaries. To the south and west woodland patches could form some boundaries along with field edges.	
25	Benington	Rural Area Beyond the Green Belt No clear boundary limit to growth.	Red
26	Birch Green	Green Belt To the north and south main roads and the Cole Green Way form clear boundary limits to growth. Minor field boundary features exist to the west. To the east there are no clear features apart from Woolmers Lane, which is some distance from the village.	Amber
27	Braughing	Rural Area Beyond the Green Belt Local tracks form boundary limits to the north, though they are some distance from the settlement. There are no clear boundary limits in other directions.	Amber
28	Brickendon	Green Belt To the north-west, south and east woodland forms clear boundary limits. There are several reasonably dense field boundary features around the village.	Green
29	Buckland	Rural Area Beyond the Green Belt There are no clear boundary limits to growth.	Red
30	Cole Green	Green Belt North of Birchall Lane the nearest clear northward boundary feature is the A414. Some small woodland patches could form some boundaries around the village but due to its odd shape, there are few boundary features in some directions.	Amber
31	Colliers End	Rural Area Beyond the Green Belt There are no clear boundary limits around the village apart from the A10 to the east.	Red
32	Cottered	Rural Area Beyond the Green Belt There are no clear boundary limits to growth.	Red
33	Dane End	Rural Area Beyond the Green Belt There are no clear boundary limits to growth.	Red
34	Datchworth	Green Belt Local roads could form some boundaries to the north, west and south but not clear to the east.	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
35	Furneux Pelham	Rural Area Beyond the Green Belt Development occurring along main local roads in ribbon form. No clear boundary limits to growth.	Red
36	Great Amwell	Green Belt Local and major road and river networks form clear boundaries. There are reasonably dense field boundaries around the village that could also form boundary features in some locations.	Green
37	Hadham Ford	Rural Area Beyond the Green Belt There are no clear boundary limits to growth.	Red
38	Hertford Heath	Green Belt Hertford Heath and Goldings Wood form clear south and eastern boundary features. Balls Wood and several reasonably dense field boundaries exist to the south-west of the village. There are few clear boundary features to the north-west to north-east of the village.	Amber
39	Hertingfordbury	Green Belt The A414 and the River Mimram form a clear limit to the north, the Cole Green Way to the south. East and west there are some woodland patches that could form boundary features.	Green
40	High Cross	Rural Area Beyond the Green Belt Local roads could form a northward boundary limit and the A10 to the east but there are no clear boundary limits to the south and west apart from field boundaries.	Amber
41	High Wych	Green Belt There are no clear boundary limits to growth	Red
42	Hunsdon	Rural Area Beyond the Green Belt Only local access tracks and minor field boundaries exist around the village at some distance, and to the south-east lies Hunsdon Airfield.	Red
43	Letty Green	Green Belt The Cole Green Way forms a clear northern boundary feature. There are local roads to the west and east and some woodland patches to the south where it abuts the Woolmers Park estate.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
44	Little Hadham	Rural Area Beyond the Green Belt There are no clear boundary limits to growth apart from minor field boundaries.	Red
45	Much Hadham	Rural Area Beyond the Green Belt Local roads and the River Ash could form boundaries to growth depending upon its location.	Amber
46	Puckeridge	Rural Area Beyond the Green Belt The A10 and A120 form a clear south westward and southern boundary limit. Local roads form a northward boundary. Although the A120 forms a southern boundary, coalescence with Standon to the south east is already occurring. To the east, the River Rib and the dismantled railway form boundary limits.	Green
47	Spellbrook	Green Belt The River Stort and the railway line form clear eastward boundaries. There are no clear boundaries to growth in any other directions.	Amber
48	Standon	Rural Area Beyond the Green Belt The A120 would form an obvious northern boundary but Standon has already developed north of the road. The Hadham Road forms a southern boundary but again, some development has occurred south of the road. There is no clear boundary limit to the east but the River Rib forms a westward boundary.	Amber
49	Stanstead Abbots & St Margarets	Green Belt Large bodies of water form north and south boundary limits and local and main roads could form east and west boundary limits to development.	Green
50	Stapleford	Green Belt River Beane forms a clear boundary to the east. The railway and local roads form clear boundaries to the west and north, but there are no clear boundaries to the south.	Amber
51	Tewin	Village inset from the Green Belt Patches of woodland lie to the south east, though there are no clear boundary limits to growth in other directions.	Amber
52	Thundridge	Green Belt The A10, main and local roads form clear boundaries. If development occurred to the west of the old A10 there is no clear	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		westward boundary limit to growth.	
53	Tonwell	Green Belt The A602 forms a clear boundary limit to the south-west of the village. There are no clear boundary features to the north or east.	Amber
54	Wadesmill	Green Belt Local roads form the division between Wadesmill and Thundridge villages and therefore the southern boundary limit to Wadesmill. The A10 is a clear eastward boundary limit to growth. There is no clear westward or northward boundary limit.	Amber
55	Walkern	Rural Area Beyond the Green Belt Only field boundaries and local roads could form boundaries to the west. There are small areas of woodland to the east that could form partial boundaries.	Amber
56	Waterford	Green Belt Local roads, Bramfield Lane and Vicarage Lane form clear northward boundaries. The River Beane, Waterford Marsh and the railway line form clear eastward boundaries. Woodland forms a clear boundary to the west but no clear southward boundary limit.	Amber
57	Watton-at-Stone	Village inset from the Green Belt The railway line and main roads surround the settlement and form most of the boundaries though north and south boundaries are less clear.	Amber
58	Westmill	Rural Area Beyond the Green Belt The A10 forms a clear eastward boundary limit to growth but there are no clear boundaries in other directions.	Amber
59	Widford	Rural Area Beyond the Green Belt Local roads could form clear boundaries to north (Pegs Lane and Nether Street) and south (Abbotts Lane and Levenage Lane). To the northern half of the village there are only minor field boundaries to the east and west.	Amber
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Green Belt There are no clear boundary features apart from minor field boundaries.	Red
61	East of Welwyn Garden City	Green Belt There are clear defensible boundaries in major road network and woodland areas (to	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		the north). Beyond the major roads there are fewer clear boundary features.	
62	North of Harlow (A)	Rural Area Beyond the Green Belt Due to the size of this sub-area it is difficult to assess whether there would be clear boundary features to development. There are some local roads and access tracks, some woodland patches, the lanes around Hunsdon Airfield and the village of Hunsdon. Otherwise only minor field boundaries exist.	Red
	North of Harlow (B)	Green Belt Due to the size of this sub-area it is difficult to assess whether there would be clear boundary features to development. There are some local roads and access tracks, some woodland patches and small hamlets. Otherwise only minor field boundaries exist.	Red
	North of Harlow (C)	The A414, Eastwick Road and High Wych Road form a clear boundary northward features and the River Stort to the south.	Green
63	North of Hoddesdon	Green Belt Major roads form clear boundaries.	Green
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Rural Area Beyond the Green Belt There are no clear physical boundaries within which one could contain a new settlement.	Red
65	A10 Corridor - Central	The southern quarter of this corridor is within the Green Belt, the rest is in the Rural Area Beyond the Green Belt. There are several locations in this corridor that could form enclosed boundaries within which to locate a large development: Existing road networks between Great Munden, (south of Mentley Lane) Levens Green, Old Hall Green and Puckeridge; Land to the west of High Cross between The Bourne river and Standon Green End (a smaller settlement); land east of High Cross towards Barwick Ford and The River Rib; land west of the A10, north of Hamels Lane, south of Westmill.	Green
66	A120 Corridor	Rural Area Beyond the Green Belt There are several locations within this corridor where local roads could form enclosures around a new settlement. There	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Boundary Limits	Traffic Light
		are many tributaries and brooks in the location but whether they could form boundary lines is unlikely.	
67	A507 Corridor	<p>Rural Area Beyond the Green Belt The majority of local roads converge in Cottered, with some locations enclosed by local roads. There are many tributaries and brooks in the location but whether they could form boundary lines is unlikely.</p>	Amber
68	A602 Corridor	<p>Largely Green Belt One area that has clear boundary features is between the A602 and the railway line (south-east of Watton-at-Stone). To the west of the railway line, patches of woodland could form partial boundaries to limit growth. Otherwise there are few clear features.</p>	Green
69	Hunsdon Area	<p>The southern half this corridor is within the Green Belt. There are several locations in this area that are enclosed by local roads, potentially forming boundaries to a new settlement.</p>	Green

18 Community Facilities

Justification

“The Government’s objective is to create strong, vibrant and healthy communities, by creating a good quality built environment, with accessible local services that reflect community needs and support well-being” (draft NPPF paragraph 124).

“To deliver the facilities and services the community needs, planning policies and decisions should: [inter alia]

- *ensure that housing is developed in suitable locations which offer a range of community facilities and good access to key services and infrastructure” (draft NPPF, paragraph 126).*

Sources of Information

- East Herts Council GIS
- East Herts Council Parish Audit
- Internet Mapping and Aerial Photography
- Community Websites

Assessment Criteria

The term community facilities can cover a wide range of services including health, education, leisure, recreation, community and cultural. However for the purposes of this assessment the following definition has been applied:

‘those facilities within walking distance generally used on a daily basis’

Community facilities are therefore considered to include:

- Allotments
- Children’s Playground
- Community / Village Hall
- Doctor’s Surgery
- Local / Village Shop (i.e. selling milk, bread and newspapers)
- Nursery/Pre-school
- Post Office
- Place of Worship
- Playing Field
- Primary School
- Public House

Red	Less than half of the community facilities accessible / unlikely to have potential to provide community facilities.
Amber	At least half of the community facilities accessible / potential to provide some community facilities.
Green	All community facilities accessible / potential to provide all of the community facilities.

Draft Topic Assessments

General Comments

Such an approach is considered to be appropriate for a rural district like East Herts with five market towns and a number of villages of varying size. This assessment does not consider capacity issues: it simply looks at whether a particular area of search is accessible to a particular community facility. Neither does it consider any additional services and facilities that may be provided.

The assessment refers to the type of community facility rather than the number. For example, if a village has two pubs, they will only be counted as one facility for the purposes of determining how many facilities are provided.

Villages – in respect of villages, the built up area has been used as the basis of determining the assessment, not the areas of search which are purely indicative and take into account a wider area. Facilities within the village, adjacent to, or within the vicinity of the village are considered within the assessment. Those facilities within the vicinity of the village are marked with an asterisk (*).

Edge of existing settlements - In respect of the greenfield extensions to the towns, the availability of community facilities within the existing built up area of the town has been considered.

It should also be noted that for town extensions, extensions to adjacent settlements, and new settlements, these areas of search have the potential to provide community facilities as part of the development, so an ‘amber’ or ‘red’ assessment would not necessarily preclude them from coming forward.

No.	Areas of Search	Assessment of Community Facilities	Traffic Light
Bishop’s Stortford			
(Planning assumption of at least 500 dwellings at each area of search, except Bishop’s Stortford North which has a planning assumption of 3,000)			
1	Bishop’s Stortford Built-up Area	All community facilities provided within the built-up area of the town.	Green
2	Bishop’s Stortford North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Bishop’s Stortford North (B)		
	Bishop’s Stortford North (C)		
3	Bishop’s Stortford East (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Bishop’s Stortford East (B)		
4	Bishop’s Stortford South (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Bishop’s Stortford South (B)		
	Bishop’s Stortford South (C)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities	Traffic Light
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built-up Area	All community facilities provided within the built-up area of the town.	Green
6	Buntingford South and West (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Buntingford South and West (B)		
	Buntingford South and West (C)		
7	Buntingford North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Buntingford North (B)		
8	Buntingford North-East (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Buntingford North-East (B)		
9	Buntingford East	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built-up Area	All community facilities provided within the built-up area of the town.	Green
11	Hertford West (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Hertford West (B)		
12	Hertford North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Hertford North (B)		
	Hertford North (C)		
13	Hertford South (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built-up Area	All community facilities provided within the built-up area of the town.	Green
15	Sawbridgeworth South-West (A)	All community facilities provided within the built-up area of the town / potential for the	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities	Traffic Light	
	Sawbridgeworth South-West (B)	area of search to provide some community facilities as part of development.		
16	Sawbridgeworth West (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber	
	Sawbridgeworth West (B)			
17	Sawbridgeworth North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber	
	Sawbridgeworth North (B)			
	Sawbridgeworth North (C)			
Ware (Planning assumption of at least 500 dwellings at each area of search)				
18	Ware Built-up Area	All community facilities provided within the built-up area of the town.	Green	
19	Ware North (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber	
	Ware North (B)			
20	Ware East (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber	
	Ware East (B)			
21	Ware South-East (A)	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber	
	Ware South-East (B)			
22	Ware South-West	All community facilities provided within the built-up area of the town / potential for the area of search to provide some community facilities as part of development.	Amber	
Villages (Planning assumption of existing village + 10% growth)				
23	Aston (excluding Aston End)	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch:	Yes – location unknown Yes – on Village Field Yes - Village Hall, Bowls Pavilion, Parish Room No No Yes – Aston Pre-school No Yes - St Mary's Church Yes - Village Field, Centre Field Yes - Aston St Mary's C of E	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Public House:	Yes - Rose & Crown, Pig & Whistle	
24	Bayford	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes Yes - Memorial Village Hall No No Yes – Bayford Pre-school, Nursery class at school No Yes - St Mary’s Church Yes* Yes – Bayford C of E Yes - The Baker Arms	Amber
25	Benington	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes Yes - Village Hall Yes – Benington Surgery Yes Yes – Benington Nursery No Yes - St Peter’s Church Yes Yes - Benington C of E Yes - The Bell Inn	Amber
26	Birch Green	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes No No No Yes – Mini Cowpers Pre-school, Nursery class at school No No No Yes - Hertingfordbury Cowper No	Red
27	Braughing	Allotments: Playground: Hall: Doctor: Local Shop:	Yes Yes Yes - St Mary’s Church Hall, Old Boys School, Community Centre No Yes - Braughing Village	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Stores Yes - Nursery class at school Yes - Braughing Village Stores Yes - St Mary's Church, Congregational Chapel, Methodist Church Yes Yes - Jenyns First Yes - Brown Bear, Axe & Compasses, Golden Fleece	
28	Brickendon	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes - Village Green Yes - Fanshaws Room No No No No Yes - Holy Cross & St Alban Yes - Village Green No Yes - The Farmer's Boy	Red
29	Buckland	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No No No Yes - St Andrews Church No No No	Red
30	Cole Green	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No Yes - Munns Farm Day Nursery No No No No Yes - Cowper Arms	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
31	Colliers End	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No Yes – Village Hall No No No No Yes - St Mary's Church No No Yes - Lamb and Flag	Red
32	Cottered	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes Yes -Village Hall No No Yes – Jumping Jacks Pre-school No Yes - St John the Baptist's Yes No Yes - The Bull	Amber
33	Dane End	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes Yes Yes – Village Hall No Yes - Dane End Stores Yes – Busy Bees Pre-school Yes - Dane End Stores All Saint's Church* Yes Yes - Little Munden C of E* Yes - The Boot	Amber
34	Datchworth	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:	Yes - Turkey Farm Recreation Ground Yes - Datchworth Green, Nutcroft, Turkey Farm Recreation Ground Yes - Datchworth Village Hall, Church Hall No Yes - Datchworth Village Stores Yes – Datchworth	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Pre-school No Yes - All Saints' Church Yes - Datchworth Green, Turkey Farm Recreation Ground Yes - All Saints C of E Yes - The Tilbury, The Plough	
35	Furneux Pelham	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No Yes - Village Hall No No No No Yes - St Mary's Church Yes Yes - Furneux Pelham C of E Yes - The Brewery Tap	Red
36	Great Amwell	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No Yes - Parish Hall No No Yes – Little Blue Van Nursery No Yes - St John the Baptist No Yes - St John the Baptist C of E Yes - Waggon & Horses, The George IV	Red
37	Hadham Ford	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field:	Yes - Ford Field Yes - Recreation Ground, Ridgeway Yes - Village Hall Yes - Village Hall: 2/3 mornings No No Yes - Village Hall ; 2 mornings Yes - Little Hadham Chapel Yes - Recreation Ground	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Primary Sch: Public House:	No Yes - Nags Head If considered as one village with Little Hadham (The Ash) - AMBER	
38	Hertford Heath	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes Yes Yes - Village Hall No Yes – Village Shop, Szi Food & Wine Yes – Ducklings playgroup, Nursery class at school No Yes - Holy Trinity Church, Mission Room Yes Yes - Hertford Heath School Yes - Silver Fox, The Goat, Townshend Arms, College Arms	Amber
39	Hertingfordbury	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes No No No No No No Yes - St Mary's Church Yes No Yes - Prince of Wales, White Horse Hotel	Red
40	High Cross	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch:	No No Yes - Village Hall No Yes - Petrol Filling Station Yes – Nursery class at school No Yes - St John's Church Yes* Yes - Puller Memorial C of E	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
41	High Wych	Public House: Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes - The White Horse Yes Yes - Playing Field Yes - Memorial Hall No Yes - Village Stores Yes – IDA Nursery, Nursery class at school Yes – Village Stores Yes - St James' Church Yes Yes - High Wych C of E Yes - Rising Sun, Half Moon	Amber
42	Hunsdon	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes Yes Yes - Village Hall Yes - Village Hall: 2/3 mornings Yes - Hunsdon Stores Yes – Hunsdon Ducklings, Nursery class at school Yes – Hunsdon Stores Yes – St Francis Chapel Yes Yes - Hunsdon JMI Yes - Fox & Hounds	Green
43	Letty Green	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No No No No No No No	Red
44	Little Hadham (The Ash)	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office:	No No No No No Yes – Little Hadham Pre-school Playgroup, Nursery class at school No	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		P of Worship: Playing Field: Primary Sch: Public House:	No No Yes - Little Hadham Primary School No If considered as one village with Hadham Ford - AMBER	
45	Much Hadham	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes Yes Yes - Village Hall Yes - Much Hadham Health Centre Yes - Londis Yes – Much Hadham Playgroup, Nursery class at school Yes - Londis Yes - St Andrew’s Church, Hadham Cross Congregational Church Yes - Sports Ground Yes - St Andrew’s C of E Yes - The Bull Inn, The Old Crown	Green
46	Puckeridge	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes Yes Yes - Community Centre Yes - The Surgery Yes - Puckeridge General Stores, Newsagents Yes – SPINS Nursery, Nursery classes at Roger de Clare and St Thomas of Canterbury No Yes - Congregational & Evangelical Church, St Thomas of Canterbury Yes - Recreation Ground Yes - Roger de Clare School, St Thomas of Canterbury, Ralph Sadlier (Middle School), Yes - The Crown & Falcon, The Heron, The White Hart	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
			If considered as one village with Standon - GREEN	
47	Spellbrook	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No Yes – Nursery class at school No No No Yes - Spellbrook Primary Yes - The Three Horseshoes	Red
48	Standon	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No Yes - Standon Village Hall No Yes - General Store, Westwoods Newsagents No Yes - General Store Yes - St Mary's Yes No Yes - The Star, The Bell If considered as one village with Puckeridge - GREEN	Amber
49	Stanstead Abbots & St Margarets	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch:	Yes - Cappell Lane, High Street Yes - High Street, Woodcroft Avenue, Hillside Crescent Yes - Parish Hall Yes - Dolphin House Yes - Co-Op, Burton's Newsagents, The Bridge Shop Yes – Bobtails Playgroup, Busybees, Little Blue Van, Nursery class at school	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes - Co-Op Yes - St Andrew's Church, St Mary's Church Yes - St Margaretsbury Yes - St Andrew's C of E Yes - Jolly Fisherman, Lord Louis, The Red Lion	
50	Stapleford	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No Yes - Village Hall No No Yes – Stapleford Early Years, Nursery class at school No Yes - St Mary's Yes - Recreation Ground Yes - Stapleford Primary School Yes - Woodhall Arms	Amber
51	Tewin	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes Yes - Upper Green Yes - Tewin Memorial Hall, Tewin Pavilion No Yes - Tewin Stores Yes – Tewin Tots, Tewin Under Fives Pre-school Yes -Tewin Stores Yes - St Peter's Church* Yes - Upper Green Yes - Tewin Cowper C of E Yes - Plume of Feathers, Rose & Crown	Amber
52	Thundridge	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field:	Yes Yes - Playing Field Yes - Village Hall No Yes - Village Shop & Tearoom (due to open March 2012) Yes – Highfield Nursery, Nursery class at school No Yes - St Mary's Church Yes	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Primary Sch: Public House:	Yes - Thundridge C of E Yes - Sow & Pigs If considered as one village with Wadesmill - AMBER	
53	Tonwell	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No Yes - Village Hall No No Yes – Nursery class at school No No Yes Yes - Tonwell St Mary's C of E Yes - Robin Hood & Little John	Red
54	Wadesmill	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No No No No No No No No No No Yes - The Anchor, The Feathers If considered as one village with Thundridge - AMBER	Red
55	Walkern	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship:	Yes Yes Yes - Sports & Community Centre Yes – Walkern Surgery: 4 mornings (walk in surgery) Yes - Walkern Stores Yes – Walkern Pre-school Yes - Walkern Stores Yes - St Mary's Church, United Reformed Church	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Playing Field: Primary Sch: Public House:	Yes Yes - Walkern Primary School Yes - The Robin Hood, The White Lion, The Yew Tree	
56	Waterford	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	No Yes Yes No No No No Yes - St Michael's and All Angels Yes No No	Red
57	Watton-at-Stone	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes – Church Path Yes - Great Innings, Sports Field Yes - War Memorial Hall, Community Hall Yes - Watton Place Clinic Yes - Sandys, Supermarket, Watton Post Office Yes - Watton-at-Stone Playschool, Nursery class at school Yes - Watton Post Office Yes - Methodist Church, St Andrew & St Mary Yes - Sports Field Yes - Watton-at-Stone School Yes - George & Dragon, The Bull, Wagon & Horses	Green
58	Westmill	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field:	Yes - School Court Yes - Recreation Ground Yes No No Yes – Westmill Nursery No Yes - St Mary's Church Yes - Recreation Ground,	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Community Facilities		Traffic Light
		Primary Sch: Public House:	Football Ground* No Yes - Sword in Hand	
59	Widford	Allotments: Playground: Hall: Doctor: Local Shop: Nursery Sch: Post Office: P of Worship: Playing Field: Primary Sch: Public House:	Yes Yes Yes - Village Hall No No Yes – Widford School Pre-school No Yes – St John the Baptist's* Yes Yes - Widford School Yes - The Green Man	Amber
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)				
60	East of Stevenage	Potential of area of search to provide for all community facilities as part of development.		Green
61	East of Welwyn Garden City	Potential of area of search to provide for all community facilities as part of development.		Green
62	North of Harlow (A)	Potential of area of search to provide for all community facilities as part of development.		Green
	North of Harlow (B)			
	North of Harlow (C)			
63	North of Hoddesdon	Potential of area of search to provide for all community facilities as part of development.		Green
New Settlements (Planning assumption of 5,000 dwellings)				
64	A10 Corridor - North	Potential of area of search to provide for all community facilities as part of development.		Green
65	A10 Corridor - Central	Potential of area of search to provide for all community facilities as part of development.		Green
66	A120 Corridor	Potential of area of search to provide for all community facilities as part of development.		Green
67	A507 Corridor	Potential of area of search to provide for all community facilities as part of development.		Green
68	A602 Corridor	Potential of area of search to provide for all community facilities as part of development.		Green
69	Hunsdon Area	Potential of area of search to provide for all community facilities as part of development.		Green

19. Minerals and Waste

Justification

“Local planning authorities should use the best available information to develop and maintain an understanding of the extent and location of mineral reserves in their areas and assess the projected demand for their use” (draft NPPF paragraph 32).

Sources of Information

- **Minerals Local Plan 2002-2016 (2007):** identifies ‘Specific Sites’ which currently contribute to the required land bank and ‘Preferred Areas’ which are parcels of land likely to be required to make up the landbank for the plan period and beyond;
- **Supplementary Planning Document: Minerals Consultation Areas in Hertfordshire (2008)** identifies the areas of the county where particular care is needed to prevent the unnecessary sterilisation of sand and gravel resources. These are known as ‘Minerals Consultation Areas’.
- **Waste Core Strategy and Development Management Policies (Pre-submission version, November 2010)**
- **Waste Site Allocations (Pre-submission version, February 2012):** identifies locations for waste management facilities in the county

Assessment Criteria

- Preferred Areas for Minerals Extraction
- Specific Sites for Sand and Gravel Extraction
- Minerals Consultation Areas
- Waste Site Allocations

For both minerals and waste sites, areas adjacent are also included in the scope of this assessment, because of potential disruption to the residents of new developments in the event that extraction or waste activities are subsequently undertaken.

Red	Areas which include a substantial amount of land within a Preferred Area for mineral extraction and/or include an allocated waste site.
Amber	Areas which include a small amount of land within a Preferred Area for mineral extraction; and/or sites within area of search or adjacent to area of search which are likely to include minerals or waste potential.
Green	Areas which do not include any land within a Preferred Area for mineral extraction, have no allocated waste sites, and are not adjacent to sites with any identified minerals or waste potential.

General Comments

Much of Hertfordshire is underlain by sand and gravel deposits which could, potentially, help to meet the future needs of the local community for construction materials. Allowing new building and other development to take place on top of these deposits could ‘sterilise’ them, either by making them inaccessible for extraction, or by introducing new activities (such as new houses) into the area which would not be compatible with mineral extraction nearby.

Draft Topic Assessments

As Minerals Planning Authority the County Council is responsible for identifying areas suitable for future aggregate extraction (sand and gravel) and safeguarding such reserves from sterilisation by other surface developments.

This assessment also considers whether potential development at any of the areas of search might affect designated waste sites.

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Waste Designations Employment Land Areas of Search (ELAS): <ul style="list-style-type: none"> • Twyford Road • Haslemere Industrial Estate • Woodside Industrial Estate • Stansted Road/Goodliffe Park • Stansted Road (West) • Raynham Road/Dunmow Road Industrial Estate Areas which County Council considers may be compatible with waste management uses but currently have little immediate potential for redevelopment.	Amber
2	Bishop's Stortford North (A) Bishop's Stortford North (B) Bishop's Stortford North (C)	No designations in the vicinity.	Green
3	Bishop's Stortford East (A) Bishop's Stortford East (B)	No designations in the vicinity.	Green
4	Bishop's Stortford South (A) Bishop's Stortford South (B) Bishop's Stortford South (C)	No designations in the vicinity.	Green
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	No designations in the vicinity.	Green
6	Buntingford South and West (A)	Waste Designations Employment Land Area of Search (ELAS): <ul style="list-style-type: none"> • Sunnyside Employment Area 	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
		Areas which the County Council considers may be compatible with waste management uses but currently have little immediate potential for redevelopment. Also an Allocated Waste Site.	
	Buntingford South and West (B)	No designations in the vicinity	Green
	Buntingford South and West (C)	No designations in the vicinity	Green
7	Buntingford North (A)	Waste Designations Employment Land Areas of Search (ELAS): <ul style="list-style-type: none"> • Park Farm Industrial Estate Areas the County Council considers may be compatible with waste management uses but currently have little immediate potential for redevelopment.	Amber
	Buntingford North (B)	No designations in the vicinity.	Green
8	Buntingford North-East (A)	No designations in the vicinity.	Green
	Buntingford North-East (B)		
9	Buntingford East	No designations in the vicinity.	Green
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Waste Designations Employment Land Areas of Search (ELAS): <ul style="list-style-type: none"> • Mead Lane Business Centre/Works • Caxton Hill/Ware Road • Foxholes West Areas which the County Council consider may be compatible with waste management uses but currently have little immediate potential for redevelopment.	Amber
11	Hertford West (A)	Minerals Designations This area is adjacent to Panshanger quarry which is an extensive sand and gravel site. Due to its proximity to known sand and gravel reserves, there may be workable minerals present and so opportunistic gravel extraction could occur prior to built development taking place.	Amber
	Hertford West (B)		
12	Hertford North (A)	No designations in the vicinity.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
	Hertford North (B)	No designations in the vicinity.	Green
	Hertford North (C)	This option lies within a Preferred Area identified for future sand and gravel extraction adjacent to Rickneys quarry. The County Council as Minerals Planning Authority would object to this option being taken forward as it would sterilise significant mineral reserves (between 5-6 million tonnes) that have been identified in the adopted plan and designated as such.	Red
13	Hertford South (A)	No designations in the vicinity.	Green
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	No designations in the vicinity.	Green
15	Sawbridgeworth South-West (A)	No designations in the vicinity.	Green
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	No designations in the vicinity.	Green
	Sawbridgeworth West (B)		
17	Sawbridgeworth North (A)	No designations in the vicinity.	Green
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	No designations in the vicinity.	Green
19	Ware North (A)	No designations in the immediate vicinity. Westmill Quarry lies on the opposite side of the A10.	Green
	Ware North (B)	No designations in the vicinity.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
20	Ware East (A)	No designations in the vicinity.	Green
	Ware East (B)		
21	Ware South-East (A)	No designations in the vicinity.	Green
	Ware South-East (B)		
22	Ware South-West	Waste Designations This area includes Presdales Pit, a former quarry that has not been restored to its former levels. The site has been identified within the waste site allocations document as having potential for a future waste site. A site brief is available.	Amber
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	No designations in the vicinity.	Green
24	Bayford	No designations in the vicinity.	Green
25	Benington	No designations in the vicinity.	Green
26	Birch Green	No designations in the vicinity.	Green
27	Braughing	No designations in the vicinity.	Green
28	Brickendon	No designations in the vicinity.	Green
29	Buckland	No designations in the vicinity.	Green
30	Cole Green	No designations in the vicinity.	Green
31	Colliers End	No designations in the vicinity.	Green
32	Cottered	No designations in the vicinity.	Green
33	Dane End	No designations in the vicinity.	Green
34	Datchworth	No designations in the vicinity.	Green
35	Furneux Pelham	No designations in the vicinity.	Green
36	Great Amwell	No designations in the vicinity.	Green
37	Hadham Ford	No designations in the vicinity.	Green
38	Hertford Heath	No designations in the vicinity.	Green
39	Hertingfordbury	No designations in the vicinity.	Green
40	High Cross	No designations in the vicinity.	Green
41	High Wych	No designations in the vicinity.	Green
42	Hunsdon	No designations in the vicinity.	Green
43	Letty Green	No designations in the vicinity.	Green
44	Little Hadham	No designations in the vicinity.	Green
45	Much Hadham	No designations in the vicinity.	Green
46	Puckeridge	No designations in the vicinity.	Green
47	Spellbrook	No designations in the vicinity.	Green
48	Standon	No designations in the vicinity.	Green
49	Stanstead Abbots & St Margarets	No designations in the vicinity.	Green
50	Stapleford	No designations in the vicinity.	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
51	Tewin	No designations in the vicinity.	Green
52	Thundridge	No designations in the vicinity.	Green
53	Tonwell	No designations in the vicinity.	Green
54	Wadesmill	No designations in the vicinity.	Green
55	Walkern	No designations in the vicinity.	Green
56	Waterford	No designations in the vicinity.	Green
57	Watton-at-Stone	Minerals Designations The North of Watton-at-Stone Minerals Resource Block lies to the north of this area, but beyond where development would be likely to take place at 10% growth levels.	Green
58	Westmill	No designations in the vicinity.	Green
59	Widford	No designations in the vicinity.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	No designations in the vicinity. However, the North of Watton-at-Stone Minerals Resource Block lies nearby.	Green
61	East of Welwyn Garden City	Minerals Designations This area is adjacent to Panshanger quarry which is an extensive sand and gravel site. Due to its proximity to known sand and gravel reserves, there may be workable mineral present and so opportunistic gravel extraction could occur prior to built development taking place. Waste Designations Area south of Birchall Lane within East Herts and Welwyn Hatfield District has been identified within the waste site allocations document as having potential for a future waste site. The area is "Situated in the sand and gravel belt on a former mineral extraction site, which has previously been infilled with domestic and inert wastes."	Amber
62	North of Harlow (A)	No designations in the vicinity.	Green
	North of Harlow (B)		
	North of Harlow (C)	Minerals Designations Includes Pole Hole and Hollingson Meads quarries that have been landfilled with mixed wastes and are yet to be fully restored. Due to the nature of the waste disposed of in these sites there may be contamination issues and technical studies would need to be undertaken to establish	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Minerals and Waste Designations	Traffic Light
		their suitability for built development.	
63	North of Hoddesdon	No designations in the vicinity.	Green
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	No designations in the vicinity.	Green
65	A10 Corridor - Central	<p>Minerals Designations Westmill Quarry (sand and gravel extraction area with landfilling and restoration being progressively undertaken) lies to the southern end of the area.</p> <p>Waste Designations Westmill Landfill Site identified as an existing strategic waste site and an Allocated Site for a range of potential waste management facilities identified in the Site Brief.</p>	Amber
66	A120 Corridor	<p>Minerals Designations The East of Puckeridge and Standon Minerals Resource Block lies within this area.</p>	Amber
67	A507 Corridor	<p>Minerals Designations The East of Cromer Minerals Resource Block lies within this area.</p>	Amber
68	A602 Corridor	<p>Minerals Designations The North of Watton-at-Stone Minerals Resource Block lies within this area. Westmill Quarry (sand and gravel extraction area) lies to the southern end of the area.</p> <p>Waste Designations Westmill Quarry lies to the southern end of the area and has been identified as having potential for a waste site allocation. Area has been “subjected to mineral extraction, with sand and gravel continuing to be extracted on land operated by Cemex. Biffa are currently landfilling and restoring the remainder of the site.”</p>	Amber
69	Hunsdon Area	<p>Minerals Designations Includes Pole Hole and Hollingson Meads quarries that have been landfilled with mixed wastes and are yet to be fully restored. Due to the nature of the waste disposed of in these sites there may be contamination issues and technical studies would need to be undertaken to establish their suitability for built development.</p>	Amber

20. Agricultural Land Classification

Justification

Planning authorities should: *“take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations or the Local Plan’s growth strategy and where poorer quality land is unavailable or unsuitable”* (draft NPPF paragraph 167).

Sources of information

- **Agricultural Land Classification Maps:** (DEFRA and Natural England)

Assessment Criteria

- **Agricultural Land Classification (ALC):** Agricultural land is classified into five grades. Grade one is best quality and grade five is poorest quality. A number of consistent criteria are used for assessment which include climate (temperature, rainfall, aspect, exposure, frost risk), site (gradient, micro-relief, flood risk) and soil (depth, texture, stoniness).

Red	Areas within ALC 1 or 2 or where the majority of the land falls into Grade 1 or 2 if there is a mix.
Amber	Areas within ALC 3 to 5 or where the majority of the land falls into Grades 3 to 5 if there is a mix.
Green	Areas with no agricultural land or only a small proportion of land in Grades 3 to 5 if there is a mix.

A ‘green’ rating does not mean that the site is not valuable in other respects.

A ‘red’ rating does not mean that a site is undevelopable, but that there are available sites which are sequentially preferable.

General Comments

When undertaking assessments on a strategic scale it is important to acknowledge that agricultural land grades are a broad classification and there will be pockets of varying land quality across a grade.

Land without an agricultural classification or within a lower agricultural grade can still provide a valuable resource; providing space for small-scale subsistence farming and a habitat for flora and fauna. Such land may be managed under an Environmental Stewardship Scheme. This has been assessed separately (see Topic: Environmental Stewardship) but should be read in conjunction with this assessment on Agricultural Classification.

The majority of the sites assessed are located on the fringes of urban areas, often providing vital links between the built-up area and the countryside surrounding it. In these cases it will be important that appropriate surveys are undertaken to assess the soil quality of the land in question and whether development will harm surrounding areas of higher quality soil.

Draft Topic Assessments

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Not agricultural land	Green
2	Bishop's Stortford North (A)	Grade 2	Red
	Bishop's Stortford North (B)	Mix Grade 2 and 3	Red
	Bishop's Stortford North (C)	Mix Grade 3 and 2	Amber
3	Bishop's Stortford East (A)	Grade 3 with some Grade 2 to the north	Amber
	Bishop's Stortford East (B)	Grade 2 with some Grade 3 to the south	Red
4	Bishop's Stortford South (A)	Mix Grade 2 and 3	Red
	Bishop's Stortford South (B)	Grade 3	Amber
	Bishop's Stortford South (C)		
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Not agricultural land	Green
6	Buntingford South and West (A)	Grade 2	Red
	Buntingford South and West (B)	Mix Grade 2 and 3	Red
	Buntingford South and West (C)	Grade 3 with small patch of Grade 2	Amber
7	Buntingford North (A)	Mix Grade 2 and 3	Red
	Buntingford North (B)	Grade 3	Amber
8	Buntingford North-East (A)	Immediately adjacent to the urban area is Grade 3, then Grade 2	Amber
	Buntingford North-East (B)		
9	Buntingford East	Immediately adjacent to the urban area is Grade 3, then Grade 2	Amber
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Not agricultural land	Green

Draft Topic Assessments

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
11	Hertford West (A)	Grade 3	Amber
	Hertford West (B)	Non agricultural	Green
12	Hertford North (A)	Grade 3	Amber
	Hertford North (B)	Grade 4	Amber
	Hertford North (C)	Grade 3	Amber
13	Hertford South (A)	Grade 3 and non-agricultural	Amber
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)		
Sawbridgeworth			
(Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Not agricultural land	Green
15	Sawbridgeworth South-West (A)	Largely Grade 3 with some Grade 2	Amber
	Sawbridgeworth South-West (B)	Grade 3	Amber
16	Sawbridgeworth West (A)	Grade 2 with small patches of Grade 3 adjacent to the urban area around the properties on West Road.	Red
	Sawbridgeworth West (B)	Grade 2	Red
17	Sawbridgeworth North (A)	Grade 2	Red
	Sawbridgeworth North (B)	Grade 3 and 4	Amber
	Sawbridgeworth North (C)		
Ware			
(Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Not agricultural land	Green
19	Ware North (A)	Grade 3	Amber
	Ware North (B)	Grade 2	Red
20	Ware East (A)	Largely Grade 2 with Grade 3 in northern part	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
	Ware East (B)	Grade 3	Amber
21	Ware South-East (A)	Grade 3 and non-agricultural	Amber
	Ware South-East (B)		
22	Ware South-West	Largely non-agricultural with a small patch of Grade 3 and 2	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Grade 3	Amber
24	Bayford	Grade 3	Amber
25	Benington	Grade 3	Amber
26	Birch Green	Grade 3	Amber
27	Braughing	Grade 3 with Grade 2 to the north-west and south and south-east	Amber
28	Brickendon	Grade 3	Amber
29	Buckland	Grade 2	Red
30	Cole Green	Grade 3	Amber
31	Colliers End	Grade 3	Amber
32	Cottered	Mostly Grade 3, land to east Grade 2	Red
33	Dane End	Grade 3	Amber
34	Datchworth	Grade 3	Amber
35	Furneux Pelham	Grade 3	Amber
36	Great Amwell	Grade 2	Red
37	Hadham Ford	Grade 3	Amber
38	Hertford Heath	Grade 3	Amber
39	Hertingfordbury	Grade 3, land to the north Grade 4	Amber
40	High Cross	Mostly Grade 3 with land to the north-east Grade 2	Amber
41	High Wych	Grade 3	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
42	Hunsdon	Grade 3	Amber
43	Letty Green	Grade 3	Amber
44	Little Hadham	Mostly Grade 3, with some Grade 2 to the north	Amber
45	Much Hadham	Grade 3	Amber
46	Puckeridge	Grade 3, with a small area of Grade 2 to the south-west of Aston Road.	Amber
47	Spellbrook	Mostly Grade 2 to the west, Grade 3 to the east	Red
48	Standon	Grade 3	Amber
49	Stanstead Abbots & St Margarets	Grade 3	Amber
50	Stapleford	Grade 3	Amber
51	Tewin	Grade 3	Amber
52	Thundridge	Largely Grade 3, with Grade 2 to the south	Amber
53	Tonwell	Grade 2 to north and east, Grade 3 to west and south	Red
54	Wadesmill	Grade 3	Amber
55	Walkern	Grade 3	Amber
56	Waterford	Largely Grade 3, land to east Grade 4	Amber
57	Watton-at-Stone	Grade 3	Amber
58	Westmill	Largely Grade 3, Grade 2 to the south west and east	Amber
59	Widford	Grade 3, some land to the south is Grade 2	Amber
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Grade 3	Amber
61	East of Welwyn Garden City	Mix 3 and non-agricultural	Amber
62	North of Harlow (A)	Mix mostly Grade 2 with areas of Grade 3	Red
	North of Harlow (B)		
	North of Harlow (C)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Agricultural Grade	Traffic Light
63	North of Hoddesdon	Grade 2	Red
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	Largely Grade 2	Red
65	A10 Corridor - Central	Mostly Grade 3, with patches of Grade 2	Amber
66	A120 Corridor	Mix of Grade 3 and Grade 2	Amber
67	A507 Corridor	Eastern half and part of west tip within Grade 2, rest within Grade 3	Red
68	A602 Corridor	Grade 3, with a small area of Grade 2 east of Tonwell village	Amber
69	Hunsdon Area	Largely Grade 2 with patches of Grade 3	Red

21. Environmental Stewardship

Justification

Planning authorities should: *“take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations or the Local Plan’s growth strategy and where poorer quality land is unavailable or unsuitable”* (draft NPPF paragraph 167).

Sources of information

- **Natural England Maps:** showing digitised boundaries of areas subject to Stewardship Schemes
- Natural England / DEFRA Entry Level Stewardship Handbook Third Edition
- **Green Infrastructure Maps:** from the East Herts Green Infrastructure Plan March 2011

Assessment Criteria

- Whether the areas of search are subject to Environmental Stewardship.

Red	Areas subject to Higher Level Stewardship (HLS) or where a large proportion of land is in HLS where there is a mix.
Amber	Areas subject to Entry Level Stewardship (ELS) or where a large proportion of land is in ELS where there is a mix.
Green	Areas with no land subject to Environmental Stewardship or only a small proportion in ELS where there is a mix.

A ‘green’ rating does not mean that the area is not valuable in other respects.

A ‘red’ rating does not mean that the area is undevelopable, but that there are available areas which are sequentially preferable. Nonetheless, where activities such as Entry or Higher Level Stewardship Schemes exist these should be given substantial weight even if their agricultural grade is lower.

This assessment should be read in conjunction with the assessment on Agricultural Land Classification.

General Comments

Productive agricultural environments are of importance to urban areas in terms of reducing food mileage and producing local produce. They also provide a tool for protecting and educating people about the environment. The Environmental Stewardship Scheme is an agri-environment management scheme that is open to all farmers and is funded by the UK Government and the European Union (EU). In return for looking after England’s countryside – wildlife, landscapes, historic features and natural resources (soils and water) – and providing new opportunities for public access in some cases, Environmental Stewardship provides farmers and land managers with a financial incentive that supports and rewards them for this work.

Draft Topic Assessments

Environmental stewardship has three elements: Entry Level Stewardship (ELS), Organic Entry Level Stewardship (OELS) & Higher Level Stewardship (HLS).

The primary objectives of Environmental Stewardship are to:

- conserve wildlife (biodiversity);
- maintain and enhance landscape quality and character, by helping to maintain important features such as traditional field boundaries;
- protect the historic environment, including archaeological features and traditional farm buildings;
- promote public access and understanding of the countryside; and
- protect natural resources, by improving water quality and reducing soil erosion and surface run-off.

Within the primary objectives, Environmental Stewardship also has the secondary objectives of genetic conservation (such as rare livestock breeds and plants) and flood management.

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Land is free from Environmental Stewardship.	Green
2	Bishop's Stortford North (A)	Land is free from Environmental Stewardship.	Green
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)	Land subject to Entry Level Stewardship	Amber
3	Bishop's Stortford East (A)	Land is free from Environmental Stewardship.	Green
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Land subject to Entry Level Stewardship.	Amber
	Bishop's Stortford South (B)	Land is free from Environmental Stewardship.	Green
	Bishop's Stortford South (C)		
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Land is free from Environmental Stewardship.	Green
6	Buntingford South and West (A)	Land is free from Environmental Stewardship, although there are large areas of land to the south of the town which are	Green
	Buntingford		

Draft Topic Assessments

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
	South and West (B) Buntingford South and West (C)	subject to ELS and may need to be considered.	
7	Buntingford North (A) Buntingford North (B)	Land is free from Environmental Stewardship, although there is a large ELS to the north-west that may need to be considered.	Green
8	Buntingford North-East (A) Buntingford North-East (B)	Small patch of land subject to Entry Level Stewardship. Land is free from Environmental Stewardship.	Green Green
9	Buntingford East	Very small part subject to Entry Level Stewardship.	Green
Hertford (Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Land is free from Environmental Stewardship.	Green
11	Hertford West (A) Hertford West (B)	Land is free from Environmental Stewardship, although land to the north is subject to Entry Level Stewardship.	Green
12	Hertford North (A) Hertford North (B) Hertford North (C)	Land is free from Environmental Stewardship.	Green
13	Hertford South (A) Hertford South (B) Hertford South (C) Hertford South (D)	Land is free from Environmental Stewardship. Land is subject to Entry Level Stewardship.	Green Amber
Sawbridgeworth (Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Land is free from Environmental Stewardship.	Green
15	Sawbridgeworth South-West (A) Sawbridgeworth South-West (B)	Land is free from Environmental Stewardship.	Green
16	Sawbridgeworth West (A) Sawbridgeworth West (B)	Majority of land subject to Entry Level Stewardship	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
17	Sawbridgeworth North (A)	Majority of the land subject to Entry Level Stewardship, with a small patch of Higher Level Stewardship.	Amber
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)		
Ware (Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Land is free from Environmental Stewardship.	Green
19	Ware North (A)	Land is free from Environmental Stewardship.	Green
	Ware North (B)	Eastern part of area is subject to Entry Level Stewardship.	Amber
20	Ware East (A)	Whole area is subject to Entry and Higher Level Stewardship	Red
	Ware East (B)		
21	Ware South-East (A)	A small patch of land is subject to Higher Level Stewardship.	Amber
	Ware South-East (B)	Land is free from Environmental Stewardship.	Green
22	Ware South-West	Land is free from Environmental Stewardship.	Green
Villages (Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Land to the east and south subject to Entry Level Stewardship	Amber
24	Bayford	Land to the west subject to Higher Level Stewardship, land to the east subject to Entry Level Stewardship.	Amber
25	Benington	All surrounding land subject to Entry and Higher Level Stewardship	Red
26	Birch Green	Land to the north-west subject to Higher Level Stewardship. The majority of the settlement is clear of Environmental Stewardship.	Green
27	Braughing	Land to the north only subject to Higher and Entry Level Stewardship.	Green
28	Brickendon	Small patches of land to the north-west, south and east subject to Entry Level Stewardship	Amber
29	Buckland	Land is free from Environmental Stewardship.	Green
30	Cole Green	Land to the north-east subject to Higher Level Stewardship. The majority of the settlement is clear of Environmental	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
		Stewardship.	
31	Colliers End	Land to the east, south east and north west subject to Entry Level Stewardship	Amber
32	Cottered	Much of the surrounding land is clear of Environmental Stewardship. Some land to the north east and south west is subject to Higher and Entry Level Stewardship respectively, though not immediately adjacent to the settlement.	Green
33	Dane End	Much of surrounding land subject to Entry Level Stewardship, to the south and south-west is Higher Level. Only land to the east is clear.	Red
34	Datchworth	Much of land to the north, north west and east subject to Entry Level Stewardship. Land to the south and south-west is clear.	Amber
35	Furneux Pelham	Land to the north subject to Entry Level Stewardship, land to the south subject to Higher Level Stewardship. East and west is clear.	Amber
36	Great Amwell	Land is free from Environmental Stewardship.	Green
37	Hadham Ford	Land to east and west subject to Entry Level Stewardship	Amber
38	Hertford Heath	Land to north subject to Entry Level Stewardship	Amber
39	Hertingfordbury	Land is free from Environmental Stewardship.	Green
40	High Cross	Land to north and east subject to Entry Level Partnership	Amber
41	High Wych	Land to the north subject to Entry Level Stewardship, though not immediately adjacent to the settlement.	Green
42	Hunsdon	Much of surrounding land is subject to Entry Level Stewardship. Some land to the north is clear.	Amber
43	Letty Green	Land is free from Environmental Stewardship.	Green
44	Little Hadham	Village is surrounded by land subject to Entry Level Stewardship but not immediately adjacent.	Green
45	Much Hadham	Land to the north east subject to Higher Level Stewardship, land to the north Entry Level Stewardship. Small patches to the east Entry Level but none of this land is immediately adjacent to the settlement.	Green
46	Puckeridge	Land to east subject to Higher Level Stewardship. Land to south is subject to	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
		Entry Level Stewardship.	
47	Spellbrook	Land from north-west to south-west and south subject to Entry Level Stewardship.	Amber
48	Standon	Much of surrounding land subject to Entry Level Stewardship. Land to north is Higher Level.	Red
49	Stanstead Abbots & St Margarets	Land to the north of Stanstead Abbots is subject to Higher Level Stewardship, some land to the east is subject to Entry Level. Areas are not immediately adjacent to the settlements.	Green
50	Stapleford	All of surrounding land subject to Higher Level Stewardship.	Red
51	Tewin	Land to the west subject to Higher Level Stewardship, though some of this is not immediately adjacent to the settlement.	Amber
52	Thundridge	Land to west subject to Entry Level Stewardship.	Amber
53	Tonwell	All of surrounding land subject to Higher Level Stewardship.	Red
54	Wadesmill	Land to west subject to Entry Level Stewardship.	Amber
55	Walkern	Much of surrounding land subject to Entry Level Stewardship. Only a small area of land to the north is clear.	Amber
56	Waterford	Land is free from Environmental Stewardship.	Green
57	Watton-at-Stone	Land to the north west, north, north east and south subject to Entry Level Stewardship.	Amber
58	Westmill	Land wrapping from north round to south-east is subject to Entry Level Stewardship.	Amber
59	Widford	Land to the west subject to Higher Level Stewardship. The majority of the settlement is clear.	Amber
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	North western site subject to Entry Level Partnership	Amber
61	East of Welwyn Garden City	Approximately half of site subject to Entry Level Partnership	Amber
62	North of Harlow (A)	The majority of the area is subject to Entry Level Stewardship. A small area to the north is subject to Higher Level Stewardship.	Amber
	North of Harlow (B)		
	North of Harlow (C)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Environmental Stewardship	Traffic Light
63	North of Hoddesdon	Land is free from Environmental Stewardship.	Green
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	The majority of the land within this corridor is clear from Environmental Stewardship; however there is a small patch of land in the west, near to Hyde Hall Farm subject to Higher Level Stewardship and a small patch of land to the south-west subject to Entry Level Stewardship.	Amber
65	A10 Corridor - Central	There are many patches of land subject to Entry Level Stewardship within this corridor.	Amber
66	A120 Corridor	There are many patches of land subject to Entry Level Stewardship within this corridor.	Amber
67	A507 Corridor	Over half the area is clear of Environmental Stewardship schemes; however there is one large patch of land subject to Higher Level Stewardship and a few smaller patches of land subject to Entry Level Stewardship.	Amber
68	A602 Corridor	The majority of the area is covered by land subject to Entry and Higher Level Stewardship.	Red
69	Hunsdon Area	The majority of the area is subject to Entry Level Stewardship, with land near to Stanstead Abbots and St Margarets being subject to Higher Level Stewardship.	Amber

22. Noise Impacts

Justification

The planning system should “aim to conserve and enhance the natural and local environment by...preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of land, air, water or noise pollution or land instability” (draft NPPF paragraph 164).

Sources of Information

- East Herts Council GIS
- Stansted Airport Noise Contours: maps taken from Civil Aviation Authority (CAA) data which were part of Volume 3 of the British Airport Authority (BAA) application for a second runway at Stansted Airport (Generation 2 or G2).
- Luton Airport Strategic Noise Maps: London Luton Airport submitted a Final Draft Noise Action Plan to the Department for Transport and Department for the Environment, Food and Rural affairs at the end of January 2010, which included strategic noise maps. The Final Noise Action Plan will be published subject to formal adoption by DEFRA and DfT.

Note: noise mapping is highly technical and for this assessment the noise contours have been used indicatively to refer to broad areas.

Assessment Criteria

- **Noise:** whether an area is likely to be affected by traffic or aircraft noise, or train services.

Red	Areas likely to be affected by relatively high levels of noise: dual carriageway roads and/or railway lines; and/or inside aircraft flight paths.
Amber	Areas which are likely to be affected by moderate levels of noise: single carriageway roads and/or railway lines, and/or near but not directly within aircraft flightpaths. Existing Built-Up Areas are classed as ‘Amber’ because although there may be many sources of noise (e.g. sirens, roadworks etc), these are generally considered part of normal ‘background’ noise to residents of urban areas. <i>Note: villages (planning assumption + 10% dwellings) have been classed as ‘Amber’ if by a dual carriageway passes nearby, because this scale of development is unlikely to cause new development to abut the road.</i>
Green	Areas remote from noise sources: distant from dual carriageway roads, railway lines, and aircraft flightpaths.

General Comments

Feedback to the Issues and Options consultation suggested that the issue of noise, particularly aircraft noise and its potential impact on development should be considered as part of the strategy selection process.

Draft Topic Assessments

Technical approaches based on measurement of noise levels do not assist with strategic planning. Technical noise assessments are more commonly used when considering specific proposals for noisy activity such as industrial or agricultural machinery and other noise-producing activity, or investigating complaints. Further explanation of this is provided in the Environmental Quality Strategic Overview (Section 2.12 of **Essential Reference Paper 'B'**).

Given these difficulties, a 'common sense' approach, on the understanding that this can be used as part of an overall body of understanding rather than as 'evidence' in itself. This approach assists in ensuring noise is given consideration proportionate to the needs of strategic planning. The approach based on transport noise does not consider other types of noise such as industrial or agricultural noise, because they are not significant strategic planning concerns.

The assessment presented here should be contrasted with the approach in *Topic Assessment 14: Maintaining Tranquillity*.

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
Bishop's Stortford (Planning assumption of at least 500 dwellings at each area of search, except Bishop's Stortford North which has a planning assumption of 3,000)			
1	Bishop's Stortford Built Up Area	Main settlement noise.	Amber
2	Bishop's Stortford North (A)	A120 single carriageway. Although near Stansted Airport, it does not lie within the flightpath.	Amber
	Bishop's Stortford North (B)		
	Bishop's Stortford North (C)		
3	Bishop's Stortford East (A)	M11. Close to Stansted airport flightpath.	Red
	Bishop's Stortford East (B)		
4	Bishop's Stortford South (A)	Stansted flight path, A1184 and A1060 (Hallingbury Road) single carriageways. Railway line.	Red
	Bishop's Stortford South (B)		
	Bishop's Stortford South (C)		
Buntingford (Planning assumption of at least 500 dwellings at each area of search)			
5	Buntingford Built Up Area	Main settlement noise.	Amber
6	Buntingford South and West (A)	A10 single carriageway.	Amber
	Buntingford South and West (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
	Buntingford South and West (C)		
7	Buntingford North (A)	A10 single carriageway.	Amber
	Buntingford North (B)	Some distance from A10 single carriageway.	Green
8	Buntingford North-East (A)	Some distance from A10 single carriageway.	Green
	Buntingford North-East (B)		
9	Buntingford East	Some distance from A10 single carriageway.	Green
Hertford			
(Planning assumption of at least 500 dwellings at each area of search)			
10	Hertford Built Up Area	Main settlement noise.	Amber
11	Hertford West (A)	Distant from A414.	Green
	Hertford West (B)	Near A414 dual carriageway.	Amber
12	Hertford North (A)	A119 single carriageway.	Amber
	Hertford North (B)	A119 single carriageway. Railway line.	Amber
	Hertford North (C)	B158 (Wadesmill Road) single carriageway.	Green
13	Hertford South (A)	B158 (Lower Hatfield Road) single carriageway. Railway line.	Amber
	Hertford South (B)		
	Hertford South (C)		
	Hertford South (D)	A414 and A10 dual carriageways.	Red
Sawbridgeworth			
(Planning assumption of at least 500 dwellings at each area of search)			
14	Sawbridgeworth Built Up Area	Main settlement noise. Stansted flightpath	Red
15	Sawbridgeworth South-West (A)	A1184. Stansted flightpath.	Red
	Sawbridgeworth South-West (B)		
16	Sawbridgeworth West (A)	Stansted flightpath.	Red
	Sawbridgeworth West (B)		

Draft Topic Assessments

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
17	Sawbridgeworth North (A)	A1184 single carriageway. Stansted flightpath.	Red
	Sawbridgeworth North (B)		
	Sawbridgeworth North (C)	M11 and railway line. Stansted flightpath.	Red
Ware			
(Planning assumption of at least 500 dwellings at each area of search)			
18	Ware Built Up Area	Main settlement noise.	Amber
19	Ware North (A)	A10 dual carriageway.	Red
	Ware North (B)	Some distance from A10 dual carriageway.	Amber
20	Ware East (A)	Remote from noise sources.	Green
	Ware East (B)		
21	Ware South-East (A)	Railway line.	Amber
	Ware South-East (B)	A1170 single carriageway and railway line.	Amber
22	Ware South-West	Near A10 dual carriageway.	Red
Villages			
(Planning assumption of existing village + 10% growth)			
23	Aston (excluding Aston End)	Although near Stevenage, remote from noise sources.	Green
24	Bayford	Railway line nearby.	Amber
25	Benington	Remote from noise sources.	Green
26	Birch Green	Near A414 dual carriageway.	Amber
27	Braughing	Remote from noise sources.	Green
28	Brickendon	Railway line nearby.	Amber
29	Buckland	A10 single carriageway.	Amber
30	Cole Green	Near A414 dual carriageway.	Amber
31	Colliers End	Near A10 dual carriageway.	Amber
32	Cottered	A507 single carriageway	Amber
33	Dane End	Remote from noise sources.	Green
34	Datchworth	Remote from noise sources.	Green
35	Furneux Pelham	Remote from noise sources.	Green
36	Great Amwell	Near the A10 and A414 dual carriageway.	Amber
37	Hadham Ford	Remote from noise sources.	Green
38	Hertford Heath	Near A10 dual carriageway.	Amber
39	Hertingfordbury	Near A414 dual carriageway.	Amber
40	High Cross	Near A10 dual carriageway.	Amber
41	High Wych	Stansted flightpath.	Red

Draft Topic Assessments

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
42	Hunsdon	Remote from noise sources. Outside the Stansted Airport flightpath.	Green
43	Letty Green	Near A10 dual carriageway.	Amber
44	Little Hadham	A120 single carriageway.	Amber
45	Much Hadham	B1004 single carriageway.	Green
46	Puckeridge	Near A120 and A10 dual carriageway.	Amber
47	Spellbrook	A1184 single carriageway.	Amber
48	Standon	A120 single carriageway	Amber
49	Stanstead Abbots & St Margarets	Near the A414 dual carriageway.	Amber
50	Stapleford	A602 single carriageway.	Amber
51	Tewin	Remote from noise sources.	Green
52	Thundridge	Near A10 dual carriageway.	Amber
53	Tonwell	Near A602 single carriageway.	Amber
54	Wadesmill	Near A10 dual carriageway.	Amber
55	Walkern	Remote from noise sources.	Green
56	Waterford	A602 single carriageway nearby.	Amber
57	Watton-at-Stone	Near A602 single carriageway. Railway line.	Amber
58	Westmill	Near A10 single carriageway.	Amber
59	Widford	Remote from noise sources.	Green
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)			
60	East of Stevenage	Remote from main roads. Although near Stevenage, the nearest road is Gresley Way, which is not a classified road. Aircraft overfly the area, although this site is around 14km from Luton airport and aircraft are high above the ground at this point. Therefore any aircraft noise is un-intrusive and unlikely to cause a nuisance.	Green
61	East of Welwyn Garden City	A414 dual carriageway.	Red
62	North of Harlow (A)	No main roads. Outside Stansted flightpath.	Green
	North of Harlow (B)	Near A414 dual carriageway. Stansted Airport flightpath.	Red
	North of Harlow (C)	Near A414 dual carriageway. Stansted Airport flightpath.	Red
63	North of Hoddesdon	Adjacent A10 and A414 dual carriageways.	Red
New Settlements (Planning assumption of 5,000 dwellings)			
64	A10 Corridor - North	A10 single carriageway.	Amber
65	A10 Corridor - Central	A10 dual carriageway.	Red
66	A120 Corridor	A120 single carriageway	Amber
67	A507 Corridor	A507 single carriageway.	Amber

Draft Topic Assessments

No.	Areas of Search	Assessment of Noise Impacts	Traffic Light
68	A602 Corridor	A602 single carriageway.	Amber
69	Hunsdon Area	A settlement separated from Harlow would probably be located in the area to the north, outside the Stansted flightpath and away from the A414 dual carriageway.	Green

Step 3 Assessment Matrix

Note: this document should not be interpreted in isolation and should be read in conjunction with the explanation and cautionary notes in Chapter 3: Topic Assessments

Areas of Search		1. Land Availability	2. Employment Potential	3. Primary Schools	4. Secondary/Middle Schools	5. Highways Infrastructure	6. Vehicular Access	7. Access to Bus Services	8. Access to Rail Services	9. Waste Water Impact	10. Flood Risk	11. Designated Wildlife Sites	12. Historic Assets	13. Landscape Character	14. Maintaining Tranquillity	15. Green Belt	16. Strategic Gaps	17. Boundary Limits	18. Community Facilities	19. Minerals and Waste Designations	20. Agricultural Land Classifications	21. Environmental Stewardship	22.Noise Impacts													
Towns (Planning assumption of at least 500 dwellings at area of search, except Bishop's Stortford North which has a planning assumption of 3,000)																																				
1	Bishop's Stortford Built Up Area	G	A	A	TBD	A	A	G	G	G	A	A	A	G	G	G	G	G	G	A	G	G	A													
2	Bishop's Stortford North (A)	G	G	G		A	A	A	A	G	G	A	A	G	A	A	A	G	G	A	G	R	G	A												
	Bishop's Stortford North (B)					R	R	A	A	A	G	A	A	G	A	A	A	A	A	G	A	G	R	A	A											
	Bishop's Stortford North (C)					A	A	A	A	A	G	A	A	G	A	A	A	A	A	A	G	A	G	A	A	A										
3	Bishop's Stortford East (A)	R	G	A		TBD	G	A	A	G	G	G	A	A	N/A	G	R	R	G	A	G	R	G	R												
	Bishop's Stortford East (B)		G				A	A	G	G	G	A	A	G	A	A	A	A	A	A	A	A	G	R	A	A										
4	Bishop's Stortford South (A)	G	G	TBD			A	G	A	G	G	G	R	R	G	R	G	R	A	A	A	G	R	A	R											
	Bishop's Stortford South (B)						R	R	A	G	G	R	R	G	R	G	R	G	R	A	A	A	G	A	G	A	R									
	Bishop's Stortford South (C)						A	A	A	G	G	A	A	G	A	A	A	A	A	A	A	A	A	G	A	A	A	R								
5	Buntingford Built Up Area	A	A	A			A	G	A	G	R	R	A	G	A	G	G	G	G	G	G	G	G	G	A											
6	Buntingford South and West (A)	G	A					G	G	A	R	G	G	G	G	G	G	A	A	G	G	G	A	A	R	G	A									
	Buntingford South and West (B)							G	A	A	R	A	A	G	G	G	A	A	A	A	A	A	A	A	G	R	A	A								
	Buntingford South and West (C)				G			A	A	R	A	A	G	G	G	A	A	A	A	A	A	A	A	G	A	A	A	A								
7	Buntingford North (A)	A	A		A			A	A	A	R	R	R	G	G	G	A	A	G	G	A	A	A	R	G	A										
	Buntingford North (B)								A	A	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R						
8	Buntingford North-East (A)	R	A						A	A	A	G	A	R	A	A	G	A	A	A	G	G	A	A	A	G	A	G								
	Buntingford North-East (B)					A					G	G	R	A	A	G	G	A	A	A	A	A	A	A	A	A	A	G	A	G						
9	Buntingford East	G	A			A					A	G	G	G	R	A	A	G	G	A	A	G	G	A	A	A	G	A	G							
10	Hertford Built Up Area	G	A									R	A	A	A	G	G	G	A	A	A	G	G	G	G	G	G	A	G	G	A					
11	Hertford West (A)	R	A											A	A	G	G	G	G	G	G	R	G	A	A	R	A	A	A	A	A	G	G			
	Hertford West (B)															G	G	G	G	G	G	G	G	G	R	A	G	G	R	A	A	A	A	G	A	A
12	Hertford North (A)	G	A	A			A									A	G	A	G	A	G	R	R	R	A	R	A	G	A	A	A	G	A			
	Hertford North (B)															A	G	A	G	A	R	R	G	R	A	R	A	A	A	A	A	A	A	G	A	A
	Hertford North (C)															R	G	A	G	A	A	A	A	A	A	R	A	A	A	A	A	A	R	A	A	G
13	Hertford South (A)	G	R													A	A	R	G	A	R	A	A	A	R	G	A	R	A	G	A	A	A	G	A	
	Hertford South (B)		R		R			R										R	A	A	A	G	G	A	R	A	A	A	A	A	A	A	G	A	A	
	Hertford South (C)		G		G			A										A	R	R	A	G	R	A	R	A	A	A	R	R	A	A	G	A	A	A
	Hertford South (D)		A		A			R	R	A								G	R	G	R	G	R	G	R	G	R	R	G	A	A	A	R	A		
14	Sawbridgeworth Built Up Area	R	A		TBD			A	G	A								G	G	R	A	R	A	G	G	G	G	G	G	G	G	G	R			
15	Sawbridgeworth South-West (A)	G	G			A			A	R	A							A	G	A	G	A	A	G	A	R	R	G	A	G	A	G	R			
	Sawbridgeworth South-West (B)									R	A	A	G					A	G	A	A	G	A	A	A	A	A	A	A	A	A	A	A	R		
16	Sawbridgeworth West (A)	G	A							A	A	R	A	A	G			R	G	R	G	R	A	R	R	R	A	G	R	A	R					
	Sawbridgeworth West (B)											R	A	A	G			R	G	G	R	A	R	G	R	A	R	R	R	A	G	R	A	R		
17	Sawbridgeworth North (A)	A	A	A			A					R	A	A	G			R	G	R	G	R	A	R	R	R	A	G	R	A	R					
	Sawbridgeworth North (B)											R	A	A	G			R	R	R	G	R	A	R	G	R	R	R	R	A	G	A	A	R		
	Sawbridgeworth North (C)											R	G	R	G			R	G	R	R	R	R	R	R	R	G	A	G	A	A	A	A	R		
18	Ware Built Up Area	A	A									R	A	G	A	G	G	A	A	A	A	G	G	G	G	G	G	G	G	G	A					
19	Ware North (A)	G	G											A	A	A	G	G	G	R	G	R	R	A	G	R	A	G	A	G	A	G	R			
	Ware North (B)															A	A	A	G	R	G	R	G	R	A	A	A	A	A	A	A	A	G	R	A	A
20	Ware East (A)	G	R													A	A	A	R	R	G	G	G	R	G	R	R	R	G	A	A	G	R	R	G	
	Ware East (B)				A			R										R	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
21	Ware South-East (A)	R	A		A	A		A	G									R	G	A	R	R	G	R	A	R	R	G	A	G	A	A	A			
	Ware South-East (B)							G	G									G	G	A	R	R	G	A	R	R	G	A	R	R	G	A	G	A	G	A
22	Ware South-West	G	A					A	A	G	A							R	G	G	G	R	A	G	G	R	R	G	A	A	G	G	R			
Villages (Planning assumption of existing village + 10% growth)																																				
23	Aston (excluding Aston End)	G	R	G			A			G	G							G	R	G	G	R	A	R	R	R	A	A	A	G	A	A	G			
24	Bayford	A	R	A			R			G	G							R	G	G	G	R	R	R	A	R	G	A	A	G	A	A	A			
25	Benington	G	R	A			A			G	G							A	R	G	G	R	A	R	G	A	R	A	A	G	A	R	G			
26	Birch Green	G	R	A			R			G	G	R	R					G	G	A	G	R	A	R	A	A	R	G	A	G	A					
27	Braughing	G	R	A			A			G	G	G	R	G	A			A	R	R	R	G	G	A	A	G	A	G	G							
28	Brickendon	A	R	A			R			G	G	R	G	G	G			R	R	R	A	R	G	G	R	G	A	A	A							

Step 3 Assessment Matrix

Note: this document should not be interpreted in isolation and should be read in conjunction with the explanation and cautionary notes in Chapter 3: Topic Assessments

	Areas of Search	1. Land Availability	2. Employment Potential	3. Primary Schools	4. Secondary/Middle Schools	5. Highways Infrastructure	6. Vehicular Access	7. Access to Bus Services	8. Access to Rail Services	9. Waste Water Impact	10. Flood Risk	11. Designated Wildlife Sites	12. Historic Assets	13. Landscape Character	14. Maintaining Tranquillity	15. Green Belt	16. Strategic Gaps	17. Boundary Limits	18. Community Facilities	19. Minerals and Waste Designations	20. Agricultural Land Classifications	21. Environmental Stewardship	22.Noise Impacts
29	Buckland	R	R	A	A	G	G	G	R	G	G	G	A	R	G	G	G	R	R	G	R	G	A
30	Cole Green	G	A	A	R	G	G	R	R	G	G	A	A	R	A	R	A	A	R	G	A	A	A
31	Colliers End	G	A	G	R	G	G	G	G	G	G	R	A	A	A	G	G	R	R	G	A	A	A
32	Cottered	G	R	G	A	G	G	G	R	A	G	A	R	R	A	G	G	R	A	G	R	G	A
33	Dane End	R	R	R	R	G	G	A	R	G	A	G	G	A	R	G	G	R	A	G	A	R	G
34	Datchworth	G	R	A	R	G	G	A	R	G	G	G	R	R	R	R	A	A	A	G	A	A	G
35	Furneux Pelham	G	R	A	TBD	G	G	R	R	G	A	R	R	A	R	G	G	R	R	G	A	A	G
36	Great Amwell	G	A	A	R	G	G	A	G	G	A	R	A	G	A	R	R	G	R	G	R	G	A
37	Hadham Ford	G	R	A	TBD	G	G	G	R	G	R	G	R	R	R	G	G	R	A	G	A	A	G
38	Hertford Heath	G	R	R	R	G	G	A	R	G	G	R	A	R	A	R	R	A	A	G	A	A	A
39	Hertingfordbury	R	A	A	R	G	G	R	R	G	A	A	R	R	A	R	A	G	R	G	A	G	A
40	High Cross	G	A	G	R	G	G	G	G	G	G	R	A	A	A	G	G	A	A	G	A	A	A
41	High Wych	G	A	G	TBD	G	G	R	R	G	G	A	A	G	G	R	A	R	A	G	A	G	R
42	Hunsdon	G	R	A	R	G	G	G	G	G	G	A	A	A	R	G	G	R	G	G	A	A	G
43	Letty Green	G	R	A	R	G	G	R	R	G	G	A	G	R	A	R	A	G	R	G	A	G	A
44	Little Hadham	G	A	A	TBD	G	G	G	R	G	R	G	A	R	A	G	G	R	R	G	A	G	A
45	Much Hadham	G	R	A	TBD	G	G	G	R	G	G	G	R	R	R	G	G	A	G	G	A	G	G
46	Puckeridge	G	A	G	A	G	G	A	R	G	A	R	R	R	A	G	A	G	A	G	A	R	A
47	Spellbrook	G	A	G	TBD	G	G	G	G	G	A	R	A	R	A	R	R	A	R	G	R	A	A
48	Standon	G	A	G	A	G	G	A	R	G	R	R	R	R	A	G	A	A	A	G	A	R	A
49	Stanstead Abbots & St Margarets	G	G	R	R	G	G	G	G	G	R	R	A	A	A	R	R	G	G	G	A	G	A
50	Stapleford	R	R	A	R	G	G	G	G	G	A	G	R	R	A	R	A	A	A	G	A	R	A
51	Tewin	G	R	A	R	G	G	R	R	G	G	R	A	R	R	A	A	A	A	G	A	A	G
52	Thundridge	G	A	A	R	G	G	G	G	G	G	R	A	R	A	R	A	A	A	G	A	A	A
53	Tonwell	G	R	A	R	G	G	G	G	G	G	R	G	R	A	G	G	A	R	G	R	R	A
54	Wadesmill	G	A	A	R	G	G	G	G	G	R	R	A	A	A	R	A	A	R	G	A	A	A
55	Walkern	G	R	A	A	G	G	A	G	G	R	R	R	R	R	G	A	A	G	G	A	A	G
56	Waterford	G	R	R	R	G	G	G	G	G	A	R	G	R	A	R	A	A	R	G	A	G	A
57	Watton-at-Stone	A	A	G	R	G	G	G	G	G	A	G	R	R	A	A	A	A	G	G	A	A	A
58	Westmill	G	A	G	A	G	G	A	R	G	G	A	R	A	A	G	G	A	A	G	A	A	A
59	Widford	G	R	G	TBD	G	G	G	G	G	G	G	R	R	R	G	G	A	A	G	A	A	G
Extensions to Adjacent Settlements (Planning assumption of 1,500-10,000 dwellings)																							
60	East of Stevenage	G	R	G	G	R	R	A	A	A	G	R	A	R	R	R	R	R	G	G	A	A	G
61	East of Welwyn Garden City	G	G	G	R	G	G	A	A	G	G	R	R	G	A	R	A	G	G	A	A	A	R
62	North of Harlow (A)	G	G	G	G	R	R	A	A	A	A	R	A	A	R	G	A	R	G	A	R	A	R
	North of Harlow (B)			R			A		A				G	R									
	North of Harlow (C)			R			A		A				G	R									
63	North of Hoddesdon	A	G	G	R	A	A	A	A	R	A	R	A	G	G	R	R	G	G	G	R	G	R
New Settlements (Planning assumption of 5,000 dwellings)																							
64	A10 Corridor – North	R	R	G	G	G	R	A	R	R	A	G	A	R	A	G	A	R	G	G	R	A	A
65	A10 Corridor – Central	R	A	G	G	A	R	A	A	R	A	R	A	R	G	A	A	G	G	A	A	A	R
66	A120 Corridor	G	A	G	G	R	R	A	R	R	A	G	A	R	A	G	G	A	G	A	A	A	A
67	A507 Corridor	R	R	G	G	A	R	A	R	R	A	G	A	R	A	G	G	A	G	A	R	A	A
68	A602 Corridor	R	A	G	G	A	R	A	A	A	A	R	A	R	A	R	A	G	G	A	A	R	A
69	Hunsdon Area	G	G	G	G	A	R	A	A	A	A	R	A	A	R	A	A	G	G	A	R	A	G

Paine Martin

From: Steve Smith [Steve.Smith02@Urs.com]
Sent: 14 March 2012 10:32
To: Paine Martin
Subject: Criteria-based approach

Dear Martin

Thank you for sending through the work so far including on the areas of search for potential development in East Hertfordshire.

I've been through the documentation and your approach to assessing the areas of search seems sensible and reasonable. In particular, you have developed and applied a series of criteria covering the key planning issues and the application of these ensures a consistent and transparent basis for assessing the relative merits of different areas for future development. I also note that many of the criteria are based on mapped data and those that aren't are informed by reasonable assumptions (e.g. regarding access to public transport), expert input or technical research. Importantly, stakeholders will presumably have the opportunity to question the criteria themselves as well as the outcomes of the assessment during the forthcoming consultation.

Helpfully, each of the criteria is supported by a justification drawn from Government policy (e.g. from the National Policy Planning Framework) and the sources of information and evidence underpinning the criteria are also clear as well as the assumptions made in applying them (e.g. the density of potential new dwellings in relation to the 'land availability' criteria).

As you note, a criteria-based approach cannot be fully comprehensive and can only be used where there is a clear and measurable basis for assessment. However, it is clear from the document setting out the Stepped Approach to Strategy Selection for the Core Strategy that additional information including feedback from stakeholders will be considered later in the process.

I understand that the criteria-based approach has been designed to incorporate aspects of the Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA) required for the emerging plan. This is reasonable and reflects available guidance (e.g. the Planning Advisory Service's advice on SA at www.pas.gov.uk/sa). Helpfully, draft chapter 1 of the Core Strategy includes a table setting out how the topics set out in the SA Scoping Report have been integrated into the plan-making process. The SA Report will need to document the criteria-based approach and include an analysis of possible cumulative effects from development across the District (the summary assessment matrix you sent is helpful in this regard).

I hope this is helpful. Please don't hesitate to contact me to discuss any aspect further.

Best regards

Steve

Steven Smith BSc MSc PhD
Associate, Policy and Appraisal
URS Infrastructure & Environment UK Limited

6-8 Greencoat Place, Victoria, London, SW1P 1PL, United Kingdom

Direct: +44 (0)20 7798 5121
Fax: +44 (0) 20 7798 5001
Mobile: +44 (0)7773 804662

This page is intentionally left blank

EAST HERTS COUNCIL

LOCAL DEVELOPMENT FRAMEWORK EXECUTIVE PANEL – 29
MARCH 2012

REPORT BY EXECUTIVE MEMBER FOR PLANNING POLICY AND
ECONOMIC DEVELOPMENT

POPULATION AND HOUSEHOLD FORECASTS AND THE EAST
HERTS HOUSING REQUIREMENT

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- This report sets out the preliminary findings of the Population and Household Forecasts technical work and presents in the report and accompanying Topic Paper, the issues and considerations necessary to inform a decision on the district housing target to 2031.

RECOMMENDATIONS FOR PANEL: to commend to Council (via Executive): that

(A)	the Population and Household Forecasts - Topic Paper at Essential Reference Paper 'C' to this report, be agreed as the basis for considering a district housing target to 2031; to be included as part of the evidence base for the Local Development Framework (District Plan); and
(B)	on the basis of the key conclusions from the Topic Paper referred to in (A) above, a range of 500 - 850 dwellings per annum be subject to further investigation, to test the feasibility and implications of such a district housing requirement, against national planning policy requirements and the physical and environmental capacity of the district.

1.0 Background

Policy Context

- 1.1 Regional Spatial Strategies (RSS) were introduced in 2004 through the Planning and Compulsory Purchase Act. They

replaced County Structure Plans as the strategic planning element of the statutory Development Plan. Their role was to provide the strategic planning framework for the region including identifying regional centres for growth and setting the housing requirement or target for each district. As part of the Development Plan, local plans/local development frameworks produced by district councils had to be in conformity with regional plan policies. In East Herts, the East of England Plan 2008 replaced the Hertfordshire Structure Plan.

- 1.2 In July 2010 the Secretary of State for Communities and Local Government advised local authorities of the Government's intention to abolish regional strategies as they were considered to be bureaucratic and undemocratic. The Localism Act 2011 provides the legislation to formally abolish regional strategies. It is anticipated that as of April 2012, regional strategies will cease to form part of the Development Plan and will no longer need to be taken into account in either development control decisions or the plan-making process.
- 1.3 Along side the Localism Act, the Government is also reforming national planning guidance including replacing Planning Policy Guidance notes (PPG) and Planning Policy Statements (PPS) with the simplified and shortened National Planning Policy Framework (NPPF). The final version of the NPPF is expected to be published in March/April 2012.
- 1.4 The net result is that each district has sole responsibility for development planning including setting its own housing target.

Technical Work

- 1.5 In light of this, East Herts Council has undertaken technical work in order to provide robust evidence to support setting its own district-wide housing target. East Herts Council has joined with the Greater Essex grouping of local authorities to commission Edge Analytics Ltd to undertake technical work in respect of population and household forecasting.
- 1.6 The technical work is being undertaken in three stages:
 - Stage 1 (Winter 2011) - Preliminary forecasts
 - Stage 2 (Spring 2012) - Updated forecasts
 - Stage 3 (Summer 2012) - Final forecasts (taking into account publication of the 2011 mid-year estimates and 2011 Census data)

- 1.7 A range of scenarios have been tested for each of the twenty four local authority districts within the study area. To take account of the identification of Harlow as a Key Centre for Development and Change (KCDC) in the East of England Plan, a proportion of the Harlow housing requirement has been added to the existing district housing requirement for East Herts and Epping Forest. Two iterations of this have been run: a 'pure' iteration based on the annualised average rate of dwelling delivery, and a 'realistic' iteration based on a more informed likelihood of dwelling delivery, which assumes a lower annual rate in the first five years and a higher rate in later years. The distribution of the Harlow area housing numbers to each district is based on the findings of the independent Harlow Area Options Appraisal 2010 technical work prepared by Scott Wilson Consultants
- 1.8 As well as for each district, the scenarios have also been tested for a number of macro-areas including Hertfordshire (East) (i.e. Broxbourne and East Herts districts), the Stansted/M11 Corridor (i.e. Broxbourne, East Herts, Epping Forest, Harlow and Uttlesford districts) and the Harlow Joint Working Area (i.e. East Herts, Epping Forest and Harlow districts).
- 1.9 There are two main components to population demographics: natural change (i.e. the difference between births over deaths) and migration (i.e. the movement of people from one area to another). It should be noted that migration refers not to immigration per se, but rather to the movement of people into the district from outside of the district. In East Herts, the majority of migrants come from other parts of the UK.
- 1.10 The scenarios can be grouped into three types: migration-based, economic-based and dwelling-based. They have been run from a 2010 base and a 2033 horizon. Further explanation of the scenarios is included at **Essential Reference Paper B**.
- 1.11 Migration Based Scenarios - assumptions on the future scale of migration are input into the model and outputs forecasting the future population, households, dwellings and labour force that would result from that level of migration are generated.
1. Sub-National Population Projections (SNPP)
 2. Migration-Led
 3. Net-Nil Migration

1.12 Economic Based Scenarios - assumptions on the future scale of the labour force are input into the model and outputs forecasting the future migration, population, households and dwellings that would result from that level of labour force.

4. Economic-Led

1.13 Dwelling Based Scenarios - assumptions on the future scale of dwellings are input into the model and outputs forecasting the future migration, population, households and labour force that would result from that level of dwelling provision are generated.

5. Dwelling Trajectory

6. District RSS 2008

7. District Draft RSS Review 2010

8. District + Harlow Area RSS (pure) 2008

9. District + Harlow Area Draft RSS Review (pure) 2010

10. District + Harlow Area RSS (realistic) 2008

11. District + Harlow Area Draft RSS Review (realistic) 2010

1.14 By testing this full range of scenarios, the demographic implications of the various forecasts can help inform policy decisions about the most appropriate level of growth for East Herts. For each scenario, population and household change figures for the period to 2033 are provided as well as annualised statistics enabling comparison between the three types of scenario.

1.15 It should be noted that a pure 'natural change' scenario has not been tested. This is because such a scenario is not particularly realistic since, as outlined above, migration is a key component of demographic change not just in numeric terms (as a driver of population growth) but because migration affects the profile of the population. This is especially important when converting population into households because different population age groups generate different housing requirements. It should also be borne in mind that the age profile of the population and therefore their housing requirements will change over time. Instead, the 'nil-net migration' scenario allows the impacts of a different population profile to be taken into account without increasing the overall numbers of the population.

1.16 East Herts Council is further refining this population and household technical work by engaging the same consultants to undertake scenario testing at the sub-district level. This is a two-

stage piece of work that will test the 'trend-based' scenarios for six parish groupings (to reflect the housing market areas and take into account the towns and their rural hinterland) and the town council areas. Stage 2 will then test a range of 'policy based' scenarios including the Council's draft Development Strategy. This important additional work will enable the Council to understand the demographic and household requirements of each town and its rural hinterland in East Herts, to inform the preparation of the LDF (District Plan). It should be noted that undertaking this work for each parish would not provide robust results because of the small numbers involved.

2.0 Report

2.1 It should be noted that as set out in paragraph 1.6 above, this report presents the preliminary results from the technical work and further testing of more up-to-date figures is still to be undertaken.

Preliminary Forecasts - Results

2.2 The preliminary results from the scenario testing for East Herts are shown in Figure 1.

2.3 The conversion from population to households is shown in columns 1 and 3. The Dwellings column (column 6) is the resulting annual housing target, which would need to be multiplied by 20 to generate the housing target for the plan period 2011 to 2031. Columns 5 and 6 show the number of migrants and jobs (within the district) generated by the scenario, respectively.

2.4 The results range from 240 to 1,149 dwellings per annum. The current district housing figure of 660 as set by the East of England Plan falls somewhere in the middle of this range, and is very similar to the SNPP forecast. It should be noted that at the examination of the East of England Plan, East Herts Council did not object, as such, to the district wide housing target.

Figure 1: Preliminary Results (see ERP 'C' for further details)

	1	2	3	4	5	6	7
	Change 2010 - 2033				Average Per Year		
	Population		Household		Net Migration	Dwellings	Jobs
	No.	%	No.	%			
1. SNPP	22,480	16.4	14,848	25.9	525	661	318
2. Nil-Net Migration	3,415	2.5	6,554	11.6	0	292	-184
3. Migration Led	27,296	19.7	17,850	31.5	823	794	434
4. Economic	21,504	15.5	15,458	27.3	608	688	307
5. Dwelling Trajectory	-2,875	-2.1	5,403	9.5	-322	240	-234
6. District RSS 2008	19,924	14.4	14,829	26.2	553	660	274
7. District Draft RSS Review 2010	13,911	10.0	12,358	21.8	331	550	142
8. District + Harlow Area RSS (pure) 2008	46,630	33.7	25,771	45.5	1,550	1,147	865
9. District + Harlow Area Draft RSS Review (pure) 2010	29,106	21.0	18,590	32.8	893	827	475
10. District + Harlow Area RSS (realistic) 2008	46,773	33.8	25,819	45.6	1,559	1,149	865
11. District + Harlow Area Draft RSS Review (realistic) 2010	29,553	21.3	18,776	33.2	920	836	486

Legal and National Planning Policy Requirements

- 2.5 The legislative framework for the preparation of Development Plan Documents (DPDs) is set by the Planning and Compulsory Purchase Act 2004 (as amended). Before the Council can adopt a DPD and use it for planning purposes, it must be examined and found sound (i.e. fit for purpose) by an independent Planning Inspector appointed by the Secretary of State.

2.6 Although the Localism Act removes the ability for Inspectors to produce legally binding reports, the Council would be open to legal challenge in the courts, if it sought to ignore major conclusions or alterations recommended by the Inspector, or sought to adopt a DPD that the Inspector concluded was unsound. The courts could then quash the plan in part or whole.

2.7 As set out in paragraph 48 of the Draft NPPF, a local planning authority should submit a plan for examination which it considers is 'sound':

- *Positively prepared* – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is practical to do so consistently with the presumption in favour of sustainable development
- *Justified* – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence
- *Effective* – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- *Consistent with national policy* – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

2.8 In respect of housing, the Draft NPPF states:

- Planning should proactively drive and support the development that this country needs. Every effort should be made to identify and meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth (Paragraph 19);
- Plans should be prepared on the basis that objectively assessed development needs should be met, unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits (Paragraph 20)
- Local planning authorities should have a clear understanding of housing requirements in their area [...which...]:
 - meets household and population projections, taking account of migration and demographic change

- caters for housing demand and the scale of housing supply necessary to meet this demand (Paragraph 28)

Population and Household Forecasts Topic Paper

- 2.9 The Population and Household Forecasts Topic Paper is attached at **Essential Reference Paper C** to this report. Sections 1 to 5 of the Topic Paper set out the background to the household and population forecasting work. The Topic Paper then considers the various social and economic implications/consequences of the different scenarios, including in terms of:
- Demographics (Section 6)
 - Dwellings (Section 7)
 - Affordable Housing (Section 8)
 - Migration (Section 9)
 - Economics (Section 10)
 - Land Take and New Homes Bonus (Section 11)
- 2.10 Section 12 presents a summary of the considerations using a simple colour-coded rating system to assist with interpretation. Because the results are draft, the eleven scenarios are grouped (low, lower-middle, upper-middle, high) to ensure that numerical variations between the scenarios are not given undue significance at this stage. For example, it can be considered that there is no statistical difference between 688 and 661.
- 2.11 Conclusions are set out in Sections 14 and 15 of the Topic Paper, which leads to the recommendation. The Topic Paper also acknowledges that other issues such as the impact of development on the environment, resources, services and facilities also need to be considered. However, this can only effectively be done when the spatial distribution or geographic locations are known and this work is being undertaken as part of the plan-making process in preparing the LDF (District Plan). Notwithstanding this, Section 13 considers, in general terms, the likely effects of housing growth.
- 2.12 Whilst this Topic Paper considers the issues around housing growth in order to identify the most appropriate housing requirement for East Herts and fully understand the implications, the spatial or geographic effects of any such requirement need to be tested and appraised through the plan-making process. Demographic information alone cannot and does not provide the final answer: it is only one part of the plan-making evidence base,

just as housing is only one part of achieving sustainable communities.

- 2.13 Indeed, as the foreword to the technical work states (page 2) *'it is not the intention of this project to produce a recommended or preferred demographic forecast for any area. Rather, the approach is to encourage the examination of the demography of each area from different perspectives. Hopefully this will allow appreciation of how the demography of an authority can be influenced by local circumstances and local policy choices. It will be for each local planning authority to determine its use of the forecasts and other outputs from this project to inform its future spatial policy development.*
- 2.14 Rather, the rationale for undertaking household and population forecasting technical work is the Government's reforms to the planning system and the requirement in paragraph 20 of the Draft NPPF that *objectively assessed development needs should be met.*
- 2.15 Key conclusions are:
- Demographic Considerations: even to maintain the existing population, additional dwellings are needed, due to the continuing trend of increasing rates of household formation and smaller household size.
 - Affordable Housing Considerations: based on recent trends on all sites, to achieve the Council's target of delivering 200 affordable homes per annum on average over a five year period, would require a total dwelling requirement for the district of at least 833 additional homes per annum. However, should the Council seek to principally meet its housing requirement from 'larger sites', a housing requirement of at least 500 dwellings per annum would facilitate 200 of these being provided as affordable.
 - Migration Considerations: it was found that a lower housing target which limits supply unreasonably, would increasingly out-price local people from purchasing in the district. Unaffordability would increase, with local people being forced to move outside the district to cheaper areas, away from family, social and community networks.
 - Economic Considerations: the economic consequences of a lower housing target can be seen to lead to a shrinking of the East Herts local economy over time. Not only would the economy become smaller, but as a result, it would have the

effect of increasing the number of commuters as a proportion of the workforce. This then has knock-on economic consequences. To ensure the economy of the district continues to grow, a dwelling requirement of at least 688 homes per annum would be required.

- 2.16 A housing requirement range based on the low scenario grouping (Scenarios 2 and 5), which would generate a housing figure below 300 dwellings per annum, is not considered realistic because it would be likely to cause negative consequences in terms of demographics, affordable housing, migration and the local economy. Equally, it is considered that a housing requirement range based on the high scenario grouping (Scenarios 8 and 10), which would generate a housing figure over 1,100 dwellings per annum, is not considered realistic because it would be likely to be undeliverable and result in an unacceptable level of land-take.
- 2.17 Thus, it is considered that the lower-middle scenario grouping (scenarios 1, 4, 6 and 7) and the upper-middle scenario grouping (Scenarios 3, 9 and 11), which would generate a housing figure of between 500 and 850 dwellings per annum is considered realistic because it would be likely to produce positive consequences in terms of demographics, affordable housing, migration and the local economy, whilst at the same time result in an acceptable level of land-take.
- 2.18 It is, therefore, recommended that the range of 500 to 850 dwellings per annum (i.e. 10,000 to 17,000 for the period 2011 to 2031) be subject to further investigation through the plan-making process, to test the feasibility and implications of such a district housing requirement, against national planning policy requirements, and the physical and environmental capacity of the district.

3.0 Implications/Consultations

- 3.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper 'A'**.

Background Papers

- Draft National Planning Policy Framework (CLG, July 2011), <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>

- Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils)

Contact Member: Councillor M G Carver, Executive Member for Planning Policy and Economic Development

Contact Officer: Kevin Steptoe, Head of Planning and Building Control – Ext 1407

Report Author: John Careford – Senior Planning Policy Officer

ESSENTIAL REFERENCE PAPER 'A'

<p>Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):</p>	<p>Promoting prosperity and well-being; providing access and opportunities <i>Enhance the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</i></p> <p>Pride in East Herts <i>Improve standards of the built neighbourhood and environmental management in our towns and villages.</i></p> <p>Shaping now, shaping the future <i>Safeguard and enhance our unique mix of rural and urban communities, ensuring sustainable, economic and social opportunities including the continuation of effective development control and other measures.</i></p> <p>Leading the way, working together <i>Deliver responsible community leadership that engages with our partners and the public.</i></p>
<p>Consultation:</p>	<p>Engagement with appropriate stakeholders as required.</p>
<p>Legal:</p>	<p>N/a</p>
<p>Financial:</p>	<p>LDF technical work is being funded from the Planning Policy / LDF Upkeep Budgets.</p>
<p>Human Resource:</p>	<p>Existing Planning Policy staff resources will undertake this study.</p>
<p>Risk Management:</p>	<p>In order to be found sound at examination, it is essential that the Core Strategy should be based on a robust evidence base.</p>

Explanation of Scenarios

Migration-Based Scenarios

The **Sub-National Population Projections (SNPP)** (Scenario 1) replicates the 2008-based sub-national projection from the Office for National Statistics (ONS); the latest set of 'official' projections for local authority districts in England. It is a 'trend' scenario, based on historical evidence from 2004-2008 and does not take account of any later information from the 2009 and 2010 mid-year population estimates.

Nil-Net Migration (Scenario 2) assumes that the 'net' impact of migration is zero throughout the projection period. This does not mean zero migration. The scenario assumes that in and out-migration continue (for both internal and international flows) but the overall balance between the two is zero. Fertility and migration assumptions remain consistent with the Migration-led scenario.

To take account of more recent evidence from the 2009 and 2010 mid-year estimates, an alternative, **Migration-Led** (Scenario 3), 'trend' scenario has been run. This uses the later 2006-2010 period as the basis for the derivation of its migration assumptions, from the components-of change evident in the mid-year estimates. The scenario assumes that long-term variations in mortality and fertility are consistent with those evident in the latest (2008-based) national assumptions but takes into account important recent shifts in the components of demographic change upon existing trend projections.

Economic-Based Scenario

The **Economic-Led** scenario (Scenario 4) constrains the future population and household growth to an economic forecast produced by the East of England Economic Forecasting Model (EEFM). This model captures the interdependence of the economy, demographic change and housing at a local level, as well as reflecting the impact of the broader economic trends on the East of England including the supply and demand for labour, labour market trends and economic and demographic factors.

Output from the EEFM has suggested a projected growth trajectory for the size of the labour force in each district. For each district, the annual labour force growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target. The relationship between population, the labour force and the number of jobs in a district is controlled by three parameters: economic activity rates, unemployment

rates and a commuting ratio. Economic Activity rates by age and sex have been derived from the EEFM and take account of changing labour force participation expected in the older age-groups. For each district, the unemployment rate and the commuting ratio have been derived from the 2001 Census and remain constant throughout the projection period.

Dwelling-Based Scenarios

The **Dwelling Trajectory** scenario (Scenario 5) is based on the annual rate of East Herts completions to 2011 as set out in the Council's Annual Monitoring Report (AMR). It should be noted that the Dwelling Trajectory scenario is based on housing trajectories that do not run for the full period to 2033 (the East Herts trajectory runs to 2024). This is because the trajectories are based on the current availability of identified sites for housing development, rather than potential housing provision set out in the regional plan. Thus, where there is a shortfall, the annual rate reverts to zero. This will of course, have an impact on the outputs from the scenario testing and should be borne in mind when undertaking comparisons.

The remaining dwelling-based scenarios apply 'constraints' based on iterations of the **East of England Regional Plan 2008** and **Draft East of England Plan Review 2010** housing requirements set out in Policy H1. Dwelling growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target. Scenarios 6 and 7 use the district housing requirements as published in Policy H1 (Scenario 6 being the actual district requirement for East Herts since 2008). Please note: these are draft figures.

Based on the RSS and Draft RSS Review, respectively, Scenarios 8 and 9 apply the annualised average rate of dwelling delivery as set out in the relevant regional plan documents. In these 'pure' scenarios, dwelling growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target.

Based on the RSS and Draft RSS Review, respectively, Scenarios 10 and 11 apply a 'realistic' iteration of the annualised average rate of dwelling delivery, as set out in the relevant regional plan documents. The scenarios are based on a more informed likelihood of dwelling delivery, which assumes a lower annual rate in the first five years and a higher rate in later years. In these 'realistic' scenarios, dwelling growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target.

Population and Household Forecasts - Topic Paper

Section	Page
1. Background	2
2. Population and Household Forecasts	3
3. Migration Based Scenarios	5
4. Economic Based Scenario	6
5. Dwelling Based Scenarios	7
6. Demographic Considerations	9
7. Dwelling Considerations	12
8. Affordable Housing Considerations	15
9. Demographic Considerations	19
10. Economic Considerations	21
11. Other Considerations	23
12. Summary of Considerations	26
13. Appraisal of Housing Growth	32
14. Concluding Remarks	37
15. Key Conclusions	40
Appendix 1: Sustainability Topic Areas and Key Issues	42
Appendix 2: Notes	45

1. Background

- 1.1 As the local planning authority, it is the responsibility of East Herts Council to plan for and meet the future development needs of the district, including by ensuring that every year enough houses are delivered to meet its housing requirement and that the future population has somewhere to liveⁱ.
- 1.2 Previously, the number of houses that East Herts Council had to plan for was set by the strategic planning authority: originally Hertfordshire County Council (HCC) through the Structure Plan and then, between 2004 and 2012, the East of England Regional Assembly (EERA) through the Regional Spatial Strategy (RSS) or Regional Plan. In 2011, regional assemblies were abolished and their strategic planning functions ceased. Regional Plans will be formerly abolished in 2012.
- 1.3 In the absence of the East of England Regional Plan, the requirement to deliver the district housing requirement has not disappeared. Instead, East Herts Council is now solely responsible for setting its own district housing requirement.
- 1.4 In doing so, East Herts Council must ensure that its plans are consistent with national planning policyⁱⁱ. The Draft National Planning Policy Framework (NPPF) states that *'objectively assessed development needs should be met'ⁱⁱⁱ* and *'to boost the supply of housing, local planning authorities should use an evidence-base to ensure that their Local Plan meets the full requirements for market and affordable housing in the housing market area'^{iv}*.
- 1.5 To inform its housing policies, East Herts has already undertaken a Strategic Housing Market Assessment (SHMA) that considers housing need and demand across the wider London Commuter Belt (East)/M11 Sub-region^v.
- 1.6 To further assist the Council, population and household forecasting technical work has also been commissioned to generate and test a range of demographic scenarios, to inform plan-making and the setting of robust district housing requirements. This information forms the basis of this Topic Paper, although it should be noted that all figures quoted are preliminary. As explained in Section 2 below, this work is ongoing and further testing is being undertaken using more up-to-date

demographic data. Notwithstanding this, it is considered important to consider the likely issues that will arise as soon as possible.

- 1.7 It should also be noted that East Herts Council is also undertaking population and household forecasting work at the sub-district level^{vi}. This work will test the outputs of district work to understand what are the household requirements of each town in East Herts.
- 1.8 It should be noted that this Topic Paper does not consider the spatial or geographic distribution of housing growth. It looks at the issue from a purely district-wide or strategic level. Whilst reference is made to growth in the Harlow area, the geographic implications of development to the north of Harlow are not considered. As part of the preparation of the East Herts LDF (District Plan), the environmental implications of development in a particular location will be considered.

2. Population and Household Forecasts

- 2.1 Population and Household Forecasts technical work is being undertaken by Edge Analytics Ltd for the Greater Essex area, including East Herts and Welwyn Hatfield, on behalf of the Essex Planning Officers Association^{vii}.
- 2.2 The technical work uses the POPGROUP suite of demographic forecasting models, which are used extensively by local authorities across the UK, enabling the evaluation of alternative growth scenarios to support local planning.
- 2.3 The technical work is being undertaken in three stages:
 - Stage 1 (Winter 2011) - Preliminary forecasts
 - Stage 2 (Spring 2012) - Updated forecasts
 - Stage 3 (Summer 2012) - Final forecasts (taking into account publication of the 2011 mid-year estimates and 2011 Census data)
- 2.4 The starting point for estimating any future requirements is to base the estimates on an analysis of past long-term demographic trends. In terms of housing, the number of houses is derived from the number of households which in turn, is derived from the population.

- 2.5 There are two main components to population demographics: natural change (i.e. the difference between births over deaths) and migration (i.e. the movement of people from one area to another). It should be noted that migration refers not to immigration per se, but rather to the movement of people into the district from outside of the district. In East Herts, the majority of migrants come from other parts of the UK.
- 2.6 A range of scenarios have been tested for each of the twenty four local authority districts within the study area and for a number of 'macro areas' consisting of various aggregates of the local authority districts, including Hertfordshire (East) (i.e. Broxbourne and East Herts districts), the Stansted/M11 Corridor (i.e. Broxbourne, East Herts, Epping Forest, Harlow and Uttlesford districts) and the Harlow Joint Working Area (i.e. East Herts, Epping Forest and Harlow districts).
- 2.7 The scenarios can be grouped in the following three types:
- Migration Based - assumptions on the future scale of migration are input into the model and outputs forecasting the future population, households, dwellings and labour force that would result from that level of migration are generated.
 - Economic Based - assumptions on the future scale of the labour force are input into the model and outputs forecasting the future migration, population, households and dwellings that would result from that level of labour force.
 - Dwelling Based - assumptions of the future scale of dwellings are input into the model and outputs forecasting the future migration, population, households and labour force that would result from that level of dwelling provision are generated.
- 2.8 The distinction between the migration-based and economic and dwelling-based scenarios should be noted. The former will generate a housing requirement. The latter two test the implications of a particular housing target, thus enabling comparisons to be made. For the economic and dwelling based scenarios, migration is used to balance the level of population required to meet the labour force or dwelling target set.

- 2.9 By testing this full range of scenarios, the demographic implications of the various forecasts can help inform policy decisions about the most appropriate level of growth for East Herts. For each scenario, population and household change figures for the period to 2033 are provided as well as annualised statistics enabling comparison between the three types of scenario.

3. Migration Based Scenarios

- 3.1 The first three scenarios are 'migration-based':
1. Sub-National Population Projections (SNPP)
 2. Nil-Net Migration
 3. Migration Led
- 3.2 The **Sub-National Population Projections (SNPP)** replicates the 2008-based sub-national projection from the Office for National Statistics (ONS); the latest set of 'official' projections for local authority districts in England. It is a 'trend' scenario, based on historical evidence from 2004-2008 and does not take account of any later information from the 2009 and 2010 mid-year population estimates.
- 3.3 **Nil-Net Migration** assumes that the 'net' impact of migration is zero throughout the projection period. This does not mean zero migration. The scenario assumes that in and out-migration continue (for both internal and international flows) but the overall balance between the two is zero. Fertility and migration assumptions remain consistent with the Migration-led scenario.
- 3.4 To take account of more recent evidence from the 2009 and 2010 mid-year estimates, an alternative, **Migration-Led**, 'trend' scenario has been run. This uses the later 2006-2010 period as the basis for the derivation of its migration assumptions, from the components-of change evident in the mid-year estimates. The scenario assumes that long-term variations in mortality and fertility are consistent with those evident in the latest (2008-based) national assumptions but takes into account important recent shifts in the components of demographic change upon existing trend projections.

- 3.5 It should be noted that a pure 'natural change' scenario has not been tested. This is because such a scenario is not particularly realistic since, as outlined above, migration is a key component of demographic change not just in numeric terms (as a driver of population growth) but because migration affects the profile of the population. This is especially important when converting population into households because different population age groups generate different housing requirements. It should also be borne in mind that the age profile of the population and therefore their housing requirements will change over time. Instead, the 'nil-net migration' scenario allows the impacts of a different population profile to be taken into account without increasing the overall numbers of the population.

4. Economic Based Scenario

- 4.1 The next scenario is 'economic based' and generates how many dwellings would be required to fulfil the predicted number of jobs estimated for the district.
- 4.2 The **Economic-Led** scenario (Scenario 4) constrains the future population and household growth to an economic forecast produced by the East of England Economic Forecasting Model (EEFM). This model captures the interdependence of the economy, demographic change and housing at a local level, as well as reflecting the impact of the broader economic trends on the East of England including the supply and demand for labour, labour market trends and economic and demographic factors.
- 4.3 Output from the EEFM has suggested a projected growth trajectory for the size of the labour force in each district. For each district, the annual labour force growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target.
- 4.4 The relationship between population, the labour force and the number of jobs in a district is controlled by three parameters: economic activity rates, unemployment rates and a commuting ratio. Economic Activity rates by age and sex have been derived from the EEFM and take account of changing labour force participation expected in the older age-groups. For each district, the unemployment rate and the

commuting ratio have been derived from the 2001 Census and remain constant throughout the projection period.

5. Dwelling Based Scenarios

5.1 The remaining scenarios are 'dwelling based', e.g. a dwelling target is applied to the population and household growth generated by natural change. Any shortfall in population or households against the target is then met by migration. Testing these constrained scenarios enable comparison of the effects of imposing a particular housing requirement.

5. Dwelling Trajectory

6. District RSS 2008

7. District Draft RSS Review 2010

8. District + Harlow Area RSS (pure) 2008

9. District + Harlow Area Draft RSS Review (pure) 2010

10. District + Harlow Area RSS (realistic) 2008

11. District + Harlow Area Draft RSS Review (realistic) 2010

5.2 The first of these (Scenario 5) is based on the annual rate of East Herts completions to 2011 as set out in the Council's Annual Monitoring Report (AMR).

5.3 It should be noted that the Dwelling Trajectory scenario is based on housing trajectories that do not run for the full period to 2033 (the East Herts trajectory runs to 2024). This is because the trajectories are based on the current availability of identified sites for housing development, rather than potential housing provision set out in the regional plan. Thus, where there is a shortfall, the annual rate reverts to zero. This will of course, have an impact on the outputs from the scenario testing and should be borne in mind when undertaking comparisons.

5.4 The remaining dwelling-based scenarios apply 'constraints' based on iterations of the East of England Regional Plan 2008 and Draft East of England Plan Review 2010 housing requirements set out in Policy H1. Dwelling growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target.

- 5.5 Scenarios 6 and 7 use the 'pure' housing requirements for each district: Scenario 6 being the actual district requirement for East Herts since 2008. However, it was concluded that such an approach did not fully reflect the requirements of Policy H1 in respect of East Herts, Harlow and Epping Forest districts, and the identification of Harlow as a Key Centre for Development and Change (KCDC). As such, the outputs for Scenarios 6 and 7 (using 'pure' district figures) are based on initial unpublished data from the draft report, which has not been included in the published preliminary technical work (dated March 2012).
- 5.6 However, notwithstanding this, it is still considered that the 'district' figures in Policy H1 provide a very useful crosscheck and benchmark against which the other scenarios can be compared, and Scenarios 6 and 7 have been included in this topic paper, alongside the final preliminary outputs on this basis.
- 5.7 The final four scenarios have been tested to take account of the issue of the identification of Harlow as a KCDC in the East of England Plan. Although allocated to Harlow district, to fulfil its housing requirement of 16,000, land was identified to the east, south and west in Epping Forest district and to the north of Harlow in East Herts district. Thus, a proportion of the Harlow housing requirement has been added to the existing district housing requirement for East Herts and Epping Forest. Two iterations of this have been run: a 'pure' iteration based on the annualised average rate of dwelling delivery, and a 'realistic' iteration based on a more informed likelihood of dwelling delivery, which assumes a lower annual rate in the first five years and a higher rate in later years.
- 5.8 The distribution of the Harlow area housing numbers to each district is based on the findings of the independent Harlow Area Options Appraisal 2010 technical work prepared by Scott Wilson Consultants^{viii}.
- 5.9 Based on the RSS and Draft RSS Review, respectively, Scenarios 8 and 9 apply the annualised average rate of dwelling delivery as set out in the relevant regional plan documents. In these 'pure' scenarios, dwelling growth acts as a 'constraint' on population and household growth, with 'migration' used to balance the population and households required to achieve the dwelling target.

5.10 Based on the RSS and Draft RSS Review, respectively, Scenarios 10 and 11 apply a ‘realistic’ iteration of the annualised average rate of dwelling delivery, as set out in the relevant regional plan documents. The scenarios are based on a more informed likelihood of dwelling delivery, which assumes a lower annual rate in the first five years and a higher rate in later years. In these ‘realistic’ scenarios, dwelling growth acts as a ‘constraint’ on population and household growth, with ‘migration’ used to balance the population and households required to achieve the dwelling target.

6. Demographic Considerations

6.1 The most recent population projections at English district level are the 2008-based Sub-National Population Projections (SNPP) published by the Office for National Statistics (ONS) in 2010^{ix}. As can be seen in Figure 1, in East Herts over the 20 year period the population is expected to grow by 18,900 whilst the number of households is expected to grow by 13,068.

Figure 1: Population and Households

	2011	2031	% Change
Population^x	139,000	157,900	13.6%
Households^{xi}	57,878	70,946	22.6%
Population/Household Ratio	2.4	2.2	-8%

Figures may not sum due to rounding

6.2 One of the causes of household growth is the reduction in household size and an increase of smaller households. Household size is expected to reduce from a ratio of currently 2.4 to 2.2 persons per household by 2031. This reduction is driven to a large degree by an ageing population with over two-thirds of the population growth by 2031 expected to be aged over 65 years^{xii}.

6.3 Figure 2 below sets out the demographic change outputs from the scenario testing. Scenario 2 (Nil-Net Migration) is the benchmark against which the other scenarios can be compared. All Scenarios

except for Scenario 5 would meet the 'natural' or 'internal' demographic requirements of East Herts district.

Figure 2: Demographic Change 2010 to 2033^{xiii}

Scenario	Population		Households	
	No.	%	No.	%
1. SNPP	22,480	16.4	14,848	25.9
2. Nil-Net Migration	3,415	2.5	6,554	11.6
3. Migration Led	27,296	19.7	17,850	31.5
4. Economic Led	21,504	15.5	15,458	27.3
5. Dwelling Trajectory	-2,875	-2.1	5,403	9.5
6. District RSS 2008	19,924	14.4	14,829	26.2
7. District Draft RSS Review 2010	13,911	10.0	12,358	21.8
8. District + Harlow Area RSS (pure) 2008	46,630	33.7	25,771	45.5
9. District + Harlow Area Draft RSS Review (pure) 2010	29,106	21.0	18,590	32.8
10. District + Harlow Area RSS (realistic) 2008	46,773	33.8	25,819	45.6
11. District + Harlow Area Draft RSS Review (realistic) 2010	29,553	21.3	18,776	33.2

6.4 Perhaps the most striking finding is not the difference between the scenarios themselves, but rather the difference between the change in population and change in households within each scenario. This clearly reflects the continuing trend of increasing rates of household formation and smaller household size as reflected in Scenario 2, which is in effect a 'natural change' scenario.

- 6.5 Indeed, the fact that Scenarios 4 and 6 have a lower population growth but higher household growth than Scenario 1 confirms that it is not population growth *per se* that causes household growth; rather it is due to the actual profile of that population and their housing requirements.
- 6.6 Even more striking is the difference between the population and household growth for the Dwelling Trajectory scenario (Scenario 5). This shows that despite a reduction in population, there is still a corresponding approximate 10% increase in households. This is due to the fact that in the future, it is predicted that the existing dwelling stock will accommodate fewer people (i.e. due to smaller household size). Therefore even to maintain the existing population, additional dwellings need to be built.
- 6.7 It should also be noted that this scenario is affected by the fact that the housing trajectory reverts to zero before the end of the period and the impact of assuming that no additional dwellings are built between 2025 and 2033 must be taken into account.
- 6.8 The regional plan scenarios range from a 10% increase in population (Scenario 7) to a 33.8% increase under scenario 10, with a corresponding 21.8% and 45.6% increase in households, respectively. The outputs for Scenario 6 also show the demographic effect of the implementation of the East of England Plan (excluding development to the north of Harlow in East Herts, in respect of growth at Harlow).
- 6.9 Interestingly, for the four scenarios that take account of the impact of Harlow area growth, despite the totals for the period being the same, the different annualised rates generate slightly different population and household change increases (i.e. compare Scenarios 8 and 10 and 9 and 11). However, whilst these are not considered to be statistically significant, it perhaps reinforces the point about taking into account the changing population profile and different housing requirements it can generate over time.

7. Dwelling Considerations

7.1 The outputs from the demographic model produced the following dwelling requirements for each scenario, as shown in Figure 3. As can be seen, the requirement ranges from 240 dwellings per annum under Scenario 5 (Dwelling Trajectory) to 1,149 dwellings per annum under Scenario 10 (District + Harlow Area RSS (realistic)).

Figure 3: Scenario Outputs: Dwelling Requirements^{xiv}

Scenario	Annual Rate	Total 2011-2031
1. SNPP	661	13,220
2. Nil-Net Migration	292	5,840
3. Migration-led	794	15,880
4. Economic	688	13,760
5. Dwelling Trajectory	240	4,800
6. District RSS 2008	660	13,200
7. District Draft RSS Review 2010	550	11,000
8. District + Harlow Area RSS (pure) 2008	1,147	22,940
9. District + Harlow Area Draft RSS Review (pure) 2010	827	16,540
10. District + Harlow Area RSS (realistic) 2008	1,149	22,980
11. District + Harlow Area Draft RSS Review (realistic) 2010	836	16,720

7.2 A simple comparison of the figures shows that the average is 14,262 equating to 713 dwellings per annum. The median equates to Scenario 4 (Economic).

7.3 It is also useful to place the dwelling requirements into context by considering previous district dwelling requirements as set out in Figure 4. These average 640 per annum.

Figure 4: Previous District Dwelling Requirements for East Herts^{xv}

Plan	Annual Rate	Total Requirement
Hertfordshire County Structure Plan 1986 (1981 - 1996) [15 Year Period]	733	11,000
Hertfordshire County Structure Plan 1991 (1986 - 2001) [15 Year Period]	707	10,600
Hertfordshire County Structure Plan 1998 (1991 - 2011) [20 Year Period]	555	11,100
East of England Regional Spatial Strategy 2008 (2001 - 2021) [20 Year Period]	600	12,000
East of England Regional Spatial Strategy 2008 (2021 - 2031)* [10 Year Period]	660	6,600

* The East of England Plan 2008 requires the Council to assume a continuation of same rate of growth for the period 2021-2031 until replaced by Plan Review

7.4 In respect of the East of England Plan, the draft version of this plan set the East Herts district housing requirement as 20,800. This figure allowed for about 10,000 dwellings to the north of Harlow, in East Herts. The independent Examination in Public (EiP) of this plan concluded that whilst continuing to identify Harlow as a key regional centre and the focus of development and regeneration, growth to the north of Harlow was unsustainable^{xvi}. Thus, the East Herts housing requirement was reduced to 12,000 accordingly^{xvii}.

7.5 The recommendations of the EiP Panel were then submitted to the Secretary of State for consideration, prior to formal adoption. The Secretary of State disagreed with the EiP Panel in respect of growth to the north of Harlow and reinstated the requirement for 10,000 dwellings, albeit, identifying them in the housing requirement for Harlow district rather than East Herts^{xviii}. Thus, the actual housing requirement in the East of England Plan for East Herts is 22,000 or 1,100 per annum for the period 2001 - 2021, and 1,660 per annum for the period 2021 - 2031. This has the effect of increasing the previous district requirements average to 966 per annum.

7.6 An important planning issue that must be taken into account when preparing plans is the issue of viability and ensuring that the plan is deliverable. In terms of housing requirements, a useful indication is the rate of housing completions over the long-term to take account of the

natural economic cycles in the UK housing market. The completion rates for East Herts since 1991 are shown in Figure 5^{xix}:

Figure 5: East Herts Completion Rates

1991/92	1992/93	1993/94	1994/95	1995/96
454	392	621	1,128	694
1996/97	1997/98	1998/99	1999/00	2000/01
800	700	540	336	464
2001/02	2002/03	2003/04	2004/05	2005/06
605	376	205	347	562
2006/07	2007/08	2008/09	2009/10	2010/11
777	557	553	469	200

Figure 6: Five Year Supply^{xx}

Scenario	Annual Rate	5 Year Requirement	5 Year Supply
1. SNPP	661	3,305	4.4
2. Nil-Net Migration	292	1,460	10
3. Migration-led	794	3,970	3.7
4. Economic	688	3,440	4.2
5. Dwelling Trajectory	240	1,200	12.2
6. District RSS 2008	660	3,300	4.4
7. District Draft RSS Review 2010	550	2,750	5.3
8. District + Harlow Area RSS (pure) 2008	1,147	5,735	2.5
9. District + Harlow Area Draft RSS Review (pure) 2010	827	4,135	3.5
10. District + Harlow Area RSS (realistic) 2008	1,149	5,745	2.5
11. District + Harlow Area Draft RSS Review (realistic) 2010	836	4,180	3.5

- 7.7 As can be seen, completions range from just 200 per annum to 1,128 per annum, although the average annual rate is 541 and the median is 547. The high level of completions in 2006/07 reflects the high number of flats delivered, especially in Bishop's Stortford. The gradual decline in completions since 2007 reflects the general downturn in the housing market.
- 7.8 East Herts Council is also required to maintain a continuous five-year supply of housing^{xxi}. This is calculated by dividing the total number of dwellings that are expected to be built within the first five years of the Council's housing trajectory by the annual requirement. As set out in the housing trajectory, the five-year figure totals 2,920. Figure 6 (above) shows how the current five-year supply compares with the various scenarios. However, it should be noted that through the plan-making process, further sites will be identified.

8. Affordable Housing Considerations

- 8.1 The Housing Register provides an indication of housing need. As of December 2011 there are 2,754 live housing applications on the East Herts Housing Register, consisting of 5,404 people. This is a 91.5% increase since 2001, although this may reflect the impact of the introduction of Choice Based Lettings and the fact that anyone can join the register. Of the 2,754 applications, 1,628 (59%) are considered to be in housing need.
- 8.2 Affordable housing is provided 'off the back of' market housing on eligible sites (i.e. those above the site size thresholds^{xxii}). Therefore, a higher housing target would more likely provide for greater provision of affordable housing.
- 8.3 The Council has a target of delivering 200 affordable homes per annum on average over a five year period^{xxiii}. As can be seen in Figure 7 below, when applying the Council's policy of 40% affordable housing^{xxiv} only the Nil-net Migration and Dwelling-led scenarios do not meet the target. However, it must be remembered that the affordable housing policy only applies to eligible sites (i.e. those above the site size threshold). For example, in 2010/11, whilst the Council achieved 37% affordable housing from eligible sites, this represented a figure of only 13% of all sites^{xxv}. However, having said that, it is likely that for the

period to 2031 the majority of development in East Herts will be from large sites that would be eligible for affordable housing.

Figure 7: Indicative Affordable Housing Targets^{xxvi}

Scenario	Annual Dwelling Requirement	Indicative Number of Affordable Homes Built Assuming...	
		40%	24%
1. SNPP	661	264	159
2. Nil-Net Migration	292	117	70
3. Migration Led	794	318	191
4. Economic	688	275	165
5. Dwelling Trajectory	240	96	58
6. District RSS 2008	660	264	158
7. District Draft RSS Review 2010	550	220	132
8. District + Harlow Area RSS (pure) 2008	1,147	459	275
9. District + Harlow Area Draft RSS Review (pure) 2010	827	331	198
10. District + Harlow Area RSS (realistic) 2008	1,149	460	276
11. District + Harlow Area Draft RSS Review (realistic) 2010	836	334	201

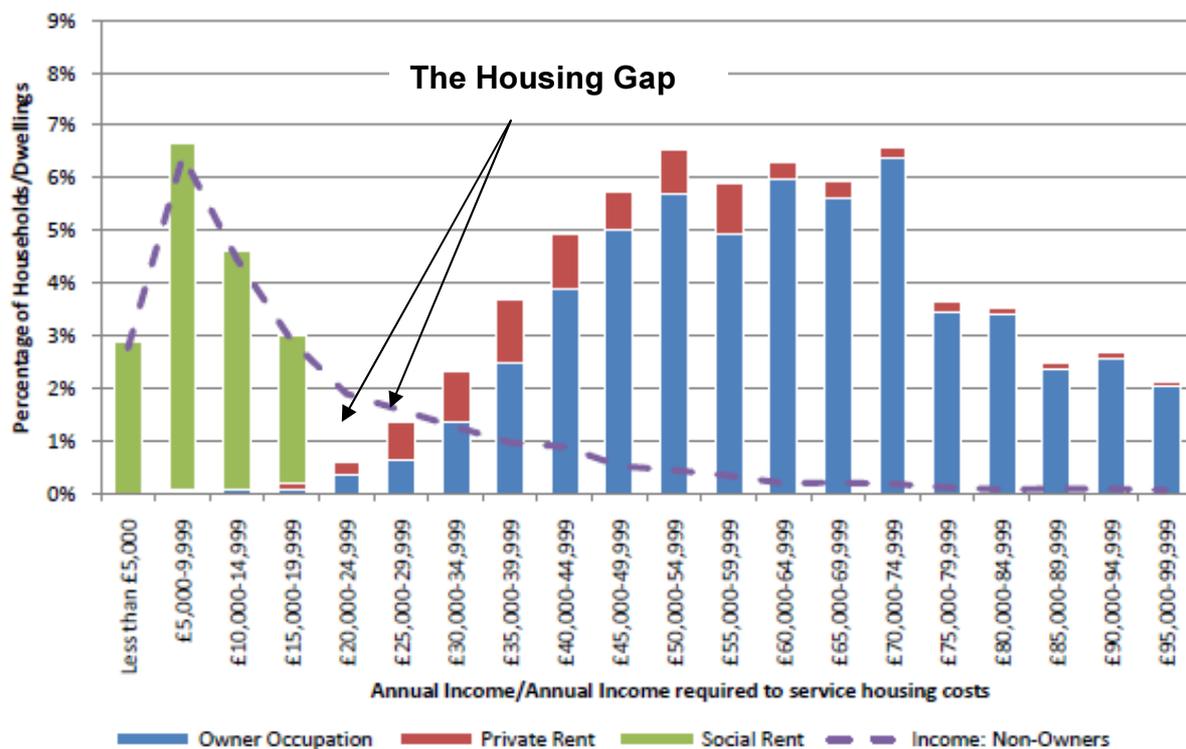
8.4 Thus, taking the average of the percentage of total affordable housing completions for the period 2004/05 - 2010/11, it is appropriate to apply a figure of 24% as the affordable housing percentage requirement^{xxvii}. As can be seen, applying the indicative figure of 24% only the scenarios that take account of growth in the Harlow Area would meet the Council's affordable housing target. Such a target could only be met by delivering at least 833 additional homes per annum, giving an indication of the scale of growth required.

8.5 However, should the Council seek to principally meet its housing requirement from allocated sites that meet or exceed the current site size thresholds (enabling a figure of 40% to be applied), a housing requirement of at least 500 dwellings would facilitate 200 of these being provided as affordable.

8.6 Another way of looking at the implications of various housing targets on affordability is to consider the affordable housing percentage that would be required to 'balance' the housing market: that is, to ensure (numerically at least) that there is sufficient housing available that can be afforded by local households.

8.7 As shown in Figure 8, the SHMA technical study identified a 'gap' in the housing market in East Herts^{xxviii}. If the housing market was balanced, the amount of housing stock (columns) would exceed the proportion of local households who can afford housing in that income band (dotted line) in every income bracket. As can be seen, for those households earning between £20,000 and £29,999 per annum, the columns do not exceed the dotted line so there is a shortage of homes available to these households to either rent or buy.

Figure 8: Balancing the Housing Market



8.8 The purpose of the SHMA is to help generate an affordable housing percentage for the district. That is, by inputting a total housing requirement for the plan period, it generates an affordable housing percentage. Thus, the SHMA enables the various housing scenarios to be tested to see what percentage would need to be delivered off the back of market housing in order to balance the housing market (see Figure 9)^{xxix}.

Figure 9: SHMA Affordable Housing Percentage Requirements^{xxx}

Scenario	Total Housing Requirement for the 20 Year Period	Recommended Affordable Housing %
1. SNPP	13,220	47%
2. Nil-Net Migration	5,840	89%
3. Migration Led	15,880	43%
4. Economic	13,760	46%
5. Dwelling Trajectory	4,800	100%
6. District RSS 2008	13,200	47%
7. District Draft RSS Review 2010	11,000	52%
8. District + Harlow Area RSS (pure) 2008	22,940	38%
9. District + Harlow Area Draft RSS Review (pure) 2010	16,540	43%
10. District + Harlow Area RSS (realistic) 2008	22,980	38%
11. District + Harlow Area Draft RSS Review (realistic) 2010	16,720	43%

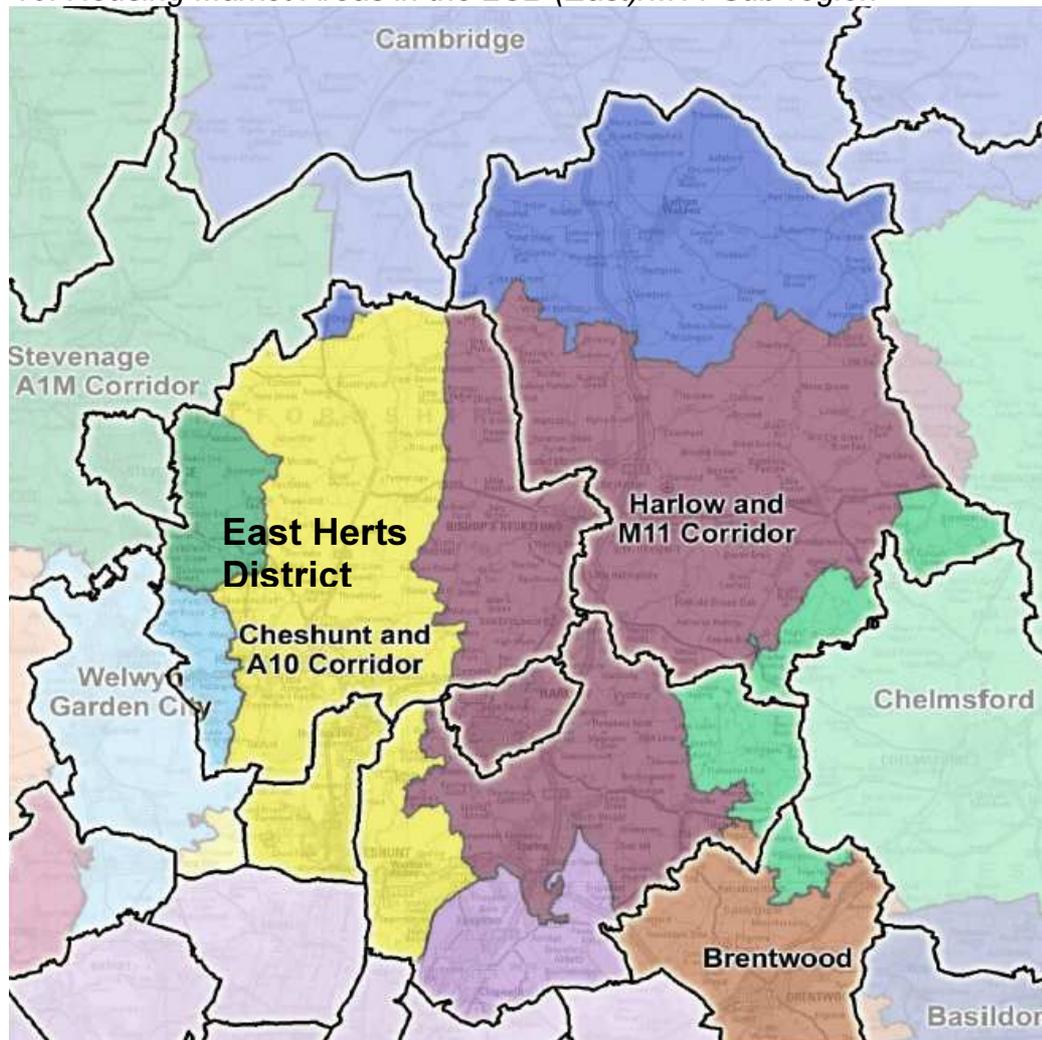
8.9 Whilst it is not surprising that a lower housing requirement will generate a higher affordable housing percentage requirement, two things are noticeable. Firstly, that even the highest housing requirements that incorporate Harlow area growth still require an affordable housing percentage of 38%, and secondly, the effect of significantly reducing

the housing requirement to only 4,800 means that to balance the housing market, all the houses built in East Herts would have to be built as affordable. It should be noted that the SHMA Viability Study concluded that for East Herts up to 40% affordable housing requirement was viable^{xxxii}. Thus, it is considered that neither Scenarios 2 nor 5 are realistic.

9. Migration Considerations

- 9.1 The demographic projections also reflect the fact that East Herts' population and household growth is in-part caused by external pressures, reflecting the location of East Herts district on the periphery of London: a fact that cannot be ignored. East Herts "imports" population from London and in terms of neighbouring districts, Broxbourne, Epping Forest and Harlow and "exports" population to Uttlesford and the rest of the eastern England^{xxxii}.

Figure 10: Housing Market Areas in the LCB (East)/M11 Sub-region



9.2 These flows reflect the fact that East Herts is not an ‘island’, nor is it a single housing market area and that when purchasing a home, people tend to ignore local government administrative boundaries preferring to relocate along travel-to-work corridors. The housing market areas are shown in Figure 10 above^{xxxiii}.

9.3 Figure 11 shows in the last two columns the predicted level of migration for each scenario (NB: these figures refer to individuals, not households or dwellings).

Figure 11: Scenario Outputs: Migration 2011-2031^{xxxiv}

Scenario	Dwellings		Migration	
	Annual	Total	Annual	Total
1. SNPP	661	13,220	525	10,500
2. Nil-Net Migration	292	5,840	0	0
3. Migration Led	794	15,880	823	16,460
4. Economic	688	13,760	608	12,160
5. Dwelling Trajectory	240	4,800	-322	-6,440
6. District RSS 2008	660	13,200	553	11,060
7. District Draft RSS Review 2010	550	11,000	331	6,620
8. District + Harlow Area RSS (pure) 2008	1,147	22,940	1,550	31,000
9. District + Harlow Area Draft RSS Review (pure) 2010	827	16,540	893	17,860
10. District + Harlow Area RSS (realistic) 2008	1,149	22,980	1,559	31,180
11. District + Harlow Area Draft RSS Review (realistic) 2010	836	16,720	920	18,400

9.4 The base position in terms of migration is Scenario 3. This continues recent migration trends for the five year period 2006-2010. Comparing these figures with the benchmark Scenario 1 shows that migration has

been running at a higher level than was previously predicted. Obviously, for Nil-Net Migration the figure is zero because whilst there is migration, there is no increase in population caused by migration. It should be noted that for the economic and dwelling based scenarios (Scenarios 4-11), migration is used to balance the level of population required to meet the labour force or dwelling target set. Thus, in these scenarios, migration is an output rather than a driver of the scenario.

- 9.5 Whilst Scenarios 1, 3, 4 and 6 to 11 would all provide for an increasing population, only Scenarios 8, 9, 10 and 11 fully accommodate East Herts 'external' requirements. Scenarios, 1, 4, 6 and 7 provide for some of the 'external' requirements to be met.
- 9.6 In respect of Scenario 2 (Nil-Net Migration), whilst this scenario would match the 'internal' housing needs of the existing East Herts population *numerically*, it is not considered that it would adequately meet the *actual* housing needs of the resident's of East Herts. This is because the UK has a free housing market and anyone can buy a house (or houses) anywhere. Given that East Herts is a desirable location in which to live, individuals and families from outside the district may have a higher purchasing power and successfully out-price local people. A lower housing target which limits supply will therefore exacerbate this problem causing un-affordability to increase and local people being forced to move outside the district away from their families, and social and community networks.
- 9.7 Under Scenario 5 (Dwelling Trajectory) there is a minus migration figure. Thus, not only would this scenario not meet the 'external' pressures facing East Herts, but it would fail to meet the district's 'internal' requirements.

10. Economic Considerations

- 10.1 Figure 12 (below) shows the predicted number of jobs that would be generated by each scenario taking into account population, economic activity and unemployment and commuting rates. The number of jobs represents those generated in the district, not the number of economically active people. The latter figure would be much higher as it would include those who commuted out of the district.

10.2 The base position in terms of jobs is Scenario 4. This uses the East of England Forecasting Model (EEFM) to produce economic forecasts for local authority areas. It seeks to identify the level of population and number of dwellings needed to meet the jobs target.

Figure 12: Scenario Outputs: Jobs 2011-2031^{xxxv}

Scenario	Dwellings		Jobs	
	Annual	Total	Annual	Total
1. SNPP	661	13,220	318	6,360
2. Nil-Net Migration	292	5,840	-184	-3,680
3. Migration Led	794	15,880	434	8,680
4. Economic	688	13,760	307	6,140
5. Dwelling Trajectory	240	4,800	-234	-4,680
6. District RSS 2008	660	13,200	274	5,480
7. District Draft RSS Review 2010	550	11,000	142	2,840
8. District + Harlow Area RSS (pure) 2008	1,147	22,940	865	17,300
9. District + Harlow Area Draft RSS Review (pure) 2010	827	16,540	475	9,500
10. District + Harlow Area RSS (realistic) 2008	1,149	22,980	865	17,300
11. District + Harlow Area Draft RSS Review (realistic) 2010	836	16,720	486	9,720

10.3 Comparing these figures with the benchmark Scenario 1 shows that whilst the economic predictions produce slightly lower figures, in statistical terms they are broadly consistent with the SNPP. Assuming that Scenario 4 represents the minimum number of jobs that East Herts needs, Scenarios 1, 3, and 8-11 generate a dwelling requirement that would exceed this level and ensure that the economy of the district continues to grow. Growth levels range from 6,360 jobs under Scenario 1 to 17,300 additional jobs under Scenarios 8 and 10.

- 10.4 Whilst the EEFM is considered robust, it is a forecasting model and in reality, the relationship between the number of additional dwellings delivered in an area and the number of additional jobs generated do not always directly correspond. This is because the employment market is more fluid than the housing market and subject to local as well as macro fluctuations which change employment patterns. Another difficulty is in deriving robust employment floor space requirements from dwelling requirements since different employment uses generate different numbers of jobs, which in turn can also fluctuate over time.
- 10.5 Indeed, what are the implications if jobs were not to materialise? Would new dwellings continue to be built but remain empty? Would the annual rate of delivery fall significantly below the housing requirement? What would the social consequences of this be? Or would new homes continue to be built but simply house commuters leading to an increase in levels of commuting?
- 10.6 Certainly, under the two scenarios with a low dwelling requirement (i.e. Scenarios 2 and 5) the number of jobs generated is predicted to be below the base level. Here the economic consequences of a low housing requirement can be seen resulting in a shrinking of the East Herts local economy over time. Not only would the economy become smaller, but as a result, it would have the effect of increasing the number of commuters as a proportion of the total workforce. This then has other knock-on economic consequences.

11. Other Considerations

- 11.1 Whilst the full implications of the various housing scenarios can only be understood once the geographic locations for development have been decided, it is useful to look at the indicative total amount of land that may be required to service each housing scenario.
- 11.2 Figure 13 shows how much land would be required at a range of gross densities. These figures are purely indicative because in reality, dwellings will be built at a range of densities dependent upon the type and location of development.

Figure 13: Indicative Land Requirements^{xxxvi}

Scenario	Total 20 Year Housing Requirement	Land Required (Hectares)		
		@ 20 DPH	@ 30 DPH	@ 40 DPH
1. SNPP	13,220	661	441	331
2. Nil-Net Migration	5,840	292	195	146
3. Migration Led	15,880	794	529	397
4. Economic	13,760	688	459	344
5. Dwelling-led	4,800	240	160	120
6. District RSS 2008	13,200	660	440	330
7. District Draft RSS Review 2010	11,000	550	367	275
8. District + Harlow Area RSS (pure) 2008	22,940	1,147	765	574
9. District + Harlow Area Draft RSS Review (pure) 2010	16,540	827	551	414
10. District + Harlow Area RSS (realistic) 2008	22,980	1,149	766	575
11. District + Harlow Area Draft RSS Review (realistic) 2010	16,720	836	557	418

Figure 14: Existing Towns

Settlement	Size (Hectares)
Bishop's Stortford	1,000
Hertford	800
Ware	500
Sawbridgeworth	250
Buntingford	150

11.3 These figures can be compared with the size of the existing towns^{xxxvii} (see Figure 14). However, it should be stressed that the impact of delivering a particular requirement would be spread across more than one location.

- 11.4 The Government has introduced a *“powerful, simple and transparent incentive that means that those local authorities which promote and welcome growth can share in the economic benefits, and build the communities in which people want to live and work”^{xxxviii}*. The New Homes Bonus match funds the additional council tax raised for new homes (including empty properties brought back into use, with an additional amount for affordable homes), for the following six years.
- 11.5 Monies raised through the New Homes Bonus are not ‘ring-fenced’ and in East Herts, 80% goes to East Herts Council with the remaining 20% going to Hertfordshire County Council to fund additional county services. Of the East Herts 80%, one quarter is then given to the relevant parish council where the homes have been built.
- 11.6 Whilst the Council is able to take the existence of any New Homes Bonus into account^{xxxix}, applications for housing development should be determined on their own merits and the district housing requirement must be based on objectively assessed needs. Figure 15 (below) shows the indicative total amount^{xl} of New Homes Bonus received if the Council were to deliver each of the various housing scenario requirements. This is based on the average Council Tax receipt for a Band D property.
- 11.7 It is stating the obvious, but the fewer additional dwellings East Herts delivers, the lower the amount of bonus Hertfordshire County Council, East Herts District Council and the relevant town or parish council will receive in New Homes Bonus monies to fund their respective public services and spend on their communities.
- 11.8 It should be noted that New Homes Bonus monies is set by the Government’s Spending Review. Almost £1billion was set aside over the Spending Review period with the Bonus fully funded in year 1. For each of the years 2012-13, 2013-14 and 2014-15, £250m has been allocated to the New Homes Bonus from Communities and Local Government funding, and funding beyond these levels comes from formula grant^{xli}.

Figure 15: Indicative Total New Homes Bonus Monies^{xlii}

Scenario	Annual Dwelling Requirement	New Homes Bonus	
		Year 1	Six Years
1. SNPP	661	£951,397	£5,708,383
2. Nil-Net Migration	292	£420,284	£2,521,706
3. Migration Led	794	£1,142,828	£6,856,968
4. Economic	688	£990,259	£5,941,554
5. Dwelling Trajectory	240	£345,439	£2,072,635
6. District RSS 2008	660	£949,958	£5,699,746
7. District Draft RSS Review 2010	550	£791,631	£4,749,789
8. District + Harlow Area RSS (pure) 2008	1,147	£1,650,911	£9,905,469
9. District + Harlow Area Draft RSS Review (pure) 2010	827	£1,190,326	£7,141,955
10. District + Harlow Area RSS (realistic) 2008	1,149	£1,653,790	£9,922,741
11. District + Harlow Area Draft RSS Review (realistic) 2010	836	£1,203,280	£7,219,679

12. Summary of Considerations

12.1 It should be remembered that outputs of the scenario testing are preliminary. It may be more helpful to group them, as set out in Figure 16. Such an approach ensures that numerical variations between the scenarios are not given undue significance at this stage. For example, it can be considered that there is no statistical difference between 688 and 661 (Scenarios 4 and 1, respectively).

Figure 16: Scenario Groupings^{xliii}

Grouping	Scenario	Annual Rate	Total Requirement
Low (< 300pa)	5. Dwelling Trajectory	240	4,800
	2. Nil-Net Migration	292	5,840
Lower - Middle (500-700pa)	7. District Draft RSS Review	550	11,000
	6. District RSS	660	13,200
	1. SNPP	661	13,220
	4. Economic	688	13,760
Upper - Middle (750-850pa)	3. Migration-led	794	15,880
	9. District + Harlow Area Draft RSS Review (pure)	827	16,540
	11. District + Harlow Area Draft RSS Review (realistic)	836	16,720
High (>1,100pa)	8. District + Harlow Area RSS (pure)	1,147	22,940
	10. District + Harlow Area RSS (realistic)	1,149	22,980

12.2 As can be seen, the groupings are not numerically contiguous. This is because the figures are based on the per annum scenario outputs rounded to the nearest 50, allowing for flexibility given that the scenario outputs are preliminary. It is considered that the use of contiguous 'bookend' figures for the groupings would increase the level of subjectivity: for example, would a figure of 400 be considered low or lower middle? Instead, the rounding approach bases the grouping interpretation on objectively derived dwelling forecasts.

12.3 It is useful to summarise the impacts of the various levels of housing growth, based on the objectively quantifiable considerations discussed above. The summaries use the following simple colour-coded rating system to assist with interpretation:

	Positive Consequences
	Potentially positive / both positive and negative consequences
	Negative Consequences

12.4 Figure 17 summarises the key implications for East Herts should it seek a low housing requirement (e.g. approximately below 300 dwellings per annum).

Figure 17: Low Housing Requirement Summary

Considerations	Summary (e.g. Scenarios 2 and 5)
6. Demographic	<ul style="list-style-type: none"> Unlikely to meet the 'internal' East Herts housing requirements
7. Dwelling	<ul style="list-style-type: none"> Significantly below the average annual rate of completions
8. Affordable Housing	<ul style="list-style-type: none"> Does not meet Council's affordable housing target of 200 affordable homes per annum
	<ul style="list-style-type: none"> Would result in a totally unviable affordable housing percentage requirement
9. Migration	<ul style="list-style-type: none"> Would not meet the 'external' East Herts housing requirements
10. Economic	<ul style="list-style-type: none"> Would not meet forecast level of economic growth
11. Other	<ul style="list-style-type: none"> Lowest land-take
	<ul style="list-style-type: none"> Lowest amount of New Homes Bonus Monies generated

12.5 As can be seen, a low housing requirement is more likely to generate negative housing consequences for East Herts district.

12.6 Figure 18 summarises the key implications for East Herts should it seek a lower-middle housing requirement (e.g. approximately between 500 and 700 dwellings per annum).

Figure 18: Lower-Middle Housing Requirement Summary

Topic Considerations	Summary (e.g. Scenarios 1, 4, 6 and 7)
6. Demographic	<ul style="list-style-type: none"> • Would meet the 'internal' East Herts housing requirements
7. Dwelling	<ul style="list-style-type: none"> • Slightly above the average annual rate of completions
8. Affordable Housing	<ul style="list-style-type: none"> • Depending on affordable housing percentage and thresholds, could achieve Council's affordable housing target of 200 affordable homes per annum
	<ul style="list-style-type: none"> • Affordable housing percentage requirement likely to be slightly unviable
9. Migration	<ul style="list-style-type: none"> • Would not meet the 'external' East Herts housing requirements
10. Economic	<ul style="list-style-type: none"> • Depending of actual level of growth, could potentially meet forecast level of economic growth
11. Other	<ul style="list-style-type: none"> • Medium land-take
	<ul style="list-style-type: none"> • Medium amount of New Homes Bonus Monies generated

12.7 As can be seen, a lower-middle housing requirement is likely to generate a mix of effects, including effects that have both positive and negative housing consequences.

12.8 Figure 19 summarises the key implications for East Herts should it seek an upper-middle housing requirement (e.g. approximately between 750 and 850 dwellings per annum).

Figure 19: Upper-Middle Housing Requirement Summary

Topic Considerations	Summary (e.g. Scenarios 3, 9 and 11)
6. Demographic	<ul style="list-style-type: none"> • Would meet the 'internal' East Herts housing requirements
7. Dwelling	<ul style="list-style-type: none"> • Above the average annual rate of completions although high levels have been reached in specific years
8. Affordable Housing	<ul style="list-style-type: none"> • Likely to achieve Council's affordable housing target of 200 affordable homes per annum
	<ul style="list-style-type: none"> • Potential to achieve a viable affordable housing percentage requirement
9. Migration	<ul style="list-style-type: none"> • Would meet the 'external' East Herts housing requirements
10. Economic	<ul style="list-style-type: none"> • Exceeds forecast level of economic growth
11. Other	<ul style="list-style-type: none"> • Medium land-take
	<ul style="list-style-type: none"> • Medium amount of New Homes Bonus Monies generated

12.9 As can be seen, an upper-middle housing requirement is likely to generate mostly positive housing consequences.

12.10 Figure 20 summarises the key implications for East Herts should it seek a high housing requirement (e.g. approximately above 1,100 dwellings per annum).

Figure 20: High Housing Requirement Summary

Topic Considerations	Summary (e.g. Scenarios 8 and 10)
6. Demographic	<ul style="list-style-type: none"> • Would meet the 'internal' East Herts housing requirements
7. Dwelling	<ul style="list-style-type: none"> • Significantly above the average annual rate of completions and exceeding the highest annual rate
8. Affordable Housing	<ul style="list-style-type: none"> • Will achieve Council's affordable housing target of 200 affordable homes per annum
	<ul style="list-style-type: none"> • Will achieve a viable affordable housing percentage requirement
9. Migration	<ul style="list-style-type: none"> • Would meet the 'external' East Herts housing requirements
10. Economic	<ul style="list-style-type: none"> • Significantly exceeds forecast level of economic growth
11. Other	<ul style="list-style-type: none"> • Highest land-take
	<ul style="list-style-type: none"> • Highest amount of New Homes Bonus Monies generated

12.11 As can be seen, a high housing requirement is likely to generate positive housing consequences, although there could be concerns in respect of sustaining the high rate of delivery.

13. Appraisal of Housing Growth

- 13.1 The above summaries should not be read in isolation and present only part of the picture. Other issues such as the impact of development on the environment, resources, services and facilities also need to be considered. This can only effectively be done when the spatial distribution or geographic locations are known and this work is being undertaken as part of the plan-making process in preparing the LDF.
- 13.2 Notwithstanding this, some general conclusions about the likely effects of housing growth can be considered and these are set out in Figure 21 (over-page). It applies the topics used in the East Herts Sustainability Appraisal undertaken for the East Herts Core Strategy^{xliv}. An explanation of these topics is included in Appendix 1.
- 13.3 As can be seen, there are both positive and negative effects, although in some instances the effects are dependent upon the location. Indeed, the detailed effects including any cumulative impacts can only be fully understood when the geographic implications are known.
- 13.4 In general terms, a higher housing target will have a greater impact on existing (finite) resources, services and facilities because of the increasing pressure and demands caused by a larger population. However, as can be seen, a higher housing target also has the potential to deliver enhanced services to satisfy the demands of the increased population.

Figure 21: Appraisal of Housing Growth

	Positive Effects	Neutral or No Effects / Effects Uncertain	Negative Effects	Comment / Mitigation
Air Quality	Dependent on location - reducing the need to travel reduces emissions	Impact on AQMAs dependent upon location	Likely to decrease air quality owing to increased emissions	Technological solutions can help reduce / mitigate effects of pollution
Biodiversity and Green Infrastructure	Creation of new / enhancement of existing green spaces increases biodiversity	Loss of countryside land dependent on type of land lost	Likely impact on designated wildlife sites and habitats owing to increased human and pet populations	Mono-tenure agricultural land considered to be of poor biodiversity value
Climate Change	Potential to fund flood alleviation and carbon capture schemes	Impact on risk of flooding dependent upon location	Increase in emissions (construction, buildings, transport) Increase in water demand and usage	Technological solutions can help reduce / mitigate negative effects
Community and Wellbeing	Potential to fund increased provision of healthcare services and community facilities to meet increasing care needs	Provision of additional services to maintain current standards to meet increased demand	Increasing pressure on existing services if additional provision to meet increased needs not met	

	Positive Effects	Neutral or No Effects / Effects Uncertain	Negative Effects	Comment / Mitigation
Economy and Employment	Increase levels of investment and employment growth Support for existing town centres New employment opportunities	Increased levels of out-commuting Increased competition	Additional employment opportunities not met within district	
Historic Environment	Opportunity to further archaeological excavations and historical knowledge Potential enabling development to fund restoration of historic assets	Impact on historic assets dependent on location	Increased pressure on character More likely potential loss of non-designated historic assets	
Housing	Increased provision of affordable housing More likely to meet housing needs Meet more of the housing demand			

	Positive Effects	Neutral or No Effects / Effects Uncertain	Negative Effects	Comment / Mitigation
	Meet the housing needs of an ageing and disabled population Improved affordability Greater mix of size and types provided to meet requirements			
Land	Potential to fund remediation of contaminated land	Impacts on contaminated land dependent on location	More likely to lead to contamination of major aquifer	Technological solutions can help reduce / mitigate negative effects
Landscape	Potential to fund landscape / countryside improvements	Change to existing landscape character	More likely potential loss of landscape assets Change from rural to urban landscape	
Transport	Dependent on location - reducing the need to travel and facilitating modal shift away from car Fund improved bus		Increased traffic congestion Increased congestion on train and buses	Negative effects can be mitigated to some extent by positive effects

	Positive Effects	Neutral or No Effects / Effects Uncertain	Negative Effects	Comment / Mitigation
	services / transport facilities			
Water	Fund improvements to waste-water infrastructure to cater for increasing demand		Continuing over-abstraction and water scarcity	Technological solutions can help reduce / mitigate per capita water consumption

14. Concluding Remarks

- 14.1 The purpose of this topic paper has been to set out and then consider the issues in respect of housing growth to help inform decisions about the most appropriate housing requirement or target for East Herts district.
- 14.2 It should be remembered that this work is based on the analysis of trends which provide a picture of change over time. Whilst they do not provide a detailed representation of reality they are the accepted and most robust way of providing such information. The outputs of the scenario testing are also preliminary and further testing of more up-to-date figures is still to be undertaken.
- 14.3 It should also be remembered that the UK is a free society with a free housing market. Individuals can live wherever they choose and own as many homes as they wish. East Herts Council cannot control who lives in the district. Neither does the UK have a population register and as such, demographic modelling is based on assumptions about the composition of households. Again, this approach is both widely accepted and robust.
- 14.4 As can be seen, whilst additional development has impacts on existing services and facilities, it also brings benefits as well as providing much needed housing for current and future generations. As the local planning authority, East Herts Council is obliged to prepare a plan that meets objectively assessed development needs. This includes having a clear understanding of the housing requirements of East Herts.
- 14.5 As stated above, East Herts is not an island and plan-making must take account of wider sub-regional issues that cross administrative boundaries. Housing is one such issue, and in East Herts in particular, housing markets are not contiguous with the district boundary (see Figure 10 above).
- 14.6 Whilst local planning authorities can only plan for their own area, it is right that consideration is given, as far as possible using available information, of cross-boundary housing issues since these can have knock-on effects on planning in adjacent districts. For example, failure to meet genuine housing requirements does not make the requirement disappear: it simply has the potential to increase demand for housing in

other districts. This is also true for those districts with a tight administrative boundary that cannot realistically meet their own requirements.

14.7 However, the distinction must be made between the housing requirements and the housing aspirations of a particular district. The latter is purely a policy decision and only one interpretation of the demographic evidence. An example of this is where the dwelling-based scenarios (which are policy based) exceed the migration-based and economic-based scenarios.

14.8 East Herts Council is also undertaking Population and Household forecasting work at the sub-district level. This work will test the outputs of the district work to understand what are the household requirements of each town in East Herts. Along with all other evidence, this information will help inform the development strategy for East Herts to 2031. However, any development strategy should not be based on “local needs” alone since housing growth is self fulfilling (i.e. on the whole, a high level of growth in the past generates high level of growth in the future) and there may be other planning reasons (site suitability, accessibility etc) for a particular development strategy.

14.9 The demographic work highlights the intrinsic relationship between population and households and, importantly for East Herts, the fact that population growth generates an increasing household requirement. This is because the trends of an ageing population and smaller household sizes are set to continue. Both of these lead to a lower ‘recycling’ rate of existing houses.

14.10 It should also be remembered that a declining or static population does not immediately cause house building to cease (for the reasons mentioned above). If the objective was to not build any additional homes, the question is how far does the population need to fall before additional homes no longer need to be built? Such an approach is not considered realistic or appropriate and ultimately a lack of population growth would result in natural decline, which in turn would lead to empty homes and economic decline.

14.11 House building brings economic prosperity, not just in terms of the construction but through the economic benefits generated by additional

households living and spending money in the district. It also has the potential to create additional jobs. However, as set out above, the relationship between homes and jobs although a simple idea in theory, in practice is not straightforward. For example, between 2001 and 2007, the number of jobs in East Herts increased by 4,300. However, by 2009, (most likely due to the recession) the number of jobs had decreased by 3,500 resulting in an increase of only 800 jobs over the eight year period 2001-2009^{xlv}. Compare this with the increase in the number of houses of 3,982 over the same period.

14.12 Whilst this Topic Paper considers the issues around housing growth in order to identify the most appropriate housing requirement for East Herts and fully understand the implications, the spatial or geographic effects of any such requirement need to be tested and appraised through the plan-making process. Demographic information alone cannot and does not provide the final answer: it is only one part of the plan-making evidence base, just as housing is only one part of achieving sustainable communities.

14.13 Indeed, as the foreword to the Population and Household Forecasts technical work states: *'it is not the intention of this project to produce a recommended or preferred demographic forecast for any area. Rather, the approach is to encourage the examination of the demography of each area from different perspectives. Hopefully this will allow appreciation of how the demography of an authority can be influenced by local circumstances and local policy choices. It will be for each local planning authority to determine its use of the forecasts and other outputs from this project to inform its future spatial policy development'*^{xlvi}.

14.14 Rather, the rationale for undertaking household and population forecasting technical work is the Government's reforms to the planning system and the requirement in the Draft NPPF that *objectively assessed development needs should be met.*^{xlvii}

14.15 This paper recommends that a **housing requirement range is subject to further investigation, to test the feasibility and implications of such a district housing requirement, in housing terms, as well as against the physical and environmental capacity of the district.**

15. Key Conclusions

- 15.1 This section sets out the key conclusions that can be drawn from the Household and Population technical work.
- 15.2 As set out under the **Demographic Considerations** (Section 6), even to maintain the existing population, additional dwellings are needed, due to the continuing trend of increasing rates of household formation and smaller household size.
- 15.3 In terms of **Affordable Housing Considerations** (Section 8), based on recent trends on all sites, to achieve the Council's target of delivering 200 affordable homes per annum on average over a five year period, would require a total dwelling requirement for the district of at least 833 additional homes per annum. However, should the Council seek to principally meet its housing requirement from 'larger sites', a housing requirement of at least 500 dwellings per annum would facilitate 200 of these being provided as affordable.
- 15.4 When looking at the **Migration Considerations** (Section 9), it was found that a lower housing target which limits supply unreasonably, would increasingly out-price local people from purchasing in the district. Unaffordability would increase, with local people being forced to move outside the district to cheaper areas, away from family, social and community networks.
- 15.5 Finally, in terms of **Economic Considerations** (Section 10), the economic consequences of a lower housing target can be seen to lead to a shrinking of the East Herts local economy over time. Not only would the economy become smaller, but as a result, it would have the effect of increasing the number of commuters as a proportion of the workforce. This then has knock-on economic consequences. To ensure the economy of the district continues to grow, a dwelling requirement of at least 688 homes per annum would be required.
- 15.6 Given the findings set out in this topic paper, a housing requirement range based on the **low scenario grouping** (Scenarios 2 and 5), which would generate a housing figure below 300 dwellings per annum, is not considered realistic because it would be likely to cause negative

consequences in terms of demographics, affordable housing, migration and the local economy.

- 15.8 Equally, it is considered that a housing requirement range based on the **high scenario grouping** (Scenarios 8 and 10), which would generate a housing figure over 1,100 dwellings per annum, is not considered realistic because it would be likely to be undeliverable and result in an unacceptable level of land-take.
- 15.9 Thus, it is considered that the **lower-middle scenario grouping** (scenarios 1, 4, 6 and 7) and the **upper-middle scenario grouping** (Scenarios 3, 9 and 11), which would generate a housing figure between 500 and 850 dwellings per annum is considered realistic because it would be likely to produce positive consequences in terms of demographics, affordable housing, migration and the local economy, whilst at the same time result in an acceptable level of land-take.
- 15.10 It is, therefore, recommended that the range of **500 to 850 dwellings per annum** (i.e. 10,000 to 17,000 for the period 2011 to 2031) be subject to further investigation through the plan-making process, to test the feasibility and implications of such a district housing requirement, against national planning policy requirements and the physical and environmental capacity of the district.

Appendix 1: Sustainability Topic Areas and Key Issues

From East Herts Council Core Strategy Issues and Options Sustainability appraisal Report 2010 prepared by Scott Wilson Consultants

<http://www.eastherts.gov.uk/index.jsp?articleid=15576>

Air quality	<ul style="list-style-type: none"> • The need to improve air quality in AQMAs and other areas exceeding air quality objective levels • The need to ensure that inappropriate levels of development or activities which contribute towards lower levels of air quality are not located within inappropriate proximity to where air quality objectives have been exceeded or are approaching objective limits • The need to ensure that future development does not lead to residents likely to be in an AQMA or subject to levels near to the air quality objective levels
Biodiversity and green infrastructure	<ul style="list-style-type: none"> • The need to ensure that development does not negatively impact upon designated nature conservation sites including key biodiversity areas, habitats and species (informed by the Hertfordshire BAP) and other recognised sites of nature conservation importance, including Wildlife Sites • The need to protect and enhance sites of importance for wildlife; both statutory and non-statutory • In areas of substantial development (e.g. north of Harlow) there is careful consideration for the incorporation of green infrastructure features • Consideration is given to multi-functional green spaces which transcend the administrative boundaries of East Herts.
Climate change (mitigation and adaptation)	<ul style="list-style-type: none"> • The need to lower GHG emissions • The need to increase the amount of energy generated by decentralised or renewable sources • The impact of development on surface water flooding • Development within the areas at risk of flooding • The need to promote water efficiency as well as energy efficiency due to the anticipated increased

	<p>water demand from people and the environment</p> <ul style="list-style-type: none"> • The need to take the findings of the SFRA into account in preparing policies and allocating sites for development.
Community and wellbeing	<ul style="list-style-type: none"> • The need to ensure that the equality, health and social care needs of a growing and ageing population are met • The need to ensure that opportunities to capitalise on the benefits which may emerge through the expansion of Stansted Airport • The need to ensure that the needs of the disabled population in the District are met • The need to reduce inequalities experienced in female life expectancy • The need to ensure that the high levels of VCS activity continues • The need to consider and minimise the impacts of air quality on health
Economy and employment	<ul style="list-style-type: none"> • The need to ensure that jobs are created in an appropriate manner and scale across all parts of the District • The need to ensure that opportunities to capitalise on the benefits which may emerge through the expansion of Stansted Airport • The need to ensure that job creation is matched by the provision of appropriate facilities and infrastructure • The need to ensure that policies will help to encourage greater rates of GVA growth.
Historic environment	<ul style="list-style-type: none"> • The need to protect the District's historic environmental assets (both designated and non-designated) from inappropriate development • The need to appreciate and capitalise on the potential that historic assets have to contribute towards place-shaping through their distinctive character and inspiration for design of further development • The need to be aware of the potential for unknown historic sites as a potential material constraint on development

Housing	<ul style="list-style-type: none"> • To increase the provision of affordable housing • To ensure that the appropriate levels of new dwellings are provided over the plan period • To ensure that national PDL targets are met • To ensure that the housing needs of an ageing and disabled population are met • The need to provide additional Gypsy and Traveller pitches, and to ensure that new site pitches are located with adequate access to services in line with the East of England Plan
Land	<ul style="list-style-type: none"> • Ensure that development does not contaminate the major aquifer beneath East Herts • The need to identify, avoid and if appropriate remediate contaminated land in the District • To increase recycling rates which are poor compared to the County average • The need to ensure that waste is minimised at the design stage of a development
Landscape	<ul style="list-style-type: none"> • The need to protect the District's landscape assets from inappropriate development • Where development proceeds, particularly in greenfield areas, there is a need to ensure that landscape assets, such as hedgerows, are protected and integrated to maximise their potential amenity value
Transport	<ul style="list-style-type: none"> • The need to ensure that a more sustainable modal shift is facilitated and that levels of private car use for commuting is reduced • The need to ensure that new development does not contribute towards increased levels of traffic congestion • The need to ensure that rural accessibility to bus services does not deteriorate and is improved.
Water	<ul style="list-style-type: none"> • East Herts is located in an area experiencing water scarcity which is predicted to be exacerbated due to climate change and future growth and development • The need to ensure the distribution and location of development takes the water supply and sewerage infrastructure into account • The need to reduce per capita consumption of water.

Appendix 2: Notes

-
- ⁱ Planning & Compulsory Purchase Act 2004 (as amended), Chapter 5, Section 13
- ⁱⁱ Planning & Compulsory Purchase Act 2004 (as amended), Chapter 5, Section 20, Part 5(b)
- ⁱⁱⁱ Draft National Planning Policy Framework, paragraph 20 (CLG, July 2011)
- ^{iv} Draft National Planning Policy Framework, paragraph 109 (CLG, July 2011)
- ^v Prepared by ORS on behalf of Brentwood, Broxbourne, East Herts, Epping Forest, Harlow and Uttlesford Councils and available at www.eastherts.gov.uk/technicalstudies
- ^{vi} Work being undertaken by Edge Analytics Ltd in 2012
- ^{vii} Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils)
- ^{viii} Harlow Area Options Appraisal 2010, prepared on behalf of East Herts Council, Epping Forest District Council, and Harlow District Council by Scott Wilson Consultants available at www.eastherts.gov.uk/technicalstudies.
- ^{ix} Updated population data from the 2011 Census is anticipated for publication in early 2012
- ^x 2008-based Sub-National Population Projections (ONS, 2010)
- ^{xi} CLG Household Projections from Population & Household Forecasts Technical Study, Edge Analytics 2012
- ^{xii} Interrogation of 2008-based Sub-National Population Projections (ONS, 2010)
- ^{xiii} Data for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012).
- ^{xiv} Annual rates for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012). 20 Year Plan Period figures calculated by multiplying annual rates by 20 years
- ^{xv} Because housing delivery is continuous, the 20 year plan period overlaps by 10 year. However, houses delivered in the overlapping 10 years apply to both plan periods.
- ^{xvi} See paragraphs 5.83-5.98 of the *East of England Plan Examination in Public: Report of the Panel, Volume 1 Report*, June 2006
- ^{xvii} Table 7.1, page 121, *East of England Plan Examination in Public: Report of the Panel, Volume 1 Report*, June 2006
- ^{xviii} See pages 14 and 41 of the *Secretary of State's Proposed Changes to the Draft Revision of the Regional Spatial Strategy for the East of England and Statement of Reasons*, December 2006
- ^{xix} Information from Appendix B, Table 1 taken from the Annual Monitoring Report 2010/11 available at www.eastherts.gov.uk/amr
- ^{xx} Annual rates for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012).

-
- ^{xxi} See paragraph 54 of Planning Policy Statement 3 (CLG, November 2007) and paragraph 109 of the Draft National Planning Policy Framework, (CLG, July 2011)
- ^{xxii} The current site size thresholds are 15 dwellings or 0.5ha in the six Main Settlements and 3 dwellings or 0.09ha in Category 1 and 2 Villages, as set by Policy HSG3 of the Local Plan 2007, available at www.eastherts.gov.uk/localplan
- ^{xxiii} From the Housing Needs Survey 2004, available at www.eastherts.gov.uk/technicalstudies
- ^{xxiv} Policy HSG3 of the Local Plan 2007, available at www.eastherts.gov.uk/localplan
- ^{xxv} Table 12 in the Annual Monitoring Report 2010/11 available at www.eastherts.gov.uk/amr
- ^{xxvi} Annual rates for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012).
- ^{xxvii} Table 12 in the Annual Monitoring Report 2010/11 available at www.eastherts.gov.uk/amr
- ^{xxviii} Figure 124, page 126, for the whole Sub-region SHMA (2010, ORS)
www.eastherts.gov.uk/technicalstudies
- ^{xxix} The SHMA model has a base date of 2007 and is currently set for the periods to 2026. To run accurately to 2031, the SHMA needs updating and the Council is currently looking to implement this work as well as to consider the implications of changes to affordable housing products e.g. introduction of affordable rent. Notwithstanding this, the SHMA can still provide a useful indication of how delivering different housing targets can affect the level of affordable housing required. Whilst it is acknowledged that house prices may have fallen in the past five years (although not significantly), the relationship between the various outcome percentages remains valid.
- ^{xxx} Figures calculated by multiplying annual rates by 20 years. Data for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012).
- ^{xxxi} SHMA Viability Study (Levvel, 2010) prepared for the LCB(East)/M11 Sub-region on behalf of Brentwood, East Herts, Epping Forest, Harlow and Uttlesford Councils. Recommended that for East Herts, 30% was viable of sites between 5-14 dwellings, and up to 40% viable for sites of 15+ dwellings.
- ^{xxxii} Information from LCB (East)/M11 Sub-region Strategic Housing Market Assessment (SHMA) 2010 available at www.eastherts.gov.uk/technicalstudies
- ^{xxxiii} Strategic Housing Market Assessment (SHMA) 2010, Figure 15, page 47 available at www.eastherts.gov.uk/technicalstudies
- ^{xxxiv} Annual rates for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012). 20 Year Plan Period figures calculated by multiplying annual rates by 20 years
- ^{xxxv} Annual rates for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished

data from the draft report (February 2012). 20 Year Plan Period figures calculated by multiplying annual rates by 20 years

^{xxxvi} Annual rates for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012).

^{xxxvii} As of 2010, taken from Figure 3.1, page 76 of the East Herts Core Strategy Issues and Options Consultation Document www.eastherts.gov.uk/corestrategy

^{xxxviii} <http://www.communities.gov.uk/housing/housingsupply/newhomesbonus/>

^{xxxix} Chapter 7, Section 143 Part 4(a) of the Localism Act 2011 refers to local finance considerations which means 'a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown'. This is understood to refer to the New Homes Bonus.

^{xi} The total amount received before distributing the agreed split to the three local authority tiers

xii

<http://www.communities.gov.uk/housing/housingsupply/newhomesbonus/newhomesbonusqu/estimations/>

^{xiii} New Homes Bonus Calculator available at

[http://www.communities.gov.uk/documents/housing/xls/2079385.xls#'Estimates of Payments'!B5](http://www.communities.gov.uk/documents/housing/xls/2079385.xls#'Estimates%20of%20Payments'%20B5). Calculated February 2012 assuming full housing requirement delivered in Band D and no additional new homes bonus, empty homes or Gypsy and Traveller pitches. Annual rates for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012).

^{xiii} Annual rates for Scenarios 1-5 and 8-11 from page 43, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils). Scenarios 6 & 7 based on initial unpublished data from the draft report (February 2012).

^{xliv} East Herts Core Strategy Issues and Options Sustainability Appraisal, undertaken by Scott Wilson Consultants (2010) www.eastherts.gov.uk/corestrategy

^{xlv} Employment data from East Herts Core Strategy issues and Options Consultation 2010 paragraph 3.4.3, p77

^{xlvi} Page 2, Greater Essex Demographic Forecasts - Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012, Edge Analytics on behalf of the Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Councils).

^{xlvii} Draft National Planning Policy Framework, paragraph 20 (CLG, July 2011)

This page is intentionally left blank

EAST HERTS COUNCIL

LOCAL DEVELOPMENT FRAMEWORK EXECUTIVE PANEL – 29
MARCH 2012

REPORT BY EXECUTIVE MEMBER FOR PLANNING POLICY AND
ECONOMIC DEVELOPMENT

STRATEGIC LAND AVAILABILITY ASSESSMENT (SLAA) NEXT
STEPS PROGRESS REPORT

WARD(S) AFFECTED: ALL

Purpose/Summary of Report

- This report sets out progress on the Next Steps in the ongoing Strategic Land Availability Assessment (SLAA) technical work that will inform the East Herts Local Development Framework (District Plan) and housing trajectory.

<u>RECOMMENDATIONS FOR PANEL:</u> to commend to Council (via Executive: that	
(A)	the SLAA sites being assessed under the initial officer assessment, attached at Essential Reference Paper B, be noted; and
(B)	the SLAA Next Steps, be amended to omit 'Stage 2: LDF Executive Panel Ratification', attached at Essential Reference Paper C, and stakeholders be engaged directly following completion of the initial officer assessment.

1.0 Background

- 1.1 The Strategic Land Availability Assessment (SLAA) identifies potential sites for development in the district and gives a technical assessment as to whether they are developable and when they could be developed. The SLAA does not make any decisions as to whether a site should be developed: that is the role of the planning system itself.

- 1.2 It is part of the proactive plan-making process and will help ensure that the Council meets its requirement to maintain a continuous five year supply of housing across the district.
- 1.3 The main output of the SLAA will be a list or database of sites that could be developed in East Herts, from which the Council can select the most sustainable and appropriate sites to be developed through the LDF and planning process.
- 1.4 At the LDF Executive Panel on 24th November 2011 Members endorsed the SLAA Next Steps, which set out the overall approach to the completion of the SLAA. Because the SLAA is an ongoing piece of work it is being undertaken in rounds:
- Round 1 (Autumn 2011) - *strategic context and site specific information gathering* [Completed - September 2011]
 - Round 2 (Winter 2011/12) - *assessment of sites within settlement boundaries*
 - Round 3 (Spring 2012) - *assessment of sites outside settlement boundaries*
 - Round 4 (Ongoing) - *annual review of SLAA*
- 1.5 Round 2 considers those sites where there is currently no in-principle objection to their development i.e. they are located within the development boundaries of the Six Main Settlements and Category 1 Villages.
- 1.6 Within each round, it was proposed that the following approach would be followed. The new approach is set out in Part 2 of this report.
- *Stage 1: Initial Assessment* - Undertaken by officers, sites will be assessed against the SLAA criteria. Each criterion will be assessed to determine whether, based on the information available, it is reasonable to assume it is deliverable.
 - *Stage 2: LDF Executive Panel Ratification* - The initial officer assessment of the SLAA sites will then be considered by the LDF Executive Panel in order to seek authorisation to engage stakeholders and seek comments on the officers' initial assessment.
 - *Stage 3: Stakeholder Engagement* - stakeholders including town and parish councils, East Herts District Councillors, and members of the SLAA Partnership will be asked to comment over a specified four-week period on the officers' initial

assessment, bearing in mind the assessment criteria.

- *Stage 4: Publication of Final Report* - Comments received will be taken on board and amendments made, as appropriate, before a final SLAA report is published. This report will be subject to endorsement by East Herts District Council.

2.0 Report

2.1 East Herts Council has given priority to the preparation of its LDF (District Plan) and is committed to a challenging timescale to achieving this, having the Preferred Strategy in place in July 2012, ready for public consultation in September (see Agenda Items 5 and 6 on the panel Agenda dated 29th March 2012 on the Local Development Scheme, and LDF Core Strategy Approach, Technical Work and Next Steps, respectively).

2.2 The SLAA is a key piece of technical work that will inform the preparation of the LDF (District Plan). As such, Round 2 (the assessment of sites within settlement boundaries) needs to be complete before July 2012.

2.3 To achieve this challenging deadline, it is proposed that the approach set out in the SLAA Next Steps be amended to omit Stage 2: LDF Panel ratification. This is considered appropriate since *all* East Herts Council Members will be consulted in Round 3: Stakeholder Engagement, along with town and parish councils (with sites within their area) and the remaining Members of the SLAA Partnership.

2.4 The new approach is as follows:

- Stage 1: Initial Assessment
- Stage 2: Stakeholder Engagement
- Stage 3: Publication of Final Report

2.5 In terms of timescales, the approach for Round 2 is set out below:

- Stage 1: Completion of Initial Officer Assessment - Early April 2012
- Stage 2: 4 weeks Stakeholder Engagement - Late April / Early May 2012
- Stage 3: Agreement of Final Report - Mid June 2012

- 2.6 Stakeholders will of course be notified prior to the commencement of the 4 week engagement period. As previously agreed, hard copies of the assessments will not be sent to stakeholders directly. Instead, all information will be made available on the Council website, as well as being available at the Council offices in Hertford and Bishop's Stortford. It should also be noted that the purpose of the stakeholder engagement is not to make general comments about the sites but to comment on the assessment of the sites against the agreed SLAA Assessment criteria.
- 2.7 It is envisaged that an additional LDF Executive Panel will be held in Mid June to enable Members to consider Round 2 of the SLAA and use its findings to inform the East Herts LDF (District Plan).
- 2.8 For information, the SLAA sites that are being assessed under Stage 1 are attached at **Essential Reference Paper B**. This includes additional sites listed in the Council's housing trajectory (i.e. those with planning permission) to check the likelihood of them coming forward for development. It should also be noted that the site areas of some SLAA sites have been amended, e.g. where Call for Sites and Housing Capacity Assessment sites overlapped.
- 2.9 The revised SLAA Next steps is attached at **Essential Reference Paper C**. This document has been updated including the revision to the stages set out above.
- 2.10 It should be reiterated that the SLAA is about providing a more realistic assessment as to whether a particular site **could** be developed. It is **not** about making a decision about whether a site **should** be developed.
- 3.0 Implications/Consultations
- 3.1 Information on any corporate issues and consultation associated with this report can be found within **Essential Reference Paper 'A'**.

Background Papers

- Planning Policy Statement 3: Housing (PPS3), CLG, June 2010
- Strategic Housing Land Availability Assessments Practice Guidance, CLG, July 2007

LDF Executive Panel Reports:

- Local Development Framework Executive Panel 7th July 2011 -
Agenda Item 9: Strategic Land Availability assessment (SLAA)
Project Plan and Establishment of SLAA Partnership
[http://online.eastherts.gov.uk/moderngov/ieListDocuments.aspx?
CId=151&MId=1708&Ver=4](http://online.eastherts.gov.uk/moderngov/ieListDocuments.aspx?CId=151&MId=1708&Ver=4)

Contact Member: Councillor M G Carver, Executive Member for
Planning Policy and Economic Development

Contact Officer: Kevin Steptoe, Head of Planning and Building
Control – Ext 1407

Report Author: John Careford – Senior Planning Policy Officer

ESSENTIAL REFERENCE PAPER 'A'

<p>Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):</p>	<p>Promoting prosperity and well-being; providing access and opportunities <i>Enhance the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</i></p> <p>Pride in East Herts <i>Improve standards of the built neighbourhood and environmental management in our towns and villages.</i></p> <p>Shaping now, shaping the future <i>Safeguard and enhance our unique mix of rural and urban communities, ensuring sustainable, economic and social opportunities including the continuation of effective development control and other measures.</i></p> <p>Leading the way, working together <i>Deliver responsible community leadership that engages with our partners and the public.</i></p>
<p>Consultation:</p>	<p>Engagement with appropriate stakeholders as required.</p>
<p>Legal:</p>	<p>N/a</p>
<p>Financial:</p>	<p>LDF technical work is being funded from the Planning Policy / LDF Upkeep Budgets.</p>
<p>Human Resource:</p>	<p>Existing Planning Policy staff resources will undertake this study.</p>
<p>Risk Management:</p>	<p>In order to be found sound at examination, it is essential that the Core Strategy should be based on a robust evidence base.</p>

SLAA REF	PARISH	WARD	ADDRESS	SETTLEMENT	LOCAL POSTCODE	Suggested Use	Site Area (Ha)
01/004	Bishop's Stortford Town	Meads Ward	Land west of Farnham Road (south of bypass)	Bishop's Stortford	CM23 1JJ	Residential	8.07
01/005	Bishop's Stortford Town	Central Ward	Works, Southmill Road	Bishop's Stortford	CM23 3DJ	Residential	0.7
01/008	Bishop's Stortford Town	Meads Ward	Land at Hoggates End	Bishop's Stortford	CM23 2JH	Residential	1.2
01/009	Bishop's Stortford Town	All Saints Ward	Land to the rear of 37-57 Haymeads Lane	Bishop's Stortford	CM23 5JJ	Residential	0.46
01/012	Bishop's Stortford Town	Central Ward	Apton Road Car Park	Bishop's Stortford	CM23 3JN	Residential	0.22
01/013	Bishop's Stortford Town	Silverleys Ward	Reserve Secondary School Site	Bishop's Stortford	CM23 2PY	Residential	8.74
01/021	Bishop's Stortford Town	Meads Ward	Whitehall Leys	Bishop's Stortford	CM23 2JL	Residential	0.98
01/022	Bishop's Stortford Town	Meads Ward	Land north of 221 Rye Street	Bishop's Stortford	CM23 2HE	Residential	1.5
01/023	Bishop's Stortford Town	Meads Ward	Land north-east of Farnham Road	Bishop's Stortford	CM23 2JF	Residential	18.78
01/024	Bishop's Stortford Town	Silverleys Ward / Meads Ward	ASRs 1-5, SCA and adjoining Green Belt	Bishop's Stortford	CM23 2JN	Residential	154.3
01/027	Bishop's Stortford Town	Meads Ward	Land adjacent to Bournebrook House	Bishop's Stortford	CM23 1JJ	Residential	0.48
01/028	Bishop's Stortford Town	Meads Ward	Council Offices & land at The Causeway	Bishop's Stortford	CM23 2EN	Mixed Use	1.4
01/031	Bishop's Stortford Town	Central Ward	Oxford House, London Road	Bishop's Stortford	CM23 3LB	Residential	0.2
01/032	Bishop's Stortford Town	Central Ward	Bishop's Stortford Delivery Office & Post Office	Bishop's Stortford	CM23 3AA	Residential	0.27
01/034	Bishop's Stortford Town	Silverleys Ward	Tesco Car Park, Land north of Crozier Avenue	Bishop's Stortford	CM23 4DA	Residential	1.07
01/036	Bishop's Stortford Town	Silverleys Ward	Water Tower	Bishop's Stortford	CM23 2QE	Residential	1.75
01/037	Bishop's Stortford Town	Meads Ward	9 Dolphin Way	Bishop's Stortford	CM23 2AH	Residential	0.16
01/039	Bishop's Stortford Town	Silverleys Ward	Land opposite 9-10 Maze Green Heights	Bishop's Stortford	CM23 2RU	Residential	0.66
01/040	Bishop's Stortford Town	Silverleys Ward	Land to north of Dane O'Coys Road	Bishop's Stortford	CM23 2JN	Residential	5.64
01/043	Bishop's Stortford Town	Meads Ward	Land at Bournebrook & Partridges, Farnham Road	Bishop's Stortford	CM23 1JJ	Residential	0.48
01/045	Bishop's Stortford Town	Meads Ward	100 Rye Street	Bishop's Stortford	CM23 2HH	Residential	0.23
01/048	Bishop's Stortford Town	Meads Ward	Denny, Galloway Road	Bishop's Stortford	CM23 2HS	Residential	0.19
01/052	Bishop's Stortford Town	Meads Ward	St Fillans and Foxley Cottage, Foxley Drive	Bishop's Stortford	CM23 2EB	Residential	0.42
01/059	Bishop's Stortford Town	Meads Ward	20 Stansted Road	Bishop's Stortford	CM23 5PS	Residential	0.31
01/061	Bishop's Stortford Town	Meads Ward	Land adjacent to 133 Rye Street	Bishop's Stortford	CM23 2HD	Residential	0.19
01/065	Bishop's Stortford Town	All Saints Ward	Former Lancaster Garage Site, London Road	Bishop's Stortford	CM23 3BJ	Mixed Use	0.43
01/070	Bishop's Stortford Town	Central Ward	Land to rear of 17-39 Havers Lane	Bishop's Stortford	CM23 3PA	Residential	0.56
01/075	Bishop's Stortford Town	All Saints Ward	Land between 16-36 Church Manor	Bishop's Stortford	CM23 5AE	Residential	0.27
01/080	Bishop's Stortford Town	All Saints Ward	Eastleigh, Dunmow Road	Bishop's Stortford	CM23 5HR	Residential	0.23
01/081	Bishop's Stortford Town	All Saints Ward	Hurst Cottage, Dunmow Road	Bishop's Stortford	CM23 5HR	Residential	0.26
01/083	Bishop's Stortford Town	All Saints Ward	Land opposite 5 Brooke Gardens	Bishop's Stortford	CM23 5JF	Residential	0.19
01/087	Bishop's Stortford Town	All Saints Ward	Land to south of Green Acre, Pine Grove	Bishop's Stortford	CM23 5NR	Residential	0.21
01/100	Bishop's Stortford Town	Meads Ward	The Monks' Walk, Half Acres	Bishop's Stortford	CM23 2QP	Residential	0.36
01/104	Bishop's Stortford Town	Silverleys Ward	14-18 Maple Avenue	Bishop's Stortford	CM23 2RR	Residential	1.25
01/106	Bishop's Stortford Town	Meads Ward	Car Park to rear of 29 Basbow Lane	Bishop's Stortford	CM23 2NA	Residential	0.18
01/115	Bishop's Stortford Town	All Saints Ward	Allotment Gardens, Haymeads Lane	Bishop's Stortford	CM23 5JJ	Residential	1.85
01/116	Bishop's Stortford Town	All Saints Ward	Linkside, Dunmow Road	Bishop's Stortford	CM23 5HR	Residential	0.16
01/117	Bishop's Stortford Town	All Saints Ward	Raynham Road Industrial Estate	Bishop's Stortford	CM23 5PB	Mixed Use	9.25

SLAA REF	PARISH	WARD	ADDRESS	SETTLEMENT	LOCAL POSTCODE	Suggested Use	Site Area (Ha)
01/118	Bishop's Stortford Town	South Ward	Twyford Road industrial Estate	Bishop's Stortford	CM23 3YT	Mixed Use	4.05
01/119	Bishop's Stortford Town	Meads Ward	The Mill Site, Dane Street	Bishop's Stortford	CM23 3XZ	Mixed Use	1.42
01/120	Bishop's Stortford Town	Central Ward	The Goods Yard, Station Road	Bishop's Stortford	CM23 3BL	Mixed Use	5.25
01/139	Bishop's Stortford Town	Silverleys Ward	Patmore Close and Fire Station	Bishop's Stortford	CM23 2PY	Residential	1.45
01/140	Bishop's Stortford Town	All Saints Ward	Land to north of Green Acre, Pine Grove	Bishop's Stortford	CM23 5NR	Residential	0.27
01/141	Bishop's Stortford Town	Meads Ward	3a South Street & The Dells	Bishop's Stortford	CM23 3AB	Mixed Use	0.09
01/143	Bishop's Stortford Town	Central Ward	South Road Nurseries	Bishop's Stortford	CM23 3JG	Residential	0.16
01/144	Bishop's Stortford Town	Silverleys Ward	Land at Jeans Lane	Bishop's Stortford	CM23 2NN	Mixed Use	0.8
01/146	Bishop's Stortford Town	Central ward	71-77 South Street	Bishop's Stortford	CM23 3AL	Mixed Use	0.32
01/148	Bishop's Stortford Town	Meads Ward	1 Rye Street	Bishop's Stortford	CM23 2HA	Residential	0.14
01/150	Bishop's Stortford Town	Meads Ward	27/27A Northgate End	Bishop's Stortford	CM23 2ET	Residential	0.07
01/151	Bishop's Stortford Town	All Saints Ward	Former Fyfe Wilson Site, Station Road	Bishop's Stortford	CM23 3BT	Residential	0.21
01/152	Bishop's Stortford Town	South Ward	Hazelmere Industrial Estate, Pig Lane	Bishop's Stortford	CM23 3HG	Mixed Use	1.71
01/153	Bishop's Stortford Town	Central Ward	110-114 South Street	Bishop's Stortford	CM23 3BQ	Residential	0.34
01/154	Bishop's Stortford Town	Silverleys Ward	16 Maple Avenue	Bishop's Stortford	CM23 2RR	Residential	0.32
01/155	Bishop's Stortford Town	All Saints Ward	Pearse House, Parsonage Lane	Bishop's Stortford	CM23 5BQ	Mixed Use	0.59
01/156	Bishop's Stortford Town	Central Ward	Archers, 81 Havers Lane	Bishop's Stortford	CM23 3PD	Residential	0.21
02/003	Buntingford Town	Buntingford Ward	Land off Longmead	Buntingford	SG9 9EF	Residential	1.19
02/010	Buntingford Town	Buntingford Ward	Land to the south of Baldock Road	Buntingford	SG9 9FB	Residential	0.27
02/012	Buntingford Town	Buntingford Ward	Lane End House, Bowling Green Lane	Buntingford	SG9 9BT	Residential	0.25
02/013	Buntingford Town	Buntingford Ward	7 Ermine Street	Buntingford	SG9 9AZ	Residential	0.25
02/023	Buntingford Town	Buntingford Ward	The White House', 46 High Street	Buntingford	SG9 9AY	Residential	0.26
02/030	Buntingford Town	Buntingford Ward	Pigs Nose Cottage, Garden Road	Buntingford	SG9 9HQ	Residential	0.18
02/032	Buntingford Town	Buntingford Ward	Layston Cottage, Garden Road	Buntingford	SG9 9ES	Residential	0.4
02/035	Buntingford Town	Buntingford Ward	Claremont & Cassiobury, Baldock Road	Buntingford	SG9 9DJ	Residential	0.33
02/036	Buntingford Town	Buntingford Ward	Bowlers Green House, Bowlers Mead	Buntingford	SG9 9DE	Residential	0.21
02/037	Buntingford Town	Buntingford Ward	Nevetts, Bowling Green Lane	Buntingford	SG9 9DF	Residential	0.48
02/043	Buntingford Town	Buntingford Ward	The Watermill, Luynes Rise	Buntingford	SG9 9SG	Residential	0.4
02/045	Buntingford Town	Buntingford Ward	Buntingford Fire Station, Station Road	Buntingford	SG9 9HZ	Residential	0.22
02/046	Buntingford Town	Buntingford Ward	The Railway PH, Station Road	Buntingford	SG9 9JJ	Residential	0.14
02/049	Buntingford Town	Buntingford Ward	Watermill Industrial Estate	Buntingford	SG9 9JS	Mixed Use	3.26
02/051	Buntingford Town	Buntingford Ward	Park Farm Industrial Estate Extension	Buntingford	SG9 9AZ	Mixed Use	0.22
02/052	Buntingford Town	Buntingford Ward	Land off Tylers Close, west of Greenways	Buntingford	SG9 9EQ	Residential	1.76
03/002	Hertford Town	Castle Ward	National Grid Site/ Norbury Woodyard	Hertford	SG13 7AJ	Mixed Use	4.2
03/007	Hertford Town	Sele Ward	The Old Orchard	Hertford	SG14 2TG	Residential	0.29
03/008	Hertford Town	Castle Ward	Hertford Fire Station & Fire Service HQ	Hertford	SG13 7LD	Residential	0.59
03/009	Hertford Town	Castle Ward	West Street Allotments	Hertford	SG13 8EZ	Residential	0.45
03/012	Hertford Town	Castle Ward	13-19 Castle Mead Gardens	Hertford	SG14 1JZ	Residential	0.21
03/016	Hertford Town	Kingsmead Ward	1-14 Dicker Mill	Hertford	SG13 7AA	Residential	0.45

SLAA REF	PARISH	WARD	ADDRESS	SETTLEMENT	LOCAL POSTCODE	Suggested Use	Site Area (Ha)
03/017	Hertford Town	Bengeo Ward	30-34 and 33-41 Chambers Street	Hertford	SG14 1PL	Residential	0.24
03/020	Hertford Town	Kingsmead Ward	Land at Braziers Field	Hertford	SG13 7JF	Residential	0.59
03/024	Hertford Town	Castle Ward	Hertford Delivery Office	Hertford	SG13 8AB	Residential	0.42
03/027	Hertford Town	Bengeo Ward	Allotment Gardens, Frampton Street	Hertford	SG14 1QQ	Residential	0.72
03/028	Hertford Town	Castle Ward	Land to rear of 50-130 Cecil Road	Hertford	SG13 8HS	Residential	0.35
03/033	Hertford Town	Castle Ward	Land opposite 73-89 Mandeville Road	Hertford	SG13 8JJ	Residential	0.17
03/034	Hertford Town	Castle Ward	Land opposite 1-25 Cecil Road	Hertford	SG13 8HP	Residential	0.42
03/037	Hertford Town	Castle Ward	Land between 18-22 Morgans Road	Hertford	SG13 8BS	Residential	0.42
03/038	Hertford Town	Castle Ward	Land to rear of 50-66 Bullocks Lane	Hertford	SG13 8BT	Residential	0.65
03/046	Hertford Town	Castle Ward	Land adjacent to Karden Lodge, Greencoates	Hertford	SG13 8AH	Residential	0.34
03/051	Hertford Town	Castle Ward	Hertford Telephone Exchange, Greencoates	Hertford	SG13 8AP	Residential	0.6
03/053	Hertford Town	Castle Ward	Land to east of Warehams Lane	Hertford	SG14 1LA	Residential	0.35
03/054	Hertford Town	Castle Ward	Land to west of Warehams Lane	Hertford	SG14 1LA	Residential	0.67
03/059	Hertford Town	Bengeo Ward	Land adjacent to River Beane	Hertford	SG14 3YH	Residential	1.98
03/062	Hertford Town	Bengeo Ward	Land to rear of 8-10 Bengeo Street	Hertford	SG14 3ES	Residential	0.19
03/066	Hertford Town	Bengeo Ward	Land south of 5 Duncombe Road	Hertford	SG14 3BY	Residential	0.16
03/075	Hertford Town	Kingsmead Ward	39 and 49 Tamworth Road	Hertford	SG13 7DL	Residential	0.6
03/079	Hertford Town	Castle Ward	Land north of Caxton Hill Extension Road	Hertford	SG13 7LS	Residential	0.26
03/081	Hertford Town	Sele Ward	Land at The Dell, Hertingfordbury Road	Hertford	SG14 2LA	Residential	1.1
03/082	Hertford Town	Kingsmead Ward	Land to rear of 23-29 Burleigh Road	Hertford	SG13 7HA	Residential	0.2
03/084	Hertford Town	Sele Ward	Land to rear of 72-114 North Road	Hertford	SG14 2BZ	Residential	0.86
03/088	Hertford Town	Sele Ward	Land to rear of 2-26 and 84-110 Fordwich Road	Hertford	SG14 2DE	Residential	0.61
03/090	Hertford Town	Sele Ward	Land to rear of 20-24 Calton Avenue	Hertford	SG14 2ER	Residential	0.22
03/092	Hertford Town	Sele Ward	Land to rear of 16-24 Carde Close	Hertford	SG14 2EU	Residential	0.25
03/098	Hertford Town	Sele Ward	Land to rear of 78-88 Tudor Way	Hertford	SG14 2DS	Residential	0.19
03/099	Hertford Town	Sele Ward	Rear of 110-120 Windsor Drive	Hertford	SG14 2ES	Residential	0.22
03/100	Hertford Town	Kingsmead Ward	Land opposite 343-381 Ware Road	Hertford	SG13 7ER	Residential	1.47
03/101	Hertford Town	Castle Ward	Land west of Marshgate Drive	Hertford	SG13 7AQ	Residential	1.38
03/102	Hertford Town	Kingsmead Ward	Merchant Road Industrial Estate (Mead Lane)	Hertford	SG13 7AY	Mixed Use	4.91
03/104	Hertford Town	Sele Ward	Land to rear of 140-142 North Road	Hertford	SG14 2BZ	Residential	1.49
03/105	Hertford Town	Sele Ward	Land adjacent to 61 Bentley Road	Hertford	SG14 2EN	Residential	0.21
03/109	Hertford Town	Sele Ward	Land opposite 16-34 Cherry Tree Green	Hertford	SG14 2HP	Residential	0.16
03/110	Hertford Town	Castle Ward	Mimram Road Industrial Estate	Hertford	SG14 1NN	Mixed Use	2.18
03/111	Hertford Town	Castle Ward/Kingsmead Ward	Land east of Marshgate Drive (Mead Lane, Residual)	Hertford	SG13 7BJ	Mixed Use	7.47
03/112	Hertford Town	Castle Ward	Warehams Lane	Hertford	SG14 1LA	Mixed Use	1.19
03/121	Hertford Town	Castle Ward	Hertford Industrial Estate	Hertford	SG13 7NE	Residential	6.4
03/124	Hertford Town	Castle Ward	40 Ware Road	Hertford	SG13 7HU	Residential	0.26
03/125	Hertford Town	Castle Ward	Land to south of Mead Lane	Hertford	SG14 1SA	Residential	0.39

SLAA REF	PARISH	WARD	ADDRESS	SETTLEMENT	LOCAL POSTCODE	Suggested Use	Site Area (Ha)
03/126	Hertford Town	Castle Ward	Land at The Vicarage, Churchfields	Hertford	SG13 8AE	Residential	0.25
03/127	Hertford Town	Castle Ward	St Johns Hall, Churchfields	Hertford	SG13 8AE	Residential	0.4
03/132	Hertford Town	Kingsmead Ward	Former Hertford and Ware Police Station	Hertford	SG13 7HD	Mixed Use	1.96
03/133	Hertford Town	Bengeo Ward	Land at Bengeo Hall, St Leonard's Road	Hertford	SG14 3JN	Residential	0.25
03/136	Hertford Town	Castle Ward	Adams Yard, Bull Plain	Hertford	SG14 1PX	Mixed Use	0.11
03/137	Hertford Town	Kingsmead Ward	Industrial Area north of River (Mead Lane)	Hertford	SG13 7AE	Mixed Use	2.44
03/138	Hertford Town	Castle Ward	15 Currie Street	Hertford	SG13 7DA	Residential	0.06
03/139	Hertford Town	Castle Ward	7 & 8 Bluecoats Avenue	Hertford	SG14 1PU	Residential	0.16
03/140	Hertford Town	Castle Ward	Former Dolphin PH Car Park	Hertford	SG14 1SB	Residential	0.14
03/141	Hertford Town	Castle Ward	85 Railway Street	Hertford	SG14 1RP	Residential	0.05
03/142	Hertford Town	Castle Ward	87-89 Railway Street	Hertford	SG14 1SB	Residential	0.08
03/143	Hertford Town	Castle Ward	8, 10 & 12 Railway Street	Hertford	SG14 1BG	Residential	0.02
03/144	Hertford Town	Castle Ward	10-12 The Wash	Hertford	SG14 1PY	Residential	0.01
03/145	Hertford Town	Castle/Bengeo Ward	Former Waters Garage Site, North Road	Hertford	SG14 1LN	Mixed Use	0.17
03/146	Hertford Town	Castle Ward	Beesons Yard, 72 Railway Yard	Hertford	SG14 1BJ	Mixed Use	0.07
03/147	Hertford Town	Castle Ward	Baker Street Car Park	Hertford	SG13 7HS	Mixed Use	0.12
03/148	Hertford Town	Castle Ward	Bentley House, Pegs Lane	Hertford	SG13 8JE	Residential	0.52
03/149	Hertford Town	Castle Ward	Elbert Wurlings, Pegs Lane	Hertford	SG13 8EG	Residential	0.03
03/150	Hertford Town	Bengeo Ward	Grehan House, 57 Molewood Road	Hertford	SG14 3AQ	Residential	0.17
03/151	Hertford Town	Castle Ward	79-81 Railway Street	Hertford	SG14 1RP	Residential	0.11
04/003	Sawbridgeworth Town	Sawbridgeworth Ward	Land to the rear of 4 Newports	Sawbridgeworth	CM21 0HP	Residential	0.21
04/027	Sawbridgeworth Town	Sawbridgeworth Ward	Fair Green Lodge, Fair Green	Sawbridgeworth	CM21 9AG	Residential	0.36
04/028	Sawbridgeworth Town	Sawbridgeworth Ward	Fair Green House, Vantorts Road	Sawbridgeworth	CM21 9AJ	Residential	0.27
04/031	Sawbridgeworth Town	Sawbridgeworth Ward	Land at 'Springhall', 38-40 Vantorts Road	Sawbridgeworth	CM21 9NB	Residential	0.16
04/033	Sawbridgeworth Town	Sawbridgeworth Ward	Bonks Hill House, High Wych Road	Sawbridgeworth	CM21 9HT	Residential	0.95
04/035	Sawbridgeworth Town	Sawbridgeworth Ward	Vale Cottage, 3 London Road	Sawbridgeworth	CM21 9EH	Residential	0.21
04/042	Sawbridgeworth Town	Sawbridgeworth Ward	15 The Forebury	Sawbridgeworth	CM21 9BD	Residential	0.28
04/044	Sawbridgeworth Town	Sawbridgeworth Ward	Land to rear of 14-24 Honeymeade	Sawbridgeworth	CM21 0AR	Residential	0.26
04/049	Sawbridgeworth Town	Sawbridgeworth Ward	Fire Station and Club, Station Road	Sawbridgeworth	CM21 9AY	Residential	0.17
04/051	Sawbridgeworth Town	Sawbridgeworth Ward	Telephone Exchange, off London Road	Sawbridgeworth	CM21 9JJ	Residential	0.24
04/054	Sawbridgeworth Town	Sawbridgeworth Ward	Land to rear of 11-19 Cambridge Road	Sawbridgeworth	CM21 9JP	Residential	0.21
04/057	Sawbridgeworth Town	Sawbridgeworth Ward	Sawbridgeworth Football Club, Crofters	Sawbridgeworth	CM21 9JP	Residential	2.45
04/058	Sawbridgeworth Town	Sawbridgeworth Ward	Landguard, Station Road	Sawbridgeworth	CM21 9JY	Residential	0.38
04/059	Sawbridgeworth Town	Sawbridgeworth Ward	The Market House, Knight Street	Sawbridgeworth	CM21 9AX	Residential	0.07
05/007	Ware Town	Christchurch Ward	Baldock Street Car Park	Ware	SG12 9DX	Residential	0.23
05/009	Ware Town	Trinity Ward	Land east of the Trinity Centre	Ware	SG12 7QB	Residential	2.81
05/018	Ware Town	St. Mary's Ward	Cintel Site	Ware	SG12 0AE	Mixed Use	2.15
05/022	Ware Town	Chadwell Ward	Swains Mill & land south of Crane Mead	Ware	SG12 9PY	Residential	0.82
05/024	Ware Town	Trinity Ward	Land to the rear of 57-67 Cundalls Road	Ware	SG12 7DH	Residential	0.16

SLAA REF	PARISH	WARD	ADDRESS	SETTLEMENT	LOCAL POSTCODE	Suggested Use	Site Area (Ha)
05/033	Ware Town	Christchurch Ward	Land to west of 15 Bourne Close	Ware	SG12 0PY	Residential	0.17
05/036	Ware Town	Christchurch Ward	16 New Road	Ware	SG12 7BS	Residential	0.51
05/040	Ware Town	St. Mary's Ward	Crook Bros' Builders Yard	Ware	SG12 0AB	Residential	0.33
05/048	Ware Town	St. Mary's Ward	Buryfield Recreation Ground, Park Road	Ware	SG12 0HU	Residential	1.11
05/056	Ware Town	St. Mary's Ward	Land at 38 Westmill Road	Ware	SG12 0EL	Residential	0.17
05/067	Ware Town	St. Mary's Ward	Land between Wheatsheaf Drive and Dovedale	Ware	SG12 0XS	Residential	0.2
05/070	Ware Town	Chadwell Ward	1-85 Broadmeads	Ware	SG12 9HX	Residential	1.09
05/071	Ware Town	Chadwell Ward	14 Myddleton Road	Ware	SG12 9JT	Residential	0.16
05/072	Ware Town	Chadwell Ward	Hertford Regional College, Scotts Road	Ware	SG12 9JQ	Residential	2.64
05/073	Ware Town	Chadwell Ward	The Maltings, Hoe Lane	Ware	SG12 9LR	Residential	0.19
05/076	Ware Town	Chadwell Ward	Crane Mead Business Park (south of Crane Mead)	Ware	SG12 9PZ	Mixed Use	0.98
05/077	Ware Town	Chadwell Ward	Marsh Lane	Ware	SG12 9QR	Mixed Use	7.55
05/078	Ware Town	Christchurch Ward	Widbury Hill, Star Street (land adjacent to The Angel PH)	Ware	SG12 7AN	Mixed Use	0.46
05/079	Ware Town	Christchurch Ward	Star Street (Co-op Depot)	Ware	SG12 9BX	Residential	0.29
05/080	Ware Town	St. Mary's Ward	Fanshawe Pool, Park Road	Ware	SG12 0DP	Residential	1.42
05/081	Ware Town	Christchurch Ward	Land at 35 Baldock Street	Ware	SG12 9DH	Residential	0.16
05/082	Ware Town	Chadwell Ward	Mill Studios, North of Crane Mead	Ware	SG12 9PY	Mixed Use	0.73
05/083	Ware Town	St Mary's Ward	Land off Wengeo Street, to rear of St Catherine's School	Ware	SG12 0FG	Residential	1.15
05/084	Ware Town	Chadwell Ward	Former Victoria Maltings, Broadmeads (Farecla)	Ware	SG12 9HS	Residential	0.66
05/086	Ware Town	Trinity Ward	Former Musley Infants School	Ware	SG12 7NB	Mixed Use	0.23
05/082	Ware Town	Christchurch Ward	49-51 Star Street	Ware	SG12 7AQ	Mixed Use	0.06
05/083	Ware Town	Christchurch Ward	Rear of 39 High Street	Ware	SG12 9BA	Residential	0.09
05/084	Ware Town	Trinity Ward	The Sun & Harrow PH, 34 Fanhams Road	Ware	SG12 7DQ	Residential	0.12
05/085	Ware Town	Chadwell Ward	London Road, Ware (adjacent to New River Court)	Ware	SG12 9DD	Residential	0.23
15/009	Braughing	Braughing Ward	Land to rear of 4-14 Hull Lane	Braughing	SG11 2PF	Residential	0.49
15/011	Braughing	Braughing Ward	Land to rear of 36-44 Green End	Braughing	SG11 2PG	Residential	0.18
15/013	Braughing	Braughing Ward	Land adjacent to 9 Church End (Camelot)	Braughing	SG11 2QA	Residential	0.12
15/014	Braughing	Braughing Ward	Land At Causeway House, 3 Church End	Braughing	SG11 2QE	Residential	0.42
15/015	Braughing	Braughing Ward	19a Green End	Braughing	SG11 2PG	Residential	0.14
15/017	Braughing	Braughing Ward	Pentlows Farm	Braughing	SG11 2QR	Residential	0.98
15/018	Braughing	Braughing Ward	Land adjacent to & to the rear of 50 Green End	Braughing	SG11 2PQ	Residential	0.26
23/003	Great Amwell	Great Amwell	Land north of Jansus, Amwell Lane	Stanstead Abbots & St Margarets	SG12 8DX	Residential	0.23
23/008	Great Amwell	Great Amwell	Land north of 19 Folly View	Stanstead Abbots & St Margarets	SG12 8AY	Residential	0.25
23/014	Great Amwell	Great Amwell	Land to rear of 1-16 Amwell Lane	Stanstead Abbots & St Margarets	SG12 8DX	Residential	0.21
23/016	Great Amwell	Great Amwell	Land between Amwell Lane & the New River	Stanstead Abbots & St Margarets	SG12 8DU	Residential	0.75

SLAA REF	PARISH	WARD	ADDRESS	SETTLEMENT	LOCAL POSTCODE	Suggested Use	Site Area (Ha)
25/007	Hertford Heath	Hertford Heath Ward	Land rear of 51-69 Mount Pleasant	Hertford Heath	SG13 7QZ	Residential	0.86
25/008	Hertford Heath	Hertford Heath Ward	Land adjacent to 2 and rear of 2-10 The Roundings	Hertford Heath	SG13 7PX	Residential	0.13
29/009	Hunsdon	Hunsdon Ward	Land to rear of 91 High Street	Hunsdon	SG12 8NJ	Residential	0.1
29/011	Hunsdon	Hunsdon Ward	Land to rear of 'Carpenters', 34 High Street	Hunsdon	SG12 8NT	Residential	0.19
29/012	Hunsdon	Hunsdon Ward	Land adjacent to 56 Tanners Way	Hunsdon	SG12 8QF	Residential	0.11
29/016	Hunsdon	Hunsdon Ward	Land off Wicklands Road, Acorn Street	Hunsdon	SG12 8PD	Residential	0.38
33/002	Much Hadham	Much Hadham Ward	Land at Walnut Close	Much Hadham	SG10 6AJ	Residential	0.23
33/006	Much Hadham	Much Hadham Ward	Land at Swanston Cottage, Malting Lane	Much Hadham	SG10 6AN	Residential	0.26
33/008	Much Hadham	Much Hadham Ward	Land south of Windmill Way, adjacent to 'The Farthingales'	Much Hadham	SG11 2QA	Residential	0.17
33/009	Much Hadham	Much Hadham Ward	Land south of Fire Station, Tower Hill	Much Hadham	SG10 6DF	Residential	0.3
33/011	Much Hadham	Much Hadham Ward	Land at Stablegate, Malting Lane	Much Hadham	SG10 6AN	Residential	0.54
35/009	Standon	Puckeridge Ward	Land west of Buntingford Road & north of Mentley Lane East	Puckeridge	SG11 1RT	Residential	1.53
35/010	Standon	Puckeridge Ward	Kerry Foods, east of Station Road	Standon	SG11 1QN	Residential	1.18
35/020	Standon	Puckeridge Ward	Land adjacent to 14 Sadlier Road	Puckeridge	SG11 1PU	Residential	0.11
35/024	Standon	Thundridge & Standon Ward	Land adjacent to New Street Farm Cottage, Kents Lane	Puckeridge	SG11 1PJ	Residential	0.22
35/035	Standon	Puckeridge Ward	Tollsworth Way Caravan Site	Puckeridge	SG11 1TL	Residential	0.52
37/003	Stanstead St Margarets	Stanstead Abbots	The Wilderness (land between Hoddesdon Road & the New River	Stanstead Abbots & St Margarets	SG12 8EG	Residential	0.48
37/005	Stanstead St Margarets	Stanstead Abbots	Land south of Sanville Gardens	Stanstead Abbots & St Margarets	SG12 8EQ	Residential	0.46
37/006	Stanstead St Margarets	Stanstead Abbots	The Clock House, Hoddesdon Road	Stanstead Abbots & St Margarets	SG12 8EQ	Residential	0.57
37/011	Stanstead St Margarets	Stanstead Abbots	Leeside Works, Lawrence Avenue	Stanstead Abbots & St Margarets	SG12 8DJ	Residential	0.42
37/012	Stanstead St Margarets	Stanstead Abbots	Land adjacent to 33 Hoddesdon Road	Stanstead Abbots & St Margarets	SG12 8EG	Residential	0.19
37/013	Stanstead St Margarets	Stanstead Abbots	Land between Lawrence Avenue & the River Lea	Stanstead Abbots & St Margarets	SG12 8JL	Residential	0.87
37/015	Stanstead St Margarets	Stanstead Abbots	The Spinney	Stanstead Abbots & St Margarets	SG12 8GF	Mixed Use	0.32
37/016	Stanstead St Margarets	Stanstead Abbots	Land north of Sanville Gardens	Stanstead Abbots & St Margarets	SG12 8DT	Residential	0.61
40/006	Tewin	Hertford Rural South	Land north of 16 Grass Warren	Tewin	AL6 0JJ	Residential	0.09
40/010	Tewin	Hertford Rural South	Land to rear of 2 to 12 Hertford Road	Tewin	AL6 0JY	Residential	0.42
40/015	Tewin	Hertford Rural South	Land to rear of 17-28 Grass Warren	Tewin	AL6 0JX	Residential	0.13
40/017	Tewin	Hertford Rural South	Land at 49 Upper Green	Tewin	AL6 0LX	Residential	0.2

SLAA REF	PARISH	WARD	ADDRESS	SETTLEMENT	LOCAL POSTCODE	Suggested Use	Site Area (Ha)
40/018	Tewin	Hertford Rural South	41 & 41A Upper Green Road	Tewin	AL6 0LE	Residential	0.23
40/020	Tewin	Hertford Rural South	Land adjacent to 49 Upper Green	Tewin	AL6 0LX	Residential	0.08
40/021	Tewin	Hertford Rural South	Land adjacent to 74 Upper Green Road	Tewin	AL6 0LH	Residential	0.17
42/009	Thundridge	Thundridge & Standon	Land north of North Drive	High Cross	SG11 1AU	Residential	0.71
42/017	Thundridge	Thundridge & Standon	Land south of The Rectory, North Drive	High Cross	SG11 1AW	Residential	0.87
42/018	Thundridge	Thundridge & Standon	Land at 'The Bungalow', North Drive	High Cross	SG11 1AN	Residential	0.23
42/019	Thundridge	Thundridge & Standon	Land to the rear of 'The Bungalow' - 35 North Drive	High Cross	SG11 1AD	Residential	1.3
42/020	Thundridge	Thundridge & Standon	Land adjacent to The Rectory	High Cross	SG11 1AW	Residential	0.34
43/013	Walkern	Walkern Ward	Land north of 5 Brockwell Shott	Walkern	SG2 7PJ	Residential	0.34
43/014	Walkern	Walkern Ward	16 Froghall Lane	Walkern	SG2 7PH	Residential	0.19
43/016	Walkern	Walkern Ward	105 High Street	Walkern	SG2 7NU	Residential	0.18
43/017	Walkern	Walkern Ward	Land to rear of 82 High Street	Walkern	SG2 7PG	Residential	0.32
43/018	Walkern	Walkern Ward	Land to rear of 65 High Street	Walkern	SG2 7NT	Residential	0.09
45/001	Watton-at-Stone	Watton-at-Stone Ward	Watton-at-Stone Depot	Watton-at-Stone	SG14 3SH	Residential	0.39
45/003	Watton-at-Stone	Watton-at-Stone Ward	Land at 22 Great Innings North	Watton-at-Stone	SG14 3TD	Residential	0.11
45/010	Watton-at-stone	Watton-at-Stone Ward	1 High Street	Watton-at-Stone	SG14 3ST	Residential	0.17

This page is intentionally left blank



Local Development Framework

SLAA Next Steps

March 2012

Introduction

This statement sets out the next steps in the Council's approach to undertaking its Strategic Land Availability Assessment (SLAA). It should be read in conjunction with the SLAA Project Plan dated July 2011 available at www.eastherts.gov.uk/sl原因 which explains that the SLAA is an ongoing technical process that is informing both the East Herts Local Development Framework (LDF) and its housing trajectory.

Aims and Objectives

Specifically, this statement sets out in more detail the assessment criteria that the Council will apply to the SLAA sites in order to assess their deliverability. It follows an initial series of SLAA meetings held throughout September 2011 and takes on board feedback from these meetings by seeking to maximise the contribution from a range of local stakeholders. The initial round of SLAA engagement has provided useful information both in terms of understanding the sites in their strategic context as well as site specific comments which will be reflected in the more detailed assessments that follow.

Purpose of the SLAA

The purpose of the SLAA is to assess the deliverability of sites for development. A site is considered deliverable if it is suitable for development, available for development and development is achievable on site. The information in the SLAA will inform the Council's housing trajectory to ensure a continuous supply of housing.

- A site is considered suitable for development if it offers a suitable location for development and would contribute to the creation of sustainable, mixed communities. In considering suitability, policy restrictions, physical constraints, potential impacts of developing the site and the environmental conditions which would be experienced by prospective residents should all be considered.
- A site is considered available for development, when on the best information available there is confidence that there are no legal or ownership problems. This means that the site is controlled by a housing developer who has expressed an intention to develop or the land owner has expressed an intention to sell.
- A site is considered achievable for development where there is a reasonable prospect that housing will be developed on the site at a particular point in time. Achievability is essentially a judgement about the economic viability of a site and the capacity of the developer to complete and sell the site.

Stakeholder Engagement

The Council will engage representatives of the following various stakeholders to assist in the preparation of the next stages of the SLAA:

- Chambers of Commerce
- Civic Societies
- Campaign for the Protection for Rural England (CPRE)
- East Herts Association of Parish and Town Councils (EHAPTC)
- EHDC District Councillors
- EHDC Economic Development
- EHDC Engineers
- Estate/Land Agents
- Hertfordshire Association of Parish and Town Councils (HAPTC)
- Hertfordshire Constabulary
- Hertfordshire County Council
- Homes and Communities Agency
- Housing Associations
- Volume Agents/Developers
- Local Agents/Developers
- Neighbouring District Councils
- Parish Councils
- Town Councils

Which sites will be considered?

Sites identified through the Local Plan Inquiry Omission Sites consultation 2005, Housing Capacity Assessment 2007, Employment Land Review 2008, Call for Sites 2009, will be considered in the SLAA. These sources are available to view on the Council's website at www.eastherts.gov.uk/technicalstudies.

Site Size Filter

The following site size thresholds will be applied to identify those larger sites more relevant to the LDF plan-making process. The lower threshold of 3 dwellings acknowledges the fact that in the rural areas, it is often smaller sites that come forward for development. It should also be noted that sites below the thresholds may still come forward for development through the planning application process.

- 5 or more dwellings or 0.16 hectares in the Six Main Settlements
- 3 or more dwellings or 0.09 hectares elsewhere

Overall Approach

Because the SLAA is an ongoing piece of work it is being undertaken in rounds:

- Round 1 (Autumn 2011) - *strategic context and site specific information gathering*
(Completed - September 2011)
- Round 2 (Winter 2011/Spring 2012) - *assessment of sites within settlement boundaries*
- Round 3 (Summer 2012) - *assessment of sites outside settlement boundaries*
- Round 4 (Ongoing) - *annual review of SLAA*

Round 2 will consider those sites where there is currently no in-principle objection to their development i.e. they are located within the development boundaries of the Six Main Settlements and Category 1 Villages. An initial SLAA Report will then be published that will inform the Council's housing trajectory. The third round will then consider sites outside of existing settlements as well as sites in Category 2 Villages. An updated SLAA Report will then be published. The fourth round will be an annual review of all SLAA sites. Within each round, the following approach will be followed:

Stage 1: Initial Assessment

Undertaken by officers, sites will be assessed against the criteria set out in Appendix A. Each criterion will be assessed to determine whether, based on the information available, it is reasonable to assume whether: it is deliverable (green); there may be issues that will need to be overcome (amber); or there are major constraints and the site is likely to be undeliverable (red). For more clear-cut criteria, the assessment will be between red or amber and green. Where information is unavailable the assessment will be recorded as unknown.

Stage 2: Stakeholder Engagement

The stakeholders listed above will be asked to comment over a specified four-week period on the officers' initial assessment, bearing in mind the assessment criteria. Owing to the significant volume of data involved, information will be made available on the Council website as well as being available at the Council offices, in Hertford and Bishop's Stortford.

Stage 3: Publication of Final Report

Comments received will be taken on board and amendments made, as appropriate, before a final SLAA report is published. This report will then need to be endorsed by East Herts District Council.

Outcomes

The final outcome of the SLAA will be a report listing each site accompanied by a 1:1250 scale Ordnance Survey map and an assessment of its deliverability. This information will then feed into the Council's housing trajectory to help maintain a continuous supply of housing.

Queries / Contact Us

Web: www.eastherts.gov.uk/slaa

Post: Planning Policy Team, East Herts Council, Wallfields, Pegs Lane, Hertford, Herts, SG13 8EQ

Email: planningpolicy@eastherts.gov.uk

Phone: 01279 655261

This page is intentionally left blank