



## Public Document Pack

**Jeff Hughes**  
*Head of Democratic and Legal  
Support Services*

**MEETING** : DISTRICT PLANNING EXECUTIVE PANEL  
**VENUE** : COUNCIL CHAMBER, WALLFIELDS, HERTFORD  
**DATE** : THURSDAY 21 FEBRUARY 2013  
**TIME** : 7.00 PM

### **MEMBERS OF THE PANEL**

Councillors M Carver (Chairman) and L Haysey.

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

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*This agenda has been printed using 100% recycled paper*

## DISCLOSABLE PECUNIARY INTERESTS

1. A Member, present at a meeting of the Authority, or any committee, sub-committee, joint committee or joint sub-committee of the Authority, with a Disclosable Pecuniary Interest (DPI) in any matter to be considered or being considered at a meeting:
  - must not participate in any discussion of the matter at the meeting;
  - must not participate in any vote taken on the matter at the meeting;
  - must disclose the interest to the meeting, whether registered or not, subject to the provisions of section 32 of the Localism Act 2011;
  - if the interest is not registered and is not the subject of a pending notification, must notify the Monitoring Officer of the interest within 28 days;
  - must leave the room while any discussion or voting takes place.
  
2. A DPI is an interest of a Member or their partner (which means spouse or civil partner, a person with whom they are living as husband or wife, or a person with whom they are living as if they were civil partners) within the descriptions as defined in the Localism Act 2011.
  
3. The Authority may grant a Member dispensation, but only in limited circumstances, to enable him/her to participate and vote on a matter in which they have a DPI.

4. It is a criminal offence to:

- fail to disclose a disclosable pecuniary interest at a meeting if it is not on the register;
- fail to notify the Monitoring Officer, within 28 days, of a DPI that is not on the register that a Member disclosed to a meeting;
- participate in any discussion or vote on a matter in which a Member has a DPI;
- knowingly or recklessly provide information that is false or misleading in notifying the Monitoring Officer of a DPI or in disclosing such interest to a meeting.

(Note: The criminal penalties available to a court are to impose a fine not exceeding level 5 on the standard scale and disqualification from being a councillor for up to 5 years.)

## AGENDA

1. Apologies

*To receive apologies for absence.*

2. Chairman's Announcements

3. Minutes (Pages 7 - 16)

*To approve the Minutes of the meeting of the Panel held on 28 November 2012.*

4. Declarations of Interests

*To receive any Member(s)' Declaration(s) of Interest.*

5. District Plan Part 1 – Update Report (Pages 17 - 26)

6. District Plan Part 1 – Strategy Supporting Document: Member Comments and Additional Amendments to Text (Pages 27 - 52)

7. Habitats Regulation Assessment Stage 1 – Screening Report (December 2012) (Pages 53 - 60)

8. Transport Modelling Update and DIAMOND Results (Pages 61 - 154)

9. Financial Viability Update and Stage 1 Results (Pages 155 - 206)

10. Greater Essex Demographic Forecasts - Phases 1 to 4 (March 2012 - December 2012) (Pages 207 - 226)

11. Annual Monitoring Report 2011/12 (Pages 227 - 320)

12. East Herts Local Plan Second Review (April 2007) – National Planning Policy Framework (NPPF) Compatibility Self Assessment Checklist (Pages 321 - 366)



13. Statement of Community Involvement (SCI): Draft Document for Public Consultation (Pages 367 - 384)

14. 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.

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MINUTES OF A MEETING OF THE  
DISTRICT PLANNING EXECUTIVE PANEL  
HELD IN THE COUNCIL CHAMBER,  
WALLFIELDS, HERTFORD ON  
WEDNESDAY 28 NOVEMBER 2012, AT  
7.00 PM

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PRESENT: Councillor A Jackson (Chairman)  
Councillor L Haysey.

ALSO PRESENT:

Councillors W Ashley, S Basra,  
E Buckmaster, S Bull, Mrs R Cheswright,  
G Jones, G Lawrence, M McMullen,  
P Moore, M Newman, T Page, J Ranger,  
P Ruffles, S Rutland-Barsby, N Symonds,  
G Williamson and J Wing.

OFFICERS IN ATTENDANCE:

John Careford	- Senior Planning Officer
Martin Ibrahim	- Democratic Services Team Leader
Lorraine Kirk	- Senior Communications Officer
Kay Mead	- Senior Planning Officer
Martin Paine	- Senior Planning Officer
Jenny Pierce	- Senior Planning Officer
Claire Sime	- Planning Policy Team Leader
Katie Simpson	- Assistant Planning Officer
Kevin Steptoe	- Head of Planning and Building

Bryan Thomsett  
Control Services  
- Planning Policy  
Manager

10 CHAIRMAN'S ANNOUNCEMENTS

The Leader welcomed the press and public to the meeting and reminded everyone that the meeting was being webcast.

He explained that in view of Councillor M Carver's illness, he had assumed responsibility for Councillor Carver's portfolio on a temporary basis, including chairing this meeting.

The Leader referred to this being John Careford's last meeting before leaving the Authority and on behalf of all Members, thanked him for his service.

11 APOLOGIES

An apology for absence was submitted on behalf of Councillor M Carver.

12 SUB-DISTRICT POPULATION AND HOUSEHOLD FORECASTS - PARISH GROUPINGS AND TOWNS: PHASES 1 AND 2 (OCTOBER 2012)

**The Panel considered a report on the findings of the Sub-District Population and Household Forecasts technical work (Phases 1 and 2) that would form part of the evidence base for generating an appropriate district-wide housing target for East Herts to 2031, and to inform the preparation of the District Plan. It also provided benchmark demographic information at parish grouping and town level.**

**Councillor G Jones referred to concerns he had raised at the previous meeting and expressed support for the supply-led forecasts that had been included in the various scenarios. In response to a concern that the migration-led scenario had only used a five year**

historical average, Officers explained that this issue had been picked up elsewhere.

The Panel supported the recommendation now detailed.

**RECOMMENDED** - that the Sub-District 'Population and Household Forecasts - Parish Groupings and Towns: Phases 1 and 2' (October 2012) technical study at Essential Reference Paper 'B' to the report submitted, be supported as part of the evidence base to inform and support the East Herts District Plan.

13 **STRATEGIC LAND AVAILABILITY ASSESSMENT (SLAA) - ROUND 2 INITIAL REPORT AND WINDFALL ANALYSIS (OCTOBER 2012)**

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The Panel gave consideration to a report presenting the initial technical report of Rounds 1 and 2 of the Council's ongoing Strategic Land Availability Assessment (SLAA), which also included analysis in respect of 'windfall' development to inform the housing requirement in the District Plan.

The Panel supported the recommendations as now detailed.

**RECOMMENDED** – that (A) the Officer responses to the feedback received from stakeholders as part of Round 2: Stakeholder Engagement of the Strategic Land Availability Assessment (SLAA), be supported;

(B) the Strategic Land Availability Assessment (SLAA) Technical Study: Initial Report - Rounds 1 and 2 (October 2012), be supported as technical work to inform the preparation of the East Herts District Plan and for housing supply purposes;

(C) the district-wide SLAA Round 2 capacity of 2,350 dwellings be supported for informing

ongoing work in developing the District Plan: Part 1; and

(D) the 'windfall' allowance of 1,700 dwellings be supported for informing ongoing work in developing the District Plan: Part 1.

14 **EMPLOYMENT FORECASTS AND STRATEGIC ECONOMIC DEVELOPMENT ADVICE (OCTOBER 2012)**

The Panel considered a report outlining the technical advice prepared for the Council by DTZ containing employment forecasts and strategic advice on planning for economic development in the District. The report considered the future pattern of employment growth in East Herts and the surrounding area in order to inform the preparation of the East Herts District Plan: Part 1 – Strategy.

In response to questions and comments of various Members, Officers advised that DTZ had looked at employment trends and changes beyond the District's boundaries and that this was a requirement of the new planning system. In respect of residential development being driven by employment growth, it would be necessary to achieve a balance and to make reasoned judgements. Officers expressed full confidence in the research findings and reminded Members that the full report was available on the Council's website.

The Panel supported the recommendation as now detailed.

**RECOMMENDED** – that the Employment Forecasts and Strategic Economic Development Advice (October 2012) be supported and published as technical advice, forming part of the evidence base to inform and support the East Herts District Plan.

15 **DISTRICT PLAN: EVIDENCE BASE - TECHNICAL STUDIES 2011/12, 2012/13 AND 2013/14**

The Panel was updated on progress in respect of completed and ongoing District Plan evidence base related technical studies from 2011/12 and considered whether to support those underway or proposed to be undertaken during 2012/13 and 2013/14.

The Panel supported the recommendations as now detailed.

**RECOMMENDED** – that (A) it be noted, or as appropriate supported, that the technical studies listed in Essential Reference Paper ‘B’ to this report, which are due for completion, already underway or proposed to be undertaken during 2012/13, contribute to the District Plan Evidence Base; and

(B) the technical studies referred in (A) above be completed or undertaken by means of:

(i) seeking competitive quotes or tenders, as appropriate, to engage consultants, with the costs being met from the 2012/13 or 2013/14 Planning Policy related budgets for such purposes; and/or

(ii) partnership working where appropriate, with neighbouring authorities and other relevant partners; and

(C) the Head of Planning and Building Control, in consultation with the Executive Member for Strategic Planning and Transport, be given authority to approve funding, within the limits of the 2012/13 and 2013/14 Planning Policy budgets, for such other relevant planning policy studies, as may be deemed appropriate.

16 **THE DUTY TO CO-OPERATE AND EAST HERTS DISTRICT PLAN**

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The Panel considered a report on the Duty to Co-Operate, which was a requirement contained within the Localism Act 2011. The Panel noted the significance of this in terms of cross-boundary strategic priorities, particularly in relation to housing. Officers advised that it was considered crucial for East Herts Council to adhere to the agreed strategy selection process in order to seek to avoid a situation where the Planning Inspectorate intervened on the basis of failure to comply with the Duty to Co-Operate. Finally, it was proposed that an Executive Member be authorised to represent East Herts Council in meetings with the relevant Member(s) from neighbouring local planning authorities, Hertfordshire and Essex County Councils, and other relevant bodies.

In response to Members' questions and comments, Officers confirmed that although the Executive Member for Strategic Planning and Transport had engaged with neighbouring authorities and other external agencies in recent years, under the Localism Act 2011, it was deemed appropriate to demonstrate formally, that an Executive Member had been delegated authority to do so. The Leader believed that the Executive Member for Strategic Planning and Transport would be prepared to engage with local Members on relevant matters when discussing cross-boundary issues with external agencies.

The Panel supported the recommendations as now detailed.

**RECOMMENDED** – that (A) an approach to the Duty to Co-Operate based on a clearly defined plan-making process, objective assessment, positive preparation, and serious consideration of cross-boundary strategic matters, be supported as the basis for continued work on the District Plan; and

(B) the Executive Member for Strategic Planning



and Transport, or other nominated Executive Member, be authorised to attend meetings with Members from local planning authorities, Hertfordshire and Essex County Councils, and other relevant bodies as necessary, to demonstrate compliance with the Duty and further progress the District Plan.

17 **DISTRICT PLAN PART 1 - STRATEGY SUPPORTING DOCUMENT: MEMBER COMMENTS**

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The Panel considered a report detailing the issues raised in the responses made by Members following the District Planning Executive Panel meeting held on 26 July 2012, in respect of the feedback period agreed regarding agenda items 8, 9 and 10, together with additional matters raised regarding agenda items 6 and 7 and other general issues.

Councillor M Newman expressed his gratitude to Officers for their comprehensive consideration of the comments made.

The Panel supported the recommendations as now detailed.

**RECOMMENDED** – that (A) the responses made by Members in respect of agenda items 6 to 10 of the District Planning Executive Panel on 26 July 2012 be noted; and

(B) the Officer responses to the comments made and any consequent amendments to the District Plan: Part 1 - Strategy Supporting Document be supported.

18 **DISTRICT PLAN PART 1 - STRATEGY SUPPORTING DOCUMENT: UPDATE REPORT**

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The Panel considered an update on progress with the District Plan Part 1 – Strategy. It explained the main issues impacting on the timeline for finalisation of the Draft District Plan for consultation and Members' attention was drawn to the revised stepped approach detailed at Essential Reference Paper 'C' of the report submitted.

The Panel was also presented with a draft of the early sections of Chapter 5 of the Supporting Document. Finally, the report detailed further opportunities for District Members to get directly involved in the plan-making process.

Members were reminded that the next workshop had been scheduled for 17 January 2013 the details for which would be sent out in due course.

In respect of the draft Chapter 5, Councillor S Bull expressed concerns which he undertook to forward to Officers in writing. Members were advised that an amendment to recommendation (B) was being proposed, the effect of which would be to allow a further period of Member consultation until 21 December 2012 for any factual errors. Any comments made would be reported back to the next Panel meeting.

In response to a question from Councillor S Rutland-Barsby on the exceptional circumstances in which the green belt might be altered, the Leader commented that such alteration should only be a last resort. He explained the purpose of the green belt and its importance in safeguarding identities and preventing settlements merging. He suggested that in light of the need to provide an adequate supply of land and to enhance the quality of life, some edge of settlement areas might be less crucial. It was important for the Council to show leadership in order to prevent developer-led growth that

would be unsustainable.

In response to a question from Councillor S Rutland-Barsby on economic development, the Leader referred to the DTZ report considered earlier (Minute 14 refers) and the need to consider the wider context. Employment growth tended to gravitate towards the better transport links, which in East Herts, was the Bishop's Stortford area. He believed that small and medium enterprises formed the backbone of employment opportunities in the District and that the focus should be on refurbishing existing employment locations.

In response to a question from Councillor M Newman, Officers clarified the proposed changes to the stepped approach and that there would not be a third sieving process.

Councillor Mrs R Cheswright referred to highways issues and how sustainable transport measures would be considered. Officers explained that the sieving process in the topic assessments had resulted in some potential sites being excluded because of unsustainable transport.

Councillor J Ranger commented on employment areas in the Buntingford area and was invited to submit his comments formally in writing.

The Panel supported the recommendations as now detailed.

**RECOMMENDED** – that (A) the proposed approach to the remainder of the strategy selection process for the District Plan, as illustrated in Essential Reference Paper 'C' of the report submitted, be supported; and

(B) Essential Reference Paper 'D' of the report submitted, including the first three sections of Chapter 5: Options Refinement, be supported, subject to a period of Member comment in respect

**of factual content until 21 December 2012.**

19 MINUTES

RESOLVED – that the Minutes of the Panel meeting held on 26 July 2012, be approved as a correct record and signed by the Chairman.

The meeting closed at 8.34 pm

Chairman	.....
Date	.....

EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER FOR  
STRATEGIC PLANNING AND TRANSPORT

DISTRICT PLAN PART 1 - UPDATE REPORT

WARD(S) AFFECTED: ALL

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**Purpose/Summary of Report**

- This report explains that the East of England Plan was revoked on 3<sup>rd</sup> January 2013;
- However, recent interpretation of objectively assessed need by the Planning Inspectorate suggests that East Herts Council may need to plan for the upper end of the previously agreed range of 10,000 to 17,000 dwellings;
- Because of continued uncertainty in relation to transport and schools planning, combined with the requirement for the plan to be effective throughout its period, the consultation draft District Plan is of necessity subject to further delay.

**RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL AND EXECUTIVE: That:**

<b>(A)</b>	<b>recent interpretation of ‘objectively assessed housing need’ by the Planning Inspectorate be noted, which suggests that East Herts Council may need to plan for the upper end of the range 10,000-17,000 dwellings over 20 years; and</b>
<b>(B)</b>	<b>a further delay to the finalisation of the District Plan Part 1: Strategy be supported, until such time as a resolution to the outstanding strategic issues can be found.</b>

**RECOMMENDATIONS FOR COUNCIL: That:**

<b>(A)</b>	<b>recent interpretation of ‘objectively assessed housing need’ by the Planning Inspectorate be noted, which suggests that East Herts Council may need to plan for the upper end of the range 10,000-17,000 dwellings over 20 years; and</b>
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<b>(B)</b>	<b>a further delay to the finalisation of the District Plan Part 1: Strategy be agreed, until such time as a resolution to the outstanding strategic issues can be found.</b>
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## 1.0 Background

1.1 A Report to Members on 28<sup>th</sup> November 2012 (see Background Papers) explained that there were four reasons for delay in presentation of the Draft District Plan Part 1: Strategy. These were as follows:

- Schools Planning
- Highways Assessment
- Viability Assessment
- Delayed abolition of the East of England Plan

1.2 Since that time, the Viability Assessment (Stage 1) has been completed (see Agenda Item 9: Financial Viability Update and Stage 1 Results) and this work stream is no longer considered an obstacle to presentation of a consultation draft plan.

1.3 An order for the revocation of the East of England Plan was laid before Parliament on 3<sup>rd</sup> January 2013, following completion of the work on Strategic Environmental Assessment needed to comply with legal requirements. This is therefore no longer considered an obstacle to presentation of a consultation draft plan.

1.4 The report at Agenda Item 8: Transport Modelling Update and DIAMOND Results explains the continued issues with transport modelling, in particular the Harlow-Stansted-Gateway Model (HSGTM).

1.5 A Report to Members on 29<sup>th</sup> March 2012 set out the need to test development in the range of 10,000 to 17,000 dwellings (see Background Papers). Since that time, interpretation of National Planning Policy Framework (NPPF) by the Planning Inspectorate has become available. This is likely to have significant implications for the development strategy for East Herts.

## 2.0 Report

- 2.1 It is clear from recent decisions by the Planning Inspectorate that Local Planning Authorities are expected to take a positive approach in preparation of their plans, to meet objectively assessed housing needs. The recent article from Planning Magazine at **Essential Reference Paper 'B'** illustrates how a number of authorities have been forced to review their plans, even where this requires release of Green Belt land. In East Herts, the alternative of locating all development outside the Green Belt would not comply with NPPF requirements to deliver sustainable patterns of development. It would therefore be highly unlikely that Green Belt could be successfully advanced at examination as a reason not to accommodate some development around those settlements located within the Green Belt.
- 2.2 The article also confirms that Office for National Statistics (ONS) projections should form the basis for assessment of housing need. The NPPF requires that Local Planning Authorities should “meet household and population projections, taking account of migration and demographic change” (Paragraph 159). For East Herts, this implies a figure towards the upper end of the range 10,000 -17,000 dwellings previously agreed for testing.
- 2.3 One major area of work that still needs to be finalised relates to transport infrastructure. Transport work to date is not able to demonstrate the severity of the impacts once mitigation measures such as new roads, bus routes etc have been taken into account. It is not possible to reject development options on transport grounds where significant unresolved transport issues remain. Therefore it is not currently possible to finalise a development strategy.
- 2.4 The NPPF requires Local Planning Authorities to prepare a long-term plan, preferably for 15 years from adoption. Up to 2021, the District Plan can be delivered at relatively small-scale urban extensions and at sites within the built-up areas of the towns and villages, and involve relatively straightforward infrastructure provision for which there are few apparent difficulties.
- 2.5 However, the period between 2021 and 2031 will require one or more large urban extensions to come forward. A shortlist of options for potential urban extensions has already been agreed by the Council (see Background Papers). However, this scale of

development will require significant transport and highways infrastructure. At this stage the possible funding and delivery arrangements remain unclear.

- 2.6 In addition, the secondary schools issue in Bishop's Stortford remains to be resolved. Whilst various options are under consideration by the schools and the County Council, at present it is unclear whether these options are feasible or could provide sufficient long-term schools capacity in the town to provide for future development needs.
- 2.7 Schools planning in other settlements also remains to be resolved. This issue is complicated by recent government reforms, in particular the establishment of Academies and Free Schools programmes, which places many current and future schools outside Local Authority control.
- 2.8 The NPPF transitional period ends on 27 March 2013, and the implications of this are explained in Agenda Item 12: East Herts Local Plan (April 2007) – National Planning Policy Framework (NPPF) Compatibility Self Assessment Checklist.
- 2.9 In order to provide a clear long-term basis for the development strategy, it is considered necessary to delay publication of the District Plan until either sufficient evidence is available to produce a robust plan, or an alternative way forward can be found.
- 2.10 Officers are strenuously exploring ways of progressing the District Plan and re-assessing a realistic timetable for consultation. This will involve working closely with infrastructure and service providers on a way forward, taking account of the Duty to Co-Operate, and clarification will also be sought from the Planning Inspectorate in relation to interpretation of key NPPF requirements as they are likely to impact the East Herts District Plan.
- 2.11 A progress update will be presented to Members in late spring, by which time it is anticipated that the discussions and work outlined above will have provided clarification of the way forward. This will enable an informed decision to be made in respect of the level of evidence and types of policy mechanism required to enable finalisation of the draft plan for consultation later this year.



### 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

Population and Household Forecasts and the East Herts Housing Requirement (Agenda Item 7, LDF Executive Panel, 29<sup>th</sup> March 2012)

District Plan Part 1 – Strategy – Strategy Supporting Document – Chapter 4: Places and Next Steps (Agenda item 10, District Planning Executive Panel 26<sup>th</sup> July 2012)

District Plan Part 1 – Strategy Supporting Document: Update Report (Agenda Item 11, District Planning Executive Panel, 28<sup>th</sup> November 2012)

These reports may be viewed on the Council's website at:

<http://online.eastherts.gov.uk/moderngov/ieListMeetings.aspx?CommitteeId=151>

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	None
Legal:	N/A
Financial:	None Known
Human Resource:	None other than Planning Policy Team human resources.
Risk Management:	N/A

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## NEWS ANALYSIS

"PLANNING" MAGAZINE  
14<sup>TH</sup> DECEMBER 2012  
PAGES 6-7

*// Rushcliffe warns of green belt threat after inspector's verdict // Inspector concerned over East Hampshire housing target // Harborough Council opts to prepare new strategy*

# NPPF homes test prompts local plan concerns

By Susanna Millar and Jamie Carpenter

Planning inspectors have warned two councils that they have serious concerns over whether the draft plans they have drawn up comply with the National Planning Policy Framework's housing requirements.

East Hampshire District Council is considering whether to request a suspension of its local plan examination after an inspector raised serious concerns over its housing target.

Meanwhile, Rushcliffe Borough Council in Nottinghamshire has warned it may have to allocate land in the green belt for housing after a planning inspector expressed "serious concerns" over its draft local plan, particularly in respect to housing.

In East Hampshire, the authority has been warned by an inspector that its joint core strategy with South Downs National Park Authority may not have sufficient evidence to justify its housing target.

The strategy proposes 8,500 new homes up to 2028, but inspector Anthony Thickett said that evidence suggests a need for 11,308 to 11,700 new homes. He said the council has failed to produce an up-to-date strategic housing market assessment, which makes it difficult to fully assess needs in line with the NPPF.

East Hampshire District Council said in a statement: "We will be

working with our partners, the South Downs National Park, in the coming weeks to plan how to take forward the joint core strategy."

Matthew Spry, director at planning consultancy Nathaniel Lichfield and Partners, which produced some of the evidence on housing requirements for the council, said: "The council's decision to provide for less than the evidence suggested means it has fallen foul of the provisions in the NPPF."

Inspector Jill Kingaby has told Rushcliffe Borough Council that she also has serious concern over its draft plan, particularly in respect to housing.

In an exploratory note, Kingaby said that the draft plan does not appear to meet a requirement in the NPPF for local planning authorities to use their evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area.

She said: "The core strategy aims to provide a minimum of 627 dwellings per annum on average, which appears to be insufficient to meet the full, objectively assessed need."

Kingaby added that the numbers in the draft strategy fell "well short" of the NPPF's requirement to identify a five-year housing land supply.

The council's leader Neil Clarke said that the authority would provide a "robust" response. He warned that



Housing: Framework requires councils to annually identify and update their five-year housing land supply

the council "could be forced ... to undertake the very difficult task of allocating more land, which will probably have to be in the green belt."

Fears over compliance with the NPPF's housing requirements have also prompted a third authority - Harborough District Council in Leicestershire - to announce that it is

to prepare a new local plan just over a year after the strategy was adopted.

A report to Harborough councillors said that a study carried out by consultants after the adopted of its local plan in November 2011 had "clearly demonstrated a higher need than that currently being planned for by the core strategy".

The council warned that the March 2013 end of NPPF transitional arrangements, which allow decision-makers to give full weight to relevant policies in plans adopted since 2004 even if there is a limited degree of conflict with the framework, would reduce its ability to determine applications in accordance with local

## WHAT THE NPPF SAYS ON HOUSING

Paragraph 47 of the NPPF says local planning authorities should:

- Use their evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, including identifying key sites
- Identify and update annually a five-year housing land supply against the housing requirements
- Identify a supply of sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15
- Illustrate the expected rate of delivery through a housing trajectory for the plan period and set out a housing implementation strategy to maintain delivery of land to meet the housing target
- Set out a local approach to housing density

Source: National Planning Policy Framework

circumstances, unless it produced a new plan.

Elsewhere, St Albans District Council has halted progress on its draft local plan after a row over green belt proposals. It has now decided to carry out an independent green belt boundary review and a further assessment of housing need.

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## EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER FOR  
STRATEGIC PLANNING AND TRANSPORT

DISTRICT PLAN PART 1 – STRATEGY SUPPORTING DOCUMENT:  
MEMBER COMMENTS AND ADDITIONAL AMENDMENTS TO TEXT

WARD(S) AFFECTED: ALL

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### **Purpose/Summary of Report**

- This report details the issues raised in the responses made by Members following the District Planning Executive Panel held on 28<sup>th</sup> November 2012, in respect of the feedback period agreed regarding agenda item 11. It also provides details of updated information received which necessitates revision to the Supporting Document at paragraphs 5.3.116 and 5.3.123.

### **RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL AND EXECUTIVE: That:**

<b>(A)</b>	<b>the responses made by Members in respect of agenda item 11 of the District Planning Executive Panel on 28<sup>th</sup> November 2012 be noted;</b>
<b>(B)</b>	<b>the Officer responses to the comments made and any consequent amendments to the District Plan: Part 1 - Strategy Supporting Document be supported; and</b>
<b>(C)</b>	<b>the proposed amendments to the District Plan: Part 1 - Strategy Supporting Document at paragraphs 5.3.116 and 5.3.123 to be made as a result of the receipt of updated information, be supported.</b>

### **RECOMMENDATIONS FOR COUNCIL: That:**

<b>(A)</b>	<b>the responses made by Members in respect of agenda item 11 of the District Planning Executive Panel on 28<sup>th</sup> November 2012 be noted;</b>
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(B)	the Officer responses to the comments made and any consequent amendments to the District Plan: Part 1 - Strategy Supporting Document be agreed; and
(C)	the proposed amendments to the District Plan: Part 1 - Strategy Supporting Document at paragraphs 5.3.116 and 5.3.123 to be made as a result of the receipt of updated information, be agreed.

1.0 Background

1.1 At the Meeting of the District Planning Executive Panel held on 28<sup>th</sup> November 2012, a period for Member comment until 21 December 2012 was agreed relating to:

- Agenda Item 11: District Plan Part 1 – Strategy Supporting Document: Update Report – relating to the first three sections of Chapter 5 Options Refinement.

2.0 Report

2.1 In response to the invitation to Members to submit comments at the meeting of the District Planning Executive Panel held on 28<sup>th</sup> November 2012, on the above agenda item, comments have been received by the Planning Policy Team from 4 Members, comprising Councillors: Buckmaster, Bull, Ranger and Ruffles.

2.2 A schedule summarising the comments received from Members and the Officer responses to them is included at **Essential Reference Paper 'B'**.

2.3 In each case where a change to the District Plan Part 1 - Strategy Supporting Document is to be considered, the details of where this would occur and any suggested text revision have been stated.

2.4 Additional to these proposed revisions as a result of Member comments, further alterations to the District Plan Part 1 - Strategy Supporting Document are proposed. These are in response to further research since the Council previously considered the matter of overhead power lines at paragraphs 5.3.116 and 5.3.123.



2.5 This research has clarified that the requirements around overhead power lines apply to vertical clearance of the cables carrying electric current, to provide access to equipment, and to enable maintenance. Set-back from power lines horizontally is a matter of good urban design. This additional research requires amendment to the findings of the above paragraphs in relation to this. The suggested amendments are provided in **Essential Reference Paper 'C'**.

### 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

Papers of the District Planning Executive Panel agenda – 28<sup>th</sup> November 2012

<http://online.eastherts.gov.uk/moderngov/ieListDocuments.aspx?CId=151&MId=2147&Ver=4>

Contact Member: Cllr Mike Carver - Executive Member for Strategic Planning and Transport  
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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	None
Legal:	N/A
Financial:	None Known
Human Resource:	None other than Planning Policy Team human resources.
Risk Management:	N/A

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**ESSENTIAL REFERENCE PAPER 'B'**

<b>DPEP 28<sup>th</sup> November 2012 Agenda Item 11 Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Member/s Raising Issue</b>	<b>Officer Response</b>
5.2.43	Quoted distances to other towns are significantly incorrect and no mention is made of the standard of the roads involved	Cllr Bull	Agreed. Quoted mileages between settlements to be checked for all settlement descriptions and amended to reflect travel distances, as appropriate.
5.2.43	Buntingford is not a main town as stated.	Cllr Bull	Not agreed. Buntingford is designated as one of the six main settlements in the 2007 Local Plan. In the proposed District Plan hierarchy it will be one of the five main towns of East Herts.
5.2.43	The town is not at all inaccessible; it is relatively inaccessible by public transport.	Cllr Bull	Agreed. This sentence to be amended to say "inaccessibility of the town by public transport..."
5.2.43	No evidence whatsoever is presented to justify the assertion that a 'relatively large population' works from home.	Cllr Bull	Not agreed. There is no assertion that a large population works from home. The paragraph says "it is also possible that a relatively large proportion of those in work do so from home..." This comes from advice provided from our consultant on strategic economic planning and is based on changing work patterns and trends. Census data variations

DPEP 28 <sup>th</sup> November 2012 Agenda Item 11 Paragraph No:	Summary of Issues Raised	Member/s Raising Issue	Officer Response
			over the last three decades confirm these trends.
5.2.47 & 5.2.70	The reference to a remote possibility of a new railway line beyond the current planning period is irrelevant and should be removed.	Cllr Bull	Agreed. Paragraphs 5.2.47 and 5.2.70 to be amended to read:  <b>Investment barriers:</b> The greatest barriers preventing large scale employment development are the lack of access to motorway and rail services and the distance of Buntingford from other major employment centres. Small-scale employment development would be able to fit into the existing infrastructure available in the town without the need to invest in new infrastructure.
5.2.48	No informed analysis of demand for and supply of employment sites is provided in Section 5.2.43 to 47 to justify the statements made.	Cllr Bull	Not agreed. This information is provided by our strategic economic planning and viability consultants. This is based on trends presented by Experian and Goad survey data, demographic profiles based upon Census data and the knowledge gathered through extensive experience.

DPEP 28 <sup>th</sup> November 2012 Agenda Item 11 Paragraph No:	Summary of Issues Raised	Member/s Raising Issue	Officer Response
5.2.49 - 5.2.62	Regarding areas in Area 6 West of the A10, the report concludes these areas are not suitable for housing but may be considered for employment sites. The provision of new employment sites in the rural area is fully supported, but whilst the extension of the business park in 6A West of the A10 is very sensible and sustainable, the use of the area in 6C West of the A10 would be inappropriate in this rural environment bearing in mind the existing Employment Area in 6B to the West of A10 which is suitably tucked away.	Cllr Ranger	Noted and acknowledged.
5.2.50	The discussion on Area 6 fails to acknowledge that expansion of the Buntingford Business Park involves incursion into open countryside contrary to national and current local policy.	Cllr Bull	Agreed. New wording to be added to read “In terms of impact, the existing business park is well screened from the road by bunds and vegetation. Any expansion would need to occur to the north of the existing buildings into open land within the confines of the business park.
5.2.63	Park Farm Estate would not represent an ideal location for retail premises. Paragraph 5.3.42 refers to this location as being “at the top of the High Street”. It is several hundred yards north of	Cllr Bull	Agree with the points raised. The paragraph is written in a way to raise the point for consideration among several options that should be considered for this area of search. If

DPEP 28 <sup>th</sup> November 2012 Agenda Item 11 Paragraph No:	Summary of Issues Raised	Member/s Raising Issue	Officer Response
	any other shops and separated from the High Street by a residential area. The centre of gravity of the High Street is south of Church Street and about a quarter of a mile away. No justification is given for the need to consider such a development and it could well lead to the undermining of what is a genuinely successful town centre.		the town as a whole increases in size there may be a need for more retail opportunities. This area of search should therefore consider this potential need. Further work would be needed to determine the impacts of any options given consideration in this location and the whole town.
5.3.35	It is wrong to say that poor provision of accessible natural green space is an issue in Buntingford. The town benefits from a good network of footpaths leading into and around the local countryside which can be reached in a few minutes from anywhere in the town.	Cllr Bull	Not agreed. This statement is founded in the Green Infrastructure Plan for East Herts. It uses specific criteria for Accessible Natural Greenspace (or ANG) derived from standards set by Natural England and the Woodland Trust. This assessment is based upon specific open space typologies (old PPG17 terminology) and designated open spaces with public access.
5.3.37	It is wrongly stated that there is a possibility of accessing the land bordering the bypass (sub area B) by way of Longmead (only 4.87m wide) and off Baldock Road. This possibility was removed in 2011 when outline planning	Cllr Bull	Not agreed. Permissions do not preclude changes from being made to enable access. The point of this paragraph is about whether there is the potential to gain access to this area of search and whether a new



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	<p>permission was given for the two separate developments on sites 02/003 and 02/010. The only practical possibility is for access by way of Luynes Rise or the construction of a new access road off the A10 bypass in the vicinity of the sewage works. This observation is relevant also to the discussion in 5.2.54 on employment opportunities on this site.</p>		<p>development could be well integrated. The implications of access issues on the employment potential of the area of search are noted.</p>
5.3.45	<p>This section details a new north-south route across the area of search to connect the Causeway with Hare Street. This proposal would be inappropriate given characteristics of the area and the paragraph should be amended to remove this route.</p>	Cllr Bull	<p>The urban form sections are written from the perspective of: <i>'if this area were to be developed, what would be the best approach for urban form'</i>. For that reason, any conclusions drawn should not be read in isolation, as any final decisions will always be a balance of planning judgements. However, for clarity and the avoidance of doubt, the following re-worded text is suggested:</p> <p><b>Structure and Connectivity:</b> The area is within 800m /10 minutes of the town centre. The obvious connections are to Hare Street Road to the south, although this alone would</p>

<b>DPEP 28<sup>th</sup> November 2012 Agenda Item 11 Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Member/s Raising Issue</b>	<b>Officer Response</b>
			<p>be insufficient to stitch the development into the town. An existing Public Right of Way runs diagonally northwest to southeast across the area: a course which is seemingly incongruous with the structure and layout of the town since the defining feature of Buntingford is its north-south axis sitting in the narrow valley of the Rib. However, this characteristic stems from the Right of Way being an historic route where the incongruity results from later development and not the footpath itself. This is strengthened by the linear nature of Sunny Hill, Archers and Paddock Road to the west. From an urban form perspective therefore, it is considered appropriate to continue this structure by providing a new direct north-south route connecting The Causeway with Hare Street Road. Such a proposal would need to acknowledge topography, and also be acceptable in highway and landscape terms. Doing so would of course involve a land swap with Layston School, whose axis would alter from east-west to the north of the site to north-</p>

DPEP 28 <sup>th</sup> November 2012 Agenda Item 11 Paragraph No:	Summary of Issues Raised	Member/s Raising Issue	Officer Response
			south adjacent to the existing built form and effectively forming a buffer between existing and new development.
5.3.45	The commentary shows a lack of understanding of Buntingford and its historical development when referring to an existing public right of way that runs diagonally northwest to southeast as “seemingly incongruous with the structure and layout of the town”. This is a historic right of way connecting Buntingford town centre via the ford across the river at River Green to Hare Street and other villages to the east. The same paragraph proposes a north - south route that would cause a whole string of environmental, heritage, highway and road safety problems on the eastern side of the town. This whole section should be rewritten.	Cllr Bull	<p>The urban form sections are written from the perspective of: <i>‘if this area were to be developed, what would be the best approach for urban form’</i>. For that reason, any conclusions drawn should not be read in isolation, as any final decisions will always be a balance of planning judgements. However, for clarity and the avoidance of doubt, the following re-worded text is suggested:</p> <p><b>Structure and Connectivity:</b> The area is within 800m /10 minutes of the town centre. The obvious connections are to Hare Street Road to the south, although this alone would be insufficient to stitch the development into the town. An existing Public Right of Way runs diagonally northwest to southeast across the area: a course which is seemingly incongruous with the structure and layout of the town since</p>

<b>DPEP 28<sup>th</sup> November 2012 Agenda Item 11 Paragraph No:</b>	<b>Summary of Issues Raised</b>	<b>Member/s Raising Issue</b>	<b>Officer Response</b>
			<p>the defining feature of Buntingford is its north-south axis sitting in the narrow valley of the Rib. However, this characteristic stems from the Right of Way being an historic route where the incongruity results from later development and not the footpath itself. This is strengthened by the linear nature of Sunny Hill, Archers and Paddock Road to the west. From an urban form perspective therefore, it is considered appropriate to continue this structure by providing a new direct north-south route connecting The Causeway with Hare Street Road. Such a proposal would need to acknowledge topography, and also be acceptable in highway and landscape terms. Doing so would of course involve a land swap with Layston School, whose axis would alter from east-west to the north of the site to north-south adjacent to the existing built form and effectively forming a buffer between existing and new development.</p>
5.3.50	There are no allotments in the area referred to.	Cllr Bull	Agreed. Wording to be changed to: "The area

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	The space is occupied by a wildlife area.		is bounded by playing fields and an informal wildlife area (non-designated) to the north.
5.3.51	There is already good access to the countryside through the area referred to by way of well used footpaths. Any eastward extension of Buntingford would not enhance this.	Cllr Bull	Agreed. Wording to be changed to: "in addition to the open space referred to above, an eastward extension of the built-up area should be designed with an appropriate layout to incorporate and extend existing footpaths to ensure access to the wider countryside is retained. Such access could be enhanced through the provision of green wedges and enhanced tree belts".
5.3.52	Paragraph states that "all areas offer opportunities for commercial and community facilities ..." but this conclusion is not justified by the earlier text or realistic interpretation of the facts.	Cllr Bull	Not agreed. There is a potential in any of the areas of search given their size to be able to accommodate and facilitate community facilities or commercial units. This paragraph does not state what form these should or would take.
5.3.53	Nowhere in the preceding paragraphs of chapter 5 is there any justification for the statement made that growth of around 500 dwellings would be appropriate. The impression given is that a decision to allocate this number of dwellings has	Cllr Bull	Not agreed. This figure is based upon the previous technical work undertaken during the plan-making process – Chapters 3 and 4. Initial scale assumptions were devised as a tool for undertaking consistent assessments of

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	<p>been made on an unexplained basis and that the Buntingford section of chapter 5 is a poor attempt to dress it up as a reasonable figure. The subsection should start with just meeting local demand/need for housing during the period of The Plan, not be based on a minimum of 500 dwellings for which no justification has been provided.</p>		<p>each area of search in Chapter 3. Sieve 1 of Chapter 4 assessed each area of search in detail. At this stage the initial scale assumptions were revised. Sieve 2 of Chapter 4 revised these scale assumptions further in response to the consideration of the settlement as a whole. At this stage it was considered necessary to carry forward a range of scenarios for Buntingford of up to 2,000 dwellings for further detailed assessment. Paragraph 5.3.53 asserts that based on the urban form analysis alone, Buntingford should see a much smaller level of growth.</p>
Chapter 5	<p>Cannot accept that 'based on the evaluation of economic matters' the overall figures are right for Hertford. That is not a conclusion that seems possible to be drawn from the text as presented to the 28<sup>th</sup> November meeting.</p> <p><i>[See also following comments].</i></p>	Cllr Ruffles <sup>#</sup>	<p>Not agreed. The evaluation of economic matters is one of many strands in the consideration of the overall strategy for the district. While individual areas of search may not necessarily be suitable for accommodating employment opportunities in themselves, the overall conclusion in respect of Hertford is that the opportunities offered either in the town or in other locations beyond that could be</p>

DPEP 28 <sup>th</sup> November 2012 Agenda Item 11 Paragraph No:	Summary of Issues Raised	Member/s Raising Issue	Officer Response
			<p>accessed by sustainable transport means would be likely to meet the needs of an increased population of the scale suggested.</p> <p>In planning for the whole district's housing needs at a strategic level for the plan period a wider view has to be taken that balances many considerations.</p>
5.2.97	<p><i>See comment regarding Chapter 5, above to set context for:</i></p> <p>There is the acknowledgement that delivery of further dwellings to the full number which the district of Mead Lane could accommodate is very unlikely during the Plan period.</p>	Cllr Ruffles <sup>#</sup>	Not agreed. There is no reason to suppose that the numbers of dwellings outlined in the draft Mead Lane Urban Design Framework could not be achieved over the plan period provided that the enabling infrastructure measures are put in place.
5.2.103	<p><i>See comment regarding Chapter 5, above to set context for:</i></p> <p>'It is considered unlikely that significant additional employment opps would be created' for 600 dwellings to the West of the town</p>	Cllr Ruffles <sup>#</sup>	Not agreed. While individual areas of search may not necessarily be suitable for accommodating employment opportunities in themselves, the overall conclusion in respect of Hertford is that the opportunities offered either in the town or in other locations beyond would be likely to meet the needs of an

DPEP 28 <sup>th</sup> November 2012 Agenda Item 11 Paragraph No:	Summary of Issues Raised	Member/s Raising Issue	Officer Response
5.2.110	<p><i>See comment regarding Chapter 5, above to set context for:</i></p> <p>To the North of the town the figure of 100 new dwellings is clearly not considered sensible in view of the stated fact that <i>'it is considered unlikely that significant employment development would be appropriate..... for the level of residential development proposed'</i>.</p>	Cllr Ruffles <sup>#</sup>	<p>increased population of the scale suggested.</p> <p>Not agreed. While individual areas of search may not necessarily be suitable for accommodating employment opportunities in themselves, the overall conclusion in respect of Hertford is that the opportunities offered either in the town or in other locations beyond would be likely to meet the needs of an increased population of the scale suggested.</p>
5.3.54 & 5.3.70 (seen as conflicting)	<p><i>See comment regarding Chapter 5, above to set context for:</i></p> <p>Underlying all concerns is the simple word 'character'. Hertford as a good place to live (surely a characteristic which, partisan or not, all would see as right and laudable as the future is planned) is dependent on 'size' above all. A character change of hugely damaging proportion will follow, inevitably, if the District Plan proposed figures for housing development are adopted.</p>	Cllr Ruffles <sup>#</sup>	<p>The evaluation of urban form, or 'character', matters is one of many strands in the consideration of the overall strategy for the district.</p> <p>There is no 'accepted violation' of Hertford's Green Fingers. The Urban Form section does, however, discuss the implications of accommodating dwellings and explains how development could be accommodated to least impact on the existing features within the Mangrove Road area to assimilate with the</p>



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	<p>The pair of references in the papers which pose the biggest threat to the future nature and character of Hertford as a fine built environment with a strong sense of cohesion and 'community', are the references to the absence of a hard 'planning' edge; and the accepted violation of that hugely valued concept in planning terms of Hertford's Green (river valley) Fingers.</p>		<p>existing built form on either side of the area described.</p> <p>In planning for the whole district's housing needs at a strategic level for the plan period, a wider view has to be taken that balances many considerations. While unpalatable choices may be necessary in order to meet demonstrable need for the district as a whole, mitigation measures for those finally selected development areas should ensure that the character of the district's settlements is maintained. The treatment of boundary edges will be one aspect of this approach.</p>
5.3.74	<p>Agree with the statement "Pishiobury Park and the Rivers Nursery Orchard are significant green infrastructure assets but their accessibility is limited. Opportunities should be taken should development occur to create links between new neighbourhoods and existing green infrastructure assets, or to create new assets that could be supportive and supplementary to the habitats and</p>	Cllr Buckmaster*	Noted and acknowledged.

DPEP 28 <sup>th</sup> November 2012 Agenda Item 11 Paragraph No:	Summary of Issues Raised	Member/s Raising Issue	Officer Response
	species that inhabit the Stort valley and the orchards.		
5.3.74	Accept and anticipate that some built development in the lands adjacent to the orchard will take place. Hoped it will be low density and wholly protective of and sensitive to, the existing green infrastructure assets that exist there. Hoped that planning offset would bring the much needed funded Management Plan, Visitor Centre and as stated in the preceding paragraph create a new asset, which for us would be a Nature Reserve.	Cllr Buckmaster*	These matters would be considered as a matter of course should development in this location be considered appropriate. At this stage, this area of search is only being considered as part of a scenario which would see approximately 3,000 dwellings within a new bypass to the west of the town.
5.3.80	“At the end of Sieve 2, it was decided that development should be limited in this location to land north of The Crest, as development west of The Crest would be likely to result in the removal of the strategic gap between Sawbridgeworth town and High Wych village. In terms of the landscape character area, the impacts of historic encroachment would be exacerbated. This coalescence would also harm the Rivers Nursery Orchard, a Local Wildlife Site and area of significant local importance” **	Cllr Buckmaster*	Agreed. For clarification, this statement refers to the site’s significance in wildlife ecology terms. Additional words to be inserted: “...a Local Wildlife Site of significant local ecological importance. Furthermore, the Orchard has significant local, national and international historical horticultural importance.”  Whilst it is not common practice to commission full ecological surveys as part of the plan-making process, sufficient detail has been

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	<p>This statement needs examination and exploration in more detail and lesser impacts on the wildlife site would be very welcome. There is an increasing need for a full, independent ecological survey of the site to determine its true ecological contribution before any plans North or West of The Crest are firmed up.</p> <p>** See above. Correction: "The Rivers Nursery Orchard, a Local Wildlife Site and area of significant local importance" It is a site of national and international historical, horticultural importance. It is the holy grail of English fruit production (RHS Fruit Group 2005)</p>		<p>sought for this stage of the process. This advice received identifies the land closest to the orchard as having the most ecological value. Thus it follows that land further north of The Crest would be of less ecological importance than land to the west of the Crest immediately adjacent to the Wildlife Site.</p> <p>Further stakeholder advice will be sought as part of the consultation on the draft district plan. The role of the strategy is to identify areas of search at a level of detail proportionate to the stage of the plan. Further details and site boundaries can be determined in Part 2 of the plan which looks at site allocations.</p> <p>In the meantime, developers would be expected to submit full surveys on sites such as this alongside applications.</p>
5.3.84	Although large-scale development to the west of the town would be contained by a bypass, which	Cllr Buckmaster*	Agreed. This is already noted several times in the evaluations, but until such time as it can be

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	would act as a physical edge to development, development of this scale would be likely to have serious adverse impact on the urban form of the town. The ongoing consequences of a bypass (despite provision of wildlife corridors) would also have an extremely negative effect on migratory wildlife populations and the long term sustainability of existing species on the Rivers Nursery Site		categorically determined that this area is not needed to provide for identified needs, this option has to remain a possibility to be given due consideration.
General	What all of the above does not cover and must be understood by implication, is that if the Harlow North Plan is scrapped completely or scaled down significantly, there will be automatic pressure on this green fringe of Sawbridgeworth to meet East Herts housing requirements.	Cllr Buckmaster*	<p>This implication is considered further in the development and assessment of the potential impacts of these alternative strategy scenarios.</p> <p>Local Planning Authorities including East Herts Council are obliged by the NPPF to meet objectively assessed housing need in the area (Paragraphs 47, 159, 182). The implication is therefore, that if development is not possible in certain locations, then the housing need must be met elsewhere in the district. Although this will need to be at a selection of the shortlisted</p>

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			options, it is not possible to say at this stage which of these options may be most suitable.

\*Cllr Buckmaster's comments informed by The Rivers Nursery Site & Orchard Group

#Cllr Ruffles' comments informed by Hertford Civic Society

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## Essential Reference Paper 'C'

### Proposed Amendments to Section 5.3: Urban Form

#### Paragraph 5.3.116

Secondly, there is a high-voltage overhead power line running through the middle of Sub-Areas A and B. ~~For health and safety reasons, regulations require a 'wayleave' of 400m on either side of such power lines (i.e 800m across). As, which forms~~ an artificial straight line with no reference either to the existing town of Harlow nor to any natural features such as topography or watercourses, ~~it is difficult to see how the power line could be convincingly integrated into GI or other landscape or open space networks. (7) For example, at Great Ashby north of Stevenage the limitations to coherent urban form resulting from a similar power line are clear, even though the wayleave is considerably narrower than current requirements (only 50m each side). National Grid guidance<sup>1</sup> provides case studies of good and bad design and site layout in relation to planning new development around overhead power lines.~~

#### Paragraph 5.3.123

A second option could be for a number of connected 'villages', perhaps reflecting some of the features of Hunsdon, for example. As the village concept is not explicitly related to Harlow it could provide a more coherent 'stand-alone' form to incorporate an irregular (rather than linear) 'wayleave' around the overhead power lines. ~~However, this would be likely to reduce the amount of land available for development in order to soften the linear edges through uneven set back from the 400m line on both sides, and could be vulnerable to pressure to 'squeeze' development value from the land.~~ This option could relate better to the existing villages in the area, although it would still significantly impact their character in terms of their countryside setting.

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<sup>1</sup> 'A Sense of Place: Design Guidelines for Development Near High Voltage Overhead Lines'  
See [www.nationalgrid.com/uk/Senseofplace](http://www.nationalgrid.com/uk/Senseofplace)

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## EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER FOR  
STRATEGIC PLANNING AND TRANSPORT

HABITAT REGULATIONS ASSESSMENT STAGE 1 - SCREENING  
REPORT (DECEMBER 2012)

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WARD(S) AFFECTED: ALL

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### **Purpose/Summary of Report**

- This report presents the findings of the Stage 1 Screening Report Habitat Regulations Assessment (HRA) of the Draft District Plan Part 1 – Strategy. The report presents the HRA Screening Report and explains that a stepped approach to planning in relation to the potential impacts on European Sites is necessary.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL AND EXECUTIVE:</u> That:</b>	
<b>(A)</b>	<b>the Habitat Regulations Assessment Stage 1 – Screening Report (December 2012) be supported as part of the evidence base to inform the District Plan Part 1: Strategy.</b>
<b><u>RECOMMENDATIONS FOR COUNCIL:</u> That:</b>	
<b>(A)</b>	<b>the Stage 1 Habitat Regulations Assessment Stage 1 – Screening Report (December 2012) be agreed as part of the evidence base to inform the District Plan Part 1: Strategy.</b>

### 1.0 Background

1.1 The need for Habitat Regulations Assessment is set out within Article 6 of the European Commission's Habitats Directive 1992, and interpreted into British Law by the Conservation of Habitats and Species Regulations 2010. The ultimate aim of the Directive is to "*maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community*

*interest*” (Habitats Directive, Article 2(2)). There are several site designations (Natura 2000 Sites, Special Areas of Conservation (SACs) Special Protection Areas (SPA) and sites designated under the Convention on Wetlands of International Importance (Ramsar Sites)) that are contained under one umbrella term - European Sites.

- 1.2 The emerging District Plan considers development within East Herts and so it is appropriate that the HRA should consider the potential implications for European Sites within East Herts, as well as those outside the boundaries of the district that could be affected by such development. Figure 1 of the HRA Report illustrates the European Sites that the Plan has to take into account. There are three European Sites that lie partly within East Herts – Lee Valley SPA; Lee Valley Ramsar Site and Wormley-Hoddesdonpark Woods SAC. Epping Forest SAC also requires consideration because there is potential for the East Herts District Plan to create significant effects on the SAC even though it lies outside the authority boundary.
- 1.3 Given the technical nature of this assessment, the Council commissioned URS consultants to assist in undertaking a HRA of the potential effects of the District Plan Part 1 – Strategy on the European Sites network. This work builds upon the high-level HRA Screening exercise undertaken by Scott Wilson Ltd (now URS) on the District Plan Issues and Options in 2010.
- 1.4 It is important that like the Sustainability Appraisal process, the HRA is integrated fully into the plan-making process. As such, there are two stages of the HRA. The first stage, the subject of this report is to undertake a HRA on the alternative development strategy scenarios in order to inform the formulation of the draft Plan. A second stage HRA will be undertaken in response to any changes made to the Draft Plan as a result of public consultation, prior to the submission of the final District Plan Part 1 – Strategy.
- 1.5 The HRA is closely linked to Transport Modelling which is addressed in Agenda Item 8: Transport Modelling Update and DIAMOND Results. The same scenarios have been used as the basis for each assessment and the results of the transport modelling assessment directly informs the analysis of the potential impacts of each of the seven alternative scenarios on the European Sites network.

## 2.0 Report

- 2.1 Comprising 5 chapters, Chapter 1 of the HRA Screening Report introduces the purposes of the HRA, with Chapter 2 detailing the methodology used, the scope of the assessment and the background research consulted to inform the assessment.
- 2.2 Chapter 3 looks at each of the European Sites in detail, recording their current conservation status, their quality and the pressures on the sites. This information forms the baseline against which potential impacts can be measured. Fundamentally, the District Plan should seek to prevent any worsening of ecological status and where possible to enhance this status.
- 2.3 Chapter 4 contains the screening tables for the seven scenarios that have been assessed.
- Scenario 1A: 8,000 dwellings north of Harlow
  - Scenario 1B: 5,000 dwellings north of Harlow and 3,000 at Ware
  - Scenario 1C: nothing north of Harlow, 3,000 west of Sawbridgeworth, 3,000 at Ware and 2,000 east of Welwyn Garden City
  - Scenario 2A: 800 south of Bishop's Stortford, 2,000 west of Sawbridgeworth, 1,700 north of Ware and 1,500 at Buntingford
  - Scenario 2B: 150 east of Bishop's Stortford, 3,000 west of Sawbridgeworth, 500 at Buntingford and 2,000 east of Welwyn Garden City
  - Scenario 2C: 800 south of Bishop's Stortford, 1,300 east of Ware, 2,000 at Buntingford and 2,000 east of Welwyn Garden City
  - Scenario 2D: 2,000 west of Sawbridgeworth and 4,000 east of Welwyn Garden City
- 2.4 Table 4 compares the housing levels used in each scenario. Tables 5 to 8 consider the difference between three different approaches to development on nitrogen deposition from road transport. An increase in the deposition of nitrogen from the atmosphere to soils is generally considered to lead to an increase in soil infertility, which can have a serious deleterious effect on the quality of semi-natural, nitrogen-limited terrestrial habitats. Table 9 assesses each scenario against the potential impacts of development such as from air quality issues from transport, water quality and waste water treatment and recreational activity.

- 2.5 Scenario 2C would be the most preferable in terms of air quality on the Lee Valley SPA/Ramsar and Epping Forest SAC. Scenario 2C is most preferred in terms of water quality and on the Rye Meads waste water treatment works. Scenario 1A is the scenario likely to have the lowest risk of significantly increasing recreational activity within Wormley-Hoddesdonpark Woods.
- 2.6 Chapter 5 concludes that while Scenario 2C is the most favourable from the point of view of minimising the risk of the likely significant effects on European Sites, no scenario is likely to be undeliverable. As the Plan progresses the HRA can be undertaken in further detail to analyse proposed policies and to consider a further combination of the scenarios already assessed. Transport modelling would also be complete enabling more detailed calculations to be undertaken and the scale of any mitigation to be identified.
- 2.7 With the exception of Bishop's Stortford North, large extensions would only become important for housing delivery at the later stages of the Plan period. As such it would be reasonable to have a criteria-based policy within the Plan which guards against development coming forward post-2021 until issues such as air quality for example have been resolved. This would enable for the cumulative impacts of development proposals (including those not within East Herts) to be taken account of and appropriate mitigation measures to be in place.
- 2.8 The next stage of the HRA will be undertaken following consultation on the District Plan. At this stage therefore, it is recommended that the advice contained in the HRA be used to support the formulation of the draft 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

Habitat Regulations Assessment Screening Report December 2012.

<http://www.eastherts.gov.uk/hra>

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	None
Legal:	N/A
Financial:	None Known
Human Resource:	None other than Planning Policy Team human resources.
Risk Management:	N/A

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## EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER FOR  
STRATEGIC PLANNING AND TRANSPORT

TRANSPORT MODELLING UPDATE AND DIAMOND RESULTS

WARD(S) AFFECTED: ALL

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### **Purpose/Summary of Report**

- This report presents the results of the DIAMOND transport modelling of a range of development scenarios. It is explained that DIAMOND provides key messages in relation to options for large urban extensions, and these are set out in a Non-Technical Summary attached to the report;
- Further work on transport modelling still needs to be completed, including the Harlow-Stansted-Gateway-Transport model, and this delay has implications for the District Plan work programme which are explained further in the District Plan update report.

### **RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE** **PANEL AND EXECUTIVE: That:**

<b>(A)</b>	<b>the DIAMOND transport modelling work be supported as part of the technical evidence base to inform the District Plan Part 1 - Strategy; and</b>
<b>(B)</b>	<b>East Herts Council implores the relevant transport authorities, including Essex County Council, Hertfordshire County Council, and the Highways Agency, to urgently work to identify a pragmatic solution to the evidence base for long-term transport planning issues, to enable East Herts Council to finalise a consultation draft of its District Plan and enable it to comply with its responsibilities as Local Planning Authority.</b>

**RECOMMENDATIONS FOR COUNCIL: That:**

<b>(A)</b>	<b>the DIAMOND transport modelling work be agreed as part of the technical evidence base to inform the District Plan Part 1 - Strategy; and</b>
<b>(B)</b>	<b>East Herts Council implores the relevant transport authorities, including Essex County Council, Hertfordshire County Council, and the Highways Agency, to urgently work to identify a pragmatic solution to the evidence base for long-term transport planning issues, to enable East Herts Council to finalise a consultation draft of its District Plan and enable it to comply with its responsibilities as Local Planning Authority.</b>

1.0 Background

- 1.1 A brief overview of transport modelling was provided to Members at the workshop on 17<sup>th</sup> January 2013, and this is attached at **Essential Reference Paper 'B'**.
- 1.2 This shows that there are a number of transport models, which may be used at different stages in the preparation of the District Plan, and other tools which are too detailed and local for strategic planning and are used in relation to planning applications.
- 1.3 This report explains the wider significance of transport modelling within the District Plan process.

2.0 Report

- 2.1 DIAMOND is a spreadsheet-based tool to enable early testing of the likely impacts of various development options. Transport modelling is a specialist field, and for this reason East Herts Council asked Aecom, the transport consultants appointed to carry out DIAMOND modelling for this District, to prepare a Non-Technical Summary of the outcomes and implications contained in their technical report. The NTS is presented at **Essential Reference Paper 'C'**. A more detailed Technical Note is also available (see Background Papers).
- 2.2 Caution should be exercised in interpretation of the results, particularly in terms of the detailed numbers, because understanding depends to a large extent on technical knowledge

of transport modelling, and for this reason East Herts Council has worked closely with specialists at Hertfordshire County Council to extract the key messages. The County Council's interpretation of the work to date is provided in **Essential Reference Paper 'D'**.

- 2.3 DIAMOND is not a full transport model, and is limited because it cannot assess the impacts of new highways infrastructure. For this reason other modelling work is necessary. However, the additional transport modelling requirements involve a number of external bodies and are more difficult to resolve. The remainder of this report explains these issues.
- 2.4 Paragraph 32 of the National Planning Policy Framework (NPPF) states that "*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*" Without further transport modelling, it is not possible to demonstrate the likely impacts of a particular development option when highways infrastructure is provided.
- 2.5 The NPPF also requires that "*the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities*" (Paragraph 182). For this reason, East Herts Council has been working closely with Hertfordshire County Council, Essex County Council, and the Highways Agency as important stakeholders covered by the Duty to Co-Operate, and the bodies responsible for maintenance of the highways network.
- 2.6 There are two major complications arising from these NPPF requirements.
- 2.7 Firstly, there is no accepted definition of 'severe' impacts at present. A definition will emerge over time through practice, interpretation and decisions by the Planning Inspectorate, through the appeals system or in the courts. Prior to this, the transport authorities are working to establish a robust definition, which can be used to provide a clear position on particular development options.
- 2.8 Secondly, it is not possible to either include or reject development options where there is likely to be significant new transport infrastructure required, until such time as sound evidence for or against the options is available. Failure to justify with evidence a decision to either drop or carry forward a particular option is likely to lead to challenge at Examination in Public.

- 2.9 This is of particular concern in relation to the Harlow-Stansted-Gateway Model (HSGTM). East Herts Council has made strenuous efforts to resolve the transport issues, including engagement with the key transport stakeholders.
- 2.10 Despite these efforts, the latest estimate from Essex County Council and Aecom in respect of completion of the HSGTM modelling is June 2013. The transport authorities have advised that it is not possible to say whether, or how much, feasibility work will be necessary in order to have a robust basis to either include or exclude some large development options, notably north of Harlow, until the HSGTM transport modelling has been completed.
- 2.11 This has major implications for progress on the District Plan, because in order to meet levels of objectively assessed housing need in the period after 2021, it is becoming clear that one or more large urban extensions requiring significant transport infrastructure will be required. This is addressed in Agenda Item 5: District Plan Part 1 – Update Report.

### 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

DIAMOND Transport Modelling – Technical Note (January 2013)

[www.eastherts.gov.uk/technicalstudies](http://www.eastherts.gov.uk/technicalstudies)

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	None
Legal:	N/A
Financial:	None Known
Human Resource:	None other than Planning Policy Team human resources.
Risk Management:	N/A

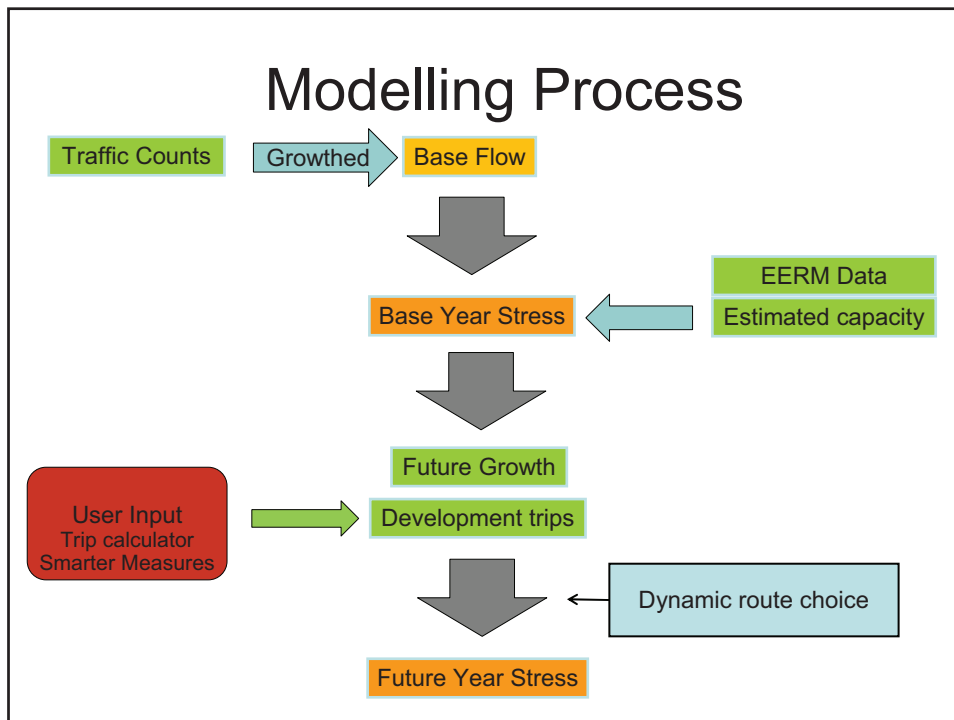
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## Traffic Modelling to Support the Local Plan Process

Sue Jackson - Hertfordshire County Council

### Why do we need models?

- To provide empirical evidence of the traffic impact of new development
- To help assess the advantages / disadvantages of different locations
- To identify likely traffic problems and potential mitigation measures



- ## Types of Model Available
- Diamond Spreadsheet Model
  - Area wide Highways Model  
(Harlow Stansted Gateway Traffic Model)
  - Detailed models (microsimulation models / junction models)



## **DIAMOND**

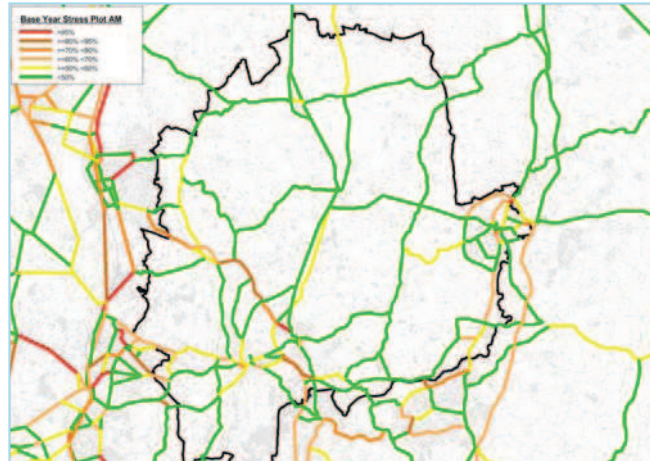
### **Development Impact Assessment Model Of Network Demand**

- Excel spreadsheet based tool
- Ideal for strategy selection process as run more cheaply and quickly than traditional traffic models
- Gives a high level assessment of different options and initial comparisons

### **Benefits of Diamond**

- Developed on behalf of Highways Agency and used elsewhere in Herts
- Dynamic route choice based on congestion levels
- Linkage with Regional Transport model (EERM)
- Quickly test 'what if' travel demand changes scenarios
- Option sifting

## 2009 Base Year AM Volume/Capacity ratios, by link



## Diamond Limitations

- Based on link assessment. Junctions likely to fail first
- Limited route choice (development traffic only)
- Can't model impact of new infrastructure (including mitigation measures) – pessimistic assessment
- Can't model junctions

## How does it support the local plan?

- Overall network statistics (average speed / journey time / delay) help identify which options are best
- Calculation of volume to capacity ratios identifies where increased traffic volumes will result in problems
- Use for initial option sifting, and to identify problem locations

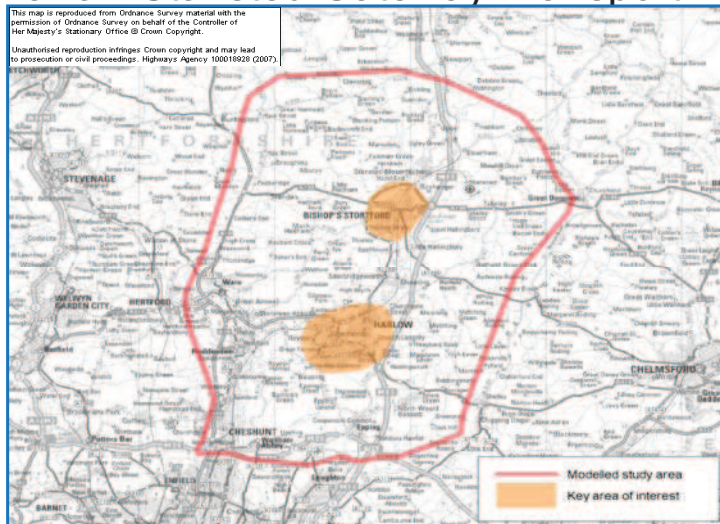
## Area Wide Highway Modelling

- **Specialist highway modelling computer software (eg Saturn)**
- **Input intensive, typically time consuming & costly to set up and run**
- **Models congestion effects and full impacts on junctions**
- **Can code in new highways infrastructure and test the effects**

## Use of Area Wide Modelling

- Future tests of Preferred options
- Identification of detailed highway effects (junction capacity problems / large increases in flow, changes in journey times)
- Identification of where traffic from a particular development travels to
- Test / design of mitigation measures

## Harlow Stansted Gateway Transport Model



## Detailed local modelling

- Local area models eg Paramics plus individual junction models
- Usually developed to support planning applications
- Used to demonstrate that highway impacts of application can be mitigated

## Bishops Stortford North Paramics Model



## HCC's role

- Acting as technical client on EHDC's behalf
- Advice on modelling strategy – what appropriate at each stage
- Assistance with interpretation of results
- Liaison with Highways Agency & other LAs

## Next Steps

- Diamond Modelling appropriate for initial sifting and refinement of options
- Modelling has indicated likely problem areas and helped inform thinking on possible mitigation measures
- Need for area based highways modelling to test preferred option(s) going forward along with potential mitigation measures


# Transport Scenario Testing

for the emerging East Herts District Plan

using DIAMOND

Non Technical Report

Prepared by:   
Sam Thrower / Nik Bowyer  
Graduate Consultant / Senior Consultant

Checked by:   
Nik Bowyer  
Senior Consultant

Approved by:   
Ian Burrows  
Associate Director

Transport Scenario Testing for the emerging East Herts District Plan using DIAMOND: Non-Technical report

Rev No	Comments	Checked by	Approved by	Date
1	Draft to EHDC / HCC	NWB	IOB	18/12/2012
2	Conversion from Technical Note format to Report (INTERNAL)	NWB	IOB	03/01/2013
3	Final Draft to EHDC / HCC	NWB	IOB	04/01/2013
4	Final report to EHDC / HCC	NWB	IOB	28/01/2013

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Date Created January 2013

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## **1 Introduction**

Capabilities on project:  
Transportation

# 1 Introduction

## **Introduction**

- 1.1 East Hertfordshire District Council (EHDC) is in the process of working towards production of a draft District Plan and strategy that will first be presented to members prior to public consultation.
- 1.2 In order to support EHDC through this process, AECOM has provided transport modelling advice and support for the scenario development, testing and sifting stages of the Strategy Selection processes.
- 1.3 In order to provide an evidenced approach and analyses to the sifting procedure, AECOM has undertaken indicative transport modelling of each of EHDC's proposed development scenarios. Modelling of the scenarios and analysis of the outputs will allow for EHDC to quantitatively assess the options against each other, providing a sound basis for the sifting exercise.
- 1.4 This report provides a non-technical summary of the modelling exercise undertaken, the model results and their subsequent interpretation that may be used to inform further refinement of the development scenarios by EHDC.

## **Non-Technical Report Structure**

- 1.5 Following this introduction, the remainder of this report is structured as follows:
  - 2) Transport Modelling
  - 3) The Strategy Selection Process
  - 4) The DIAMOND Model
  - 5) Development Scenarios
  - 6) Methodology
  - 7) Modelling Results
  - 8) A1(M) and Welwyn-Hatfield Modelling
  - 9) Implications for the Strategy Selection process
  - 10) Next Steps

## **2 Transport Modelling**

Capabilities on project:  
Transportation

## 2 Transport Modelling

- 2.1 Transport models may be used across a large range of applications and can range from simple manual calculations to more complex land-use and demand-supply interaction models. The complexity of transport models reflects the specific needs of an assessment case.
- 2.2 Transport modelling can be used to provide an evidence base to help evaluate existing networks and to predict the likely effects of changes in traffic as a result of proposed developments or infrastructure alterations. Modelling is therefore an important part of most decision making processes.
- 2.3 A variety of transport models and modelling packages are available that can be sub-divided into the following categories:
- Spreadsheet models;
  - Highway traffic assignment models;
  - Public Transport traffic assignment models;
  - Micro-simulation models;
  - Junction design models.
- 2.4 Each of the types of model listed above has their own particular strengths and weaknesses with regards to their application to transport impact assessment studies. Micro-simulation and junction design models for instance can provide a good visual representation of the impacts of development across an urban area or at particular intersections, yet their use for a district-wide study would be impractical, expensive and time-consuming, requiring models for each separate urban area to be constructed. Likewise a traditional highway traffic assignment model would provide an impact assessment across the wider-network but have significant initial set-up costs and timescales that are not practical for a development options sifting exercise.
- 2.5 It is important therefore to select the correct modelling tool for the required assessment. Both the Strategy Selection process and DIAMOND model are explained in the course of the next two sections. The key requirement of this transport modelling for the Strategy Selection process is to sift development options in a consistent manner; DIAMOND is a spreadsheet model including a development traffic assignment element that can be run more cheaply and under shorter timescales than traditional traffic assignment models; whilst it has some limitations, it is appropriate for providing a high-level assessment of differing options and for providing some initial comparison and sifting of these.

### **3 The Strategy Selection Process**

Capabilities on project:  
Transportation

### 3 The Strategy Selection Process

- 3.1 EHDC's strategy selection process is a requirement of the development of a draft District Plan policy prior to consultation and subsequent adoption.
- 3.2 The strategy formulation process involves the selection of a number of broad development options and the subsequent refinement of these into a single option to be considered for the draft policy document for consultation.
- 3.3 The continually evolving nature of the options means that transport modelling is based on a 'snapshot' of the latest stage in the formulation of the strategy. The modelling therefore provides a perspective which can provide insight into various options, but cannot exactly map the specific impacts, due to the evolving nature of the strategy selection process.
- 3.4 In order to refine the proposed development options it is necessary to have an evidence based approach that allows for the sifting of developments against each other, allowing for poorer performing options to be eliminated prior to testing of the strategy.
- 3.5 To this end transport modelling advice and support has been undertaken to sift proposed development scenarios on the basis of their likely impacts on the transport network, in order to work towards a Preferred Option. It is possible that subsequent refinement and further testing of the Preferred Option may be required, although this will be dependent upon the outcome of the initial scenario testing.
- 3.6 The strategy selection process must take account of the requirements of the National Planning Policy Framework (NPPF). This requires local planning authorities to balance a wide range of considerations including transport and highways within the context of the 'presumption in favour of sustainable development'.
- 3.7 All the details of the strategy selection process are set out in a Supporting Document which will be subject to consultation and which will demonstrate how the final strategy was formulated.

## 4 The DIAMOND Model



## 4 The DIAMOND Model

- 4.1 Transport modelling has been undertaken using AECOM's modelling tool DIAMOND - the Development Impacts Assessment Model Of Network Demand. The model allows for multiple variants of development options to be input and tested, in order to analyse the broad impacts of the proposals on the local highway network.
- 4.2 DIAMOND's strengths include its flexibility to model a number of variants of proposed developments, both residential and employment, allowing for the variation of both development size and spatial distributions. The model allows for consistent assessment across a range of development proposals and applications, in a shorter timescale than traditional modelling techniques.
- 4.3 It should be noted that assessments made using DIAMOND are indicative and that the model's key strength is as a sifting tool to highlight the relative performance of the test scenarios. For this reason its main strength is in comparison of differences between the likely impacts of different district-wide scenarios at comparable overall development levels.
- 4.4 Given the large number of possible combinations of options which could be tested, DIAMOND is deployed most effectively by targeting key test variables rather than trying to sift all possible combinations of options.
- 4.5 DIAMOND is a link-based model, providing a high-level assessment of traffic impacts on roads across a given region. It has no junction modelling/interaction element and therefore does not consider junction delays during the model run process.
- 4.6 It should be noted DIAMOND is intended for initial sifting of development scenarios and as such is not an appraisal tool directly. The analysis and modelling work undertaken to date, allows a broad comparative assessment of development scenarios to be made. It is recommended further supporting assessment is subsequently carried out to determine the potential mitigation measures required to facilitate development as well as further detailed junction operational assessments which may be required to help support the evidence base in due course. Indeed it is recommended further work is carried out to support the District Plan process as it progresses from the District wide level to the site allocation stage, where individual developments will be required to be assessed.
- 4.7 A number of inputs into DIAMOND are considered as 'static', in that they are not altered between development scenarios. Static elements include both the modelled highway networks and background (non-development) traffic. Networks remain static over-time, meaning that the highway network remains fixed from the base year (2009) to all forecast years and scenarios; as such, the effects of new infrastructure are not taken into account, meaning that a pessimistic assessment of the highway networks is made. Likewise, non-development traffic remains fixed across all scenarios meaning that there are no effects due to reassignment included within the model.
- 4.8 DIAMOND has previously been used for a number of applications across Hertfordshire, including assessment of Local Development Framework (LDFs) across the county on behalf of the County Council and for providing a transport evidence base for the sifting of development options for the LDF process in the Borough of Welwyn-Hatfield. The model was initially developed on behalf of the Highways Agency (HA) in order to assess the likely impacts of proposed developments on the Strategic Road Network (SRN) and has been accepted for use by the HA for previous applications within Hertfordshire.
- 4.9 Hertfordshire County Council (HCC), as well as promoting development of the model, has endorsed the use of DIAMOND for the Local Planning Authorities (LPAs) within the county

Capabilities on project:  
Transportation

as part of their respective strategy development and sifting processes. Prior acceptance of the model for previous sifting exercises by the HA in conjunction with county endorsement means that DIAMOND represents a useful and accepted tool for the purposes of development sifting and strategy formation.

- 4.10 Further information pertaining to DIAMOND and its enhancement for use as an evidence base for sifting within East Hertfordshire is detailed in a separate Technical Note document.

## **5 Development Scenarios**

## 5 Development Scenarios

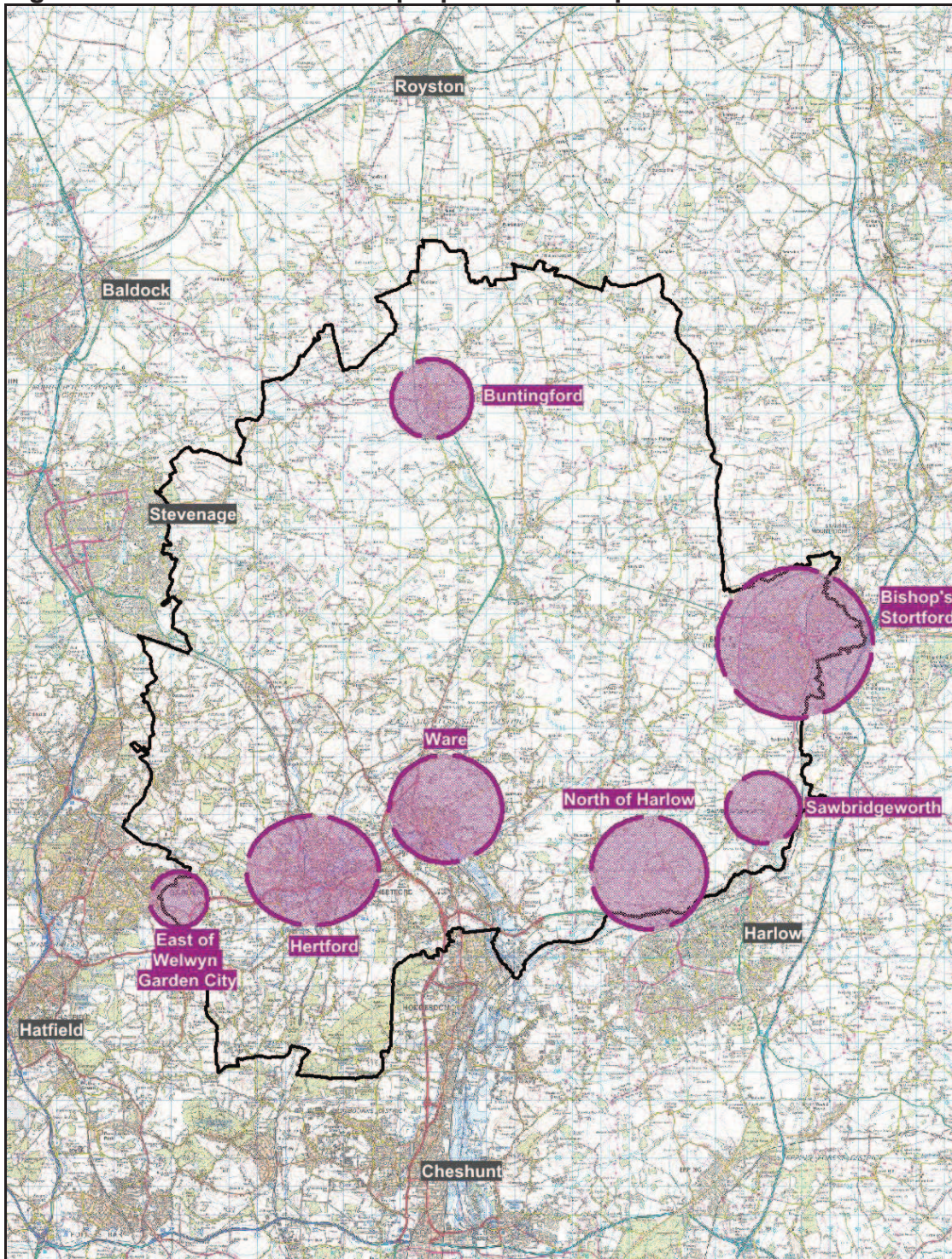
- 5.1 EHDC has identified seven separate development scenarios for testing using DIAMOND. These are based on a short-list of options agreed by the Members of East Herts Council at the meeting of Full Council on 7th August 2012, following work on the first four chapters of the Supporting Document. The principles underlying test scenario formulation are as follows:
- **Comparability between scenarios:** the overall level of development tested must be broadly equal between scenarios in order to ensure area-wide comparability.
  - **Comparability between different growth levels:** two groups of scenarios were developed in order to provide an indication of the impacts at higher and lower levels of development. This reflects a need to get a sense of the different impacts at different levels of growth. In addition, the higher level enables testing of the largest development option (i.e north of Harlow)
  - **Selection of key test variables:** larger options were selected in order to focus attention on those which are likely to have the greatest highway impact. The exceptions to this are Terlings Park (270 dwellings) and East of Bishop's Stortford (150 dwellings), which were included as 'top-ups' to provide comparability of total quantum within each of the two assessment groups
  - **To provide an insightful assessment framework:** given the volume of options for sifting, and the ongoing process of refinement of options through the stepped approach to strategy selection, it is not possible to fully test all options. Therefore the scenarios have been developed with sufficient degree of differentiation to provide an indication of the likely impacts in a manner proportionate to strategic planning. This framework can continue to provide insight even as the options are refined as East Herts Council progresses towards finalisation of its strategy.
- 5.2 In addition to the seven development scenarios, two Reference Case options have also been identified, which allow for the development proposals to be assessed against a consistent base. This ensures that the impacts of each of the proposed development scenarios can be isolated and interrogated in- turn.
- 5.3 The Reference Case scenario does not include any of the key test variables, but includes 'other locations' i.e. shortlisted options which are considered to be below the threshold for separate testing as part of the DIAMOND transport modelling. It should be noted that these options do not reflect a 'committed' set of developments and are still subject to further scrutiny.
- 5.4 A separate Reference Case scenario has been identified that includes an additional allocation of north of Bishop's Stortford, to a quantum of 2,500 new dwellings. This option has been identified separately in order to allow for the impacts of this development to be isolated, given it is substantially larger in size than other identified Reference Case development sites, and also due to its designation with the East Herts Local Plan 2007 as safeguarded land ('Areas of Special Restraint').

Capabilities on project:  
Transportation

- 5.5 The seven identified development options tested as part of the option sifting stage each comprise of either one or a combination of key test variables. These variables identify proposed developments of differing size and location, which are included over-and-above that of the Reference Case.
- 5.6 The proposed developments can be broadly split into two groupings: Options 1(a-c) and Options 2(a-d). Variants of Option 1 include 2,000 additional dwellings compared to those of Option 2, with the developments located to the south of the district, with a particular focus north of Harlow (1a, 1b) and in Ware (1b, 1c). Option 2 variants show lower levels of total residential development (11,813 dwellings), which are less-focused to the south and instead spread across other key urban areas throughout the district.
- 5.7 The specific development options included are listed below:
- **Option 1A** North of Harlow (8,000 dwellings)  
*[Note: 8,000 has been selected because an assumption has been made that the full 10,000 dwellings could not be delivered in practice by 2031)];*
  - **Option 1B** North of Harlow (5,000 dwellings), North & East of Ware (3,000 dwellings);
  - **Option 1C** West of Sawbridgeworth (3,000 dwellings), North and East of Ware (3,000 dwellings), East of Welwyn Garden City (2,000 dwellings);
  - **Option 2A** South of Bishop's Stortford (800 dwellings), West of Sawbridgeworth (2,000 dwellings), North of Ware (1,700 dwellings), Buntingford (1,500 dwellings);
  - **Option 2B** East of Bishop's Stortford (150 dwellings), West of Sawbridgeworth (3,000 dwellings), Buntingford (500 dwellings), East of Welwyn Garden City (2,000 dwellings), Terlins Park (270 dwellings);
  - **Option 2C** South of Bishop's Stortford (800 dwellings), East of Ware (1,300 dwellings), Buntingford (2,000 dwellings), East of Welwyn Garden City (2,000 dwellings);
  - **Option 2D** West of Sawbridgeworth (2,000 dwellings), East of Welwyn Garden City (2,000 dwellings), allocation in Welwyn-Hatfield District (2,000 dwellings).
- 5.8 Table 5.1 presents a list of each of the developments assumed by scenario, including the Reference Case assumptions. The broad spatial locations of the proposed development sites are shown in Figure 5.1, along with the district boundary.



**Figure 5.1 – Broad location of proposed development sites**



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**Table 5.1 – Development scenarios and included sites**

DIAMOND Modelling Options for East Hertfordshire District Plan			Group 1 - North of Harlow (upto 15,000 by 2031)				Group 2 - No North of Harlow (upto 13,000 by 2031)				
	Location	Sieve 1 total dwellings capacity in East Herts	2031 Reference Case	2031 Ref Case + N Bishop's Stortford	Scenario 1A 10K North of Harlow	Scenario 1B 5K North of Harlow	Scenario 1C Nothing North of Harlow	Scenario 2A	Scenario 2B	Scenario 2C	Scenario 2D - inc. 2,000 in Wel-Hat
KEY TEST VARIABLES	North of Harlow A	10,000			8,000	0	0	0	0	0	0
	North of Harlow B	5,000			0	5,000	0	0	0	0	0
	South of Bishop's Stortford	800			0	0	0	800	0	800	0
	East of Bishop's Stortford	150			0	0	0	0	150	0	0
	Sawbridgeworth West	3,000			0	0	3,000	2,000	3,000	0	2,000
	Ware North (1700) Ware East (1300)	3,000			0	3,000	3,000	1,700	0	1,300	0
	Buntingford A (2000) and B (500)	2,000			0	0	0	1,500	500	2,000	0
	East of WGC (East Herts 2000, Welhat 2000)	2,000			0	0	2,000	0	2,000	2,000	4,000
	Terlings Park	270			0	0	0	0	270	0	0
North of Bishop's Stortford	2,500	0	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	
OTHER LOCATIONS	Bishop's Stortford Goods Yard	60	60	60	60	60	60	60	60	60	60
	Bishop's Stortford Old River Lane/Causeway	100	100	100	100	100	100	100	100	100	100
	BS SLAA sites	268	268	268	268	268	268	268	268	268	268
	BS other permissions	30	30	30	30	30	30	30	30	30	30
	Buntingford SLAA Sites	30	30	30	30	30	30	30	30	30	30
	Buntingford other permissions	37	37	37	37	37	37	37	37	37	37
	Hertford West	600	600	600	600	600	600	600	600	600	600
	Hertford North	100	100	100	100	100	100	100	100	100	100
	Hertford South	100	100	100	100	100	100	100	100	100	100
	Hertford South Mead Lane	100	100	100	100	100	100	100	100	100	100
	Hertford National Grid/Norbury Woodyard	200	200	200	200	200	200	200	200	200	200
	Hertford West of Marshgate Drive	182	182	182	182	182	182	182	182	182	182
	Hertford - former police station	126	126	126	126	126	126	126	126	126	126
	Hertford SLAA Sites	190	190	190	190	190	190	190	190	190	190
	Hertford other permissions	77	77	77	77	77	77	77	77	77	77
	Sawbridgeworth - N and S of West Road	200	200	200	200	200	200	200	200	200	200
	Sawbridgeworth - Crofters	80	80	80	80	80	80	80	80	80	80
	Sawbridgeworth SLAA sites	25	25	25	25	25	25	25	25	25	25
	Sawbridgeworth other permissions	6	6	6	6	6	6	6	6	6	6
	Ware Land East of Trinity Centre	81	81	81	81	81	81	81	81	81	81
	Ware (High Oak Road Area only)	200	200	200	200	200	200	200	200	200	200
	Ware SLAA Sites	34	34	34	34	34	34	34	34	34	34
Ware Other permissions	32	32	32	32	32	32	32	32	32	32	
Villages (total only - breakdown provided separately)	900	900	900	900	900	900	900	900	900	900	
<b>Sub-total - non-variable elements</b>			<b>3,758</b>	<b>6,258</b>	<b>6,258</b>	<b>6,258</b>	<b>6,258</b>	<b>6,258</b>	<b>6,528</b>	<b>6,258</b>	<b>6,258</b>
<b>Total - including variable elements</b>			<b>3,758</b>	<b>6,258</b>	<b>14,258</b>	<b>14,258</b>	<b>14,258</b>	<b>12,258</b>	<b>12,178</b>	<b>12,358</b>	<b>12,258</b>



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- 5.9 As Table 5.1 demonstrates, only the larger proposed development sites have been considered in individual groupings as 'key test variables', with the smaller development sites included in the Reference Case modelling grouping only and not being tested in isolation. These sites tend to be smaller in scale than those of the key test variables and will have smaller impacts on the highway network in the district. The tests commissioned by EHDC are for seven separate development variables of similar size, representing a large sifting sample, similar to the number of proposed development sifts undertaken for previous work in the Borough of Welwyn-Hatfield.
- 5.10 It should be noted that no employment growth has been included in the DIAMOND forecasts, with the assessments being based solely on the provision of residential growth. This is due to the fact that the technical work undertaken by EHDC to date suggests that the large majority of new development in the District to 2031 will be residential, and therefore the main traffic impacts are likely to be represented within the modelling.



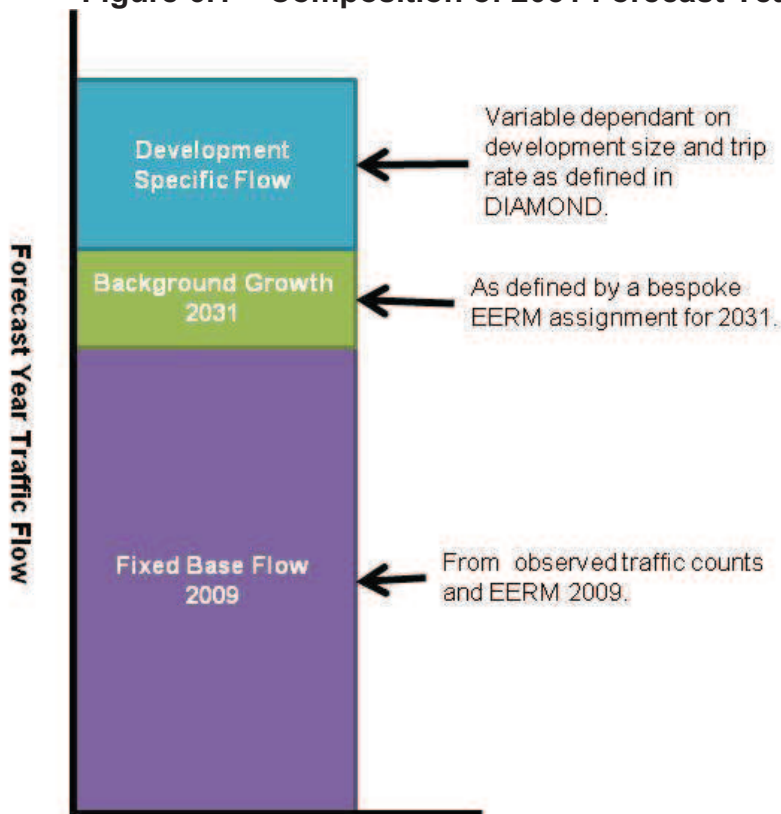
## **6 Methodology**

## 6 Methodology

- 6.1 Traffic volumes on each link within DIAMOND are composed of three main constituent parts. The sum of each of these parts comprises the total volume of traffic on a link within the model. The three key elements making up the total traffic volumes are as follows:
- **Base-Year (2009) Volumes** - base traffic volumes are input to the model across all links to ensure it reflects present day traffic volumes; these volumes have been defined through the use of observed traffic counts. The traffic count data have been provided by HCC: the predominant source of data are Automatic Traffic Counts (ATCs) that have been collected over a period of 1-2 weeks; data from 2009 have been used where available, with data from other years used and adjusted if not. This is further explained in the separate Technical Note. These volumes remain fixed throughout the forecast year assessments – no reassignment of these trips occurs.
  - **Forecast Background Growth (2031)** – background traffic growth to 2031 was calculated through use of the East of England Regional Model (EERM). This was used in order to growth traffic from the 2009 volumes to 2031, excluding any trips due to the seven development proposals. These volumes remain fixed throughout the development scenarios and cannot re-route.
  - **Development scenario specific traffic** – the development traffic is calculated based on the trip rates defined in DIAMOND and, unlike the base-year and background growth, these volumes are variable as they are dependent on the size and spatial location of developments.
- 6.2 Figure 6.1 shows the composition of link traffic volumes in DIAMOND, as described above, in graphical format.

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**Figure 6.1 – Composition of 2031 Forecast Year Traffic Flow in DIAMOND**










- 6.3 With regards to growth in traffic outside East Hertfordshire, growth from the East of England Regional Model (EERM) has been used, based on Department for Transport (DfT) forecasts. These data are used in preference to emerging Local Plans, which are uncertain prior to examination and adoption and, in most cases, are lower than the previous regional growth forecasts. Use of these data is considered preferable because it enables a precautionary approach, which is unlikely to under-estimate impacts of traffic growth outside of the district.
- 6.4 It is noted that the close proximity of Stansted Airport, Essex has the potential for a significant impact on car trips within East Hertfordshire. Growth at Stansted Airport has been capped at 35 million passengers per annum (mppa) throughput in 2031, along with a corresponding growth in jobs at the airport. The 35 mppa cap in 2031 assumes the airport operating at total capacity assuming a single runway and a single terminal. This is considered to be in-line with the coalition government's 'Programme for Government', which did not support planning permission for an additional runway at Stansted.
- 6.5 Following model runs for each of the development scenarios, data have been output from DIAMOND in order to allow for comparative assessment of the scenarios to be

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undertaken. In extracting the data, both the traffic flows on key links within the district and their respective Volume/Capacity (V/C) ratios have been identified.

- 6.6 Appendices A and B presents the data that have been extracted for the morning peak hour (08:00-09:00), for key roads within urban areas and on inter-urban routes respectively. The appendices display the two-way traffic volume on each link in East Hertfordshire. It should be noted that these figures are indicative, having been rounded to the nearest 250 vehicles. These data have been rounded in order to improve confidence in the model outputs and aids comparative analysis between the different scenarios.
- 6.7 The links for each scenario have been banded into different colour categories; these bandings reflect the nature of stress or congestion that the road is experiencing. The congestion-levels shown are based on the ratio of traffic volumes on a link to the theoretical link capacity. It should be noted that the maximum V/C for a single direction on a two-way link has been chosen, this highlights issues related to tidality which, if the two-way V/C were shown, would not present as an issue. The levels of congestion corresponding to each colour are highlighted in the key in Table 6.1.

**Table 6.1 – Key: Congestion bandings**

Congestion banding	Volume-to-Capacity (V/C) ratio	Congestion banding description
	> 100%	Extremely congested (Over Capacity)
	95%-100%	Highly congested
	80% - 95%	Medium-to-highly congested
	70% - 80%	Moderately congested
	60% - 70%	Moderately congested
	50% - 60%	Becoming congested
	<50%	Uncongested

- 6.8 It should be noted that the flow displayed for each link is a sum of the flow for both directions while the maximum volume/capacity in either direction is applied to band the links into the differing stress categories.
- 6.9 The congestion bandings from the results may be used to draw some headline policy implications. There are two broad types of interventions which the District Council may choose to consider:
- **Highways interventions** may range from the provision of major new roads through to changes to traffic signals and road layout. In some cases highways interventions can be effective. However, caution should be exercised in assuming that highways interventions are feasible and deliverable
  - **Sustainable transport measures** include the provision of new bus services as well as encouraging more walking and cycling. In general terms such measures are cheaper than highways interventions, although their likely effectiveness in terms of reducing highways stress needs to be appraised realistically.

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- 6.10 Therefore, because a particular road is shown as 'highly stressed' does not necessarily mean that it should be discounted from consideration as part of the District Plan strategy. It is likely to mean however that highly stressed areas are likely to require greater investment in highways and sustainable transport schemes. This is investigated further in Chapter 9.

## 7 Modelling Results

## 7 Modelling Results

### Introducing the results

- 7.1 This section of the Non-Technical Summary documents the changes to network performance (traffic volumes and stress) that are observed within DIAMOND as a result of the introduction of each of the development scenarios. This involves description of the model outputs shown in Appendices A and B as a result of the modelling process.
- 7.2 The impacts of each of the proposed development scenarios have been assessed against the 2031 Reference Case. As such, the effects of each of the key test variables can be isolated, helping to highlight the traffic impacts due solely to these variables.
- 7.3 It is worth noting that, as mentioned previously, both the network stress and traffic volumes have been calculated on the basis of a link-based assessment only, as a function of the DIAMOND model. No junction interaction element has been considered. As such, there may be some cases whereby current known network 'hotspots' are not fully represented in the analyses, as issues are the result of traffic interactions at the junctions as opposed to available link capacity; potential examples of this in East Hertfordshire are the signalised crossroads on the A120 at Little Hadham, and the A414 Gascoyne Way within Hertford. The results should therefore be considered in the light of the application of the DIAMOND model as a sifting tool for early-stage assessment of the development proposals.

### Description of the results

#### Reference Case

- 7.4 The 2031 Reference Case model demonstrates the impacts of traffic increases due to background growth (predicted income and car ownership changes) and options excluding the key test variables within East Hertfordshire. It is important to ascertain the impacts from this scenario in order to be able to subsequently isolate those of the proposed development scenarios, which will be benchmarked against the Reference Case.
- 7.5 Within East Hertfordshire, the key impacts on inter-urban routes are shown on the A10, A120 and A602.
- 7.6 For the A10, the sections between Ermine Street and Baldock Road (near Buntingford) and between the A414 and A1170 show an increase in two-way volumes of between 500 and 1,000 vehicles, with corresponding increases in stress to greater than 80% and 70% respectively. There are no key test variable development options for towns/villages located on this corridor, suggesting that the increases in volumes and stress are potentially due to trips passing through the district, as opposed to being due to growth within the district. It is noted however, that there is quite a high-level of growth assumed in the Reference Case for Hertford, from which some longer distance trips are likely to access the A10, particularly the section between the A414 and A1170.
- 7.7 Both the A120 Bishop's Stortford Northern Bypass and the A414 Fifth Avenue, Harlow show increases in two-way volumes of around 750 vehicles and corresponding increases in stress to greater than 95%, showing significant pressures on the road network. Growth assumed in the Reference Case for Bishop's Stortford is low (160 dwellings) and will not

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contribute fully to the increases shown on the A120; similarly included growth in Ware and surrounding villages is not the sole cause of the large increases shown on the A414 Fifth Avenue. Growth in surrounding districts has been included at the full RSS complement and an increase in 'through' trips is likely to be the main cause of the changes in traffic volumes and stress shown.

- 7.8 A number of changes in network stress and traffic volumes are observed in the urban areas across East Hertfordshire, with notable changes in Bishop's Stortford, Buntingford, Hertford, Sawbridgeworth and Ware. Little changes are observed in the South East parishes, although it is noted that some small increases (~250 vehicles) in traffic are expected on the B1004 in Much Hadham.
- 7.9 For strategic routes outside of the district, the most notable impacts of the Reference Case growth are seen on the M11. Two-way traffic volumes increase by between 1,000 and 1,500 vehicles across the sections between junctions 6 (M25) to 9 (A11), resulting in an increase in stress to greater than 70% between J6-7. For the A1(M) in Welwyn-Hatfield, two-way traffic volumes in the morning peak also increase by around 1,000 vehicles from 2009, although no changes in link stress are shown.

#### **Reference Case plus North Bishop's Stortford [2,500 dwellings]**

- 7.10 This model includes all growth as per the Reference Case as well as an additional 2,500 dwellings to the north of Bishop's Stortford. This scenario has been modelled separately to assess the likely impacts of the site, given its greater size than other Reference Case developments.
- 7.11 The key impacts of the north Bishop's Stortford site are mostly limited to the urban area and the A120 bypass of the town. In the urban area, B1383 Stansted Road is the most affected, showing an increase of ~500 two-way vehicle trips and indicating stress at greater than 95% of capacity; given the location of the proposed development location, the route is likely to serve trips to/from the site. Both the B1004 Rye Road and the A1250 Hadham Road are also affected, showing an increase of ~250 vehicle trips and showing increases in stress to greater than 80% and 50% respectively. Rye Road is likely to serve trips to/from the site, providing access to the A120 in the north, whilst Hadham Road serves westbound trips for the A120 and southbound to the A1184.
- 7.12 The A120 shows some modest increases in traffic volumes, with around 250 additional two-way vehicle trips shown on the sections between the B1383 and the M11. These contribute to a slight increase in stress to greater than 70% between the B1383 and A1250, although still within operating capacity. The A1184 through Sawbridgeworth also shows increases in two-way traffic of around 250 vehicles, with both London Road and Cambridge Road showing an increase in stress to greater than 70%, but within operating capacity.



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### **Group 1 scenarios (around 14,200 dwellings)**

#### **Option 1A (Harlow North [8,000 dwellings])**

- 7.13 The inclusion of 8,000 dwellings North of Harlow leads to additional pressures on both urban and inter-urban roads within the district, with a number of roads showcasing additional stress and increases in traffic volumes. It should be noted that for the purposes of this assessment, no additional infrastructure has been assumed.
- 7.14 In urban areas within East Hertfordshire, some minor increases in traffic volumes are noted, with around 250 additional vehicles noted on London Road and Whittington Way in Bishop's Stortford, Thieves Lane in Hertford, Church Lane and the B180 Hunsdon Road in Hunsdon, representing the dispersal of development traffic across the network. No changes in stress across these roads are forecast. The only notable change in stress is shown on High Wych Road in Sawbridgeworth, where a similar increase in traffic volumes results in stress levels increasing to greater than 80% due to traffic routing between Harlow North and the A1184 via this route.
- 7.15 Within Harlow, significant increases in traffic are noted on Third Avenue where two-way traffic volumes double to around 5,500 vehicles and performance of the road changes from unstressed (<50%) to highly stressed (>80%). Similarly, the A414 Fifth Avenue between Eastwick Roundabout is shown to have significant increases in traffic volumes, with around an additional 3,000 vehicles on the route in the AM peak – this route is already significantly stressed (>95%) in the Reference Case.
- 7.16 With regards to inter-urban routes, sections of the M11, A10, A414 and the A1184 are impacted by the development. On the M11, an increase of around 250 vehicles is witnessed between junctions 6-7, although with no discernible impact on performance. The A10 shows an increase in volumes of between 250-500 vehicles between the A414 at Ware and the A1170 south of Hoddesdon, with all sections along this stretch showing an increase in stress, most notably the section between the A414 and Dinant Link Road increasing in stress to >80%. Increases in traffic volumes along the A414 within East Hertfordshire are noted, with between 250 and 750 additional trips forecast to the south of Ware.

#### **Option 1B (Harlow North [5,000 dwellings], Ware [3,000 dwellings])**

- 7.17 The inclusion of 5,000 dwellings North of Harlow combined with 3,000 dwellings in Ware leads to additional pressures on both urban and inter-urban roads within the district. As per Option 1A, it should be noted that for the purposes of this assessment, no additional infrastructure has been assumed.
- 7.18 In urban areas within East Hertfordshire, some minor increases in traffic volumes are noted, with around 250 additional vehicles noted on Whittington Way in Bishop's Stortford, the A119 Ware Road and Thieves Lane in Hertford and the B180 Hunsdon Road in Hunsdon. No changes in stress across these roads are forecast. The only notable changes in stress are shown on High Wych Road in Sawbridgeworth, where a similar increase in traffic volumes results in stress levels increasing to greater than 80% and the A1170 south of Ware, where the road becomes mildly stressed. The A1170 north of Ware shows a modest increase of around 250 vehicles.

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- 7.19 Within Harlow, significant increases in traffic are noted on Third Avenue where two-way traffic volumes increase to around 4,750 vehicles and performance of the road changes from unstressed (<50%) to moderately stressed (>60%). Similarly, the A414 Fifth Avenue between Eastwick Lodge Roundabout and Burnt Mill Roundabout is shown to have significant increases in traffic volumes, with around an additional 2,000 vehicles on the route in the AM peak – this route is already significantly stressed (>95%) in the Reference Case. These increases are less than forecast in option 1A, reflecting the reduction in development size at north Harlow.
- 7.20 Across inter-urban routes, as per option 1A, section of the M11, A10, and A414 are impacted by development, with impacts also noted on the A602 and A120 due to the proposed developments at Ware. For the M11, an increase of around 250 vehicles is witnessed between junctions 6-7, although no change in link performance is observed. A larger section of the A10 is impacted than in option 1A, with increases of around 500 vehicles forecast between the A602 and the M25, with the Ware development contributing to this – the sections of the A10 near Ware show an increase in stress, with the section between the A414 and the A1170 at Hoddesdon increasing to greater than 80%. Increases in traffic volumes along the A414 within East Hertfordshire are noted, with between 250 and 500 additional trips forecast to the south of Ware. Unlike Option 1A, the provision of dwellings at Ware leads to increases in two-way traffic volumes on the A120 at Standon and the A602 between Ware and Stevenage of around 250 vehicles; these appear to lead to little change in the performance of the roads, although the A602 Westmill Road does see a slight deterioration in stress to greater than 70%.

### **Option 1C (Sawbridgeworth West [3,000 dwellings], Ware [3,000 dwellings], East of Welwyn Garden City [2,000 dwellings])**

- 7.21 Scenario 1C maintains the same level of development as scenarios 1A-1B, yet does not include provision of housing North of Harlow, instead assuming development across the south of the district, at Ware, Sawbridgeworth and East of Welwyn Garden City. As a result, the traffic impacts from the developments are more widespread.
- 7.22 Little impact is noted within Bishop's Stortford, Buntingford or the south-east parishes, which are removed geographically from the proposed development locations. Traffic impacts within Ware are moderate, with around an additional 250 vehicles forecast on the A1170 south and north of Ware, with the road to the south becoming moderately stressed as a result. Within Hertford, increases of around 250 vehicles are forecast on the A119 Ware Road and Thieves Lane, although with no impact on the level of stress experienced on the road. It should be noted that the lack of a junction modelling element within DIAMOND may mean that the predicted congestion levels, whilst correct against the theoretical link capacities will not reflect any 'pinch-points' at junctions on the network, and the results will thus have to be interpreted against knowledge of the local conditions.
- 7.23 The largest impacts are noted within Sawbridgeworth, with High Wych Road, West Road and the A1184 all experiencing impacts from the 3,000 additional dwellings. The A1184 experiences increases of 500-750 vehicles on both the London Road and Harlow Rod sections, increasing to being highly stressed (>95%) from much lower levels of 70-80% and 60-70% respectively. High Wych Road shows an increase of around 250 vehicles

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due to development traffic using the route to travel between the A1184 and A414, although West Road has the highest increase in traffic, with an additional 750 vehicles forecast in the morning peak hour and performance deteriorating from slightly stressed (60-70%) to highly stressed (>95%) as it is a key access route to the A1184 from the development.

- 7.24 Roads to the east of Welwyn Garden City also show impacts as a result of the development, with an additional 500 vehicles forecast on the B195 Birchall Lane and additional 250 vehicles on Cole Green Lane as development traffic access the A414 and the town respectively. These routes are forecast to become more stressed as a result, with the B195 Birchall Lane becoming highly stressed.
- 7.25 Across inter-urban and strategic routes, impacts are similar to options 1A-1B, although with greater impacts on the A1184 as noted. The A10 is impacted similarly to option 1B, with increases of around 500 vehicles forecast between the A602 and the M25, with the Ware development contributing to this. Increases in traffic volumes along the A414 within East Hertfordshire are again noted, with between 250 and 500 additional trips forecast to the south of Ware. The provision of dwellings at Ware leads to increases in two-way traffic volumes on the A120 at Standon and the A602 between Ware and Stevenage of around 250 vehicles; with Westmill Road showing a slight deterioration in stress to greater than 70%.

### **Group 2 scenarios (around 12,200 dwellings)**

#### **Option 2A (South of Bishop's Stortford [800 dwellings], Sawbridgeworth West [2,000 dwellings], Ware North [1,700 dwellings], Buntingford [1,500 dwellings])**

- 7.26 Option 2A contains provision of 2,000 fewer dwellings than scenarios 1A-1C, with developments included further north at Buntingford and Bishop's Stortford. The traffic impact of these is discussed below.
- 7.27 The reduction of dwelling provision within Ware compared to scenarios 1B-1C results in a better performance of the highway network within the town, with no significant traffic increases forecast and with no impact on road performance demonstrated. As per previous scenarios, however, an additional 250 vehicles are forecast on the A602 compared to the Reference Case as a result of the development, with performance of the Westmill Road section slightly deteriorating.
- 7.28 Within Bishop's Stortford, the provision of a further 800 dwellings shows little impact over the Reference Case, although an additional 500 vehicles forecast on Whittington Way causes the road to become moderately stressed, operating at around 70-80% of capacity with a similar level of performance noted on the B1383 London Road, due to trips from the development accessing the network in this area. No significant change in performance on the A120 is noted. The A1184 performance does deteriorate, although the sections affected suggest that this is primarily due to development at Sawbridgeworth West as opposed to south of Bishop's Stortford.

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- 7.29 The largest impacts are noted within Sawbridgeworth, with High Wych Road, West Road and the A1184 all experiencing impacts. The A1184 experiences increases of between 250-500 vehicles on both the London Road and Harlow Rod sections. The reduction of dwelling provision from 3,000 dwellings in scenario 1C results in the West Road performance deteriorating to 80-95% stress, as opposed to the >95% stress previously forecast. The A1184 shows an increase of around 250 vehicles across the Cambridge Road, London Road and Harlow Road sections, with all of these being stressed to above 80% of capacity.
- 7.30 The provision of 1,500 dwellings at Buntingford leads to a forecast increase of trips on both the High Street and the B1038 Baldock Road. Whilst the performance of the High Street is not affected, the Baldock Road becomes highly stressed (>80%) as a result of traffic wishing to access both the A10 and A507 from the development. The development also results in an increase in trips on the A10 between Buntingford and Puckeridge of upto 500 vehicles, and contributes to the slight increase in trips shown on the A120 at Standon: no impact on road performance is noted for these sections of road.

**Option 2B (East of Bishop's Stortford [150 dwellings], Sawbridgeworth West [3,000 dwellings], Buntingford [500 dwellings], East of Welwyn Garden City [2,000 dwellings], Terlings Park [270 dwellings])**

- 7.31 Option 2B includes the lowest growth of all of the scenarios tested, with 12,178 dwellings in total. The scenario includes developments in similar spatial locations to that of option 2A, although with less development at Bishop's Stortford and Buntingford, more development at Sawbridgeworth and with development at Ware foregone in favour of East of Welwyn Garden City options. A small provision of growth is also included north of Harlow at Terlings Park.
- 7.32 As per previous scenarios, the Sawbridgeworth development shows the greatest impacts, both in Sawbridgeworth and on the A1184. The A1184 shows increases of between 250-500 vehicles (two-way) between Spellbrook and Harlow, with each of these sections becoming highly stressed, with the section between High Wych Road and Harlow in particular forecasting traffic volumes at above 95% of capacity. Within Sawbridgeworth, both the High Wych Road and West Road show increases in traffic volumes, with West Road experiencing an increase of 750 vehicles and becoming highly stressed.
- 7.33 The effects in Buntingford lead to a similar increase in traffic on the B1038, although the lower dwelling provision means that the level of stress experienced is slightly lower and also means that the vehicle flows on High Street do not witness much of an increase. The lower dwelling provision compared to scenario 2A also means that the effects on the A10 between Buntingford and Puckeridge are reduced, showing no significant change in traffic volumes compared to the Reference Case.
- 7.34 East of Welwyn Garden City, traffic impacts are similar to that of Option 1C with an additional 500 vehicles forecast on the B195 Birchall Lane and additional 250 vehicles on Cole Green Lane as development traffic access the A414 and the town respectively. The same level of development east of Welwyn has been assumed in the two scenarios.

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- 7.35 Within Bishop's Stortford, the provision of 150 dwellings has little impact on the highway network, with around 250 additional trips on the B1383 and Whittington Way, with a slight increase in performance to 'moderately stressed' noted on the latter. Some small increases in traffic volumes are noted in Hertford but with no impact on network performance, whilst Ware and the south-east parishes show almost no change in traffic volumes or performance.
- 7.36 Across strategic roads, whilst the A1184 shows the greatest impact other roads show less impact than in previous scenarios. The A10 shows some slight increases in traffic volumes of around 250 vehicles between Ware and the M25, although stress levels remain as per the Reference Case. The fact that changes on the A10 are much less under this scenario is due to a lack of development in Ware and North of Harlow, with developments at Welwyn Garden City and Buntingford resulting in less traffic that uses the road. Impacts on the A414 are also lower than other scenarios, with small increases shown between the A1(M) and the A10 due to development near Welwyn Garden City and a slight increase on London Road, Harlow, due to traffic from Sawbridgeworth West using the route to access eastern areas of the town and onto the M11.

**Option 2C (South of Bishop's Stortford [800 dwellings], Ware East [1,300 dwellings], Buntingford [2,000 dwellings], East of Welwyn Garden City [2,000 dwellings])**

- 7.37 The lack of development in Sawbridgeworth leads to increased performance of both the A1184 and High Wych and West Roads in the town. The A1184 demonstrates traffic volumes similar to the Reference Case, with only the stress on the Cambridge Road section slightly increasing, due to some traffic from Bishop's Stortford south using the route. High Wych and West Roads similarly show traffic volumes and stress as per the Reference Case.
- 7.38 The south Bishop's Stortford development leads to an additional 500 vehicles forecast on Whittington Way, causing the road to become moderately stressed, operating at around 70-80% of capacity with a similar level of performance noted on the B1383 London Road, due to trips from the development accessing the network in this area. No noticeable change in the performance of the A120 is noted.
- 7.39 Traffic impacts within Ware are moderate, with around an additional 250 vehicles forecast on the A1170 south and north of Ware, with the road to the south becoming moderately stressed as a result. Similarly, in Hertford, increases of around 250 vehicles are forecast on the A119 Ware Road and Thieves Lane, although with no impact on the level of stress experienced on the road. Impacts on the A10 around Ware show increases in stress between the A414 and Hoddesdon, caused by some additional 250 trips.
- 7.40 In Buntingford, an increase of around 500 trips is noted on the B1038 (Baldock Road) with route performance being demonstrated as highly stressed as a result. This is the largest increase of any scenario within Buntingford and is due to the fact that a further 500 dwellings have been assumed in the area when compared with scenario 2A. An increase of 250 trips is noted on the High street, which is a result of traffic travelling to/from the northern access of the A10. The development results in a slight increase in traffic on the A10 between Buntingford and Ware, although with no notable impact on stress across these sections of the road.



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- 7.41 There are little to no impacts shown within Harlow or the south-east Parishes, which are located geographically away from the proposed development sites.

**Option 2D (Sawbridgeworth West [2,000 dwellings], East of Welwyn Garden City [4,000 dwellings])**

- 7.42 The key development in scenario 2D is the provision of 4,000 dwellings east of Welwyn Garden City – 2,000 more than previous scenarios with the additional dwellings being provided outside of East Hertfordshire’s boundaries in Welwyn-Hatfield Borough. The west of Sawbridgeworth option is also retained, but reduced to 2,000 dwellings.
- 7.43 As per previous scenarios, development at Sawbridgeworth is forecast to lead to around 250 additional vehicles on the A1184 between the town and Harlow with stress increasing to greater than 80%, although not as high as in scenarios where 3,000 dwellings have been assumed. Similarly, High Wych Road and West Road show an additional 250-500 vehicles and corresponding stress increases, the latter due to its use by traffic accessing/exiting the proposed development.
- 7.44 The provision of 4,000 dwellings east of Welwyn Garden City has a noticeable impact on the B195 (both Birchall Lane and Blackfan Road) and Cole Green Lane. An additional 750 vehicles are forecast on Birchall Lane that provides access to/from the development to the A414 and to the town via Blackfan Road and Cole Green Lane. A corresponding increase of upto 500 vehicles is noted on the A414 west of the development providing access to Hatfield and the A1(M); scenario 2D is the only scenario for which an increase in traffic on the A1(M) between junctions 3-4 is forecast, although this does not lead to an decrease in performance of the A1(M), with a large amount of development traffic being either short-distance trips or making east-west movements.

## **8 A1(M) and Welwyn-Hatfield Modelling**

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## 8 A1(M) and Welwyn-Hatfield Modelling

- 8.1 DIAMOND has previously been used in order to undertake a similar exercise of assessing development proposals in the neighbouring district of the Borough of Welwyn-Hatfield (WHB). Where appropriate, these results have been incorporated into the most recent analysis for East Hertfordshire.
- 8.2 Scenario 2D as previously identified, includes a provision of 4,000 dwellings east of Welwyn Garden City; 2,000 of these dwellings are assumed to be constructed across the district boundary within WHB. Scenario 12B from the previous Welwyn-Hatfield Study identifies similar quantum of development to that included in Option 2D, with 1,600 dwellings within EHDC boundaries and 700 dwellings within Welwyn-Hatfield. These locations can be identified as sites Q and A respectively, shown in Figure A.1 of Appendix A. Whilst this level of development is some 1,700 dwellings short of the Scenario 2D forecasts, it will provide a useful and relevant comparison of the model outputs.
- 8.3 Scenario 12B from the WHB modelling shows an increase in traffic along the B158 towards the A1000 compared with a reference case; this routing of development trips is also observed in the EHDC Scenario 2D modelling, with development trips routing southbound along this route in the morning peak to avoid the congested A1(M).
- 8.4 Scenario 12B (WHB) also demonstrates increases in traffic volumes along the A414 between the A1(M) and Hertford, the B195 and Panshanger Lane between the B1000 and A414. Again, similar routing observations are noted in the EHDC Scenario 2D assessment. Additionally, both models show similar stress patterns on the B195 and Panshanger Lane, albeit with slightly increased stress observed in Scenario 2D, due to the larger amount of dwellings assumed in the vicinity, which impacts directly on these links.
- 8.5 The A1(M) shows high levels of stress in both model scenarios, operating close to capacity around Junction 4 at Hatfield and Junction 3 for St Albans. It is notable that the A1(M) is less congested in the PM peak compared to the AM peak in the WHB modelling, where as in the EHDC Scenario 2D modelling, it appears to be similarly congested in both peaks.
- 8.6 Overall, modelling for the PM peak shows much the same pattern as observed in the AM, demonstrating similarities between the WHB and EHDC modelling both in terms of traffic routing and predicted levels of stress.



## **9 Implications for the Strategy Selection process**

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## 9 Implications for the Strategy Selection process

- 9.1 Having reviewed the district-wide scenarios above and noting the results from the modelling exercise, it is necessary to understand the implications for East Herts Council's strategy selection process, leading up to the finalisation of the the spatial strategy for the District Plan.
- 9.2 From the model results it is possible to isolate the main likely traffic impacts attributable to each of the key test variables. The traffic impacts are link-based only, but provide a reasonable overview of the likely network impacts; some careful interpretations of known junction delay 'hotspots' may need to be considered. Care has been taken to separate the likely impacts from a development option from the impacts arising from development elsewhere, either within or outside of the District, by cross-checking the various scenario results.
- 9.3 Table 9.1 sets out the key impacts and identifies the likely policy implications that the modelling results give rise to noting the key findings at the urban level. As the analyses are only link-based, it is likely that further impacts from predicted development traffic will be noted downstream and that additional analyses and modelling may be required to identify these.
- 9.4 The implications of the findings depend on a range of factors, including the feasibility of highways and sustainable transport schemes to address the traffic impacts, neither of which it has been possible to test in the DIAMOND assessments. Possible infrastructure and sustainable transport mitigation measures will need to be pursued as part of individual planning applications coming forward in the period covered by the District Plan; however, some initial identification of possible schemes has been made in the analyses contained herein.

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**Table 9.1 – Impacts and policy implications of proposed developments**

Key Test Variable	A. Main findings	B. Policy Implications
<p><b>Bishop’s Stortford</b> (East 150 dwellings, South 800 dwellings)</p>	<p>Developments tested specifically within the vicinity of the town have been smaller than those at other locations. These developments themselves do not appear to have a significant impact upon congestion within the urban area, although it is noted that development in the south does result in moderate congestion on the B1383 London Road and Whittington Way, for which junction assessments may be required via the usual planning application procedure should development at this location be pursued.</p> <p>The majority of highly congested links within the town can be traced to the provision of 2,500 dwellings to the north of the town as part of the Reference Case. Isolating these impacts suggests that the A120 between the B1383 and the M11 as well as the B1383 (Stansted Road) and the B1004 (Rye Street) are all likely to become highly congested should development here go ahead. The A120 west of the B1383, the A1250 Dunmow Road and Parsonage Lane are all expected to be operating at capacity by the 2030 Reference Case, without any significant developments in the Bishop’s Stortford area.</p> <p>It is also noted that, across each of the modelled scenarios, between 50 and 200 additional trips are expected along the A120 and through Little Hadham. For the scenarios within which development at South Bishop’s Stortford of 800 dwellings is assumed, this value increases to between an additional 200 and 400 trips, although no significant change in congestion on the A120 is notable, noting that the route is relatively uncongested in these scenarios.</p>	<p>The A120 to the north of Bishop’s Stortford is already expected to be highly congested by 2030 without any additional developments being included. The inclusion of an additional 2,500 dwellings leads to the majority of the route between the A1184 and the M11 being highly congested across both the AM and PM peak hours. This is likely to be problematic for both local and through-trips. It is possible that the widening of certain sections of the route that are expected to be under-pressure could help to mitigate against the future pressures here; further modelling may inform whether widening is required throughout or whether solely junction improvements are required.</p> <p>Initial modelling suggests that the small development of 150 dwellings in East Bishop’s Stortford will not require any significant infrastructure enhancements.</p> <p>Development to the south of Bishop’s Stortford appears likely to lead to increased congestion on both the B1383 London Road and Whittington Way. As these routes are only expected to become moderately congested, it is possible that the provision of sustainable travel measures, such as the likes of frequent and reliable bus services into the town centre may help to mitigate against some of the increase in congestion. This would require some further investigation and scrutiny of junction performance along the route to ensure that no further significant highway issues would remain. With regards to Little Hadham, the crossroads within the centre of the village are already a significant congestion hotspot, with delays to traffic on both</p>

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Key Test Variable	A. Main findings	B. Policy Implications
		<p>arms of the A120 and the minor arms to the north and south. Whilst DIAMOND does not predict high levels of congestion here, it should be considered that DIAMOND is solely link-based and that the issues at Little Hadham are predominantly due to the low capacities for each arm at the junction. With development south of Bishop's Stortford, an increase in congestion on the eastern arm of the A120 is noted at this location: this increase of upto 400 additional trips through the location could have significant operational impacts when coupled with the growth in background traffic to 2030. Assessment of the available headway at the junction should be made: it is possible that growth in background traffic alone may call for the need for infrastructure improvements at this location, although the development impacts should be determined.</p>
<p><b>Buntingford</b> (500 to 2,000 dwellings)</p>	<p>For scenarios 2A-2C which contain development at Buntingford, the key impact forecast is additional traffic (between 250 and 500 two-way vehicles) on the B1038 Baldock Road, between the A10 and the High Street. Whilst development of 500 dwellings (2B) shows an increase to moderate congestion on this link, both developments at 1,500 and 2,000 dwellings shows the route becoming highly congested. Some increase in congestion is also noted on the A507 to Stevenage, predominantly relating to the development at 2,000 dwellings, although with some additional congestion at 1,500 dwellings. The A507 increases from uncongested to between relatively uncongested and moderately congested for portions of this route.</p>	<p>It is likely that development of greater than 500 dwellings will cause increasing levels of congestion within the town, with both the High Street and the B1038 (Baldock Road) experiencing additional trip volumes. The B1038 is a key access route to both the A10 and A507 and is forecast by DIAMOND to become significantly congested and could lead to increased congestion throughout the town's road network. Further consideration will need to be given to the access routes to the development sites – some direct access onto the A10 may be required in order to prevent the town centre from becoming too congested during the peak hours. With regards to the A507, increases in congestion as a result of development in Buntingford are likely to be within tolerable limits, although the likely</p>

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Key Test Variable	A. Main findings	B. Policy Implications
		<p>impacts on individual junctions are unknown. Promotion of smarter travel measures and promotion of bus services between Buntingford and Stevenage should be explored as these may be sufficient to mitigate against the increases in congestion that are forecast. From the DIAMOND work undertaken, no significant infrastructure upgrades are likely to be required along the route, although individual junction assessments should be undertaken as part of any development Transport Assessment documents.</p>
<p><b>North of Harlow</b></p>	<p>Development North of Harlow is forecast to have significant impacts on the highway network, predominantly within Harlow itself. The key impact forecast is on the A414 Fifth Avenue (River Stort crossing) which is forecast to operate at almost twice its design capacity with the introduction of the development – almost 50% of trips from North of Harlow are forecast to travel to destinations within Harlow itself. In accordance with this, significant volumes of development trips are also forecast on the A1025 Second and Third Avenue within Harlow, although it is not expected that these will have serious adverse effects on congestion on the links, although junction performance within the town may be an issue. Outside of Harlow, both the High Wych Road and the A1184 in Sawbridgeworth are expected to come under additional pressures; the A1184 Cambridge Road is particularly congested with development of 8,000 dwellings North of Harlow. Much of this traffic routes through Sawbridgeworth and travels north on the A1184 towards Bishop’s Stortford, leading to significant congestion on the A1184 which is likely to severely adversely affect road network performance in</p>	<p>The A414 Fifth Avenue is likely to completely breakdown with the introduction of a North of Harlow development if no infrastructure improvements are made; the link between Eastwick and Burnt Mill roundabouts is expected to operate at twice its link capacity, whilst the knock-on impacts on the A414 due to junction operational issues are likely to cause problems here too. Whilst some of this impact may be able to be mitigated by the provision of high quality public transport routes between North of Harlow and Harlow (e.g. Bus Rapid Transit), it is unlikely that this will solve the issue. Grade-separation of Eastwick is unlikely to mitigate this problem as the predominant movements will all be into Harlow. It may be that an alternative crossing of the river Stort, possibly to the west of Eastwick providing access to Pinnacles and the west of town, may provide some relief for this route, although this would need to be subject to further investigation. Significant pressures on the A1184 and High Wych Road are also noted as a result of northbound traffic from North of Harlow. The provision of a northern distributor road or similar between the A414 and</p>

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Key Test Variable	A. Main findings	B. Policy Implications
	<p>the town.</p>	<p>A1184 would likely provide relief to High Wych Road but would be unlikely to mitigate the predicted congestion on the A1184, as northbound traffic would still need to pass through the town. Such a route may also provide some relief to the A414 Fifth Avenue and Edinburgh Way, attracting traffic for the east of Harlow. It is possible that a further link between the A1184 and the M11 would help to further mitigate against the likely congestion through Sawbridgeworth, with northbound traffic attracted instead to the M11, accessing Harlow via Junction 8. Pursuance of such a scheme would need to be explored jointly with the Highways Agency and an in-depth assessment of the potential impacts and benefits assessed in accordance with the 5 stages recommended in WebTAG and HMT's Green Book. Alternatively, a local bypass of Sawbridgeworth may mitigate against the increased traffic volumes through the town centre, although the predicted impacts on High Wych Road suggest that this would need to be delivered in conjunction with an alternative initial access route to the A1184.</p>
<p><b>Hertford</b> West 600, South 100, North 100, South Mead Lane (100) National Grid/Norbury Woodyard (200)</p>	<p>DIAMOND model outputs for Hertford typically show little variation in flows across the urban area across any of the scenarios. Some increases in traffic volumes over the 2031 Reference Case are noted for the A414, A119 and Thieves Lane are noted, although these don't appear to impact upon the level of congestion forecast.</p>	<p>Analyses tend to indicate only small increases in the level of trips throughout the Hertford urban area. It is noted that dependent upon scenario there are between an additional 200 and 500 development trips on the A414 Gascoyne Way through Hertford. Whilst these do not appear to have any significant impact upon congestion within the DIAMOND model, it is worth noting that junction effects are not taken into account. The roundabouts within Hertford along this stretch of the A414 are known to have capacity issues at present and it is likely that this will be exacerbated by the additional trips forecast.</p>

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Key Test Variable	A. Main findings	B. Policy Implications
		<p>Individual junction modelling may be necessary to address issues at these particular locations and to determine any required mitigation. Given the additional traffic volumes across all scenarios and different development distributions, it is not expected that smarter sustainable travel measures on a development-basis will have a significant impact upon reducing traffic using the A414 Gascoyne Way.</p>
<p><b>Sawbridgeworth</b> North and South of West Road 200, Crofters 80, SLAA sites 25, other permissions 6.</p>	<p>Developments of both 2,000 (2A, 2D) and 3,000 dwellings have been tested at West Sawbridgeworth, all of which appear to lead to significant congestion within the urban area. The A1184 both within the town and north and south of the town (Cambridge Road / Harlow Road sections) is highly congested under all scenarios that include development to the west. Additionally, the High Wych Road and West Road, where development trips first access the road network, are expected to be highly congested with the site introduction. Of the links present within DIAMOND, only Station Road is not highly congested, as development trips make use of West Road instead to access the rest of the highway network.</p>	<p>Sawbridgeworth is likely to become significantly congested with development to the west of the town, more so than with development north of Harlow. Given the significant increase in the levels of congestion predicted and the likely deterioration in junction performance along the route of the A1184, it is unlikely that development to the west of the town could be delivered without investment in highways infrastructure to divert through-traffic out of the town centre; this could perhaps take the form of a local bypass of Sawbridgeworth, although a number of options would need to be thoroughly explored as would the feasibility of scheme delivery for a development of this size. The loading of development trips onto the local road network via West Road may also need to be explored, as it appears that development on this scale may adversely impact performance of the road.</p>
<p><b>Terlings Park</b> (270 dwellings)</p>	<p>No significant highway impacts are predicted from the Terlings Park development which, at around 270 dwellings, is only a small site. Up to an additional 250 trips are forecast on the A414 Fifth Avenue between Eastwick and Burnt Mill roundabouts, but these are not all solely due to the development at Terlings Park.</p>	<p>Some further traffic on the A414 between Eastwick and Burnt Mill is forecast and will add to the pressures on this already congested link. Traffic volumes are not forecast to be high to/from this development however and it is possible that existing infrastructure may be able to accommodate development trips, although further investigation will</p>



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Key Test Variable	A. Main findings	B. Policy Implications
<p><b>Ware</b> (North – 1,700 dwellings, East – 1,300 dwellings)</p>	<p>Developments of 1,300 and 1,700 dwellings as well as a combination of the two have been tested at Ware which show some moderate impacts on network performance. Increases of up to 250 additional trips are note on the A1170, which as a result becomes modertately congested. The A602 Westmill Road is also forecast to have a similar increase in flows and change in performance. The largest increases in traffic volumes are shown on Baldock Street / High Street when both developments are included, with a doubling of traffic flows over the Reference Case scenario, although the model shows that there is no increase in congestion across the link. The A414 south of Ware is largely unaffected across the scenarios where development has been included, showing only some small increases in traffic flows due to development within the town and no predicted change in congestion.</p>	<p>be required.</p> <p>The impacts shown by the modelling within Ware tend to be moderate, with the greatest impact appearing when both the north and east dwelling sites are included together. However, the increases in congestion tend only to show an increase to either relatively stressed or moderately stressed. This suggests that some small-scale infrastructure improvements or enhancements to public transport provision (e.g. in the form of smarter travel measures) may be able to mitigate against some of the traffic impacts. However, it should be noted that the model does not consider congestion due to junctions and it is recognised that there are currently some capacity constraint issues concerning junctions within the town. Further investigation and/or junction specific modelling will be required in order to fully understand the likely impacts of development on infrastructure performance in the urban area.</p>
<p><b>Welwyn Garden City</b> (Within EHDC boundaries – 2,000 dwellings, Within Wel-Hat boundaries – 2,000 dwellings)</p>	<p>Development scenarios tested have been located to the east of the town, as a result a number of trips are forecast between the site and the urban area. Most notably, increases in traffic are forecast on the B195 Birchall Lane and Blackfan Road which, with traffic from the developments making use of them, become highly congested. Similarly, Cole Green Lane – which also serves traffic into the urban area from the B195 – is forecast by DIAMOND to experience moderate congestion as a result of the development. When the full complement of 4,000 dwellings is included, the model forecasts that the B195 Birchall Lane is likely to become significantly congested, with flows exceeding the capacity of the link; under this level of</p>	<p>The B195 and Cole Green Lane to the east of Welwyn Garden City are likely to become highly congested with developoment to the east of the town, with Birchall Lane likely to experience flow breakdown if development of both the sites in East Hertfordshire and Welwn-Hatfield districts go ahead, as shown by the model predicting flows exceeding road capacity. It is likely that infrastructure improvements will be required in order to ensure that the B195 retain a reasonable level of performance. Development access onto other roads in the area, such as the A414, may also need to be investigated in order to reduce the levels of congestion forecast by DIAMOND.</p>



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Key Test Variable	A. Main findings	B. Policy Implications
	<p>development, the B1000 Hertford Road is also forecast to become moderately congested. None of the developments tested in this area of Welwyn Garden City appear to have a significant impact on traffic volumes or congestion on the A1(M).</p>	
<p><b>Villages</b> 10% growth</p>	<p>It has previously been noted that, due to the vast number of runs that would be required and the impracticality that this would entail, small localised village growth has not been tested within DIAMOND. However, the cumulative impact of 10% growth has been included in the model and therefore taken into account as part of the overall growth. In general, the overall increase of traffic on the inter-urban routes is much less than those of the key test variables and no significant impacts are expected.</p>	<p>It is not likely that there will be any significant traffic impacts resulting from the small-scale developments associated with existing villages. Some infrastructure improvements may be required to facilitate development, although these should be identified via separate transport assessments as part of the standard planning application process.</p>

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- 9.5 In addition to the policy implications noted above, some assessment of network-wide statistics has been undertaken. These statistics help to directly compare the modelled scenarios against a consistent set of criteria, helping to provide insight as to the traffic impacts as a whole across the district. Table 9.3 and Table 9.4 demonstrate this comparison for East Hertfordshire for the AM and PM peak respectively, whilst Table 9.5 and Table 9.6 demonstrates the comparison across the entire model.
- 9.6 The consistent set of criteria that have been picked are average network speeds, average Passenger Car Unit (PCU) hours and average PCU Kilometres. The PCU hours and PCU kilometres reflect the additional number of hours spent travelling and the additional distances travelled on the network as a result of developments being introduced. These statistics act as a proxy for the levels of congestion within the network: lower values mean that shorter travel times and distances are incurred by development traffic, suggesting that there is less congestion – less additional PCU hours spent on the network suggests less time is spent queuing, whilst less additional distance suggests that fewer trips have to re-route in order to avoid queues. The statistics are a useful diagnostic tool, although it should be noted that development trip distributions may have an influence on the results obtained from the model.
- 9.7 Across both the district and the whole of the model, very little change is noted with regards to average network speeds between development scenarios. As speeds have been averaged across the entire network to provide a consistent basis for analyses, there are a large number of links that experience no change in traffic volumes or congestion with the additional development trips added. As such, average network speeds will not be considered in the comparison of scenarios.
- 9.8 Table 9.2 sets out the development options ranked against the PCU hour and kilometre statistics. The best performing scenario (i.e. that with the least additional travelled hours and distance) is ranked 1, whilst the poorest performing is ranked 7. The rankings are provided for the impacts within East Hertfordshire district.

**Table 9.2 – Scenario ranking (based on network statistics, East Hertfordshire)**

Scenario	AM	PM	Overall
Scenario 1A	1	1	1
Scenario 1B	3	3	3
Scenario 1C	5	5	5
Scenario 2A	7	7	7
Scenario 2B	4	4	4
Scenario 2C	6	6	6
Scenario 2D	2	2	2

- 9.9 As the analyses demonstrate, the poorest performing scenarios are 2A, 2C and 1C, with 2A showing the largest increase in vehicle hours and kilometres across East Hertfordshire. It should be noted however, that – when considering the impacts across the entire network – scenario 1C is the poorest performing, with a much greater increase in vehicle hours and kilometres demonstrated. These greater adverse impacts outside of the district

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appear to be due to the additional development at Ware in scenario 1C (3,000 dwellings, compared with 1,700 in 2A): these additional dwellings lead to an increase in trips from Ware to the south and west, making use of the A10 and A414 / A1(M) outside of the East Herts district boundary due to attractors at Cheshunt, Welwyn Garden City, Hatfield and beyond. The inclusion of 2,000 dwellings east of Welwyn Garden City also increases trips outside of the district. Scenario 2A conversely, has higher levels of trips on the A10 (north of Ware) and A507 due to the included development at Buntingford; development South of Bishop's Stortford further compounds traffic issues on the A1184 and south of the town, contributing to the increase in congestion that is forecast.

- 9.10 The best performing scenarios highlighted by the analyses are scenarios 1A, 2D and 1B respectively. Scenario 1A (8,000 dwellings north of Harlow) exhibits the least increase in vehicle hours and kilometres both within East Hertfordshire and across the rest of the network. This is in part due to the trip distributions and geographical situation of the development – around 50% of all trips generated by the development travel only as far as Harlow, meaning that trip lengths (and hence additional kilometres) are kept low. As plots in the Technical Report demonstrate, the vast majority of trips that are not bound for Harlow from the development make use of the A414 and A10 and predominantly head south, outside of the district. As previously mentioned however, significant impacts from the development are expected within Harlow itself, with the A414 between Eastwick and Burnt Mill roundabouts being particularly severely affected and likely to come under significant pressures. It is likely that mitigation measures in the vicinity of Harlow will be required in order to mitigate the impacts of traffic from the development.
- 9.11 Scenario 2D is the next best performing scenario within East Hertfordshire, predominantly due to the fact that the development is sited, similarly to scenarios 1A and 1B, at the periphery of the district boundary. As a result, a large number of development trips from the east of Welwyn Garden City development (of which 2,000 are sited within the Welwyn-Hatfield district) travel west to those urban areas. This is noted when analysing the network-wide statistics, that show less of a clear distinction between the other scenarios when considering the impacts outside of East Hertfordshire, particularly when concerning the total number of hours travelled which, in part, increases due to the congestion forecast on the B195 (Birchall Lane and Blackfan Road), Cole Green Lane and the B1000 Hertford Road. It is still noted within this scenario however, that development in the vicinity of Sawbridgeworth does lead to significant congestion on the A1184, High Wych Road and West Road and mitigation in the form of highway infrastructure intervention would likely need to be considered for the town.

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**Table 9.3 – Network Statistics (East Hertfordshire District Area), AM Peak**

Network Statistic	Reference Case (& North Bishops Stortford)	Scenarios (2031)						
		Scenario 1A	Scenario 1B	Scenario 1C	Scenario 2A	Scenario 2B	Scenario 2C	Scenario 2D
Additional PCU Hours	5,192	114	220	329	371	230	322	172
Additional PCU Kilometres	364,655	7,827	14,405	18,478	21,758	12,568	20,942	10,140
Average speed (kph)	77	77	77	77	77	77	77	77

**Table 9.4 – Network Statistics (East Hertfordshire District Area), PM Peak**

Network Statistic	Reference Case (& North Bishops Stortford)	Scenarios (2031)						
		Scenario 1A	Scenario 1B	Scenario 1C	Scenario 2A	Scenario 2B	Scenario 2C	Scenario 2D
Additional PCU Hours	4,869	121	236	346	376	241	339	184
Additional PCU Kilometres	350,566	7,603	14,357	18,216	20,997	12,454	21,024	10,240
Average speed (kph)	78	78	77	77	77	77	77	78

**Table 9.5 – Network Statistics (Whole Model), AM Peak**

Network Statistic	Reference Case (& North Bishops Stortford)	Scenarios (2031)						
		Scenario 1A	Scenario 1B	Scenario 1C	Scenario 2A	Scenario 2B	Scenario 2C	Scenario 2D
Additional PCU Hours	488,009	662	727	1,034	766	821	713	759
Additional PCU Kilometres	39,943,387	40,329	45,533	54,829	43,513	41,518	43,463	40,431
Average speed (kph)	85	84	84	84	84	84	84	84

**Table 9.6 – Network Statistics (Whole Model), PM Peak**

Network Statistic	Reference Case (& North Bishops Stortford)	Scenarios (2031)						
		Scenario 1A	Scenario 1B	Scenario 1C	Scenario 2A	Scenario 2B	Scenario 2C	Scenario 2D
Additional PCU Hours	470,017	684	775	1,085	800	836	769	800
Additional PCU Kilometres	39,013,255	40,216	45,458	56,220	43,863	42,800	44,197	42,990
Average speed (kph)	86	86	86	85	86	86	86	86

## 10 Next Steps

## 10 Next Steps

- 10.1 This Non-Technical Report has set out the scenarios devised for East Hertfordshire District Council's strategy selection process and the results of the DIAMOND model assignments which have incorporated them.
- 10.2 It should be recognised that the DIAMOND model is strictly a link-based assessment tool and should only be used to provide an early indication of the likely traffic impacts resulting from the development scenarios that have been tested. The tool does not model junction interactions and does not allow for the displacement of background traffic by traffic generated and attracted by the new development sites. It is recommended further supporting assessment is subsequently carried out to determine the potential mitigation measures required to facilitate development as well as further detailed junction operational assessments which may be required to help support the evidence base in due course. Indeed it is recommended further work is carried out to support the District Plan process as it progresses from the District wide level to the site allocation stage, where individual developments will be required to be assessed.
- 10.3 As such, the results described within this Non-Technical Report should only be used at the sifting stage of the strategy selection and formation process and should not be relied upon for anything further.
- 10.4 This report has set out the results of the modelling, with the initial analyses having drawn-out those scenarios which have the least impact on the highway networks. It is recommended that these analyses be reviewed by East Hertfordshire and used to focus the development scenarios to be taken forward to the next stage of the strategy selection process.
- 10.5 Further work to investigate the preferred scenarios will be required in order to have a fuller understanding and confidence in their likely traffic impacts. This will require the use of more sophisticated modelling tools at the strategic level, such as the Harlow Stansted Gateway Transport Model (HSGTM), and also for junction-focused assessments.
- 10.6 It is also recommended that further cooperation on planning matters and infrastructure is sought between EHDC, HCC and the Highways Agency. EHDC should aim to discuss production of a Statement of Common Ground (SoCG) with the HA prior to the public consultation on the draft District Plan. This will have the advantage of having all relevant parties 'signed-up' to a common set of models and results. Some thought may be given to this at this stage, but is likely to require the results of more detailed modelling prior to an agreement being reached.

Capabilities on project:  
Transportation

## Appendices

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Capabilities on project:  
Transportation

Appendix A – DIAMOND outputs by development scenario: Key urban roads

Road Name	2009 Base Year (vehicles)	2031 Reference Case (vehicles)	2031 Ref Case & N. Bishops Stortford	Scenario 1A (vehicles)	Scenario 1B (vehicles)	Scenario 1C (vehicles)	Scenario 2A (vehicles)	Scenario 2B (vehicles)	Scenario 2C (vehicles)	Scenario 2D (vehicles)
<b>Bishop's Stortford:</b>										
B1383 (Stansted Road)	1000	1250	1750	1750	1750	1750	1750	1750	1750	1750
B1004 (Rye Street)	1250	1250	1500	1750	1750	1750	1750	1750	1750	1750
A1250 (Dunmow Road)	2000	2500	2500	2500	2500	2500	2500	2500	2500	2500
A1250 (Hadham Road)	1250	1750	2000	2000	2000	2000	2000	2000	2000	2000
A1250 (Hockerill Street)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
A1060 (Hallingbury Road)	1000	1250	1250	1250	1250	1250	1250	1250	1250	1250
B1383 (London Road)	1000	750	1000	1250	1000	1250	1250	1250	1250	1250
Whittington Way	1000	1000	1000	1250	1250	1250	1500	1250	1500	1250
Parsonage Lane	750	1000	1000	1000	1000	1000	1000	1000	1000	1000
Villers-Sur-Marne Avenue	500	750	750	750	750	750	750	750	750	750
<b>Buntingford:</b>										
High Street/Station Rd	250	250	250	250	250	250	500	250	500	250
B1038 (Baldock Rd)	1000	1500	1500	1500	1500	1500	1750	1750	2000	1500
B1038 (Hare Street Rd)	250	250	250	250	250	250	250	250	500	250
Ermine Street	250	250	250	250	250	250	250	250	250	250
<b>Hertford:</b>										
A119 (North Rd)	750	1000	1000	1000	1000	1000	1000	1000	1000	1000
A119 (Ware Rd)	2000	2000	2000	2000	2250	2250	2000	2250	2250	2250
B158 (Wadesmill Road)	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
B158 (Port Hill)	1000	1250	1250	1250	1250	1250	1250	1250	1250	1250
B158 (Bengeo Street)	1000	1250	1250	1250	1250	1250	1250	1250	1250	1250
Thieves Lane	1000	1250	1250	1500	1500	1500	1500	1500	1500	1500
Sacombe Road	250	250	250	250	250	250	250	250	250	250
B1000 (Welwyn Rd)	1250	1750	1750	1500	1500	1750	1750	1750	1750	1750
<b>Sawbridgeworth:</b>										
High Wych Road	1000	1250	1250	1500	1500	1500	1500	1500	1250	1500
West Road	750	1000	1000	1000	1000	1750	1500	1750	1000	1500
Station Road	750	1000	1000	1000	1000	1000	1000	1000	1000	1000
<b>Ware:</b>										
A119 (Hertford Road)	750	1000	1000	1000	1000	1250	1000	1000	1250	1000
A1170 (South of Ware to A414)	1250	1500	1500	1500	1750	1750	1500	1500	1750	1500
A1170 (North of Ware to A10)	1000	2250	2250	2250	2500	2500	2500	2250	2250	2250
B1004 (Westmill/Watton Rd)	2000	2500	2500	2500	2500	2500	2500	2500	2500	2500
B1004 (Star St/Widbury Hill)	750	750	750	750	750	750	750	750	750	750
Baldock Street/High Street	250	500	500	500	1000	1000	750	500	750	500
<b>SE Parishes</b>										
Church Lane (Hunsdon)	250	250	250	500	250	250	250	250	250	250
B180 (Hunsdon Road)	500	500	500	750	750	500	500	500	500	500
B181 (Roydon Road)	500	750	750	750	750	750	750	750	750	750
B1004 (Much Hadham)	750	1000	1000	1000	1000	1000	1000	1000	1000	1000
<b>Harlow:</b>										
Church Lane (Hunsdon)	250	250	250	500	250	250	250	250	250	250
B183 (Gilden Way)	1000	1250	1250	1250	1250	1250	1250	1250	1250	1250
A1169 (Elizabeth Way)	1250	2000	2000	2000	2000	2000	2000	2000	2000	2000
A1169 (Southern Way)	1750	2750	3000	3000	3000	3000	3000	3000	3000	3000
A1025 (Third Avenue)	2250	2750	2750	5500	4750	3000	3000	3000	2750	3000
A1019 (Fifth Avenue)	1750	2750	2750	3500	3250	2750	2750	2750	2750	2750
A1025 (Second Avenue)	1750	2250	2250	3250	3000	2250	2250	2250	2250	2250
B1393 (London Road)	1000	1250	1250	1250	1250	1250	1250	1250	1250	1250
B181 (Epping Road)	1000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Roydon Road	750	1250	1250	1250	1250	1250	1250	1250	1250	1250
<b>East of Welwyn Garden City:</b>										
B195 (Birchall Lane)	1250	1250	1250	1250	1250	1750	1250	1750	1750	2000
B195 (Blackfan Road)	1500	1500	1500	1750	1750	1750	1750	1750	1750	2000
Cole Green Lane	1250	1500	1500	1500	1500	1750	1500	1750	1750	1750
B1000 (Hertford Road)	1000	1250	1250	1250	1250	1250	1250	1250	1250	1250
A1000 (Hertford Road)	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500
A1000 (Bessemer Road)	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500
A1000 (Chequers)	1250	1250	1250	1250	1250	1250	1250	1250	1250	1250
A1 (M) 3-4	9750	10750	10750	10750	10750	10750	10750	10750	10750	11000
A1 (M) 4-6	8000	9000	9000	9000	9000	9000	9000	9000	9000	9000

Capabilities on project:  
Transportation

Appendix B – DIAMOND outputs by development scenario: Key inter-urban (strategic) roads

Road Name	2009 Base Year (vehicles)	2031 Reference Case (vehicles)	2031 Ref Case & N. Bishops Stortford (vehicles)	Scenario 1A (vehicles)	Scenario 1B (vehicles)	Scenario 1C (vehicles)	Scenario 2A (vehicles)	Scenario 2B (vehicles)	Scenario 2C (vehicles)	Scenario 2D (vehicles)
<b>Inter-urban and Strategic Roads:</b>										
M11 J6 - J7	9500	10500	10500	10750	10750	10750	10750	10750	10500	10750
M11 J7 - J8	7750	9250	9250	9250	9250	9250	9250	9250	9250	9250
M11 J8 - J9	6000	7000	7000	7000	7000	7000	7000	7000	7000	7000
A10 London Road	1000	1000	1000	1000	1000	1000	1250	1000	1250	1000
A10 Emine Street	1000	1000	1000	1000	1000	1000	1250	1250	1250	1000
A10 (Emine Street to Baldock Rd)	2000	2500	2500	2500	2500	2500	2500	2500	2500	2500
A10 (London Rd to Baldock Rd)	2000	2500	2500	2500	2500	2500	2500	2500	2500	2500
A10 (Buntingford to Puckeridge)	2000	2750	2750	2750	2750	2750	3000	2750	3000	2750
A10 (Station Road to Mentley Lane)	2750	3750	3750	3750	3750	3750	4000	3750	4000	3750
A10 (Mentley Lane to A120)	2750	3500	3750	3750	3750	3750	4000	3750	4000	3750
A10 (Puckeridge to Ware)	3000	3750	3750	3750	3750	3750	4000	3750	4000	3750
A10 (Between A1170 and A602)	2250	3000	3000	3000	3500	3500	3750	3000	3000	3000
A10 (Between A602 and A414)	3750	4500	4500	4500	5000	5000	5000	4500	4500	4500
A10 (Between A414 West and A414 East)	5000	5500	5500	5750	6000	6000	6000	5750	5750	5750
A10 (Between A414 and A1170)	4500	5500	5500	5750	6000	6000	5750	5500	5750	5500
A10 (Between Hoddedon and Tumford)	4750	5500	5500	6000	6000	6000	5750	5750	5750	5750
A10 (A1170 to Great Cambridge Road)	4000	4500	4500	4750	5000	4750	4750	4500	4750	4500
A10 (A1170 to B198)	4000	4750	4750	5000	5000	5000	4750	4750	4750	4750
A10 (B198 to A121)	3250	3750	3750	4000	4250	4250	4000	4000	4000	4000
A10 (A121 to M25)	4250	5000	5000	5250	5500	5500	5250	5250	5250	5250
A120 Standon Hill	1500	1500	1500	1500	1750	1750	1750	1750	1750	1750
A120 Standon Road	1500	1500	1500	1500	1750	1750	1750	1750	1750	1750
A120 Hadham Road	1500	1500	1750	1750	1750	1750	1750	1750	1750	1750
A120 (northern bypass)	2000	2750	2750	2750	2750	2750	2750	2750	2750	2750
A120 (Between B1383 - A1250)	1750	2000	2000	2000	2000	2000	2000	2250	2000	2000
A120 (Between A1250- M11)	1500	1500	1750	1750	1750	1750	1750	1750	1750	1750
A120 Thremhall Avenue	2750	3250	3250	3250	3250	3250	3250	3250	3250	3250
A414 (Edinburgh Way, Harlow)	2000	2000	2000	2250	2000	2000	2000	2000	2000	2000
A414 (London Road, Harlow)	1750	1500	1750	2000	1750	2250	2000	2250	1750	2000
A414 (Fifth Avenue)	2500	3250	3250	6250	5250	3500	3500	3500	3250	3500
A414 (Eastwick Road)	2750	3000	3000	4000	3500	3250	3250	3250	3000	3000
A414 (South of Ware)	3000	3750	3750	4500	4250	4000	4000	4000	3750	4000
A414 (Gascoyne Way)	4000	4750	4750	4750	5000	5250	5000	5000	5000	5000
A414 (London Road to A10)	3750	4500	4500	4750	4750	4750	4750	4750	4750	4750
A414 (to A1(M))	3250	3000	3000	3000	3000	3250	3000	3250	3250	3500
A507 (Baldock Road)	750	1000	1000	1000	1000	1000	1250	1000	1500	1000
A507 (Clothall Road)	750	1000	1250	1250	1250	1250	1250	1250	1250	1250
A602 (Westmill Road)	2000	2000	2000	2000	2250	2250	2250	2000	2000	2000
A602 (Ware Road)	2500	2250	2250	2500	2500	2500	2500	2500	2500	2500
A602 (Bypass Watton)	2000	2000	2000	2250	2250	2250	2250	2000	2250	2000
A602 (Broadhall Way)	2250	2750	2750	2750	3000	2750	2750	2750	2750	2750
A1184 (St. James' Way)	1000	1250	1250	1250	1250	1250	1250	1250	1250	1250
A1184 (Bishops Parkway)	500	1000	1000	1000	1000	1000	1000	1000	1000	1000
A1184 (Cambridge Road)	1750	2000	2250	2250	2250	2500	2500	2500	2250	2250
A1184 (London Road)	1250	1500	1750	1750	1750	2250	2000	2000	1750	2000
A1184 (Harlow Road)	1500	1750	2000	2000	2000	2500	2250	2500	2000	2250

Key:		
	Highly congested	(Greater than 100%)
	Highly congested	(95% - 100%)
	Relatively congested	(80% - 95%)
	Moderately congested	(70% - 80%)
	Relatively uncongested	(60% - 70%)
	Uncongested	(50% - 60%)
	Uncongested	(Less than 50%)



### Appendix C – Location of links included in DIAMOND output tables in Appendices A and B

Figure C.1 – Location of links in Bishop’s Stortford



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Capabilities on project:  
Transportation

**Figure C.2 – Location of links in Buntingford**

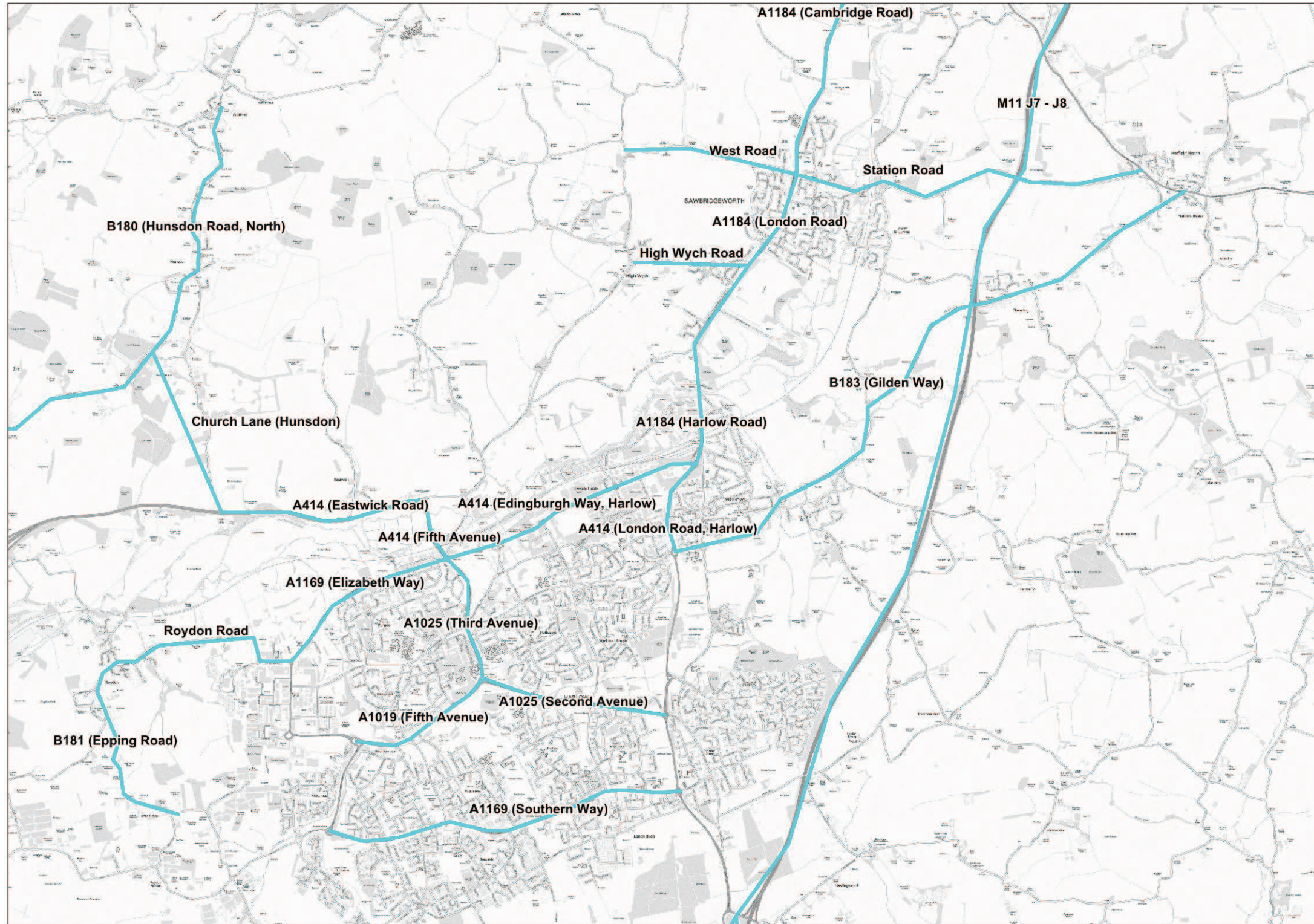


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Capabilities on project:  
Transportation

Figure C.3 – Location of links in Harlow and Sawbridgeworth



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Capabilities on project:  
Transportation

Figure C.4 – Location of links in Hertford and Ware





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Capabilities on project:  
Transportation

Figure C.5 – Location of links in Welwyn Garden City





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Capabilities on project:  
Transportation

**Figure C.6 – Location of links on the inter-urban road network (A10 north of Ware and A602)**



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Capabilities on project:  
Transportation

Figure C.7 – Location of links on the inter-urban road network (A10 south of Ware)





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## **Summary of East Herts Modelling Work undertaken to date to support East Herts Local Plan Work**

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## Introduction

1. East Herts District Council are looking at a number of potential housing development options as part of their local plan to 2031.
2. The potential transport impacts (particularly on the highway network) are a key consideration in the formulation of a preferred development strategy. In order to assist this process, evidence from transport modelling work has been collated and assessed. This work is from a number of different sources:
  - Diamond spreadsheet modelling work – used for sifting between broad initial development options
  - A test of the implications of developing 10,000 dwellings north of Harlow in conjunction with a new junction 7a on the M11 undertaken by Essex County Council using the Harlow Stansted Gateway Transport model.
  - Detailed Paramics modelling work undertaken by developers of the Bishop's Stortford North (ASR) site to support their planning application.
3. This note has been prepared by Hertfordshire County Council Highways. It pulls together the key technical findings from the work to date and suggests an ongoing programme of technical work to be undertaken.

### Initial option sifting - Diamond

4. East Herts District Council in conjunction with Hertfordshire County Council commissioned an initial assessment of the impact of various development options in East Herts using the Diamond model.
5. Diamond is an Excel spreadsheet based tool owned and operated by AECOM consultants. It can be used to help sift broad development options and provide guidance on likely highway impacts. It provides the following information:
  - An estimate of the likely traffic volume and traffic routing from new developments.
  - An indication of the relative changes in traffic flow and stress (volume to capacity ratios) on links across the network.
  - An indication of the highway links which are likely to become problematic (in highway terms) with a particular development option.
  - Comparative network wide statistics (e.g. average vehicle speeds and delays) enabling a broad assessment of the merits of different options.

6. The calculations also allow for development growth outside the district and an assessment of the cumulative impacts of different developments over the wider area.
7. As it is based on a spreadsheet and is not a specialist traffic model it is unable to provide the following:
  - An allowance for existing traffic re routing due to congestion caused by new development.
  - Information on the impacts of introducing new highway infrastructure (e.g. a new link road, bypass or junction improvement). The results can therefore be seen as a 'worst case' i.e. the situation assuming no improvement to the highway network.
  - Information on additional delay / congestion at junctions (although the estimated changes in traffic flow can be compared against critical junctions).
8. A traditional highways model (e.g. a Saturn based model such as the Harlow Stansted Gateway Model (HSGTM) is required to answer the points above. However the cost and time of running option tests and its limited coverage in East Herts mean that it was not practical to use this to test the multiple development options at this stage. Normally a run of the highways model would be undertaken once one or two preferred options have been identified.

***Diamond modelling Do minimum reference case***

9. A reference case has been developed based on 3,758 new dwellings including committed sites (those with permissions) and SHLAA sites plus an allowance for development in the villages. A second reference case also includes 2,500 new dwellings north of Bishop's Stortford.
10. The Diamond modelling results indicate that compared with the Base year (2009), by 2031 a number of links on the network are predicted to become stressed with development from committed sites and SHLAA sites plus general background growth and allowance for development outside East Herts (which is taken from the East of England Model EERM and based on growth levels indicated in scenario 1 of the Regional Spatial Strategy). Maximum use of a single runway at Stansted (35 million passengers per annum) is also assumed.
11. In the absence of any additional infrastructure, links which are predicted to become highly stressed (ie have traffic volumes over 95% of capacity are as follows:
  - A120 around the north of Bishop's Stortford (largely due to increases in through trips)

- A1170 and B1004 ( Ware to A10) – due to growth around the Hertford and Ware areas accessing the A10
- Various links in Harlow (Fifth Avenue, Southern Way, Epping Road)
- A1250 Dunmow Road in Bishop's Stortford & Parsonage Lane.
- A602 Ware Road /Westmill Road

These are in addition to the already identified congestion hotspots at junctions (e.g. Hockerill Junction and roundabouts on A414 in Hertford).

12. Adding in the additional development north of Bishop's Stortford (2500 dwellings on the ASR sites assuming access via Rye Street and Hadham Road) is predicted to cause additional stress on the network, particularly on the B1383 Stansted Road (which the model forecasts will exceed capacity in 2031), the B1004 Rye Street and the A1250 Hadham Road. There are also increased flows on the A120 eastern approach to the M11 and the A1184 through Sawbridgeworth.
13. There are therefore a number of problem locations in highway terms even before considering additional larger scale development options.

### **Scenario 1 tests**

14. The Diamond Model has then been used to test 7 different development options within East Herts.
15. The first group of options (Scenario 1) are based on a total of 14,258 new dwellings. All scenarios include the 3,758 new dwellings from the Reference case plus the 2,500 dwellings north of Bishop's Stortford. A number of key development options have also been tested as follows:
  - 1a – assumes 10,000 dwellings North of Harlow (8,000 built by 2031)
  - 1b – assumes 5,000 dwellings North of Harlow plus 3,000 around Ware
  - 1c – assumes no development North of Harlow and instead 8,000 dwellings spread around Sawbridgeworth, Ware and East of Welwyn Garden City
16. Overall network statistics indicate that housing development concentrated north of Harlow (scenario 1A) has the least impact on the highway network overall even without new infrastructure (highest average network speed, lowest additional delay – measured by additional Passenger Car Unit (PCU) km and PCU hours)). With this option a high proportion of development trips are assumed to go to local destinations in Harlow, reducing the impact on the wider highway network.
17. However, compared with the reference cases large changes in traffic flow are predicted to occur within Harlow and on High Wych Road and the A1184 in the Sawbridgeworth area, leading to capacity issues.

18. Other key predicted increases in traffic flow are on the on the A414 between Harlow and the A10 and also increases on the A10 itself, particularly on the section between Turnford and Hoddesdon and on the A1170 south of Hoddesdon.
19. Reducing the size of development north of Harlow and adding development around Ware instead, not surprisingly reduces the amount of additional traffic within Harlow whilst increasing traffic in the Ware area particularly on the A1170 south of Ware, Baldock Street / High Street and the A119 Ware Road in Hertford.
20. In terms of strategic links additional flows are predicted along the length of the A10, on the A120 and on the A414 Gascoyne Way and on the A602 (Westmill Road and Broadhall Way). Whilst link capacity is not an issue, there are likely to be problems with junction operation both within central Ware, the A414 in Hertford and on the southern section of the A10.
21. Spreading the development around Sawbridgeworth, Ware and Welwyn Garden City instead of North of Harlow (Scenario 1c) generally reduces the levels of additional traffic within Harlow but increases traffic at a number of locations around the rest of East Herts including locations already under pressure including:
  - A414 Gascoyne Way – This option has the greatest impact with a large number of additional vehicles in AM peak which will add considerable pressure to the Pegs Lane and Bluecoats roundabouts.
  - A1184 Cambridge Road / London Road / Harlow Road – Sawbridgeworth – This option has the greatest impact with a large number of additional vehicles (compared with reference case) adding considerable pressure to an existing congestion hotspot (centre of Sawbridgeworth). West Road and High Wych Road are also predicted to reach capacity.
  - A119 Hertford Road / Ware Road – Additional 250 vehicles added to a stretch of road already experiencing congestion due to junction operation.
  - A1170 north of Ware
  - A10 Ermine Street to Baldock Road
  - B195 Birchall Lane – large number of additional vehicles compared to reference case. Increases in traffic are also predicted on Blackfan Road and Cole Green Lane.
22. Although Diamond doesn't explicitly model junction impacts the greater number of links affected by increased flows with this option results in considerably poorer overall network performance both within the East

Herts area and across the whole model area (lower speeds, greater delay) when compared with scenarios 1a and 1b.

## Scenario 2 tests

23. The second set of scenarios is based on a smaller level of development (around 12,300 new dwellings) spread around East Herts district with no development north of Harlow as follows:
  - 2a - New dwellings spread around south Bishop's Stortford, Sawbridgeworth (west), Ware (1,700) and Buntingford
  - 2b –Development east of Welwyn Garden City, larger development at Sawbridgeworth West, plus smaller developments at Bishop's Stortford east, Buntingford and Terlings Park.
  - 2c – Development concentrated east of Welwyn Garden City, Buntingford and around Ware with smaller development south of Bishops Stortford.
  - 2d – Development concentrated at Sawbridgeworth (west) and east of Welwyn Garden City.
24. Scenario 2a performs badly in terms of overall network performance, with larger increases in flow in the Bishops Stortford area (London Road and Whittington Way), on the A10 north of Ware and on the A507 and A602 routes compared with the other scenarios. There are also large increases in flow in the Sawbridgeworth area.
25. Scenario 2b has the greatest impact on Sawbridgeworth of any scenario with the A1184 Harlow Road and West Road both becoming highly stressed. This indicates that a development of this scale (3,000 dwellings) could not be accommodated without additional infrastructure to relieve the A1184. Impacts on the A414 and A10 are however less than with other scenarios.
26. With Scenario 2c the flow increases associated with the development to the south of the town are predicted to lead to increases in flow of between 250 – 500 vehicles on Rye Street, London Road and Whittington Way leading to issues with capacity on these links. In Buntingford flows on the B1038 Baldock Road are expected to increase significantly causing capacity issues. In Hertford increases of up to 250 vehicles are anticipated on the A414 Gascoyne Way and Thieves Lane which would exacerbate existing junction capacity problems.
27. This scenario does however have the least impact of the options in the Sawbridgeworth area, although flows on the A1184 Cambridge Road are still expected to increase with a worsening of capacity. In Ware flow increases are predicted on the A119 , the A1170 and on Baldock Street / High Street which would cause issues with junction operation. There are

also flow changes on Blackfan Road, Birchall Lane and Cole Green Lane in Welwyn Garden City leading to capacity issues which would require mitigation.

28. Scenario 2d has the highest flow increases in Welwyn Garden City with Birchall Lane becoming highly stressed in capacity terms and large increases in flow on Blackfan Road, Cole Green Lane and the B1000 Hertford Road. There are also large increases in flow on the A414 towards junction 4 of the A1(M) and this is the only option to result in discernible increases in flow on the A1 (M) itself between junctions 3 -4 are also an issue. Flow increases and capacity are also an issue in Sawbridgeworth. Due to the concentration of the development at the edge of the district in Welwyn Garden City this option performs well in terms of impact on the East Herts Highways network.

### **Implications of Diamond Modelling Work**

29. The Diamond Modelling work has been used to give an indication of the likely areas of highway link related capacity problems resulting from an initial set of development options. In terms of performance of the highway network in East Herts the option with the least overall highway impact is to concentrate development to the north of Harlow. However there are considerable impacts within the Harlow area and the results indicate that major highway works would be required including a new crossing of the River Stort and a potential northern distributor road to relieve pressure around the northern Harlow and High Wych areas along with either a link to the M11 or a local bypass around Sawbridgeworth. Further work however, needs to be undertaken to confirm these requirements.
30. Without major development north of Harlow alternative large development sites result in the highway impact being spread around the district and therefore poorer overall network performance. The Diamond work indicates particular issues with large scale developments west of Sawbridgeworth (need for a new bypass or major new infrastructure). All development options are also likely to necessitate the need for major improvements at the A414 junctions within Hertford.
31. The options tested a range from an additional 12,000 – 14,500 dwellings. No additional test has been undertaken for higher numbers of dwellings (16,000) as much of the additional provision is due to the allowance for windfall sites (locations of which are unknown so can't be explicitly tested). There are also more SHLAA sites and those with permissions compared to what has been previously tested. As these are made up of relatively small sites the impact of these can't easily be determined through DIAMOND.
32. It is understood that the final strategy is unlikely to exactly match any of the test scenarios, as the strategy selection process is one of evolution through iterative refinement. However, unless entirely new development



locations emerge, the larger potential development locations have all been tested as far as is useful using DIAMOND. It is therefore not considered helpful to undertake further tests of different combinations of options at different levels of growth within the 10,000-17,000 dwellings range.

33. Irrespective of the different combinations of options or levels of growth within the range up to 17,000 dwellings, DIAMOND appears to show that the main conclusions are as follows:

- Development east of Bishops Stortford can be accommodated without any significant highways infrastructure
- Larger scale development south of Bishops Stortford is likely to require improvements to Whittington Way, London Road and key junctions along these routes
- 500 dwellings should be capable of being accommodated at Buntingford
- Large-scale development at Sawbridgeworth would probably require major new infrastructure (such as a new bypass)
- There will be a need to upgrade junctions on the A414 through Hertford whichever development scenario is chosen.
- For development east of Ware, although link capacity is not an issue, there are likely to be problems with junction operation on the Baldock Street / High Street corridor.
- development of around 2,000 dwellings within East Herts, to the east of Welwyn Garden causes some problems on local links and junction capacity on the A414 may be an issue.

34. Further work will need to be undertaken out to identify infrastructure requirements in those areas where there is likely to be an impact on the highway network, and to assess the ability to deliver necessary improvements and to inform infrastructure planning for the district. Therefore at this stage there is no clear evidence to rule out the higher level of development on highways grounds.

### **Assessment using the Harlow Stansted Gateway Model**

35. The initial Diamond assessment work has indicated that concentrating development to the north of Harlow without providing new infrastructure is predicted to have a large impact in the local Harlow area but relatively little effect elsewhere in the wider East Herts area compared with the other scenarios.

36. The Harlow Stansted Gateway Model (HSGTM) is a sub regional Saturn model covering the Harlow, Bishop's Stortford and Sawbridgeworth areas which can be used to give a more detailed indication of the impacts of new development in this part of the district. It does not however cover the Ware, Hertford, Buntingford or Welwyn Garden City areas. Unlike a spreadsheet based approach it is able to take into account the impact of new infrastructure, congestion effects at junctions

and also behavioural changes such as the re routing of existing traffic to avoid congestion.

37. Essex County Council has undertaken some initial modelling work using the HSGTM which indicates that junction 7 of the M11 is a key constraint even with existing permitted development.
38. Further interim work has been undertaken by Essex to test the impact of a new junction (7a) plus the associated link to Gilden Way (the Harlow Eastern Access Route Phase 1) along with local mitigation measures within Harlow.
39. The test was undertaken in the 2036 model year assuming indicative ) levels of development in Harlow, East Herts, Uttlesford and Epping. A further sub test was undertaken with 10,000 dwellings and 2,500 jobs in North Harlow (and is therefore broadly equivalent to Scenario 1B of the Diamond tests). The HSGTM test assumed that a second crossing of the River Stort would be provided to the west of Harlow (linking to Elizabeth Way) along with dualling of the A414 between the Eastwick and Burnt Mill roundabouts. The test also assumed that the A120 Little Hadham Bypass would be built along with junction improvements on the A120 north of Bishop's Stortford.
40. The interim results indicate that over 50% of trips from large-scale development north of Harlow are forecast to travel to destinations within Harlow. Despite this large number of local trips, significant increases in daily traffic levels are forecast on the A414, A10, High Wych Road and the A1184 at Sawbridgeworth. These results back up the Diamond modelling work.
41. This initial testing work indicated that additional traffic leads to network stress at a number of locations. In the AM peak the A10 northbound approach to Rush Green is predicted to be at capacity along with the A414 approach from Hertford. A number of links also reach capacity within Sawbridgeworth including the A1184. There are also capacity issue on the A120 north of Bishop's Stortford in the eastbound direction and on the M11 southbound. It should however be noted that further refinement of the development scenarios and option testing is required to confirm these locations.
42. In the PM peak the model indicates that the key increases in network stress are on the A414 itself at Eastwick, High Wych Road and on the A10 northbound to the north of Hoddesdon and on the A10 and A414 approaches to Rush Green.
43. The technical report associated with the test acknowledges that not all development trips are released onto the network due to congestion levels in the model. This indicates the potential need for a Harlow northern bypass to provide access to large-scale development north of Harlow but this has not yet been tested. It should be noted that the

results to date have not been fully verified at this stage, and will be finalised and formally reported as part of the whole package of modelling work using the HSGTM.

### **Modelling work associated with the Bishops Stortford ASR planning application**

44. A planning application has been submitted in relation to development of the ASR sites to the North of Bishop's Stortford (totalling 2500 homes). This has included a technical assessment of the impact of the additional vehicle trips on the highways network in the local area using a detailed traffic microsimulation model (Paramics). The transport work submitted in support of the planning application is available on the application website at [www.bishopsstortfordnorth.com](http://www.bishopsstortfordnorth.com).
45. The Paramics results indicate that a development of this scale could be accommodated providing a number of key mitigation measures were in place including the following:
  - Geometric improvements at the A1250 / A120 junction
  - Geometric improvements at the A120 / B1383 junction
  - Measures to reduce vehicle trip rates from the new development (provision of new bus service, travel plan pack for new residents and provision of local facilities – local neighbourhood centres and schools).
  - Funding of a Travelsmart programme for the Bishop's Stortford urban area to encourage travel by non car modes.
46. The Transport Assessment does not indicate any requirement for dualling of the A120 north of Bishop's Stortford.
47. It is assumed that the development would be accessed via new junctions with the A1250 Hadham Road and Rye Street. It has also been tested with / without a new direct access onto the A120. Results indicate improved network performance if the new junction was provided.
48. The modelling work indicates that development traffic could be accommodated at M11 junction 8 without additional mitigation. It is predicted that relatively few vehicles would travel from the development towards Little Hadham. Although there would be some increases in queues and delays and the application suggests that this could be mitigated by redesign of the Little Hadham signals rather than requiring a new bypass.
49. HCC are currently reviewing the suggested traffic impacts and resulting mitigation measures. If found to be acceptable these would be funded through developer contributions.

## Summary of work undertaken to date

50. The key findings of the various strands of modelling work undertaken to date indicate the following:
- Initial option sifting using Diamond modelling has indicated the potential capacity issues with different development locations and has identified areas which are likely to require major investment in new highway infrastructure if development went ahead.
  - The initial Essex County Council tests using the Harlow Stansted model indicate that a second Stort crossing, dualling of the A414 between the Eastwick and Burnt Mill roundabouts is required as a minimum to enable large scale development north of Harlow. The outputs showing flow increases and capacity effects also indicate the potential need for major new highways infrastructure in the north Harlow and Sawbridgeworth areas. Capacity problems are also indicated on the A10 in the Rush Green and Hoddesdon areas.

## Requirements of Infrastructure Planning

51. As Local Highway Authority, the County Council consider that the following information is required as part of the Infrastructure Planning process and would be necessary for the Local Highway Authority to support the District during the examination of the Local Plan:
- Identification of the impacts of growth on the highway network. The level of detail required will depend on the level of information contained within the Local Plan. Generally there would be a need for sufficient detail to identify key congestion areas and enable identification of appropriate mitigation solutions<sup>1</sup>
  - Identification (and testing) of potential mitigation measures likely to be required to accommodate the development (Diamond and IURS work has given some initial indications of the locations and type of scheme which could be considered)

---

<sup>1</sup> The modelling work completed to date (DIAMOND) has identified locations where proposed growth is likely to impact on the Highway network (in terms of flow increases and stress levels). The NPPF requires development only to be restricted where the resultant impact on the Highway Network is 'severe'. As yet there is no agreed definition of 'severe' therefore the assessment so far has concentrated on those links which are highly congested with a volume to capacity ratio of over 95%.

Once the preferred development option has been identified then further modelling at an area level or the use of an appropriate existing model covering the affected areas of the network will be required to take into account potential capacity constraints on junctions and to identify (and potentially test) appropriate mitigation options. This will enable LPAs to demonstrate that capacity constraints can be overcome and that proposed levels of growth would not have an unacceptable impact on the Highway Network. This is similar to the work currently being undertaken as part of the HSGM looking at potential impacts should development come forward to the North of Harlow.

- Identification of indicative costs & timescale for implementation of mitigation measures and where necessary, undertake a high level feasibility review to identify any 'showstopper's (e.g. major environmental / land issues) which could impact upon delivery.
  - Identification of how highway improvements are to be funded and delivered.
52. Any tests will also need to take into account of the most likely development scenarios in neighbouring authorities (e.g. HCC and East Herts are working with Essex local authorities to establish cumulative impact growth proposals in the Harlow/Stansted Gateway area)
53. It is considered that the above approach would be consistent with NPPF requirements for Local Plans to assess the quality and capacity of infrastructure and consider the scope for additional capacity or improvements to meet the needs of combined development aspirations. This approach will also ensure that there is a reasonable prospect that planned infrastructure is deliverable and is also consistent with that taken by the Highways Agency in relation to the Strategic Road Network.

### Next Steps

- 54 Once the preferred option for growth in the District is agreed, further technical work on the impact of development on the local highway network will need to be undertaken (focused on those areas identified at or above capacity in the DIAMOND modelling). The results of this work will then confirm the locations where there are capacity issues (both links and junctions) and enable the identification (and testing) of potential mitigation measures. It should be possible to define broad scheme cost estimates at this stage.

An example of such a strategy (for example should development be brought forward to the north of Harlow) is as follows:

- Refined option test of the HSGM with 10,000 dwellings north of Harlow to see if this can be accommodated without a Harlow Northern bypass<sup>2</sup>.
- Pending outcome of above test consider the impacts of a new road linking North Harlow with M11 junction 7a to determine whether development north of Harlow is dependent on a new link

---

<sup>2</sup> Depending on the preferred strategy EHDC wish to pursue an option test could also be undertaken of the implications of 5,000 dwellings north of Harlow. HCCs preferred strategy however is for the test to be undertaken with the higher level of development to give an indication of the potential longer term growth to the north of Harlow and to ensure that the need for new infrastructure is fully assessed.

- Carry out high level review of existing feasibility work on options for a link road to come up with cost estimates and identify any potential showstoppers to delivery.
  - Once a preferred option has been determined, feasibility work to assess the likely cost / implications of other likely mitigation measures (backed up with a 'do something' run of the HSGTM).
  - Identify how the cost of the scheme is to be funded and delivered. .
55. The ease of obtaining the information outlined above will depend on which development locations are included in the preferred strategy. For example, the Harlow Stansted Gateway Model (HSGTM) covers the eastern part of the district and should be used to provide information on the implications of development in this area but in other parts of the district there is no established model should strategic growth locations come forward in those areas (e.g. Welwyn Garden City/ /Buntingford). Therefore, should EHDCs preferred strategy concentrate development in areas outside the HSGTM area there may be a gap in model coverage and it will be potentially more difficult to get together the transport evidence.
56. An obvious problem location is the A414 corridor through Hertford where there are already issues with junction capacity and where the Diamond modelling indicates significant increases in flow regardless of the development scenario tested. Some modelling and the identification of potential schemes have already been identified through the Inter Urban Route Study and the Hertfordshire Investment and Infrastructure Strategy (HIIS) work - this can be used as a starting point for the evidence. Although the corridor is not part of the HGSTM area there are two local Paramics models that could potentially be used to test mitigation options.
57. HCC will continue to work with EHDC to try to fill the evidence gap once the preferred strategy is defined.

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## EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER FOR  
STRATEGIC PLANNING AND TRANSPORT

FINANCIAL VIABILITY UPDATE AND STAGE 1 RESULTS

WARD(S) AFFECTED: ALL

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### Purpose/Summary of Report

- This report explains that assessment of financial viability and costs is an important part of plan-making. The report presents the Executive Summaries of two important studies on the subject of financial viability. It is explained that a stepped approach to financial viability and infrastructure planning is necessary.

### RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL AND EXECUTIVE: That:

(A)	the Stage 1 Financial Viability technical work, be supported as part of the evidence base for a Community Infrastructure Levy (CIL) and for the District Plan Part 1 - Strategy;
(B)	the stepped approach to infrastructure planning outlined in this report, including a separate consultation on matters relating to financial viability, be supported.

### RECOMMENDATIONS FOR COUNCIL: That:

(A)	the Stage 1 Financial Viability technical work, be agreed as part of the evidence base for a Community Infrastructure Levy (CIL) and for the District Plan Part 1 - Strategy;
(B)	the stepped approach to infrastructure planning outlined in this report, including a separate consultation on matters relating to financial viability, be agreed.

## 1.0 Background

- 1.1 National policy requires that careful attention is paid to financial viability and costs in plan-making. This requires consideration of the whole 'basket' of costs, including:
- Affordable housing
  - Community Infrastructure Levy (CIL)
  - Infrastructure contributions
  - Local standards and policies
- 1.2 A report to the LDF Executive Panel on 7<sup>th</sup> July 2011 recommended that "a preliminary Draft Community Infrastructure Levy Charging Schedule be published for consultation alongside the Core Strategy Preferred Options" (see Background Papers).
- 1.3 The Council intends to draw up its CIL charging schedule alongside the District Plan Part 1. However, it has recently become clear that it will not be possible to consult on a CIL Charging Schedule at the same time as the Preferred Options consultation.
- 1.4 New Guidance on the Community Infrastructure Levy (December 2012 - see Background Papers) requires a much closer link between infrastructure costs, CIL levels, and plan delivery, which must be addressed by striking an 'appropriate balance'.
- 1.5 It is only once the Council has agreed to consult on the Preferred Strategy that it will be possible to identify in sufficient detail the necessary costs arising from site-specific infrastructure. The reasons for this were set out in a presentation to East Herts Members at a workshop on 17<sup>th</sup> December 2013, which is presented at **Essential Reference Paper 'B'**.
- 1.6 Testing and gradual refinement is part of the stepped approach used in preparation of the District Plan Supporting Document. A similar approach is required in order to resolve the 'chicken and egg' conundrum of infrastructure planning and viability testing.

## 2.0 Report

- 2.1 Assessment of viability is undertaken in two steps or stages.
- 2.2 **Stage 1** assesses local land values and establishes the broad parameters for generic consideration of costs on development. This is typically undertaken by means of a number of 'typologies', which provide benchmark figures against which a range of types of development can be assessed. This stage can be undertaken before the locations of development, and hence infrastructure costs, are finalised.
- 2.3 **Stage 2** can only be completed once the locations of development, and hence infrastructure costs, are known. This requires more detailed investigation of specific infrastructure requirements on specific sites, to enable assessment of whether, when combined with other costs, these costs could render development undeliverable.

### **Completion of Stage 1 Viability Work**

- 2.4 Two significant pieces of technical work have been undertaken, which together constitute a Stage 1 Viability Assessment for East Herts.
- 2.5 The first piece of work was undertaken by Lambert Smith Hampton (LSH) on behalf of 8 out of the 10 Hertfordshire planning authorities. The remit of this work was to provide a high-level assessment of viability across the districts, with a particular view to production of a CIL. The Executive Summary of the CIL Viability Study is presented at **Essential Reference Paper 'C'**.
- 2.6 Secondly, East Herts Council commissioned a second piece of technical work by consultants Levvel and Aitchison Raffety to support the initial work by LSH. The Executive Summary of the 'East Herts Strategic Assessment of Development Viability' is provided in **Essential Reference Paper 'D'**. This second study is necessary for a number of reasons:
- To cross-check the residential and non-residential conclusions of the LSH study;
  - To provide a finer grain of detail, acknowledging that East Herts is the largest of the Hertfordshire districts, with potential for significant variation in land values across the district;

- To achieve better understanding of the relationship between affordable housing and CIL, given that Levvels produced an earlier study on affordable housing viability for a group of local authorities including East Herts;

2.7 Since both are Stage 1 studies, neither the work for LSH nor Levvels provides an answer to what constitutes a viable CIL level. For that a Stage 2 study will be necessary, and that can only be undertaken once an Infrastructure Delivery Plan (IDP) is in place.

## **Stage 2 Viability Work and Consultation**

2.8 The IDP will supply critical information to the Stage 2 viability study, as it will enable specific infrastructure costs to be taken into account. It will also demonstrate whether or not there is a funding gap, which will provide the justification needed to introduce a CIL charge.

2.9 Reflecting the need to understand costs together as a whole, it is proposed that following completion of the Stage 2 Viability assessment, there should be a separate consultation on costs and financial viability matters, on the following:

- Affordable housing levels
- Local policy standards
- CIL
- Infrastructure costs
- other planning-related costs

2.10 This information can then be used to adjust the policies contained within the draft District Plan, prior to submission of the District Plan and the Community Infrastructure Levy Charging Schedule for examination.

## **Monitoring Framework**

2.11 Uncertainty is inherent in long-term infrastructure planning. For the later stages of the plan, information relating to funding sources may not be readily available because public and private funding sources and government priorities change, and most infrastructure and service providers do not plan more than 5 years ahead. To some extent the plan will influence funding decisions, albeit the plan will need to be reviewed if circumstances change significantly.

2.12 For this reason it is proposed that the IDP should become an integral part of the plan-monitor-manage process which sits behind the District Plan, and will be updated at regular intervals over time as development comes forward and as new information comes forward. This will enable the Council to make an informed decision as to whether the current plan requires review.

### 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

These background papers are available on the Council's website at [www.eastherts.gov.uk/technicalstudies](http://www.eastherts.gov.uk/technicalstudies)

- CIL Viability Study (Lambert Smith Hampton, December 2012)
- East Herts Strategic Assessment of Development Viability: Paper One - Residential (Levvells, December 2012)
- East Herts Strategic Assessment of Development Viability: Paper Two - Commercial (Aitchison Raffety, December 2012)

The Government's recently published guidance on CIL may be found at <https://www.gov.uk/government/publications/community-infrastructure-levy-guidance-charges>

- Community Infrastructure Levy Guidance (CLG, December 2012)

Report to the LDF Executive Panel:

- The New Homes Bonus and the Community Infrastructure Levy – 7<sup>th</sup> July 2011

<http://online.eastherts.gov.uk/moderngov/ieListDocuments.aspx?CId=151&MId=1708&Ver=4>

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	None
Legal:	N/A
Financial:	None Known
Human Resource:	None other than Planning Policy Team human resources.
Risk Management:	N/A



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## The District Plan and Financial Viability

Member Workshop  
17<sup>th</sup> January 2013

### What do we need to do?

...To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

NPPF, Paragraph 173

East Herts Council

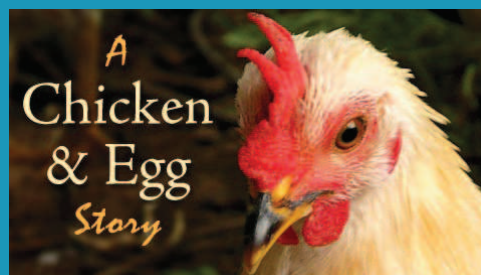
## Evidence-based approach

- Lambert Smith Hampton
- Levels

East Herts Council

## The conundrum

- **Plan-maker:** where should development go (and how much will the infrastructure cost)?
- **Infrastructure provider:** where do you want to put development?



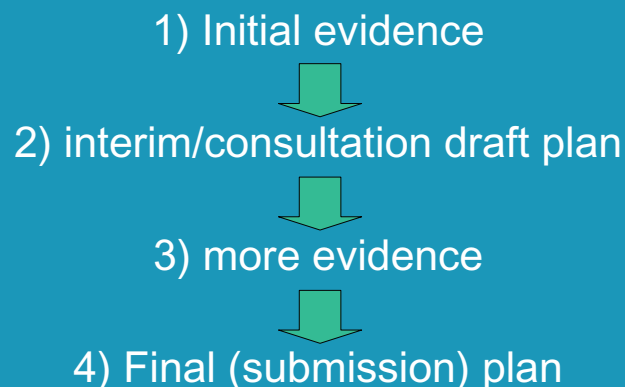
East Herts Council

## The conundrum: a solution

- **Plan-makers** need to know enough information about infrastructure provision to put forward a reasonable consultation draft plan
- **Infrastructure providers** give initial comments on range of options, then conduct more detailed investigations on the consultation draft plan

East Herts Council

## Iterative/stepped approach



East Herts Council

Evidence	District Plan
1) Stage 1 viability: Land values	2) Preferred Strategy consultation
3) Stage 2 viability: Policy priorities/IDP	4) Viability consultation
	5) Examination
	6) Monitoring and plan review

East Herts Council

## Financial Viability/Deliverability

- Is determined in part by the 'basket' of policy costs



- Local planning authorities need to prioritise items on their shopping list

East Herts Council

## Step 1 - Land Values

- Stage 1 Viability Study
- a funding 'cake' of finite size
- The size of cake depends on the development value of the land

East Herts Council

### From a funding perspective...

High value areas



Can support greater level of policy requirements

More or bigger 'slices'

Low value areas

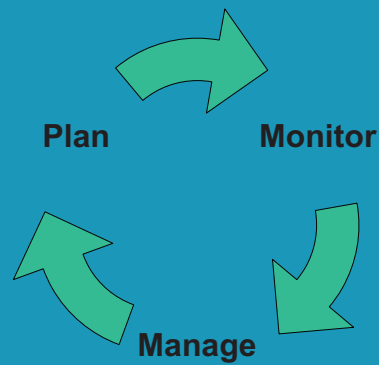


Can support fewer/no policy requirements

Fewer (or no) slices

East Herts Council

## Planning in a changing economic environment



East Herts Council

## Stage 2 - Policy Priorities

- Essential infrastructure
- Affordable housing
- Local standards
- Other?

East Herts Council

## Group Exercises

1. **Policy brainstorming:** write down a list of at least 12 spending ideas
2. **Viability assessment:** decide which 8 ideas to attach to the cake
3. **Prioritise and justify:** from your original list of policy requirements, add priority numbers starting with 1.

East Herts Council



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# ASSESSING VIABILITY

## Community Infrastructure Levy:

### A Stage 1 Economic Viability Assessment prepared for 8 Hertfordshire Authorities:

Dacorum Borough Council  
Three Rivers District Council  
Watford Borough Council  
Hertsmere Borough Council  
Welwyn Hatfield Borough Council  
St Albans City and District Council  
**East Herts Council**  
Borough of Broxbourne

## AUTHORITY SPECIFIC VERSION FOR EAST HERTS COUNCIL

Report by: Lambert Smith Hampton:

December 2012  
Final

# Assessing Viability

## Community Infrastructure Levy: A Stage 1 Economic Viability Study: Authority Specific Version for East Herts Council

Prepared for:

8 Hertfordshire Authorities

Prepared by  
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Date: December 2012



**Lambert  
Smith  
Hampton**

[www.lsh.co.uk](http://www.lsh.co.uk)

## Foreword: about the authority specific version of this report

The Stage 1 Economic Viability Study was commissioned as a single entity and subsequently prepared and delivered by Lambert Smith Hampton as a single report containing the complete data for all 8 client authorities: its contents were discussed and agreed with them in this form. The advantage of this was that it has enabled a composite picture of CIL viability issues to be presented to the clients and discussed collectively with them before finalisation, and there have been many benefits for them in considering these matters as a totality rather than viewing them in isolation.

Each district indicated during the course of the report's preparation that they would want to publish a version that focused on data pertaining to that district, and isolated extraneous data relevant only to other authorities. This is that version: it is the **authority specific report** for **East Herts Council**.

Data relating to other authorities has been removed from Section 6 of the main report as well as from Appendices 2, 3, 5 and 6: apart from this and the first three pages of each report being 'personalised' for the district in question the 8 published versions will in all other respects be identical.

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- Dacorum Borough Council
- Three Rivers District Council
- Watford Borough Council
- Hertsmere Borough Council
- Welwyn Hatfield Borough Council
- St Albans City and District Council
- East Hertfordshire District Council
- Broxbourne Borough Council

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# Executive Summary

## Introduction

- a Lambert Smith Hampton (LSH) was commissioned by 8 of the 10 Hertfordshire district councils to undertake a Stage 1 Community Infrastructure Levy (CIL) Economic Viability Study (EVS) to investigate and support the eventual preparation of individual charging schedules for each of the authorities. CIL was introduced by the government through regulations published in April 2010 in order to help authorities secure funding from new development towards the provision of the infrastructure need that such development gives rise to in order to support planned growth in their area.
- b In commissioning this work the 8 authorities saw considerable advantages in pursuing a joint CIL EVS, as it builds on historic practices of joint working. It also enables a consistent approach to be adopted towards a standard assessment of the key factors and parameters that will influence development viability and therefore potential CIL rates within Hertfordshire. At the same time it allows for local market variations and policy differences across the county to be taken into consideration when assessing potential CIL rates for each authority. However, it should be noted that the assumptions and approach used in this study have been chosen to best serve a review across a diverse study area. The nature of this study means that it does not assess the development viability of individual schemes, but it recognises that there will be circumstances where individual schemes will a) have infrastructure impacts and b) be inherently profitable, and that in such circumstances authorities may continue to seek appropriate contributions
- c Ultimately, each of the 8 potential charging authorities will make an individual decision on CIL rates to be charged, based on the evidence on viability as well as the options contained within this report, its own assessment of infrastructure need and its attitude to risk. What we have provided in this report is the evidence needed to arrive at such a judgement.

## Relationship with the NHDC viability study

- d North Herts District Council (NHDC) is commissioning their own individual CIL EVS as they wanted to link this closely with work to test out affordable housing provision as a variable alongside potential CIL rates. This is a step further than our study, and given this and NHDC's desire to make a much earlier start on progression of viability work (their consultants DSP were commissioned a full 5 months earlier) means that a study covering all 10 Hertfordshire districts - though it might have had its advantages - was neither practical or appropriate (although we also have covered the issue of potential variations in affordable housing proportions/mix for each of our 8 districts in our sensitivity testing). The North Herts CIL review has also been considered in preparing this advice.
- e We believe that the work undertaken for North Herts is broadly compatible with our study. A number of our generic viability model inputs (developer's profits, marketing fees etc) are consistent with other

CIL viability studies and have also been used by DSP in their EVS work for North Herts (and as part of that commission have been the subject of development industry consultations during the summer of 2011). These values are also consistent with other industry standard viability models such as those developed by the HCA and Three Dragons.

### Status of this work

- f This is a Stage 1 CIL EVS study. What that means is that we have developed a model and undertaken an initial assessment of potential CIL rates developed in consultation with the client authorities and reflecting assumptions agreed with the authorities. It would be entirely possible for one or more individual authority - if they felt it to be appropriate - to move forward to prepare a charging schedule and (subject to suitable evidence of infrastructure need) proceed to a charging schedule examination on the basis of the viability assessment work contained within this study. The study will form part of the 'appropriate evidence' required by the CIL Regulations.
  
- g It is the case that at the time of writing only 1 of the 8 client authorities currently has an adopted Core Strategy, and although some authorities expect to have adopted Core Strategies in place within a relatively short timescale, others will not. What we can see therefore are considerable differences in the current status of LDF and infrastructure planning work in the county. We think that on the information we have that the period between the first and last CIL charging schedules being in place is likely to be many months and indeed, quite possibly, several years.
  
- h Given this, the 'early' CIL promoters should, we feel, be comfortable with the evidence on viability we have provided, and are able to follow our recommendations regarding CIL rates. The 'later' authorities may wish to pay attention to a range of factors (such as market conditions, scheme values and other variables) to ensure that the values assumed now remain appropriate in the future. It is also possible that authorities may wish to test out different geographies, or indeed take a different approach to their CIL rates than that in our report. A follow on Stage 2 study (at a later date) would pick up such matters and the influence of any other factors such as changing government policy and possible amendments to the CIL Regulations. It would also allow further development industry consultations.
  
- i Potentially, however, all authorities may wish to undertake further work under Stage 2. This is because of the potential importance we have identified within this report of the interplay between CIL rates, the ongoing ability to negotiate s106 agreements for site specific infrastructure (despite future restrictions coming into force) and the cost to developers of providing affordable housing. What we have emphasised in this study is that potential variations - in, say, financial contributions to be sought for site specific infrastructure, and changes to both the proportion and mix of affordable housing - would have a direct and possibly significant influence on CIL rates, because of the changes they would bring about in the viability of schemes.

- j With this knowledge authorities may or may not choose to adjust affordable housing requirements and site related s106 aspirations to deliver changes in anticipated CIL rates. If they do, then a Stage 2 study would need to test out the effect of amending such values in detail. (We have undertaken a preliminary analysis of these changes in our sensitivity work within this report, using proposed affordable housing policies as a benchmark, but an in depth analysis is outside the scope of this study and the authorities concerned would therefore need to explore such matters in finer detail).
- k As a final point on the status of this work, it should be noted that as part of this commission we are passing on the viability model to the authorities, and providing a face to face training session and a manual of how to operate it. Authorities will have the ability make use of our model to undertake any Stage 2 work for themselves, or ask for help from outside bodies as they see fit.

### Our viability methodology

- l As noted earlier, in undertaking this work we have made use of a number of standardised assumptions cross referenced by a range of bespoke local assumptions informed by both geographical and policy based considerations. These have all been factored into our model, which uses a residual appraisal methodology to determine whether, having deducted construction costs, planning requirements and developer profit, the residual value that remains is sufficient to incentivise landowners into releasing that land for development.
- m To do this we have established a benchmark based on “market value” (i.e. the value we think a landowner would reasonably accept for the land with planning permission) for a wide range of development types. Potential CIL rates are then inserted into the model as a development cost to determine - for different development scenarios - whether the residual value for that proposal achieves or fails to meet the predetermined benchmark.
- n Should this residual value fail to meet the benchmark, then the scheme is either considered unviable at the chosen CIL rate or, potentially, the value of 'negotiated' elements of development cost (which will be the planning requirements such as s106 contributions to deal with the cost of site related infrastructure as well as the provision of affordable housing) will be "squeezed" with the consequence that they cannot reasonably be secured (or only in part) from the development. This latter point - the potential for CIL (which will be a mandatory, fixed cost) to impact on the funding of other infrastructure including affordable housing - can potentially have significant repercussions for local authorities introducing CIL and is something we will return to shortly.
- o To identify a benchmark value which is likely to give a landowner a reasonable return we have assumed a market value for the land which takes into account development plan policies and other material planning considerations relating to that land, as well as previous property disposals.
- p This is achieved through a review of comparable evidence as a sensitivity check, comparing results to residual testing which takes into account changes in planning policy and reviews alternative land

values. By using a number of approaches, we feel we have provided a robust consideration of “Market Value” and how it varies between property types and over geography.

- q Evidence was gathered on property sales data across Hertfordshire covering both residential and non residential types. This includes published data from the Land Registry and the Valuation Office Agency. Data was then inputted for a variety of indices including unit sizes, sale prices and rents/yields to ascertain a benchmark for a range of development types, taking into account the different planning policies, across the study area.
  
- r To operate the model a development type for a chosen location is selected and the postcode inserted (to reflect the impact of location on development costs and sales) and a local authority identified (to reflect the differing impact of local authority planning policies). The model then applies build and other development costs (e.g. sales/marketing); developers profit; and assumptions for the costs falling on the development in relation to planning obligations to secure site related infrastructure and the provision of affordable housing; and then sets these against likely revenues (which are postcode sensitive) to give a residual value for the land.
  
- s It is this residual value that, once compared to a predetermined benchmark, establishes whether a positive value can be set for CIL for this type within this specified location, and if so, what value can be potentially placed on that CIL rate.

### Model variables

- t A number of standard values for a range of variables have been established and agreed with the authorities for inputting into the model, including an average dwelling size for houses/flats (in the case of residential development), a ratio of net to gross development, and an appropriate deduction for current floorspace (on which CIL cannot be charged). Other inputs will tend to be industry standard, and/or already accepted in tried and tested viability models.
  
- u A particularly important consideration is the reflection of local authority policies on affordable housing requirements (both proportions and mixes) and the insertion of an average figure for the cost of s106 site specific infrastructure for residential development (the latter figure has been agreed by each of the 8 authorities individually). Up to date sales values, rents and yields for residential and non residential development as appropriate have also been incorporated, based on market evidence.

## Modelling the outputs and the conclusions

- v A total of 11 different development types (5 residential, and 6 other property uses - offices, industrial/distribution, hotels, care homes and gyms) - were tested. The residential types were tested across the 47 Hertfordshire postcodes covering the 8 districts whilst a single countywide figure was used for the non residential uses, based on the lack of geographical variation in the comparable evidence.
- w Our modelling work quickly drew the conclusion that on viability grounds, a number of development activities - including cinemas, theatres and leisure centres - were unlikely to be capable of sustaining a positive CIL charge and we therefore recommend that these are zero rated. Office development also appeared unviable in 8 authorities, with only St Albans able to support a potential CIL rate of **circa £63 m<sup>2</sup>**.
- x To reach this conclusion, office and distribution average rental data was assessed for each of the 8 local authorities. Even in the higher value areas office appeared unable to sustain a CIL rate and remain viable. The exception to this is St Albans where values are higher but the extent of floorspace currently available is driving down values. It is therefore proposed that for **office be set at zero** to ensure commercial development remains viable and can be delivered in the study area. It is possible, however, that market conditions will improve and the current office space will not be sufficient to supply the need, which will drive up rental values and make commercial development more viable. It is therefore important to review commercial CIL rates at appropriate intervals. For **St Albans** an **office rate of £63 m<sup>2</sup>** is suggested.
- y With regard to **industrial use (B2) and distribution (B8)** it was concluded that a rate of **£20 m<sup>2</sup>** could be achieved across the authorities. However, LSH suggest caution in applying a CIL charge to industrial and distribution uses at this level. Further investigation at stage 2 is required to ensure that minor changes in a range of inputs would not make the charge unviable.
- z We recommend a CIL charge for **hotels at £145 m<sup>2</sup>** and for **care homes, £163 m<sup>2</sup>**. A standard CIL rate across the county is proposed for such developments as we did not find that either development costs or sales/rental values varied significantly across the 8 districts.
- aa Although our research in regards to **retail properties** appeared to reflect a difference in viability between larger retail stores and smaller local shop developments, recent CIL examinations in public and a legal challenge by Sainsbury in Poole have indicated that it may not be possible to differentiate CIL rates within a specific use class based on size. Therefore we recommend that for retail development a single rate of **£125 m<sup>2</sup>** across the 8 authorities is adopted. The authorities may wish to review this once they fully understand the mix of retail development they anticipate in their areas through the plan period as LSH identified a range of potential CIL rates depending on the retail property type.

- bb Turning to residential development we found, as expected, that differing authorities would most likely command different CIL rates. Although across Hertfordshire it seems reasonable to anticipate similar rates for a range of costs including fees, build costs and profit, the location of a development within the county makes a big difference in terms of sales values. For example house prices in central St Albans are significantly higher than those found in Watford. This was most notably recognised in average sales values by postcode, reflected in Land Registry data.
- cc Additionally and most strikingly, local authority policies on affordable housing provision from new development makes a significant impact on potential CIL rates. There are marked differences in the proportions of affordable housing sought within the 8 authorities (from 25% in part of one authority to 45% in another) but notably what is even more significant is the mix of such housing, with the proportion of social rented housing (of the overall affordable housing mix) varying from 20% in one authority to 80% in another.
- dd Since the cost of providing social rented housing is a very significant one to a developer when compared to other forms of affordable housing tenure, it naturally follows that this will be reflected in variations in the viability of residential development and consequently potential CIL rates for authorities that might otherwise share broadly similar characteristics.
- ee This having been noted, we are able to propose CIL residential rates for all 8 authorities. The rates we propose make a suitable allowance for potential abnormalities and contingencies and also include sufficient headroom for future adverse changes (we believe, for instance, that for all scenarios, there is sufficient headroom in our assumptions for an increase in build cost of 10% costs even if sales values remain static). Our rates also reflect the type and location of development expected in each district, and this is explicitly covered in our report. All our figures can be justified on viability grounds, in line with the CIL Regulations.
- ff Our recommended standard residential CIL rates for the authorities are as set out below and reflect the most appropriate CIL rate on balance across each of the authorities:

Table 1: Proposed residential CIL rates by authority.

<b>Authority</b>	<b>Affordable Housing (%)</b>	<b>Proposed Residential CIL rate (£/sq.m.)</b>
<b>Broxbourne</b>	<b>40</b>	<b>130</b>
<b>Dacorum</b>	<b>35</b>	<b>150</b>
<b>East Herts</b>	<b>40</b>	<b>110</b>
<b>Hertsmere</b>	<b>40</b>	<b>120</b>
<b>St Albans</b>	<b>40</b>	<b>170</b>
<b>Three Rivers</b>	<b>45</b>	<b>150</b>
<b>Watford</b>	<b>35</b>	<b>200</b>
<b>Welwyn Hatfield</b>	<b>25</b>	<b>270</b>
	<b>30</b>	<b>200</b>
	<b>35</b>	<b>135</b>

## Issues associated with high density urban schemes and large sites

- gg The proposed rates mask an important issue that the 8 Hertfordshire authorities need to consider. This is the problem of the apparent inability of higher density urban development to bear CIL. Amongst the types we tested out within each postcode were a medium density urban housing scheme of 1 hectare (with a density of 70 dwellings/ha) as well as a high density scheme also of 1 ha (density 100 dwellings/ha).
- hh The cause of this disparity in some high density schemes is that the assumption of build costs per square metre will increase for high density schemes, but the revenue per square metre does not increase to the same extent. This effectively squeezes the potential to pay CIL in some areas at high density. In some locations, such as Dacorum (postcode HP2), Three Rivers (WD25), and Broxbourne (EN11), even nil or very low CIL rates would not lead to development values sufficient to incentivise landowners to release land for development. In other words it is not the introduction of CIL which makes high density schemes in these locations unviable, but their underlying unprofitability. In other locations - such as Three Rivers (WD18) - lowering CIL rates to bring such schemes into positive viability would have a detrimental effect on CIL revenues secured by charging authorities.
- ii There is, however, an alternative to this which we would recommend. Firstly it needs to be pointed out that only a relatively small part of Hertfordshire regularly attracts development at this type of density most notably only in parts of the towns of Watford, Borehamwood and Rickmansworth, which means that for large parts of the county this is unlikely to be a significant issue on balance for CIL.
- jj Even in those districts where high density development occurs, such development tends to be confined to town centre locations. In view of this, we consider that local authorities should not seek to rein back CIL rates to take account of the relative adverse viability of higher density development.
- kk Instead, those authorities faced with the prospect of such development can consider alternative choices: if discrete high density enclaves can readily be identified (e.g. town centres, major brownfield locations) the authority in question can identify such areas in its charging schedule and propose a lower or nil CIL residential rate for these locations, depending on the outcome from further viability work, which may show such areas can support higher than average residential sale values.
- ll Alternatively an authority can maintain the standard CIL rate and be prepared to accept potential reduced levels of site related infrastructure secured through a s106 agreement and/or reduced provision of affordable housing secured through the development, if the developer can make a convincing case for this. The authority might even take the view that the combined effect of the CIL rate and its planning policies may render such development unviable under current circumstances, although if an authority were to take such a stance it would need to reconcile this with its proposed development strategy and in addition convince the CIL examiner that this represents a reasonable step.

- mm Potentially a similar situation may arise in relation to major development areas (MDAs) - developments of 500 dwellings+ brought forward in LDF development strategies. Here the issues are however slightly different. We would anticipate that for large developments, there is likely to be an expectation that such schemes will meet the cost of site related infrastructure (access roads, primary schools, open space etc) through a negotiated planning obligation.
- nn Despite the introduction of CIL, we anticipate that s106 agreements will continue to be the chosen method of securing site related infrastructure for MDAs and some other developments, because the CIL regime cannot provide the certainty that CIL revenues will be directed towards the provision of infrastructure in any one location, and the promotion of MDAs is likely to be predicated on a guarantee that such infrastructure will be secured.
- oo We have however made only a relatively modest standard allowance for s106 costs as an input into our viability model as it is impossible to provide an accurate value for likely s106 costs for MDAs without knowing each development's specific characteristics. Moreover each local authority will need to develop its own ideas on how it wishes to secure infrastructure for MDAs (should there be any) within its boundaries. We did not test the viability of any specific sites as part of this study so if any of the authorities wish to consider alternative CIL charges for MDAs they are able to identify (or indeed other sites/areas) this will need to be progressed as part of any Stage 2 viability testing.
- pp We also noted that in authorities where the affordable housing policy had the least impact on viability, currently significant levels of s106 contributions could be collected. With the introduction of CIL a balance between Section 106 and CIL will be required as the proposed model shifts the previous monies that could be attributed to Section 106 contribution to that of CIL. This is of particular note in Watford.

### Possible differential residential rates

- qq We have considered the possibility of differential rates for individual authorities based on location: given that our study of Hertfordshire was postcode based this would involve the potential for differentiation by postcode within each of the authorities. It needs to be recognised that CIL has been conceived as a system that should be straightforward in both conception and operation, and there may be little merit in promoting a complex system of differential rates particularly if the viability justification for doing so is marginal.
- rr It is also the case that individual postcodes can sometimes show marked variation in sales values within the same district and ultimately, for differential CIL rates for residential development to be fully justified it may be necessary to show a more fine grained approach than that contained within our study, and this would therefore need to be the subject of follow up work as part of Stage 2 testing.



ss These points aside, we have identified evidence that there is some potential for differential rates in particular areas within the following districts and these are set out in table 2:

Table 2: Proposed variable residential CIL rates by location.

Authority	Postcode(s)	Rate (£/sq.m)
Dacorum BC	HP1, HP2, HP3, WD4	£150
	HP4, AL3, HP23	£210
Three Rivers DC	WD3, WD4, WD18, WD19, WD25	£150
	WD5	90

tt Where they can be considered achievable, the benefit of differential CIL rates is that they will maximise development across an authority by reducing the risk of jeopardising development in more marginal locations whilst maximising potential returns in more robust locations. Differential rates do however increase the complexity of the CIL charge. Furthermore it may be that an authority anticipates little development in certain postcodes or areas (too little to justify a separate CIL) and on balance may decide to adopt a single rate. We understand that Hertsmere may wish to investigate the potential for differential rates as part of a Stage 2 study due to the nature of their geographic areas. At present our investigations have not uncovered sufficient evidence based on the data collected to justify, this but further work is required.

uu It is also possible that other authorities may wish to undertake more detailed analysis on a finer grain than that achievable at a postcode level. Postcodes can cover a wide area and not best reflect the nuances of geographical variation between streets/areas.

## Sensitivity Testing

vv As part of our commission we undertook a standard set of sensitivity tests across all 8 authorities to determine the impact of charging cost and value parameters. The following table identifies our recommended rates and illustrates a variety of sensitivity test results and their impact on where rates may be set.

Variable→ Authority↓	Standard rate (£/sq.m)	5% reduction in land values	5% increase in land values	5% increase in costs (above 10% already incorporated)	5% reduction in proportion of affordable housing sought	Affordable Housing Mix at 35% Social Rented and 65% Intermediate	Doubling of s106 contribution towards site related infrastructure from that agreed with local authority	New development compliance with Code for Sustainable Homes Level 3 (Not CSH 4)
Broxbourne	130	160	90	20	230	500	100	220
Dacorum	150	170	125	40	210	350	90	230
Three Rivers	150	180	60	30	250	500	125	250
Watford	200	250	100	100	235	100	130	280
Hertsmere	120	180	30	20	260	440	80	200
Welwyn Hatfield (35%)	135	150	80	50	200	350	80	190
Welwyn Hatfield (30%)	200	230	160	100	270	400	140	260
Welwyn Hatfield (25%)	270	300	240	190	300	425	230	350
St Albans	170	210	90	40	270	340	120	240
East Herts	110	150	50	15	230	430	50	190

Notes:

1. All the figures in the boxes represent impact of this change in variable on the proposed standard rate

Table 3: Sensitivity test of residential CIL outputs by authority.

ww The table provides a balanced view of potential sensitivity across the various types of development. Given that permutations that could be undertaken in sensitivity testing could be virtually endless, we have focused on a manageable range of amended values to illustrate the implications of the most likely variations, not every conceivable one. It is possible that some districts will wish to do some further testing to consider a wider range of potential options open to them in relation to s106 contributions and affordable housing provision: the model we are providing allows them to do that as part of a Stage 2 study.

## Conclusions

xx In conclusion we feel that we have provided robust, properly researched and sourced evidence to enable each of the 8 Hertfordshire authorities to understand the potential for raising CIL within their district, whilst also setting out for them the constraints they need to work within and the issues they will need to confront and, if necessary, resolve in moving forward.

yy As we have made clear, the report allows authorities - if they are otherwise able - to move forward quickly with the preparation of a charging schedule at the earliest opportunity based on the evidence we have provided. Alternatively, they can undertake follow up work to consider and if appropriate make changes to the way in which CIL interacts with other planning policy variables that have an infrastructure content and cost - i.e. s106 payments for site related infrastructure, affordable housing provision and mix, and Code for Sustainable Homes level compliance.

## Next steps

zz On acceptance of this report we will provide a copy of our model as well as face to face training backed up by written instructions on its use. That act will complete our commission. We think it will be important for local authorities to reflect upon the outcome of this commission and the issues this raises for them. We recommend:

- All authorities consider viability issues as a whole: in particular the way CIL and affordable housing policy interact/impact on scheme viability. We would recommend this particularly considered in Watford and Three Rivers.
- All authorities consider the impact of the anticipated distribution of development across the authorities and where the proposed CIL rates should be adjusted to account for this. It is anticipated that authorities will need to have undertaken further analysis of their emerging plans for this to be achievable.
- Hertsmere and Dacorum consider the impact of CIL on high density schemes: their likely incidence/location within the district and (given what our viability evidence has shown) how to deal with the issues that are likely to arise in terms of introducing and operating CIL.

- 
- Additionally Hertsmere consider a finer grained analysis of their authorities than reflected at a postcode level. Also we would suggest collection of additional development evidence to ensure that the maximum reasonable CIL rate can be achieved.
  - All authorities consider Major Development Areas (MDAs): how those local authorities where MDAs have been identified will approach the task of ensuring the provision of appropriate and timely infrastructure to ensure such development is fully sustainable, considering the respective roles of CIL and s106 agreement in doing so.
  - Welwyn Hatfield District Council to consider a more fine grained analysis of the implications of differential rates for affordable housing, based on location and development viability.
  - For local authorities contemplating a later introduction of CIL, a review of model data assumptions to consider whether they are still relevant or require updating due to changed circumstances.
  - All authorities to consider type and mix of anticipated retail development with their authorities, in consideration of their emerging planning documents.
  - All authorities remain up to speed with examiners decisions in respect of the examination in public of CIL schedules.

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East Herts Strategic Assessment of Development  
Viability

**Executive Summary**

Stage 1B - Paper One: Residential Viability

Stage 1 B – Paper Two: Commercial Viability

For East Herts Council

By Levvel and Aitchison Raffety

January 2013



## Executive Summary

### The Brief and Project Overview

1. Levvel Ltd was appointed in September 2012 to undertake a Strategic Assessment of Development Viability (Stage 1B) on behalf of East Herts Council. Levvel is supported by Aitchison Raffety Group who have undertaken the viability analysis of commercial/ non-residential uses. Lambert Smith Hampton (LSH) published the viability report, "Assessing Viability Community Infrastructure Levy: A Stage 1 Economic Viability Assessment prepared for 8 Hertfordshire Authorities" in September 2012 (Stage 1A).
2. The LSH Report is an initial assessment of potential CIL rates developed in consultation with each of the Hertfordshire authorities. The report suggests that subject to suitable evidence of infrastructure need that the commissioning partners (particularly early CIL promoters) could use the Report to inform the CIL charging schedule. The LSH Report advises that the authorities could carry out additional work and consider the balance of priorities between CIL, site specific infrastructure, affordable housing and other Section 106 requirements. This is particularly relevant to East Herts (East Herts is a late CIL promoter) as less work had been carried out at the time on infrastructure analysis compared to some of the other local authorities studied.
3. The Council recognises that further work is required and have therefore commissioned Level to carry out further economic viability analysis to establish the cumulative policy cost on development, to enable it to consider its policy priorities in the future as part of a Stage 1B Study. Stage 1B comprises of the following papers:
  - **Stage 1 B: Paper One** – Residential Viability (Levvel Ltd)
  - **Stage 1 B: Paper Two** – Commercial Viability (Aitchison Raffety Group)
4. This technical work will help to inform the development strategy for the district covering the period up to 2031. Viability assessment in plan-making is a 2-stage process, because it is not possible to determine the viability of the 'basket' of policies until it is known what the broad location of development is likely to be, so that collection of more detailed information in respect of specific infrastructure needs can commence.
5. The main purpose of Paper One (Residential Viability) is to establish land values and standard costs and to consider the balance of policy priorities between CIL, site specific infrastructure, sustainability, affordable housing and other S106 requirements on residential sites. Paper One also considers the impact of different affordable housing and sustainability costs on the level of Community Fund (for definition – see Overleaf) available in 5 identified Value Areas across East Herts. Paper 2 (Commercial Viability) examines the viability of non-residential and mixed use developments and this separate paper has been prepared by Aitchison Raffety Group.



## The Community Fund

As the District Plan Development Options and levels of Section 106 payments/ on-site infrastructure have yet to be determined, the results produced in this study of residential development provide evidence of the “residual surplus” over and above threshold land values. This residual surplus is labelled a '**Community Fund**' and includes contributions (on a £ per m2 basis for private units only) towards:

1. **The Community Infrastructure Levy (CIL):** CIL costs have not been assumed as a cost to development and instead form part of the Community Fund.
2. **Section 106 Costs:** Section 106 costs have not been assumed as a cost to development as part of the development appraisals. However, some of these costs may be covered by On-Site Infrastructure (Below);
3. **On - Site Infrastructure:** This includes on-site infrastructure in addition to assumed on-site infrastructure costs. £10,000 per unit has been tested on the 5, 15 and 50 unit sites. On-site infrastructure of £15,000 per unit has been assumed on the 200 unit development built on industrial land. The 200, 500 and 1,000 unit developments built on greenfield land each assume on-site infrastructure at £25,000 per unit; and
4. **Sustainability Costs** in addition to Code 4 and Code 6 which have been tested separately on each notional site.

This report has examined the impact of varying levels of affordable housing upon the level of Community Fund available. For the purposes of the study, we have been able to assume affordable housing costs and revenues. For this reason, the affordable housing has been assumed in the viability appraisals and is not assumed to form part of the Community Fund. In lower value areas, it was generally found that lowering the level of affordable housing can improve viability and increase the level of Community Fund. Given that there are a greater number of private dwellings to cross-subsidise the affordable units, schemes become more viable.

6. Stage 1 B – Paper One examines the effects of affordable housing provision in more detail. The study assesses 40% affordable housing in all value areas. In cases where it was not possible to achieve a viable position 25% and then 10% affordable housing targets were then tested. Lowering the level of affordable housing ensures that schemes become more viable and increases the level of Community Fund contribution available. This report also examines a range of tenure mixes and it was generally found that including a greater proportion of intermediate affordable housing products improves viability and increases the Community Fund contribution. The site types tested as part of the study have been based upon the category of sites coming forward in the Council’s Emerging Development Strategy.





7. Viability assessment is a requirement of the National Planning Policy framework, as shown in the box below:

**National Planning Policy Framework, Paragraph 173**

Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

8. Due to the volume of information we have shown only the key results that we have modelled within the main report and where relevant, some sensitivities that have been tested. In cases where a development scenario shows a viable result we have also shown a table which sets out for private units (in £ per m<sup>2</sup>) only the surplus value, that is the amount that could be used to form the 'Community Fund'.
9. Code for Sustainable Homes (Levels 4 and 6) have been assumed as a cost as part of the development appraisals. As such, the Community Fund rate available decreases when higher Code Levels are assumed. The viability results are presented to allow the Council to strike a balance between maximising the level of affordable housing and the revenue in the form of a Community Fund. The viability results found that the implementation of higher sustainability costs (Code Level 6 costs) has a significant impact on the level of community fund that is achievable in each Value Area.
10. This viability assessment of residential development also builds upon the approach set out in the 2010 Affordable Housing Viability Assessment for the Council by Level which assessed values by postcode areas. The Strategic Assessment of Development Viability assesses the likely cumulative impacts of a range of planning policy requirements on development viability. In the absence of more detailed guidance regarding the level of s106 contributions and infrastructure costs required for residential use, the output of this viability work identifies a "residual surplus" over and above the identified threshold land values.
11. A Stage 2 study will be needed prior to submission to Examination in Public. It is likely that by the time of such a study the "Review of Local Standards for the Delivery of New Homes" (Local Housing Delivery Group, forthcoming) will be available and this will provide clarification of the viability of particular policy requirements.
12. East Herts Council intends carrying out a consultation on a new District Plan with eventual adoption of policies in late 2014. The Council is currently progressing with its strategy selection process in order to consider the development options available and to identify suitable development sites. In addition, work is to commence on an Infrastructure Delivery Plan, which will lead to an assessment of any funding gap. Further viability work will be required at a later stage to assess the impact of applying a CIL charge on representative residential and commercial sites and provide the basis of a CIL charging schedule.



13. The refinement of on-site infrastructure and Section 106 costs (through the determination of the final Development Plan Options) will help to determine how the Community Fund 'Pot' is divided between Section 106 costs, on-site infrastructure and CIL. The Stage 2 Study will then be able to include more accurate infrastructure and Section 106 costs. These will then be tested as a cost to development which will help to establish the CIL rate.

#### Paper One - Methodology

14. The cross industry Harman Review<sup>1</sup> makes clear its view that, for the first five years, studies should assume steady costs and values and this is our study baseline projection - with the sole exception that known future costs arising from the introduction of elements of the Code for Sustainable Homes into the building regulations have been factored in. The viability results in this paper have applied these assumptions and focus on the first five years of the Study period (2012-2016). The viability results for each development scenario also present a range of community fund rates that are applicable when Code Level 4 costs and higher Code Level 6 costs are assumed.
15. In undertaking this viability assessment, we have assessed the viability of a range of housing developments across East Herts using a residual valuation appraisal tool. We have compared the residual land values produced for each site tested against the land value benchmarks (greenfield, industrial and residential).
16. Our assessment is based on the viability of delivering a Community Fund contribution across a range of notional sites. These notional sites were selected in consultation with each Council and with reference to work undertaken as part of the Emerging Development Strategy to determine land availability and supply. Our experience has taught us that notional site selection, is an important aspect in the delivery of a robust assessment of viability. Rather than test each individual 'actual' site identified in the Emerging Development Strategy, this study focuses on typical notional sites likely to come forward during the Plan period.
17. In discussions with the Council, Levvel has put together a site typology. The sites range in size from 5 to 1,000 units. In order to calculate the level of Community Fund contribution that is viable, we have carried out a set of appraisals of the following "typical" sites:
  - 5 Units at 25, 40 dph
  - 15 units at 25, 40 and 70 dph
  - 50 units at 25, 40 and 70 dph
  - 200 units at 40 dph
  - 500 units at 40 dph
  - 1000 units at 40 dph

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<sup>1</sup> Viability Testing Local Plans – Advice for Planning Practitioners, Local Housing Delivery Group, June 2012



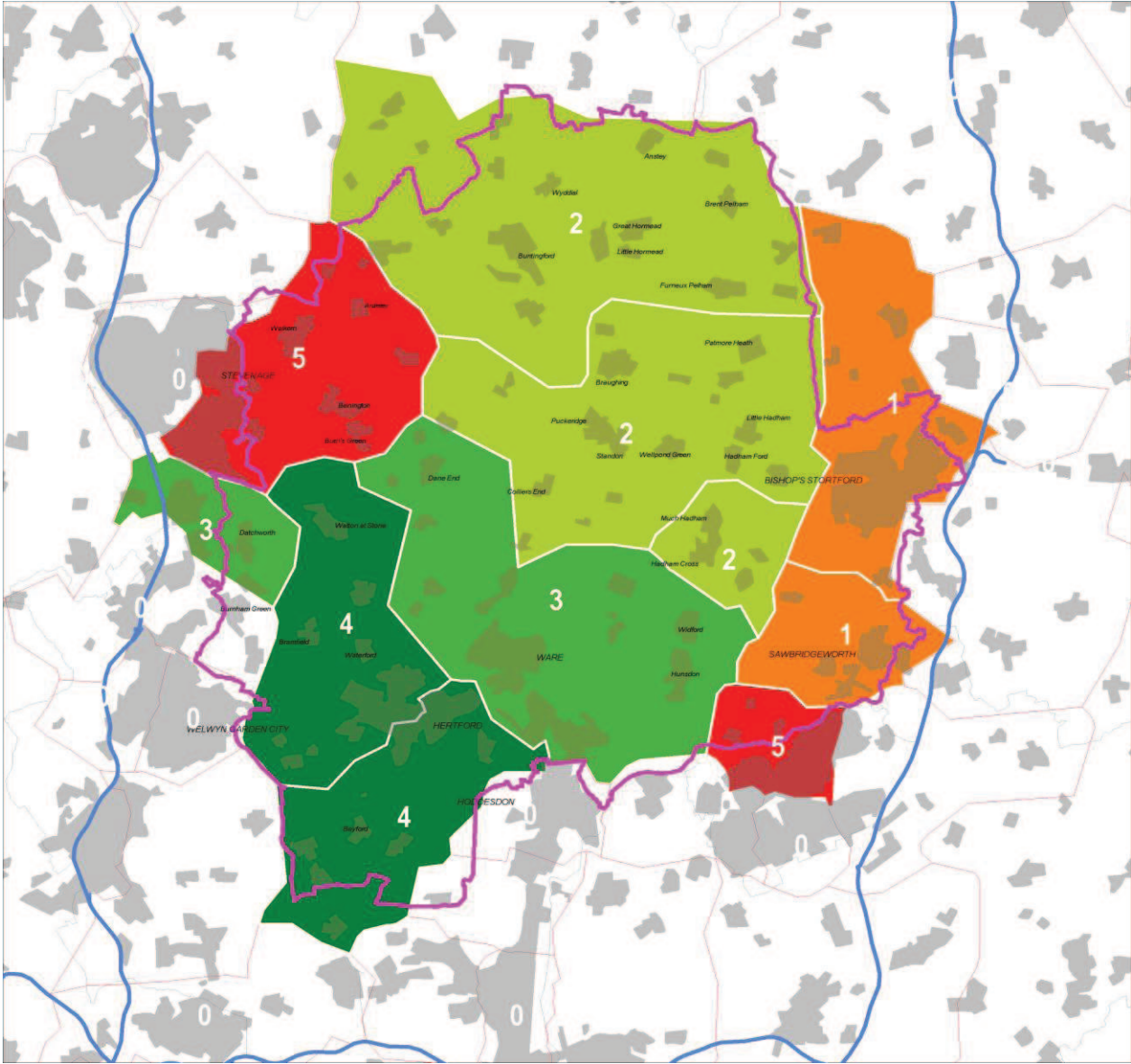
18. The typologies do not include the larger sites under consideration through the strategy selection process, a number of which are significantly over 1,000 dwellings. However, at this larger scale of development infrastructure costs are likely to be a significant factor, and therefore it is proposed that, in the event that such large sites form part of the development strategy, then more detailed work should be undertaken on such sites in the Stage 2 viability assessment. The 1,000 unit schemes give a good indication of a typical phase of development. However, when the final Development Strategy is published this will allow for the testing of more accurate site typologies. For example, if the final Development Strategy includes a 2,000 and 3,000 unit site, these can be tested as part of Stage 2.
19. A net density of close to 40dph has been chosen as a reasonable standard assumption for testing purposes for sites of 5 to 50 units. This reflects the standard baseline assumption used in the Council's Emerging Development Strategy. As a result, this development density informs the viability results. Paper 1 also considers the viability of higher and lower densities.
20. The larger development categories of 200, 500 and 1,000 units have been assessed at a net development density of 40 dph. The Council's strategy selection process suggests a gross density of 25 dph as a reasonable standard assumption, to include open space, roads, and other infrastructure. The viability appraisals have assumed an appropriate gross: net site area ratio to take this into account.
21. Detailed research on achieved sales values across the District has been undertaken using Land Registry data at a Postcode Sector level (e.g. SG 12) for each type of property (detached, semi-detached, terraced and flats and maisonettes). This analysis resulted in the formation of sales values on a per square metre basis for detached, semi-detached, terraces and flats and maisonettes for five different value areas across the District. The Strategic Assessment of Development Viability examines the following Value Areas:

<b>Value Area and Postcode</b>	<b>Value Area Description</b>
<b>Value Area 1</b> CM21/CM23	(Sawbridgeworth and Bishop's Stortford)
<b>Value Area 2</b> SG9/SG10/SG11	(Buntingford/ Rural North, Rural East, Rural Central)
<b>Value Area 3</b> SG3/SG12	(Ware and Rural South Central)
<b>Value Area 4</b> SG13/SG14	(Herford/ Rural South, Rural Southwest)
<b>Value Area 5</b> CM20/ SG2	(Harlow, Rural West)

Table i: Value Areas Tested



The following map illustrates the five sub areas or 'value areas' within the East Herts Council area:





## Land Value Assumptions

22. There is a minimum land value that schemes need to exceed in order to be brought forward for development, otherwise it becomes more economic for the site to continue in its existing (or alternative) use. The following benchmark land values have been assumed:

### **Greenfield Benchmark Land Value 1 - £480,000 per hectare**

23. The Lambert Smith Hampton (LSH – 2012) report, 'Community Infrastructure Levy – A Stage 1 Economic Viability Assessment of 9 Hertfordshire Local Authorities' investigated values for agricultural land in Hertfordshire and have estimated an average of £24,000 per hectare. Based on HCA guidance on "Transparent Assumptions"<sup>2</sup> an allowance of 10 to 20 times agricultural value (existing use) was applied as an Alternative Use (namely un-serviced residential). Based on this approach LSH concluded that minimum greenfield land values would be c£480,000 per hectare and this figure has been applied to the results section of Paper 1. Lambert Smith Hampton also found that this conclusion is consistent with discussions they have had with the VOA in regards to unserviced residential land values.

### **Industrial Benchmark Land Value 2 - £1,600,000 per hectare**

24. In respect of development occurring on industrial sites, we have had regard to the advice received from Thornes Chartered Surveyors and Estate Agents. A figure of £1,600,000 per hectare has been used. This figure also corresponds with the industrial land value assumptions applied as part of the Hertfordshire-wide CIL viability assessment undertaken by Lambert Smith Hampton (LSH). The LSH Report (Paragraph 4.43) found that, "average industrial land values remain reasonably constant across the study area and equate to circa £1,600,000 per hectare (c.£650k per acre). Industrial land value as an Alternative Use Value for brownfield development is a suitable alternative use value as the assumptions regarding design, revenue and costs are broadly consistent across the county".

### **Previously developed residential Benchmark Land Value 3 - £2,000,000 per hectare**

25. In respect of development occurring on previously developed residential land, we have had regard to the advice received from Thornes Chartered Surveyors and Estate Agents. This suggested residential land values range between £2,000,000 to £3,000,000 per hectare, depending on development density and the location of the site. Benchmark Land Value 3 reflects the lower end of this identified range, £2,000,000.

### **Previously developed residential Benchmark Land Value 4 - £3,000,000 per hectare**

26. This benchmark has been applied and reflects the upper end of the range of residential land values based on advice received from Thornes Chartered Surveyors.
27. In summary therefore we have taken a wide range of land values as we recognise the wide range of alternative and existing uses within the District.

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<sup>2</sup> HCA (2010 – Area Wide Viability Model (Annex 1 – Transparent Viability Assumptions)



## Paper 1 – Residential Viability: Key Findings

28. The results of the viability analysis undertaken indicate that there is some geographical differentiation in levels of value throughout the district for residential development. This therefore indicates that differential rates may be appropriate for East Herts. The viability results indicate that the Council may need to strike a balance between maximising the level of affordable housing and the revenue required to deliver infrastructure in the form of a Community Fund to include Section 106 and CIL contributions. The viability results also found that the implementation of Code Level 6 costs has a significant impact on the level of community fund that is achievable in each value area.

Value Area	Postcode Sectors	Baseline Position
<p><b>Value Area 1</b></p> <p>(Sawbridgeworth and Bishop's Stortford)</p>	<p>CM21/ CM23</p>	<p><b>Notional Sites of 15/50 units</b></p> <p>When industrial land values of £1,600,000 per hectare are assumed, it may be possible to achieve 25% affordable housing and the 15/ 50 unit developments are able to contribute a community fund contribution of £111 per m2 when Code Level 4 is assumed.</p> <p>The introduction of Code Level 6 will make development less viable, in which case affordable housing provision could need to be lowered to 10% to ensure a community fund contribution of £45 per m2.</p> <p>Development on lower value previously developed residential land is less viable. When a land value benchmark of £2,000,000 per hectare is assumed, affordable housing provision has to be lowered to 10% to ensure a community fund contribution of £88 per m2, assuming Code Level 4 costs.</p> <p>Development on higher value residential land (£3,000,000 per hectare) proves to be unviable in this Value Area.</p> <p><b>Notional Sites of 200/ 500/ 1,000 units:</b> The study found that larger sites (200 to 1,000 units) in Value Area 1 constructed on greenfield land (£480,000 per hectare) can deliver a community fund of £125 per m2 with an affordable housing contribution of 40% and Code Level 4 costs. When Code Level 6 costs are assumed, 25% affordable housing and a community fund of £75 per m2 is achievable.</p> <p>Viability testing of a 200 unit development against industrial benchmark land values of £1,600,000 indicated that this category of development is less viable and that a community fund contribution of £44 per m2 is achievable when the affordable housing</p>





		<p>target is reduced to 10% (this scenario assumes Code Level 4 costs). The Stage 2 Study will examine if there is additional scope for a community fund, particularly if lower infrastructure costs are assumed. It is also possible that larger sites may form a new 'Value Area' where an open market value premium can be applied.</p>
<p><b>Value Area 2</b>  (Buntingford/ Rural North, Rural East, Rural Central)</p>	<p>SG9/ SG10/ SG11</p>	<p><b>Notional Sites of 15/50 units:</b> Viability is relatively good. Development on industrial land can deliver a community fund contribution of over £250 per m2 when a 40% affordable housing contribution and Code Level 4 costs are assumed. However, Code Level 6 costs will make these schemes less viable and it was found that the affordable housing target had to be lowered to 25% to deliver a community fund contribution of £149 per m2.</p> <p>Development on lower value previously developed residential land may be able to contribute towards the community fund when benchmark land values of £2,000,000 per hectare are assumed. A community fund of £91 per m2 is achievable when 40% affordable housing and Code Level 4 costs are assumed. Code Level 6 costs will make development less viable, in which case the affordable housing contribution had to be lowered to 10% to ensure a community fund contribution of £135 per m2.</p> <p>Development on higher value residential land (£3,000,000 per hectare) proves to be unviable in this Value Area.</p> <p><b>Notional Sites of 200/ 500/ 1,000 units:</b> The study found that larger sites in Value Area 2 constructed on greenfield land (£480,000 per hectare) can deliver a community fund of £230 per m2 with an affordable housing contribution of 40% and Code Level 4 costs. When Code Level 6 costs are assumed, 40% affordable housing and a community fund of £119 per m2 is achievable.</p> <p>Viability testing of a 200 unit development against industrial benchmark land values of £1,600,000 indicates that this category of development is less viable and that a community fund contribution of £88 per m2 is achievable when 25% affordable housing and Code Level 4 costs are assumed. When Code Level 6 costs are assumed, this scheme type becomes less viable and a community fund contribution of £39 per m2 is achievable when the affordable housing target is lowered to 10%.</p>



<p><b>Value Area 3</b>  (Ware and Rural South Central)</p>	<p>SG3/ SG12</p>	<p><b>Notional Sites of 15/ 50 units:</b> Viability is relatively good. Development on industrial land (£1,600,000 per hectare) can deliver a community fund contribution of over £300 per m2 when a 40% affordable housing contribution and Code Level 4 costs are assumed. However, Code Level 6 costs and 40% affordable housing will make these schemes less viable and it was found that a community fund contribution of £95 per m2 is achievable. It was found that the affordable housing target had to be lowered to 25% to ensure a community fund contribution of £199 per m2.</p> <p>Development on land with lower previously developed residential land values (£2,000,000 per hectare) delivers a community fund of over £150 per m2 when 40% affordable housing and Code Level 4 costs are assumed. Code Level 6 costs will make development less viable, in which case the affordable housing contribution had to be lowered to 25% to ensure a community fund contribution of £45 per m2 is deliverable.</p> <p>Development on higher value residential land (£3,000,000 per hectare) proves to be less viable. It was found that a community fund of £40 per m2 is achievable when Code Level 4 costs and 10% affordable housing are assumed. The delivery of higher affordable housing targets and Code Levels is likely to be challenging.</p> <p><b>Notional Sites of 200/ 500/ 1,000 units:</b> The study found that larger sites in Value Area 3 constructed on greenfield land (£480,000 per hectare) can deliver a community fund of £315 per m2 with an affordable housing contribution of 40% and Code Level 4 costs. When Code Level 6 costs are assumed, 40% affordable housing and a community fund of £204 per m2 is achievable.</p> <p>Viability testing of a 200 unit development against industrial benchmark land values of £1,600,000 indicates that this category of development is less viable and that a community fund contribution of £111 per m2 is achievable when 40% affordable housing and Code Level 4 costs are assumed. When Code Level 6 costs are assumed, this scheme type becomes less viable and a community fund contribution of £99 per m2 is achievable when the affordable housing target is lowered to 25%.</p>
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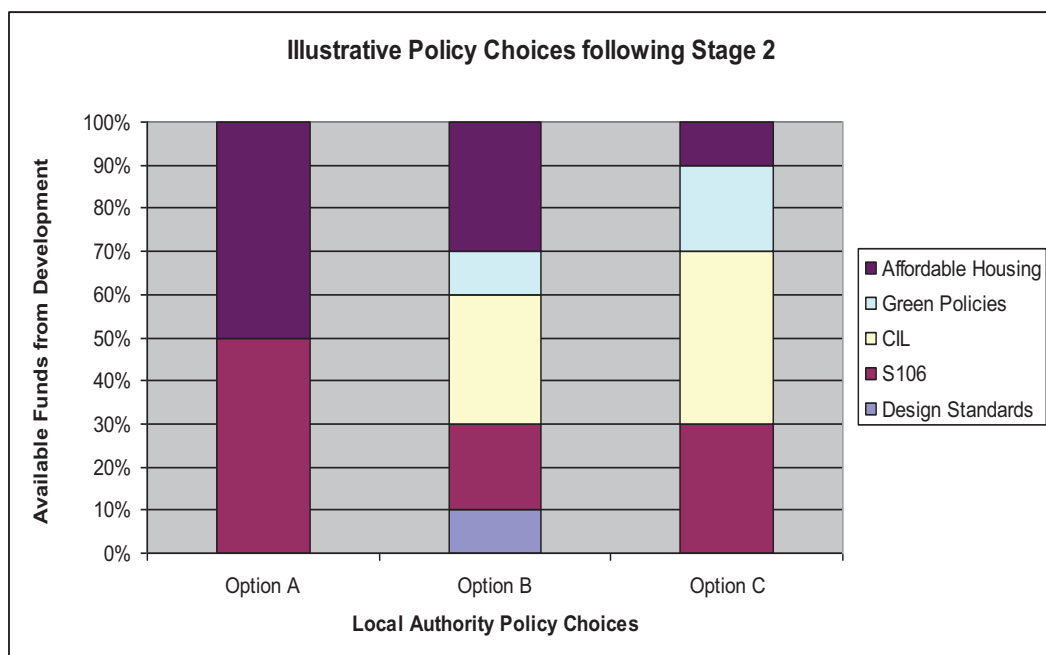
<p><b>Value Area 4</b>  (Herford/ Rural South, Rural Southwest)</p>	<p>SG13/ SG14</p>	<p><b>Notional Sites of 15/ 50 units:</b> Value Area 4 proved to be the most viable sub-market across East Herts. Development on industrial land (£1,600,000 per hectare) can deliver a community fund contribution of over £450 per m2 when a 40% affordable housing contribution and Code Level 4 costs are assumed. A community fund contribution of over £200 per m2 was also found to be achievable when 40% affordable housing and Code Level 6 costs are assumed.</p> <p>Development on lower value previously developed residential land (Benchmark 3 - £2,000,000 per hectare) proves viable and a community fund of £299 per m2 is achievable when 40% affordable housing and Code Level 4 costs are assumed. When Code Level 6 costs and an affordable housing target of 40% is assumed, this value area delivers a community fund of £50 per m2.</p> <p>Development on higher value residential land (£3,000,000 per hectare) proves to be less viable. It was found that a community fund of £155 per m2 is achievable when Code Level 4 costs and 10% affordable housing are assumed. The delivery of higher affordable housing targets and Code Levels is likely to be challenging.</p> <p><b>Notional Sites of 200/ 500/ 1,000 units:</b> The study found that larger sites in Value Area 4 constructed on greenfield land (£480,000 per hectare) can deliver a community fund of over £300 per m2 with an affordable housing contribution of 40% and Code Level 4 costs. When Code Level 6 costs are assumed, 40% affordable housing and a community fund of £230 per m2 is achievable.</p> <p>Viability testing of a 200 unit development against industrial benchmark land values of £1,600,000 indicates that this category of development is less viable and that a community fund contribution of £160 per m2 is achievable when 40% affordable housing and Code Level 4 costs are assumed. When Code Level 6 costs are assumed, this scheme type becomes less viable and a community fund contribution of £144 per m2 is achievable when the affordable housing target is lowered to 25%.</p>
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<p><b>Value Area 5</b>  (Harlow, Rural West)</p>	<p>CM20/ SG2</p>	<p><b>Notional Sites of 15/ 50 units:</b> Viability is challenging on all sites in the Harlow and Rural West area (Value Area 5).</p> <p>The smaller development types are unable to make a contribution towards the community fund when industrial and residential land values are assumed.</p> <p><b>Notional Sites of 200/ 500/ 1,000 units:</b> The study found that larger sites in Value Area 5 constructed on greenfield land (£480,000 per hectare) can deliver a community fund of £68 per m2 with an affordable housing contribution of 10% and Code Level 4 costs. The delivery of higher proportions of affordable housing and higher code levels is likely to be challenging.</p> <p>In Value Area 5 (Harlow and Rural West), property values were found to be skewed by values outside of the boundary of the district.</p> <p>The results presented for Value Area 1 may be more appropriate for this value area as house prices are approximately 15% to 20% greater. Values in this location will be greater if lower value units from outside the District were not assumed. An uplift in value will also be required for any future Major Development Area (MDA) sites which are likely to achieve greater property values and create a new 'Value Area'.</p>
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29. Sensitivity testing of affordable housing requirements at 40%, 25%, and 10% indicates that the amount of money achievable for the community fund increases as affordable housing percentage requirement reduces. This demonstrates that it will be necessary for the Council to decide what its priorities for planning policy costs are, once the Stage 2 viability study has been completed.
30. Although the land values are sufficiently high in East Herts District to deliver a significant level of funding as part of a community fund, there is nevertheless a ceiling above which development will become unviable. An illustration of the types of policy choices which the Council will need to make are provided in the chart below:



31. Options A, B, and C represent policy choices which East Herts Council could make. The different policy costs are purely illustrative, and do not in any way suggest what the Council's priorities should be. In each case, the same amount of money is available from development. Therefore, if the Council's priorities are to seek Section 106 and Affordable Housing contributions, for example, Option A could be pursued, although this option would limit the money available for other policy areas. Options B and C represent different ways of 'cutting the cake'.
32. It is unlikely that any future CIL charge will be set at the maximum level indicated by the viability assessments. This leaves a margin to allow for market fluctuations and site specific viability issues. The identified Community Fund also includes contributions towards Section 106 and infrastructure/ sustainability costs. The refinement of infrastructure costs and development options will help to determine how the Community Fund 'Pot' is divided between Section 106 costs, on-site infrastructure and CIL. The Stage 2 Study will then be able to include more accurate infrastructure and Section 106 costs. These will then be tested as a cost to development which will help to establish the CIL rate.



## Paper 1 – Residential Development: Next Steps

33. The viability appraisals indicate that residential development can make a significant contribution to the Community Fund in Value Areas 1 to 4. The Strategic Assessment of Development Viability has identified the following recommendations:
- The Council anticipate that over 70% of the units delivered through the District Plan will be built on greenfield land. A review of the final version of the Development Strategy will be required once finalised. The land use categories being developed will have an impact on the amount of Community Fund that may be chargeable. For example, it may be appropriate to implement a different Community Fund rate in a Value Area/ Charging Zone where the majority of development will be in the form of greenfield to residential (e.g. the development of a Strategic Site on greenfield land). The Stage 2 Study will be able to consider this in greater detail.
  - In value areas where the future Development Strategy shows that the majority of development is likely to take place on industrial and previously developed land, a alternative Community Fund rate may be appropriate.
  - In Value Area 5 (Harlow – Rural West), the private market values assumed are likely to be higher than tested as they may have been skewed by lower values in Stevenage and Harlow. Further analysis of values in this area will be required. Values in this location will be greater if lower value units from outside the District were not assumed. An uplift in value will also be required for any future Major Development Area (MDA) sites which are likely to achieve greater property values and create a new 'Value Area'. As such, the results presented for Value Area 1 may be more relevant to this Value Area as property prices are 15% to 20% higher.
  - Viability analysis has suggested that there may be scope for smaller developments of 5 dwellings to provide a contribution towards the Community Fund and this will be further explored by Stage 2 of the Strategic Assessment of Development Viability.
  - After the Development Strategy has been finalised, it is recommended the Council review the conclusions of the Infrastructure Deliver Plan. It is also recommended the Council prepare a costed schedule of infrastructure for inclusion in a draft charging schedule for the purposes of demonstrating the existence of an infrastructure funding gap in order to justify a CIL Levy.
  - Care needs to be taken when interpreting the viability results, particularly on the larger sites which assume infrastructure costs of £15,000 to £25,000 per unit and external build cost set at 15%. The infrastructure costs for short term (years 1-5) requirements and the major physical infrastructure required to bring forward strategic development locations have yet to be determined. This will have an impact on viability and the development frameworks to be agreed with site promoters in advance of the new District Plan's independent Examination. If higher infrastructure costs are identified, this will affect viability and the level of Community Fund achievable.
  - Further testing will be required in the form of a Stage 2 Study when infrastructure items and likely Section 106 costs have been identified. It is unlikely that any future CIL charge will be set at the maximum level indicated by the viability assessments. This leaves a margin to allow for market fluctuations and site specific viability issues. The identified Community Fund also includes contributions towards Section 106 and infrastructure/ sustainability costs. The refinement of infrastructure costs and development options will help to determine how the Community Fund 'Pot' is divided



between Section 106 costs, on-site infrastructure and CIL. The Stage 2 Study will then be able to include more accurate infrastructure and Section 106 costs. These will then be tested as a cost to development which will help to establish the CIL rate.

- If the development options alter significantly to the site categories already tested, further viability analysis will be required. The results of the viability testing have shown enough variation on a spatial/ geographical basis to justify a differential CIL charge. The identified Value Areas may form the basis for different charging zones.
- Viability testing cannot take into account of every exceptional circumstance and there may be examples of sites within a zone which produce residual values contrary to the model results.
- It is recommended that a review of these recommendations will be required in the light of any changes to the policy context or to market conditions. Public consultation on a preliminary draft Charging Schedule will also be required prior to submission for independent examination.

## Paper 2 – Commercial Development: Key Findings and Next Steps

- Paper 2 of this Stage 1B Report considers the viability of non-residential and mixed use development schemes. The Stage 1B - Paper 2 conclusions are that a community fund charge would not be appropriate due to the depressed climate in relation to industrial or office development.
- Although the Study indicates that there is not any scope for a Community Fund contribution on mixed use developments, there may be scope for a contribution when further tests are undertaken. The mixed-use results focus on a mixed use development in Bishop's Stortford. The residential element of the scheme is built at a net density of 65 dph. Mixed use development at lower density and in higher value areas may be able to contribute towards the community fund and it is recommended that the Stage 2 study examines this in more detail. This test was also undertaken using industrial benchmark land values. The viability of mixed use developments built on greenfield land will be explored as part of the Stage 2 Study.
- Paper 2 recommends that there could be scope for a community charge in respect of retail development and that the Local Authority may wish to give consideration to varying the rate to charge according to postcode with a recommendation of £150 per square metre for the town postcodes of Bishops Stortford, Sawbridgeworth and Hertford in respect of the rest of the area should be assessed no higher than £100 square metres.

Paper 2 has tested Care Home development using typical costs and values for the District of East Herts. The study found that there was no scope for a community charge for this form of development at this stage. It is recommended that the Stage 2 Study examine the viability of these schemes in further detail to establish if a Community Fund contribution is achievable in some of the higher Value Areas.

## EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER FOR  
STRATEGIC PLANNING AND TRANSPORT

GREATER ESSEX DEMOGRAPHIC FORECASTS PHASES 1 TO 4  
(MARCH 2012 - JANUARY 2013)

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WARD(S) AFFECTED: ALL

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### **Purpose/Summary of Report**

- This report sets out the findings of the Greater Essex Demographic Forecasts Phases 1 to 4 (March 2012 - January 2013) technical work, that is intended will form part of the evidence base for generating an appropriate district-wide housing target for East Herts to 2031, and to inform the preparation of the District Plan.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE</u></b> <b><u>PANEL AND EXECUTIVE: That:</u></b>	
(A)	the Greater Essex Demographic Forecasts Phases 1 to 4 (March 2012 - January 2013) technical study, be supported as part of the evidence base to inform and support the East Herts District Plan.
<b><u>RECOMMENDATIONS FOR COUNCIL: That:</u></b>	
(A)	the Greater Essex Demographic Forecasts Phases 1 to 4 (March 2012 - January 2013) technical study, be agreed as part of the evidence base to inform and support the East Herts District Plan.

## 1.0 Background

- 1.1 In line with the Government's Localism agenda, the National Planning Policy Framework (NPPF) March 2012, and the abolition of the East of England Plan on 3 January 2013, East Herts Council is now solely responsible for setting a district-wide housing target, based on objectively assessed needs for market and affordable housing.
- 1.2 Paragraph 47 of the NPPF states that '*local planning authorities should use their evidence base to ensure that their local plan meets the full objectively assessed needs for market and affordable housing...as far as is consistent with the policies set out in this framework....*In addition, Paragraph 159 of the NPPF states that local planning authorities should '*meet household and population projections, taking account of migration and demographic change [...and cater..] for housing demand and the scale of housing supply necessary to meet this demand*'.
- 1.3 In July 2011, East Herts Council 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, to provide robust evidence to support setting its own district-wide housing target. This work is being undertaken in stages under the auspices of the Essex Planning Officers Association (EPOA). The preliminary results formed the basis of the Population and Household Topic Paper presented to the LDF Executive Panel on 29 March 2012.
- 1.4 In addition to the strategic demographic work, the Council engaged the same consultants, Edge Analytics Ltd, to undertake sub-district population and household forecasts, in order to provide benchmarking demographic information, to inform the preparation of the East Herts District Plan.
- 1.5 The Sub District Population and Household Forecasts were presented to the District Planning Executive Panel on 28 November 2012, and subsequently agreed as part of the District Plan evidence base, by the Executive and Full Council on 4 and 12 December 2012 respectively.
- 1.6 The Greater Essex final Phase 4 technical work is now complete, and it is proposed that all four phases of this work be agreed as part of the evidence base to inform and support the East Herts District Plan.

1.7 The Greater Essex forecasts for the District are consistent with the East Herts sub-district forecasts, already agreed by the Council, as the same information base was used for both purposes, by the same consultants, using the same demographic forecasting models.

1.8 This Panel report will, therefore, focus on the final Phase 4 Greater Essex work. The Greater Essex and East Herts sub-district studies are available on the Council's website. See Background Papers links at the end of this report.

## 2.0 Report

2.1 The Greater Essex Demographic Forecasts Phase 4 (January 2013) report is structured as follows:

- Section 1- Introduction, provides a context for the project and summarises the content of the four phases. This is reproduced as **Essential Reference Paper 'B'** to this report;
- Section 2- Updating the demographic intelligence, provides a short summary of how the demographic evidence has developed since 2006 and the expectation for new evidence during 2013;
- Section 3- Population estimates for 2011, focuses on population data published from the 2011 Census, specifically the latest 2011-based mid-year population estimates and how they have altered the demographic picture suggested by the mid-year totals estimated since 2001;
- Section 4- Population projections- 2010-based and 2011-based, examines how these new projections compare with the 2010-based alternatives, examined in Phase 3 of the Greater Essex analysis;
- Section 5- Area profiles, presents this new evidence for each local authority area covered by the Greater Essex study area, presenting an illustration of important changes to the age structure of local populations, plus the impact of the Office of National Statistics (ONS) 2011-based interim projection, relative to the suite of scenarios presented in the Phase 3 report; The East Herts Area Profile is reproduced at **Essential Reference Paper 'C'** to this report;



- Section 6- London influence, explores the important demographic relationship between the Greater Essex study area and the Greater London Boroughs;
- Section 7- Conclusions, concludes with a short commentary on the outcomes of the four phases of demographic analysis encompassed by the Greater Essex study, with recommendations for how local authorities might continue the review process during 2013 as new evidence becomes available.

2.2 Since 2001, local authorities have relied on successive, annual updates of 2001 Census data to produce mid-year population estimates, from which national and sub-national population and household projections have been derived. With the release of the latest 2011 Census population data, a new statistical base for demographic analysis and forecasting has become available.

2.3 In July 2012, ONS released the first results of the 2011 Census, providing a critical and definitive update on the demographic decade; a basis for the recalibration of previous mid-year estimates and for the development of new local area forecasts.

2.4 The 2011 Census population estimates have been used as the basis for the latest ONS 2011 mid-year population estimates.

2.5 A comparison between a 'rolled forward' mid-year 2010-based population estimate and a mid-year 2011 population estimate, based on the results of the 2011 Census, shows little difference for East Herts.

EAST HERTS POPULATION			
2010 Rolled-forward Census-day estimate	Mid-year estimate 2011	Difference	% Difference
138,712	138,155	-557	-0.4%

2.6 Following publication of the 2011 mid-year population estimates, ONS has published its 'interim 2011-based sub national population projections (SNPP) for local authorities in England, to the year 2021. Further projections beyond 2021 will be published in due course.

2.7 A comparison between the 2010-based and 2011-based SNPP to

2021, shows little difference for East Herts.

EAST HERTS POPULATION			
Projected 2021 population 2010-based SNPP	Projected 2021 population 2011-based SNPP	Difference	% Difference
152,768	152,255	-513	-0.3%

- 2.8 For comparison purposes, the resultant District housing figures, taken from the Greater Essex study (see **Essential Reference Paper 'C'**), on the basis of 'Average Dwellings Per Year' and '20 Year Dwelling Total' for all forecast scenarios is set out below.

EAST HERTS DISTRICT HOUSING FIGURES		
Scenario	Annual Average	20 Year Total (2011-2031)
Approved RSS - R	1149	22,980
SNPP 2010 - R	803	16,060
SNPP 2010	811	16,220
Economic - R	765	15,300
Net-Nil Migration - R	414	8,280
AMR Dwelling Trajectory - R	258	5,160

(The 'R' suffix indicates that household headship rates have been re-scaled to meet 2010 household totals, by using more locally available information from Council Tax records)

- 2.9 The main conclusion to be drawn from these figures is that the Greater Essex forecasts, based as they are on the 2010-based SNPP, and taking account of the 2011 Census information published so far, together with the ONS resultant projection <http://online.eastherts.gov.uk/moderngov/documents/s13981/Population%20Households%20Forecasts%20-%20ERP%20C.pdf>, are considered a sound and robust basis for forecasting population and household change, and consequently informing the resultant housing requirement for the District Plan over the period 2011 to 2031.

### 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

National Planning Policy Framework (NPPF): March 2012: Department for Communities and Local Government.

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Report to LDF Panel 29 March 2012 Agenda item 7: Population and Household Forecasts and the East Herts Housing Requirement

<http://online.eastherts.gov.uk/moderngov/documents/s13979/Population%20Households%20Forecasts.pdf>

<http://online.eastherts.gov.uk/moderngov/documents/s13980/Population%20Households%20Forecasts%20-%20ERP%20B.pdf>

<http://online.eastherts.gov.uk/moderngov/documents/s13981/Population%20Households%20Forecasts%20-%20ERP%20C.pdf>

Greater Essex Demographic Forecasts-Phase 2: Scenario Development incorporating Phase 1: Model Development (March 2012) Edge Analytics on behalf of Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Council

<http://www.eastherts.gov.uk/index.jsp?articleid=25754>

Greater Essex Demographic Forecasts- Phase 3: Further Scenario Development (July 2012) Edge Analytics on behalf of Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield Council

<http://www.eastherts.gov.uk/index.jsp?articleid=25754>

Report to District Planning Executive Panel-26 July 2012 Agenda Item 5: Sub-District Population and household Forecasts-Parish Groupings and Towns: Phase 1 (May 2012)

<http://online.eastherts.gov.uk/moderngov/documents/s15457/Sub-district%20Population%20and%20Household%20Forecasts.pdf>

<http://online.eastherts.gov.uk/moderngov/documents/s15459/Sub-district%20Population%20and%20Household%20Forecasts%20-%20ERP%20B%20Housing%20Figures.pdf>

<http://online.eastherts.gov.uk/moderngov/documents/s15460/Sub-District%20Population%20and%20Household%20Forecasts%20-%20ERP%20C%20Parish%20Groupings%20Towns.pdf>

Report to District Planning Executive Panel- 28 November 2012 Agenda Item 5: Sub-District Population and Household Forecasts-Parish Groupings and Towns: Phases 1 and 2 (October 2012)

<http://online.eastherts.gov.uk/moderngov/documents/s17117/Sub-district%20Population%20Household%20Forecasts.pdf>

<http://online.eastherts.gov.uk/moderngov/documents/s17119/Sub-district%20Population%20Household%20Forecasts%20-%20ERP%20B%20Parish%20Groupings%20and%20Towns.pdf>

<http://online.eastherts.gov.uk/moderngov/documents/s17120/Sub-district%20Population%20Household%20Forecasts%20-%20ERP%20C%20Draft%20Scenarios.pdf>

Greater Essex Demographic Forecasts- Phase 4: Demographic Model Update, Scenario Analysis and Report Edge Analytics on behalf of Essex Planning Officers Association (EPOA) and East Herts and Welwyn Hatfield (to be published shortly)

<http://www.eastherts.gov.uk/index.jsp?articleid=25754>

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	N/A
Legal:	N/A
Financial:	District Plan technical work is being funded from the Planning Policy Upkeep Budgets
Human Resource:	Existing Planning policy staff resources are being used to manage this study.
Risk Management:	In order to be found sound at examination, it is essential that the District Plan should be based on a robust evidence base, of which the Demographic Forecasts work forms a key part, especially now that the east of England Plan has been abolished.

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# Greater Essex

## Demographic Forecasts

Phase 4

January 2013



## ***EPOA project development phases***

1.6 EPOA's demographic requirements are to be delivered through a programme of work, completed in December 2012. With four Phases of work in total, this report constitutes a summary of Phase 4 development. The content of the four Phases is as follows:

1.7 Phase 1: Demographic model configuration & validation (September/October 2011)

The first phase of work used POPGROUP technology to replicate the 2008-based sub-national population projections (SNPP) from the Office for National Statistics (ONS) plus the accompanying household projections from Communities and Local Government (CLG). This initial validation of the POPGROUP technology demonstrated consistency and equivalence of output to the SNPP and to ONS mid-year estimates and Council Tax data on dwelling stock change since 2001. This phase was a key aspect of the project, providing the EPOA authorities with confidence that public discussion of the forecast scenarios could focus on the policy implications of the scenarios rather than technical demographic issues.

1.8 Phase 2: Scenario analysis & report (October 2011 – January 2012)

Following the configuration and validation work in phase 1, a suite of scenarios was produced to enable an evaluation of alternative growth trajectories. These scenarios included: an SNPP 2008-base benchmark; an alternative migration-led trend scenario and a zero-net migration scenarios; dwelling-led scenarios; plus a jobs-led forecast using the East of England Forecasting Model (Autumn 2010)

Scenarios were developed for each of the 24 local authority areas, using a 2033 horizon for each forecast. Results for individual areas were aggregated to produce output for the 11 macro areas. These scenarios provided an updated evidence base to both

support the preparation of Local Plans and to contribute to other planning activities within each local area.

1.9 Phase 3: Demographic model update, scenario analysis & report (May-June 2012)

Phase 3 delivered an updated suite of forecast scenarios following review of the availability and continuing relevance of demographic and other data sources used to produce the material presented in previous phases. As a result of this review the forecast scenarios produced in Phase 3 incorporated two important new releases of demographic intelligence:

- A. indicative 2010 ONS mid-year population estimates
- B. 2010-based ONS sub-national population projections

1.10 Phase 4: Demographic model update, scenario analysis & report (July 2012)

This final phase of the EPOA project reviews the latest demographic evidence, published since completion of the phase 3 report. This includes the initial dissemination of population statistics from the 2011 Census, 2011 mid-year estimates that have resulted from these new census data, plus the 'interim' 2011-based sub-national population projection published by ONS following the release of the new estimates.

The phase 4 analysis examines the population adjustments that have resulted from the latest 2011 evidence, when compared to the mid-year estimates that have been rolled-forward since the 2001 Census. In addition, it scrutinises the methodology and outcomes of the 2011-based projections, which have been assigned an 'interim' status in recognition of the fact that they have not incorporated any revised historic data, which is not due for publication until Spring 2013.

**The phase 4 analysis does not provide an update to the scenario forecasts presented in phase 3. This update will follow ONS' release of its revision of mid-year estimates for 2002-2010; due at the end of March 2013.**

Previous phases of the EPOA study have acknowledged the importance of Greater

London as a major contributor to demographic change within the EPOA study area, specifically as a source of migrant inflows from the London Boroughs. The phase 4 analysis includes an illustration of the migration links that exist between Greater London and the EPOA local authorities and provides a summary of the alternative growth forecasts produced by the Greater London Authority (GLA), a dwelling-constrained alternative which contrasts to the trend projections published by ONS.

## **1. Area Profiles**

5.1 This section provides a profile for each of the Greater Essex local authorities, summarising the 'impact' of the latest demographic evidence. A short commentary accompanies two summary profiles for each local authority.

### 5.2 *Population estimates compared*

The first summary provides an indication of the adjustments to the population age profile that have resulted from the latest 2011 Census information. A direct comparison is made between the 'rolled-forward' population estimate for 2011 and the latest 2011 mid-year estimate that has been derived from Census statistics.

### 5.3 *Population growth scenarios compared*

The second summary benchmarks the ONS 2011-based projection with previous scenarios prepared in the phase 3 analysis. The aim of this analysis is to indicate where the 2011-based scenario has resulted in significant variations over and above those associated with the different base-year populations. The commentary makes reference to the 'components-of-change' charts presented in Figures 6-8.

5.4 Equivalent summary profiles for each macro area are provided in the Appendix to this report.

## **East Hertfordshire**

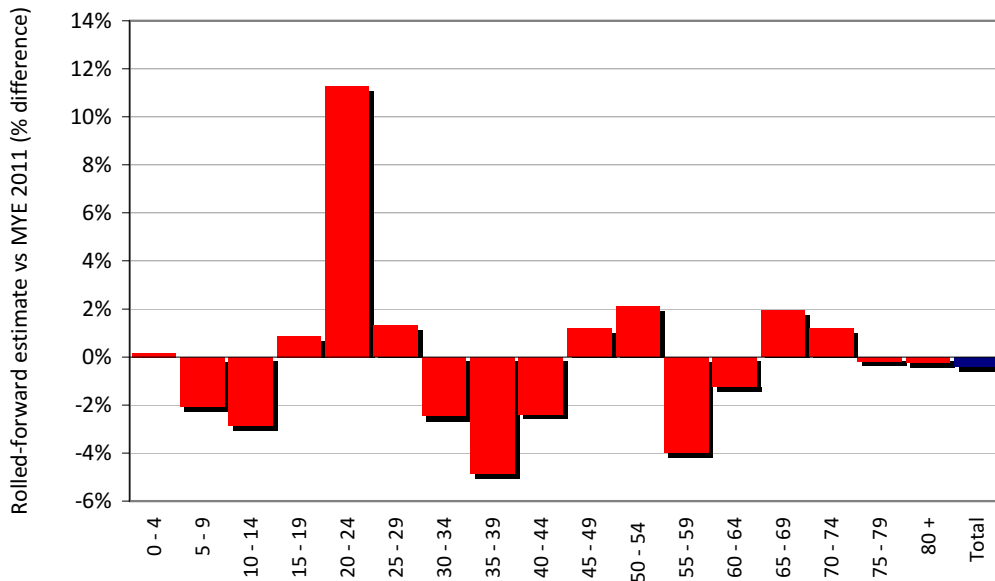
### *Population estimates compared*

- a) Comparison of the latest 2011 mid-year population estimate to the rolled-forward mid-year estimate for East Hertfordshire suggests a very small negative difference of -0.4%, compared with a positive difference of 1.2% for the study area as a whole (Figure 4). This suggests that, notwithstanding any error in the 2001 population total, the latest 2011 statistic is slightly lower than the mid-year population estimates calculated for East Hertfordshire since 2001 would suggest.
- b) An examination of differences in age structure reveals that the 2011 mid-year estimates are lower than the rolled-forward estimate for most age groups; lowest in 35-39 (-5%). However, the largest is a positive difference of 11% in 20-24 (Figure 43).

### *Population growth scenarios compared*

- c) The 2011-based SNPP for East Hertfordshire is very similar to the 2010-based version, with the 2021 population about 0.3% lower in the 2011-based alternative, reflecting the lower base population (Figure 5).
- d) Two of the components of change: natural change and international migration are very similar in both scenarios, with no major change as a result of the shifts in the base-year age profile (Figures 6 & 8). However, there is a significant positive difference in internal migration component between the 2011-based and the 2010-based SNPP (Figure 7).
- e) The 2011-based SNPP shows a trajectory of growth very similar to 'SNPP-2010' and 'Economic – R' scenarios; by the end of its projection period (2021) being significantly lower only than 'Approved RSS – R' scenario but higher than 'AMR Dwelling Trajectory – R' scenario (Figure 44).

**East Hertfordshire**



Population

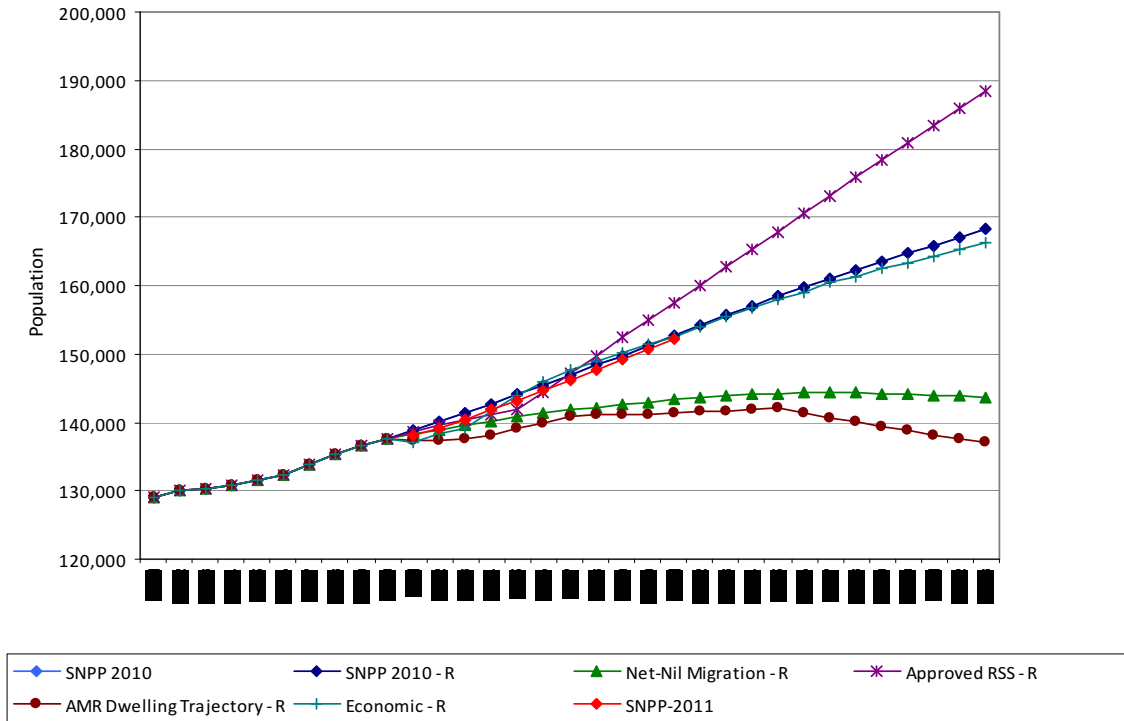
Age group	Population		% difference
	Old Rolled-forward estimate	New Mid-year Estimate 2011	
0 - 4	8,359	8,373	0%
5 - 9	8,449	8,275	-2%
10 - 14	9,254	8,991	-3%
15 - 19	8,788	8,865	1%
20 - 24	5,783	6,436	11%
25 - 29	7,237	7,332	1%
30 - 34	8,933	8,713	-2%
35 - 39	10,561	10,046	-5%
40 - 44	11,873	11,589	-2%
45 - 49	11,722	11,861	1%
50 - 54	9,648	9,851	2%
55 - 59	8,370	8,036	-4%
60 - 64	8,410	8,305	-1%
65 - 69	6,255	6,376	2%
70 - 74	4,873	4,930	1%
75 - 79	4,265	4,257	0%
80 +	5,933	5,919	0%
<b>Total</b>	<b>138,712</b>	<b>138,155</b>	<b>0%</b>

Source: ONS. The rolled-forward data are special Census Day estimates. They are based on the mid-2010 indicative population estimates, plus the net effect of births, deaths and migration in-between mid-2010 and Census Day. The mid-year 2011 statistics are the estimated resident population; based on the results of the 2011 Census.

Figure 1: East Hertfordshire - rolled-forward population estimate vs new Mid-year estimate 2011

### East Hertfordshire

Phase 3 scenarios vs 2011-based SNPP scenario



Phase 3 scenario outcomes

Scenario	Change 2010 - 2033				Average per year		
	Population Change	Population Change %	Households Change	Households Change %	Net Migration	Dwellings	Jobs
Approved RSS - R	50,618	36.8%	25,822	45.6%	1,568	1,149	881
SNPP 2010 - R	30,472	22.1%	18,052	31.9%	820	803	462
SNPP 2010	30,472	22.1%	18,231	31.9%	820	811	462
Economic - R	28,455	20.7%	17,180	30.3%	741	765	417
Net-Nil Migration - R	5,835	4.2%	9,308	16.4%	0	414	-56
AMR Dwelling Trajectory - R	-703	-0.5%	5,793	10.2%	-321	258	-183

Scenario definition (The -R suffix indicates that household headship rates have been re-scaled to meet 2010 household totals)



AMR Dwelling Trajectory:	Controlled by the latest housing development trajectory available from each local authority
Approved RSS:	A 'dwelling-led' scenario based on the Approved RSS (or equivalent)
Economic:	Controlled by an employment growth trajectory derived from the most recent forecasts from the EEFM
Net-Nil Migration:	Maintains in-migration and out-migration but sets the overall net balance to be zero
SNPP 2010	Reproduces the 2010-based sub-national population projections from ONS

*Figure 2: East Hertfordshire – comparison of 2011-based SNPP with previous scenarios*

## EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER FOR  
STRATEGIC PLANNING AND TRANSPORT

ANNUAL MONITORING REPORT 2011/2012

WARD(S) AFFECTED: ALL

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### Purpose/Summary of Report

- The purpose of this report is to seek Members' approval for the publication of the Annual Monitoring Report.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL AND EXECUTIVE:</u> That:</b>	
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<b>(A)</b>	<b>the Annual Monitoring Report 2011/2012 contained as Essential Reference Paper 'B' and Essential Reference Paper 'C' to this report be supported for publication.</b>
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<b><u>RECOMMENDATIONS FOR COUNCIL:</u> That:</b>	
--	--

<b>(A)</b>	<b>the Annual Monitoring Report 2011/2012 contained as Essential Reference Paper 'B' and Essential Reference Paper 'C' to this report be agreed for publication.</b>
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### 1.0 Background

1.1 The Annual Monitoring Report (AMR) is a document that East Herts Council is currently required to produce. Monitoring is integral to the proactive '*plan, monitor, manage*' approach.

1.2 Since coming to power, the Coalition Government has proposed a number of changes to the planning system which will have an

impact on the monitoring of Local Plans and the forthcoming District Plan. In March 2011 the Parliamentary Under Secretary of State, Bob Neill MP, wrote to local authorities to announce the withdrawal of guidance on local plan monitoring, giving local authorities the freedom to choose which targets and indicators to include in their AMR, whilst maintaining the requirement for them to be prepared in accordance with relevant UK and EU legislation.

- 1.3 In addition to this, in November 2011 the enactment of the Localism Bill to the Localism Act removed the requirement for local planning authorities to produce an AMR for Government, whilst retaining the overall duty to monitor.
- 1.4 Despite the recent withdrawal of guidance on Local Plan monitoring by the Coalition Government, this year's AMR will continue to follow the same format as it has done in previous years and monitor the same core and local indicators. The Council will develop an updated monitoring framework alongside the preparation of the emerging District Plan and this framework will be used as the basis for future monitoring.
- 1.5 The publication of the National Planning Policy Framework (NPPF) in March 2012 changed the national planning policy context within which planning applications were determined. This was only a number of days before the end of the monitoring year. Nevertheless, this AMR addresses both the NPPF and former PPSs where applicable to explain the justification for monitoring the appropriate topics and/or indicators.
- 1.6 The AMR reports on the period 1<sup>st</sup> April 2011 to 31<sup>st</sup> March 2012 and its main purpose is to monitor how the Council is performing against the timetable set out in the Local Development Scheme (LDS), and to report on the extent to which policies in local development documents are being successfully implemented.
- 1.7 In addition to these main purposes, the AMR is required through the Localism Act to report on net additional dwellings, Community Infrastructure Levy receipts, the number of neighbourhood plans that have been adopted, and action taken under the duty to cooperate.

## 2.0 Report

2.1 The key findings from the AMR are as follows:

### **Local Development Scheme Implementation**

2.2 The Local Development Scheme (LDS) sets out the timetable for the production of planning documents. The Council met the milestones set out in the LDS over the monitoring year, namely considering the responses received from the Issues and Options consultation and commencing work to prepare for the consultation on the District Plan: Part 1 – Strategy.

### **Local Planning Policy Analysis**

2.3 The majority of the saved policies in the Adopted Local Plan were used very infrequently during the monitoring year. However, a large number of these policies are site specific.

### **Sustainable Development**

2.4 Monitoring renewable energy capacity in the District is not straightforward, although the Council is now obtaining information from permitted planning applications which indicates that some schemes utilising renewable energy generation are likely to come forward in the coming years. The Council will continue to seek ways to improve monitoring of this indicator in the future.

### **Housing**

2.5 For monitoring purposes housing provision is measured against the targets set out in the East of England Plan, as it remained as part of the statutory Development Plan throughout the duration of the monitoring year, although it has since been abolished. The Council will be reviewing its housing target through the preparation of the District Plan and this housing target will be reflected in future AMRs.

2.6 An additional 383 dwellings (net) were completed in the district during 2011/2012. This number is higher than the previous monitoring year, as monitoring indicated that housing 'starts' had increased in 2010 from 2009. However, the number is lower than that achieved in earlier monitoring years which is a reflection of the challenging economic climate. Despite continued uncertainty

about the economy, monitoring has indicated that housing 'starts' have increased in 2011 and as development has commenced on a number of large sites, it is estimated that completions in 2012/13 and 2013/14 will be above 440 dwellings per year.

- 2.7 There were 166 new affordable dwellings built during 2011/12, which represents 37% of all dwelling completions during the monitoring year. However, when applying the Local Plan thresholds for eligible sites, 73% of completions were for affordable housing. This figure has been boosted by a number of large sites coming forward with affordable housing, some in the ownership of Registered Social Landlords to provide for 100% affordable housing. In addition, proportionately less market housing has been delivered due to the economic climate.
- 2.8 The housing trajectory included in the AMR as **Essential Reference Paper 'C'** sets out the identified housing commitments anticipated to come forward for development over the five year period 2013/14 to 2017/18, to meet the East Herts housing requirement of 3,300 additional dwellings (660 per annum) that was in place during the monitoring year 11-12.
- 2.9 As shown in Appendix B, Table 3 of the AMR, East Herts has a housing land supply equivalent to 3.6 years for the period 2013/14 to 2017/18. This is calculated on the basis of sites with planning permission, Local Plan Allocations including the Areas of Special Restraint and Special Countryside Area to the north of Bishop's Stortford, and large brownfield sites expected to come forward for development during the five year period. Applying the NPPF which allows local planning authorities to make an allowance for windfall sites and the new requirement in paragraph 47 for '*an additional buffer of 5%*' results in a housing land supply equivalent to 3.8 years, as shown in Table 5 of Appendix B.
- 2.10 However, the East of England Plan has now been formally abolished by Government and prior guidance had been given to Councils that in the absence of regional housing targets, they could use their 'Option 1' figures to monitor housing supply (550 additional dwellings per annum for East Herts). Therefore this has also been calculated in Table 4 of Appendix B of the AMR, and amounts to 4.3 years. Applying the NPPF which allows local planning authorities to make an allowance for windfall sites and the new requirement in paragraph 47 for '*an additional buffer of 5%*' results in a housing land supply equivalent to 4.5 years, as shown in Table 6 of Appendix B.

## **Green Belt and Countryside**

- 2.11 There was one major departure from the Local Plan with regard to the Rural Area Beyond the Green Belt, but no major departures from the Local Plan with regards to the Green Belt.

## **Transport**

- 2.12 94% of new dwellings completed in the year are located within 30 minutes public transport time of five of the six key services. However, only 63% of new dwellings have been completed within 30 minutes public transport time of a hospital. This is partly due to the fact that there are only two hospitals in the district, at Bishop's Stortford and Hertford, and reflects the limited public transport options available within the district.

## **Economic Development and Employment**

- 2.13 There was 4,458 square metres of floorspace created for employment use throughout the district, 57% of which was on previously developed land.

## **Shopping and Town Centres**

- 2.14 The majority of the primary shopping frontages in the three main settlements are in A1 use. However, vacancy levels in the district continue to fluctuate due to the economic climate.

## **Environment and Design**

- 2.15 There have been no changes to Sites of Special Scientific Interest or Local Nature Reserves in terms of number or area of sites. However, the number of wildlife sites in the district has fallen from 582 to 573 with a subsequent decrease in area of 43ha. This is due to the selection of three new wildlife sites and the deselection of twelve wildlife sites. One planning permission was granted contrary to the advice of the Environment Agency on flood defence grounds.

## **Built Heritage**

- 2.16 There were no changes recorded to Areas of Archaeological Significance during the monitoring year. There are four listed buildings on the national at risk register.

## **Leisure, Recreation and Community Facilities**

- 2.17 Both Southern Country Park, Bishop's Stortford and the Ridgeway Local Park, Hertford have successfully retained their Green Flag Status in 2011.

## **Community Infrastructure Levy**

- 2.18 Details of Community Infrastructure Levy receipts and expenditure will be monitored once the CIL has been adopted. Currently it is in the early stages of preparation.

## **Neighbourhood Planning**

- 2.19 No formal steps were taken towards agreeing neighbourhood forums, designating neighbourhood areas or adopting Neighbourhood Plans over the monitoring period. The Council will continue to monitor progress in forthcoming years.

## **Duty to Cooperate**

- 2.20 The Council has worked closely with neighbouring planning authorities, County Councils and prescribed bodies to maximise effectiveness in preparing the District Plan. The Council will continue to monitor the approach taken and produce evidence as part of the plan-making process to demonstrate that the requirement as set out in the Localism Act is being met.

## **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 Development Framework Core Output Indicators Update 2/2008 (DCLG) July 2008
- Monitoring that Matters – towards a better AMR (PAS) April 2011 <http://www.pas.gov.uk/pas/aio/1348152>
- Letter from Bob Neill MP (CLG) 30<sup>th</sup> March 2011 <http://www.communities.gov.uk/documents/planningandbuildin g/pdf/1876440.pdf>
- National Planning Policy Framework (DCLG) March 2012

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	None.
Legal:	It is a statutory duty under the Planning and Compulsory Purchase Act 2004 for East Herts Council as the local planning authority to prepare reports which monitor the implementation of the Local Development Scheme and the extent to which the policies set out in the local development documents are being achieved.
Financial:	East Herts Council relies on Hertfordshire County Council for data collection and, as such, has been paying an annual fee to the County Council Monitoring Unit for this service.
Human Resource:	None other than the Planning Policy team human resources.
Risk Management:	If the monitoring report is not prepared and made available to the public at least annually, the Council will not be fulfilling its statutory requirements.

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ESSENTIAL REFERENCE PAPER 'B'

# **ANNUAL MONITORING REPORT 2011/12**

**February 2013**

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# 1. Introduction

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- 1.1 This is East Herts' eighth Annual Monitoring Report (AMR), reporting on the period from 1<sup>st</sup> April 2011 to 31<sup>st</sup> March 2012. Currently the AMR is one of the key components of the Local Development Framework (LDF) with its main purpose being to monitor how the Council is performing against the timetable set out in the Local Development Scheme (LDS) and, using information against a variety of indicators and targets, to report on the extent to which policies in the East Herts Local Plan are being successfully implemented. The report covers a wide range of issues, from housing and employment to the Green Belt and transport.
- 1.2 The Coalition Government has implemented a number of changes to the planning system since coming to power. The Localism Act gave the Government authority to abolish Regional Spatial Strategies (RSS) meaning that local authorities will no longer have to conform to housing policies (including targets for overall housing provision and provision for Gypsies and Travellers and Travelling Showpeople) as well as other policies set at the regional level. However, following a legal challenge, consultations on the strategic environmental assessments into the impacts of revoking each RSS were undertaken. During this time, which covered the duration of the monitoring year 2011/2012, the RSS remained as part of the statutory development plan which explains the references to the East of England Plan (the RSS for East Herts) throughout this report. The East of England Plan has since been formally revoked on 3<sup>rd</sup> January 2013.

Likewise, whilst the Coalition Government published the National Planning Policy Framework (NPPF) on 27<sup>th</sup> March 2012, the existing suite of Planning Policy Statements and Guidance remained in place for the majority duration of the monitoring year, whilst the consultation on the draft version was in effect. Therefore both existing and current national policy have been referred to in this report.

- 1.3 The Localism Act removes the requirement for local planning authorities to produce an AMR for Government, whilst retaining the overall duty to monitor. The Coalition Government has withdrawn guidance on local plan monitoring, enabling local authorities to choose which targets and indicators to include in their AMR, as long as they are in line with the relevant UK and EU legislation.
- 1.4 For this monitoring year, the AMR uses many of the indicators addressed in previous years. This is whilst new monitoring indicators are considered as part of the preparation of the emerging District Plan. The Council will make changes to its AMR and District Plan to reflect future changes to the planning system as and when required.

## 2. The Structure of the Report

---

- 2.1 Despite the recent withdrawal of guidance on Local Plan monitoring by the Coalition government, this year's AMR will continue to follow the same format as it has done in previous years. The Council will develop an updated monitoring framework alongside the preparation of the District Plan and this framework will be used as the basis for future AMRs.

- 2.2 The AMR is based on existing information available for the monitoring year. Through the development of an updated monitoring framework and in conjunction with various partners (notably Hertfordshire County Council), the Council will continue to explore methods of collecting additional and enhanced information for future monitoring years.
- 2.3 The report contains two types of indicators as follows:
- Contextual Indicators: Describe the wider social, environmental and economic background against which the Local Plan policy operates.
  - Core Output Indicators: Used to assess the performance of policies. These include core (COI) and local indicators (LOI). The indicators are linked to the policies in the Adopted Local Plan Second Review, Saved Policies, where appropriate.
- 2.4 Comments and feedback are welcomed on the format and content of this AMR. Any comments received will be considered by the Council and will, where appropriate, inform future AMRs. Comments should be sent to:

Planning Policy Team  
East Herts Council  
Wallfields  
Pegs Lane  
Hertford  
Hertfordshire  
SG13 8EQ

Comments can also be emailed to: [planningpolicy@eastherts.gov.uk](mailto:planningpolicy@eastherts.gov.uk)

## 3. Executive Summary of Key Findings

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- 3.1 This is the eighth Annual Monitoring Report to be submitted. It represents an important part of a comprehensive monitoring system for the Local Plan and the future District Plan in East Hertfordshire.
- 3.2 The main findings of this AMR are outlined below:

### Local Development Scheme (LDS) Implementation

- 3.3 Version 4 of the Local Development Scheme was approved in August 2012. The Council met the milestones set out in the LDS over the monitoring year, namely considering the responses received from the Issues and Options consultation and starting preparation on the District Plan: Part 1 - Strategy.

### Local Plan Policy Analysis

- 3.4 The majority of the saved policies in the Adopted Local Plan were used very infrequently during the monitoring year. However, a large number of these policies are site specific and would only be utilised where an application was submitted on that particular site.

### Sustainable Development

- 3.5 Monitoring renewable energy capacity in the District is not straightforward, although the Council is now obtaining information from permitted planning applications which indicates that some schemes utilising renewable energy generation are likely to come forward in the coming years. The Council will continue to seek ways to improve monitoring of this indicator in the future. The Council will need to develop ways to capture information in the future.

### Housing

- 3.6 The five year land supply calculation 2013/14 to 2017/18 indicates that East Herts has 3.6 years' supply based on the East of England Plan average annual requirement, and 4.3 years' supply based on the 'Option 1' average annual requirement. This is calculated on the basis of sites with planning permission, Local Plan Allocations including the Areas of Special Restraint and Special Countryside Area to the north of Bishop's Stortford, and large brownfield sites expected to come forward for development within the 5 year supply period. Applying the NPPF which allows local planning authorities to make an allowance for windfall sites and the new requirement in paragraph 47 for '*an additional buffer of 5%*' results in a housing land supply equivalent to 3.8 and 4.5 years respectively. The housing trajectory indicates that the Council will need to identify further sites for housing through the District Plan.
- 3.7 The Council achieved 56% of new housing on previously developed land (PDL), which reflects PPS3 which remained in place over the majority of the monitoring year, to prioritise development on PDL. The figures also indicate that very few new dwellings are being built at a density of less than 30 dwellings per hectare. This



indicates that the Council is continuing to encourage effective use of brownfield sites and seeking to achieve efficient use of land.

- 3.8 A total of 166 affordable homes were completed during the monitoring year which represents 37% of all completed dwellings in the District. On sites above the Adopted Local Plan affordable housing thresholds, 73% of completed dwellings were affordable. Monitoring also indicates that the type and size of dwellings completed during 2011/2012 reflects the previous monitoring year, in that it is more balanced than in previous years where there has been provision of large numbers of 2 bedroom flats.

### **Green Belt and Countryside**

- 3.9 There was one major departure from the Local Plan with regard to an approved application in the Rural Area Beyond the Green Belt that was contrary to policy. There were no major departures from the Local Plan with regard to the Green Belt.

### **Transport**

- 3.10 On average 98% of new development within use classes A, B and D has complied with the Council's car parking standards. The data for Local Indicator TR2 shows that 94% of new dwellings have been completed within 30 minutes public transport time of five of the six key services. However, only 63% of new dwellings have been completed within 30 minutes public transport time of a hospital.

### **Economic Development and Employment**

- 3.11 The employment floorspace figures for 2011/12 show that 4,458 square metres of floorspace has been created for employment use throughout the District, 57% of which is on previously developed land.

### **Shopping and Town Centres**

- 3.12 Monitoring shows that in the three main settlements, the majority of the primary shopping frontages are in A1 use. However, vacancy levels in the district continue to fluctuate due to the economic climate.

### **Environment and Design**

- 3.13 There have been no changes to Sites of Special Scientific Interest or Local Nature Reserves in terms of number or area of sites. However, the number of wildlife sites in the district has fallen from 582 to 573 with a subsequent decrease in area of 43ha. This is due to the selection of 3 new wildlife sites and the deselection of 12 wildlife sites.

### **Built Heritage**

- 3.14 The Council has included two Local Indicators in order to monitor key changes that are taking place. There was no change to Areas of Archaeological Significance during the monitoring year. There are four listed buildings on the national at risk register, an increase of three from the previous year; one Grade I, one Grade II and

two Grade II\*s. An English Heritage grant has been approved to fund repairs to the Parish Church of St Mary the Virgin in Westmill, so it should be removed from the at risk list in due course.

### **Leisure, Recreation and Community Facilities**

- 3.15 There are 2 open spaces in the district which have been awarded Green Flag Status. The first open space in the district to be awarded Green Flag Status was Southern Country Park in Bishop's Stortford in August 2008, followed by the Ridgeway Local Park, Hertford in July 2009. Both open spaces have successfully retained their Green Flag Status in each of the subsequent years.

### **Community Infrastructure Levy**

- 3.16 The Council currently does not have a Community Infrastructure Levy (CIL) in place. Work on the CIL is progressing alongside the District Plan and CIL receipts and expenditure will be reported on once the CIL has been adopted and is in effect.

### **Neighbourhood Planning**

- 3.17 No formal steps were taken in progressing Neighbourhood Plans during the monitoring year, as the Localism Act which introduced them was enacted towards the end of the monitoring year. The Council will continue to monitor progress made on Neighbourhood Plans.

### **Duty to Cooperate**

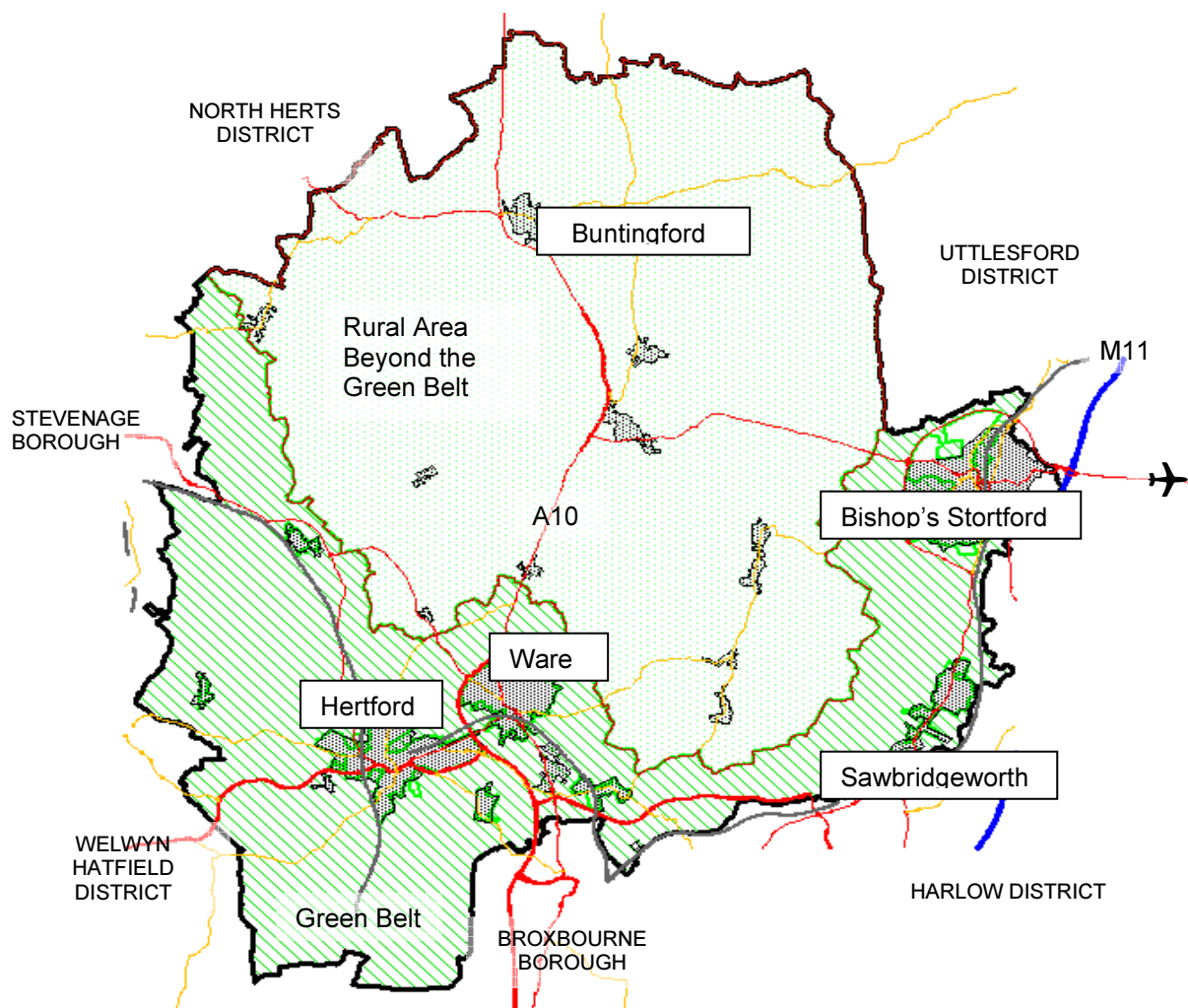
- 3.18 The Council has worked closely with neighbouring local planning authorities, County Councils and prescribed bodies to maximise effectiveness in preparing the District Plan for consultation. The Council will continue to monitor the approach and produce evidence as part of the plan-making process to ensure that it fulfils this requirement.

# 4. The Local Context and Contextual Indicators

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## Location

- 4.1 East Hertfordshire District covers an area of 477 square kilometres (184 square miles) and comprises approximately a third of the area of Hertfordshire. It is predominantly a rural District, with over 100 small villages and hamlets, in addition to the five historic market towns of Bishop's Stortford, Buntingford, Hertford, Sawbridgeworth and Ware.
- 4.2 The larger town centres are in Bishop's Stortford, Hertford and Ware, though the smaller settlements support a healthy number of shops and related services. The District is bordered by larger towns, with Stevenage and Welwyn Garden City to the West and Harlow to the South. Figure 1 illustrates the main features of the District.



**Figure 1: East Hertfordshire District**

## Environment

- 4.3 East Hertfordshire is characterised by the quality, nature and extent of the historic buildings within its boundary. The centres of all five main towns, as well as 37 villages, are designated as Conservation Areas, reflecting the special architectural and historic value of the District's built environment.
- 4.4 The District is largely made up of arable and urban areas (71% of the total area), with grassland (17%) and woodland (9%, over half of which is classified as ancient<sup>1</sup>) making up most of the remainder. Sites of international importance within the District comprise a Special Protection Area (SPA) and a Wetland of International Importance (Ramsar Site) in the Lea Valley (Rye Meads and Amwell Quarry) and a Special Area of Conservation (SAC) at Wormley-Hoddesdonpark Woods (part of which is also designated a National Nature Reserve; the only one in Hertfordshire). East Hertfordshire has 16 Sites of Special Scientific Interest (SSSI), the most significant of which are Wormley Woods and Rye Meads. In addition, there are 573 locally designated Wildlife Sites covering a total area of 3,462 hectares as well as a Local Nature Reserve at Waterford Heath. The towns and villages of East Hertfordshire are also rich in natural habitats, particularly cemeteries in Hertford and Bishop's Stortford, and the grounds of Hertford Castle<sup>2</sup>.

## Travel and Transport

- 4.5 East Hertfordshire benefits from main line rail links into London and is also close to the A1(M), M11 and M25 motorways. Stansted Airport lies directly to the east, and as such has strategic implications for the District in terms of economic development, housing and aircraft generated noise pollution. The District's excellent transport links add to its attraction as a place to live, and as such continue to create pressure for new development, particularly housing.
- 4.6 The rural nature and scattered settlement pattern of the area has resulted in a complex transport network that prioritises north-south movements. Traffic has increased across the County over the past decades, leading to high car ownership. Only 13% (7,226) of households in the District are without access to a car, with 47% (26,267)<sup>3</sup> of households owning 2 or more cars. The majority of the working population in the District travel to work by car<sup>4</sup>.

## People

- 4.7 The District has seen a significant growth in its population over recent years. The increase between 1991 and 2011 has been 18.4%, which amounts to more than 21,400 people<sup>5</sup>. Today East Hertfordshire is home to a population of approximately 137,700 constituting 56,000 households<sup>6</sup>. For further information, see the population projections below.

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<sup>1</sup> Ancient Woodland Inventory, English Nature

<sup>2</sup> Information for this paragraph came from 'A Habitat Survey for East Hertfordshire District', Herts Biological Records Centre in conjunction with The Herts and Middlesex Wildlife Trust, 1998 and information on the number of Wildlife Sites in 2012 supplied by the HBRC.

<sup>3</sup> 2011 Census, ONS

<sup>4</sup> 2001 Census, ONS

<sup>5</sup> 1991 Census and 2011 Census, ONS

<sup>6</sup> Rounded figures from Usual resident population and Household Composition, 2011 Census, ONS

- 4.8 According to the 2011 Census, 95.4% of the population of East Hertfordshire described themselves as 'white' (against an England and Wales average of 86%). The largest minority ethnic group is Indian, at 0.7%. 62.7% of the District's population are Christian (just up from the England and Wales average of 59.3%), whilst 27.7% say they have no religion<sup>7</sup>.
- 4.9 The local population is one of the healthiest in the Country, with only 2.6% of the population describing their health as 'bad health' and 0.7% describing 'very bad health', against the England and Wales average of 4.3% and 1.3% respectively. This puts the District in the top 20 Districts in England and Wales for having the least number of the population describing their health as 'bad' or 'very bad', and within the top two in the Region for the having the least number of the population describing their health as 'very bad'<sup>8</sup>. The 2012 health profile<sup>9</sup> shows that the health of the residents of East Hertfordshire is generally better than the average for England. However, there are some inequalities in the district. Life expectancy is 6.4 years lower for men and 3.2 years lower for women in the most deprived areas of the district than in the least deprived areas. The NHS profile suggests that the health priorities in East Hertfordshire are to increase physical activity and reduce obesity, help the growing older population to maintain their health and to reduce levels of smoking.
- 4.10 Table 1 shows that levels of recorded crime are lower in East Hertfordshire than the average for both the rest of Hertfordshire and for England and Wales. The data also shows that levels of violence against persons, burglary, theft of a motor vehicle, theft from a motor vehicle and interfering with a motor vehicle all fell between 2010/11 and 2011/12.

	East Herts			Hertfordshire	England & Wales
	2011/12			2011/12	2011/12
	Total Offences	% change 10/11 – 11/12	Offences per 1000 population	Offences per 1000 population	Offences per 1000 population
Violence against persons	1,122	-10	8	10	14
Sexual Offences	68	3	0	1	1
Robbery	37	12	0	1	1
Burglary	328	-14	2	3	4
Theft of a Motor Vehicle	129	-26	1	1	2
Theft from a Motor Vehicle	457	-28	3	5	5
Interfering with a Motor Vehicle	35	n/a	0	0	0

**Table 1: Recorded crime for seven key offences 2011-2012<sup>10</sup>**

<sup>7</sup> 2011 Census, ONS

<sup>8</sup> 2011 Census, ONS

<sup>9</sup> APHO and Department of Health

<http://www.apho.org.uk/resource/view.aspx?RID=50215&SEARCH=sg12%200sw&SPEAR=>

<sup>10</sup> Figures are for 2011-12, ONS

## Education

- 4.11 Educational attainment is generally very high. Indeed, 85.9% of pupils in East Hertfordshire achieved five or more GCSEs with grades of A\* to C. This is slightly higher than the Hertfordshire (83.5%), and England (79.5%) averages<sup>11</sup>.
- 4.12 Taking the District's working age population as a whole, 33.5% are educated to at least NVQ level 4 (Degree level and above), which compares favourably with the national average of 27.2%<sup>12</sup>.

## Economy and Employment

- 4.13 Of the 326 local authorities in England, East Herts is ranked as the 14<sup>th</sup> least deprived<sup>13</sup>, although there are some areas within it that are less affluent.
- 4.14 Despite an excellent educational record, the District suffers a skills shortage in traditional trades. This makes the District dependent upon surrounding areas for these skills. There is, however, a predominance of employment in managerial, professional and technical occupations among the District's residents<sup>14</sup>.
- 4.15 The average full-time wage for people in employment who live in the District is £39,242 per person per annum (ppa). However, the average full-time wage for people who work in the District (and may not necessarily live there) is £26,061 ppa<sup>15</sup>. This difference is largely attributable to the 17% of East Herts' working population who commute to London<sup>16</sup>.
- 4.16 Unemployment in the District has remained reasonably steady over the past year following a sharp rise throughout 2008, with the claimant count rate increasing slightly from 1.9% to 2.1%<sup>17</sup>. This figure is significantly lower than the UK claimant count rate of 4.1%. It is likely that this rate will continue to fluctuate over the next year due to the turbulent economic climate and it is likely that the claimant rate will remain high for some time to come.
- 4.17 The District has a sound economic base, built on small and medium-sized engineering firms, a significant pharmaceuticals sector, high-tech computer companies, brewing, printing, food processing and distribution, and Stansted Airport related service industries. In addition, local government bodies are a major employer, particularly in Hertford.

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<http://www.ons.gov.uk/rel/crime-stats/crime-statistics/period-ending-march-2012/rft-recorded-crime-tables-2011-12.xls>

<sup>11</sup> Taken from DfE local statistics for education. Figures are for LEA maintained schools in 2011.

<sup>12</sup> 2011 Census, ONS

<sup>13</sup> The English Indices of Deprivation, 2010, DCLG

<sup>14</sup> Census 2011, ONS

<sup>15</sup> Annual Survey of Hours and Earnings, 2011, ONS

<sup>16</sup> Census 2001, ONS

<sup>17</sup> Regional Labour Market: Claimant Count Rate, April 2012, ONS. This is the proportion of the working age population claiming job seekers allowance.

## House Prices<sup>18</sup>

4.18 The table below shows that average house prices in the District have risen since 2010. However, these figures are greatly affected by the number of house sales which has dropped dramatically since the height of the market in 2007. This drop in sales is likely to affect the average price, as there is a smaller number of transactions to calculate the average. It is likely that house prices in the district will continue to fluctuate given the current economic climate. However, average house prices in the district still remain significantly above the national average creating issues of affordability.

Average Price	Detached	Semi-Detached	Terraced	Flat/Maisonette	Overall
Jan-Mar 11	£496,721	£302,307	£258,717	£189,580	<b>£311,888</b>
Apr-Jun 11	£537,865	£311,469	£250,868	£193,936	<b>£327,484</b>
Jul-Sep 11	£523,472	£319,147	£241,974	£196,440	<b>£328,346</b>
Oct-Dec 11	£482,209	£309,282	£251,827	£178,726	<b>£307,656</b>
<b>2011 Average</b>	<b>£510,067</b>	<b>£310,551</b>	<b>£250,847</b>	<b>£189,671</b>	<b>£318,844</b>
<b>% Change From 2010 Average</b>	<b>+1.87%</b>	<b>+4.95%</b>	<b>+3.59%</b>	<b>+6.75%</b>	<b>+3.21%</b>

**Table 2: Average house prices in East Herts by dwelling type 2011**

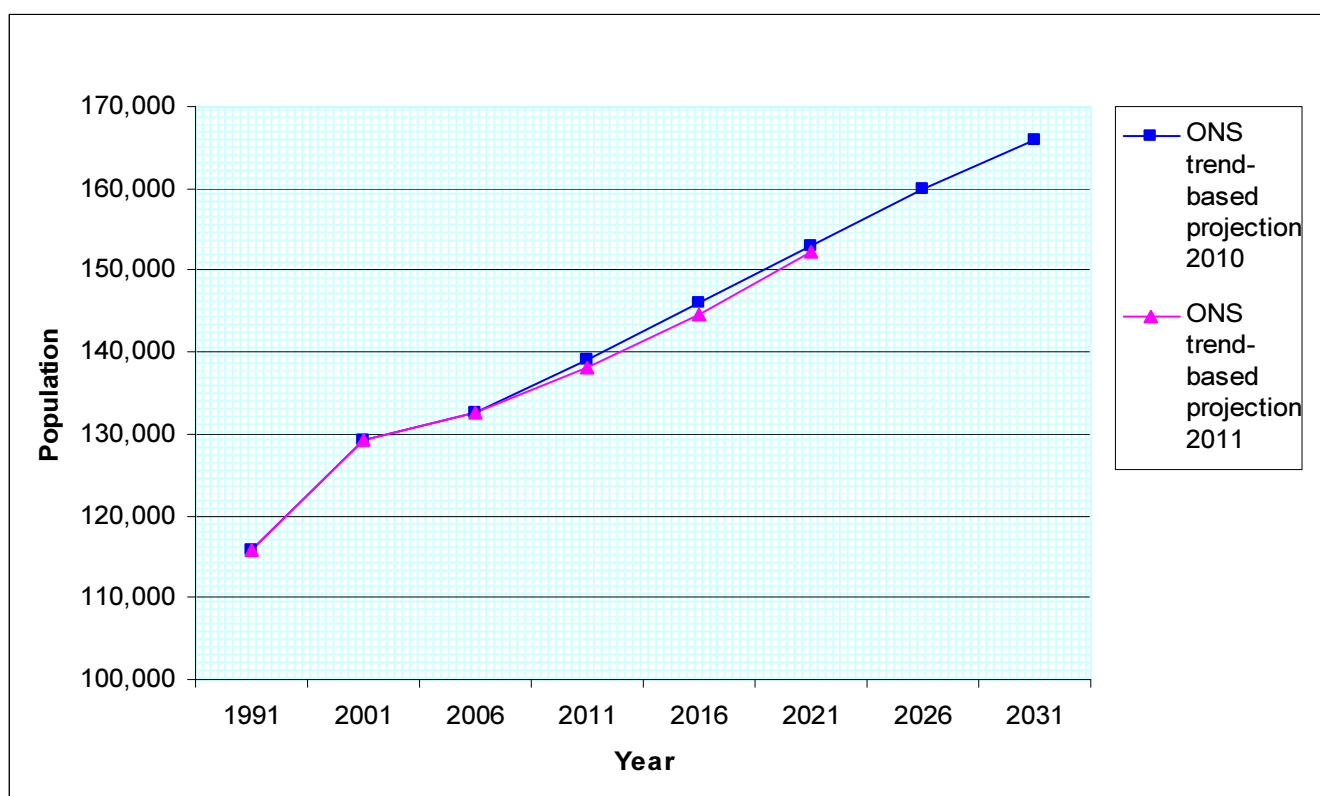
<sup>18</sup> Figures from the Land Registry website, <http://www.landreg.gov.uk>

## Population Projection

4.19 Figure 2 illustrates a population projection for East Herts using the Office of National Statistics (ONS) 2010-based Sub-national Population Projections<sup>19</sup> data and also the ten year 2011-based Sub-national Population Projections<sup>20</sup> released in the interim until the full set is published later in 2013. The reduction in the 2011 population compared to the 2010 projections will affect future ONS population projections. However ONS figures are based on trends in population and do not take account of any future policies or large scale development.

Population projections for East Herts								
	1991 <sup>21</sup>	2001 <sup>22</sup>	2006 <sup>23</sup>	2011	2016	2021	2026	2031
ONS trend-based Projection 2010	115,818	129,300	132,600	139,000	146,000	153,000	160,000	166,000
ONS trend-based Projection 2011	115,818	129,300	132,600	138,200	144,600	152,300	N/A	N/A

**Table 3: Population Projections for East Herts**



**Figure 2: Population Projections for East Herts**

<sup>19</sup> Published March 2012, ONS

<sup>20</sup> Published September, 2012, ONS

<sup>21</sup> Census 1991

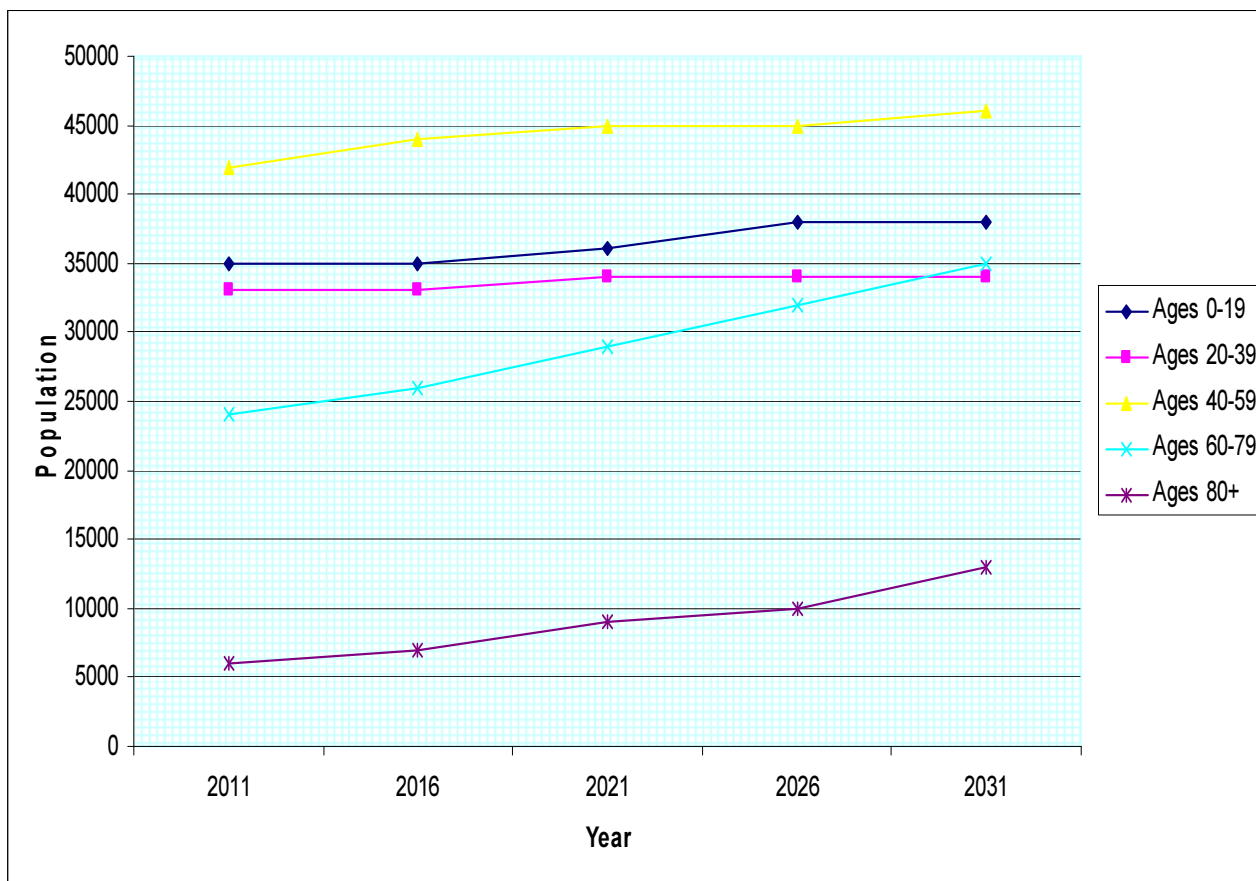
<sup>22</sup> Census 2001

<sup>23</sup> 2006 Mid-Year Population Estimate, ONS



4.20 Figure 3 is based on data from the 2010 trend-based ONS population projections. The data shows that if current trends continue, there will be a marginal increase in the 0-19, 20-39 and 40-59 age groups. However, a significant increase in the amount of people aged 60 years plus is projected. These trends are indicative of an ageing population in the UK.

4.21 The 2011 trend-based ONS data projects age profiles only as far as 2021, given that only interim data has been released from the 2011 Census so far. However, the projections are very similar to those in the 2010-based projections.



**Figure 3: Projected Age Profiles for East Herts (from 2010 trend-based Population Projections)**

## 5. Local Development Scheme Implementation

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- 5.1 One of the main aims of the AMR is to monitor the progress of the Council in producing the documents set out in the Local Development Scheme (LDS).
- 5.2 Version 4 of the LDS was approved in August 2012 and has been used to examine the progress made in this monitoring year. Versions 3 and 4 were agreed after the end of the 2011-12 monitoring year. However, it is not considered appropriate to use Version 2 which was agreed in Autumn 2006 as this only set a timetable up until December 2011. Furthermore, later changes to the planning system have streamlined the former LDF process to that of the District Plan and eradicated the need for examination of the SCI, therefore some milestones set out in Version 2 of the LDS no longer apply.
- 5.3 The District Plan: Part 1 - Strategy that is currently in preparation is being produced in line with the Local Development Scheme timetable.

Title of document	Stage reached? (as of 31 <sup>st</sup> March 2012)	In line with LDS Version 4?	Reasons for deviation from timetable?
District Plan Part 1	Consideration of responses to Issues and Options Consultation and Preparing for Preferred Strategy Consultation	☺	N/A
District Plan Part 2	Not yet started	☺	N/A

**Table 4: Progress of the District Plan against LDS**

## Figure 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

## 6. Adopted Local Plan Policy Analysis

### Introduction

- 6.1 The East Herts Local Plan Second Review was adopted in April 2007 for a period of three years. In April 2010, a direction was obtained from the Secretary of State to 'save' certain policies from the plan until such time as they are replaced through the adoption of the District Plan. Out of the 188 policies in the Local Plan, 156 have been 'saved' and will continue to be used for the determination of planning applications. The 32 policies that were deleted were considered to no longer be relevant or were covered by other policies at a national or regional level.
- 6.2 This section sets out an analysis of the saved policies in the Adopted Local Plan. In order to do this the Council has attempted to monitor the number of times that each policy has been used to approve or refuse planning applications during the monitoring year 2011/2012.
- 6.3 A full list of policies from the Local Plan, indicating how often each has been used, can be found in Appendix A to this report.

Frequency of use	Number of policies
0 – 5	94
6 – 30	44
31 – 75	13
76 – 150	2
151 +	11

Source: East Herts Council

**Table 5: Frequency of use of Saved Local Plan Policies in 2011-2012**

### Interpretation

- 6.4 The analysis of the policies in the Adopted Local Plan shows that the majority of the saved policies have only been used to approve or refuse applications on 0 to 5 occasions throughout the monitoring year. As can be expected, all policies in the settlement chapters fall into this category. Other policies that fall within this category are very specific and would only be relevant to a handful of applications each year. This does not necessarily mean that these policies are not working as intended and therefore caution needs to be taken when using the frequency of policy usage alone to determine the effectiveness of a policy.
- 6.5 The most commonly used policies are those relating to appropriate development in the Green Belt and Rural Area Beyond the Green Belt, vehicle parking, extensions to residential dwellings, extensions to unlisted buildings as well as new buildings within Conservation Areas, and general design issues.

# 7. Sustainable Development

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## Introduction

7.1 The Adopted Local Plan Second Review contains a Sustainable Development chapter with the following aims:

### Aims and Objectives

- To ensure that development in East Hertfordshire is the most sustainable in form as current knowledge and practicalities permit
- Promote and encourage development which reduces the overall demand for and makes the most efficient use of resources, including land, water, energy, and other resources.
- Encourage the generation of renewable energy within the District.
- Increase the level of energy efficiency in the District's towns and villages.
- Increase the rate of carbon fixing through protecting existing, and increasing, plant cover (particularly trees).
- Protect and enhance the air and water environment.
- Protect and enhance biodiversity and features of geological interest, particularly critical environmental assets.
- Reducing social exclusion and improving quality of life.

### Core Indicators

#### *COI E3: Renewable Energy Generation*

- 7.2 Hertfordshire County Council commissioned a study into Renewable Energy which was completed in July 2005. The Study identified that East Hertfordshire had capacity for a small to medium scale wind farm generating a capacity between 5 – 30 megawatts. The Study also identified a capacity for biomass across Hertfordshire as a whole and a very limited potential for hydro schemes (the weir in Hertford is the only possibility identified in East Hertfordshire).
- 7.3 It is not possible at present to set a target for the provision of new renewable energy capacity.

<b>Renewable energy facility permitted 2011-2012</b>	<b>Number of schemes</b>
Air Source Heat Pump	4
Biomass Heating	1
Cogeneration (Combined Heat and Power)	1
Ground Source Heating	4
Solar energy	28
Solar water heating	10
Onshore wind	0
Water	0
<b>Total</b>	<b>48</b>

Source: East Herts Council and Hertfordshire County Council

**Table 6: Renewable Energy Generation facilities permitted in 2011-2012**

### **Interpretation**

- 7.4 The Council is currently trying to improve its monitoring of renewable energy generation. This year the Council has obtained information on renewable energy generating schemes that have been permitted in the district and will endeavour to monitor whether they are installed.
- 7.5 The results for this indicator should be treated carefully as the majority of small scale household renewable energy systems do not need planning permission so will therefore not be recorded. The Council will be working with Hertfordshire County Council to improve monitoring of this indicator in future years.

# 8. Housing

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## Introduction

- 8.1 The Adopted Local Plan Second Review states that East Hertfordshire should provide for 11,100 dwellings between 1991 and 2011. This amounts to an average of 555 dwellings per annum. In addition, the East of England Plan (May 2008) identifies a need for the District to provide for 12,000 dwellings between 2001 and 2021, an average of 660 dwellings per annum as at April 2006.
- 8.2 Prior to this monitoring year, the Government had signalled its intention to abolish the RSSs and with it the regional housing targets. However, as explained in section 1, the provision of housing was continued to be measured against the targets set in the East of England Plan until its abolition through Parliament, which was after the monitoring year ended. The Council will now therefore review its housing target through the preparation of the District Plan and this will be reflected in future monitoring.
- 8.3 Dwelling statistics are produced annually by the Information Management Unit of Hertfordshire County Council's Environment Department.

## Aims and Objectives

- To provide sufficient housing land during the plan period to meet the likely housing requirements of the District
- To ensure the careful husbandry of land with an emphasis on the full and effective use of urban land to relieve pressure on the countryside.
- To create sustainable patterns of development by, where possible, locating housing development near employment opportunities and improving accessibility to services and facilities by non-car modes of transport.
- To ensure that the housing provided meets the needs of the population in respect of location, size, affordability and accessibility.
- To achieve the aims of sustainability and preserve and enhance the quality and character of the environment.
- To ensure that sufficient housing land is identified to accord with the provisions of PPS1, PPS3 (later superseded by the NPPF) and the Regional Spatial Strategy (RSS) for the East of England: The East of England Plan adopted 2008, and to manage the release of land by using a phasing approach.
- To ensure a continuous supply of housing land over the plan period by using the 'plan, monitor and manage' approach.
- To maximise the potential for housing provision on previously developed sites, seeking to achieve at least 60% of all new development under PPS3 and then the *'effective use of land by reusing land that has been previously developed...provided that it is not of high environmental value'* (Para 17, NPPF) once the National Planning Policy Framework (NPPF) superseded PPS3.
- To ensure that the relevant principles of sustainability are adhered to by:
  - l) locating housing development:
    - i) mainly in urban areas;

- ii) as near as possible to existing or planned employment opportunities and facilities; and
  - iii) where there is existing or realistic potential for access to passenger transport.
- II) ensuring that the housing delivered:
- i) makes the best use of natural resources;
  - ii) incorporates sustainable initiatives including energy and water conservation, solar energy, and waste management as an integral part of dwelling design; and
  - iii) is capable of adaptation to meet the changing needs of households.
- To ensure that the need for different types of housing accommodation, including affordable housing and special needs housing can be met.

## Core Indicators

### COI H1: Plan Period and Housing Targets

8.4 Figure 5 illustrates the annual dwelling completion rate in East Hertfordshire in comparison with the housing requirements contained in the Adopted Local Plan and the East of England Plan. The box below contains a summary of the number of dwelling completions. A breakdown of the net completion figures for 1991-2012 is set out in Table 1 and 2 of Appendix B.

Source of Plan Target	Plan Period	Total Housing Required	Total Housing Built During Plan Period
Adopted Local Plan Second Review	1991-2011	11,100	10,825
East of England Plan (RSS14)	2001-2021	12,000	5,079

Source: East Herts Council and Hertfordshire County Council

### Table 7: Dwelling completions against Plan targets

8.5 The five year housing supply figure requirement was based upon the figure of 660 dwellings per annum as identified in Policy H1 of the RSS while it was in effect over the monitoring year. This is the residual minimum figure required per annum between 2006/07 to 2020/21 having taken account of the dwellings already built between 2001/02 to 2005/06.

## Interpretation

8.6 Table 3 of Appendix B illustrates that East Herts has a housing land supply equivalent to 3.6 years. Applying the NPPF which allows local planning authorities to make an allowance for windfall sites and the new requirement in paragraph 47 for 'an additional buffer of 5%' results in a housing land supply equivalent to 3.8 years, as shown in Table 5 of Appendix B. This is based on the Schedule of Housing Commitments up until 31<sup>st</sup> March 2012, contained at Appendix C.



8.7 However the Government has now abolished the East of England Plan, and therefore the figure of 660 dwellings per annum as identified in Policy HA1 of the East of England Plan has also been abolished. The Government has indicated that it will be for each local authority to devise its own housing target. Prior to the successful November 2010 High Court challenge against the revocation of Regional Spatial Strategies, guidance had been given to Councils that in the absence of regional housing targets, they could use their 'Option 1' figures<sup>24</sup> to monitor housing supply, which for East Herts is 550 dwellings per annum. Table 4 of Appendix B illustrates that if the 'Option 1' figure of 550 dwellings per annum is used, East Herts has a housing land supply equivalent to 4.3 years. Applying the NPPF which allows local planning authorities to make an allowance for windfall sites and the new requirement in paragraph 47 for 'an additional buffer of 5%' results in a housing land supply equivalent to 4.5 years, as shown in Table 6 of Appendix B.

		01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10
H2(a)		605	376	250	347	562	777	557	553	469
H2(b)										
H2(c)	a) Net Additions									
	b) Hectares									
	c) Target									
H2(d)										

		10/11	11/12 Rep	12/13 Cur	13/14 1	14/15 2	15/16 3	16/17 4	17/18 5	18/19
H2(a)		200								
H2(b)			383							
H2(c)	a) Net Additions			554	449	400	718	452	591	740
	b) Hectares				17.64	10.82	17.12	5.06	3.84	
	c) Target				660	660	660	660	660	
H2(d)			764	777	801	832	841	877	905	924

		19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28
H2(a)										
H2(b)										
H2(c)	a) Net Additions	739	739	739	739	126	126	126	126	126
	b) Hectares									
	c) Target									
H2(d)		947	976	1016	1071	1308	1701	2489	4852	4726

Source: East Herts Council and Hertfordshire County Council

**Table 8: East Herts Housing Completions and Trajectory (2001/02 – 2026/27)**

**Key**

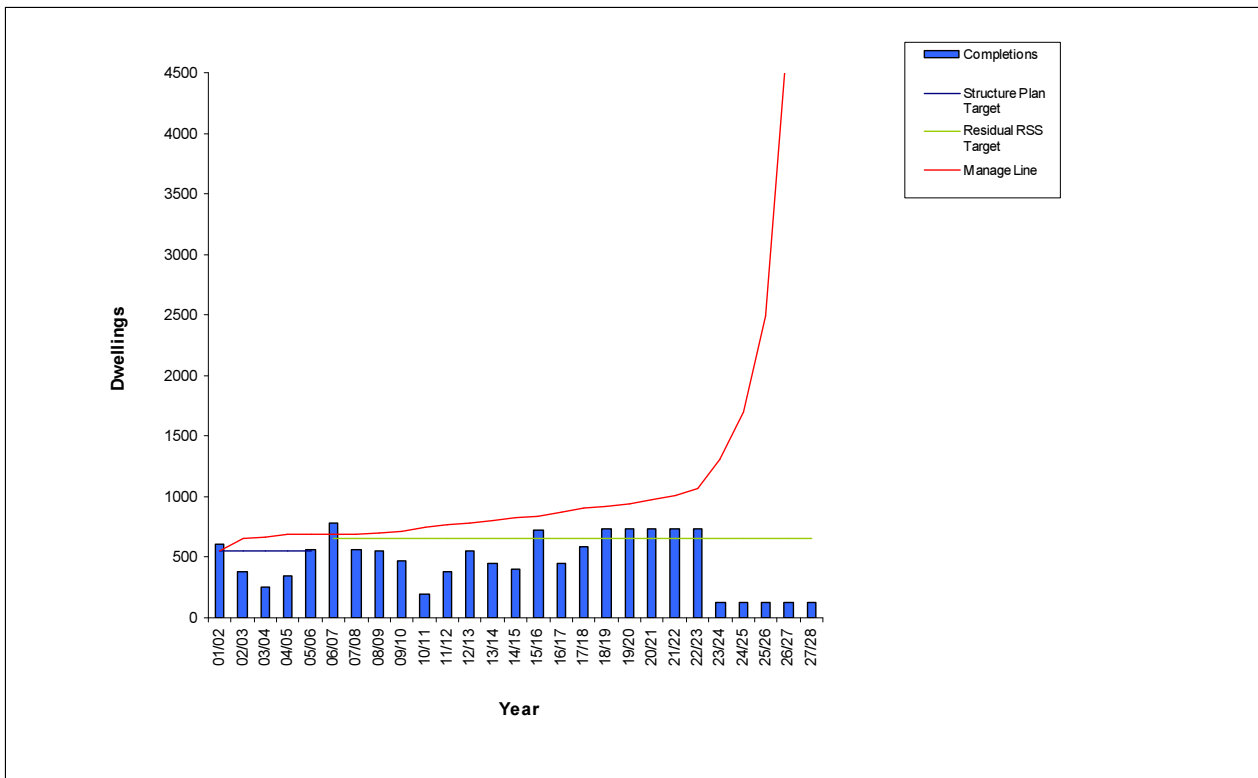
**COI H2(a): Net Additional Dwellings – in Previous Years**

**H2(b): Net Additional Dwellings – for the Reporting Year**

**H2(c): Net Additional Dwellings – in Future Years**

**H2(d): Managed Delivery Target**

<sup>24</sup> From the Draft East of England Plan >2031, approved by the previous East of England Regional Assembly and submitted to Government in March 2010. Guidance given in response to parliamentary question on 1 July 2010, by the Parliamentary Under Secretary of State, responsible for Local Government & Planning



**Figure 5: East Herts Housing Completions and Trajectory (2001/02 – 2027/28)**

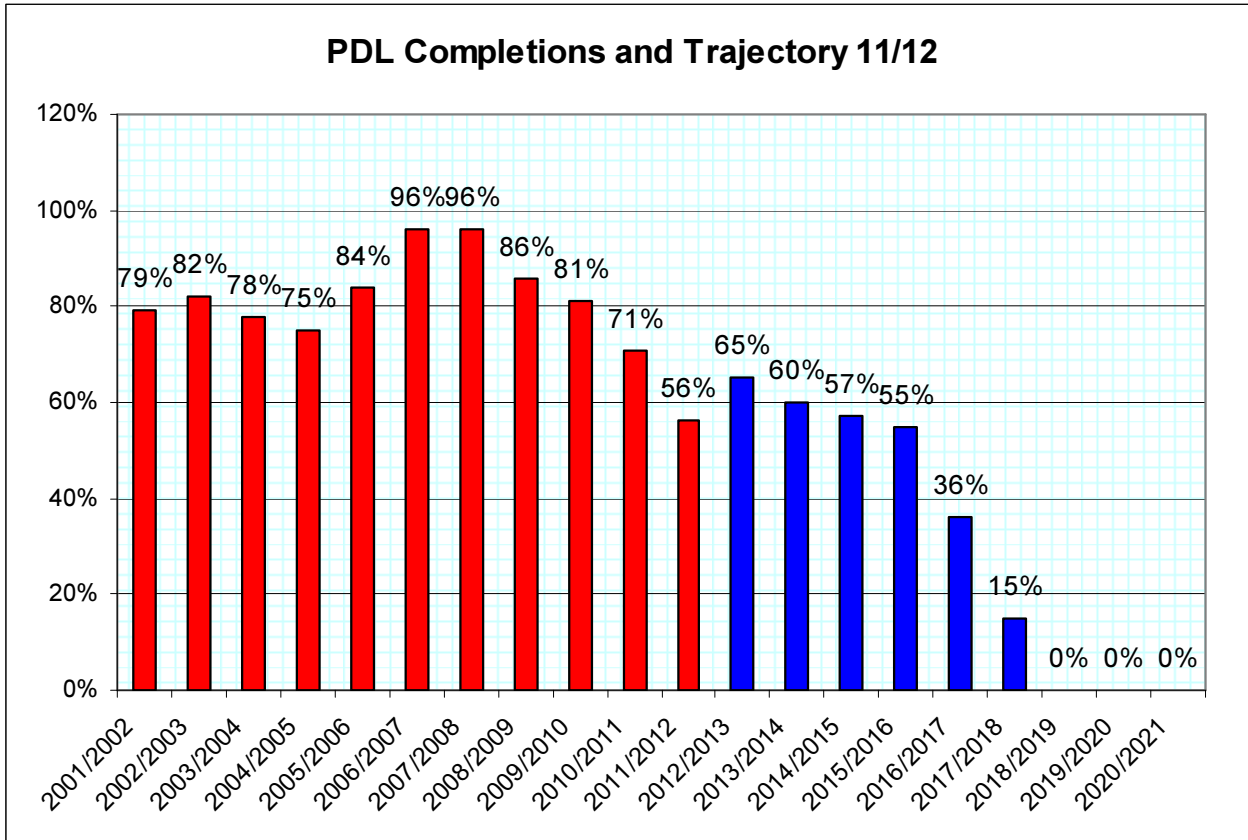
- 8.8 The figure above and Table 8 show the projected net additional dwellings in East Hertfordshire for the East of England Plan period (2001/02 to 2020/21) and the 15 year housing trajectory period 2013/14 to 2027/28. This takes into account outstanding planning permissions and housing allocations (without planning permission) in the Local Plan, in addition to large brownfield sites expected to come forward for development within the 5 year supply period. The Council will identify further sites to cater for the residual 4,726 dwellings through the ongoing District Plan process.
- 8.9 During the next monitoring year it is expected that 554 dwellings will be completed with 449 and 400 anticipated for the monitoring years 2013/14 and 2014/15, respectively. These figures are higher than the 383 dwellings completed in this monitoring year. However as East Herts is an area of high housing demand and monitoring work has indicated a higher number of housing starts on sites with planning permission over the past year, it is not unreasonable to assume that if economic conditions improve over the next couple of years housing completions could increase significantly towards the end of the five year supply period.
- 8.10 Appendix C is a Schedule of Housing Commitments listed by site type and alphabetically by settlement for ease of reference. This includes all developments under construction; those with detailed planning permission; developments with outline planning permission, sites to be granted planning permission subject to planning obligation agreements (S106); allocated sites identified in the Adopted Local Plan Second Review including the Areas of Special Restraint and Special Countryside Area to the north of Bishop’s Stortford and large brownfield sites that the Council expect to come forward for development within the 5 year supply period.

**COI H3: New and Converted Dwellings – on Previously Developed Land**

		Total
H3	Gross	445
	% gross on PDL	56.4%

Source: East Herts Council and Hertfordshire County Council

**Table 9: New and converted dwellings completed on Previously Developed Land 2011-2012**



**Figure 6: PDL Completions and Trajectory 2011-2012**

**Interpretation**

8.11 The percentage of new and converted dwellings completed on previously developed land (PDL) was 56% in 2011/2012. This is less than previous years but remains close to the 60% target for the amount of new housing on PDL which the Government removed during the monitoring year. The PDL trajectory indicates that completions on brownfield land are likely to fall over the next few years; this is due to the majority of the brownfield allocated sites in the Local Plan having been developed and more sites coming forward for development on greenfield sites on the edges of towns and villages.

8.12 In June 2010, the Coalition Government reissued PPS3, reclassifying garden land as greenfield land (non PDL). This classification has been carried forward in the NPPF when it superseded PPS3. Therefore from the last monitoring year (2010-11) planning applications granted approval on garden land have been classified in the completion figures and PDL trajectory as development on non previously developed land. Development on garden land makes up a small proportion of the housing land supply so although the number of completions on previously developed land is likely to fall in future years, the impact of the change to the classification of PDL is not expected to be significant in this regard.

#### **COI H4: Net Additional Pitches (Gypsy and Traveller)**

- 8.13 In June 2005, consultants, Opinion Research Services (ORS) were appointed to undertake a Gypsy and Traveller Accommodation Assessment in Northern and Eastern Hertfordshire on behalf of the partnering authorities of Broxbourne, East Hertfordshire, North Hertfordshire, Stevenage, Welwyn Hatfield and Hertfordshire County Council. The results of the report provide a clear indication of need for the provision of an additional 45 pitches throughout the whole study area over the following 5 years<sup>25</sup>.
- 8.14 Subsequently, the six local authorities commissioned a report from independent consultants Scott Wilson to identify potential areas of search for sites in northern and eastern areas of the county that could meet the need for pitches outlined in the ORS study. The report was published in October 2007.
- 8.15 The previous Government published Policy H3 in July 2009, which required East Herts to provide for an additional 25 Gypsy & Traveller pitches across the district by 2011 whilst for the period 2011-2021, the district would be required to accommodate a further 21 pitches. This was based on a strategy of redistribution of pitches from certain areas in the region where need had actually arisen. In respect of Travelling Showpeople, Policy H4 identified a need for 20 additional plots to be provided by 2011 in the Broxbourne and East Herts areas. From information supplied by the Showmen's Guild to inform preparation of Policy H4, nine of these plots should be provided in East Herts.
- 8.16 Since the abolition of the Regional Spatial Strategy, Policy H3 ceased to be of effect. However, there remains a requirement for East Herts to meet the accommodation needs of Gypsies & Travellers and Travelling Showpeople and the framework for this is provided in 'Planning policy for traveller sites', issued in tandem with the NPPF. In light of this guidance, the Council intends undertaking a revised assessment of Gypsy and Traveller and Travelling Showpeople's needs in 2013. In the interim, guidance provided by the Government prior to the revocation of the RSS indicated that the level of housing provision submitted to the original RSS examination, 'Option 1' figures, may be used as a base for revised housing targets. In applying this advice to Gypsy and Traveller accommodation for the case of East Herts, this would result in a requirement of 5 pitches to 2011 and 4 additional pitches for the period 2011-2021. These figures may be subject to revision once the 2013 accommodation assessment has been completed.

#### **COI H4: Net Additional Pitches (Gypsy and Traveller)**

	Permanent	Transit	Total
H4	0	0	0

Source: East Herts Council and Hertfordshire County Council

**Table 10: Net additional Gypsy and Traveller pitches provided 2011-2012**

<sup>25</sup> This Study was subsequently benchmarked as part of the CLG publication 'Preparing Regional Spatial Strategy reviews on Gypsies and Travellers by regional planning bodies, March 2007. This identified a disaggregated need for East Herts of 5 pitches for the period to 2011, which subsequently translated into the Option 1 figure of 5 pitches for the East of England Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England Single Issue Review: Issues and Options Consultation Document, May 2007.

## Interpretation

8.17 Although no additional gypsy and traveller pitches were provided in the current monitoring year, there is extant permission for 6 additional pitches on an existing private site at Nine Acres, High Cross. These approved pitches are in addition to the existing pitches at this location and it is anticipated that these pitches will be delivered in the coming monitoring year.

### **COI H5: Gross Affordable Housing Completions**

	Affordable Homes Total	As % of Total Completions	As % of Completions Over Thresholds
H5	166	37%	73%

Source: East Herts Council and Hertfordshire County Council

**Table 11: Gross affordable housing completions 2011-2012**

	Number of Affordable Dwellings										
	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
Bishop's Stortford	16	0	0	54	106	110	60	58	37	0	30
Hertford	18	40	42	10	0	59	17	16	39	8	46
Ware	7	0	0	0	0	12	69	30	20	13	0
Other Settlements	4	0	22	22	26	10	31	41	46	17	90
<b>Total</b>	<b>45</b>	<b>40</b>	<b>64</b>	<b>86</b>	<b>132</b>	<b>191</b>	<b>177</b>	<b>145</b>	<b>142</b>	<b>38</b>	<b>166</b>
% of total completions from eligible sites	7%	11%	26%	24%	24%	25%	44%	35%	30%	37%	73%
% of total completions				22%	21%	23%	30%	24%	29%	13%	37%

Source: East Herts Council and Hertfordshire County Council

**Table 12: Gross affordable housing completions by settlement and against policy HSG3 2011-2012**

## Interpretation

8.18 A total of 166 affordable homes were completed during the monitoring year which represents 37% of all completed dwellings in the District. When applying the Adopted Local Plan thresholds, the percentage of affordable homes for 2011/2012 is 73%. This figure has been boosted by a number of large sites coming forward with affordable housing, some in the ownership of Registered Social Landlords to provide for 100% affordable housing. In addition, proportionately less market housing has been delivered due to the economic climate; therefore the majority of completions on eligible sites have been from affordable housing.

8.19 Affordable housing site thresholds in the Local Plan Second Review apply<sup>26</sup>. These thresholds are 15 dwellings or 0.5 hectares for sites in the six main settlements and 3 dwellings or 0.09 hectares for sites in the Category 1 and 2 Villages.

<sup>26</sup> From 12<sup>th</sup> December 2012, the affordable housing thresholds were lowered to 4 or more dwellings or over 0.12 hectares in Category 1 and 2 villages. The threshold for the six main settlements remain the same.

**COI H6: Housing Quality – Building for Life Assessments**

8.20 The Council has a trained Building for Life assessor able to complete the assessments so it is anticipated that this indicator will be included in the updated monitoring framework for the District Plan enabling the Council to start to monitor some of the design aspects of development schemes.

**Local Indicators**

**LOI H7: Residential density being achieved**

8.21 Until May 2010, PPS3 stated that, until local density policies are put in place, a density of 30 dwellings per hectare should be used as a national indicative minimum to guide policy development and decision making. Therefore, the aim of this indicator was to monitor how effectively the Council is meeting this target. In June 2010, the Coalition Government reissued PPS3, removing the national minimum density targets. The NPPF that superseded PPS3 furthers this, stating that local planning authorities should ‘set out their own approach to housing density to reflect local circumstances’ (para 47, NPPF). However, until a local density policy is adopted as part of the forthcoming District Plan and as the NPPF still advocates making efficient use of land it is felt to be appropriate to still report on this indicator in its current format.

Percentage of new dwellings (gross) completed at:	Output 04/05 (%)	Output 05/06 (%)	Output 06/07 (%)	Output 07/08 (%)	Output 08/09 (%)	Output 09/10 (%)	Output 10/11 (%)	Output 11/12 (%)
Less than 30 dwellings per hectare	25	21	7	11	17	13	32	26
Between 30 and 50 dwellings per hectare	27	24	25	16	26	15	19	36
Above 50 dwellings per hectare	47	55	68	73	57	72	49	38

Source: East Herts Council and Hertfordshire County Council

**Table 13: New dwellings completed within defined density ranges**

**Interpretation**

8.22 Monitoring indicates that 74% of dwellings were completed at a density of over 30 dwellings per hectare. This shows that despite the removal of minimum density targets, efficient use of land is continuing to be achieved across East Herts. The number of completions at lower densities is relatively high compared with the figures from previous monitoring years, but this can be attributed to the higher number of houses completed in the monitoring year which by their nature tend to be built at lower densities than flatted development.

**LOI H8: Completions on Windfall Sites per annum**

8.23 Windfall sites are those sites which are not allocated in the Local Plan but which unexpectedly become available for development or re-development. There are two categories of windfall sites. Small sites and conversions are sites of four or less units, while large windfall sites are those of 5 or more units.

Year	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	Yearly Average
Small Sites and Conversions	63	52	43	101	105	107	49	154	69	106	24	87
Large Windfall Sites	124	149	99	132	148	284	198	337	144	1	109	173
Allocated Sites	424	175	109	128	293	386	310	62	257	93	250	249
<b>Total Net Completions</b>	<b>611</b>	<b>376</b>	<b>251</b>	<b>361</b>	<b>546</b>	<b>777</b>	<b>557</b>	<b>553</b>	<b>470</b>	<b>200</b>	<b>383</b>	<b>509</b>
<b>Windfall Completions as % of Net Total Completions</b>	<b>31</b>	<b>53</b>	<b>57</b>	<b>65</b>	<b>46</b>	<b>50</b>	<b>49</b>	<b>89</b>	<b>45</b>	<b>54</b>	<b>35</b>	<b>57</b>

Source: East Herts Council and Hertfordshire County Council

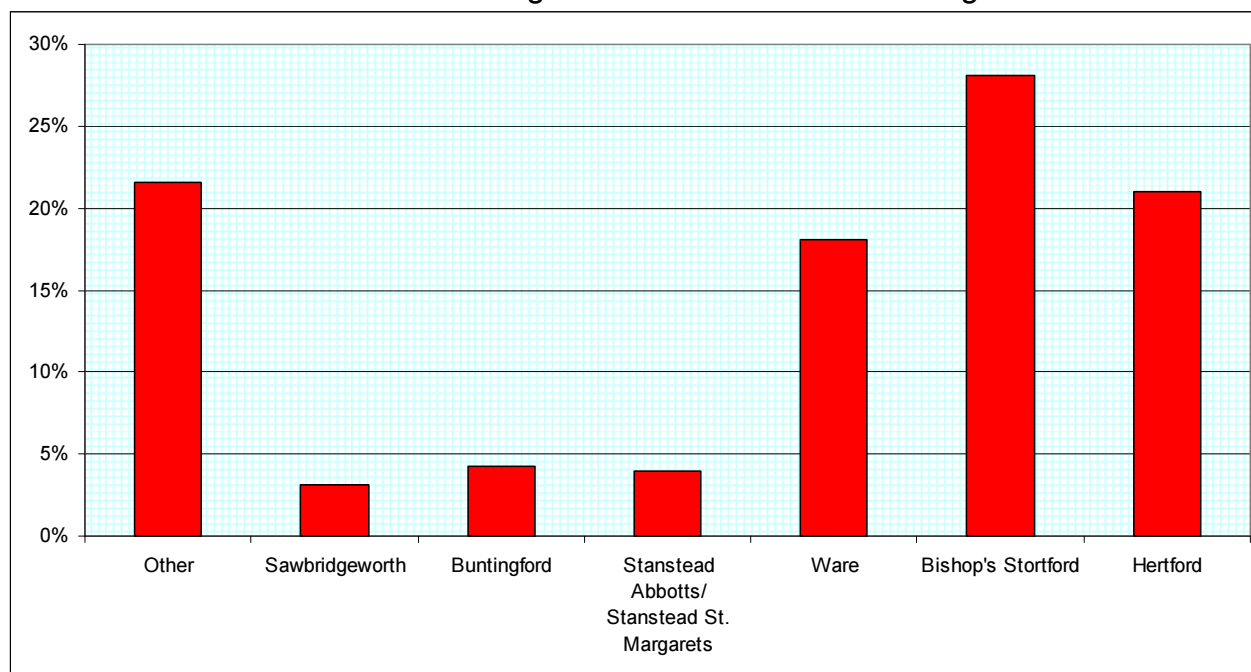
**Table 14: Completions on windfall sites 2001-2012**

### Interpretation

8.24 The table above shows that 57% of all completions since 2001-2002 have been on windfall sites, with the majority being on large windfall sites. Figure 1 in Appendix B compares the total number of completions on allocated sites, large windfall sites and small sites and conversions since 2001.

### **LOI H9: Distribution of New Dwellings**

8.25 The distribution of new dwellings in the District is set out in Figure 7 below.



Source: East Herts Council and Hertfordshire County Council

**Figure 7: Distribution of new dwellings in East Hertfordshire 2001 – 2012**

## Interpretation

8.26 Figure 7 shows that the highest percentage of new housing development within East Herts over the period of 2001-2012 has taken place in Bishop's Stortford (28%). Hertford has had 21% of new development and Ware has had 18%. Locations outside of the six main settlements, including Category 1 villages, have had 22% of new development. Overall, 78% of development has been directed to the District's six main settlements in line with the Adopted Local Plan policies.

### ***LOI H10: Gross housing completions by size (number of bedrooms) and type***

Type	1	2	3	4	5+	Unknown	Total by type
Affordable Bungalow	0	5	0	0	0	0	5
Affordable Flat	18	52	0	0	0	0	70
Affordable House	0	28	59	4	0	0	91
Bungalow	2	3	1	1	0	0	7
Flat	15	99	4	1	1	0	120
House	1	14	76	44	15	0	150
Mobile Dwelling	0	2	0	0	0	0	2
<b>Total by size</b>	<b>36</b>	<b>203</b>	<b>140</b>	<b>50</b>	<b>16</b>	<b>0</b>	<b>445</b>

Source: East Herts Council and Hertfordshire County Council

### **Table 15: Gross housing completions by size 2011-2012**

## Interpretation

8.27 54% of gross completions during the monitoring year were for houses. This is similar to the last monitoring year (10-11) though in stark contrast to monitoring years prior to that where the predominant housing type completed has been flats. This trend is likely to continue in the coming years as it is likely that future housing sites will be allocated on the edges of towns and villages where development of family housing will be considered to be more appropriate. Despite this, 53% of gross completions were for 1 or 2 bed units indicating that there is still a high demand for smaller units as well as larger family homes within the district.

### ***LOI H11: Number of Second Review allocated sites in Phase 1, 2 and 3 with permission pre-March 31 2012***

8.28 The aim of this indicator is to monitor the phasing of the sites in the Local Plan Second Review, in line with the 'plan, monitor, manage' approach.



Phase	Number of sites in Phase	Number of sites with permission
Phase 1 – Brownfield	36	32
Phase 1 – Part Brownfield/ Part Greenfield	4	3
Phase 1 - Greenfield	14	13
Phase 2 (post 2006)	3	2
Phase 3 (Reserve Housing Land)	3	3
ASRs 1 – 5 and Special Countryside Area (post 2006)	6	0

Source: East Herts Council

**Table 16: Local Plan Second Review allocated sites with planning permission as at 31 March 2012**

### Interpretation

8.29 There are six Phase 1 allocated sites that have yet to receive planning permission. Phase 1 sites are an integral part of the East Herts housing requirement and therefore need to come forward for development within the next five years (2013/14 – 2017/18). One Phase 2 site came forward in this monitoring year, leaving just one outstanding. Phase 3 sites, i.e. Reserve Housing Land, Bishop's Stortford Areas of Special Restraint and Special Countryside Area are to be brought forward for development as monitoring shows that they are needed in order to satisfy the dwelling requirement.

# 9. Green Belt and Countryside

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## Introduction

- 9.1 The Metropolitan Green Belt in East Hertfordshire covers approximately the southern third of the District, with northern extensions paralleling the A1 and M11 transport corridors. It secures the containment of the settlements of Bishop's Stortford, Hertford, Ware, Sawbridgeworth and Stanstead Abbots, as well as larger villages such as Watton-at-Stone.
- 9.2 The remaining central and northern two-thirds of the District is located in the Rural Area Beyond the Green Belt, where the policy is of similar strong restraint on development, and protection of the Countryside. This Rural Area contains the town of Buntingford, as well as numerous villages. This parallel policy has been in place since 1981 when the first East Herts Local Plan was adopted.
- 9.3 The key document that set out national planning policy on Green Belts for the majority of the monitoring year was Planning Policy Guidance Note 2: Green Belts, which was later replaced by the National Planning Policy Framework (NPPF). Both state that the *“fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open”* (para 1.4, PPG2; now para 79, NPPF). Both highlighted that the essential characteristics of the Green Belt are their openness.
- 9.4 The Green Belt in East Hertfordshire is characterised by large areas of open countryside, mostly in agricultural use, surrounding small to medium sized market towns. This countryside is highly valued by the District's residents and visitors alike, particularly for its open and largely undeveloped nature.
- 9.5 There are five purposes of including land in Green Belts listed in PPG2 (para 1.5) and the NPPF (para 80), all five of which are relevant to East Hertfordshire. These are:
- *to check the unrestricted sprawl of large built-up areas;*
  - *to prevent neighbouring towns from 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.*
- 9.6 The District's towns are generally contained, distinct, historic towns surrounded by countryside. The five purposes of the Green Belt are therefore vital in retaining the intrinsic character of the District's towns.

## Aims and Objectives

- To protect, preserve and enhance the quality and character of the countryside, whilst meeting the needs of all those who live and work there in a sustainable manner, ensuring vital and viable communities.
- To encourage access to the countryside for all, whilst ensuring that areas of critical capital and other environmental assets are preserved for future generations and that the needs of agriculture are protected.

- To prevent the coalescence of settlements and urbanisation in the Metropolitan Green Belt and Rural Area Beyond the Green Belt.
- To protect the best and most versatile agricultural land and to retain land in agricultural, forestry and related uses.
- To encourage high quality in design and promote local distinctiveness and diversity in the landscape and built form.
- To provide opportunities for access to and enjoyment of the countryside and the waterways.
- To promote vital and viable rural communities.
- To retain attractive landscapes and enhance landscapes near to where people live.
- To protect, retain and where appropriate enhance areas of nature conservation value.
- To improve understanding of local landscape character. The character assessments contained in the 'Landscape Character Assessment SPD', should now be used to guide decisions.

***LOI GBC1: New development in the Green Belt approved as a departure 2011/12 and referred to the Secretary of State***

9.7 These indicators monitor the success of Policies GBC2 and GBC3 in protecting the Green Belt and the Rural Area Beyond the Green Belt from inappropriate development.

Green Belt	Target	Output	Performance
Number of applications	0	0	☺

Source: East Herts Council

**Table 17: New development in the Green Belt approved as a departure to the Local Plan and referred to the Secretary of State**

***LOI GBC2: New development in the Rural Area Beyond the Green Belt approved as a departure 2011/12 and referred to the Secretary of State***

Rural Area Beyond the Green Belt	Target	Output	Performance
Number of applications	0	1	☹

Source: East Herts Council

**Table 18: New development in the Rural Area beyond the Green Belt approved as a departure to the Local Plan and referred to the Secretary of State**

**Interpretation**

9.8 There was one major departure from the Local Plan with regard to the Rural Area Beyond the Green Belt that was contrary to policy. This was at Land off Longmead Road, Buntingford. There were no major departures from the Local Plan with regard to the Green Belt.

# 10. Transport

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## Introduction

- 10.1 A key function of the Local Plan is to help manage the District's movement requirements. Recent changes in international, European and national attitudes towards sustainability and the promotion of a more integrated transport strategy, mean that the local plan policy agenda has moved on from the traditional approach centred on the road building programme. In the past, priority has often been placed on ensuring access to new developments by car. Later initiatives focus on supporting future prosperity, while providing wider availability and choice of travel mode to reduce the need to travel by car. The Government White Paper 'The Future of Transport' (July 2004) clearly set the new agenda, aimed at an approach based on more integrated and sustainable transport.
- 10.2 The East of England Plan 2001-2021 embodied many of the principles of the White Paper. Although the East of England Plan has now been formally revoked, it was in effect over the duration of the monitoring year. The document contained the strategic policy framework for transport planning in the region. It aimed, inter alia, to *'ensure that the East of England benefits from increased mobility and access, whilst minimising the impact on the environment and inhabitants of the region'*.
- 10.3 The NPPF came into effect during the end of the monitoring year, and one of its core principles is to promote sustainable transport by reducing the need to travel with the use of smarter technologies, and supporting patterns of development by facilitating the use of sustainable modes of transport.

## Aims and Objectives

- To promote the development of an integrated transport system to serve all users, and thus aid the reduction of the dominance of private motorised traffic and its adverse effects on the environment, in order to enhance East Hertfordshire as an attractive place in which to live and work.
- To support the development of an integrated transport system, in a manner that allows for the movement of people and goods, necessary to sustain the economic, social and environmental well-being of East Hertfordshire.
- To aid, via the planning process, a reduction in the rate of growth in private motor traffic on roads and minimise its impact throughout the District, especially during peak periods, and additionally in those towns which experience off-peak congestion.
- To, wherever possible locate development mainly in areas that will enable fewer and shorter journeys to be made, which are well served by passenger transport and accessible by walking and cycling.
- To minimise traffic generated by new development.
- To prioritise the provision of modes of transport other than the car (particularly walking, cycling and passenger transport) and the movement of freight by means other than road.

**LOI TR1: Amount of completed non-residential development within Use Classes A, B and D complying with car parking standards set out in the Local Plan**

Use Class	Number of Developments	Floor Space Created (m <sup>2</sup> )	Number of Spaces Provided	Percentage of Developments Complying with Standards
A (Shops, Financial and Professional Services, Food outlets)	18	2,591	395	94%
B (Business, Industrial and Storage/ Distribution)	12	4,428	211	100%
D (Non-Residential Institutions and Assembly and Leisure)	20	2,918	175	100%

Source: East Herts Council and Hertfordshire County Council

**Table 19: Amount of completed non-residential development within Use Classes A, B and D complying with car parking standards as set out in the Local Plan**

**Interpretation**

10.4 For the purposes of this indicator, only developments that have provided more car parking spaces than the Councils maximum standards allow have been categorised as 'non-compliant'.

10.5 The percentages of development within Use Classes A, B and D complying with car parking standards are relatively high.

**LOI TR2: Amount of new residential development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and a major retail centre**

10.6 This Indicator measures the accessibility of six key services from new residential development.

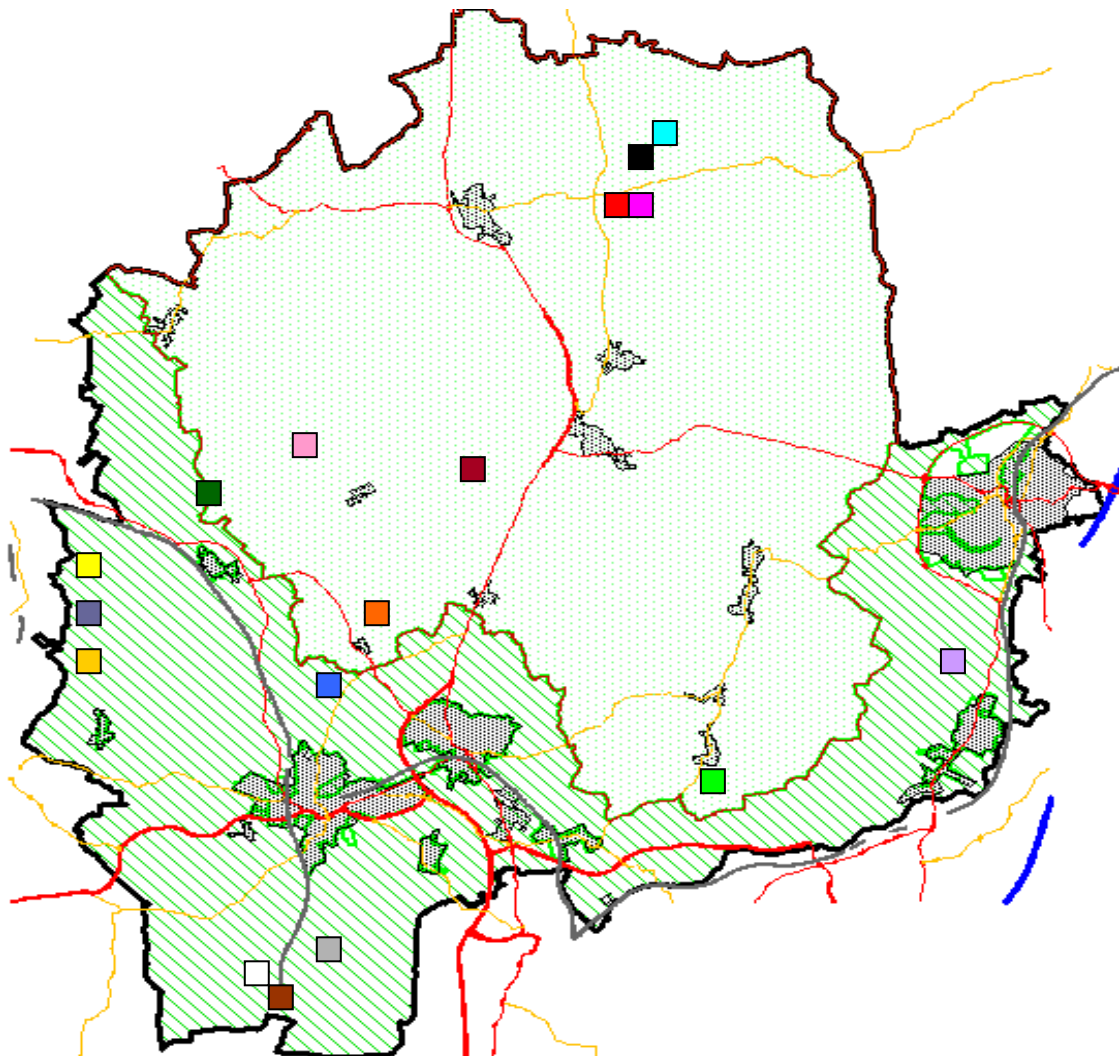
Type of facility	Amount of new residential development within 30 minutes public transport time
GP	96%
Hospital	63%
Primary School	99%
Secondary School	94%
Area of employment	96%
Major retail centre	94%

Source: East Herts Council and Hertfordshire County Council

**Table 20: Amount of new residential development within 30 minutes public transport time of 6 key services**

## Interpretation

- 10.7 94% of new dwellings have been completed within 30 minutes public transport time of five of the six key services. However, only 63% of dwellings are within 30 minutes public transport time of a hospital. This reflects the fact that there are only two hospitals within the District: Hertford County in Hertford and Herts and Essex in Bishop's Stortford. Neither of these hospitals have an A&E department and therefore many people rely on the Lister Hospital in Stevenage, the Princess Alexandra Hospital in Harlow and the QEII Hospital in Welwyn Garden City for their health requirements.
- 10.8 26 new dwellings were completed that are not within 30 minutes public transport time of three or more of the six key services. This represents 6% of gross total completions. The majority of these completions are either replacement dwellings or conversions of barns etc. so are located on farms in less sustainable locations. The locations of these dwellings are shown on Figure 8.



**Figure 8: Location of developments which are not within 30 minutes public transport time of three or more of the six facilities listed in LOI TR2.**

Location on Map	Number of Dwellings	Address 1	Address 2
■	1	The Mayflower, Anstey Road	Anstey
■	6	Two Acres, Barkway Road	Anstey
■	1	Ashdene Stud, White Stubbs Lane	Bayford
□	1	The Coach House, Bayford Grange (32A), 32 Ashdene Road	Bayford
■	1	The Stables, Pond Cottage, 38 Hebing End	Benington
■	1	Edwards Green Farm, Brickendon Lane	Brickendon
■	1	The Old Dairy	Chapmore End
■	1	86 Bramfield Road	Datchworth
■	1	Adj Hawkins Grange Farm, Hawkins Hall Lane	Datchworth
■	1	The Bungalow, Horseshoe Hill	Great Hormead
■	1	Westons, Horseshoe Hill, Great Hormead	Great Hormead
■	1	Old Laundry Cottage, Church Lane	Hunsdon
■	1	Sacombebury Farm, Sacombe Park	Sacombe & Sacombe Green
■	1	6, West Riding	Tewin
■	1	Lysander Park	Trimms Green
■	1	Stable Cottage, High Trees Farm, Beggarmans Lane	Old Hall Green
■	5	Blue Hill Farm, High Elms Lane	Watton At Stone

# 11. Economic Development and Employment

## Introduction

11.1 Achieving a sustainable economy was one of the five guiding principles of sustainable development as set out in the Government's document 'Securing the Future – Delivering the UK Sustainable Development Strategy' (March 2005). The NPPF highlights this principle and acknowledges the economic role of the planning system in achieving sustainable development. Local Plans have an important part to play in achieving this aim by ensuring their policies meet the needs of the economy whilst at the same time securing effective protection of the environment and achieving a sustainable pattern of development. Monitoring employment land supply ensures that the needs of businesses in the area will be met.

## Aims and Objectives

- To achieve a sustainable economy in the District by encouraging a strong and diverse local economy with a wide range of employment opportunities, whilst ensuring effective protection and enhancement of the environment and the prudent use of resources.
- To support and seek to implement the Economic Development Strategies for the County and the District.
- Wherever possible to direct employment generating uses to brownfield sites within the main settlements.
- To ensure that new employment related development maintains and enhances the quality of the built and natural environment.
- To maintain the attractiveness of the District as a location for business.
- To maintain the current range of employment sites to meet the needs of the local economy and to monitor future requirements.
- To support the rural economy, maintaining and improving the vitality and viability of rural communities.
- To ensure the most sustainable form and location of new development as current knowledge and practicalities permit, including seeking to minimise the frequency and distance of home to work travel.
- To encourage the availability of passenger transport to existing employment locations, and encourage employment development in locations accessible by passenger transport and non-car modes.

## Core Indicators

### ***COI BD1: Amount of floorspace developed for employment by type***

11.2 The following Indicators monitor the amount of gross completed floorspace development for employment, by the type of Use Class. It is not always possible to determine, from existing data, the breakdown between the B1 Business Uses. Where this data is available it has been separated out and the remaining information has been classed as 'B1'.



Type of employment (by Use Class)	Gross Output (sq m)
B1 – Business (split unknown)	216
B1 (a) – Offices	263
B1 (b) – Research and Development	285
B1 (c) – Light Industry	1,658
Mix of B uses	1,871
B2 – General Industry	96
B8 – Storage or Distribution	69
<b>Total</b>	<b>4,458</b>

Source: East Herts Council and Hertfordshire County Council

All data is specified as square metres and measurements are not confirmed as gross internal floorspace

### **LOI BD5: Amount of floorspace developed for employment by type in Employment Areas**

11.3 This Indicator measures the amount of gross new and converted employment floorspace in the Adopted Local Plan Employment Areas.

Type of employment (by Use Class)	Gross Output (sq m)
B1 – Business (split unknown)	96
B1 (a) – Offices	0
B1 (b) – Research and Development	285
B1 (c) – Light Industry	0
Mix of B uses	1,871
B2 – General Industry	0
B8 – Storage or Distribution	0
<b>Total</b>	<b>2,252</b>

Source: East Herts Council and Hertfordshire County Council

All data is specified as square metres or hectares (ha) and measurements are not confirmed as gross internal floorspace

### **Interpretation**

11.4 The two Indicators above show the amount of employment floorspace developed in the monitoring year. A relatively large amount of growth has occurred in developments with a mix of B Use Class uses. The second indicator shows that 51% of the employment floorspace developed has been within allocated Employment Areas.

**COI BD2: Amount of floorspace by employment type, which is on previously developed land**

11.5 This Indicator measures the amount of completed employment floorspace which is on previously developed land (PDL).

Type of employment (by Use Class)	Gross Output (sq m)	Percentage
B1 – Business (split unknown)	96	44%
B1 (a) – Offices	263	100%
B1 (b) – Research and Development	285	100%
B1 (c) – Light Industry	0	0%
Mix of B uses	1,871	100%
B2 – General Industry	27	28%
B8 – Storage or Distribution	0	0%
<b>Total</b>	<b>2,542</b>	<b>57%</b>

Source: East Herts Council and Hertfordshire County Council

All data is specified as square metres and measurements are not confirmed as gross internal floorspace

**Interpretation**

11.6 Over the monitoring year, 57% of employment floorspace was provided on previously developed land. The 43% of employment floorspace that was provided on greenfield land was due to the change of use of agricultural buildings to employment use.

**COI BD3: Employment land available by type (land available for employment use)**

11.7 This Indicator is designed to measure the amount of land (in hectares) which is available for employment use. This is defined as (i) sites defined and allocated in the Adopted Local Plan, and (ii) sites for which planning permission has been granted (all 'B' Use Classes) (including those within allocated Employment Areas).

Type of employment	(i) Estimated allocations (hectares)	(ii) Employment land with permission (hectares)	Total land available for employment use (hectares)
B1 – Business (split unknown)	1.22	2.41	3.63
B1 (a) – Offices	0	2.79	2.79
B1 (b) – Research and Development	0	0.12	0.12
B1 (c) – Light Industry	0	0.00	0.00
B2 – General Industry	0	0.13	0.13
B8 – Storage or Distribution	0	1.09	1.09
B1 – B8 (split unknown)	0	0.43	0.43
<b>TOTAL</b>	<b>1.22</b>	<b>6.97</b>	<b>8.19</b>

Source: East Herts Council and Hertfordshire County Council

## Interpretation

11.8 This Indicator shows that there are over 8 hectares of land available for employment in East Herts District, the majority of which have permissions for B1 use.

### **COI BD4: Total amount of floorspace for 'town centre uses'**

11.9 The purpose of this Core Indicator is to monitor the amount of completed floorspace (gross and net) for town centre uses within (i) town centre areas and (ii) the local authority area.

Type of employment	Total floorspace completed in town centres (m <sup>2</sup> )		Total Net floorspace completed in District (m <sup>2</sup> )	
	Gross	Net	Gross	Net
A1	26	-1771	283	-1671
A2	96	-31	96	-31
B1(a)	170	-640	263	-1529
D2	0	0	946	836
<b>Total</b>	<b>292</b>	<b>-2442</b>	<b>1588</b>	<b>-2395</b>

## Interpretation

11.10 The Adopted Local Plan does not identify boundaries for any of the town centres in East Hertfordshire. However, in 2008, East Herts Council commissioned consultants to undertake a Retail and Town Centre Study in order to inform the ongoing Local Development Framework process. As part of this study, town centres boundaries were proposed for each of the District's five main settlements.

11.11 The Council will need to identify formal town centre boundaries through the District Plan. However, for the purposes of monitoring this Core Indicator, the suggested boundaries in the Retail Study have been utilised.

# 12. Shopping and Town Centres

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## Introduction

- 12.1 The Core Indicators in this section are designed to monitor the provision of local services within town centres. This includes retail, office and leisure development in the town centres. Town centres provide a wide range of shopping facilities and other services, generally well located for use by the whole community and accessible by a range of modes of transport.
- 12.2 The District Council is, therefore, concerned not only to maintain, but to enhance the vitality and viability of its town centres. In particular, it is keen to protect the key shopping and trading role of towns in East Hertfordshire, whilst at the same time encouraging the integration of other functions, such as community uses, services, leisure and entertainment. Mixed use developments will be encouraged in town centres as will complementary evening and night-time economy uses, where appropriate.

## Aims and Objectives

- To maintain and enhance the viability and vitality of the District's town centres and local centres, in order to provide a range of services and facilities in a pleasant environment, to meet the needs of, and be accessible to, the population of East Hertfordshire;
- To provide a framework whereby shopping provision across the District meets the day to day needs of the population at a local level;
- To ensure that new development meets sustainability objectives;
- Where possible, to locate major generators of travel in town centre locations, in order to minimise travel distances and to encourage accessibility by means other than the private car;
- To promote the development of town centres as diverse, multi-functional areas which are a focus for the community, by encouraging mixed use developments, incorporating a range of functions and services and meeting the accessibility needs of the whole community;
- To take a balanced and integrated approach to managing the evening and night-time economy;
- To improve and enhance the environment of town centres generally through such measures as environmental enhancement schemes, improved access, signage, street furniture and maintenance;
- To monitor regularly the health of town centres and assess the effectiveness of policies;
- To assist the development of town centre management strategies, in partnership with other authorities and organisations;
- To assist the development of comprehensive transport and parking strategies in partnership with other authorities and organisations;
- To encourage the retention of, and where possible improvement to, shopping and service facilities in villages and rural areas.

## Local Indicators

12.3 The following Local Indicators are designed to monitor the primary and secondary shopping frontages in the main settlements in East Hertfordshire. This is to ensure that the frontages remain primarily in retail use and that the vitality and viability of town centres is maintained.

### ***LOI STC1: Percentage of primary and secondary frontage in each main settlement and smaller centres in A1 (Shop) Use Class***

<b>Settlement</b>	<b>Primary %</b>	<b>Secondary %</b>
Bishop's Stortford	69	48
Hertford	64	49
Ware	55	28
Sawbridgeworth	N/A*	40
Buntingford	N/A*	44
Stanstead Abbots	N/A*	39

Source: East Herts Council 2011

\* Not applicable – Smaller centres do not have defined primary frontages

### ***LOI STC2: Percentage of shop units recorded as vacant in Primary and Secondary Frontages***

<b>Settlement</b>	<b>Primary %</b>	<b>Secondary %</b>
Bishop's Stortford	10	12
Hertford	10	8
Ware	7	12
Sawbridgeworth	N/A*	5
Buntingford	N/A*	3
Stanstead Abbots	N/A*	7

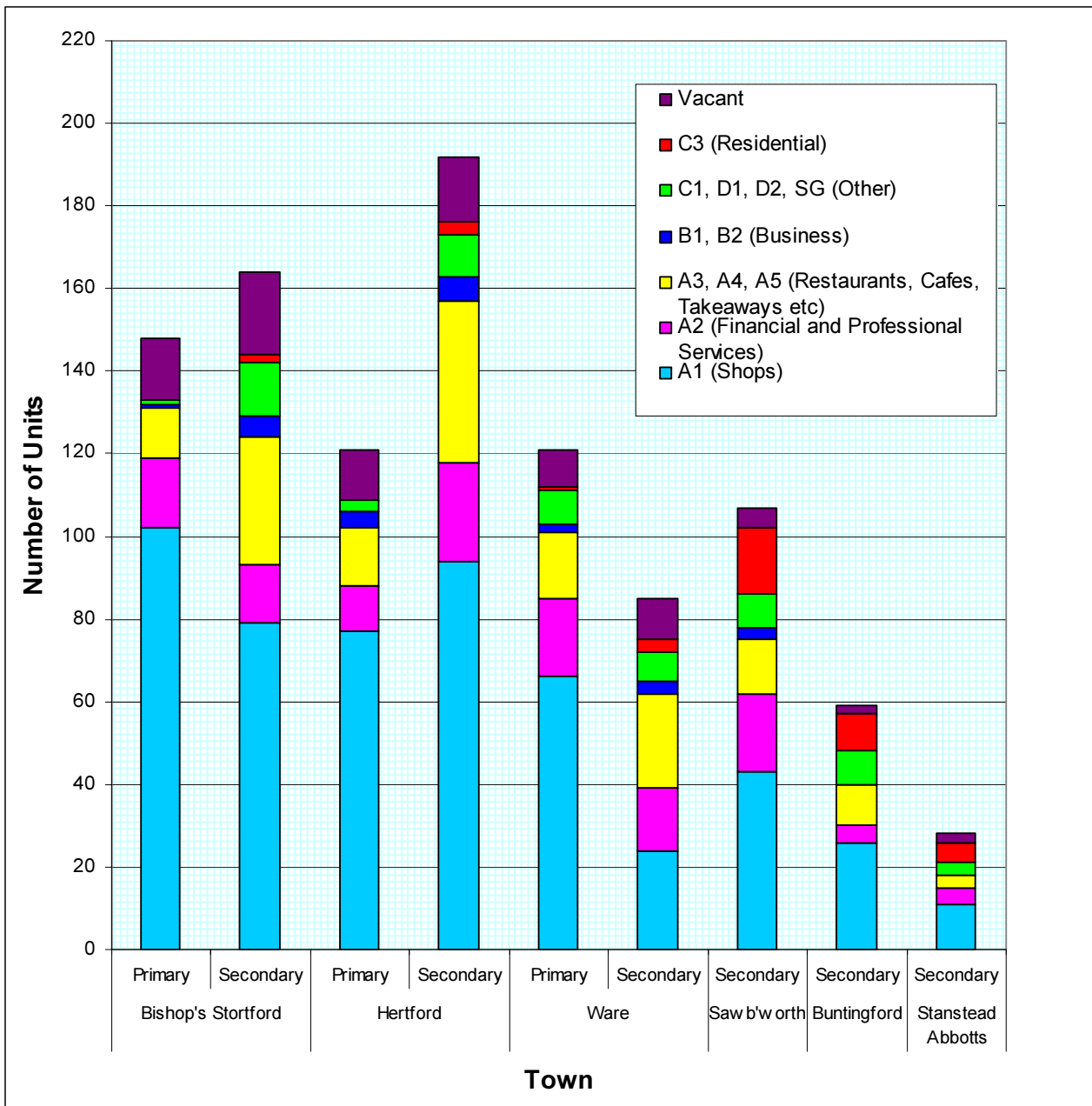
Source: East Herts Council 2011

\* Not applicable – Smaller centres do not have defined primary frontages

## Interpretation

12.4 The data collected shows that the units in the primary frontages in the towns of Bishop's Stortford and Hertford are primarily in A1 use (69% and 64% respectively). Ware has 55% of units in the primary frontages in A1 use.

12.5 The number of vacant units in the retail frontages tends to vary from year to year. The data from this monitoring year shows that the amount of vacant units in the three main settlements remains similar to last year, with increases in the primary frontages but decreases in the secondary frontages, with the exception of Hertford which had decreases in both. This variation is likely to be due to the current economic downturn. The amount of vacant units in the smaller settlements of Buntingford and Sawbridgeworth has remained relatively steady, with an increase in Stanstead Abbots which last year had no vacant units.



Source: East Herts Council 2011

**Figure 9: Breakdown by Use Class of premises in the Primary and Secondary shopping frontages**

# 13. Environment and Design

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## Introduction

- 13.1 East Hertfordshire District is under continuing pressure for development, as a result of evolving and changing community needs for homes, jobs, leisure and community facilities. The main development strategy of the Local Plan is to concentrate and direct development to the main towns, with limited development taking place in some smaller settlements.
- 13.2 The Local Plan has a key role to play in making proper provision, in a sustainable way, for the necessary needs of the present and future generations, whilst at the same time protecting the environment and amenity. Meeting the housing needs of the District will result in development of higher densities than previously, and some release of Green Belt/greenfield land. It is, therefore, important that the quality of what is built for whatever use, is of the highest standard possible, and that the natural and built environment is conserved and enhanced, for the benefit of present and future generations.
- 13.3 Monitoring of environment and design issues is an aspect of the AMR that will be developed further in the future through the production of the District Plan. Current Indicators relate to flood protection and water quality and biodiversity issues.

## Aims and Objectives

- To protect and enhance the natural and built environment.
- To ensure that new development is consistent with the principles of sustainable development.
- To create new places of interesting character, a sense of local distinctiveness, attractive appearance and utility.
- To encourage a high standard of design and environment and ensure that new developments respond positively to their setting.
- To set out a framework of design guidance.
- To improve areas of poor environment.
- To maintain and enhance biodiversity in accordance with the Hertfordshire Local Biodiversity Action Plan.
- To maintain and enhance features of geological/geomorphological importance.
- To increase tree, woodland, shrub and hedgerow planting opportunities.
- To prevent, where possible, detriment to amenity by reason of noise, light pollution, hazardous substances, flooding or poor air or water quality.

## Core Indicators

### COI E2: Change in areas and populations of biodiversity importance

Type of Site	2008		2009		2010		2012	
	No. of sites	Area (ha)	No. of sites	Area (ha)	No. of sites	Area (ha)	No. of sites	Area (ha)
Ramsar/SPA	No data	No data	No data	No data	1	451.29	1	451.29
SAC	No data	No data	No data	No data	1	336.47	1	336.47
National Nature Reserve	No data	No data	No data	No data	1	239.4	1	239.4
Sites of Special Scientific Interest	16	1418.14	16	519.04	16	519.04	16	519.04
Wildlife Sites	611	4453	591	3525	582	3505	573	3462
Local Nature Reserve	1	35.24	1	35.24	1	35.24	1	35.24

Source: East Herts Council and Hertfordshire County Council

13.4 The Hertfordshire Biological Records Centre (HBRC) has continued to improve their reporting on biodiversity indicators over the past year. Major site area changes shown above between 2008 and 2009 were due to: (1) wildlife sites that fell within the boundaries of an SSSI were removed from the list of wildlife sites resulting in the removal of 14 sites in East Herts and (2) due to improved reporting analysis by HBRC, all overlapping sites between districts were 'clipped' to the district boundaries to split the sites, ensuring an accurate reflection of the area within the district. There are also other alterations due to continuous minor changes to boundaries as new information becomes available.

13.5 In the 2011-2012 monitoring year, the only changes recorded were to wildlife sites. There are currently 3,462 hectares of land recorded on 573 wildlife sites in the District. This represents a decrease of 43ha on the previously recorded output. This change is due to the selection of three new wildlife sites and the deselection of 12 existing wildlife sites. The table below details the justification for the changes.

Wildlife Site	Ref	Area(ha)	Selected/ Deselected	Reason
Watton At Stone Churchyard	45/084	0.65	Selected	Grassland site
Pasture N.W. of Church at Watton At Stone	45/088	1.88	Selected	Grassland site
Stapleford Railway Line	45/096	4.95	Selected	Butterfly site
The Moors East Herts	24/034	8.23	Deselected	Degraded – doesn't meet Wet Woodland criteria. Source: HBRC, 2010
Braughing Churchyard	24/057	0.00	Deselected	Data reviewed – doesn't meet Bat criteria. Source: Bat Group, 2010



Patient End Farm	25/025	8.22	Deselected	Degraded – doesn't meet Grassland criteria. Not enough indicators found. Source: HBRC, 2010
Hebing End Tufa Spring	31/011	0.20	Deselected	Data reviewed – geological site; doesn't meet habitat or size threshold criteria. Source: HBRC, 2010
Colliers End Lime Kiln	32/057	0.00	Deselected	Data reviewed – doesn't meet Bat criteria. Source: Bat Group, 2010
Ford Street Area	32/086	0.00	Deselected	Data reviewed – doesn't meet Bat criteria. Source: Bat Group, 2010
Clapgate Hedge and Bank	33/087	0.00	Deselected	Data reviewed – doesn't meet invertebrate criteria. Source: HBRC, 2010
Datchworth Green Area	44/038	0.00	Deselected	Data reviewed – doesn't meet Bat criteria. Source: Bat Group, 2010
River Ash, Hadham Hill	47/044	0.24	Deselected	Degraded – doesn't meet criteria. White-clawed crayfish extinct in the wild in Hertfordshire. Source: HBRC, 2010
Thorley area and Church	48/026	0.00	Deselected	Data reviewed – doesn't meet Bat criteria. Source: Bat Group, 2010
Meadow by Lower Road, Amwell	60/032	3.41	Deselected	Degraded – doesn't meet Grassland criteria. Not enough indicators found. Source: HBRC, 2010
Furlong Way Area	60/067	0.00	Deselected	Data reviewed – doesn't meet Bat criteria. Source: HBRC, 2010

Source: Hertfordshire Biological Records Centre

**Table 21: Wildlife Site Amendments in East Herts**

**Core Indicator**

***COI E1: Number of permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality***

Grounds for advice	Target	Output	Performance
Flood Defence	0	1	☹
Water Quality	0	0	☺

Source: Environment Agency

## **Interpretation**

- 13.6 During the monitoring year, no planning permissions were granted contrary to the advice of the Environment Agency on the grounds of water quality. One planning permission was granted contrary to the advice of the Environment Agency on the grounds of flood defence. All other objections were either subsequently withdrawn by the Environment Agency or the planning application was refused.

# 14. Built Heritage

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## Introduction

- 14.1 East Hertfordshire is fortunate in being in possession of an extremely rich historic environment, having individual buildings and settlements of historic and architectural importance, buried archaeology and historic landscapes (e.g. historic parks and gardens, and man-made waterways). These elements contribute significantly to the special character and local distinctiveness of the District. They are therefore, worthy of serious consideration for preservation *in situ*.
- 14.2 In considering development proposals in East Hertfordshire, special regard will be given to the conservation and enhancement of the District's historic environment, whilst taking into account the social needs, economic viability and vitality, the maintenance of local distinctiveness and diversity, and the need for sustainable development.
- 14.3 Monitoring of the District's historic environment and how that environment is changing in the face of development needs to be conducted to ensure that the historic environment is being managed and, where appropriate, preserved, in accordance with the policies in the Local Plan and the future District Plan.

## Aims and Objectives

- To protect the character and local distinctiveness of historic areas, man-made waterways and buildings in both urban and rural settings;
- To encourage development proposals to be consistent with preserving and/or enhancing the historic environment fabric of the District; and
- To take full account in the process of conservation of the Planning (Listed Buildings and Conservation Areas) Act 1990, PPS5: Planning for the Historic Environment which was later superseded by 'Conserving and Enhancing the Historic Environment' in the NPPF and the East of England Plan 2001-2021;
- To implement policies for conservation areas which preserve and enhance their character or appearance, through the exercise of control over development, demolition and change of use;
- To implement policies for listed buildings, which preserve and enhance their character, condition and settings, through the exercise of control over demolition, extension or alteration, development affecting their setting and change of use;
- To support and promote the preservation of the character of historic areas, through the publication of design and technical guidance notes and development/design briefs;
- To take a pro-active role in preserving and enhancing historic features of listed buildings and conservation areas, for example through the provision and administration of an Historic Building Grants Service; and
- To identify and preserve archaeological remains of national and local importance.

### **LOI BH1: Changes in number of Sites of Archaeological Significance**

14.4 This local indicator will be developed in order to monitor changes in the number of Sites of Archaeological Significance in East Herts and the nature of the changes taking place.

	<b>Output</b>
Completely destroyed	No change
Partially destroyed	No change
Enhanced	No change
Removed from record	No change
Added to record	No change

Source: HCC Historic Environment Department

### **LOI BH2: Number of listed buildings demolished, removed or added from/to the statutory list or at risk**

14.5 This indicator will monitor changes in the number of listed buildings in the District. The Council anticipate that further data for indicator LOI BH2 will be available for the next Annual Monitoring Report.

	<b>Output</b>
Damaged/ Partially demolished	No data available
Demolished	No data available
Removed from list	No data available
Added to list	3 buildings
At risk (national register)	4 buildings on register

Source: English Heritage at Risk Register 2012

### **Interpretation**

14.6 There were no changes to Areas of Archaeological Significance during the monitoring year. There are four listed buildings in East Herts on the national at risk register as seen on the table below. The remains of St Mary and All Saints, Thundridge remains on the list from the previous monitoring year, though the condition has improved from poor to fair after English Heritage grant-aided repairs. Long term management remains a problem. The Parish Church of St Mary the Virgin in Westmill has been offered an English Heritage grant for repairs.

Listed Building added to the At Risk register	Address	Priority Category	Grade listing	Condition
Parish Church of All Saints	Church Lane, Little Munden, East Hertfordshire, Hertfordshire SG12 0NT	C	Grade 1 listed building	Poor
Walkern and Sandon United Reformed Church	High Street, Walkern, East Hertfordshire, Hertfordshire SG2 7PD	A	Grade II listed building	Poor
Parish Church of St Mary the Virgin	High Street, Westmill, East Hertfordshire, Hertfordshire SG9 9LJ	B	Grade II* listed building	Poor
Remains of St Mary and All Saints	Old Church Lane, Thundridge, East Hertfordshire, Hertfordshire	E	Grade II* listed building/ Scheduled Monument	Fair

Source: English Heritage at Risk Register 2012

# 15. Leisure, Recreation and Community Facilities

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## Introduction

- 15.1 Leisure pursuits encompass a range of activities, including indoor and outdoor sports and recreation, entertainment, cultural interests and tourism. These activities can have major land use implications. As the amount of available leisure time people enjoy increases the demand for leisure facilities will grow.
- 15.2 There is often an overlap between leisure facilities and community facilities. Both provide important facilities and services for local people, as well as a focal point for community activities.
- 15.3 For the purposes of the Local Plan, leisure facilities are taken to be those available for formal and informal sport, recreation, entertainment, play and cultural activities. Community facilities include a variety of buildings and land for purposes such as schools, nurseries, child care and health care facilities, hospitals, libraries, halls and meeting places, allotments and places of worship.
- 15.4 PPG17, which was in effect over the majority of the monitoring year, recognised that open space, sport and recreation underpin people's quality of life, contributing to the health and well being of the individual whilst having valuable social, economic and educational roles. The NPPF which came into force towards the end of the monitoring year also recognises the value of access to high quality open spaces and opportunities for sport and recreation to the health and wellbeing of communities. It is a key objective of the Local Plan that everyone has access to the appropriate amounts of open space, sport and recreational facilities to meet present and future needs. The District Council's Cultural Strategy also seeks to provide and improve opportunities for everyone to participate in sport and active recreation.

## Aims and Objectives

- To encourage and promote leisure pursuits through sport, recreation, entertainment and cultural interests and activities, for the benefit of the whole community.
- To encourage and promote tourism, for the benefit of the local community and economy.
- To encourage and promote community facilities for the benefit of the whole community.
- To encourage and promote leisure and community facilities which reduce the need to travel and are accessible by non-car modes of transport.
- To maintain and encourage the provision of an effective level of appropriately located leisure and recreation facilities and, wherever possible, make such facilities available to everyone, including the elderly and those with disabilities.
- To take full account of the community need for recreation space, and ensure that adequate land and water resources are identified for both organised sport and informal recreation.

- To safeguard and resist pressures, which conflict with the wider public interest, for the development of land with recreational and amenity value.
- To encourage and promote the provision of additional land, facilities and water areas, in suitable situations and locations.
- To take account of the value of open space, not only as an amenity, but as a contribution to the conservation of the natural and built environment of the District.
- To encourage and promote suitable tourism facilities and the provision of additional tourist accommodation, in appropriate locations, to cater for the growing needs of the local community and visitors to the area.
- To provide for the identified needs of the community by encouraging the retention and/or improvement of existing facilities and enabling the development of new community provision in suitable situations and locations.
- To ensure that provision of leisure and community facilities are properly co-ordinated with all forms of development and land use policies.

## Local Indicator

### ***LOI LRC1: Number of open spaces with Green Flag Award status***

15.5 This Indicator is designed to monitor the amount of eligible open spaces that have been awarded Green Flag status.

	Output
Number of open spaces with Green Flag Award Status	2

## Interpretation

15.6 Southern Country Park in Bishop's Stortford was the first open space in East Hertfordshire to be awarded the Green Flag Award Status in August 2008. Southern Country Park is approximately 23ha in size and the Council has formulated a 'Greenspace Action Plan' to outline how the park will be managed during the period 2008-2013. The park successfully retained its Green Flag Award in 2009, 2010 and 2011.

15.7 In July 2009, the Ridgeway Local Park at Sele Farm in Hertford became the second open space in the district to be awarded the Green Flag Award Status and has also successfully retained it in subsequent years.

## 16. Community Infrastructure Levy

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- 16.1 Initial preparatory work towards producing the Community Infrastructure Levy (CIL) is being undertaken alongside work on the District Plan: Part 1 - Strategy. Monitoring of the CIL will continue in future years. Its progress will be monitored against the timetable to be set out in the next version of the LDS and details of CIL receipts and expenditure will be monitored once the CIL has been adopted and is in effect.



# 17. Neighbourhood Planning

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- 17.1 Neighbourhood Planning was introduced with the enactment of the Localism Bill, towards the latter part of the monitoring year. Therefore no formal steps were taken during the monitoring year towards agreeing neighbourhood forums, designating neighbourhood areas or progressing a Neighbourhood Plan towards adoption. However, the Council will continue to monitor progress made on Neighbourhood Plans and ensuring it will fulfil its role where appropriate.

# 18. Duty to Cooperate

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- 18.1 The Localism Act which came into force in November 2011 amended the Planning and Compulsory Purchase Act 2004 by introducing Section 33a. This section sets out a duty to co-operate in relation to the planning of sustainable development.
- 18.2 As responses from the Issues & Options consultation were gathered and preparation began on the District Plan over the monitoring year, the Council has worked closely with neighbouring local planning authorities, County Councils and prescribed bodies to maximise effectiveness in preparing development plans.
- 18.3 The duty to cooperate is an ongoing requirement of the District Plan preparation process, and thus the Council will continue to monitor the approach taken and produce evidence as part of the plan-making process to demonstrate that this requirement is being met.

# Appendix A

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## Appendix A: Analysis of usage of the Adopted Local Plan Second Review policies

### Key to usage of policies

	Used 0 – 5 times
	Used 6 – 30 times
	Used 31 – 75 times
	Used 76 – 150 times
	Used 151 + times

Planning Decision			
Adopted Policy		Approved	Refused
SD1	Making Development More Sustainable	28	0
SD2	Settlement Hierarchy	128	3
SD3	Renewable Energy	28	2
SD4	Sustainable Development and Nature Conservation	1	0
SD5	Development on Contaminated Land	1	0
HSG1	Assessment of Sites not Allocated in this Plan	16	2
HSG2	Phased Release of Housing Land	2	0
HSG3	Affordable Housing	14	3
HSG4	Affordable Housing Criteria	13	2
HSG5	Rural Exceptions Affordable Housing	1	0
HSG6	Lifetime Homes	11	1

HSG7	Replacement Dwellings and Infill Housing Development	59	20
HSG8	Replacement Dwellings in the Green Belt and Rural Area Beyond the Green Belt	19	4
HSG9	Houses in Multiple Occupation	0	0
HSG10	Accommodation for Gypsies	0	1
GBC1	Appropriate Development in the Green Belt	165	47
GBC2	The Rural Area Beyond the Green Belt	10	9
GBC3	Appropriate Development in the Rural Area Beyond the Green Belt	154	37
GBC4	Major Developed Sites	6	0
GBC5	Agricultural, Forestry and Other Occupational Dwellings	1	0
GBC6	Occupancy Conditions	4	0
GBC7	Agricultural Development	9	3
GBC8	Rural Diversification	3	0
GBC9	Adaption and Re-use of Rural Buildings	22	3
GBC10	Change of Use of an Agricultural Building	10	0
GBC11	Riding Stables and Associated Development	6	2
GBC12	Agricultural Land	0	0
GBC13	Countryside Management	0	0
GBC14	Landscape Character	10	1
GBC15	Mineral Resources	0	0
TR1	Traffic Reduction in New Developments	15	0
TR2	Access to New Developments	50	4
TR3	Transport Assessments	6	0
TR4	Travel Plans	3	0
TR5	Dual Use of Private Car Parks	0	0
TR6	Car Parking - Strategy	0	0
TR7	Car Parking – Standards	332	7
TR8	Car Parking – Accessibility Contributions	10	0
TR9	Cycling – Cycling Routes	0	0
TR10	Cycling – Protection of Cycling Routes	0	0

TR11	Cycle Routes – Dual Cycle and Equestrian Use	0	0
TR12	Cycle Routes – New Developments	2	0
TR13	Cycling – Facilities Provision (Non-residential)	11	0
TR14	Cycling – Facilities Provision (Residential)	13	0
TR15	Protection of Equestrian Routes	0	0
TR16	Powered Two-Wheelers	0	0
TR17	Traffic Calming	0	0
TR18	Home Zones	0	0
TR19	Towns and Villages	0	0
TR20	Development Generating Traffic on Rural Roads	11	0
TR21	Freight	0	0
TR22	Surplus Transport Sites	0	0
TR23	Fuel Filling Stations	0	0
EDE1	Employment Areas	7	0
EDE2	Loss of Employment Sites	35	9
EDE3	Employment Uses outside Employment Areas	2	0
EDE4	Storage and Distribution Uses	1	0
EDE5	Telecottages	0	0
EDE6	Home Working	1	0
EDE7	Live/Work Units	2	0
EDE8	New Employment Development	0	0
STC1	Development in Town Centres and Edge of Centre	7	0
STC2	Primary Shopping Frontages	1	0
STC3	Secondary Shopping Frontages	15	0
STC4	Shopping Frontages – Smaller Centres	1	0
STC5	Conversion of Dwellings to Commercial Use	4	0
STC6	Out of Centre and Out of Town Retailing	3	0
STC7	Out of Centre – Limitations	0	0
STC8	Local Centres and Rural Provision	6	0
STC9	Farm Shops	0	0

STC10	Garden Centres and Nurseries	1	0
ENV1	Design and Environmental Quality	1056	214
ENV2	Landscaping	218	15
ENV3	Planning Out Crime – New Development	20	0
ENV4	Access for Disabled People	4	0
ENV5	Extensions to Dwellings	743	212
ENV6	Extensions to Dwellings – Criteria	621	127
ENV7	Extension of Curtilage of a Residential Property	11	8
ENV8	Residential Annexes	14	1
ENV9	Withdrawal of Domestic Permitted Development Rights	45	0
ENV10	Planting New Trees	3	0
ENV11	Protection of Existing Hedgerows and Trees	103	13
ENV12	Special Area of Conservation/Special Protection Area/Ramsar Site	1	0
ENV13	Development and SSSI's	4	0
ENV14	Local Sites	15	3
ENV15	Nature Conservation Area Management Agreements	0	0
ENV16	Protected Species	68	4
ENV17	Wildlife Habitats	7	1
ENV18	Water Environment	5	0
ENV19	Development in Areas Liable to Flood	40	2
ENV20	Groundwater Protection	32	1
ENV21	Surface Water Drainage	22	0
ENV22	On-Farm Reservoirs	0	0
ENV23	Light Pollution and Floodlighting	20	1
ENV24	Noise Generating Development	33	3
ENV25	Noise Sensitive Development	9	0
ENV26	Hazardous Substances	0	0
ENV27	Air Quality	0	0
ENV28	Telecommunications	6	13

ENV29	Advertisements Outside Conservation Areas	4	1
BH1	Archaeology and New Development	107	0
BH2	Archaeological Evaluations and Assessments	64	0
BH3	Archaeological Conditions and Agreements	54	0
BH4	Demolition in Conservation Areas	1	0
BH5	Extensions and Alterations to Unlisted Buildings	136	22
BH6	New Developments in Conservation Areas	142	48
BH7	Street Furniture and Traffic Calming in Conservation Areas	0	0
BH8	Statutory Undertakers Works in Conservation Areas	0	0
BH9	Demolition of a Listed Building	0	0
BH10	Extensions or Alterations to a Listed Building	0	0
BH11	Conversion or Change of Use of a Listed Building	0	0
BH12	Development Affecting the Setting of a Listed Building	0	0
BH13	Disabled Access to an Historic Building	0	0
BH14	Shopfronts in Conservation Areas	8	1
BH15	Advertisements in Conservation Areas	10	8
BH16	Historic Parks and Gardens	5	1
BH17	Enabling Development	0	0
LRC1	Sport and Recreation Facilities	15	0
LRC2	Joint Provision and Dual Use	0	0
LRC3	Recreational Requirements in New Residential Developments	5	0
LRC4	Arts, Culture and Entertainment	2	0
LRC5	Countryside Recreation	3	0
LRC6	Golf Courses	0	0
LRC7	Water Based Recreation	0	0
LRC8	Lee Valley Regional Park	2	0
LRC9	Public Rights of Way	7	0
LRC10	Tourism	18	0
LRC11	Retention of Community Facilities	6	0
BIS1	Special Countryside Area	0	0



BIS2	Housing Allocations – Bishop’s Stortford	0	0
BIS3	Areas of Special Restraint 1 and 2 – Bishop’s Stortford Local Housing Need and Stansted Airport Related Need	0	0
BIS4	Herts and Essex Hospital Site	0	0
BIS5	117-121 Hadham Road Site	0	0
BIS6	Hillmead School Site	0	0
BIS7	Reserve Secondary School Site, Hadham Road	0	0
BIS8	Areas of Special Restraint 3,4 and 5	0	0
BIS9	Employment Areas	5	0
BIS10	Town Centre Sites for Redevelopment	0	0
BIS11	The Goods Yard/John Dyde Training College Site	0	0
BIS12	The Mill Site	0	0
BIS13	The Riverside/Adderley Road Site	0	0
BIS14	95-97 London Road	0	0
BIS15	Eastern Hertfordshire Area Plan	0	0
HE1	Housing Allocations – Hertford	0	0
HE2	Reserve Housing Land – Hertford	2	0
HE3	County Hospital Site, North Road	0	0
HE4	Former Mill Road Depot	0	0
HE5	Mead Lane Area West of Marshgate Drive	0	0
HE6	University Land West of Mangrove Road	1	0
HE7	Riverside Yards	43	20
HE8	Employment Areas	11	4
HE9	Lea Valley Area Plan – Hertford	36	18
HE10	Balls Park	17	7
WA1	Housing Allocations – Ware	0	0
WA2	Reserve Housing Land – Ware	1	0
WA3	Former Gas Works Site, Star Street (Includes Garden Centre, Bowling Road)	0	0
WA4	Former Goods Yard and Station Car Park, Viaduct Road	0	0
WA5	Trinity Centre	0	0

WA6	12 High Street/Co-op Depot, Star Street	0	0
WA7	Crane Mead	0	0
WA8	Employment Areas	3	0
WA9	Lea Valley Area Plan – Ware	0	0
WA10	Tumbling Bay	1	0
SA1	Housing Allocations – Sawbridgeworth	1	0
SA2	Cambridge Road/Crofters Site	1	0
SA3	Land East of Millfields and Lawrence Avenue	0	0
SA4	Sports Pitch Provision	1	0
ST1	Housing Allocations – Stanstead Abbots and St Margarets	0	0
ST2	St Margarets Farm Site	1	0
ST3	Sanville Gardens Site	0	0
ST4	Employment Area	0	0
ST5	Development Within the Lee Valley Regional Park	0	0
BUN1	Housing Allocations – Buntingford	0	0
BUN2	Land West of St. Francis	0	0
BUN3	Land Between London Road and A10 Bypass	0	0
BUN4	Existing and New Employment Areas	0	0
BUN5	The Former Sainsbury Distribution Depot	0	0
BUN6	Park Farm Industrial Estate	0	0
BUN7	Watermill Industrial Estate – Improvement to Aspenden Road	0	0
OSV1	Category 1 Villages	48	6
OSV2	Category 2 Villages	46	4
OSV3	Category 3 Villages	8	0
OSV4	Housing Allocations – Category 1 Villages	1	0
OSV5	Reserve Housing Land – Category 1 Villages	1	0
OSV6	Extensions and Alterations to Premises in Employment Use	0	0
OSV7	Employment Areas	0	0
OSV8	Village Shops, Community and Leisure Facilities	1	1
IMP1	Planning Conditions and Obligations	15	1

# Appendix B

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	91/92	92/93	93/94	94/95	95/96	96/97	97/98	98/99	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	Total
<b>TOWNS/PARISHES OF: -</b>																						
Bishop's Stortford	147	93	201	458	306	441	418	345	168	152	77	39	70	121	303	300	153	171	156	-7	29	4141
Buntingford	31	28	37	57	77	39	21	1	4	9	15	5	9	8	10	7	11	16	2	39	93	519
Hertford	66	82	157	424	142	167	49	63	87	132	170	224	100	90	74	199	83	77	126	82	137	2731
Sawbridgeworth	25	28	16	47	21	11	16	9	0	20	14	1	2	15	6	6	45	25	23	8	55	393
Ware	10	10	44	43	28	4	71	10	10	19	226	30	47	21	45	142	190	139	53	18	9	1169
<b>PARISHES OF: -</b>																						
Albury	0	0	0	0	-1	0	2	0	0	0	1	0	3	0	-1	2	1	0	1	2	0	10
Anstey	0	0	8	1	0	0	3	0	1	0	0	0	0	0	-1	0	0	0	0	-1	6	17
Ardeley	0	0	0	0	1	0	2	3	0	1	0	1	0	1	1	0	-1	0	0	6	0	15
Aspenden	0	0	0	0	0	1	0	5	0	0	0	-1	0	1	2	0	-1	0	0	0	0	7
Aston	0	0	3	5	-1	1	1	0	0	1	0	0	-1	1	0	1	-1	11	1	1	0	23
Bayford	1	0	0	0	0	0	0	0	0	3	0	1	3	0	1	0	5	0	5	0	2	21
Bengeo Rural	1	0	0	0	0	0	0	0	1	1	4	0	0	0	2	0	0	0	0	1	0	10
Benington	0	1	2	0	6	3	3	1	1	0	0	0	0	0	0	1	0	-5	4	2	1	20
Bramfield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Braughing	0	12	0	-1	1	1	0	7	-1	1	2	1	0	6	7	5	0	3	0	0	1	45
Brent Pelham	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Brickendon Liberty	0	1	1	2	2	0	0	1	0	0	24	1	0	2	16	1	0	0	1	4	1	57
Buckland	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
Cottered	4	5	2	1	1	3	0	-1	2	2	3	1	0	0	0	0	1	8	0	1	1	33
Datchworth	0	0	0	0	0	1	10	-1	2	0	9	1	1	1	7	1	-1	0	-1	1	1	32
Eastwick	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Furneaux Pelham	-1	1	0	0	1	0	0	8	0	15	12	3	0	2	3	-2	2	1	0	1	0	46
Gilston	0	1	0	0	0	0	0	0	9	12	0	8	0	0	0	0	0	0	0	0	0	30
Great Amwell*	89	70	0	1	1	0	0	41	3	-2	0	0	0	1	1	5	6	3	10	-2	0	227
Great Munden	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1	-1	1	4	0	1	1	10
Hertford Heath	0	8	0	5	2	1	15	0	1	4	1	4	-1	3	4	5	8	5	5	-15	20	75
Hertingfordbury	0	0	0	0	0	0	13	1	-1	0	-1	0	1	-1	1	1	0	0	0	-2	4	16
High Wych	-1	1	0	0	1	1	0	0	1	2	0	3	0	0	-2	4	3	5	-1	1	1	19
Hormead	-1	0	1	2	7	1	1	0	1	3	0	0	0	0	0	2	2	1	1	2	2	25
Hunsdon	2	0	2	0	6	1	8	1	0	0	4	1	0	0	0	1	2	5	0	11	5	49
Little Berkhamsted	6	0	0	0	0	1	1	0	2	3	-1	12	-1	-2	8	1	0	2	1	0	0	33
Little Hadham	0	3	0	23	19	6	0	0	1	1	1	1	0	3	-3	1	6	12	6	6	-1	85
Little Munden	0	0	0	0	0	2	2	1	0	0	0	0	0	1	0	7	-1	1	0	0	0	13
Meesden	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Much Hadham	1	2	1	1	2	5	7	0	1	2	0	2	22	0	8	0	1	1	2	4	0	62
Sacombe	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Standon	1	22	50	5	-24	97	52	6	11	13	4	2	-19	3	29	53	21	7	6	7	0	346
Stanstead Abbots*	0	0	9	0	8	5	3	7	8	3	1	1	2	6	0	3	-2	12	1	2	0	69
Stanstead St. Margarets*	67	11	59	22	0	0	0	0	21	0	11	-1	4	42	20	0	1	48	36	7	0	348
Stapleford	0	0	0	1	7	0	0	1	8	1	0	0	0	0	3	0	0	0	0	0	0	21
Stocking Pelham	0	0	-1	0	0	0	0	0	0	0	0	0	0	1	-1	0	0	1	7	0	-1	6
Tewin	0	0	0	0	0	0	0	0	-6	29	0	9	-1	1	2	0	0	-1	2	1	2	38
Thorley	0	0	0	0	0	0	0	0	0	1	10	2	0	8	3	1	0	0	0	0	0	25
Thundridge	2	1	1	6	2	6	0	3	1	3	1	2	0	1	1	15	5	2	0	5	0	57
Walkern	1	0	16	0	0	1	0	22	0	1	2	16	4	2	4	1	17	5	5	13	0	110
Wareside	0	1	12	0	0	0	1	1	0	0	0	1	0	0	5	1	0	0	1	1	0	24
Watton-at-Stone	0	7	0	22	78	1	0	3	0	34	9	-1	1	0	0	10	0	-2	3	-1	14	178
Westmill	0	4	0	2	0	0	0	0	0	-2	2	0	0	7	-1	0	1	0	0	0	0	13
Widford	1	0	-1	1	0	0	0	0	0	0	0	7	0	0	3	0	0	2	0	1	-1	13
Wyddial	0	0	0	0	1	0	0	0	0	0	0	0	4	2	0	0	0	1	0	1	0	9
<b>TOTALS</b>	<b>454</b>	<b>392</b>	<b>621</b>	<b>1128</b>	<b>694</b>	<b>800</b>	<b>700</b>	<b>540</b>	<b>336</b>	<b>464</b>	<b>605</b>	<b>376</b>	<b>250</b>	<b>347</b>	<b>562</b>	<b>777</b>	<b>557</b>	<b>553</b>	<b>469</b>	<b>200</b>	<b>383</b>	<b>11208</b>

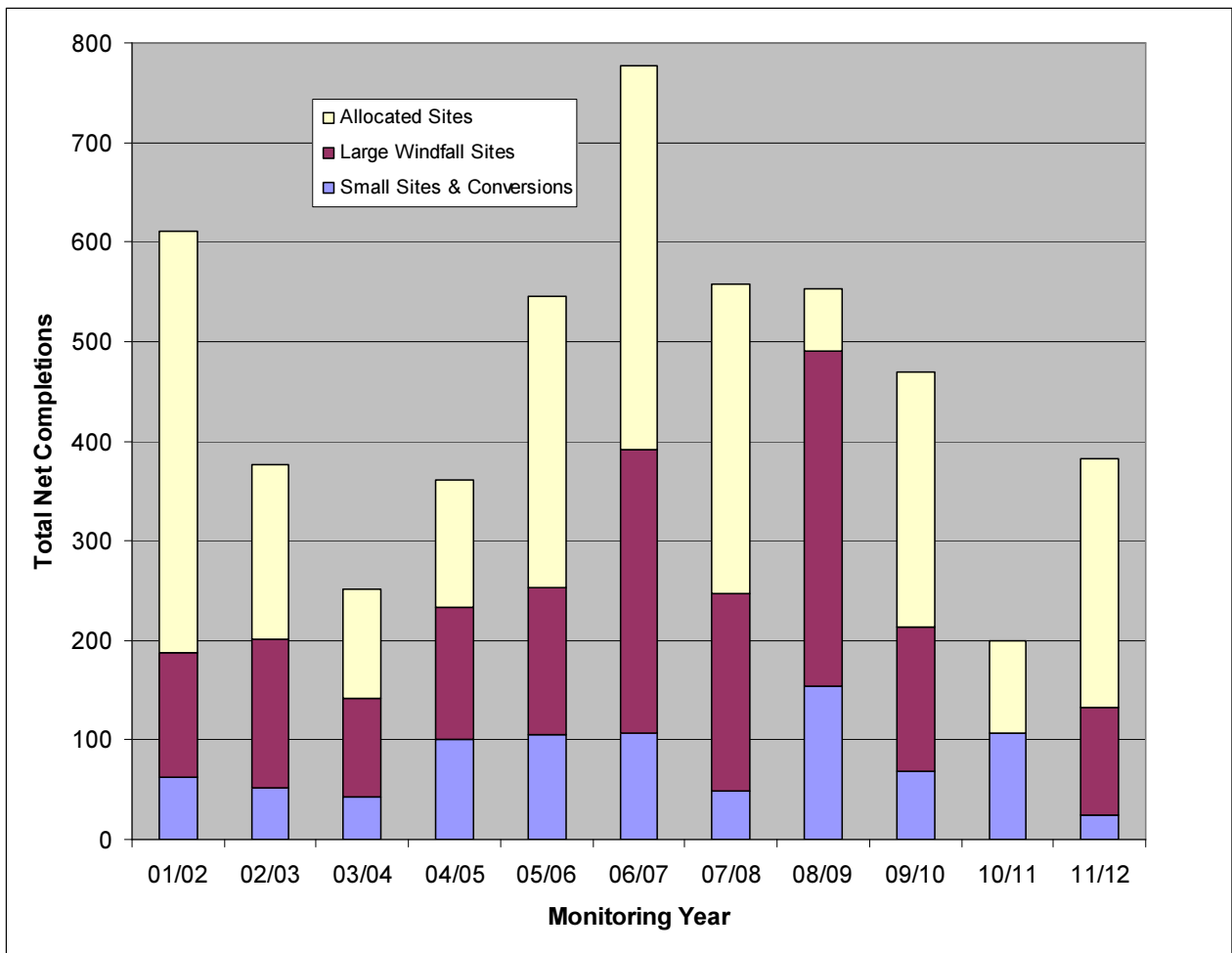
**Table 1: East Hertfordshire Housing Completions (net) 1991-2012**

\*The settlement falls into the three parishes of Stanstead Abbots, Stanstead St Margarets and Great Amwell.

	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12	Total
<b>SETTLEMENT OF: -</b>												
Bishop's Stortford	87	39	71	128	308	301	149	171	157	-9	26	1428
Buckingham	15	5	9	8	9	7	11	16	2	39	93	214
Hertford	161	202	85	84	61	149	43	66	103	62	49	1065
Sawbridgeworth	14	1	2	15	6	6	44	25	21	8	15	157
Stanstead Abbots/ Stanstead St. Margarets	12	-1	5	49	21	3	6	53	45	9	0	202
Ware	226	30	47	21	45	142	190	139	53	18	8	919
<b>CATEGORY 1 VILLAGES OF: -</b>												
Braughing	1	1	0	0	0	4	0	3	0	0	1	10
Hertford Heath	0	1	-1	3	1	6	6	5	5	-19	18	25
High Cross	0	0	0	1	0	0	0	0	0	0	0	1
Hunsdon	4	0	0	0	0	1	1	0	0	0	4	10
Much Hadham	0	1	21	0	4	0	0	1	0	1	0	28
Puckeridge	1	2	0	4	28	0	13	7	6	2	0	63
Tewin	0	0	0	0	0	0	0	0	2	1	1	4
Walkern	0	0	0	0	0	0	17	4	5	13	0	39
Watton-at-Stone	9	0	0	0	0	10	0	-1	2	-1	9	28
Other Villages/Hamlets	75	95	11	34	79	148	77	64	68	76	159	886
<b>TOTALS</b>	<b>605</b>	<b>376</b>	<b>250</b>	<b>347</b>	<b>562</b>	<b>777</b>	<b>557</b>	<b>553</b>	<b>469</b>	<b>200</b>	<b>383</b>	<b>5079</b>

**Table 2: East Hertfordshire Housing Completions (net) by settlement 2001-2012\***

\*Settlement figures provided for six main settlements and Category 1 villages



**Figure 1: Windfall and Allocated Completions 2001-2012**

**Table 3: PPS3 Five year land supply calculation 2013/14 – 2017/18 including the Local Plan Reserve Housing Land sites, Bishop’s Stortford Areas of Special Restraint (ASRs) and Special Countryside Area (SCA), and further identified sites (based on requirement of 660 dwellings per annum)**

Sites under construction / with detailed planning permission	724
Sites with outline planning permission	36
Sites subject to S106 Agreement	0
<b>Sub-Total</b>	<b>760</b>
Local Plan Allocations under construction / with detailed planning permission	228
Local Plan Allocations with outline planning permission	81
Local Plan Allocations subject to S106 Agreement	298
<b>Sub-Total</b>	<b>607</b>
Remaining Local Plan Allocations without planning permission	0
<b>Sub-Total</b>	<b>0</b>
Local Plan Areas of Special Restraint & Special Countryside Area (last 3 years of 5)	750
<b>Sub-Total</b>	<b>750</b>
Further Identified Sites	252
<b>Sub-Total</b>	<b>252</b>
<b>Total</b>	<b>2369</b>
Average Annual RSS Requirement (2013/14 – 2017/18)	<b>660</b>
Five Year Requirement (660 x 5)	<b>3300</b>
<b>Five Year Land Supply Calculation (2369/660)</b>	<b>3.6</b>

**Table 4: PPS3 Five year land supply calculation 2013/14 – 2017/18 including the Local Plan Reserve Housing Land sites, Bishop’s Stortford Areas of Special Restraint (ASRs) and Special Countryside Area (SCA), and further identified sites (based on requirement of 550 dwellings per annum)**

Average Annual ‘Option 1’ Requirement (2013/14– 2017/18)	<b>550</b>
Five Year Requirement (550 x 5)	<b>2750</b>
<b>Five Year Land Supply Calculation (2369/550)</b>	<b>4.3</b>

**Table 5: NPPF Five year land supply calculation 2013/14 – 2017/18 including the Local Plan Reserve Housing Land sites, Bishop’s Stortford Areas of Special Restraint (ASRs) and Special Countryside Area (SCA), and further identified sites (based on requirement of 660 dwellings per annum)**

Sites under construction / with detailed planning permission	724
Sites with outline planning permission	36
Sites subject to S106 Agreement	0
<b>Sub-Total</b>	<b>760</b>
Local Plan Allocations under construction / with detailed planning permission	228
Local Plan Allocations with outline planning permission	81
Local Plan Allocations subject to S106 Agreement	298
<b>Sub-Total</b>	<b>607</b>
Remaining Local Plan Allocations without planning permission	0
<b>Sub-Total</b>	<b>0</b>
Local Plan Areas of Special Restraint & Special Countryside Area (last 3 years of 5)	750
<b>Sub-Total</b>	<b>750</b>
Further Identified Sites	252
Windfall Allowance	241
<b>Sub-Total</b>	<b>493</b>
<b>Total</b>	<b>2610</b>
Average Annual RSS Requirement (2013/14 – 2017/18)	<b>660</b>
Average Annual RSS Requirement (2013/14 – 2017/18) incl. 5% buffer (660+33)	<b>693</b>
Five Year Requirement* (693 x 5)	<b>3465</b>
<b>Five Year Land Supply Calculation (2610/693)</b>	<b>3.8</b>

**Table 6: NPPF Five year land supply calculation 2013/14 – 2017/18 including the Local Plan Reserve Housing Land sites, Bishop’s Stortford Areas of Special Restraint (ASRs) and Special Countryside Area (SCA), and further identified sites (based on requirement of 550 dwellings per annum)**

Average Annual ‘Option 1’ Requirement (2013/14– 2017/18)	<b>550</b>
Average Annual ‘Option 1’ Requirement (2013/14– 2017/18) incl. 5% buffer (550+28)	<b>578</b>
Five Year Requirement* (578 x 5)	<b>2890</b>
<b>Five Year Land Supply Calculation (2610/578)</b>	<b>4.5</b>

\*Five year requirement includes the additional 5% buffer in accordance with the National Planning Policy Framework (Paragraph 47).



# Appendix C

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3/10/1812/FP	Detailed permission not started	N	06-Dec-10	06-Dec-13	6&8 Dimsdale Street		Hertford	Y	0.012	1	0	1	0	0	0	1	0	1	1		1							1	Yes	Yes	Yes	n/a					
3/11/0165/FP	Detailed permission not started	N	31-Mar-11	31-Mar-14	The Gate House	Bluecoats Avenue	Hertford	Y	0.019	1	0	1	0	0	0	1	0	1	1			1							1	Yes	Yes	Yes	n/a				
3/11/0997/FP	Detailed permission not started	N	17-Aug-11	17-Aug-14	65 North Road		Hertford	Y/N	0.064	2	1	1	0	0	0	2	1	1	1			-1	2						1	Yes	Yes	Yes	n/a				
3/11/0966/FP	Detailed permission not started	N	26-Jul-11	26-Jul-14	15 The Avenue		Hertford	N	0.11	1	0	1	0	0	0	1	0	1	1			1							1	Yes	Yes	Yes	n/a				
3/11/1323/FP	Detailed permission not started	N	03-Oct-11	03-Oct-14	7 Market Place		Hertford	Y	0.005	1	0	1	0	0	0	1	0	1	1				1						1	Yes	Yes	Yes	n/a				
3/11/1411/FP	Detailed permission not started	N	05-Oct-11	05-Oct-14	7a Currie Street		Hertford	Y	0.007	1	0	1	0	0	0	1	0	1	1					1					1	Yes	Yes	Yes	n/a				
3/11/2040/FP	Detailed permission not started	N	19-Jan-12	19-Jan-15	4 North Road		Hertford	Y	0.178	1	0	1	0	0	0	1	0	1	1										1	Yes	Yes	Yes	n/a				
3/12/0130/FP	Detailed permission not started	N	21-Mar-12	21-Mar-15	6 Bridges Court		Hertford	Y	0.004	2	1	1	0	0	0	2	1	1	1										1	Yes	Yes	Yes	n/a				
3/12/0171/FP	Detailed permission not started	N	27-Mar-12	27-Mar-15	R/O 7 Carde Close		Hertford	N	0.053	1	0	1	0	0	0	1	0	1	1										1	Yes	Yes	Yes	n/a				
3019207	Detailed permission not started	N	03-Apr-07	03-Apr-10	3 Market Place		Hertford	Y	0.015	1	0	1	0	0	0	1	0	1	1				1						1	Yes	Yes	Yes	n/a				
3/10/1608/FP	Detailed permission not started	N	23-Nov-10	23-Nov-13	6 The Drive	Bengeo	Hertford	Y	0.089	1	1	0	0	0	0	1	1	0	0				-1	1					0	Yes	Yes	Yes	n/a				
3/10/2179/FP	Development in progress	N	28-Feb-11	28-Feb-14	Jenningsbury Golf Course	London Road	Hertford Heath	N	0.342	1	0	1	0	0	0	1	0	1	0	1									1	Yes	Yes	Yes	n/a				
3/11/0151/FP	Development in progress	N	06-Apr-11	06-Apr-14	Allenby House, Haileybury College	College Road	Hertford Heath	Y	0.012	1	0	1	0	0	0	1	0	1	0	1									1	Yes	Yes	Yes	n/a				
3/10/0282/FP	Detailed permission not started	N	14-Apr-10	14-Apr-13	College Farm, Hailey Lane		Hertford Heath	N	0.179	4	0	4	0	0	0	4	0	4	4					4					4	Yes	Yes	Yes	n/a				
3/09/1115/FP	Detailed permission not started	N	07-Oct-09	07-Oct-12	Adj 2 & R/O 2-10 The Roundings		Hertford Heath	Y	0.133	2	0	2	0	0	0	2	0	2	2				2						2	Yes	Yes	Yes	n/a				
3/11/1341/FP	Detailed permission not started	N	22-Nov-11	22-Nov-14	Highwood	Mount Pleasant	Hertford Heath	Y	0.008	1	0	1	0	0	0	1	0	1	1										1	Yes	Yes	Yes	n/a				
3/12/0104/FP	Detailed permission not started	N	23-Mar-12	23-Mar-15	The Bungalow	20 Hailey Lane	Hertford Heath	Y	0.126	1	1	0	0	0	0	1	1	0	0					-1	1				0	Yes	Yes	Yes	n/a				
3/10/1890/FP	Detailed permission not started	N	17-Aug-11	17-Aug-14	232 Hertingfordbury Road		Hertingfordbury	Y	0.336	1	1	0	0	0	0	1	1	0	0					-1	1				0	Yes	Yes	Yes	n/a				
3/11/1641/FP	Detailed permission not started	N	29-Feb-12	01-Mar-15	279-280 Hertingfordbury Road		Hertingfordbury	Y	0.098	3	0	3	0	0	0	3	0	3	3										3	Yes	Yes	Yes	n/a				
3/10/1533/FP	Development in progress	N	21-Oct-10	21-Oct-13	16 Mansfield		High Wych	N	0.068	1	0	1	0	0	0	1	0	1	0	1									1	Yes	Yes	Yes	n/a				
3/10/1386/FP	Detailed permission not started	N	04-Oct-10	04-Oct-13	Actons Farm	Actons Lane	High Wych	N	0.299	1	0	1	0	0	0	1	0	1	1										1	Yes	Yes	Yes	n/a				
3/10/0211/FP	Detailed permission not started	N	13-May-10	13-May-13	Surrounded	Coveys Lane	High Wych	Y	0.42	1	1	0	0	0	0	1	1	0	1										-1	1			0	Yes	Yes	Yes	n/a
3/11/1687/FP	Detailed permission not started	N	16-Nov-11	16-Nov-14	The Bungalow	High Wych Lane	High Wych	Y	0.168	1	1	0	0	0	0	1	1	0	0										-1	1			0	Yes	Yes	Yes	n/a
3/06/1094/FP	Development in progress	N	27-Jul-06	27-Jul-09	1&2 Halfway House Cottages	Stanstead Road	Hunsdon	Y	0.149	2	2	0	1	2	-1	1	0	1	0	1									0	Yes	Yes	Yes	n/a				
3/10/0227/FP	Development in progress	N	20-Apr-10	20-Apr-13	7 Drury Lane		Hunsdon	Y	0.158	1	1	0	0	1	-1	1	0	1	0	1									0	Yes	Yes	Yes	n/a				
3/11/0585/FP	Detailed permission not started	N	17-Jun-11	17-Jun-14	Adj. 8 Widford Road		Hunsdon	N	0.051	1	0	1	0	0	0	1	0	1	1												1	Yes	Yes	Yes	n/a		
3/08/1299/FP	Development in progress	N	10-Sep-08	10-Sep-11	Former Estate Office	Albury Hall	Little Hadham & Church End	Y	0.287	2	0	2	0	0	0	2	0	2	0	2									2	Yes	Yes	Yes	n/a				
3/10/0458/FP	Development in progress	N	05-May-10	05-May-13	Stewards Cottage	Hadham Hall	Little Hadham & Church End	Y	0.057	1	0	1	0	0	0	1	0	1	0	1									1	Yes	Yes	Yes	n/a				















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EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER  
FOR STRATEGIC PLANNING AND TRANSPORT

EAST HERTS LOCAL PLAN SECOND REVIEW (APRIL 2007) -  
NATIONAL PLANNING POLICY FRAMEWORK (NPPF)  
COMPATIBILITY SELF ASSESSMENT CHECKLIST

WARD(S) AFFECTED:     ALL

**Purpose/Summary of Report**

- This report presents to Members an assessment of how well the current East Herts Local Plan Second Review (April 2007) reflects the National Planning Policy Framework (NPPF) and accompanying ‘Planning policy for traveller sites’.
- The assessment demonstrates that the overall aims and policies of the current Local Plan fit well with the NPPF.
- There are, however, areas where the Local Plan is not fully in conformity with the NPPF, in particular, the Council cannot demonstrate a 5 year supply of deliverable housing sites.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL AND EXECUTIVE:</u> That:</b>	
<b>(A)</b>	<b>the NPPF Compatibility Self Assessment Checklist at Essential Reference Paper ‘B’ be noted; and</b>
<b>(B)</b>	<b>the policies in the East Herts Local Plan Second Review (April 2007) continue to be given due weight in accordance with paragraph 215 of the National Planning Policy Framework (NPPF).</b>
<b><u>RECOMMENDATIONS FOR COUNCIL:</u> That:</b>	
<b>(A)</b>	<b>the NPPF Compatibility Self Assessment Checklist at Essential Reference Paper ‘B’ be noted; and</b>
<b>(B)</b>	<b>the policies in the East Herts Local Plan Second Review</b>



	<b>(April 2007) continue to be given due weight in accordance with paragraph 215 of the National Planning Policy Framework (NPPF).</b>

## 1.0 Background

- 1.1 The National Planning Policy Framework (NPPF) was published on the 27 March 2012. In addition, 'Planning policy for traveller sites' was published on the 23 March 2012 and this also came into effect on the 27 March 2012.
- 1.2 The NPPF sets out transition arrangements giving authorities with an adopted plan a year to get their policies 'up to date' (paragraph 214). Following this 12-month period, paragraph 215 states that due weight will continue to be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the Framework, the greater the weight that they may be given).
- 1.3 To assist local planning authorities demonstrate the degree of consistency that their adopted local plan has with the NPPF, the Planning Advisory Service (PAS) has devised a checklist. The checklist also includes a section on 'Planning policy for traveller sites'.
- 1.4 The checklist is designed to help local authorities to get up-to-date plans in place. It helps a local planning authority to:
- assess their local plan against national policy
  - identify gaps
  - understand risks
  - start to plan how to manage those risks
- 1.5 It is also designed to help local planning authorities to:
- respond proactively and speedily to the NPPF
  - prepare for an examination
  - make robust planning decisions
  - implement policies
- 1.6 East Herts Council Officers have used the checklist to undertake a preliminary assessment of the conformity of the East Herts Local Plan (2007) with the NPPF. This assessment is set out in the schedule at **Essential Reference Paper 'B'**.

## 2.0 Report

2.1 The checklist demonstrates that the overall aims of the current Local Plan fit well with the NPPF. In addition the majority of the individual policies are in general conformity with the NPPF. Consequently the expiration of the transition period is unlikely to have a significant impact on how Council decisions are made.

2.2 There are areas, however, where the current Local Plan is not fully in conformity with the NPPF. These include:

- The demonstration of a 5 year supply of deliverable housing sites.
- Absence of a policy setting out an approach to housing density which reflects local circumstances.
- Absence of the model policy that sets out the presumption in favour of sustainable development (as required by the Planning Inspectorate, but not by the NPPF).
- Absence of a policy to ensure that the construction of new buildings or other structures do not cause interference with broadcast and telecommunications services.
- Absence of identified town centre boundaries.
- Absence of a policy that promotes community-identified Local Green Spaces.
- Absence of a policy seeking to minimise the loss of higher quality agricultural land.
- Absence of a policy setting pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople.

### ***Housing delivery and the 5 year housing land supply***

2.3 The Council is currently unable to demonstrate a 5 year supply of deliverable housing sites. Agenda Item 11: Annual Monitoring Report 2011/12 explains that East Herts has a housing land supply of between 3.6 years and 4.5 years (dependent on target). Work to identify 5 years worth of deliverable sites is ongoing through the Strategic Land Availability Assessment (SLAA) and District Plan preparation.

### ***Housing density***

2.4 The NPPF requires local planning authorities to set out their own approach to housing density to reflect local circumstances. The Local Plan does not have a specific policy on density. At the time the Plan was written, the Council supported the advice in Planning

Policy Statement 3: Housing which encouraged the efficient use of land i.e. between 30 and 50 dwellings per hectare. Proposals are currently considered on a case-by-case basis taking into account local circumstances. The District Plan will need to set out an approach to housing density taking into account viability.

### ***Presumption in favour of sustainable development***

2.5 The NPPF says, in summary, that where the current local plan is absent, silent or relevant policies are out-of-date, the presumption in favour of sustainable development (the presumption), applies and permission should be granted unless the adverse impacts would “significantly and demonstrably outweigh the benefits” when assessed against the NPPF as a whole (paragraph 14). The absence of the model policy will have little additional impact on development in the district for the following reasons:

- Even where some element of the current Local Plan is not in full conformity with the NPPF, applications will continue to be assessed against conforming policies within the current Local Plan and the NPPF.
- The aims and objectives of the current Local Plan are closely aligned to those of the NPPF. The Local Plan promotes sustainable development. As a result good quality schemes in the right location will continue to be delivered and poor quality schemes should be refused.

### ***Supporting high quality communications infrastructure***

2.6 The NPPF states that local planning authorities should ensure that they consider whether the construction of new buildings or other structures cause interference with broadcast and telecommunications services. The Local Plan is silent in this respect and so the provisions of the NPPF (paragraph 44) will apply.

### ***Town Centre Boundaries***

2.7 Town centre boundaries were recommended in the 2008 Retail and Town Centres technical study. It is anticipated that this work will be updated in the context of the NPPF to inform the District Plan.

## ***Local Green Spaces***

- 2.8 The requirement to have a policy which would enable the protection of community-identified Local Green Spaces is a new responsibility arising from the NPPF. Whilst there is no specific policy that promotes this in the Local Plan, the Plan does seek to protect open spaces (Policy LRC1). Local Green Spaces should only be designed when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period (NPPF paragraph 76).

## ***Loss of higher quality agricultural land***

- 2.9 Policy GBC12 – Agricultural Land is not a ‘saved’ policy. The policy was ‘deleted’ from the plan as it repeated the requirements set out in Planning Policy Statement 7: Sustainable Development in Rural Areas (August 2004). The policies in the NPPF will therefore need to be applied if any proposals on higher quality agricultural land come forward.

## ***‘Planning policy for traveller sites’***

- 2.10 The Local Plan is not fully in conformity with the new policy in so far as a revised Accommodation Assessment is required to establish the needs of the Gypsy and Traveller and Travelling Showpeople communities. Once this is prepared the Council can assess the future need for additional pitches/plots in order to demonstrate a five year housing land supply. Deliverable pitches have been identified to cover both the first 5 years and years 6-10 for Gypsy and Traveller provision.

## **Conclusion**

- 2.11 The NPPF Checklist demonstrates that the aims and objectives of the current Local Plan are closely aligned to those of the NPPF. Even where the current Local Plan is not in full conformity with the NPPF, applications should continue to be assessed against conforming policies within the Local Plan, taking into account the NPPF where appropriate.

## **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

East Herts Local Plan Second Review (April 2007)

<http://www.eastherts.gov.uk/localplan>

National Planning Policy Framework (March 2012)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
Consultation:	None
Legal:	N/A
Financial:	None Known
Human Resource:	None other than Planning Policy Team human resources.
Risk Management:	N/A

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**ESSENTIAL REFERENCE PAPER 'B'**

**National Planning Policy Framework**

**East Herts Council**

**Compatibility Self-Assessment Checklist**



NPPF Compatibility Self Assessment Checklist  
East Herts Council

## Achieving Sustainable Development

The presumption in favour of sustainable development and Core Planning principles (paragraphs 6-17)			
What the NPPF expects local plans to include to deliver its objectives	Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects	Does the Local Plan address this issue and meet NPPF expectations?	How significant are any differences? Do they affect our overall strategy?
Policies in local plans should follow the approach of the presumption in favour of sustainable development and guide how it should be applied locally. (15)	<p>Does the plan positively seek opportunities to meet the development needs of the area?</p> <p>Does the plan meet objectively assessed needs, with sufficient flexibility to adapt to rapid change?</p> <p>Does the plan have a policy or policies which reflect the principles of the presumption in favour of sustainable development? (PINS have provided a 'model policy'.)</p>	<p>Local Plan allocates land for new housing development and seeks to protect existing employment and retail uses so that the needs of these uses can continue to be met.</p> <p>The Local Plan was based on objectively assessed needs at the time (particularly housing) and is pragmatic which allows for flexibility.</p> <p>No specific policy wording reflecting the presumption in favour of sustainable development.</p>	<p>Local Plan is 'time-limited' and does not adequately meet the development needs of the district beyond 2011. District Plan needs to roll forward housing supply to 2031 including overall target and approach to phasing and monitoring.</p> <p>An assessment of objectively assessed needs is required to be rolled forward to 2031. Flexibility will need to be built into the new strategy.</p> <p>The model policy will need to be included in the District Plan.</p>
The NPPF sets out 12 core land-use principles which should underpin both plan-making and decision-making. (17)	<p>Does the plan meet up-to-date, objectively assessed development needs based on evidence?</p> <p>Does the plan make effective use of land and specifically promote mixed use development?</p>	<p>Policies in the Local Plan are based on evidence (particularly housing) although the Plan is time-limited' and needs to be 'rolled forward' to 2031.</p> <p>The Local Plan promotes the use of brownfield land and includes allocated mixed use sites in Hertford and Ware.</p>	<p>An assessment of objectively assessed needs is required to be rolled forward to 2031. The District Plan will need to encourage mixed-use development.</p>

NPPF Compatibility Self Assessment Checklist  
East Herts Council

	Does the plan take account of wider geographic areas e.g. cross boundary and strategic issues?	No cross-boundary issues were identified other than for Stansted Airport related housing at Bishop's Stortford.	Need to deal with any cross boundary issues arising to 2031 including explicitly the new Duty to Co-operate.
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NPPF Compatibility Self Assessment Checklist  
East Herts Council

## Delivering sustainable development

<b>1. Building a strong, competitive economy (paragraphs 18-22)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Set out a clear economic vision for the area which positively and proactively encourages sustainable economic growth. (21)	How far does the plan articulate a clear economic vision for the area? Are the policies flexible enough to accommodate requirements not anticipated in the plan and allow a rapid response to changes in economic circumstances? (21)	Local Plan sets out economic development aims and objectives which EDE policies seek to address. However, the economic vision is not particularly proactive and does not explicitly set how growth will be delivered.	General compliance. Local Plan is pragmatic which allows for flexibility although could be more proactive.
Recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services or housing. (21)	In supporting economic development to what extent does the plan take into account the matters raised in paragraph 21 of the NPPF? This includes local and inward investment; supporting existing business sectors and new / emerging sectors; clusters and networks of knowledge / creative / high technology industries; economic regeneration, infrastructure provision and environmental enhancement; new working practices.	Barriers to investment are not specifically identified. The Local Plan seeks to continue the status quo.	Careful consideration needs to be given to the relationship between jobs and housing and how this may affect the District Plan.
	Is there an up to date assessment of the deliverability of allocated employment sites, to meet local needs, to justify their long-term protection (taking into account that LPAs should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of an allocated site being used for that purpose). (22)	2008 Employment Land Review assesses suitability of existing employment areas.	General compliance.

NPPF Compatibility Self Assessment Checklist  
East Herts Council

<b>2. Ensuring the vitality of town centres (paragraphs 23-27)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Policies should be positive, promote competitive town centre environments, and set out policies for the management and growth of centres over the plan period. (23)	To what extent do the plan and its policies have regard to the criteria set out in paragraph 23 for the management and growth of town centres over the plan period? This includes such matters as definition of networks and hierarchies; defining town centres; encouragement of residential development on appropriate sites; allocation of appropriate edge of centre sites where suitable and viable town centre sites are not available; consideration of retail and leisure proposals which cannot be accommodated in or adjacent to town centres.	The Local Plan sets out retail and town centre aims and objectives which STC policies seek to address. The Local Plan identifies a hierarchy of town centres and sets out policies appropriate for their management.  Town centre boundaries have been recommended in the 2008 Retail and Town Centres technical study.	District Plan will need to identify town centre boundaries.
Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community services and residential development needed in town centres. (23)	Have we undertaken an assessment of the need to expand your town centre, considering the needs of town centre uses? Does the plan identify primary and secondary shopping frontages?	2008 Retail and Town Centres technical study assessed the role, function and future of the town centres. It identified specific sites suitable for future retail use. The Local Plan identifies primary and secondary shopping frontages and their future appropriateness was assessed in the 2008 Retail and Town Centres technical study.	General compliance.
Assess the impact of retail and leisure and office proposals. (26)	Has the plan assessed the impact of the policy on existing, committed and planned public and private investment in a centre or centres in the catchment area?	Policy STC6 applies a sequential test although more explicit reference may need to be made in respect of impacts.	General compliance. More explicit reference may be required in the District Plan.

NPPF Compatibility Self Assessment Checklist  
East Herts Council

<b>3. Supporting a prosperous rural economy (paragraph 28)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Support sustainable economic growth in rural areas by taking a positive approach to new development. Planning strategies should maintain a prosperous rural economy by taking a positive approach to new development. (28)	Do the policies in the plan align with the objectives of paragraph 28? These include policies to support sustainable growth of rural businesses; promote the development and diversification of agricultural businesses; support sustainable rural tourism and leisure developments.	<p>The Local Plan contains specific policies relating to rural diversification and economic development in the rural area including:</p> <ul style="list-style-type: none"> <li>• GBC8 - Rural Diversification</li> <li>• GBC9 / GBC10 - Re-use / Change of Use of Agricultural Buildings</li> <li>• LRC10 - Tourism</li> <li>• STC8 - Local Centres and Rural Provision</li> <li>• STC9 - Farm Shops</li> <li>• OSV1 (II)(c) – Category 1 Villages – suitably sized employment and services</li> <li>• OSV8 - Villages Shops, Community and Leisure Facilities</li> </ul>	General compliance.

NPPF Compatibility Self Assessment Checklist  
East Herts Council

4. Promoting sustainable transport (paragraphs 29-41)			
What the NPPF expects local plans to include to deliver its objectives	Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects	Does the Local Plan address this issue and meet NPPF expectations?	How significant are any differences? Do they affect our overall strategy?
<p>Facilitate sustainable development whilst contributing to wider sustainability and health objectives. (29)</p> <p>Balance the transport system in favour of sustainable transport modes and give people a real choice about how they travel whilst recognising that different policies will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. (29)</p> <p>Encourage solutions which support reductions in greenhouse gas emissions and congestion. (29)</p> <p>Encourage solutions which support reductions in greenhouse gas emissions and reduce congestion by supporting a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.(30)</p>	<p>Have you worked with adjoining authorities and transport providers on the provision of viable infrastructure? This is necessary to support sustainable economic growth with particular regard to the facilities referred to in paragraph 31 of the NPPF.</p> <p>To what extent do the policies consider the matters set out in paragraph 32 of the NPPF? These include opportunities for sustainable transport modes; safe and suitable access; cost-effective improvements to the transport network.</p> <p>Does the plan have any policies which plan for ports, airports or airfields which are not subject to a separate national policy statement in accordance with the considerations set out in paragraph 33 of the NPPF?</p>	<p>Close working with highways authority and liaison with transport providers and neighbouring authorities (e.g. Harlow/Stansted Gateway Transportation Board) including in respect of LTP.</p> <p>Local Plan contains a number of policies that seek to encourage sustainable transport including:</p> <ul style="list-style-type: none"> <li>• TR1 - Traffic Reduction in New Developments</li> <li>• TR2 - Access to New Developments</li> <li>• TR3 / TR4 - Transport Assessments / Travel Plans</li> <li>• TR10 to 14 – Cycling</li> <li>• TR17 - Traffic Calming</li> <li>• TR20 – Development Generating Traffic on Rural Roads</li> </ul> <p>N/A</p>	<p>Paragraph 31 of NPPF not considered applicable in East Herts, other than for in conjunction with housing growth.</p> <p>General compliance.</p> <p>N/A</p>

NPPF Compatibility Self Assessment Checklist  
East Herts Council

<p>Ensure that developments which generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. (34)</p>	<p>To what extent do policies in the plan ensure that developments are located where the need to travel will be minimised and use of sustainable transport modes maximised - taking into account policies set out elsewhere in the NPPF, particularly in rural areas. (34)</p> <p>To what extent does the strategy protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people? To what extent are developments located taking into account the criteria set out in paragraph 35 of the NPPF? These include the efficient delivery of goods and supplies; priority to pedestrian and cycle movements and access to high quality public transport; safe and secure layouts; facilities for ultra-low emission vehicles; consider the needs of disabled people.</p> <p>To what extent do the policies aim for a balance of land uses so that people can be encouraged to minimize journey lengths for employment, shopping, leisure, education and other activities? (37) In relation to larger scale residential developments in particular, to what extent do the policies promote a mix of uses to provide opportunities to undertake day-to-day activities including work on site? (38)</p>	<p>References in policies SD1, HSG1, TR1 and specific reference to rural roads in TR20.</p> <p>Policy TR1 seeks the provision of sustainable transport measures in new development. Policies TR10 to TR14 relate to meeting the needs of cyclists and TR16 to the needs of powered two wheelers. Policy SD1 encourages sustainable movement patterns through design and transport infrastructure.</p> <p>The Local Plan does not specifically encourage or seek a mix of uses. In town centre locations, STC policies seek appropriate uses which could incorporate a mix of uses. On sites where the previous use was employment, Change of Use to residential will only be permitted where the retention of the employment use has been explored without success. Notwithstanding this, specific allocations do refer to a mix of uses to be delivered as part of the</p>	<p>General compliance. The District Plan will need to encourage development in sustainable locations.</p> <p>General compliance. The District Plan will need to encourage development in sustainable locations.</p> <p>General compliance. The District Plan will need to encourage mixed-use development in sustainable locations.</p>
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NPPF Compatibility Self Assessment Checklist  
East Herts Council

	<p>If local (car parking) standards have been prepared, are they justified and necessary? (39) (The cancellation of PPG13 removes the maximum standards for major non-residential development set out in Annex D. PPS4 allowed for non-residential standards to be set locally with Annex D being the default position. There is no longer a requirement to set non-residential parking standards as a maximum but that does not preclude local planning authorities from doing so if justified by local circumstances).</p> <p>Does the Local Plan identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice? (41)</p>	<p>development.</p> <p>Local car parking standards are set out in Policy TR7 and Appendix II, supplemented by Vehicle Parking SPD. A zonal approach applies maximum standards to both residential and non-residential development.</p> <p>Policy TR22 refers to surplus transport sites or routes being retained for alternative sustainable transport uses.</p>	<p>General compliance.</p> <p>General compliance.</p>
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NPPF Compatibility Self Assessment Checklist  
East Herts Council

<b>5. Supporting high quality communications infrastructure (paragraphs 42-46)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Support the expansion of the electronic communications networks, including telecommunications' masts and high speed broadband. (43)	To what extent has a ban been imposed on new telecommunications' development in certain areas or restrictions place? (44)	No ban imposed and no Article 4 directions.	General compliance.
Aim to keep the numbers of radio and telecommunications masts and the sites to a minimum consistent with the efficient operation of the network. Existing masts, buildings and other structures should be used, unless the need for a new site has been justified. Where new sites are required, equipment should be sympathetically designed and camouflaged where possible.(43)	<p>Do policies identify the need for communications infrastructure not to cause significant and irremediable interference with other electrical equipment, air traffic services or instrumentation operated in the National interest? (44)</p> <p>Does the plan have policies to ensure that the construction of new buildings or other structures do not cause interference with broadcast and telecommunications services? (44)</p>	<p>Policy ENV28 sets out the approach to telecommunications and encourages use of existing structures and/or buildings rather than erection of new masts.</p> <p>No specific reference.</p>	<p>General compliance.</p> <p>Policy approach will need to be set out in District Plan Part 2.</p>

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<b>6. Delivering a wide choice of high quality housing (paragraphs 47-55)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements; this should include an additional buffer of 5% or 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land. (47)	<p>What is our record of housing delivery?</p> <p>Have we identified:</p> <p>a) five years or more supply of specific deliverable sites;</p> <p>b) an additional buffer of 5% (moved forward from later in the plan period), or</p> <p>c) If there has been a record of persistent under delivery have you identified a buffer of 20%? (47)</p> <p>Does this element of housing supply include windfall sites; if so, to what extent is there 'compelling evidence' to justify their inclusion? (48)</p>	<p>Over 20 year Structure Plan period 1991-2011, achieved 98%. Over 10 year Regional Plan period 2001-2011, achieved 78%.</p> <p>The 2011/12 AMR and housing trajectory sets out housing supply. Between 3.6 and 4.5 years worth of supply identified (dependent on target).</p> <p>Additional buffer identified in latest AMR.</p> <p>No record of persistent under delivery.</p> <p>It has been agreed that there is 'compelling evidence' to include a windfall allowance in the District Plan to take account of small sites and conversions that fall below the SLAA threshold. The latest AMR reflects this.</p>	<p>Technical work to generate district housing target to 2031 in preparation.</p> <p>Work to identify 5 years worth of deliverable sites ongoing including through the SLAA and District Plan preparation.</p> <p>Additional buffer will be included.</p> <p>N/A</p> <p>Windfall allowance will be included.</p>
	Identify a supply of developable sites or broad locations for years 6-10 and, where possible, years 11-15. (47)	Does the plan identify a supply of developable sites or broad locations for: a) years 6-10; b) years 11-15? (47) Does supply for years 6-10 include windfall sites; if so, to what extent is	Some developable sites are identified in the housing trajectory. However, these are insufficient to meet the housing requirement. Broad locations have not been identified. Does not

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	there “compelling evidence” to justify their inclusion? (48)	include windfalls.	and conversions that fall below the SLAA threshold.
Illustrate the expected rate of housing delivery through a trajectory; and set out a housing implementation strategy describing how a five year supply will be maintained. (47)	<p>Is there an up-to-date housing trajectory that illustrates progress with delivering the strategy in the plan? (47)</p> <p>Is there a housing implementation strategy describing how delivery of a five year supply of housing will be maintained to meet the housing target? (47)</p> <p>To what extent does the removal of national and regional brownfield targets have an impact on housing land supply?</p>	<p>AMR sets out current housing trajectory.</p> <p>Local Plan is time expired and implementation of strategy including phasing needs to be rolled forward to 2031.</p> <p>Council has achieved a high brownfield land target but supply is finite. SLAA identifies further brownfield sites.</p>	<p>District Plan needs to roll forward housing supply to 2031 including overall target and approach to phasing and monitoring.</p> <p>Removal of brownfield target likely to be beneficial given the fact that such land is finite.</p>
Set out the authority’s approach to housing density to reflect local circumstances. (47)	Does the plan include policies on density of development? To what extent do these reflect local circumstances?	There are no specific density policies in the Local Plan, proposals judged on a case-by-case basis. Housing allocations assumed 30dph.	District Plan will need to set density policies taking into account viability.
Plan for a mix of housing based on current and future demographic and market trends, and needs of different groups (50) and caters for housing demand and the scale of housing supply to meet this demand. (159)	To what extent have we planned for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as families with children, the elderly and people with disabilities?) To what extent have we identified the size, type, tenure and range of housing required in particular locations, reflecting local demand? (50)	Housing Needs Survey set out size mix across the district (by Ward) and informed the tenure split.	<p>SHMA technical work undertaken recommending size mix and tenure split across the district. Also considered housing needs of minority groups.</p> <p>SHMA currently being refreshed to 2031 and includes specific work on housing needs of older people. Study, along with viability implications, will inform size and tenure mix in the District Plan.</p>
	Does the plan include policies requiring affordable housing? Do these need to	HSG3 and HSG4 set the requirement for up to 40% affordable housing on	Policies being reviewed as part of District Plan preparation and will

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	<p>be reviewed in the light of removal of the national minimum threshold? Is our evidence for housing provision based on up to date, objectively assessed needs? (50)</p> <p>Do these require on-site provision or if off-site provision or financial contributions are sought, to what extent can these be robustly justified and to what extent do they contribute to the objective of creating mixed and balanced communities? (50)</p>	<p>sites above the threshold.</p> <p>Local Plan based on requirements of Structure Plan.</p> <p>On site provision is required although off-site or commuted sum may be considered if evidence is provided.</p>	<p>include affordable housing policies informed by SHMA and viability work. Work to assess development needs of the district to 2031 in preparation including in respect of housing and economic development.</p> <p>Anticipated that District Plan will continue presumption for on-site provision.</p>
<p>In rural areas be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. (54)</p>	<p>Have we considered whether our plan needs a policy which allows some market housing to facilitate the provision of significant additional affordable housing to meet local needs?</p>	<p>Policies OSV1 and OSV2 allow market housing in Category 1 and 2 villages, up to 40% of which would be provided as affordable housing.</p>	<p>District Plan likely to continue this approach in accordance with NPPF.</p>
	<p>Have we considered the case for setting out policies to resist inappropriate development of residential gardens? (This is discretionary) (53)</p>	<p>Proposals are judged on a case-by-case basis.</p>	<p>The District Plan Part 2 will need to consider whether it would be appropriate to include such policies.</p>
<p>In rural areas housing should be located where it will enhance or maintain the vitality of rural communities.</p>	<p>Examples of special circumstances to allow new isolated homes listed at paragraph 55 (note, previous requirement about requiring economic use first has gone).</p>	<p>Policies GBC2 &amp; GBC3 apply a general rule of restraint against residential development in the countryside although GBC9 does allow for the residential adaptation and reuse of rural buildings. This requires economic alternatives to be considered first.</p>	<p>Aspects of current policy approach may be contrary to NPPF (requirement for economic use) although policy could retain wording given need to promote prosperous rural economies (paragraph 28).</p>

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### 7. Requiring good design (paragraphs 56-68)

What the NPPF expects local plans to include to deliver its objectives	Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects	Does the Local Plan address this issue and meet NPPF expectations?	How significant are any differences? Do they affect our overall strategy?
Develop robust and comprehensive policies that set out the quality of development that will be expected for the area. (58)	Does the plan include a policy or policies that reflect this objective? To what extent do design policies encompass the principles at paragraph 58 of the NPPF?	The Local Plan sets out environment and design aims and objectives which ENV policies seek to address. Policies SD1 and ENV1 sets the broad parameters for ensuring design and environmental quality and ENV3 relates to crime.	General compliance. Design principles may need to be strengthened to conform to the NPPF.

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<b>8. Promoting healthy communities (paragraphs 69-77)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Policies should aim to design places which: promote community interaction, including through development; are safe and accessible environments; and are accessible developments. (69)	Does the plan include a policy or policies on inclusive communities? To what extent do these promote opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments which bring together those who work, live and play in the vicinity; safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas? (69)	The Local Plan includes allocated mixed use sites in Hertford and Ware  Policy ENV3 specifically refers to planning out crime.  ENV1 refers to design (e.g. structure, layout, and street pattern) although not specifically legible pedestrian routes.	General compliance. Design principles may need to be strengthened to conform to the NPPF. The District Plan will need to encourage mixed-use development, ensuring any allocations provide for the full range of community needs.
Policies should plan positively for the provision and use of shared space, community facilities and other local services. (70)	Does the plan include a policy or policies addressing community facilities and local services?  To what extent do policies plan positively for the provision and integration of community facilities and other local services to enhance the sustainability of communities and residential environments; safeguard against the unnecessary loss of valued	The Local Plan sets out leisure, recreation and community facilities aims and objectives which LRC policies seek to address. Policies STC8 and OSV8 are also relevant. The policies seek to retain such facilities and enable appropriate improvements.	General compliance.

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	<p>facilities and services; ensure that established shops, facilities and services are able to develop and modernise; and ensure that housing is developed in suitable locations which offer a range of community facilities and good access to key services and infrastructure?</p>		
<p>Identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities; and set locally derived standards to provide these. (73)</p>	<p>To what extent do policies identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area? (74)</p> <p>Does the plan include locally derived standards for provision of open space, sports and recreational facilities?</p> <p>To what extent do policies protect and enhance rights of way and access? (75)</p>	<p>Technical work (including playing pitch strategy, indoor sports audit and Green Infrastructure Plan) has been undertaken to assess the current suitability of existing recreation provision and the future recreation needs of the district.</p> <p>Policy LRC3 and Appendix IV of the Local Plan set out the local standards supplemented by the Open Space Sports and Recreation SPD.</p> <p>Policy LRC9 protects existing Rights of Way in any proposals for development, and where possible seeks to incorporate measures to maintain and enhance the rights of way network.</p>	<p>General compliance.</p>
<p>Enable local communities, through local and neighbourhood plans, to identify special protection green areas of particular importance to them – ‘Local Green Space’. (76-78)</p>	<p>Do we have a policy which would enable the protection of Local Green Spaces and manage any development within it in a manner consistent with policy for Green Belts? (Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period. Designation should only be used when it accords with the criteria in paragraph 77).</p>	<p>This is a new planning responsibility arising from the NPPF and superseding the Local Plan, although Policy LRC1 in the Local Plan protects open spaces.</p>	<p>No local green space designations but potential for District Plan to include them.</p>

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9. Protecting Green Belt land (paragraphs 79-92)			
What the NPPF expects local plans to include to deliver its objectives	Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects	Does the Local Plan address this issue and meet NPPF expectations?	How significant are any differences? Do they affect our overall strategy?
<p>The general extent of Green Belts across the country is already established. New Green Belts should only be established in exceptional circumstances. (82)</p> <p>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. (83)</p> <p>Boundaries should be set using 'physical features likely to be permanent' amongst other things. (85)</p>	<p>Do the Green Belt policies in the plan accurately reflect NPPF policy? For example:</p> <p>Local planning authorities should plan positively to enhance the beneficial use of the Green Belt. Beneficial uses are listed in paragraph 81. PPG2 set out that 'Green Belts have a positive role to play in fulfilling objectives. Paragraph 1.6 of PPG2 set out the objectives – some of these have been rephrased/amended and 'to retain land in agricultural, forestry and related uses' has been omitted.</p> <p>Ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development. (85)</p> <p>Does the plan allow for the extension or alteration of a building, provided that it does not result in disproportionate additions over and above the size of the original building? (89) PPG2 previously referred to dwelling. Original building is defined in the Glossary.</p> <p>Does the plan allow for the replacement of a building, provided the</p>	<p>Green Belt boundaries currently set on the Proposals Map. Green Belt review technical work being undertaken to establish new long-term boundaries.</p> <p>Approach to Green Belt perhaps not as proactive as set out in NPPF in respect of leisure, although Policy LRC5 promotes countryside recreation.</p> <p>Policy GBC1 sets out the development that is considered not inappropriate in the Green Belt. Wording does not reflect changes in NPPF relating to:</p> <ul style="list-style-type: none"> <li>• building not dwelling</li> <li>• replacement building not materially larger</li> <li>• community right to build</li> </ul> <p>No reference to park &amp; ride/local transport infrastructure.</p> <p>Policy GBC4 also relates to Major Developed Sites. This policy (and GBC1) does not reflect change in NPPF.</p>	<p>Differences not considered to be significant in respect of the emerging development strategy (i.e. general extent of the Green Belt).</p> <p>General Compliance. District Plan policies will need to reflect change to wording to comply with NPPF.</p>



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	<p>new building is in the same use and not materially larger than the one it replaces? (89) PPG2 did not have a separate bullet point – replacement related to dwellings rather than buildings.</p> <p>Does the plan allow for limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land) whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development? (89) (PPG2 referred to ‘major existing developed sites’).</p> <p>Change from ‘Park and Ride’ in PPG2 to local transport infrastructure and the inclusion of ‘development brought forward under a Community Right to Build Order’ in relation to other forms of development that are not inappropriate in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. (90)</p>		
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<b>10. Meeting the challenge of climate change, flooding and coastal change (paragraphs 93-108)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
<p>Adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, coastal change and water supply and demand considerations. (94)</p>	<p>Have we planned new development in locations and ways which reduce greenhouse gas emissions?</p> <p>Does the plan actively support energy efficiency improvements to existing buildings?</p> <p>When setting any local requirement for a building's sustainability, have we done so in a way that is consistent with the Government's zero carbon buildings policy and adopt nationally described standards? (95)</p>	<p>Policy SD1 seeks the sustainable use of resources and SD3 encourages renewable energy. ENV1 encourages schemes to incorporate sustainable initiatives in terms of design, layout, construction, energy and water conservation.</p>	<p>General compliance.</p> <p>Local Plan does not explicitly seek to reduce greenhouse gases, nor energy efficiency, although the latter is encouraged. District Plan could be more proactive.</p> <p>District Plan needs to justify building sustainability requirements consistent with national zero carbon standards.</p>
<p>Help increase the use and supply of renewable and low carbon energy. (97)</p>	<p>Does the plan have a positive strategy to promote energy from renewable and low carbon sources?</p> <p>Have we considered identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources?</p> <p>Does the plan identify where development can draw its energy supply from decentralised, renewable or low carbon supply systems and for co-locating potential heat customers and suppliers? (97)</p>	<p>Policy SD3 encourages renewable energy.</p> <p>The Hertfordshire Renewable Energy and Low Carbon Technical Study identifies suitable technologies and areas in East Herts.</p>	<p>General compliance. District Plan may need to be more proactive in respect of renewable energy, low carbon and decentralised energy sources.</p>

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<p>Minimise vulnerability to climate change and manage the risk of flooding (99)</p>	<p>Does the plan allocate, and where necessary re-locate, development away from flood risk areas (100)?</p> <p>Was the location of development informed by flood risk assessment and sequential test?</p>	<p>Policy ENV19 seeks to prevent development in areas at risk of flooding and reduce and mitigate the effects of flooding.</p> <p>Flood risk is assessed at the planning application stage. Allocated sites considered the issue of flood risk.</p>	<p>General compliance. SFRA technical work informing preparation of District Plan.</p>
<p>Manage risk from coastal change (106)</p>	<p>Does the plan identify where the coast is likely to experience physical changes and identify Coastal Change Management Areas?</p> <p>Is it clear what development will be allowed in such areas?</p> <p>Does it make provision for development and infrastructure that needs to be re-located from such areas? (106)</p>	<p>N/A</p>	<p>N/A</p>

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<b>11. Conserving and enhancing the natural environment (paragraphs 109-125)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Protect valued landscapes. (109)	<p>Does the plan contain a strategy to create, protect, enhance and manage networks of biodiversity and green infrastructure?</p> <p>Does the plan minimise the loss of higher quality agricultural land? (112)</p> <p>Does the plan give great weight to protecting the landscape and scenic beauty of National Parks, the Broads and AONBs?</p>	<p>The Local Plan sets out Green Belt and Countryside (including landscape) and environmental quality aims and objectives which GBC and ENV policies seek to address.</p> <p>Policy GBC14 relates to landscape character and seeks to conserve and enhance and strengthen key characteristics and features.</p> <p>Policy GBC12 Agricultural Land was not 'saved'.</p> <p>N/A</p>	<p>General compliance. District Plan will refer to Green Infrastructure.</p> <p>Not compliant. District Plan will need to refer to agricultural land.</p> <p>N/A</p>
Prevent unacceptable risks from pollution and land instability. (109)	<p>Does the plan ensure development is appropriate for its location having regard to the effects of pollution on health, the natural environment or general amenity, taking account of the potential sensitivity of the area or proposed development to adverse effects from pollution?</p> <p>Are sites suitable for the proposed use taking account of ground conditions, pollution from previous uses and any</p>	<p>Chapter 8 of the Local Plan (ENV) contains a number of policies that deal with environmental protection and pollution including the impact of proposals on wildlife sites, the water environment and noise, light and air pollution.</p> <p>Policy ENV20 deals with groundwater protection. Policy SD5 Development on Contaminated Land was not 'saved'.</p>	<p>General compliance. NPPF makes more explicit reference to suitability of land and ground conditions, including reference to less valuable land. District Plan should make reference to tranquility.</p>

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	<p>proposals for land remediation?</p> <p>Does the plan identify areas of tranquility and protect them from noise? (123)</p>	<p>ENV26 refers to Hazardous Substances.</p> <p>The issue of tranquility is covered indirectly in terms of landscape character. Noise is explicitly covered in policies ENV23, ENV24 and ENV25.</p>	
<p>Planning policies should minimise impacts on biodiversity and geodiversity. (117)</p> <p>Planning policies should plan for biodiversity at a landscape-scale across local authority boundaries. (117)</p>	<p>In identified Nature Improvement Areas, have we considered specifying the types of development that may be appropriate in these areas? (117)</p> <p>Does the plan identify and map local ecological networks?</p> <p>Does the plan include policies to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the recovery of priority species?</p> <p>Does the plan prevent harm to geological conservation interests? (117)</p>	<p>N/A</p> <p>Wildlife sites (local, national and European) are mapped and protected in the Local Plan (Policies ENV12-ENV17) as well as reference to hedgerows (ENV11) and the water environment (ENV18).</p> <p>No explicit reference to geological conservation save for groundwater protection (ENV20).</p>	<p>N/A</p> <p>General compliance. District Plan could include reference to networks rather than just sites e.g. green infrastructure and key biodiversity areas.</p> <p>District Plan could refer to geological conservation, perhaps in conjunction with ground conditions.</p>

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<b>12. Conserving and enhancing the historic environment (paragraphs 126-141)</b>			
<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
<p>Include a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk. (126)</p>	<p>Does the plan identify heritage assets (buildings, monuments, sites, places, areas, landscapes)?</p>	<p>The Local Plan sets out built heritage aims and objectives which BH policies seek to address including archaeology, listed buildings, scheduled monuments and conservation areas. GBC14 also identifies landscape character areas.</p>	<p>General compliance. If appropriate, the District Plan could identify heritage assets at risk and set out how development will make a positive contribution to character.</p>
	<p>Does it identify heritage assets most at risk?</p>	<p>Local Plan does not specifically identify those heritage assets at risk.</p>	
	<p>Does it promote new development in ways that will make a positive contribution to character and distinctiveness? (126)</p>	<p>BH polices, along with ENV1 and SD1 seek to promote good design and local distinctiveness.</p>	

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**13. Facilitating the sustainable use of minerals (paragraphs 142-149)**

<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
<p>It is important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation. (142)</p> <p>Minerals planning authorities should plan for a steady and adequate supply of industrial materials. (146)</p>	N/A	Policy GBC15 refers to mineral resources although mostly remit of Hertfordshire County Council Minerals Plan.	N/A

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## Plan-making

Local Plans (paragraphs 150-157)			
What the NPPF expects local plans to include to deliver its objectives	Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects	Does the Local Plan address this issue and meet NPPF expectations?	How significant are any differences? Do they affect our overall strategy?
<p>Each local planning authority should produce a Local Plan for its area. Any additional DPDs should only be used where clearly justified. SPDs should be used where they help applicants make successful applications/aid infrastructure delivery/not be used to add unnecessarily to financial burdens on development. (153)</p>	<p>Are we able to clearly justify the use of additional DPDs if this is the approach that you are pursuing?</p>	<p>Single Local Plan.</p>	<p>Preparing the District Plan in two parts:</p> <ul style="list-style-type: none"> <li>• Part 1 deals with strategy</li> <li>• Part 2 sets allocations and policies</li> </ul> <p>This approach ensures the Council has an up-to-date development strategy in place as soon as possible.</p> <p>Use of 'District Plan' terminology reinforces message that it is the plan for the district as opposed to local which could get confused with neighbourhood.</p>
<p>Local Plans should: Plan positively. (157)</p>	<p>Have we objectively assessed development needs and planned for them?</p> <p>If we can't meet them in your area, have you co-operated with others on meeting them elsewhere? (182)</p>	<p>Local Plan based on Structure Plan requirements to 2011.</p> <p>No requirement to meet needs outside the district.</p>	<p>Work to assess development needs of the district to 2031 in preparation including in respect of housing and economic development.</p> <p>Cross boundary issues being considered under Duty to Co-operate.</p>



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**Using a proportionate evidence base (paragraphs 158-177)**

<b>What the NPPF expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Defence, national security, counter-terrorism and resilience	<p>Have we worked with the Ministry of Defence's Strategic Planning Team to take into account the most up-to-date information about defence and security needs? (164)</p> <p>Have we worked with local advisors and others to ensure they have taken into account the most up-to-date information about high risks sites? (164)</p>	Policy ENV3 covers crime. No defence/resilience issues identified.	Reference to Safer By Design and liaison with Hertfordshire Constabulary Architectural Liaison Officers.
<p>Ensuring viability and deliverability</p> <p>The sites and scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. (173)</p>	<p>To what extent has the plan been assessed to ensure viability, taking into account the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements?</p> <p>In so doing to what extent has the plan taken into account the normal cost of development and on-site mitigation and provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable? (173)</p> <p>To what extent have the likely cumulative impacts on development in</p>	Local Plan did not explicitly take into account issue of viability.	Stage 1 financial viability technical work now complete and will be used to inform the Infrastructure Delivery Plan and CIL.

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	<p>the area of all existing and proposed local standards, supplementary planning documents and policies that support the development plan, when added to nationally required standards been assessed to ensure that the cumulative impact of these standards and policies do not put implementation of the development plan at serious risk, and facilitate development throughout the economic cycle? (174)</p>	
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**Examining Local Plans (paragraph 182)**

What the NPPF expects local plans to include to deliver its objectives	Key questions to help understand whether the East Herts Local Plan includes what the NPPF expects	Does the Local Plan address this issue and meet NPPF expectations?	How significant are any differences? Do they affect our overall strategy?
<p>Authorities should submit a plan for examination which it considers is sound including being positively prepared</p>	<p>Has the plan been positively prepared?</p>	<p>Local Plan was positively prepared and found sound.</p>	<p>District Plan in preparation.</p>

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## Planning policy for traveller sites

<b>Policy A: Using evidence to plan positively and manage development (paragraph 6)</b>			
<b>What the policy for traveller sites expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the policy expects</b>	<b>Does the Local Plan address this issue and meet NPPF expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Early and effective community engagement with both settled and traveller communities.	Has our evidence been developed having undertaken early and effective engagement including discussing travellers accommodation needs with travellers themselves, their representative bodies and local support groups?	The Northern and Eastern Hertfordshire Partnership Study (undertaken by ORS, published in 2006) was a joint initiative covering five local authority areas. Part of process involved residents on all existing Gypsy and Traveller sites being approached for face-to-face interviews. In East Herts this resulted in two out of the three sites providing a response. No bricks and mortar interviews were carried out due to lack of information on such residents. Further information was supplied by Hertfordshire County Council's Gypsy and Traveller Unit. No evidence to allow for delivery beyond 2021. No Travelling Showpeople evidence beyond Showman's Guild EiP evidence.	General Compliance for Gypsies and Travellers, but no direct contact made by consultants with Travelling Showpeople.  Revised Assessment of Accommodation Needs and Site Scoping Study to be undertaken in coming months to inform District Plan preparation and ensure that supply can be identified. This will expand level of engagement beyond the scope of the initial GTAA and ensure full compliance.
Co-operate with travellers, their representative bodies and local support groups, other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of likely permanent and transit accommodation needs of their areas.	Can we demonstrate that we have a clear understanding of the needs of the traveller community over the lifespan of the plan?	The Northern and Eastern Hertfordshire Partnership Study (undertaken by ORS and published in 2006) was a joint initiative covering five local authority areas. Part of process involved residents on all existing Gypsy and Traveller sites being approached for face-to-face interviews. In East Herts this resulted in two out of the three sites	General Compliance for Gypsies and Travellers, but no direct contact made with Travelling Showpeople other than that carried out by the Showmen's Guild as part of RSS evidence base. Revised Assessment of Accommodation Needs and Site Scoping Study to be undertaken in

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	<p>Have we worked collaboratively with neighbouring local planning authorities?</p> <p>Have we used a robust evidence base to establish accommodation needs to inform the preparation of our local plan and make planning decisions?</p>	<p>providing a response. No bricks and mortar interviews were carried out due to lack of information on such residents. Further information was supplied by Hertfordshire County Council's Gypsy and Traveller Unit. No evidence to allow for delivery beyond 2021. No Travelling Showpeople evidence beyond Showman's Guild EIP evidence.</p> <p>The 2006 GTAA and subsequent 2007 Site Scoping study were undertaken in partnership with four neighbouring Hertfordshire local planning authorities.</p> <p>For Gypsies and Travellers, the 2006 GTAA was deemed to be "broadly robust" in the benchmarking exercise carried out as part of the East of England case study which formed part of the CLG publication 'Preparing Regional Spatial Strategy reviews on Gypsies and Travellers by regional planning bodies', 2007. The findings were 'moderated' via application of formula approach to result in the Option 1 figures for the Issues and Options version of the RSS Single Issue Review (SIR), which were accepted as a good reflection of need as locally arising. The Option 1 figure, for provision up to 2011, and application of the 3% compound growth increase applied to Policy H3 for provision to 2021 is considered to be a robust basis to inform the preparation of the plan and</p>	<p>coming months to inform District Plan preparation and ensure that supply can be identified. This will expand level of engagement beyond the scope of the initial GTAA and ensure full compliance with Government Policy.</p> <p>While an updated GTAA will be carried out as a single authority exercise, ongoing dialogue will continue with neighbouring authorities, as appropriate.</p> <p>While base data to inform figures for Gypsies and Travellers and for Travelling Showpeople is considered to be robust, this will need updating via a revised Assessment of Accommodation Needs (to be carried out in 2013) to provide further evidence to support District Plan to 2031.</p>
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		<p>for the determination of planning applications.</p> <p>For Travelling Showpeople, evidence was submitted by the Showmen's Guild which was accepted by the EiP Panel into the RSS SIR. Having been considered by the Panel and adopted as RSS Policy H4, the findings are considered to be robust and a good basis for plan preparation and determination of planning applications. This policy requires a compound increase in provision at a rate of 1.5% beyond 2011.</p>	
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<b>Policy B: Planning for traveller sites (paragraphs 7-11)</b>			
<b>What the policy for traveller sites expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the policy expects</b>	<b>Does the Local Plan address the policy's expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in your area, working collaboratively with neighbouring local planning authorities. (8)	Have we identified, and do we update annually, a supply of specific, deliverable sites sufficient to provide 5 years worth of sites against locally set targets? Have we identified a supply of specific, developable sites or broad locations for growth for years 6-10, and, where possible, for years 11-15. (9)	Local Plan policy does not address this issue as was previously covered under RSS Policies H3 and H4. Policy HSG10 is a criteria based policy.	While no specific targets for pitches and plots are set within the Local Plan, on the basis of previous needs assessment and RSS benchmarking, specific, deliverable pitches have been identified to cover both first 5 years and years 6-10 for Gypsy and Traveller provision. Work to identify 5 years worth of deliverable plots and beyond for Travelling Showpeople needs to be undertaken. Revised Assessment of Accommodation Needs to be undertaken in coming months to inform District Plan preparation and ensure that supply can be identified.
Consider the production of joint development plans that set targets on a cross-authority basis, to provide more flexibility in identifying sites.	Have we identified constraints within our local area which prevent us from allocating sufficient sites to meet likely future need? If so have we prepared a joint development plan or do we intend to do so? Is the reason for this clearly explained?	No constraints have been identified to prevent us from allocating sufficient sites to meet likely future need. No current intention to prepare a joint development plan. Policy does not explain this as was adopted in 2007 and reflects the requirements of the then current guidance Planning Circular 01/2006.	The district should be able to continue to accommodate its own generated needs and these will be reflected in updated policy form in the District Plan.
Relate the number of pitches and plots to the circumstances of the specific size and location of the site and the surrounding population size and density.		Partly. Criterion (II) (g) of Policy HSG10 requires that "the proposal respects the scale of the nearest settled community".	General Compliance. District Plan policy will need to revise this element to ensure complete compatibility with 'Planning policy for traveller sites' Government policy.

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Protect local amenity and environment.		Partly. Criterion (II) (d) of Policy HSG10 requires that “the occupation and use of the site would not cause undue harm to the amenity of local residents by reason of noise, disturbance or loss of privacy” and criterion (II) (e) stipulates that “the proposal is capable of being visually assimilated into the surrounding landscape without significant adverse effect”.	General Compliance. The District Plan will need to strengthen environmental aspect.
Set criteria to guide land supply allocations where there is identified need.	<p>Has an up-to-date assessment of the need for traveller sites been carried out?</p> <p>If an unmet need has been demonstrated has a supply of specific, deliverable sites been identified based on the criteria we have set?</p> <p>Where there is no identified need, have criteria been included in case applications nevertheless come forward?</p>	<p>Partly. Benchmarked GTAA completed in 2006 and requires updating; however is considered robust evidence for short-term application.</p> <p>Need identified via Option 1 figure (5 pitches) for delivery by 2011 plus additional compound growth to 2021 (4 pitches) has been met for Gypsy and Traveller provision by planning permission being granted for 10 pitches in the district. For Travelling Showpeople the need remains unmet and adopted Local Plan does not identify any specific, deliverable sites.</p> <p>Criteria based policy is applicable to Gypsies only and there is no equivalent Travelling Showpeople policy.</p>	<p>General Compliance to 2021. However, while base data to inform figures for Gypsies and Travellers and for Travelling Showpeople is considered to be robust, this will need updating via a revised Assessment of Accommodation Needs (to be carried out in 2013) to provide further evidence to support District Plan to 2031</p> <p>Plan not compliant in terms of Travelling Showpeople as initial guidance (Circular 04/2007) was introduced after the Local Plan was adopted when there was no specific requirement to specify plot provision targets for this group. District Plan will be required to address this issue and meet unmet need.</p> <p>Plan not compliant in terms of Travelling Showpeople as initial guidance (Circular 04/2007) was introduced after the Local Plan was</p>

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			adopted when there was no specific requirement to include specific policy provisions for this group. District Plan will be required to address this issue and meet unmet need.
Ensure that traveller sites are sustainable economically, socially and environmentally.	Have our policies been developed taking into account criteria a-h of para 11 of the policy?	While not developed in these specific terms, the criteria of Local Plan policy HSG10 largely comply with the aims of this paragraph and ultimately serve to achieve the same outcomes.	General compliance. The District Plan will need to strengthen some aspects, notably specific references to flooding, live/work arrangements and collaboration with commissioners of health services.



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**Policy C: Sites in rural areas and the countryside (paragraph 12)**

What the policy for traveller sites expects local plans to include to deliver its objectives	Key questions to help understand whether the East Herts Local Plan includes what the policy expects	Does the Local Plan address the policy's expectations?	How significant are any differences? Do they affect our overall strategy?
When assessing the suitability of sites in rural or semi-rural settings local planning authorities should ensure that the scale of such sites do not dominate the nearest settled community?		Criterion (II) (g) of Policy HSG10 requires that "the proposal respects the scale of the nearest settled community".	General compliance. Principles may need to be strengthened in District Plan to reflect rural/semi-rural context to conform to national Policy.

**Policy D: Rural exception sites (paragraph 13)**

What the policy for traveller sites expects local plans to include to deliver its objectives	Key questions to help understand whether the East Herts Local Plan includes what the policy expects	Does the Local Plan address the policy's expectations?	How significant are any differences? Do they affect our overall strategy?
If there is a lack of affordable land to meet local traveller needs, local planning authorities in rural areas, where viable and practical, should consider allocating and releasing sites solely for affordable travellers sites.	If we have a lack of affordable land to meet local traveller needs in our rural area have we used a rural exception site policy, and if so, does it make it clear that such sites shall be used for affordable traveller sites in perpetuity?	No specific policy in relation to traveller needs in the Local Plan. Policy HSG5 'Rural Exceptions Affordable Housing' applies to general needs housing; however, the general principles could be applied to traveller provision.	Updated rural exceptions policy will be needed to include traveller provision as well as general needs housing.

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<b>Policy E: Traveller sites in Green Belt (paragraphs 14-15)</b>			
<b>What the policy for traveller sites expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the policy expects</b>	<b>Does the Local Plan address the policy's expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
Traveller sites (both permanent and temporary) in the Green Belt are inappropriate development.	Have we made an exceptional limited alteration to the defined Green Belt boundary to meet a specific, identified need for a traveller site? Has this alteration been done through the plan-making process and is it specifically allocated in the development plan as a traveller site only?	No exceptional limited alteration to the defined Green Belt boundary to meet a specific, identified need for a traveller site has been carried out as part of the adoption of the current Local Plan.	As part of preparation of the District Plan consideration will need to be given to this issue.

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**Policy F: Mixed planning use traveller sites (paragraphs 16-18)**

<b>What the policy for traveller sites expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the policy expects</b>	<b>Does the Local Plan address the policy's expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
	<p>Have we considered including travellers sites suitable for mixed residential and business use (having regard to safety and amenity of the occupants and neighbouring residents)?</p> <p>If mixed sites are not practicable have we considered the scope for identifying separate sites for residential and for business purposes in close proximity to one another?</p> <p>Have we had regard to the need that travelling showpeople have for mixed-use yards to allow residential accommodation and space for storage of equipment?</p>	<p>Local Plan policy does not include any specific criteria for accommodating the employment needs of travellers beyond the terms of (II) (a) "the site is in a sustainable location in terms of accessibility to existing shops, social, education and health services and potential sources of employment".</p> <p>Criteria based policy is applicable to Gypsies only and there is no equivalent Travelling Showpeople policy.</p>	<p>The District Plan will need to take due consideration of the employment needs of travellers, and take these issues into account, making distinctions for the differing requirements of Gypsies and Travellers and Travelling Showpeople.</p>

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<b>Policy G: Major development projects (paragraph 19)</b>			
<b>What the policy for traveller sites expects local plans to include to deliver its objectives</b>	<b>Key questions to help understand whether the East Herts Local Plan includes what the policy expects</b>	<b>Does the Local Plan address the policy's expectations?</b>	<b>How significant are any differences? Do they affect our overall strategy?</b>
	Do we have a major development proposal which requires the permanent or temporary relocation of a traveller site? If so has a site or sites suitable for the relocation of the community been identified (if the original site is authorised)?	N/A	N/A

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## EAST HERTS COUNCIL

DISTRICT PLANNING EXECUTIVE PANEL – 21 FEBRUARY 2013  
EXECUTIVE – 5 MARCH 2013

REPORT BY EXECUTIVE MEMBER FOR  
STRATEGIC PLANNING AND TRANSPORT

STATEMENT OF COMMUNITY INVOLVEMENT (SCI): DRAFT  
DOCUMENT FOR PUBLIC CONSULTATION

WARD(S) AFFECTED: ALL

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### **Purpose/Summary of Report**

- This report details the need for the Council to update its Statement of Community Involvement and seeks agreement to enter into a period of six weeks' public consultation on a draft revised document.

<b><u>RECOMMENDATIONS FOR DISTRICT PLANNING EXECUTIVE PANEL AND EXECUTIVE:</u> That:</b>	
<b>(A)</b>	<b>the Draft Statement of Community Involvement be supported for public consultation.</b>
<b><u>RECOMMENDATIONS FOR COUNCIL:</u> That:</b>	
<b>(A)</b>	<b>the Draft Statement of Community Involvement be agreed for public consultation.</b>

### 1.0 Background

1.1 A Statement of Community Involvement (SCI) sets out how a local authority intends to involve the community in the preparation, alteration or review of local planning policies or in determining planning applications. Under the terms of the Planning & Compulsory Purchase Act 2004 (as amended), local planning authorities must prepare a Statement of Community Involvement.

1.2 The Council's previous SCI was subject to examination by

informal hearing in 2007, and whilst the SCI was found 'sound' by the Inspector at the time, it did not proceed to adoption due to procedural timing matters. Since the preparation of that SCI there have been a number of changes in the legislation and regulations which affect the way in which the local planning policy documents are prepared. It is therefore appropriate to revise the SCI to reflect those changes.

## 2.0 Report

- 2.1 The need for SCI preparation is set out in the Planning & Compulsory Purchase Act 2004 (as amended). Section 18 defines a local planning authority's SCI "as a statement of their policy for involving interested parties in matters relating to development in their area. The statement will apply to the preparation and revision of LDDs [*Local Development Documents*] and to the exercise of the authority's functions in relation to development control".
- 2.2 Section 19 further sets out the requirements for preparing LDDs. ... "Once the authority have adopted their statement of community involvement they must comply with it in preparing any local development document".
- 2.3 When the Council's previous SCI was prepared, the stages of preparing a planning document were set out in the accompanying Town and Country Planning (Local Development) (England) Regulations 2004.
- 2.4 Following the enactment of the Localism Act 2011, the new Town and Country (Local Planning) (England) Regulations 2012 were introduced, which amended and simplified the way in which a local plan should be prepared. As a consequence, the previous SCI is out of date and a review is necessary to reflect these new Regulations.
- 2.5 Previously, the SCI gave details about each stage of plan preparation and how the Council should consult the public at each of those stages. However, some stages of plan preparation are no longer included in the 2012 Regulations and the effect of these changes is that there is more flexibility for the Council in how it consults at the early stage of plan preparation. The need for public examination into Supplementary Planning Documents (SPDs) has also been removed.

- 2.6 Furthermore, the Neighbourhood Planning (General) Regulations 2012 have also been brought into force, which set out how the Council's role is defined in relation to Neighbourhood Planning and how it is required to carry out certain consultation procedures as part of this process.
- 2.7 Pursuant to these changes, a new draft revised SCI has been prepared to address the issues raised and to further ensure that it accommodates any other changes to Council procedure that may have occurred in the interim which could affect how planning consultations are undertaken. It is also intended that the document should be more digestible for the general public and has therefore set out to simplify how the information within it is communicated and to reduce its length significantly.
- 2.8 Beyond the planning policy related consultation process, the draft revised SCI will continue to set out the process regarding how the Council consults in respect of planning applications. The process for this aspect remains largely unchanged from the previous document, but has been presented in a more comprehensible format.
- 2.9 For both planning policy and development management consultation procedures, the revised document has taken on board the increased use of electronic communications in these processes and seeks to maximise usage where at all possible. This is in order to both streamline consultations, thereby reducing potential delay to the process concerned, and to achieve cost-effectiveness for the district's residents.
- 2.10 In light of all of the above, a new draft revised SCI is attached at **Essential Reference Paper 'B'**, which sets out the ways in which the Council proposes to consult the community in respect of four main planning related areas including: Development Plan Documents (notably, the District Plan); Supplementary Planning Documents; Neighbourhood Development Plans; and planning applications.
- 2.11 In terms of whether there remains a requirement to consult on the draft revised SCI, the Regulations appear ambiguous on this point. However, in light of the SCI's contents being related to public engagement, it would appear good practice (shared by many other local authorities) to carry out public consultation on the document. It is therefore intended that there should be a six week period of public consultation on the draft revised SCI.



2.12 This will be carried out in accordance with the procedure outlined in the draft SCI for SPDs and will be primarily via the Council's consultation portal. At this time the document will also be paragraph numbered.

2.13 However, it should be noted that following the consultation, and any subsequent amendments to the revised SCI, the Council will be in a position to proceed straight to adoption "without being submitted to the Secretary of State for examination", as advice to this effect was contained in a DCLG letter to Chief Planning Officers, dated 30 March 2011.

### 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 & Compulsory Purchase Act 2004 (as amended)

[http://www.legislation.gov.uk/ukpga/2004/5/pdfs/ukpga\\_20040005\\_en.pdf](http://www.legislation.gov.uk/ukpga/2004/5/pdfs/ukpga_20040005_en.pdf)

Town and Country Planning (Local Planning) (England) Regulations 2012

<http://www.legislation.gov.uk/uksi/2012/767/contents/made>

Neighbourhood Planning (General) Regulations 2012

<http://www.legislation.gov.uk/uksi/2012/637/contents/made>

DCLG letter to Chief Planning Officers, dated 30 March 2011

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/8004/110330-](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/8004/110330-)

[Letter to Chief Planning Officers Preparation and Monitoring of Local Plans.pdf](#)

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## ESSENTIAL REFERENCE PAPER 'A'

### IMPLICATIONS/CONSULTATIONS

<p>Contribution to the Council's Corporate Priorities/ Objectives (delete as appropriate):</p>	<p><b>People</b> This priority focuses on enhancing the quality of life, health and wellbeing of individuals, families and communities, particularly those who are vulnerable.</p> <p><b>Place</b> This priority focuses on the standard of the built environment and our neighbourhoods and ensuring our towns and villages are safe and clean.</p> <p><b>Prosperity</b> This priority focuses on safeguarding and enhancing our unique mix of rural and urban communities, promoting sustainable, economic and social opportunities.</p>
<p>Consultation:</p>	<p>Consultation with statutory bodies, stakeholders and the community is a key requirement of DPD and SPD preparation, Neighbourhood Planning and Planning Application procedure. While consultation on the Statement of Community Involvement (SCI) is not itself a statutory requirement, as it impacts on future statutory public consultation processes, public consultation on this document for a period of six weeks is considered appropriate.</p>
<p>Legal:</p>	<p>Requirement to prepare a Statement of Community Involvement (SCI) under the terms of the Planning &amp; Compulsory Purchase Act 2004 (as amended). Current, unadopted, SCI is out of date in relation to updated statutory Regulations.</p>
<p>Financial:</p>	<p>Cost of public consultation on Draft Revised SCI – to be managed via existing Planning Policy Upkeep budgets.</p>
<p>Human Resource:</p>	<p>None other than Planning Policy Team human resources in facilitating public consultation and finalising Revised SCI.</p>
<p>Risk Management:</p>	<p>Failure to produce a Revised SCI could lead to the Council being found unsound at the Examination into the District Plan.</p>

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## ***Statement of Community Involvement (SCI)***

### ***Shaping Now Shaping the Future***

#### ***What is the SCI?***

The Statement of Community Involvement (SCI) sets out East Herts Council's approach to public engagement in the planning system, both in terms of the preparation of district planning policy documents and the consideration of planning applications. It provides guidance on how East Herts Council intends to engage with the local community, including involvement in Neighbourhood Planning.

The SCI is in conformity with the Council's current Public Engagement Strategy<sup>1</sup>. The Council wishes to involve all sectors of the community in the planning process and is committed to maximising publicity of its planning documents. It will therefore aim to exceed the minimum legal requirements laid down in Planning Regulations<sup>2</sup> in respect of its planning role in public consultation.

Community engagement is a key component in the planning system as it adds value to the process by ensuring that the Council is able to listen to the views of stakeholders and the community to inform the outcome of planning decisions. This helps local people to become directly involved in place shaping in the district. However, to get the most out of any consultation, it is important that stakeholders and the community understand the scope of the consultation and the process itself. More information on the planning system can be found at [www.eastherts.gov.uk/planning](http://www.eastherts.gov.uk/planning).

Public bodies are required<sup>3</sup> to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people in carrying out their activities. However, it is recognised that some parts of the community are less likely to get involved in some activities and as a result are under represented in the consultation process. In East Herts our 'hard to reach' groups may include young people, students, the elderly, ethnic minorities, gypsies and travellers, homeless people, single parent families, and people with disabilities. They may also include whole sections of the community living in the rural areas or more deprived areas of the district. We must also consider those who have difficulties accessing information and those with limited time to become further involved. Therefore, the way in which we consult is very important to ensure that we try to encourage hard-to-reach groups to become fully involved in all consultations from an early stage.

#### ***Guiding Principles***

Several guiding principles will be applied to our planning consultations, based around three values of informing, consulting and involving people. Where the Council is involved with planning related consultations undertaken by others, we will also expect them to apply these principles. We will seek to ensure that:

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<sup>1</sup> <http://www.eastherts.gov.uk/index.jsp?articleid=10867>

N.B. The East Herts Public Engagement Strategy is currently under review.

<sup>2</sup> Information on the Planning Regulations can be found at <http://www.legislation.gov.uk/uksi/2012/767/contents/made>

<sup>3</sup> Under the terms of Public Sector Equality Duty, Section 149, Equality Act, 2010.

- Consultation publications are clear and concise, making it obvious in the information provided what is being proposed; how and when people can get involved; and with planning jargon used only where absolutely necessary;
- It is easy for groups and individuals with little or no knowledge of the planning process to get involved;
- Appropriate consultation methods are used in order to maximise opportunity for community involvement, while making sure that these processes are commensurate, i.e. cost and time effective;
- Consultation is effective by listening to the views of interested and affected parties at an early stage in the process;
- People who respond to consultations are informed of how their responses will be taken into account; how they can view the Council's response to issues they have raised; and also of opportunities to become further involved at any later stages;
- Involvement will be open to all regardless of background and personal circumstance. It is the Council's practice not to treat any one group of people less favourably than others because of their age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; or sexual orientation.
- Written information (publications, leaflets etc) will be made available on request in accessible formats such as large print, Braille, audio, electronic format or translated into another language;
- Response to consultations is fully encouraged; and
- All responses to consultations are handled in accordance with the Council's Data Protection Policy and Guidelines which are designed to ensure that the activities of the Council comply with the Data Protection Act (1998).

It is often the case that consultation leads to comments and representations which conflict with each other and mean that it will not be possible for the aspirations of all parties to be satisfied. There may also be other reasons why we are unable to deliver the outcome which the respondent seeks. However, while it will not always be possible for the Council to accommodate everyone's expressed views, we will carefully balance and consider all relevant comments and representations and will respond to those issues, as appropriate.

It is important to note that the Council reserves the right not to consider or include in its documentation any inappropriate comments submitted as a result of its consultations. These may include, but not be limited to:

- Discriminatory comments relating to age, gender, disability, ethnicity, religious beliefs and sexual orientation;
- Offensive or inflammatory remarks, including foul language or abusive content.

These types of comments will not be included for consideration by the Council. However, where the author of such comments is traceable, the opportunity may be made available (at the Council's discretion) for comments to be redrafted to an acceptable form so that they can be considered as part of the consultation process.

The SCI aims to ensure that all consultation is carried out in a professional, cost effective and coordinated way. The central role of elected Council Members as representatives of their community<sup>4</sup> is unaffected by the SCI; councillors are important as representatives of the Council and the local community. Their knowledge of, and role within, the community can be used to great advantage and should be regarded as central to the determination and implementation of both consultations and policy decisions.

### ***Planning Policy Documents***

Three types of document may constitute the development plan for the district consisting of:

- Development Plan Documents;
- Supplementary Planning Documents; and
- Neighbourhood Development Plans and Orders.

East Herts Council will itself produce two of these main types of planning policy document:

- Development Plan Documents (DPDs) – these form part of the legal Development Plan that contains the planning policies used to determine planning applications and make decisions about development, e.g. the East Herts District Plan. They have to go through certain stages of community involvement before being submitted to a government appointed Inspector for Examination prior to adoption by the Council (if the Examination finds it sound); and,
- Supplementary Planning Documents (SPDs) – these additional policy documents provide further detailed planning information on specific matters (e.g. vehicle parking) or individual development sites (e.g. Development Briefs or Master Plans<sup>5</sup>). They are also subject to public consultation, but do not require examination by an Inspector before adoption by the Council.

Both DPDs and SPDs must accord with national planning policies, be supported by technical evidence, and be informed by the views of residents, businesses and stakeholders, as appropriate.

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<sup>4</sup> as outlined in the Local Government Act 2000

<sup>5</sup> Development Briefs or Master Plans can be produced for specific sites or areas either by the Council or the prospective developer. Council approval of Development Briefs/Master Plans would be appropriate if they are to be relied upon by the Council in determining any planning application. However, it should be noted that briefs can be produced independently in support of applications. The public can become involved in the production of Development Briefs/Master Plans through consultation undertaken by those producing them. The Council can also work with other parties, such as prospective developers, to produce Development Briefs/Master Plans; in all such cases the production stages and consultations methods associated with Supplementary Planning Documents will apply to those Development Briefs/Master Plans.

### **Who will we consult?**

Specific and General consultation bodies who must be consulted by the Council are detailed in the relevant Regulations<sup>6</sup> and these are listed at Appendix A. We are keen to ensure that as many interested people as possible are kept informed of our consultations. Therefore, our consultation database extends beyond the Regulations' requirements and includes:

- Statutory organisations, including parish councils, neighbouring councils, infrastructure providers and government bodies as legally required or otherwise appropriate;
- Community and voluntary groups, business and other social, economic and environmental organisations, as appropriate;
- Others who have expressed an interest in the subject matter;
- Members of the general public who have asked to be consulted.

The Council is keen to enable more people with an interest in the plan-making process to become involved. Individuals, groups and organisations are therefore encouraged to visit the Council's consultation portal (<http://consult.eastherts.gov.uk>) or contact the Planning Policy Team (see below for details) to be added to the Planning Policy consultation database at any time in the process. This will ensure that they are kept informed of the progress of emerging planning policy documents and are given notice of the opportunity to respond to public consultations, as appropriate.

Consultees who wish to receive ongoing updates about the District Plan and other planning policy documents may also inform the Planning Policy Team if they would like to be emailed copies of the District Planning Bulletin as new editions are published.

### **How will we consult?**

- We will contact appropriate organisations and individuals directly. This will be by email where possible, and by post only for those contacts:
  - who must be consulted by this method statutorily;
  - are without email addresses; or,
  - where hard copy documents are more appropriate e.g. at places for public viewing.
- For all of its planning policy consultations, the Council's documents will be available at the appropriate stages for viewing and comment via its website [www.eastherts.gov.uk](http://www.eastherts.gov.uk) (this is a statutory requirement). The website can be used to make comments via its online consultation portal (which can also be directly accessed at: <http://consult.eastherts.gov.uk>).
- Beyond the website, we will publicise consultations using media appropriate to each individual consultation, including methods such as the Council's 'Link' magazine (where publication dates enable its circulation to coincide with or pre-date the

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<sup>6</sup> Currently, the Town and Country Planning (Local Planning) (England) Regulations 2012.

consultation period), posters, leaflets, displays, community and social media, and local newspapers.

- We will leave hard copies of consultation documents on display at specific locations where there is public access, including district and town council offices and libraries.
- Consultation documents will be sold at a price reflecting publication costs (plus postage and packaging, where appropriate) for hard copies, and made available for download at no charge from the Council's website.
- On occasion we may make available hard copies of consultation documents to community groups, councils and other statutory organisations.
- We will consult on planning policy documents for at least the minimum required period.
- We may consider organising or supporting other consultation events, such as but not limited to, community based planning meetings, as appropriate. If such meetings are considered appropriate we will:
  - Try to hold community involvement events in different parts of the district, and at different times and days of the week, to make them available to as many people as possible;
  - Use venues with good access and transport links.

### **When will we consult on DPDs?**

- We will first ask for ideas, views and information from appropriate organisations, individuals and communities – **Issues and Options stage**.
- After considering any initial comments and previous consultation results, we will consult on the revised document(s) which will explain the main issues to be considered and may include potential options for at least six weeks – **Preferred Options stage**.
- We will consider whether there is a need to prepare documents for additional consultation stages, as appropriate.
- When all relevant representations have been taken into account and any necessary changes to the document have been made, we will formally publish the **Submission document** (or equivalent under any revision to the relevant regulations).
- The DPD will then be submitted to the Secretary of State for **Public Examination** by a Planning Inspector appointed by the Planning Inspectorate.
- The Council will subsequently formally **adopt** the DPD incorporating the Inspector's recommendations.



***When will we consult on SPDs?***

- If appropriate, we will first ask for ideas, views and information from relevant organisations, individuals and communities.
- We may carry out informal consultation before we prepare a formal draft SPD, which would take into account any initial comments and any previous consultation results. If the proposed SPD is related to a specific site, this initial informal consultation may be limited to specific bodies and people in the local area. We will fully **consult** on a draft version of the SPD for at least six weeks.
- After considering the responses to the draft, we will consider whether there is a need for any further consultation.
- Once we consider that the planning policy issues raised through community involvement have been fully considered and any necessary changes to the document have been made, we will **adopt** the SPD.

***How should people respond to DPD and SPD consultations?***

The processing of hand written consultation responses is a very time-consuming procedure, which has the potential to cause considerable delay to the policy-making process, particularly for consultations where a large volume of comments are received. Consequently, the Council's preferred method of response is via its online consultation portal where people enter their own personal details and comments. However, it is recognised that not everybody will be able to use this method of response and there is no requirement to use it. Therefore, respondents will be encouraged to submit their comments in the following order:

- Via the Council's online consultation portal (<http://consult.eastherts.gov.uk>);

The advantages of this method are that people can:

- enter their own contact details and update them as circumstances change;
  - download all consultation documents or document sections in PDF format for easy viewing or printing;
  - make comments on consultations and upload any supporting documents;
  - receive an automated response confirming submission of their comments;
  - view comments made by other users regarding specific points;
  - search current and previous consultations for views expressed by specific users; and
  - choose to be informed of subsequent consultations and/or the adoption of documents they have responded to.
- Electronic copies of word documents or text submitted by email;
  - Hard copy submissions.

Where groups are intending to coordinate a large campaign in response to a consultation, the Council's preference is for responses to be made using the consultation portal and, where necessary, the Planning Policy Team will support such groups by providing explanation of how to use it.

***How will we respond to comments made on DPD and SPD consultations?***

For consultations on all planning policy documents (DPDs and SPDs) the Council will take account of all responses received by any of the above means where the issues raised are material planning considerations. Responses concerning other issues beyond the scope of planning policy (e.g. matters such as highways maintenance or refuse collection) will not be taken into account.

- We will publish all comments received (either in full or in summary form) as soon as feasible;
- All submissions will be made publicly available;
- Comments received in hard copy format will be made available online in an appropriate format where practicable (either scanned or typed up), or if not practicable, the original documents will be available for viewing at the Council offices;
- Pro-forma responses will be considered collectively;
- All responses will be made available for public viewing, either online or in hard copy format for at least three months after the document is adopted;
- We will respond to comments (or a summary of the issues raised in the comments) explaining how any planning policy matters have been taken into account by reporting initially to the District Planning Executive Panel, with recommendations subsequently supported by Executive and agreed by Full Council (which comprises all elected ward members). All meetings of the District Planning Executive Panel are open for the public to attend (although not to participate in proceedings) and all agendas, supporting evidence and minutes are available for viewing or free download via the Council's website;
- We will send all those people who have requested to be notified of the Plan's adoption a copy of the adoption statement, including details of where and when the Plan can be inspected.

***Neighbourhood Planning***

Neighbourhood Planning involves Town and Parish Councils or designated Neighbourhood Forums in preparing planning documents for their communities which, following examination and a successful referendum, will then be adopted by the Council as part of the Development Plan for the area.

There are two main aspects of Neighbourhood Planning: Neighbourhood Development Plans and Neighbourhood Development Orders (including the Community Right to Build):

- Neighbourhood Development Plans are community-led and provide a framework for guiding the future development, regeneration and conservation of an area;
- Neighbourhood Development Orders are a way for Town and Parish Councils or designated Neighbourhood Forums to grant planning permission for certain kinds of development within a specified area;

- Community Right to Build Orders are a special kind of Neighbourhood Development Order, which grant planning permission for certain development schemes.

The process for preparing Neighbourhood Plans and Orders is set out in the Regulations<sup>7</sup>. We have published our own guidance on Neighbourhood Planning which is available on the Council's website<sup>8</sup>. The Locality Neighbourhood Plans Roadmap Guide provides additional helpful advice on Neighbourhood Planning and is available on its website<sup>9</sup>. Once brought into legal force, a Neighbourhood Plan will form part of the statutory Development Plan and decisions on whether or not to grant planning permission in the Neighbourhood Area will need to be made in accordance with it, unless material considerations indicate otherwise.

As part of the process towards gaining legal force, planning legislation requires consultation and engagement to take place on Neighbourhood Plans and Orders. While much of the consultation required for Neighbourhood Planning is the responsibility of the local communities involved (and information on this is available in the guidance mentioned above), there are certain stages where the District Council has statutory involvement in the process, which also results in consultation.

Where the Council is required to carry out consultation as part of the Neighbourhood Planning process, we will apply the same broad principles associated with consultation on Planning Policy documents, subject to any conditions of the relevant Regulations.

### ***Planning Applications***

For many people the first experience of the planning process is through planning applications, either as an applicant or in relation to applications submitted by other people. While some minor schemes can be carried out as 'Permitted Development', a significant amount of new development in East Herts will require planning permission. A planning application is required for most new buildings, many changes of use and operational development or significant alterations to existing buildings. There are a number of different types of planning application, with the type of application determined by the size and scale of the proposed development. Whilst the process for consulting on all types of planning application is similar, there are additional requirements for larger proposals involving residential development (including change of use) for 10 or more homes or where the site area is more than 0.5 hectares or, for all other uses, where the floorspace created is 1000m<sup>2</sup> or more, or where the site area is 1 hectare or more. These are known as major applications, where there are additional publicity requirements<sup>10</sup>.

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<sup>7</sup> Currently, the Town and Country Planning, England, The Neighbourhood Planning (General) Regulations 2012

<sup>8</sup> [http://www.eastherts.gov.uk/media/pdf/4/m/Interim\\_Neighbourhood\\_Planning\\_Guidance\\_Note\\_-\\_Dec\\_11\\_Smaller\\_File\\_Size.pdf](http://www.eastherts.gov.uk/media/pdf/4/m/Interim_Neighbourhood_Planning_Guidance_Note_-_Dec_11_Smaller_File_Size.pdf)

<sup>9</sup> <http://locality.org.uk/resources/neighbourhood-planning-roadmap-guide/> also available via PAS website: <http://planning.communityknowledgehub.org.uk/resource/neighbourhood-plans-roadmap-guide>

<sup>10</sup> Where there is a departure from the Development Plan; where an Environmental Impact Assessment is required; and, where a proposal would affect a Right of Way to which Part 3 of the Wildlife and Countryside Act 1981 applies.

***Major Planning Applications***

***Before making a major planning application, prospective applicants should preferably:***

- Talk to the Council's planning officers about their application, and consider these discussions when preparing their proposals, through the chargeable pre-application service<sup>11</sup> – the aim of this is to see if the principle of development is acceptable before any formal application is made and so that any necessary adjustments can be made if required;
- Talk directly with relevant statutory consultees to minimise technical objections to their application;
- Consult the local community on overall and specific aspects of their proposals; and
- Consider the consultation responses received, and take them into account before making their planning application.

***Other Applications***

***Before making other types of planning application, prospective applicants should preferably:***

- Consult both the Council's planning officers (through the Council's chargeable pre-application service as set out above) and any people likely to be affected by the proposed development; and
- Consider their views before finalising proposals. Consulting those affected may be as simple as talking over plans with a neighbour. Planning applications should where possible be accompanied by a document explaining what consultation has been carried out by the applicant, including technical and public involvement and how it has influenced the planning application proposals.

Once an application has been submitted, East Herts Council will always meet its statutory consultation requirements as a minimum<sup>12</sup>, and may exceed these where appropriate. We will therefore:

- Display a site notice where statutorily required, and provide all other applicants with site notices for voluntary display;
- Notify neighbours immediately abutting the property concerned and (depending on the nature of the development proposed), to properties in the wider locality, if considered appropriate;
- Consult with statutory bodies and with other departments, bodies and interested parties as commensurate with the development proposed;

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<sup>11</sup> It should be noted that, in respect of the pre-application service, any advice given at this stage is not binding and there are no statutory requirements for pre-application discussions.

<sup>12</sup> Currently contained in the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended).

- Publicise as statutorily required applications for major, departure, Listed Building, Conservation Area or Right of Way proposals, and for other applications, as appropriate;
- Make all planning applications available for viewing at the Council's offices in Hertford and on our website;
- Publicise a weekly list of planning applications on our website and in other public places;
- Send this weekly list to town and parish councils and to other subscribers.

***How will the Council deal with consultation responses?***

- Comments received will be placed on the application file and be made publicly available.
- The Council will take account of all responses received as a result of its consultations on planning applications where the issues raised are material planning considerations. What the Council can take into account when it considers comments on planning applications can be confusing. We can only consider objections or comments which raise relevant planning issues, e.g. problems with increased traffic if the development went ahead, the effect a development might have on the environment in terms of noise, loss of trees etc, or the effect a proposal might have on the appearance of the surrounding area. The issue for the planning system is whether or not the proposed use, or development of the site, would be acceptable in land use and environmental terms.
- Responses concerning other issues cannot be taken into account when determining a planning application. These matters include, but are not restricted to:
  - Property values;
  - Boundary disputes;
  - Personal circumstances of the applicant or the objector;
  - Loss of a private view;
  - "Moral issues"; and
  - Issues controlled by other legislation (e.g. building regulations, legal covenants etc).
- All relevant planning issues raised within the consultation period will be taken into account in the Planning Officer's report to help inform the recommendation. It is important to know that we cannot refuse an application simply because many people are against it. We have to consider whether the application satisfies our adopted planning policies, as well as national planning policy guidance.

***How will the decision be made?***

The authority to determine planning applications lies with the Development Control Committee; however, as the Council typically deals with more than 2,200 applications per year, the majority of applications (around 90%) are determined by planning officers under delegated powers granted to them by the Committee.

The remaining applications are determined by the Development Control Committee. This Committee generally meets every four weeks and handles the larger and more complex applications, in accordance with the criteria set out in the Council's Constitution.

***What else will the Council do in the decision making process?***

- The Council will consider any submitted consultation statement in addition to any comments received on the planning application. If the application is to be considered by the Development Control Committee, we will inform anyone who responded to the consultation before the meeting takes place.
- The Council may allow applicants and objectors to make a short verbal statement on those planning applications which are considered by the Development Control Committee<sup>13</sup>.
- We will make Development Control Committee meetings available for live viewing via webcast.
- The Council will publish the decisions on all planning applications on its website which will, where required, include the reasons for the decision.
- We will write back to respondents (by email if possible and by post where no email address is available) to inform them of the Council's decision.
- If an appeal is subsequently lodged, we will inform all those people who responded to the consultation on the original planning application (although the rest of the appeal procedure will be handled by the Planning Inspectorate<sup>14</sup>).

***Contact the Planning Policy Team***

Phone: 01279 655261  
Email: [planningpolicy@eastherts.gov.uk](mailto:planningpolicy@eastherts.gov.uk)  
Post: East Herts Council, Wallfields, Pegs Lane,  
Hertford, Herts, SG13 8EQ

***Contact the Development Control Service***

Phone: 01279 655261  
Email: [planning@eastherts.gov.uk](mailto:planning@eastherts.gov.uk)  
Post: East Herts Council, Wallfields, Pegs Lane,  
Hertford, Herts, SG13 8EQ

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<sup>13</sup> Up to one person may be allowed to speak in support of an application, and one person to speak in objection to each application at the meeting. Each person or group of people opposing or supporting the proposal will be allowed up to three minutes to speak to the Committee. How to register to speak and the rules for these meetings are explained in greater detail on the Council's website [www.eastherts.gov.uk](http://www.eastherts.gov.uk) and in a leaflet available from Council offices.

<sup>14</sup> Further information on the appeals process is available on the Planning Inspectorate website: [www.planning-inspectorate.gov.uk](http://www.planning-inspectorate.gov.uk)

**Specific and General Consultation Bodies**

As set out in the *Town and Country Planning (Local Planning)(England) Regulations 2012*,

“general consultation bodies” means the following:

- a) voluntary bodies some or all of whose activities benefit any part of the local planning authority’s area,
- b) bodies which represent the interests of different racial, ethnic or national groups in the local planning authority’s area,
- c) bodies which represent the interests of different religious groups in the local planning authority’s area,
- d) bodies which represent the interests of disabled persons in the local planning authority’s area,
- e) bodies which represent the interests of persons carrying on business in the local planning authority’s area;

“specific consultation bodies” means the following:

- a) the Coal Authority,
- b) the Environment Agency,
- c) the Historic Buildings and Monuments Commission for England (known as English Heritage),
- d) the Marine Management Organisation,
- e) Natural England,
- f) Network Rail Infrastructure Limited (company number 2904587),
- g) the Highways Agency,
- h) a relevant authority any part of whose area is in or adjoins the local planning authority’s area,
- i) any person:
  - (i) to whom the electronic communications code applies by virtue of a direction given under section 106(3)(a) of the Communications Act 2003, and
  - (ii) who owns or controls electronic communications apparatus situated in any part of the local planning authority’s area,
- (j) if it exercises functions in any part of the local planning authority’s area:
  - (i) a Primary Care Trust established under section 18 of the National Health Service Act 2006 or continued in existence by virtue of that section;
  - (ii) a person to whom a licence has been granted under section 6(1)(b) or (c) of the Electricity Act 1989;
  - (iii) a person to whom a licence has been granted under section 7(2) of the Gas Act 1986;
  - (iv) a sewerage undertaker; and
  - (v) a water undertaker;
- (k) the Homes and Communities Agency; and
- (l) where the local planning authority are a London borough council, the Mayor of London.